

Technical Report #2:  
**Financial Resources**  
Final Adopted Plan  
*January 2016*



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## Executive Summary

The MetroPlan Orlando 2040 Long Range Transportation Plan will be funded using a mixture of state, federal, local, and toll revenues. This report identifies the projected funds by source for the period from 2019 through 2040. Revenues to fund the years prior to 2019 will be committed through the Transportation Improvement Program (TIP).

Table 1 summarizes the projected funding by system, agency and local government as well as the source of the funds (i.e., state/federal or local). Planned improvements to some systems (i.e., Florida's Turnpike and Osceola County Expressway Authority) have been identified instead of the dollar amount of the improvements. In addition, the Central Florida Expressway Authority planned improvements are yet to be identified. Identifying the projects instead of their costs is acceptable for addressing these projects in the LRTP because these projects are not initiated by MetroPlan Orlando. These projects are paid for by tolls, but they do require approval by MetroPlan Orlando for implementation. The main objective for addressing these projects in the development of the LRTP is to consider their impacts to the transportation system and their effects on other transportation needs.

**TABLE 1  
PROJECTED REVENUES FOR THE 2040 LONG RANGE TRANSPORTATION PLAN  
(2019-2040)**

System, Agency, Local Government	State/Federal Funds	Local Revenues	Total
MetroPlan Orlando (TMA)	\$542,100,000	n/a	\$542,100,000
Strategic Intermodal System (SIS)	\$1,955,956,000	n/a	\$1,955,900,000
SunRail	\$337,900,000	\$459,900,000	\$797,800,000
Florida's Turnpike	n/a	TBD	See Projects
Central Florida Expressway Authority (CFX)	n/a	TBD	TBD
Osceola County Expressway Authority (OCX)	n/a	TBD	See Projects
LYNX	\$1,117,500,000	\$1,460,800,000 <sup>1</sup>	\$2,578,300,000
Orange County	\$1,006,000,000	\$1,967,200,000	\$2,973,200,000
Osceola County	\$249,100,000	\$4,548,700,000	\$4,797,800,000
Seminole County	\$336,900,000	\$786,700,000	\$1,123,600,000
City of Orlando	n/a	\$249,900,000	\$249,900,000
Alternatives	\$53,200,000	n/a	\$53,200,000
<b>TOTAL</b>	<b>\$5,598,656,000</b>	<b>\$10,026,000,000</b>	<b>\$15,071,800,000</b>

<sup>1</sup> Local revenues do not include funding from Orange, Osceola, or Seminole Counties. To avoid double counting revenues, those funds are included in each County's funding.

In total, approximately \$15.1 billion is projected to be available to fund the transportation system. (This amount does not include the specific projects listed for the Central Florida Expressway Authority (CFX), Osceola County Expressway Authority (OCX) or Florida's Turnpike Enterprise.) Of the \$15.1 billion, approximately 37% (\$5.6 billion) is from state/federal sources and 63% (\$9.5 billion) is from local revenues.

## 1.0 Introduction

This Preliminary Financial Resources report has been prepared as part of the MetroPlan Orlando 2040 Long Range Transportation Plan, in coordination with the following agencies and local governments:

- MetroPlan Orlando Long Range Transportation Plan (LRTP) Subcommittee;
- MetroPlan Orlando Transportation Technical Committee (TTC);
- Florida Department of Transportation;
- Florida's Turnpike Enterprise;
- Central Florida Expressway Authority;
- Osceola County Expressway Authority;
- LYNX;
- Orange County;
- Seminole County;
- Osceola County;
- City of Orlando;
- Other municipalities through the LRTP Subcommittee and the TTC.

The revenue projections identified in this report will be considered in developing the 2040 Long Range Transportation Plan. In addition to existing revenue sources, potential new sources have been identified for consideration to fund the anticipated gap between the needs of the transportation system and the projected available revenues.

### 1.1 Report Organization

This technical report outlines the current financial resources available for transportation improvements in the MetroPlan Orlando area (Orange, Osceola and Seminole counties) for the period from 2019 through 2040. Current resources include funds from the federal and state governments, as well as revenues generated locally, such as local gas taxes and impact fees. The analysis and documentation of the Financial Resources report are organized into four sections:

- Introduction;

- Overview of Financial Sources, which includes documentation of current sources and use of funds, as well as other potential financing strategies;
- Financial Projections, which presents an analysis of the funding sources and projections to 2040 for each source;
- Summary, which provides a summary of the various revenues projected to be available to fund the 2040 LRTP.

## 2.0 Overview of Financial Sources

A major focal point of the 2040 Transportation Plan is planning for transportation needs within the current and expected financial constraints. The 2040 plan is required to be financially feasible. This report supports that objective by describing and analyzing the financial resources available on the federal, state and local levels. This section presents the financial resources currently used in the MetroPlan Orlando area, the sustainability of those sources and opportunities for possible new funding strategies.

### 2.1 Current Revenue Sources

The State of Florida allows the use of various funding sources to develop and maintain its transportation system. The vast majority of non-toll transportation funds are from fuel taxes levied at federal, state and local levels. Federal funds are collected and distributed to federal highway, rail and transit programs, from which Florida receives funding for eligible programs. Funds are collected from Florida tax levies and distributed to state funding programs, with the Transportation Fund receiving the bulk of the money. These programs fund statewide projects and distribute funds to counties and municipalities. On the local level, funds are collected from local tax levies, as well as state tax levies shared by the state and local entities. Table 2 outlines Florida's transportation tax sources and estimated proceeds for 2012.

**Table 2  
FLORIDA'S TRANSPORTATION TAX SOURCES**

FUND/TAX SOURCE	DESCRIPTION	2012 DISTRIBUTION (\$ in Millions)	2013 RATES & FEES
<b>Federal</b>			
Federal Highway Administration	Highway fuel taxes and other excise and heavy vehicle use & sales taxes	\$1,835	Gasoline - 15.44¢/gallon Gasohol - 15.44¢/gallon Diesel - 21.44¢/gallon
Federal Aviation Administration Airport & Airway Trust Fund	Federal taxes on non-commercial aviation fuel, airline tickets, waybills, and international departures	\$148	Avgas - 19.3¢/gallon Jet Fuel - 21.8¢/gallon Ticket Tax - 7.5% Waybill Tax - 6.25%
Federal Transit Administration Highway Trust Fund	Federal highway fuel taxes	\$422	2.86¢/gallon
Federal Rail Administration General Fund	Appropriations	\$0	N/A
<b>State - For State Use</b>			
Fuel Sales Tax	Highway and off-highway fuels (excluding alternative fuels)	\$1,121	Highway Fuel - 12.9¢/gallon Off-Highway Diesel - 6%
SCETS Tax	Highway fuels (including alternative fuels)	\$631	Gasoline - 5.8¢ to 6.9¢/gallon Diesel - 6.9¢/gallon
Aviation Fuel Tax	Aviation fuel	\$13	6.9¢/gallon
Fuel Use Tax & Fee	ID decals & taxes on highway fuels consumed commercially	\$10	Decals - \$4.00/year Taxes - Prevailing Rates
Motor Vehicle License Fee	Annual vehicle registrations	\$461	Fee based on vehicle weight
Initial Registration Fee	Initial registration surcharge on specified vehicles	\$81	One-time Fee - \$225.00
Incremental Title Fee	Titles issued for newly registered and transferred vehicles	\$87	Fee - \$70.00 each
Rental Car Surcharge	Daily surcharge on leased/rented vehicles	\$109	Fee - \$2.00/day
<b>State - For Local Use</b>			
Fuel Excise Taxes - Constitutional, County and Municipal Gas Taxes & Fuel Use Tax	All highway fuels	\$358	Constitutional- 2¢/gallon County - 1¢/gallon Municipal - 1¢/gallon
<b>Local</b>			
Ninth-cent Gas Tax	All highway fuels	\$78	Gasoline - 0¢-1¢/gallon Diesel - 1¢/gallon
Local Option Gas Tax	All highway fuels	\$690	Gasoline - 1¢-11¢/gallon Diesel - 6¢/gallon
<b>Total</b>		<b>\$6,044</b>	

Source: Florida's Transportation Tax Sources, A Primer, January 2013

## 2.1.1 State/Federal Funds

To develop revenue projections, FDOT combines the federal revenues and state “for state use” revenues as state/federal funds. State “for state use” revenues are administered by FDOT. State “for local use” revenues are administered by local governments. These are addressed later.

As identified in Table 2, the sources of state/federal funds include highway and off-highway fuel taxes, fuel sales taxes, and State Comprehensive Enhanced Transportation System (SCETS) taxes. Other State/Federal revenue sources include vehicle related taxes (i.e., vehicle license fees, registration fees and title fees) and tourism related taxes (i.e., aviation fuel and rental car surcharges).

## 2.1.2 Local Funds

In addition to the funding received through state/federal funding mechanisms, local governments have the ability to raise revenues through levying local taxes (see Table 3). The counties in the MetroPlan Orlando area generally use a combination of sales taxes, gas taxes and impact fees to pay for transportation projects. The taxes most frequently used are the Local Option Gas Tax (LOGT), the state-levied Constitutional Gas Tax, and the Local Government Infrastructure Surtax. The state collects and distributes the Constitutional Gas Tax, county and municipal gas taxes and fuel use taxes on behalf of local governments. In the past, a major revenue source for transportation-related projects has been Transportation Impact Fees, however, the recent downturn in the economy has significantly reduced the flow of revenues from impact fees. A more in-depth assessment of local taxes and fees is provided below.

**Constitutional Gas Tax** - The state Department of Revenue collects the Constitutional and county gas taxes and transfers the proceeds on a monthly basis to the State Board of Administration (SBA) for distribution to the counties. The SBA deducts administrative costs from the proceeds and calculates a monthly allocation for each county. The SBA manages, controls and supervises the proceeds. Once the proceeds have been allocated, revenues are distributed to each county’s board of county commissioners to be used at the county’s discretion for the intended purposes.

**Local Option Gas Tax** - Local Option Gas Taxes (up to 12 cents per gallon) are levied by individual counties through either a super majority vote of the county’s governing body or by referendum. The proceeds are distributed to the county and eligible municipalities based on transportation expenditures. Counties are required to share the proceeds with municipalities. The taxes are collected by retailers and remitted to the Department of Revenue. The Department of Revenue distributes the proceeds monthly to the county in which the tax was collected, then transfers proceeds to the Local Option Gas Tax Trust Fund.



**Table 3  
LOCAL GOVERNMENT REVENUE SOURCES**

FUND/TAX SOURCE	DESCRIPTION	USES	Maximum Allowable Tax
<b>STATE - FOR LOCAL USE</b>			
Constitutional Gas Tax	State shared revenue source for counties only. Funds are allocated to debt service managed by the State Board of Administration then surplus is distributed to county.	The acquisition, construction and maintenance of roads. Can be used as matching funds for state/federal funding for the above purposes.	2¢/gallon
County Gas Tax	A gas tax levied on motor fuel at the wholesale level. Tax is administered by the state and redistributed to counties on a monthly basis.	Transportation-related expenses including the acquisition of rights-of-way, development and maintenance of transportation facilities, roads and bridges.	1¢/gallon
<b>LOCAL</b>			
Local Option Gas Tax (1)	This tax is imposed on every gallon of motor or special fuel sold at retail in a county.	The proceeds are to fund only transportation expenditures.	6¢/gallon
Local Option Gas Tax (2)	This tax is imposed on every gallon of motor fuel sold at retail in a county.	Fund transportation expenditures needed to meet the requirements of the local government comprehensive plan.	5¢/gallon
Ninth-Cent Gas Tax	This tax is imposed on motor and special fuels sold within the county.	Expenses associated with the establishment, operation and maintenance of a transportation system and its facilities.	1¢/gallon
Local Government Infrastructure Surtax	Applies to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions and other transactions.	Financing, planning and construction of infrastructure. County may acquire land for public recreation or preservation.	1%
Charter County and Regional Transportation System Surtax	Applies to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions and other transactions.	The development, construction, operation, and maintenance of transit systems, roads and bridges.	1%
Municipal Parking Facility Space Surcharges	Based on a percentage of the amounts charged for the sale, lease, or rental of space at municipal parking facilities.	Available to City of Orlando. Proceeds are used to improve transportation in downtown or urban core areas	15%
Transportation Impact Fees	These fees are imposed on a project-by project basis before development takes place.	Must be used to finance road and transportation-related projects within the collector district. Funds must be spent within six years of collection.	Varies with type of project

Source: 2012 Local Government Financial Information Handbook.

**Ninth-Cent Gas Tax** - The Ninth-Cent Gas Tax is levied according to the same rules as the Local Option Gas Taxes. County governments are not required to share the proceeds of the Ninth-Cent Gas Tax with municipalities, although many counties share revenues through inter-local agreements with municipalities. Retailers collect the tax, then remit the proceeds to the Department of Revenue. The proceeds are transferred to the Ninth-Cent Gas Tax Trust Fund.

**Infrastructure Surtax** - The Local Government Infrastructure Surtax is enacted by a majority vote and approval by voters in a countywide referendum. The Department of Revenue is charged with collecting, administering and enforcing the infrastructure surtax. The proceeds of the tax are transferred to the Discretionary Sales Tax Trust Fund.

**Impact Fees** - Transportation Impact Fees are imposed by local governments directly. An impact analysis is performed and the level of fees determined before the development occurs. Local governments collect, administer and control the fees.

## 2.2 Other Financing Strategies

Several innovative funding and financing techniques can be considered for implementing the 2040 Transportation Plan. Descriptions of these strategies are provided below.

**State Infrastructure Bank (SIB)** - SIBs allow the state and local governments to identify and develop innovative financing mechanisms to use federal financial resources. SIBs can be used to enhance credit, serve as capital reserves, subsidize interest rates, ensure letters of credit, finance purchase and lease agreements for transit projects, provide bond or debt financing security, and provide other forms of assistance that leverage funds.

**Grant Anticipation Revenue Vehicle (GARVEE) Bonds** - GARVEE bonds can be sold by a grant recipient with a payback provision using future federal funds. Florida is currently considering the use of GARVEE bonds based on a study of the limits to state debt.

**Section 129 Loans** - Section 129 loans allow states to use regular federal-aid highway apportionments to fund loans for projects (toll and non-toll), that can be paid back with dedicated revenue streams. Because loan repayments can be delayed until five years after project completion, this mechanism provides flexibility during the ramp-up period of a new toll facility.

**Transportation Infrastructure Finance and Innovation Act (TIFIA)** - Under TIFIA, a federal credit program has been established authorizing the U.S. Department of Transportation to provide credit assistance for transportation improvements of national or regional significance through loans, loan guarantees and standby lines of credit.

