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# What is in this document?

The purpose of this technical series is to explain the financial resources available for funding the multitude of transportation projects in the MetroPlan Orlando region. In order to understand the future of funding, this document first looks at current revenue sources such as fuel taxes and impact fees. This report also explains a variety of funding strategies from financial loans to discretionary grants.

In addition to identifying the types of available revenue sources, this document breaks down where funding comes from - whether it is the federal, state, or local government. The Florida Department of Transportation (FDOT) has provided funding projections for federal and state funds and the county governments have provided local funding projections. The main objective of the Financial Resources technical series is to address how future projects will be funded in the 2045 Metropolitan Transportation Plan.

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# Introduction

The 2045 Metropolitan Transportation Plan financial resources technical series will explore how programs and projects could be funded over the next 20 to 25 years. MetroPlan Orlando has a variety of goals and objectives, but they cannot become a reality unless they can be paid for. The revenue projections identified in this document will be utilized in developing the 2045 Cost Feasible 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. This document has been prepared in coordination with the following agencies and local governments:

- United States Department of Transportation;
- Florida Department of Transportation;
- Orange County;
- Osceola County;
- Seminole County;
- City of Orlando; and
- Other municipalities through MetroPlan Orlando's Municipal Advisory Committee.



## Report Organization

This technical series outlines the current financial resources available for transportation improvements in the MetroPlan Orlando area (Orange, Osceola and Seminole counties) for the period from 2025 through 2045. Current resources include funds from the federal and state governments, as well as revenues generated locally. The analysis and documentation of the financial resources are organized into four (4) core sections:

- |   |                                      |   |
|---|--------------------------------------|---|
| 1 | <b>Introduction</b>                  | <i>Explains the purpose of this technical series and its contents</i>   |
| 2 | <b>Overview of Financial Sources</b> | <i>Includes documentation of current sources and use of funds, as well as other potential financing strategies;</i> |
| 3 | <b>Financial Projections</b>         | <i>Presents an analysis of the funding sources and projections to 2045 for each source;</i>                         |
| 4 | <b>Summary</b>                       | <i>Provides a summary of the various revenues projected to be available to fund the 2045 MTP.</i>                   |





# Overview of Financial Sources

A major focal point of the 2045 Plan is planning for transportation needs within the current and expected financial constraints. The 2045 Plan is required by federal law to be financially feasible. This technical series 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 utility of those sources and opportunities for possible new funding strategies.

## 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 Trust 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; these funds are then distributed back to the local government.

## State and Federal Sources

Table 5.1 outlines Florida's transportation fuel tax sources, rates, fuel type applicability and use eligibility as reported by the Florida Department of Transportation. These sources of state/federal funds include highway and off-highway fuel taxes, fuel sales taxes, and State Comprehensive Enhanced Transportation System (SCETS) taxes. Although not listed in the table, other state/federal revenue sources include vehicle-related taxes (vehicle license fees, registration fees and title fees) and travel/use related taxes (aviation fuel and rental car surcharges).

**Table 5.1 | Fuel Tax Rates and Uses, 2020**

Level	Type	Fuel Type	Maximum Rate	Use
Federal	Fuel Excise Tax	Motor Fuel	18.4 ¢/gallon	2.86¢ for mass transit. 0.1¢ for leaking in-ground fuel tanks. Remainder for roads and bridges.
		Diesel Fuel	24.4 ¢/gallon	
State (distributed to FDOT)	Fuel Sales Tax	Motor Fuel & Diesel Fuel	14.1 ¢/gallon	At least 15% of FDOT receipts dedicated for public transportation. Remainder for any legitimate state transportation purpose.
	SCETS Tax	Motor Fuel & Diesel Fuel	7.8 ¢/gallon	
	State Tax	Aviation Fuel	6.9 ¢/gallon	FDOT receipts dedicated for aviation-related projects.
	Natural Gas Fuel Tax	Alternative Fuel	N/A	Exempt until January 1, 2024
State (distributed to local governments)	Constitutional Fuel Tax	Motor Fuel & Diesel Fuel	2.0 ¢/gallon	Acquisition, construction, and maintenance of roads. Can be used for matching state/federal funding.
	County Fuel Tax	Motor Fuel & Diesel Fuel	1.0 ¢/gallon	Any legitimate county transportation purpose.
	Municipal Fuel Tax	Motor Fuel & Diesel Fuel	1.0 ¢/gallon	Any legitimate municipal transportation purpose
Local	See Table 5.2 for locally levied and distributed fuel tax sources, maximum rates, and use eligibility.			

Source: Florida's Transportation Tax Sources: A Primer, 2020



## Local Funds

In addition to the funding received through state/federal funding mechanisms (Table 5.1), local governments have the ability to raise revenues through levying local taxes and fees (Table 5.2). The counties in the MetroPlan Orlando study region typically use a combination of general funds, sales taxes, gas taxes and impact/mobility fees to pay for transportation projects. The taxes most frequently used are the Local Option Gas Tax, 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. An in-depth assessment of local taxes and fees is provided in the sub-sections that follow.

**Table 5.2 | Local Government Enacted Transportation Revenue Sources**

Revenue Source	Type	Applicability	Maximum Rate	Use
Ninth-Cent Fuel Tax	Fuel Tax	Sale of Motor Fuel	0 - 1 ¢/gal.	Any legitimate county or municipal transportation purpose.
		Sale of Diesel Fuel	1 ¢/gal.	
Local Option Fuel Tax (includes 1-6¢ Fuel Tax and 1-5¢ Fuel Tax)	Fuel Tax	Sale of Motor Fuel	6 - 11 ¢/gal.	Local transportation; small counties may also use funds for other infrastructure needs.
		Sale of Diesel Fuel	6 ¢/gal.	
Local Government Infrastructure Surtax	Sales Tax	Applies to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions, and other transactions.	1%	Financing, planning and construction of infrastructure. County may acquire land for public recreation/ preservation
Charter County & Regional Transportation System Surtax	Sales Tax	Applies to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions, and other transactions.	1%	Development, construction, operation, and maintenance of transit systems, roadways, and bridges.
Municipal Parking Facility Space Surcharges	Parking Surcharge	Based on a percentage of the amounts charged for the sale, lease, or rental of space at municipal parking facilities.	15%	Available to City of Orlando. Proceeds are used to improve transportation in downtown or urban core areas
Local Government Impact Fees	Impact Fee	These fees are imposed on a project-by project basis before development takes place.	Varies	Must be used to finance road and transportation-related projects within the collector district. Funds must be spent within six years of collection.
Local Government Mobility Fee <sup>1</sup>	Mobility Fee	This fee is imposed on any new development. The fee rates may be discounted based on a site's proximity to proposed land use or transit-oriented development.	Varies	Used to fund road-related projects, specifically those with a multimodal focus. The revenue from these fees fund transit improvements.
Local Government Ad Valorem Property Tax	From General Fund	Equals a percentage of the taxable value of the property at the time of sale. This tax is levied at the county and municipal level.	Varies	Local government may dedicate revenue from the tax to fund a variety of public programs, including transportation projects.

Notes: <sup>1</sup> Levied/adopted only by Osceola County; Code of Ordinances, Chapter 17, Division 2

Source: Local Government Financial Information Handbook, 2019



## 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 Florida Department of Revenue. The proceeds are transferred to the Ninth-Cent Gas Tax Trust Fund.

## Local Option Gas Tax (1 & 2)

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 of the tax with municipalities. The Local Option Gas Taxes function similar to the Ninth-Cent Gas Tax in collection and remittance. The proceeds of the taxes are transferred monthly to the Local Option Gas Tax Trust Fund.

## Local Government Infrastructure Surtax

The Local Government Infrastructure Surtax is enacted by a majority vote and approval by voters in a countywide referendum. Seminole County is the only one in our three-county region that currently has a Local Government Infrastructure Surtax. The revenues from the Local Government Infrastructure Surtax can only be used on capital improvements. The Florida 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.

## Charter County and Regional Transportation System Surtax

The Charter County and Regional Transportation System Surtax is a funding option available to any charter county. All three of the counties in our region are eligible for this tax, however, currently none in our region have used this funding option. The surtax is enacted by a majority vote and approval by voters in a countywide referendum. This tax is similar to the Local Government Infrastructure Surtax; however, the Charter County and Regional Transportation System Surtax can be used to fund both capital and operating costs while the Local Government Infrastructure Surtax can only be applied to capital costs.