**Advance Construction** - Advance Construction allows the use of non-federal funds to construct projects that may later be reimbursed with federal funds. This strategy can allow a project to be constructed sooner, but it does not necessarily increase the amount of funds available.

**Flexible Match** - Private funds, material or right-of-way can be used as part of the state's match for federal funds. This effectively frees up the state funds that would have been used for the match to be applied to other projects.

**Toll Credits (Soft Match)** - Similar to Flexible Match, tolls used to fund improvements can be used as credits toward the non-federal match for federal funds. This strategy also frees up funds that would have been used for the federal match.

## 3.0 Financial Projections

The following section presents an assessment and analysis of available funds for the MetroPlan Orlando 2040 Transportation Plan from current sources. FDOT provided funding projections for state and federal funds. Each county in the MetroPlan Orlando area and the City of Orlando provided projections for future funding levels from their current funding sources. LYNX (Central Florida Regional Transportation Authority) provided projected passenger revenues.

Summaries of the projections have been identified, beginning with the year 2019 (FY 2018/2019) and ending at year 2040 (FY 2039/2040). Revenues through 2018 will have been used to fund committed projects and are not included in this analysis. The intent of this section is to identify only those sources not currently dedicated or obligated to other uses. In some cases, portions of the revenues have already been committed to fund operations and maintenance, or to complete projects under way but not fully funded using revenues through 2018. Where appropriate, commitments have been identified and subtracted from the total revenues to identify those revenues available for improvements in the LRTP.

### 3.1 State/Federal Funds

FDOT developed revenue forecasts of state and federal transportation funds for MetroPlan Orlando through the year 2040. These forecasts are based on a statewide estimate of revenues that fund the state transportation program, and are consistent with “Financial Guidelines for MPO 2040 Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in January 2013. All estimates are based in year-of-expenditure dollars.

Table 4 summarizes the projected state and federal revenues through 2040. Additional detail is provided in Appendix B. Over the 22-year period from 2019 to 2040, \$2.19 billion in state and federal funds are projected for MetroPlan Orlando.

**TABLE 4  
PROJECTED STATE & FEDERAL REVENUES FOR METROPLAN ORLANDO**

Planning Period	Orange County	Osceola County	Seminole County	TMA Funds	TAL-U Funds	Total
2019-2020	\$ 100,900,000	\$ 25,000,000	\$ 33,800,000	\$ 49,300,000	\$ 4,800,000	\$ 213,800,000
2021-2025	\$ 225,500,000	\$ 55,800,000	\$ 75,500,000	\$ 123,200,000	\$ 12,100,000	\$ 492,100,000
2026-2030	\$ 213,200,000	\$ 52,800,000	\$ 71,400,000	\$ 123,200,000	\$ 12,100,000	\$ 472,700,000
2031-2035	\$ 229,000,000	\$ 56,700,000	\$ 76,700,000	\$ 123,200,000	\$ 12,100,000	\$ 497,700,000
2036-2040	\$ 237,400,000	\$ 58,800,000	\$ 79,500,000	\$ 123,200,000	\$ 12,100,000	\$ 511,000,000
<b>Total</b>	<b>\$ 1,006,000,000</b>	<b>\$ 249,100,000</b>	<b>\$ 336,900,000</b>	<b>\$ 542,100,000</b>	<b>\$ 53,200,000</b>	<b>\$ 2,187,300,000</b>

In 1992, the MetroPlan Orlando Board established a policy to distribute TMA (SU) funds among the modal categories for capital projects - Highway, Transit, Management & Operations, and Bicycle & Pedestrian. The policy has been revisited annually to allow for local input and investment direction.

As the TMA/SU policy currently stands: \$500,000 is taken off the top for the Road Rangers program, the remaining funds are split with 34% for roadway improvements, 31% for transit capital, 20% for management and operations projects, and 15% for pedestrian and bicycle projects.

It is important to note, the \$500,000 allocated to the Road Rangers program is under review because of roles and responsibilities of the selected I-4 Ultimate concessionaire. Once the final contractual obligations are determined, the MetroPlan Orlando Board will amend the TMA/SU policy accordingly.

### 3.1.1 Strategic Intermodal System

FDOT takes the lead in identifying improvements on the Strategic Intermodal System (SIS) using funds dedicated to SIS improvements. The SIS projects planned to be implemented through the year 2040 are identified in Table 5. Some projects are planned to be implemented before 2019 and those have been identified as being in the existing plus committed (E+C) transportation system, since funding for the costs is committed and not subject to change as part of the long range transportation plan. A total of approximately \$2 billion is projected for the two I-4 segments to be improved. In addition, the Wekiva Parkway is being implemented as a partnership project among FDOT, CFX, and Florida's Turnpike. The total cost for Wekiva Parkway is estimated at \$1.5 billion.

**TABLE 5  
PLANNED STRATEGIC INTERMODAL SYSTEM PROJECTS**

Planning Period	Facility	From - To	Project	Cost
E+C	SunRail	DeLand to Poinciana (Phases 1 & 2)	Rail Transit	Committed
E+C	I-4	Kirkman Rd. to SR 434	6+4 Lanes	Committed
2021 - 2025	Wekiva Parkway	US 441 to I-4	4-Lanes	Partnership Project
2021 - 2025	I-4	Polk/Osceola Line to Kirkman Rd.	6+4 Lanes	\$1,523,900,000
2021 - 2025	I-4	SR 434 to Seminole/Volusia Line	6+4 Lanes	\$432,000,000
Total				\$1,955,900,000

**Note:** The Wekiva Parkway funding is comprised of \$931,626,811 through FDOT, \$165,086,662 through Florida's Turnpike Enterprise, \$305,547,000 through Central Florida Expressway Authority (CFX) and \$193,695,000 through TIFIA (to CFX) as detailed in Appendix C.

## 3.2 SunRail

Revenues from SunRail are projected to include fares, usage fees, state and federal funds (not identified in Section 3.1), interest and other revenues, such as advertising. Table 6 summarizes the revenues associated with SunRail based on information provided in the SunRail Financial Plan, dated June 13, 2012. Local Support amounts are based on input from Orange, Osceola, Seminole counties and the City of Orlando. Additional detail is provided in Appendix A. The amounts in the From State column are consistent with FDOT's commitment to fund the initial seven years of SunRail (which ends in 2021). It should be noted that a significant amount of revenue is projected to be generated from CSX usage fees, Amtrak usage fees and 3<sup>rd</sup> party leases, which are made possible by the state's purchase of the rail corridor.

It should also be noted that Table 6 includes the funding to be provided by the various local governments. These funds are also included in the tables associated with the individual local governments.

Over the 22-year period from 2019 to 2040, just over \$1 billion in state, local and federal funds, usage fees, farebox and other revenues are projected for SunRail.

**TABLE 6  
PROJECTED SUNRAIL REVENUES**

Planning Period	Farebox	Usage Fees, Other	From State	Local Support	From Federal	Total
2019 - 2020	\$ 15,451,000	\$ 15,227,000	\$ 18,598,000	-	\$ 15,478,000	\$ 64,754,000
2021 - 2025	\$ 44,931,000	\$ 42,155,000	\$ 3,946,000	\$ 51,570,000	\$ 52,971,000	\$ 195,573,000
2026 - 2030	\$ 51,252,000	\$ 49,231,000	-	\$ 57,245,000	\$ 66,710,000	\$ 224,438,000
2031 - 2035	\$ 58,066,000	\$ 55,900,000	-	\$ 62,920,000	\$ 82,400,000	\$ 259,286,000
2036 - 2040	\$ 65,400,000	\$ 62,300,000	-	\$ 68,595,000	\$ 97,800,000	\$ 294,095,000
<b>Total</b>	<b>\$ 235,100,000</b>	<b>\$ 224,813,000</b>	<b>\$ 22,544,000</b>	<b>\$ 178,730,000</b>	<b>\$ 315,359,000</b>	<b>\$ 1,038,146,000</b>

### 3.3 Florida's Turnpike Enterprise

Florida's Turnpike Enterprise takes the lead in identifying improvements on its facilities, which include the Turnpike, SR 528, portions of SR 417 and portions of SR 429. The Turnpike projects planned to be implemented through the year 2040 are identified in Table 7. Some projects are planned to be implemented before 2019 and those have been identified as being in the Existing plus Committed (E+C) transportation system, because the funding for the costs is committed and not subject to change as part of the long range transportation plan. In addition, the Wekiva Parkway is being implemented as a partnership project between FDOT, CFX, and Florida's Turnpike. The total cost for Wekiva Parkway is estimated at \$1.5 billion.

**TABLE 7  
PLANNED TURNPIKE PROJECTS**

Planning Period	Facility	From - To	Project	Cost
E+C	Turnpike	Interchange at SR 417	Interchange	Committed
E+C	Wekiva Pkwy.	New Expressway	4-Lanes	Partnership Project
E+C	SR 528	I-4 to Florida's Turnpike	2 Express Lanes	Committed
2021 - 2025	SR 417	Orange/Seminole Line to SR 434	6-Lanes	\$87,200,000
2021 - 2025	Turnpike	US 192 to SR 528	6-Lanes	TBD
2026 - 2030	SR 528	I-4 to McCoy Rd.	8-Lanes	TBD
2026 - 2030	Turnpike	SR 50 to US 27	6-Lanes	TBD
2031 - 2035	SR 417	Orange/Seminole Line to Red Bug Lake Rd.	8-Lanes	TBD
2031 - 2035	SR 417	SR 434 to US 17-92	6-Lanes	TBD
2036 - 2040	Turnpike	Kissimmee Park Rd. to US 192	6 -Lanes	TBD
2036 - 2040	Turnpike	Interchange at Sand Lake Road	Interchange	TBD
Total				TBD

### 3.4 Central Florida Expressway Authority (CFX, formerly O-OCEA)

On June 20, 2014, Governor Rick Scott signed a bill (SB 230) creating a regional transportation agency called the Central Florida Expressway Authority. This new agency has taken over the Orlando-Orange County Expressway Authority and incorporates the City of Orlando, Lake, Orange, Osceola, and Seminole counties. This agency will continue taking the lead in identifying improvements on toll facilities, which include SR 408, SR 414, portions of SR 528, portions of SR 417, portions of SR 429. Once transitional procedures are finalized and an



updated Master Plan is completed, the 2040 Long Range Transportation Plan may be amended to identify the authority's future projects and system improvements. MetroPlan Orlando intends to closely coordinate with CFX to ensure planning consistency and overall regional continuity.

### 3.5 Osceola County Expressway Authority (OCX)

The Osceola County Expressway Authority's adopted Master Plan extends through the year 2040. Table 8 summarizes the projects in the OCX Master Plan and the planning period they are anticipated to be implemented. The Poinciana Parkway project is planned to be implemented before 2019 and has been identified as being in the E+C transportation system, since the funding for its costs is committed and not subject to change as part of the long range transportation plan.

It is assumed that Osceola County Expressway Authority will be funded with bonds, toll revenue, or local funding.

**TABLE 8  
PLANNED OCX PROJECTS**

Planning Period	Facility	From - To	Project	Cost
E+C	Poinciana Parkway	Marigold Ave. to US 17-92	4-Lanes	Committed
E+C	Rhododendron Segment	Poinciana Parkway to Cypress Parkway Segment	4-Lanes	TBD
2021 - 2025	Osceola Parkway Extension & SR 417 Connection*	Osceola Parkway to Northeast Connector Expressway & Connection to SR 417	4-Lanes	TBD
2021 - 2025	Southport Connector Expressway	Pleasant Hill Road to Florida's Turnpike	4-Lanes	TBD
2026 - 2030	I-4 Segment	I-4 to Poinciana Parkway	4-Lanes	TBD
2026 - 2030	Cypress Parkway Segment	Rhododendron Segment to Pleasant Hill Road	4-Lanes	TBD
2026 - 2030	Northeast Connector Expressway	Florida's Turnpike to Osceola Parkway Extension	4-Lanes	TBD
Total				TBD

\* The SR 417 connection will require coordination with and approval by Orange County.

### 3.6 LYNX

LYNX provides public bus transportation to Orange, Osceola and Seminole counties. Each county and the cities of Orlando, Altamonte Springs, St. Cloud and Sanford contribute operating and capital assistance funds to LYNX. LYNX also receives funding from Volusia County and Lake County for service extending into these adjacent counties. In addition to local contributions, LYNX receives state/federal operating assistance revenues. LYNX also uses farebox revenues for operating and maintaining service.

Table 9 summarizes the projected revenues based on LYNX's Transit Development Plan, 2014 - 2023 (projections beyond 2023 were based on the trends through 2023). It should be noted that the revenues from Orange County, Osceola County, Seminole County and the City of Orlando are also included in the representative local government revenues.

Over the 22-year period from 2019 to 2040, \$4.574 billion in local, state and federal funds, and farebox revenues are projected for LYNX.

**TABLE 9  
PROJECTED LYNX REVENUES**

Planning Period	Farebox Recovery	Local Governments	From State	From Federal	Total
2019 - 2020	\$ 99,400,000	\$ 133,700,000	\$ 25,300,000	\$ 65,700,000	\$ 324,100,000
2021 - 2025	\$ 277,000,000	\$ 373,400,000	\$ 69,200,000	\$ 167,800,000	\$ 887,400,000
2026 - 2030	\$ 316,000,000	\$ 433,600,000	\$ 77,600,000	\$ 172,500,000	\$ 999,700,000
2031 - 2035	\$ 355,600,000	\$ 499,700,000	\$ 86,000,000	\$ 177,100,000	\$ 1,118,400,000
2036 - 2040	\$ 395,200,000	\$ 573,200,000	\$ 94,500,000	\$ 181,800,000	\$ 1,244,700,000
<b>Total</b>	<b>\$ 1,443,200,000</b>	<b>\$ 2,013,600,000</b>	<b>\$ 352,600,000</b>	<b>\$ 764,900,000</b>	<b>\$ 4,574,300,000</b>

### 3.7 Orange County

Orange County receives revenues from the Constitutional Gas Tax, collects transportation impact fees and uses revenues from its general fund for transportation. The projected revenues from these sources are identified in Table 10. Additional detail regarding these projections is provided in Appendix A. Over the 22-year period from 2019 to 2040, almost \$2 billion in gas taxes, impact fees and general revenues are projected for transportation in Orange County.

**TABLE 10  
PROJECTED ORANGE COUNTY REVENUES**

Planning Period	Constitutional Gas Tax	Road Impact Fees	General Fund	Total
2019 - 2020	\$ 17,500,000	\$ 30,000,000	\$ 89,700,000	\$ 137,200,000
2021 - 2025	\$ 44,500,000	\$ 75,000,000	\$ 266,800,000	\$ 386,300,000
2026 - 2030	\$ 45,400,000	\$ 75,000,000	\$ 309,000,000	\$ 429,400,000
2031 - 2035	\$ 46,400,000	\$ 75,000,000	\$ 357,400,000	\$ 478,800,000
2036 - 2040	\$ 47,300,000	\$ 75,000,000	\$ 413,200,000	\$ 535,500,000
<b>Total</b>	<b>\$ 201,100,000</b>	<b>\$ 330,000,000</b>	<b>\$ 1,436,100,000</b>	<b>\$ 1,967,200,000</b>

In addition to the revenues identified in Table 10, Orange County also plans to levy the first Local Option Gas Tax (6¢ per gallon) and receives funds from the State levied County Gas Tax - all of which are used for maintaining the county's roadway system.

Orange County has the potential to exercise the 9th Cent Gas Tax, Second Local Option Gas Tax (5¢ per gallon), the infrastructure sales tax (up to 1%) and the Charter County Transportation Surtax (up to 1%). For illustrative purposes, each penny of gas tax is projected to generate \$5.7 million per year (in 2019) and every 1% of sales tax is projected to generate \$404.1 million per year (in 2019). In the event that a local \$2 rental car surcharge becomes an option for the county, this would generate approximately \$33.8 million per year (in 2019).

### 3.8 Osceola County

To fund transportation improvements and transit operations, Osceola County has exercised an Infrastructure Sales Tax and plans to implement the Charter County Transportation Surtax, dedicate a portion of its Ad Valorem Tax from new development, and use general funds. The projected revenues from these sources are identified in Table 11. Additional detail regarding these projections is provided in Appendix A. Over the 22-year period from 2019 through 2040, \$4.5 billion are projected for transportation in Osceola County.

**TABLE 11  
PROJECTED OSCEOLA COUNTY REVENUES**

Planning Period	Infrastructure Sales Tax	Transportation Surtax	Designated Ad Valorem Tax	General Fund	Total
2019 - 2020	\$ 21,500,000	\$ 97,800,000	\$ 28,500,000	\$ 47,900,000	\$ 195,700,000
2021 - 2025	\$ 62,800,000	\$ 301,600,000	\$ 149,100,000	\$ 136,900,000	\$ 650,400,000
2026 - 2030	\$ 100,500,000	\$ 341,400,000	\$ 308,300,000	\$ 165,400,000	\$ 915,600,000
2031 - 2035	\$ 117,000,000	\$ 402,000,000	\$ 498,300,000	\$ 200,500,000	\$ 1,217,800,000
2036 - 2040	\$ 134,400,000	\$ 463,400,000	\$ 727,600,000	\$ 243,800,000	\$ 1,569,200,000
<b>Total</b>	<b>\$ 436,200,000</b>	<b>\$ 1,606,200,000</b>	<b>\$ 1,711,800,000</b>	<b>\$ 794,500,000</b>	<b>\$ 4,548,700,000</b>

In addition to the revenues identified in Table 11, Osceola County plans to levy the Constitutional Gas Tax, the County Gas Tax, the First Local Option Gas Tax (6¢ per gallon), the Second Local Option Gas Tax (5¢ per gallon), and the Ninth-Cent Gas Tax - all of which are used for maintaining the county's roadway system.

For illustrative purposes, in the event that a local \$2 rental car surcharge becomes an option for the county, this would generate approximately \$600,000 per year (in 2019).

### 3.9 Seminole County

To fund transportation improvements and transit operations, Seminole County expects to implement the Infrastructure Sales Tax. This was approved for a 10-year term. Of the tax revenues raised 75% will be for roads and 50% of this amount (i.e., 37.5% of the total tax) will be for projects in the long range transportation plan. The projected revenues available for the long range plan from this source are identified in Table 12. Additional detail regarding these projections is provided in Appendix A. Over the 22-year period from 2019 through 2040, \$787 million is projected for transportation in Seminole County.

**TABLE 12  
PROJECTED SEMINOLE COUNTY REVENUES**

Planning Period	Ninth-Cent Gas Tax	Infrastructure Sales Tax	General Fund	Total
2019 - 2020	\$ 4,000,000	\$ 48,100,000	\$ 8,900,000	\$ 61,000,000
2021 - 2025	\$ 10,300,000	\$ 124,200,000	\$ 35,800,000	\$ 170,300,000
2026 - 2030	\$ 10,500,000	\$ 129,900,000	\$ 37,300,000	\$ 177,700,000
2031 - 2035	\$ 10,500,000	\$ 135,700,000	\$ 39,000,000	\$ 185,200,000
2036 - 2040	\$ 10,500,000	\$ 141,300,000	\$ 40,700,000	\$ 192,500,000
<b>Total</b>	<b>\$ 45,800,000</b>	<b>\$ 579,200,000</b>	<b>\$ 161,700,000</b>	<b>\$ 786,700,000</b>

It should be noted that the county’s current transportation impact fees expire in 2021, and the revenues from this source will be used to repay an inter-fund loan from the county’s 1991 Sales Tax Program and to fund projects in the county’s current Capital Improvement Program. Therefore, these revenues are not included in Table 12.

In addition to the revenues identified in Table 12, Seminole County plans to levy the Constitutional Gas Tax, the County Gas Tax, and the First Local Option Gas Tax (6¢ per gallon) - all of which are used for maintaining the county’s roadway system.

Seminole County has the potential to exercise the Second Local Option Gas Tax (5¢ per gallon), the Charter County Transportation Surtax, and Transportation Impact Fees. For illustrative purposes, each penny of gas tax is projected to generate \$1.7 million per year (2019) and every 1% of sales tax is projected to generate \$63.8 million per year (in 2019). In the event that a local \$2 rental car surcharge becomes an option for the county, this would generate approximately \$3.3 million per year (in 2019).

### 3.10 City of Orlando

Orlando receives a portion of the Orange County Local Option Gas Tax. Orlando also collects Transportation Impact Fees and uses funds from the Downtown Community Redevelopment Agency (CRA) to fund transportation. It is anticipated that a portion of the city’s funding for SunRail will be from general funds. The projected revenues from these sources are identified in Table 13. Additional detail regarding these projections is provided in Appendix A. Over the 22-year period from 2019 through 2040, \$250 million is projected for transportation in the City of Orlando.

**TABLE 13  
PROJECTED CITY OF ORLANDO REVENUES**

Planning Period	Local Option Gas Tax	Transportation Impact Fees	CRA & Parking	General Fund	Total
2019 - 2020	\$ 9,600,000	\$ 3,100,000	\$ 3,000,000	-	\$ 15,700,000
2021 - 2025	\$ 24,900,000	\$ 8,100,000	\$ 16,700,000	\$ 2,700,000	\$ 52,400,000
2026 - 2030	\$ 26,000,000	\$ 8,500,000	\$ 18,900,000	\$ 3,000,000	\$ 56,400,000
2031 - 2035	\$ 27,100,000	\$ 9,000,000	\$ 21,100,000	\$ 3,400,000	\$ 60,600,000
2036 - 2040	\$ 28,300,000	\$ 9,400,000	\$ 23,300,000	\$ 3,800,000	\$ 64,800,000
<b>Total</b>	<b>\$ 115,900,000</b>	<b>\$ 38,100,000</b>	<b>\$ 83,000,000</b>	<b>\$ 12,900,000</b>	<b>\$ 249,900,000</b>

## 4.0 Summary

The MetroPlan Orlando 2040 Long Range Transportation Plan will be funded using a mixture of state, federal and local revenues. This report identifies the amount of projected funds by source for the period from 2019 through 2040. Revenues to fund the years prior to 2019 will be committed through the Transportation Improvement Program (TIP).

Table 14 summarizes the projected funding by system, agency and local government as well as the source of the funds (i.e., state/federal or local). Planned improvements to some systems (i.e., Florida's Turnpike and Osceola County Expressway Authority) have been identified instead of the dollar amount of the improvements. In addition, the Central Florida Expressway Authority planned improvements are yet to be identified. Identifying the projects instead of their costs is acceptable for addressing these projects in the LRTP because these projects are not initiated by MetroPlan Orlando, although they do require approval by MetroPlan Orlando for implementation. The total for SunRail revenues in this table excludes revenues generated by usage fees. The main objective for addressing these projects in the development of the LRTP is to consider their impact to the transportation system and their effects on other transportation needs.

**TABLE 14**  
**PROJECTED REVENUES FOR THE 2040 LONG RANGE TRANSPORTATION PLAN**  
**(2019 - 2040)**

System, Agency, Local Government	State/Federal Funds	Local Revenues	Total
MetroPlan Orlando (TMA)	\$542,100,000	n/a	\$542,100,000
Strategic Intermodal System (SIS)	\$1,955,956,000	n/a	\$1,955,900,000
SunRail	\$337,900,000	\$459,900,000	\$797,800,000
Florida's Turnpike	n/a	TBD	See Projects
Central Florida Expressway Authority (CFX)	n/a	TBD	TBD
Osceola County Expressway Authority (OCX)	n/a	TBD	See Projects
LYNX	\$1,117,500,000	\$1,460,800,000 <sup>1</sup>	\$2,578,300,000
Orange County	\$1,006,000,000	\$1,967,200,000	\$2,973,200,000
Osceola County	\$249,100,000	\$4,548,700,000	\$4,797,800,000
Seminole County	\$336,900,000	\$786,700,000	\$1,123,600,000
City of Orlando	n/a	\$249,900,000	\$249,900,000
Alternatives	\$53,200,000	n/a	\$53,200,000
<b>TOTAL</b>	<b>\$5,598,656,000</b>	<b>\$10,026,000,000</b>	<b>\$15,071,800,000</b>

<sup>1</sup> Local revenues do not include funding from Orange, Osceola, or Seminole Counties. To avoid double counting revenues, those funds are included in each County's funding.

In total, approximately \$15.1 billion is projected to be available to fund the transportation system. (This amount does not include the specific projects listed for the CFX, OCX or Florida's Turnpike Enterprise). Of the \$15.1 billion, approximately 37% (\$5.6 billion) is from state/federal sources and 63% (\$9.5 billion) is from local revenues.



## APPENDIX A

### Final Projections by Year

**Note:** Table numbers in the appendix correspond to the table numbers in the report. Please note that there are no appendix tables for Tables 2, 3 and 4.

Table A-1  
**Projected Revenues for the 2040 Long Range Transportation Plan**  
 2019 - 2040

<b>System and Funding Category</b>	<b>State/Federal Funds</b> (Table Source)	<b>Local Revenues</b> (Table Source)	<b>Total Funds Available</b>
MetroPlan Orlando (TMA)	542,100,000 (4)	n/a	542,100,000
SIS	\$1,955,900,000 (5)	n/a	\$1,955,900,000
SunRail *	\$337,900,000 (6)	\$459,900,000 (6)	\$797,800,000
Florida's Turnpike	n/a	TBD (7)	See Projects
OOCEA	n/a	TBD	TBD
OCX	n/a	TBD (8)	See Projects
LYNX **	\$1,117,500,000 (9)	\$1,460,800,000 (9)	\$2,578,300,000
Orange County	\$1,006,000,000 (4)	\$1,967,200,000 (10)	\$2,973,200,000
Osceola County	\$249,100,000 (4)	\$4,548,700,000 (11)	\$4,797,800,000
Seminole County	\$336,900,000 (4)	\$786,700,000 (12)	\$1,123,600,000
City of Orlando	n/a	\$249,900,000 (13)	\$249,900,000
Alternative Funds	\$53,200,000 (4)	n/a	\$53,200,000
<b>TOTAL</b>	<b>\$5,598,600,000</b>	<b>\$9,473,200,000</b>	<b>\$15,071,800,000</b>

Notes:

Numbers in parenthesis reference the table source.

\* Local revenues for SunRail are not included in these totals. These funds total \$240,300,000.

\*\* Local Government revenues to LYNX are not included in these totals. These funds total \$2,013,600,000.

Table A-5  
**Planned Strategic Intermodal System Projects**  
 Projected Transportation Improvements (1)

	Fiscal Year	Analysis Year	Facility	From	To	Project	Cost	
Projects in TIP	2012/13 to 2014/15	2013 to 2015	SunRail	DeBary	Sand Lake Rd.	Rail	UC	
	2015/16 to 2017/18	2016 to 2018	SunRail I-4	DeLand Kirkman Rd.	Poinciana SR 434	Rail 6+4 Lanes	UC UC	
Future Projects	2018/19 2019/20	2019 2020						
	2020/21 to 2024/25	2021 to 2025	Wekiva Pkwy. I-4 I-4	US 441 Polk/Osceola Line SR 434	I-4 Kirkman Rd. Seminole/Volusia Line	4-Lanes 6+4 Lanes 6+4 Lanes	(2) (3) \$1,523,900,000 \$432,000,000	
	2025/26 to 2029/30	2026 to 2030						
	2030/31 to 2034/35	2031 to 2035						
	2035/36 to 2039/40	2036 to 2040						
	<b>Total (2019 to 2040)</b>							<b>\$1,955,900,000</b>

Notes:

- 1 Based on SIS Long Range Cost Feasible Plan, 2024-2040, 2013 Edition
- 2 The Wekiva Parkway cost is projected to be \$1,500,000,000 and is being funded through a partnership of FDOT, CFX and Florida's Turnpike.
- 3 The Wekiva Parkway funding is comprised of \$931,626,811 through FDOT, \$165,086,662 through Florida's Turnpike Enterprise, \$305,547,000 through Central Florida Expressway Authority (CFX) and \$193,695,000 through TIFIA (to CFX) as detailed in Appendix C .