## Municipal Parking Facility Space Surcharges

A surcharge is imposed on each transaction at a parking facility by the local municipality. The operator of the parking facility is responsible for collection of the surcharge which will be passed on to the local government.

## Impact Fees

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

## Mobility Fees

Only one county in our region imposes a mobility fee—Osceola. The funds from mobility fees are collected before developers start a new project as a way of mitigating the development's impact on area roadways. The revenue from the fees are used to maintain roadway networks, build new streets, and widen existing ones. Mobility fees encourage bicycle- and pedestrian-friendly infrastructure.

## General Fund

Counties and municipalities can also fund transportation projects through their General Funds, which is the principal pool of revenues that funds the local government. General Fund revenues come from a variety of taxes such as sales taxes and property taxes. Florida does not have an income tax.





# Financing Strategies

Several innovative funding and financing techniques can be considered for implementing the 2045 Plan. Descriptions of possible financing strategies, which include loans and bonds, 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.

<https://www.fdot.gov/comptroller/pfo/sibintro.shtm>

## Grant Anticipation Revenue Vehicle (GARVEE) Bonds

GARVEE bonds can be sold by a grant recipient with a payback provision using future federal funds. FDOT has begun issuing GARVEE bonds as of October 2019 in order to leverage revenues from the Federal Highway Trust Fund. The first series of bonds will total to an estimated \$1.3 billion in the next five years. The proceeds from these bonds will fund projects in FDOT's work program.

[https://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_debt\\_financing/garvees/](https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_debt_financing/garvees/)

## 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.

<https://www.transportation.gov/buildamerica/programs-services/tifia>

## 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.

[https://www.fhwa.dot.gov/ipd/finance/tools\\_programs/federal\\_credit\\_assistance/section\\_129/](https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_credit_assistance/section_129/)

## 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.



# Discretionary Funding Opportunities

Other funding opportunities are listed below. These funds do not need to be repaid; however, they must be applied for and are often competitive. Applications must meet grant/program requirements in order to receive this funding.

## Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program

The FAST Act established this program to fund eligible entities' model deployment sites for large-scale implementation and operation of a diverse set of advanced transportation technologies in various regions. In 2017, Central Florida's application submitted by FDOT, MetroPlan Orlando and the University of Central Florida received an ATCMTD grant now referred to as "ATTAIN Central Florida" for \$11.7 million.

<https://www.fhwa.dot.gov/fastact/factsheets/advtranscongmtfs.cfm>

## Better Utilizing Investments to Leverage Development (BUILD) Program

The BUILD discretionary grant program provides a unique opportunity for the USDOT to invest in road, rail, transit and port projects that promise to achieve national objectives.

<https://www.transportation.gov/BUILDgrants/about>

## Infrastructure For Rebuilding America (INFRA) Program

The INFRA grant program provides dedicated, discretionary funding for projects that address critical issues facing our nation's highways and bridges. The program utilizes criteria for evaluating projects to align them with national and regional economic goals.

<https://www.transportation.gov/buildamerica/infragrants>

## County Incentive Grant Program (CIGP)

The purpose of CIGP is to provide funding for improving a transportation facility, including transit, which is located on the State Highway System (SHS) or relieves traffic congestion on the SHS. Counties and municipal partners are able to apply for this grant and are able to receive up to 50% of the project cost.

<https://www.fdot.gov/programmanagement/lp/cigp/default.shtm>

## Pilot Program for Transit-Oriented Development Planning Grant

The Federal Transit Administration (FTA) has committed to improving public transportation for America's communities through providing funding to local communities. The Transit-Oriented Development Planning Grant encourages these communities to integrate land use and transportation planning with transit capital investment.

<https://www.transit.dot.gov/TODPilot>

## Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant

The CRISI Grant program provides an opportunity for USDOT to fund projects which improve the safety, efficiency, and reliability of intercity and freight rail; mitigate congestion at both intercity passenger and freight rail to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or improved intercity passenger rail transportation corridors.