Table A-6  
**Projected SunRail Revenues**  
 Projected Revenues for Transportation (1)

	Fiscal Year	Analysis Year	Farebox	CSX Usage Fees	Amtrak Usage Fees	ROW Lease	Ancillary Revenues	State Assistance	Local Support (2)	Federal Sec. 5307 Preventive Maintenance	Interest	Total
Revenues in TIF	2013/14	2014	\$1,795,000	\$3,226,000	\$1,079,000	\$553,000	\$307,000	\$4,081,000	\$0	\$0	\$158,000	\$11,199,000
	2014/15	2015	\$3,049,000	\$3,280,000	\$1,098,000	\$945,000	\$529,000	\$10,005,000	\$0	\$0	\$325,000	\$19,231,000
	2015/16	2016	\$3,176,000	\$3,341,000	\$1,119,000	\$964,000	\$545,000	\$6,727,000	\$0	\$3,230,000	\$609,000	\$19,711,000
	2016/17	2017	\$5,748,000	\$3,409,000	\$1,144,000	\$985,000	\$563,000	\$8,591,000	\$0	\$6,145,000	\$825,000	\$27,410,000
	2017/18	2018	\$7,173,000	\$3,480,000	\$1,170,000	\$1,008,000	\$581,000	\$9,244,000	\$0	\$7,425,000	\$978,000	\$31,059,000
Future Revenues	2018/19	2019	\$7,424,000	\$3,555,000	\$1,197,000	\$1,031,000	\$601,000	\$9,359,000	\$0	\$7,632,000	\$1,132,000	\$31,931,000
	2019/20	2020	\$8,027,000	\$3,631,000	\$1,225,000	\$1,054,000	\$620,000	\$9,239,000	\$0	\$7,846,000	\$1,181,000	\$32,823,000
	2020/21	2021	\$8,289,000	\$3,710,000	\$1,253,000	\$1,079,000	\$641,000	\$3,946,000	\$9,860,000	\$8,066,000	\$1,181,000	\$38,025,000
	2021/22	2022	\$8,945,000	\$3,792,000	\$1,282,000	\$1,103,000	\$662,000	\$0	\$10,090,000	\$10,411,000	\$1,277,000	\$37,562,000
	2022/23	2023	\$8,945,000	\$3,883,000	\$1,314,000	\$1,131,000	\$685,000	\$0	\$10,310,000	\$11,325,000	\$1,350,000	\$38,943,000
	2023/24	2024	\$9,376,000	\$3,976,000	\$1,347,000	\$1,160,000	\$709,000	\$0	\$10,540,000	\$11,153,000	\$1,529,000	\$39,790,000
	2024/25	2025	\$9,376,000	\$4,073,000	\$1,381,000	\$1,189,000	\$734,000	\$0	\$10,770,000	\$12,016,000	\$1,714,000	\$41,253,000
	2025/26	2026	\$9,848,000	\$4,173,000	\$1,416,000	\$1,219,000	\$760,000	\$0	\$10,995,000	\$12,809,000	\$1,914,000	\$43,134,000
	2026/27	2027	\$9,848,000	\$4,277,000	\$1,452,000	\$1,250,000	\$787,000	\$0	\$11,222,000	\$13,004,000	\$1,831,000	\$43,671,000
	2027/28	2028	\$10,345,000	\$4,384,000	\$1,488,000	\$1,281,000	\$815,000	\$0	\$11,449,000	\$13,106,000	\$1,726,000	\$44,594,000
	2028/29	2029	\$10,345,000	\$4,495,000	\$1,526,000	\$1,313,000	\$843,000	\$0	\$11,676,000	\$13,827,000	\$1,836,000	\$45,861,000
	2029/30	2030	\$10,866,000	\$4,610,000	\$1,564,000	\$1,347,000	\$873,000	\$0	\$11,903,000	\$13,964,000	\$2,051,000	\$47,178,000
	2030/31	2031	\$10,866,000	\$4,700,000	\$1,600,000	\$1,400,000	\$900,000	\$0	\$12,130,000	\$15,300,000	\$2,100,000	\$48,996,000
	2031/32	2032	\$11,400,000	\$4,800,000	\$1,600,000	\$1,400,000	\$900,000	\$0	\$12,357,000	\$15,800,000	\$2,200,000	\$50,457,000
	2032/33	2033	\$11,700,000	\$4,900,000	\$1,700,000	\$1,400,000	\$900,000	\$0	\$12,584,000	\$16,500,000	\$2,300,000	\$51,984,000
	2033/34	2034	\$11,900,000	\$4,900,000	\$1,700,000	\$1,400,000	\$1,000,000	\$0	\$12,811,000	\$17,100,000	\$2,400,000	\$53,211,000
	2034/35	2035	\$12,200,000	\$5,000,000	\$1,700,000	\$1,500,000	\$1,000,000	\$0	\$13,038,000	\$17,700,000	\$2,500,000	\$54,638,000
	2035/36	2036	\$12,500,000	\$5,100,000	\$1,800,000	\$1,500,000	\$1,000,000	\$0	\$13,265,000	\$18,300,000	\$2,600,000	\$56,065,000
	2036/37	2037	\$12,800,000	\$5,200,000	\$1,800,000	\$1,500,000	\$1,000,000	\$0	\$13,492,000	\$19,000,000	\$2,600,000	\$57,392,000
	2037/38	2038	\$13,100,000	\$5,300,000	\$1,800,000	\$1,600,000	\$1,100,000	\$0	\$13,719,000	\$19,500,000	\$2,700,000	\$58,819,000
2038/39	2039	\$13,400,000	\$5,400,000	\$1,800,000	\$1,600,000	\$1,100,000	\$0	\$13,946,000	\$20,200,000	\$2,800,000	\$60,246,000	
2039/40	2040	\$13,600,000	\$5,500,000	\$1,900,000	\$1,600,000	\$1,100,000	\$0	\$14,173,000	\$20,800,000	\$2,900,000	\$61,573,000	
<b>Total (2019 to 2040)</b>			<b>\$235,100,000</b>	<b>\$99,400,000</b>	<b>\$33,800,000</b>	<b>\$29,100,000</b>	<b>\$18,700,000</b>	<b>\$22,500,000</b>	<b>\$240,300,000</b>	<b>\$315,400,000</b>	<b>\$43,800,000</b>	<b>\$1,038,146,000</b>

Notes:

- 1 Projections to 2030 are from SunRail Financail Plan, June 13, 2012.  
 The amounts beyond 2030 are projected based on the trend from 2018 to 2030 to account for system start-up.
- 2 Local Support projection is based on projections from Orange, Osceola, Seminole Counties and the City of Orlando.

Table A-7  
**Planned Turnpike Projects**  
 Projected Transportation Improvements (1)

	Fiscal Year	Analysis Year	County	Facility	From (Milepost / Location)	To (Milepost / Location)	Widen To	Cost (3)
Projects in TIP	2012/13	2013	Orange	Turnpike	259 / Interstate 4	Widen NB Exit Ramp	ramp	\$4,000,000
	to	to	Orange	Turnpike	259 / Interstate 4	Widen SB Off-Ramp and SB On-Ramp	ramp	\$6,000,000
	2014/15	2015	Orange	Turnpike	251 / SR 417	New Full Interchange	6-lanes (2)	N/A
	2015/16 to 2017/18	2016 to 2018	Orange Seminole Seminole	SR 528 SR 417 Wekiva Pkwy.	0 / Interstate 4 38 / Aloma Ave.	4 / Florida's Turnpike Widen SB on and Off Ramp	ramp 4-lanes	N/A \$1,300,000 (4)
Future Projects	2018/19 to 2019/20	2019 to 2020						
	2020/21 to 2024/25	2021 to 2025	Seminole Osceola Osceola Orange	SR 417 Turnpike Turnpike Turnpike	37 / Orange-Seminole Co. Line 244 / US 192 249 / Osceola Pkwy. 249 / Osceola-Orange Co. Line	44 / SR 434 249 / Osceola Pkwy. 249 / Osceola-Orange Co. Line 254 / Beachline Expwy.	6-lanes 6-lanes 6-lanes 6-lanes	\$87,200,000 TBD TBD TBD
	2025/26 to 2029/30	2026 to 2030	Orange-Lake Orange	Turnpike SR 528	272 / S.R. 50 (Clermont) 0 / Interstate 4	285 / Leesburg South (U.S. 27) 8 / McCoy Rd.	6-lanes 8-lanes	TBD TBD
	2030/31 to 2034/35	2031 to 2035	Seminole Seminole	SR 417 SR 417	Seminole-Orange Co. Line 44 / S.R. 434	41 / Red Bug Lake Rd. 50 / U.S. 17/92	8-lanes 6-lanes	TBD TBD
	2035/36 to 2039/40	2036 to 2040	Osceola Orange	Turnpike Turnpike	240 / Kissimmee Park Rd. 257 / Sand Lake Rd	242 / U.S. 192 & 441 (s) New Full Interchange	6-lanes	TBD

Notes:

- 1 Based on Florida's Turnpike Enterprise Master Plan Update, FY 2013-FY 2040, June 2013
- 2 Improvement includes 1 express lane in each direction
- 3 N/A = Costs are not available; TBD = Costs are to be determined.
- 4 The Wekiva Parkway cost is projected to be \$1,500,000,000 and is being funded through a partnership of FDOT, CFX, and Florida's Turnpike.

Table A-8  
**Planned Osceola County Expressway Authority Projects**  
 Projected Transportation Improvements (1)

	Fiscal Year	Analysis Year	Facility	From	To	Project	Costs
Projects in TIP	2012/13 to 2014/15	2013 to 2015	Poinciana Parkway Rhododendron Segment	Marigold Ave. Poinciana Parkway	US 17-92 Cypress Parkway Segment	New 4-Lane New 4-Lane	TBD TBD
	2015/16 to 2017/18	2016 to 2018	None	N/A	N/A	N/A	TBD
Future Projects	2018/19 2019/20	2019 2020	None	N/A	N/A	N/A	N/A
	2020/21 to 2024/25	2021 to 2025	Osceola Pkwy. Ext. & SR 417 Connection Southport Connector Expy.	Osceola Parkway Osceola Parkway Ext. Pleasant Hill Road	Northeast Connector Expy. SR 417 Florida Turnpike	New 4-Lane New 4-Lane New 4-Lane	TBD TBD TBD
	2025/26 to 2029/30	2026 to 2030	Poinciana Parkway Segments I-4 Segment Cypress Parkway Segment	I-4 Rhododendron Segment	Poinciana Parkway Pleasant Hill Road	New 4-Lane New 4-Lane	TBD TBD
	2030/31 to 2034/35	2031 to 2035	None	N/A	N/A	N/A	N/A
	2035/36 to 2039/40	2036 to 2040	None	N/A	N/A	N/A	N/A

Notes:

- 1 Based on Osceola County Expressway Authority (OCX) Master Plan 2040, May 8 2012 and guidance provided by OCX staff
- 2 TBD = Costs are to be determined.

Table A-9  
**Projected LYNX Revenues**  
 Projected Revenues for Transportation

	Fiscal Year	Analysis Year	Local Revenues						Passenger & Other (3)	Federal Funding (3)	State Funding (3)	Total
			Orange County (1)	Osceola County (1)	Seminole County (1)	City of Orlando (1)	Other (2) Local Governments	Total Local Governments				
Revenues in TIF	2013/14	2014	\$38,100,000	\$5,540,000	\$6,040,000	\$5,100,000	\$800,000	\$55,600,000	\$41,200,000	\$31,700,000	\$10,900,000	\$139,400,000
	2014/15	2015	\$39,243,000	\$6,150,000	\$6,080,000	\$5,177,000	\$800,000	\$57,500,000	\$42,600,000	\$31,900,000	\$11,000,000	\$143,000,000
	2015/16	2016	\$40,420,290	\$6,810,000	\$6,120,000	\$5,254,000	\$800,000	\$59,400,000	\$44,100,000	\$32,400,000	\$11,500,000	\$147,400,000
	2016/17	2017	\$41,632,899	\$7,490,000	\$6,160,000	\$5,331,000	\$800,000	\$61,400,000	\$45,600,000	\$32,600,000	\$11,800,000	\$151,400,000
	2017/18	2018	\$42,881,886	\$8,200,000	\$6,400,000	\$5,408,000	\$800,000	\$63,700,000	\$47,200,000	\$32,800,000	\$12,100,000	\$155,800,000
Future Revenues	2018/19	2019	\$44,168,342	\$8,930,000	\$6,440,000	\$5,485,000	\$800,000	\$65,800,000	\$48,800,000	\$32,700,000	\$12,500,000	\$159,800,000
	2019/20	2020	\$45,493,392	\$9,601,000	\$6,480,000	\$5,562,000	\$800,000	\$67,900,000	\$50,600,000	\$33,000,000	\$12,800,000	\$164,300,000
	2020/21	2021	\$46,858,194	\$10,296,000	\$6,520,000	\$5,639,000	\$800,000	\$70,100,000	\$52,600,000	\$33,200,000	\$13,300,000	\$169,200,000
	2021/22	2022	\$48,263,940	\$10,991,000	\$6,560,000	\$5,716,000	\$800,000	\$72,300,000	\$54,500,000	\$33,500,000	\$13,600,000	\$173,900,000
	2022/23	2023	\$49,711,858	\$11,686,000	\$6,700,000	\$5,793,000	\$800,000	\$74,700,000	\$54,500,000	\$33,400,000	\$13,600,000	\$176,200,000
	2023/24	2024	\$51,203,214	\$12,381,000	\$6,740,000	\$5,870,000	\$800,000	\$77,000,000	\$56,900,000	\$33,800,000	\$14,200,000	\$181,900,000
	2024/25	2025	\$52,739,310	\$13,076,000	\$6,780,000	\$5,947,000	\$800,000	\$79,300,000	\$58,500,000	\$33,900,000	\$14,500,000	\$186,200,000
	2025/26	2026	\$54,321,490	\$13,771,000	\$6,820,000	\$6,024,000	\$800,000	\$81,700,000	\$60,000,000	\$34,100,000	\$14,800,000	\$190,600,000
	2026/27	2027	\$55,951,134	\$14,466,000	\$6,860,000	\$6,101,000	\$800,000	\$84,200,000	\$61,600,000	\$34,300,000	\$15,200,000	\$195,300,000
	2027/28	2028	\$57,629,669	\$15,161,000	\$6,900,000	\$6,178,000	\$800,000	\$86,700,000	\$63,200,000	\$34,500,000	\$15,500,000	\$199,900,000
	2028/29	2029	\$59,358,559	\$15,856,000	\$6,940,000	\$6,255,000	\$800,000	\$89,200,000	\$64,800,000	\$34,700,000	\$15,900,000	\$204,600,000
	2029/30	2030	\$61,139,315	\$16,551,000	\$6,980,000	\$6,332,000	\$800,000	\$91,800,000	\$66,400,000	\$34,900,000	\$16,200,000	\$209,300,000
	2030/31	2031	\$62,973,495	\$17,246,000	\$7,020,000	\$6,409,000	\$800,000	\$94,400,000	\$68,000,000	\$35,100,000	\$16,500,000	\$214,000,000
	2031/32	2032	\$64,862,700	\$17,941,000	\$7,060,000	\$6,486,000	\$800,000	\$97,100,000	\$69,500,000	\$35,200,000	\$16,900,000	\$218,700,000
	2032/33	2033	\$66,808,581	\$18,636,000	\$7,100,000	\$6,563,000	\$800,000	\$99,900,000	\$71,100,000	\$35,400,000	\$17,200,000	\$223,600,000
	2033/34	2034	\$68,812,838	\$19,331,000	\$7,140,000	\$6,640,000	\$800,000	\$102,700,000	\$72,700,000	\$35,600,000	\$17,500,000	\$228,500,000
2034/35	2035	\$70,877,223	\$20,026,000	\$7,180,000	\$6,717,000	\$800,000	\$105,600,000	\$74,300,000	\$35,800,000	\$17,900,000	\$233,600,000	
2035/36	2036	\$73,003,540	\$20,721,000	\$7,220,000	\$6,794,000	\$800,000	\$108,500,000	\$75,900,000	\$36,000,000	\$18,200,000	\$238,600,000	
2036/37	2037	\$75,193,646	\$21,416,000	\$7,260,000	\$6,871,000	\$800,000	\$111,500,000	\$77,500,000	\$36,200,000	\$18,600,000	\$243,800,000	
2037/38	2038	\$77,449,455	\$22,111,000	\$7,300,000	\$6,948,000	\$800,000	\$114,600,000	\$79,000,000	\$36,400,000	\$18,900,000	\$248,900,000	
2038/39	2039	\$79,772,939	\$22,806,000	\$7,340,000	\$7,025,000	\$800,000	\$117,700,000	\$80,600,000	\$36,500,000	\$19,200,000	\$254,000,000	
2039/40	2040	\$82,166,127	\$23,501,000	\$7,380,000	\$7,102,000	\$800,000	\$120,900,000	\$82,200,000	\$36,700,000	\$19,600,000	\$259,400,000	
<b>Total (2019 to 2040)</b>			<b>\$1,551,037,037</b>	<b>\$390,691,000</b>	<b>\$183,520,000</b>	<b>\$164,727,000</b>	<b>\$17,600,000</b>	<b>\$2,013,600,000</b>	<b>\$1,443,200,000</b>	<b>\$764,900,000</b>	<b>\$352,600,000</b>	<b>\$4,574,300,000</b>

Notes:

- 1 These Local Government revenues to LYNX are included in total revenues for the individual local governments
- 2 Other Local Governments include St. Cloud, Altamonte Springs, Sanford, Volusia County, Lake County. Amounts for 2013 held constant.
- 3 Revenues from 2014 to 2023 are from the LYNX Transit Development Plan (Revised 10-2013). The amounts beyond 2023 are projected based on the trend from 2014 to 2023.

Table A-10  
**Projected Orange County Revenues**  
 Projected Revenues for Transportation

	Fiscal Year	Analysis Year	County Gas Tax (2) 1¢ of 1¢	Constitutional Gas Tax (1) 2¢ of 2¢	Local Option Gas Tax (2) 6¢ of 6¢	9th Cent Gas Tax 1¢ of 1¢	Second Local Option Gas Tax 0¢ of 5¢	Infrastructure Sales Tax 0%	Charter Co. Transportation Surtax 0%	Traffic Impact Fees (3)	General Fund (4)	Total
Revenues in TIP	2013/14	2014	\$0	\$8,500,000	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$38,100,000	\$56,600,000
	2014/15	2015	\$0	\$8,600,000	\$0	\$0	\$0	\$0	\$0	\$11,000,000	\$39,200,000	\$58,800,000
	2015/16	2016	\$0	\$8,600,000	\$0	\$0	\$0	\$0	\$0	\$12,000,000	\$40,400,000	\$61,000,000
	2016/17	2017	\$0	\$8,700,000	\$0	\$0	\$0	\$0	\$0	\$13,000,000	\$41,600,000	\$63,300,000
	2017/18	2018	\$0	\$8,700,000	\$0	\$0	\$0	\$0	\$0	\$14,000,000	\$42,900,000	\$65,600,000
Future Revenues	2018/19	2019	\$0	\$8,700,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$44,200,000	\$67,900,000
	2019/20	2020	\$0	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$45,500,000	\$69,300,000
	2020/21	2021	\$0	\$8,800,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$50,300,000	\$74,100,000
	2021/22	2022	\$0	\$8,900,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$51,800,000	\$75,700,000
	2022/23	2023	\$0	\$8,900,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$53,300,000	\$77,200,000
	2023/24	2024	\$0	\$8,900,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$54,900,000	\$78,800,000
	2024/25	2025	\$0	\$9,000,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$56,500,000	\$80,500,000
	2025/26	2026	\$0	\$9,000,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$58,200,000	\$82,200,000
	2026/27	2027	\$0	\$9,000,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$60,000,000	\$84,000,000
	2027/28	2028	\$0	\$9,100,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$61,700,000	\$85,800,000
	2028/29	2029	\$0	\$9,100,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$63,600,000	\$87,700,000
	2029/30	2030	\$0	\$9,200,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$65,500,000	\$89,700,000
	2030/31	2031	\$0	\$9,200,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$67,400,000	\$91,600,000
	2031/32	2032	\$0	\$9,200,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$69,400,000	\$93,600,000
	2032/33	2033	\$0	\$9,300,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$71,400,000	\$95,700,000
	2033/34	2034	\$0	\$9,300,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$73,500,000	\$97,800,000
	2034/35	2035	\$0	\$9,400,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$75,700,000	\$100,100,000
2035/36	2036	\$0	\$9,400,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$77,900,000	\$102,300,000	
2036/37	2037	\$0	\$9,400,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$80,200,000	\$104,600,000	
2037/38	2038	\$0	\$9,500,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$82,600,000	\$107,100,000	
2038/39	2039	\$0	\$9,500,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$85,000,000	\$109,500,000	
2039/40	2040	\$0	\$9,500,000	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$87,500,000	\$112,000,000	
<b>Total (2019 to 2040)</b>				<b>\$201,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$330,000,000</b>	<b>\$1,436,100,000</b>	<b>\$1,967,200,000</b>
Amount to LYNX			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,348,720,000	\$1,348,720,000
Amount to SunRail			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$87,380,000	\$87,380,000

Notes:

- 1 Projections are extrapolated from historical data.
- 2 Revenues from this source are not used for providing additional roadway capacity or transit service.
- 3 Projections provided by Orange County.
- 4 These funds have traditionally been provided to LYNX. Forecast assumes 3 percent increase per year.



Table A-11  
**Projected Osceola County Revenues**  
 Projected Revenues for Transportation

	Fiscal Year	Analysis Year	County Gas Tax (2) 1¢ of 1¢	Constitutional Gas Tax (2) 2¢ of 2¢	Local Option Gas Tax (2) 6¢ of 6¢	9th Cent Gas Tax (2) 1¢ of 1¢	Second Local Option Gas Tax 5¢ of 5¢	Infrastructure Sales Tax (1) 1%	Charter County Transportation Surtax (1) 1%	Existing Growth Designated Ad Valorem Tax (1) 18.2%	New Growth Designated Ad Valorem Tax (1) 33%	General Fund (1)	Total
Revenues in TIP	2013/14	2014	\$0	\$0	\$0	\$0	\$0	\$8,600,000	\$36,900,000	\$0	\$1,100,000	\$19,900,000	\$66,500,000
	2014/15	2015	\$0	\$0	\$0	\$0	\$0	\$8,900,000	\$38,900,000	\$0	\$2,200,000	\$20,300,000	\$70,300,000
	2015/16	2016	\$0	\$0	\$0	\$0	\$0	\$9,300,000	\$40,900,000	\$400,000	\$3,800,000	\$21,100,000	\$75,500,000
	2016/17	2017	\$0	\$0	\$0	\$0	\$0	\$9,700,000	\$43,100,000	\$900,000	\$5,700,000	\$21,900,000	\$81,300,000
	2017/18	2018	\$0	\$0	\$0	\$0	\$0	\$10,100,000	\$45,300,000	\$1,800,000	\$8,000,000	\$22,700,000	\$87,900,000
Future Revenues	2018/19	2019	\$0	\$0	\$0	\$0	\$0	\$10,500,000	\$47,700,000	\$2,800,000	\$9,600,000	\$23,500,000	\$94,100,000
	2019/20	2020	\$0	\$0	\$0	\$0	\$0	\$11,000,000	\$50,100,000	\$3,800,000	\$12,300,000	\$24,400,000	\$101,600,000
	2020/21	2021	\$0	\$0	\$0	\$0	\$0	\$11,500,000	\$54,600,000	\$4,800,000	\$15,200,000	\$25,400,000	\$111,500,000
	2021/22	2022	\$0	\$0	\$0	\$0	\$0	\$12,000,000	\$57,300,000	\$5,900,000	\$18,600,000	\$26,300,000	\$120,100,000
	2022/23	2023	\$0	\$0	\$0	\$0	\$0	\$12,500,000	\$60,200,000	\$7,000,000	\$22,300,000	\$27,300,000	\$129,300,000
	2023/24	2024	\$0	\$0	\$0	\$0	\$0	\$13,100,000	\$63,200,000	\$8,200,000	\$26,500,000	\$28,400,000	\$139,400,000
	2024/25	2025	\$0	\$0	\$0	\$0	\$0	\$13,700,000	\$66,300,000	\$9,400,000	\$31,200,000	\$29,500,000	\$150,100,000
	2025/26	2026	\$0	\$0	\$0	\$0	\$0	\$18,700,000	\$60,200,000	\$10,600,000	\$36,500,000	\$30,600,000	\$156,600,000
	2026/27	2027	\$0	\$0	\$0	\$0	\$0	\$19,400,000	\$64,200,000	\$12,000,000	\$42,400,000	\$31,800,000	\$169,800,000
	2027/28	2028	\$0	\$0	\$0	\$0	\$0	\$20,100,000	\$68,300,000	\$13,300,000	\$48,200,000	\$33,000,000	\$182,900,000
	2028/29	2029	\$0	\$0	\$0	\$0	\$0	\$20,800,000	\$72,300,000	\$14,800,000	\$54,100,000	\$34,300,000	\$196,300,000
	2029/30	2030	\$0	\$0	\$0	\$0	\$0	\$21,500,000	\$76,400,000	\$16,300,000	\$60,100,000	\$35,700,000	\$210,000,000
	2030/31	2031	\$0	\$0	\$0	\$0	\$0	\$22,100,000	\$72,200,000	\$17,800,000	\$66,000,000	\$37,100,000	\$215,200,000
	2031/32	2032	\$0	\$0	\$0	\$0	\$0	\$22,700,000	\$76,200,000	\$19,400,000	\$72,100,000	\$38,500,000	\$228,900,000
	2032/33	2033	\$0	\$0	\$0	\$0	\$0	\$23,400,000	\$80,300,000	\$21,100,000	\$78,200,000	\$40,000,000	\$243,000,000
	2033/34	2034	\$0	\$0	\$0	\$0	\$0	\$24,100,000	\$84,500,000	\$22,900,000	\$84,700,000	\$41,600,000	\$257,800,000
2034/35	2035	\$0	\$0	\$0	\$0	\$0	\$24,700,000	\$88,800,000	\$24,700,000	\$91,400,000	\$43,300,000	\$272,900,000	
2035/36	2036	\$0	\$0	\$0	\$0	\$0	\$25,400,000	\$83,700,000	\$26,600,000	\$98,500,000	\$45,000,000	\$279,200,000	
2036/37	2037	\$0	\$0	\$0	\$0	\$0	\$26,100,000	\$88,000,000	\$28,600,000	\$106,100,000	\$46,800,000	\$295,600,000	
2037/38	2038	\$0	\$0	\$0	\$0	\$0	\$26,900,000	\$92,500,000	\$30,700,000	\$114,200,000	\$48,700,000	\$313,000,000	
2038/39	2039	\$0	\$0	\$0	\$0	\$0	\$27,600,000	\$97,200,000	\$32,900,000	\$122,800,000	\$50,600,000	\$331,100,000	
2039/40	2040	\$0	\$0	\$0	\$0	\$0	\$28,400,000	\$102,000,000	\$35,100,000	\$132,100,000	\$52,700,000	\$350,300,000	
<b>Total (2019 to 2040)</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$436,200,000</b>	<b>\$1,606,200,000</b>	<b>\$368,700,000</b>	<b>\$1,343,100,000</b>	<b>\$794,500,000</b>	<b>\$4,548,700,000</b>
Amount to LYNX			\$0	\$0	\$0	\$0	\$0	TBD (3)	TBD (3)	TBD (3)	TBD (3)	TBD (3)	TBD (3)
Amount to SunRail			\$0	\$0	\$0	\$0	\$0	TBD (3)	TBD (3)	TBD (3)	TBD (3)	TBD (3)	TBD (3)

Notes:

- 1 Projections provided by Osceola County.
- 2 Revenues from this source are not used for providing additional roadway capacity or transit service.
- 3 The amount to transit will be determined by needs and priorities to be determined through the planning process.  
 A base amount to LYNX of \$356,500,000 has been identified for the period from 2019 to 2040.  
 A base amount to SunRail of \$44,200,000 has been identified for the period from 2021 to 2040.