<https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2>



# Financial Projections

The following section presents an assessment and analysis of available funds for the MetroPlan Orlando 2045 Metropolitan Transportation Plan from current sources. FDOT provided funding projections for state and federal funds. Each county in the MetroPlan Orlando area provided projections for future funding levels from their current local funding sources. Subsequent technical documentation will include toll funded projects, FDOT's Strategic Intermodal System (SIS) Cost Feasible Plan projects, capital, and operating budgets/revenues for public transportation (LYNX and SunRail) and other infrastructure projects for plans to be adopted by reference.

Summaries of the projections have been identified, beginning with the year 2026 (FY 2025/2026) and ending at year 2045 (FY 2044/2045). Revenues through 2025 have already been committed to fund 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 2025. Where appropriate, commitments have been identified and subtracted from the total revenues to identify those revenues available for improvements in the 2045 Plan.

## State & Federal Funds

FDOT developed revenue forecasts of state and federal transportation funds for MetroPlan Orlando through the year 2045. These forecasts are based on a statewide estimate of revenues that fund the state transportation program and are consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in July 2017. The forecast is largely based upon recent federal legislation (the FAST Act) and changes in multiple factors affecting state revenue sources and current policies.

This 2045 forecast incorporates: 1) amounts contained in the department's work program for fiscal year 2018 through 2022, 2) the impact of the department's objectives and investment policies, and 3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars as shown in Table 5.3.

**Table 5.3 | Statewide Projected State & Federal Revenues, 2021-2045**

Source / Period	2021 - 2025 <sup>1</sup>	2026 - 2030	2031 - 2035	2036 - 2045	25-Year Total <sup>2</sup> (2021-2045)
Federal	\$10,884,000,000	\$11,878,000,000	\$12,108,000,000	\$24,217,000,000	\$59,087,000,000
State	\$27,366,000,000	\$34,128,000,000	\$38,264,000,000	\$80,719,000,000	\$180,477,000,000
Turnpike	\$6,572,000,000	\$6,688,000,000	\$7,861,000,000	\$16,518,000,000	\$37,639,000,000
Statewide Total	\$44,822,000,000	\$52,694,000,000	\$58,233,000,000	\$121,454,000,000	\$277,203,000,000

Source: FDOT Policy Planning, 2045 Revenue Forecast, November 2018 | Notes: <sup>1</sup> Based on the FDOT Adopted Work Program (2018-2022) and FY 2020/21 - FY 2024/25 Transportation Improvement Program; <sup>2</sup> Columns and rows sometimes do not equate due to rounding.

It is important to note, this forecast does not break down Strategic Intermodal System (SIS) highway expenditures to Counties or District level. SIS highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is prepared by the FDOT Systems Implementation Office. Districts inform MPOs of projects that are proposed to be included in the CFP, and, conversely, CFP projects need to be included in the 2045 Plan to receive federal funding.





Table 5.4 identifies the statewide estimates for capacity programs. About \$276 billion is forecast for the entire state transportation program from 2021 through 2045; about \$145 billion (52.5%) is forecast for capacity programs.

**Table 5.4 | Statewide Capacity Program Estimates, 2021-2045**

Major Program / Period	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2045	25-Year Total <sup>1</sup> (2021-2045)
<b>SIS Highway: Construction / ROW</b>	\$12,940,000,000	\$12,490,000,000	\$13,933,000,000	\$28,971,000,000	\$68,334,000,000
<b>Other Roads: Construction / ROW</b>	\$6,538,000,000	\$8,006,000,000	\$8,650,000,000	\$18,103,000,000	\$41,297,000,000
<b>Aviation</b>	\$1,143,000,000	\$1,433,000,000	\$1,596,000,000	\$3,354,000,000	\$7,526,000,000
<b>Transit</b>	\$2,306,000,000	\$2,881,000,000	\$3,154,000,000	\$6,580,000,000	\$14,921,000,000
<b>Rail</b>	\$850,000,000	\$1,255,000,000	\$1,425,000,000	\$2,985,000,000	\$6,515,000,000
<b>Intermodal Access</b>	\$262,000,000	\$345,000,000	\$379,000,000	\$791,000,000	\$1,777,000,000
<b>Seaports</b>	\$622,000,000	\$837,000,000	\$938,000,000	\$1,970,000,000	\$4,367,000,000
<b>SUN Trail</b>	\$125,000,000	\$125,000,000	\$125,000,000	\$250,000,000	\$625,000,000
<b>Total Capacity Program Subtotal</b>	<b>\$24,786,000,000</b>	<b>\$27,372,000,000</b>	<b>\$30,200,000,000</b>	<b>\$63,004,000,000</b>	<b>\$145,362,000,000</b>
<b>Statewide Forecast Total</b>	<b>\$44,823,000,000</b>	<b>\$52,233,000,000</b>	<b>\$58,233,000,000</b>	<b>\$121,454,000,000</b>	<b>\$276,743,000,000</b>