Table A-12  
**Projected Seminole County Revenues**  
 Projected Revenues for Transportation

	Fiscal Year	Analysis Year	County Gas Tax (2) 1¢ of 1¢	Constitutional Gas Tax (2) 2¢ of 2¢	Local Option Gas Tax (2) 6¢ of 6¢	9th Cent Gas Tax (1) 1¢ of 1¢	Second Local Option Gas Tax 0¢ of 5¢	Infrastructure Sales Tax (3) 1%	Charter County Transportation Surtax 0%	Traffic Impact Fees (4)	General Fund (5)	US 17-92 CRA (6)	Total
Revenues in TIF	2013/14	2014	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$200,000	\$6,200,000
	2014/15	2015	\$0	\$0	\$0	\$2,000,000	\$0	\$19,200,000	\$0	\$0	\$4,100,000	\$200,000	\$25,500,000
	2015/16	2016	\$0	\$0	\$0	\$2,000,000	\$0	\$23,200,000	\$0	\$0	\$4,100,000	\$200,000	\$29,500,000
	2016/17	2017	\$0	\$0	\$0	\$2,000,000	\$0	\$23,500,000	\$0	\$0	\$4,200,000	\$200,000	\$29,900,000
	2017/18	2018	\$0	\$0	\$0	\$2,000,000	\$0	\$23,700,000	\$0	\$0	\$4,400,000	\$0	\$30,100,000
Future Revenues	2018/19	2019	\$0	\$0	\$0	\$2,000,000	\$0	\$23,900,000	\$0	\$0	\$4,400,000	\$0	\$30,300,000
	2019/20	2020	\$0	\$0	\$0	\$2,000,000	\$0	\$24,200,000	\$0	\$0	\$4,500,000	\$0	\$30,700,000
	2020/21	2021	\$0	\$0	\$0	\$2,000,000	\$0	\$24,400,000	\$0	\$0	\$7,000,000	\$0	\$33,400,000
	2021/22	2022	\$0	\$0	\$0	\$2,000,000	\$0	\$24,600,000	\$0	\$0	\$7,100,000	\$0	\$33,700,000
	2022/23	2023	\$0	\$0	\$0	\$2,100,000	\$0	\$24,800,000	\$0	\$0	\$7,200,000	\$0	\$34,100,000
	2023/24	2024	\$0	\$0	\$0	\$2,100,000	\$0	\$25,100,000	\$0	\$0	\$7,200,000	\$0	\$34,400,000
	2024/25	2025	\$0	\$0	\$0	\$2,100,000	\$0	\$25,300,000	\$0	\$0	\$7,300,000	\$0	\$34,700,000
	2025/26	2026	\$0	\$0	\$0	\$2,100,000	\$0	\$25,500,000	\$0	\$0	\$7,300,000	\$0	\$34,900,000
	2026/27	2027	\$0	\$0	\$0	\$2,100,000	\$0	\$25,800,000	\$0	\$0	\$7,400,000	\$0	\$35,300,000
	2027/28	2028	\$0	\$0	\$0	\$2,100,000	\$0	\$26,000,000	\$0	\$0	\$7,500,000	\$0	\$35,600,000
	2028/29	2029	\$0	\$0	\$0	\$2,100,000	\$0	\$26,200,000	\$0	\$0	\$7,500,000	\$0	\$35,800,000
	2029/30	2030	\$0	\$0	\$0	\$2,100,000	\$0	\$26,400,000	\$0	\$0	\$7,600,000	\$0	\$36,100,000
	2030/31	2031	\$0	\$0	\$0	\$2,100,000	\$0	\$26,700,000	\$0	\$0	\$7,700,000	\$0	\$36,500,000
	2031/32	2032	\$0	\$0	\$0	\$2,100,000	\$0	\$26,900,000	\$0	\$0	\$7,700,000	\$0	\$36,700,000
	2032/33	2033	\$0	\$0	\$0	\$2,100,000	\$0	\$27,100,000	\$0	\$0	\$7,800,000	\$0	\$37,000,000
	2033/34	2034	\$0	\$0	\$0	\$2,100,000	\$0	\$27,400,000	\$0	\$0	\$7,900,000	\$0	\$37,400,000
	2034/35	2035	\$0	\$0	\$0	\$2,100,000	\$0	\$27,600,000	\$0	\$0	\$7,900,000	\$0	\$37,600,000
	2035/36	2036	\$0	\$0	\$0	\$2,100,000	\$0	\$27,800,000	\$0	\$0	\$8,000,000	\$0	\$37,900,000
	2036/37	2037	\$0	\$0	\$0	\$2,100,000	\$0	\$28,000,000	\$0	\$0	\$8,100,000	\$0	\$38,200,000
	2037/38	2038	\$0	\$0	\$0	\$2,100,000	\$0	\$28,300,000	\$0	\$0	\$8,100,000	\$0	\$38,500,000
2038/39	2039	\$0	\$0	\$0	\$2,100,000	\$0	\$28,500,000	\$0	\$0	\$8,200,000	\$0	\$38,800,000	
2039/40	2040	\$0	\$0	\$0	\$2,100,000	\$0	\$28,700,000	\$0	\$0	\$8,300,000	\$0	\$39,100,000	
<b>Total (2019 to 2040)</b>			\$0	\$0	\$0	\$45,800,000	\$0	\$579,200,000	\$0	\$0	\$161,700,000	\$0	\$786,700,000
Amount to LYNX			\$0	\$0	\$0	\$45,800,000	\$0	\$0	\$0	\$0	\$106,920,000	\$0	\$152,720,000
Amount to SunRail			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,750,000	\$0	\$54,750,000

Notes:

- 1 Projections for 2013 provided by Seminole County.
- 2 Revenues from this source are not used for providing additional roadway capacity or transit service.
- 3 Forecast assumes 1 percent increase per year. Assumes 75% for roads and 50% of this (or 37.5% of total tax) for projects in MetroPlan Orlando's long range transportation plan. Funds not used for the MPO LRTP are not included in this column.
- 4 Impact fees expire in 2021. Fees collected to that time will be used to repay an inter-fund loan from the 1991 Sales Tax Program. Remaining projects are in current CIP.
- 5 Funds LYNX and SunRail (SunRail funding begins in 2021).
- 6 Expires in 2018.

Table A-13  
**Projected City of Orlando Revenues**  
 Projected Revenues for Transportation

	Fiscal Year	Analysis Year	County Gas Tax N/A	Constitutional Gas Tax N/A	Local Option Gas Tax (1) 6¢ of 6¢	9th Cent Gas Tax N/A	Second Local Option Gas Tax 0¢ of 5¢	Infrastructure Sales Tax 0%	Charter Co. Transportation Surtax 0%	Traffic Impact Fees (2)	CRA and Parking (3)	General Fund (4)	Total
Revenues in TIP	2013/14	2014											
	2014/15	2015	\$0	\$0	\$9,200,000	\$0	\$0	\$0	\$0	\$3,000,000	\$2,600,000	\$0	\$14,800,000
	2015/16	2016											
	2016/17	2017											
	2017/18	2018	\$0	\$0	\$14,100,000	\$0	\$0	\$0	\$0	\$4,600,000	\$4,300,000	\$0	\$23,000,000
Future Revenues	2018/19	2019											
	2019/20	2020	\$0	\$0	\$9,600,000	\$0	\$0	\$0	\$0	\$3,100,000	\$3,000,000	\$0	\$15,700,000
	2020/21	2021											
	2021/22	2022											
	2022/23	2023											
	2023/24	2024											
	2024/25	2025	\$0	\$0	\$24,900,000	\$0	\$0	\$0	\$0	\$8,100,000	\$16,700,000	\$2,700,000	\$52,400,000
	2025/26	2026											
	2026/27	2027											
	2027/28	2028											
	2028/29	2029											
	2029/30	2030	\$0	\$0	\$26,000,000	\$0	\$0	\$0	\$0	\$8,500,000	\$18,900,000	\$3,000,000	\$56,400,000
	2030/31	2031											
	2031/32	2032											
	2032/33	2033											
	2033/34	2034											
2034/35	2035	\$0	\$0	\$27,100,000	\$0	\$0	\$0	\$0	\$9,000,000	\$21,100,000	\$3,400,000	\$60,600,000	
2035/36	2036												
2036/37	2037												
2037/38	2038												
2038/39	2039												
2039/40	2040	\$0	\$0	\$28,300,000	\$0	\$0	\$0	\$0	\$9,400,000	\$23,300,000	\$3,800,000	\$64,800,000	
<b>Total (2019 to 2040)</b>			<b>\$0</b>	<b>\$0</b>	<b>\$115,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,100,000</b>	<b>\$83,000,000</b>	<b>\$12,900,000</b>	<b>\$249,900,000</b>
Amount to LYNX			\$0	\$0	96,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,600,000
Amount to LYMMO			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,900,000	\$0	\$41,900,000
Amount to SunRail			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,100,000	\$12,900,000	\$54,000,000

Notes:

- 1 Based on \$3.8 million to LYNX and \$760,000 to other transportation capacity in 2014, then increased by 1% per year.
- 2 Projections through 2030 provided by City of Orlando and Tindale-Oliver and Associates in 5-year increments. Additional years projected based on extrapolation of trend.
- 3 Based on \$1.3 million to LYMMO in 2014 and \$1.6 million to SunRail in 2021. Assumed to increase at 3% per year.
- 4 Based on \$1.6 million to SunRail in 2021. Assumed to increase at 3% per year.

Table A-14  
**Projected Revenues for the 2040 Long Range Transportation Plan**  
 2019 - 2040

<b>System and Funding Category</b>	<b>State/Federal Funds</b> (Table Source)	<b>Local Revenues</b> (Table Source)	<b>Total Funds Available</b>
MetroPlan Orlando (TMA)	542,100,000 (4)	n/a	542,100,000
SIS	\$1,955,900,000 (5)	n/a	\$1,955,900,000
SunRail *	\$337,900,000 (6)	\$459,900,000 (6)	\$797,800,000
Florida's Turnpike	n/a	TBD (7)	See Projects
OOCEA	n/a	TBD	TBD
OCX	n/a	TBD (8)	See Projects
LYNX **	\$1,117,500,000 (9)	\$1,460,800,000 (9)	\$2,578,300,000
Orange County	\$1,006,000,000 (4)	\$1,967,200,000 (10)	\$2,973,200,000
Osceola County	\$249,100,000 (4)	\$4,548,700,000 (11)	\$4,797,800,000
Seminole County	\$336,900,000 (4)	\$786,700,000 (12)	\$1,123,600,000
City of Orlando	n/a	\$249,900,000 (13)	\$249,900,000
Alternative Funds	\$53,200,000 (4)	n/a	\$53,200,000
<b>TOTAL</b>	<b>\$5,598,600,000</b>	<b>\$9,473,200,000</b>	<b>\$15,071,800,000</b>

Notes:

Numbers in parenthesis reference the table source.

\* Local revenues for SunRail are not included in these totals. These funds total \$240,300,000.

\*\* Local Government revenues to LYNX are not included in these totals. These funds total \$2,013,600,000.

## APPENDIX B

### 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

#### MetroPlan Orlando

**Note:** This appendix documents the Florida Department of Transportation (FDOT) revenue forecast through 2040. Estimates for major state programs, including capacity programs and non-capacity programs (which include the resurfacing program, bridge program and operations and maintenance program) are identified. As noted on page 9 of this appendix:

*Table 10 contains district wide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans.*

## **APPENDIX FOR THE METROPOLITAN LONG RANGE PLAN 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans**

### **Overview**

This appendix documents the Florida Department of Transportation (FDOT) revenue forecast through 2040. Estimates for major state programs for this metropolitan area and Florida are included. The forecast encompasses state and federal funds that “flow through” the FDOT work program. This information is used for updates of metropolitan long range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Cost Feasible Plan.

### Background

Evolving state and federal legislation, FDOT policies, and leadership by the Metropolitan Planning Organization Advisory Council have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The Florida Transportation Plan (FTP), developed with the assistance of Florida’s 26 MPOs and other transportation partners, established long range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources.

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21<sup>1</sup>), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department’s Work Program for 2014 through 2018, (2) the impact of the Department’s objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

### Purpose

This appendix provides the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and facilitates reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not “flow through” the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

This appendix describes how the statewide 2040 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as “capacity programs.” “Metropolitan estimates” are the estimated share of certain state capacity programs for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system. This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as “non-capacity programs” in this document, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

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<sup>1</sup> Moving Ahead for Progress in the 21<sup>st</sup> Century Act, Public Law 112-141, July 6, 2012.

## 2040 Revenue Forecast (State and Federal Funds)

The 2040 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among statewide capacity and non-capacity programs consistent with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida’s 26 metropolitan areas.

### Forecast of State and Federal Revenues

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources included in the Department’s 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in August 2012 for state fiscal years 2014 through 2021. Estimates of federal revenue sources were based on the Department’s Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

Revenue Sources	Years	Assumptions
State Fuel Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.54% increase in 2022, gradually decreasing to 0.55% in 2040
State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 3.04% increase in 2022, gradually decreasing to 2.86% in 2040
State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.28% increase in 2022, gradually decreasing to 1.71% in 2040
Documentary Stamps Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	\$348.5 million annually
Federal Distributions (Total Obligating Authority)	2014-2021	FDOT Federal Aid Forecast
	2022-2040	Annual 0.0% increase through 2040
Turnpike	2014-2022	Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 1. The *2040 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in “present day cost” to “year of expenditure” dollars.

**Table 1**  
**Forecast of Revenues**  
**2040 Revenue Forecast (Millions of Dollars)**

Major Revenue Sources	Time Period					27-Year Total <sup>2</sup> 2014-2040
	2014-15 <sup>1</sup>	2016-20 <sup>1</sup>	2021-25	2026-30	2031-40	
Federal	5,113 31%	9,542 27%	9,687 26%	9,719 24%	19,328 22%	53,389 25%
State	9,711 59%	22,243 64%	25,084 67%	27,616 69%	60,776 70%	145,430 67%
Turnpike	1,680 10%	3,044 9%	2,745 7%	2,931 7%	6,610 8%	17,011 8%
<b>Total<sup>2</sup></b>	<b>16,505</b>	<b>34,829</b>	<b>37,516</b>	<b>40,266</b>	<b>86,715</b>	<b>215,830</b>

<sup>1</sup> Based on the FDOT Tentative Work Program for 2014 through 2018.

<sup>2</sup> Columns and rows sometimes do not equal the totals due to rounding.

#### Estimates for State Programs

Long range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves toward the middle of the 21st Century, safety and preservation continue to be emphasized.

The 2040 Revenue Forecast includes the program funding levels contained in the July 1, 2013 Adopted Work Program for 2014 through 2018. The forecast of funding levels for FDOT programs for 2019-2040 was developed based on the Program and Resource Plan (PRP) for fiscal years 2013-2022. The remainder of this Appendix provides forecast information for “Capacity,” “Non-Capacity,” and “Other” state programs. The information is consistent with “Financial Guidelines for MPO Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council in January 2013.

#### **Capacity Programs**

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). Table 2 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.



**TABLE 2**  
**Major Capacity Programs Included in the 2040 Revenue Forecast**  
**and Corresponding Program Categories in the Program and Resource Plan (PRP)**

<b>2040 Revenue Forecast Programs</b>	<b>PRP Program Categories</b>
<u>SIS Highways Construction &amp; ROW</u> - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Construction SIS Traffic Operations SIS Right of Way SIS Advance Corridor Acquisition
<u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
<u>Aviation</u> - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
<u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
<u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, and acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
<u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
<u>Seaport Development</u> - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
<u>Documentary Stamps Funds</u> – Improving intermodal facilities and acquisition of associated rights of way.	Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013.

Statewide Forecast for Capacity Programs

Table 3 identifies the statewide estimates for capacity programs in the 2040 Revenue Forecast. About \$216 billion is forecast for the entire state transportation program from 2014 through 2040; about \$103 billion (48%) is forecast for capacity programs.

**Table 3  
Statewide Capacity Program Estimates  
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Major Programs	5-Year Period (Fiscal Years)					27-Year Total <sup>2</sup>
	2014-15 <sup>1</sup>	2016-20 <sup>1</sup>	2021-25	2026-30	2031-40	2014-2040
SIS Highways Construction & ROW	4,879	7,747	7,738	8,509	17,726	46,599
Other Arterials Construction & ROW	2,264	4,371	4,264	4,076	8,766	23,740
Aviation	333	853	819	911	1,981	4,896
Transit	855	1,883	1,942	2,041	4,280	11,001
Rail	500	865	729	807	1,745	4,647
Intermodal Access	83	153	182	199	430	1,043
Seaports	383	395	496	553	1,205	3,031
Documentary Stamps Funds <sup>3</sup>	0	639	1,791	1,791	3,582	7,803
<b>Total Capacity Programs</b>	<b>9,297</b>	<b>16,905</b>	<b>17,961</b>	<b>18,888</b>	<b>39,715</b>	<b>102,761</b>
<b>Statewide Total Forecast</b>	<b>16,505</b>	<b>34,829</b>	<b>37,516</b>	<b>40,266</b>	<b>86,715</b>	<b>215,830</b>

<sup>1</sup> Based on the FDOT Tentative Work Program for 2014 through 2018.

<sup>2</sup> Columns and rows sometimes do not equal the totals due to rounding.

<sup>3</sup> Documentary Stamps funds not programmed in FDOT Work Programs as of July 1, 2013.

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula<sup>2</sup>: other arterials construction/right-of-way (net of TMA and TA funds); ; and the transit program.

Estimates for SIS Construction and ROW were based on the SIS Long Range Cost Feasible Plan, 2013 Edition. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed.

<sup>2</sup> The statutory formula is based on 50% population and 50% motor fuel tax collections.

FDOT districts developed metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4. Table 4a contains estimates of TMA funds.

**Table 4**  
**Metropolitan Area Capacity Program Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

**Estimates for MetroPlan Orlando**

Capacity Programs*	5-Year Period (Fiscal Years)				22-Year Total
	2019-2020	2021-25	2026-30	2031-40	2019-2040
SIS Highways Construction & ROW	556.8	425.0	2,706.0	500.0	4,187.7
Other Arterials Construction & ROW	159.7	356.8	337.3	738.0	1,591.8
Transit	77.9	200.5	210.8	442.0	931.1
Aviation	0.0	0.0	0.0	0.0	0.0
Rail	0.0	0.0	0.0	0.0	0.0
Seaports	0.0	0.0	0.0	0.0	0.0
Intermodal Access	0.0	0.0	0.0	0.0	0.0
<b>Total Capacity Programs</b>	<b>794.4</b>	<b>982.3</b>	<b>3,254.1</b>	<b>1,680.0</b>	<b>6,710.7</b>

\* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2<sup>nd</sup> 5-Year Plan, 2040 SIS Cost Feasible Plan.

**Table 4a**  
**Transportation Management Area (TMA) Funds Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

MetroPlan Orlando	5-Year Period (Fiscal Years)				22-Year Total <sup>2</sup>
	2019-20 <sup>1</sup>	2021-25	2026-30	2031-40	2019-2040
<b>TMA Funds</b>	<b>49.3</b>	<b>123.2</b>	<b>123.2</b>	<b>246.4</b>	<b>542.0</b>

<sup>1</sup> Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

<sup>2</sup> Rows sometimes do not equal the totals due to rounding.

Annually, up to \$541.75 million may be appropriated from proceeds from the Documentary Stamp Tax<sup>3</sup> for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The

<sup>3</sup> Documentary Stamp Tax proceeds for transportation declined substantially with the collapse of the housing market and have since gradually increased. The 2040 Revenue Forecast assumes that proceeds for transportation programs will gradually increase and level off at approximately \$350 million each year.

2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as “illustrative projects,” the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

**Table 5  
Districtwide Transportation Regional Incentive Program Estimates  
State Funds from the 2040 Revenue Forecast (Millions of Dollars)**

FDOT District	5-Year Period (Fiscal Years)				22-Year Total <sup>2</sup>
	2019-20 <sup>1</sup>	2021-25	2026-30	2031-40	2019-2040
District 1	0.9	6.7	6.7	13.4	27.8
District 2	0.7	5.4	5.4	10.8	22.4
District 3	0.5	3.7	3.7	7.4	15.3
District 4	1.2	9.1	9.1	18.1	37.5
District 5	1.4	10.0	10.0	20.1	41.5
District 6	0.8	6.2	6.2	12.5	25.8
District 7	1.0	7.3	7.3	14.6	30.3
<b>Statewide Total Forecast</b>	<b>6.6</b>	<b>48.5</b>	<b>48.5</b>	<b>97.0</b>	<b>200.6</b>

<sup>1</sup> Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

<sup>2</sup> Columns and rows sometimes do not equal the totals due to rounding.

**Table 6  
Statewide New Starts Program Estimates  
State Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Statewide Program	5-Year Period (Fiscal Years)				22-Year Total <sup>2</sup>
	2019-20 <sup>1</sup>	2021-25	2026-30	2031-40	2019-2040
<b>Statewide Total Forecast</b>	<b>63.3</b>	<b>174.3</b>	<b>174.3</b>	<b>348.5</b>	<b>760.3</b>

<sup>1</sup> Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

<sup>2</sup> Rows sometimes do not equal the totals due to rounding.

MAP-21 created funding for Transportation Alternatives projects and established allocations for certain 2010 Census population categories. Categories impacting MPOs include (1) funds for Transportation Management Areas (TALU funds); (2) funds for areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) funds for any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown in Table 7.

**Table 7**  
**Transportation Alternatives Funds<sup>1</sup> Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

MetroPlan Orlando	5-Year Period (Fiscal Years)				22-Year Total <sup>3</sup>
	2019-20 <sup>1</sup>	2021-25	2026-30	2031-40	2019-2040
TALU (Urban); Funds for TMA <sup>2</sup>	4.8	12.1	12.1	24.2	53.3
TALL (<200,000 Population) <sup>2</sup> ; Districtwide Funds	0.0	0.0	0.0	0.0	0.0
<b>TALT (Any Area); Districtwide Funds</b>	<b>10.3</b>	<b>25.8</b>	<b>25.8</b>	<b>51.6</b>	<b>113.6</b>

<sup>1</sup> Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

<sup>2</sup> "TALU" funds are for projects in Transportation Management Areas; "TALL" funds are for projects that are not in Transportation Management Areas.

<sup>3</sup> Rows sometimes do not equal the totals due to rounding.

### Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 8 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 9 identifies the statewide estimates for non-capacity programs. About \$106 billion (49% of total revenues) is forecast for the non-capacity programs.

Table 10 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans.

**TABLE 8**  
**Major Non-Capacity Programs Included in the 2040 Revenue Forecast**  
**and Corresponding Program Categories in the Program and Resource Plan (PRP)**

2040 Revenue Forecast Programs	PRP Program Categories
<u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
<u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
<u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
<u>Product Support</u> - Planning and engineering required to “produce” FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
<u>Operations &amp; Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
<u>Administration</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).	Administration Fixed Capital Outlay Office Information Systems

**Table 9**  
**Statewide Non-Capacity Program Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Major Programs	5-Year Period (Fiscal Years)					27-Year Total <sup>2</sup>
	2014-15 <sup>1</sup>	2016-20 <sup>1</sup>	2021-25	2026-30	2031-40	2014-2040
Safety	245	631	625	626	1,252	3,378
Resurfacing	1,211	3,593	3,649	3,900	8,071	20,425
Bridge	529	1,593	1,373	1,452	3,044	7,991
Product Support	2,527	4,913	5,932	6,479	14,239	34,089
Operations and Maintenance	2,033	5,228	5,607	6,295	14,470	33,633
Administration	299	855	1,037	1,153	2,672	6,016
<b>Total Non-Capacity Programs</b>	<b>6,844</b>	<b>16,813</b>	<b>18,224</b>	<b>19,904</b>	<b>43,748</b>	<b>105,532</b>
Other <sup>3</sup>	364	1,111	1,330	1,474	3,252	7,531
<b>Statewide Total Forecast</b>	<b>16,505</b>	<b>34,829</b>	<b>37,516</b>	<b>40,266</b>	<b>86,715</b>	<b>215,830</b>

<sup>1</sup> Based on the FDOT Adopted Work Program for 2014 through 2018.

<sup>2</sup> Columns and rows sometimes do not equal the totals due to rounding.

<sup>3</sup> "Other" is primarily for debt service.

**Table 10**  
**State Highway System Operations and Maintenance Estimates**  
**State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)**

Major Programs	5-Year Period (Fiscal Years)					27-Year Total <sup>2</sup>
	2014-15 <sup>1</sup>	2016-20 <sup>1</sup>	2021-25	2026-30	2031-40	2014-2040
District 1	543	1,499	1,530	1,676	3,683	8,931
District 2	718	1,982	2,023	2,216	4,869	11,807
District 3	582	1,607	1,640	1,798	3,949	9,576
District 4	556	1,534	1,566	1,716	3,769	9,141
District 5	720	1,987	2,029	2,223	4,883	11,841
District 6	263	725	740	811	1,781	4,318
District 7	391	1,080	1,102	1,208	2,653	6,434
<b>Statewide Total Forecast</b>	<b>3,773</b>	<b>10,414</b>	<b>10,630</b>	<b>11,647</b>	<b>25,586</b>	<b>62,049</b>

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

<sup>1</sup> Based on the FDOT Adopted Work Program for 2014 through 2018.

<sup>2</sup> Columns and rows sometimes do not equal the totals due to rounding.

**Other**

The Department is responsible for certain expenditures not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. Approximately \$7.5 billion (3.5% of total revenues) is forecast for these expenditures. These funds are not available for statewide or metropolitan system plans.

## APPENDIX C

### Wekiva Parkway Funding Summary Table

**Note:** This appendix, provided by the Central Florida Expressway Authority (CFX), documents the funding summary for the Wekiva Parkway project, including a breakout of funding sources for each segment of the project.





Fiscal Year	PDC	≤2012	2013	2014	2015	2016 (INF 1.027 FDOT)	2017 (INF 1.053 FDOT)	2018 (INF 1.079 FDOT)	2019 (INF 1.106 FDOT)	2020 (INF 1.134 FDOT)
<b>Costs</b>										
ROW					(\$3,150,000)	(\$3,150,000)				
Preliminary Engineering					(\$1,400,000)	(\$11,000)	(\$6,228,000)	(\$3,259,000)		
Construction							(\$48,744,000)	(\$24,765,000)		
<b>Subtotal</b>					(\$4,550,000)	(\$3,161,000)	(\$54,972,000)	(\$28,024,000)		
<b>Funding</b>										
CF					\$1,400,000	\$11,000	\$8,464,000	\$28,024,000		
TIFIA (CFX)					\$3,150,000	\$3,150,000	\$46,508,000			
<b>Subtotal</b>					\$4,550,000	\$3,161,000	\$54,972,000	\$28,024,000		
<b>Balance</b>					\$0	\$0	\$0	\$0		
<b>Toll Gantries (CFX) Design-Bid-Build</b>										
<b>System-wide (Sections 1A, 2A &amp; 2C)</b>										
FM#										
<b>Costs</b>										
Preliminary Engineering/Const.					(\$173,000)	(\$939,000)	(\$939,000)	\$0	(\$4,238,000)	
<b>Subtotal</b>					(\$173,000)	(\$939,000)	(\$939,000)	\$0	(\$4,238,000)	
<b>Funding</b>										
CF					\$173,000	\$939,000	\$939,000	\$0	\$4,238,000	
<b>Subtotal</b>					\$173,000	\$939,000	\$939,000	\$0	\$4,238,000	
<b>Balance</b>					\$0	\$0	\$0	\$0	\$0	
<b>Line and Grade PD&amp;E/Design</b>										
FM#s 431081-1, 431081-2, 431081-3, 431081-4										
<b>Costs</b>										
Line and Grade	(\$10,311,069)	(\$8,331,880)	(\$220,308)	(\$37,812)	(\$40,000)	(\$1,681,069)				
<b>Subtotal</b>	(\$10,311,069)	(\$8,331,880)	(\$220,308)	(\$37,812)	(\$40,000)	(\$1,681,069)				
<b>Funding</b>										
DC		\$1,912								
DDR		\$7,621,886		\$11,544	\$40,000	\$1,681,069				
DIH		\$591,277	\$220,308	\$17,824						
DS		\$116,805		\$8,444						
<b>Subtotal</b>		\$8,331,880	\$220,308	\$37,812	\$40,000	\$1,681,069	\$0	\$0	\$0	\$0
<b>Balance</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Section 4A (FDOT) (Priority #1) Design Build</b>										
<b>from E. Mt. Plymouth Rd to Orange/Lake County Line</b>										
FM# 431163-5										
<b>Costs</b>										
Design/In-House	(\$102,844)	(\$76,871)	(\$22,984)	(\$2,989)						
Right of Way (OOCEA MOU to Repay ROW)	(\$2,770,000)			(\$2,770,000)						
Construction	(\$3,559,922)		(\$3,534,922)	(\$25,000)						
CEI	(\$475,870)		(\$382,583)	(\$20,832)	(\$72,455)					
<b>Subtotal</b>	(\$6,908,636)	(\$76,871)	(\$3,940,489)	(\$2,818,821)	(\$72,455)					
<b>Funding</b>										
DDR				\$25,000						
DI			\$3,900,948							
DIH			\$39,541	\$23,821	\$22,455					
DS		\$76,871		\$2,770,000						
PKED (TPK Economic Development)					\$50,000					
<b>Subtotal</b>		\$76,871	\$3,940,489	\$2,818,821	\$72,455	\$0	\$0	\$0	\$0	\$0
<b>Balance</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Section 4B (FDOT) (Priority #1) Design Build</b>										
<b>from Orange/Lake County Line to SR 46 E. of Old McDonald Rd</b>										
FM# 238275-6										
<b>Costs</b>										
Design/In-House	(\$175,414)	(\$104,634)	(\$46,352)	(\$24,428)						
Right of Way (OOCEA MOU to Repay ROW)	(\$15,430,109)			(\$15,430,109)						
Construction	(\$21,877,617)		(\$20,052,295)	(\$1,825,322)						



Fiscal Year	PDC	≤2012	2013	2014	2015	2016 (INF 1.027 FDOT)	2017 (INF 1.053 FDOT)	2018 (INF 1.079 FDOT)	2019 (INF 1.106 FDOT)	2020 (INF 1.134 FDOT)
Weather Station Utilities (Ph 36) Construction CEI	(\$150,000) (\$351,001) (\$214,208,879) (\$11,606,381)			(\$130,001)	(\$150,000) (\$221,000)		(\$225,561,950) (\$12,221,519)			
<b>Subtotal Funding</b>	<b>(\$274,601,517)</b>	<b>(\$452,588)</b>	<b>(\$5,297,258)</b>	<b>(\$266,785)</b>	<b>(\$389,535)</b>	<b>(\$6,525,000)</b>	<b>(\$249,458,469)</b>	<b>(\$15,575,535)</b>	<b>(\$8,428,190)</b>	<b>(\$199,999)</b>
ACNP DDR DI DIH DS PKED (TPK Economic Development) STED (Strategic Corridors) WKBL (TPK BLE Transfer) WKOC (OOCEA Debt Repayment)		\$5,366 \$447,222	\$5,198,752 \$98,506	\$121,334 \$136,784 \$8,667	\$233,522 \$6,013 \$150,000	\$75,000 \$6,450,000	\$35,893,774 \$3,494,220 \$7,843,797 \$1,538,360 \$30,762,083 \$80,019,316 \$25,947,500 \$63,959,419	\$340,410 \$8,428,190 \$109,000 \$15,126,125	\$8,428,190	\$199,999
<b>Subtotal</b>		<b>\$452,588</b>	<b>\$5,297,258</b>	<b>\$266,785</b>	<b>\$389,535</b>	<b>\$6,525,000</b>	<b>\$249,458,469</b>	<b>\$15,575,535</b>	<b>\$8,428,190</b>	<b>\$199,999</b>
<b>Balance</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$0)</b>
<b>Section 7A (FDOT) (Priority #4)</b> Design Bid Build from Wekiva River Rd to Orange Blvd FM# 240200-2										
<b>Costs</b>										
Advanced Survey&Map Design Right of Way Construction Utilities (Ph 36) CEI	(\$442,017) (\$8,167,385) (\$61,584,558) (\$154,792,254) (\$351,001) (\$9,584,036)	(\$442,017)	(\$7,390,664)	(\$772,942)	(\$3,779)	(\$5,000,000)	(\$23,500,000)	(\$17,280,000) (\$167,020,842)	(\$7,518,308)	(\$8,286,250)
<b>Subtotal Funding</b>	<b>(\$234,921,251)</b>	<b>(\$442,017)</b>	<b>(\$7,390,664)</b>	<b>(\$902,943)</b>	<b>(\$224,779)</b>	<b>(\$5,000,000)</b>	<b>(\$23,500,000)</b>	<b>(\$194,642,017)</b>	<b>(\$7,518,308)</b>	<b>(\$8,286,250)</b>
ACNP DDR DI DIH DS SA PKED (TPK Economic Development) STED (Strategic Corridors) WKOC (OOCEA Debt Repayment)		\$1,763 \$440,254	\$2,360,866 \$67,247	\$121,334 \$63,232 \$8,667 \$709,710	\$221,000 \$3,779	\$200,000 \$4,800,000	\$22,700,000 \$300,000 \$500,000	\$82,193,222 \$26,121,636 \$1,320,107 \$14,599,397 \$35,000,000 \$17,301,999 \$18,105,656	\$26,400	\$8,286,250
<b>Subtotal</b>		<b>\$442,017</b>	<b>\$7,390,664</b>	<b>\$902,943</b>	<b>\$224,779</b>	<b>\$5,000,000</b>	<b>\$23,500,000</b>	<b>\$194,642,017</b>	<b>\$7,518,308</b>	<b>\$8,286,250</b>
<b>Balance</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Section 8 (FDOT) (Priority #5)</b> Design Build from Orange Blvd to E. of Rinehart Rd FM# 240200-4 (Possible CMGC)										
<b>Costs</b>										
Advanced Survey&Map Stipends Wetland Mitigation Right of Way Construction CEI	(\$421,891) (\$1,300,000) (\$840,000) (\$111,253,206) (\$199,793,397) (\$15,600,474)	(\$359,075)	(\$18,306)	(\$40,619)	(\$3,891)	(\$840,000) (\$8,200,000)	(\$1,520,000)	(\$1,300,000) (\$2,620,000)	(\$36,167,005) (\$220,971,497) (\$17,254,124)	(\$29,941,201)
<b>Subtotal Funding</b>	<b>(\$329,208,968)</b>	<b>(\$359,075)</b>	<b>(\$18,306)</b>	<b>(\$40,619)</b>	<b>(\$32,808,891)</b>	<b>(\$9,040,000)</b>	<b>(\$1,520,000)</b>	<b>(\$3,920,000)</b>	<b>(\$274,392,626)</b>	<b>(\$29,941,201)</b>
ACNP BNIR DDR DIH GMR		\$358,919 \$156	\$18,306	\$40,619	\$5,649,469 \$53,891	\$200,000	\$300,000 \$100,000	\$1,545,000 \$30,000	\$94,702,339 \$245,000 \$1,579,557	\$29,941,201

Fiscal Year	PDC	≤2012	2013	2014	2015	2016 (INF 1.027 FDOT)	2017 (INF 1.053 FDOT)	2018 (INF 1.079 FDOT)	2019 (INF 1.106 FDOT)	2020 (INF 1.134 FDOT)
PKED (TPK Economic Development) STED (Strategic Corridors) WKOC (OOCEA Debt Repayment) WKBL (TPK BLE Transfer)					\$12,680,000 \$75,000	\$8,840,000	\$1,100,000 \$20,000	\$2,325,000 \$20,000	\$25,000,000 \$118,853,230 \$34,012,500	
Subtotal		\$359,075	\$18,306	\$40,619	\$32,808,891	\$9,040,000	\$1,520,000	\$3,920,000	\$274,392,626	\$29,941,201
Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$0)	\$0
<b>Section 3A (FDOT) (Priority #4)</b> Design Bid Build from W. of Vista View Lane to E. of Round Lake Rd FM# 238275-3										
<u>Costs</u>										
Advanced Survey&Map	(\$162,452)	(\$141,163)		(\$21,289)						
Design	(\$1,452,179)		(\$1,405,839)	(\$42,317)	(\$4,023)					
Wetland Mitigation	(\$1,116,000)					(\$1,116,000)				
Wildlife Mitigation	(\$1,809,000)					(\$1,809,000)				
Right of Way	(\$11,255,830)				(\$255,000)	(\$4,405,000)	(\$3,200,000)	(\$3,395,830)		
ROW Monumentation	(\$33,776)									(\$38,302)
Construction	(\$7,592,795)						(\$7,995,213)			
CEI	(\$1,367,060)						(\$1,439,514)			
Subtotal	(\$24,789,092)	(\$141,163)	(\$1,405,839)	(\$63,606)	(\$259,023)	(\$7,330,000)	(\$12,634,727)	(\$3,395,830)		(\$38,302)
<u>Funding</u>										
DDR				\$21,289			\$12,371,922	\$3,366,000		
DIH		\$875	\$29,639	\$42,317	\$4,023	\$80,000	\$172,805			
DS		\$140,288			\$30,000		\$90,000	\$29,830		\$38,302
SA			\$1,376,200							
PKED (TPK Economic Development)					\$225,000	\$7,250,000				
Subtotal		\$141,163	\$1,405,839	\$63,606	\$259,023	\$7,330,000	\$12,634,727	\$3,395,830	\$0	\$38,302
Balance		\$0	\$0	\$0	\$0	\$0	(\$0)	\$0	\$0	\$0
<b>Section 3B (FDOT) (Priority #2)</b> Design Bid Build from W. of US 441 to Pond Road FM# 238275-2										
<u>Costs</u>										
Advanced Survey&Map	(\$178,854)	(\$174,699)		(\$4,155)						
Design	(\$4,906,488)		(\$3,649,177)	(\$881,505)	(\$240,806)	(\$135,000)				
Wetland Mitigation	(\$1,683,000)				(\$1,683,000)					
Wildlife Mitigation	(\$150,000)					(\$150,000)				
Right of Way	(\$16,569,000)				(\$1,870,000)	(\$4,600,000)	(\$5,400,000)	(\$3,605,000)	(\$1,094,000)	
ROW Monumentation	(\$70,546)									(\$79,999)
Construction	(\$40,517,145)						(\$42,664,554)			
CEI	(\$3,231,888)						(\$3,403,178)			
Subtotal	(\$67,306,921)	(\$174,699)	(\$3,649,177)	(\$885,660)	(\$3,793,806)	(\$4,885,000)	(\$51,467,732)	(\$3,605,000)	(\$1,094,000)	(\$79,999)
<u>Funding</u>										
CM							\$1,495,977			
DDR			\$3,586,310	\$393,328	\$185,000	\$135,000	\$7,905,261	\$3,360,000	\$1,000,000	\$79,999
DIH		\$24,033	\$62,867	\$109,999	\$115,806	\$100,000	\$460,119			
DS		\$150,666		\$382,333			\$340,000	\$245,000	\$94,000	
SA							\$20,345,542			
SN							\$1,119,118			
PKED (TPK Economic Development)					\$3,343,000	\$4,650,000	\$19,703,917			
WKOC (OOCEA Debt Repayment)					\$150,000		\$97,798			
Subtotal		\$174,699	\$3,649,177	\$885,660	\$3,793,806	\$4,885,000	\$51,467,732	\$3,605,000	\$1,094,000	\$79,999
Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$0)
<b>Section 7B (FDOT) (Priority #6)</b> Design Bid Build from Orange Blvd to W. of I-4 FM# 240200-3 (With I-4/46)										
<u>Costs</u>										
Construction	(\$17,931,693)								(\$19,832,452)	

Fiscal Year	PDC	<2012	2013	2014	2015	2016 (INF 1.027 FDOT)	2017 (INF 1.053 FDOT)	2018 (INF 1.079 FDOT)	2019 (INF 1.106 FDOT)	2020 (INF 1.134 FDOT)
CEI	(\$2,474,136)								(\$2,736,394)	
Subtotal <i>Funding</i>	(\$20,405,829)							\$0	(\$22,568,847)	
ACNP DIH									\$22,320,084 \$248,763	
Subtotal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,568,847	\$0
<b>Balance</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

COST GRAND TOTAL	PDC	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
	#####	(\$10,230,553)	(\$45,936,819)	(\$25,124,993)	(\$153,663,908)	(\$189,489,069)	(\$525,022,817)	(\$287,793,382)	(\$319,954,181)	(\$38,739,751)

**Funding Available**

ACNP		\$0	\$0	\$0	\$0	\$0	\$35,893,774	\$82,193,222	\$117,022,423	\$0	\$235,109,419
BNIR		\$0	\$0	\$0	\$5,649,469	\$0	\$0	\$0	\$0	\$0	\$5,649,469
CF (CFX)		\$0	\$0	\$0	\$34,890,000	\$129,821,000	\$75,925,000	\$60,673,000	\$4,238,000	\$0	\$305,547,000
CM		\$0	\$0	\$0	\$0	\$0	\$1,495,977	\$0	\$0	\$0	\$1,495,977
DC		\$1,912	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,912
DDR		\$7,980,805	\$3,604,616	\$4,046,487	\$771,595	\$1,816,069	\$46,771,403	\$34,733,046	\$9,673,190	\$38,307,450	\$147,704,661
DI		\$0	\$33,706,383	\$3,641	\$0	\$0	\$7,843,797	\$0	\$0	\$0	\$41,553,821
DIH		\$623,729	\$596,494	\$471,382	\$647,678	\$655,000	\$2,571,284	\$1,459,107	\$1,854,720	\$0	\$8,879,394
DS		\$1,476,740	\$0	\$19,789,084	\$30,000	\$0	\$930,000	\$274,830	\$94,000	\$238,301	\$22,832,955
EB		\$147,367	\$33,368	\$17,721	\$0	\$0	\$0	\$0	\$0	\$0	\$198,456
GMR		\$0	\$0	\$0	\$14,350,531	\$0	\$0	\$0	\$0	\$0	\$14,350,531
SA		\$0	\$6,363,751	\$735,260	\$25,470	\$0	\$25,856,339	\$14,599,397	\$0	\$0	\$47,580,217
SL		\$0	\$126,272	\$55,691	\$48,963	\$106,000	\$7,634,457	\$0	\$0	\$194,000	\$8,165,383
SN		\$0	\$0	\$0	\$0	\$0	\$2,723,953	\$0	\$0	\$0	\$2,723,953
PKED (TPK Economic Development)		\$0	\$0	\$0	\$18,325,000	\$36,284,000	\$50,466,000	\$35,000,000	\$25,000,000	\$0	\$165,075,000
PKYI		\$0	\$5,935	\$5,727	\$0	\$0	\$0	\$0	\$0	\$0	\$11,662
STED (Strategic Corridors)		\$0	\$0	\$0	\$0	\$0	\$80,019,316	\$17,301,999	\$0	\$0	\$97,321,315
TIFIA (CFX)		\$0	\$0	\$0	\$78,573,000	\$20,807,000	\$91,611,000	\$2,704,000	\$0	\$0	\$193,695,000
WKOC (OOCEA Debt Repayment)		\$0	\$1,500,000	\$0	\$352,202	\$0	\$69,313,017	\$38,834,781	\$128,059,348	\$0	\$238,059,348
WKBL (TPK BLE Transfer)		\$0	\$0	\$0	\$0	\$0	\$25,967,500	\$20,000	\$34,012,500	\$0	\$60,000,000
<b>FUNDS GRAND TOTAL</b>		<b>\$10,230,553</b>	<b>\$45,936,819</b>	<b>\$25,124,993</b>	<b>\$153,663,908</b>	<b>\$189,489,069</b>	<b>\$525,022,817</b>	<b>\$287,793,382</b>	<b>\$319,954,181</b>	<b>\$38,739,751</b>	

(\$1,595,955,473) COSTS (Sections 1-8)

Cumulative Balance	0	0	0	0	0	0	(0)	0	(0)	(0)
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Fiscal Year 2013	\$10,000,000					15.01%	\$239,582,908	District 5 Contribution
Fiscal Year 2014	\$20,000,000					0.00%	\$11,662	PKYI (TPK Improvement)
Fiscal Year 2015	\$20,000,000					10.34%	\$165,075,000	PKED (TPK Economic Development)
Fiscal Year 2016	\$20,000,000					6.10%	\$97,321,315	STED (Strategic Corridors)
Fiscal Year 2017	\$20,000,000					18.59%	\$296,663,240	SIS Contribution
Fiscal Year 2018	\$20,000,000					3.76%	\$60,000,000	WKBL (TPK BLE Transfer)
Fiscal Year 2019	\$20,000,000					14.92%	\$238,059,348	WKOC (OOCEA Debt Repayment)
Fiscal Year 2020	\$20,000,000	Amount Financed in FY 2019				19.15%	\$305,547,000	CF (CFX)
Fiscal Year 2021	\$20,000,000	Amount Financed in FY 2019				12.14%	\$193,695,000	TIFIA (CFX)
Fiscal Year 2022	\$20,000,000	Amount Financed in FY 2019					\$499,242,000	CFX (Sections 1-2)
Fiscal Year 2023	\$20,000,000	Amount Financed in FY 2019				100.00%	\$1,595,955,473	Grand Total (Sections 1-8)
Fiscal Year 2024	\$20,000,000	Amount Financed in FY 2019						
Fiscal Year 2025	\$8,059,348	Amount Financed in FY 2019						
<b>Total:</b>	<b>\$238,059,348</b>							