Source: FDOT Policy Planning, 2045 Revenue Forecast, November 2018

Notes: <sup>1</sup> Based on the FDOT Adopted Work Program (2018-2022) and FY 2020/21 - FY 2024/25 Transportation Improvement Program;

<sup>2</sup> Columns and rows sometimes do not equate due to rounding.

In addition, this forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2045 Revenue Forecast for these programs, referred to as “non-capacity programs” here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District-level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county-level estimates.

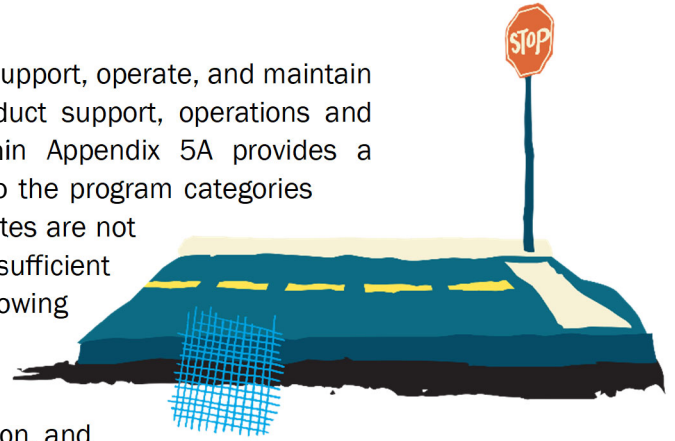
### Year of Expenditure

To provide an accurate representation of future project costs and revenue availability, MTP financial resources must be displayed in future YOE dollars based on inflation rates (23 C.F.R. 450.324(f)(11)(iv)). Revenue estimates provided by FDOT to MetroPlan Orlando are in the future YOE format based on inflation rate factors used to convert present day cost (PDC) to future years. These inflation rates are used for converting other illustrative revenue forecasts based on a 2018 PDC. Inflation rates provided by FDOT in the Revenue Forecasting Guidebook shown in Appendix 5A.



## 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 10 located within Appendix 5A provides a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan. County-level estimates are not provided for these programs. Instead, FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:



With the recent passage of federal performance measures and the establishment of targets for safety, system preservation, and system performance, the revenue estimates provided by FDOT have been included for purposes of expressing the commitment of FDOT and MetroPlan Orlando in preserving the existing transportation system and addressing the concerns of transportation safety.

- 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.

### System Preservation

According to the FDOT Revenue Forecasting Guidebook (Appendix 5A), "Statewide estimates for all State non-capacity programs are an integral part of the 2045 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2045." Based on agreement with the Federal Highway Administration (FHWA) and consistent with MPOAC guidelines, FDOT has provided District-level estimates related to the preservation of the existing transportation system. Included in this non-capacity program are resurfacing, bridge, and operations and maintenance activities. Table 5.5 shows District 5 estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office

**Table 5.5 | District 5 System Preservation Revenue Forecast**

District / Period	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2045	25-Year Total (2021-2045)
District 5	\$ 2,362,000,000	\$ 2,785,000,000	\$ 3,003,000,000	\$ 6,217,000,000	\$ 14,370,000,000
Statewide Total	\$ 12,847,000,000	\$ 15,150,000,000	\$ 16,348,000,000	\$ 33,817,000,000	\$ 78,163,000,000

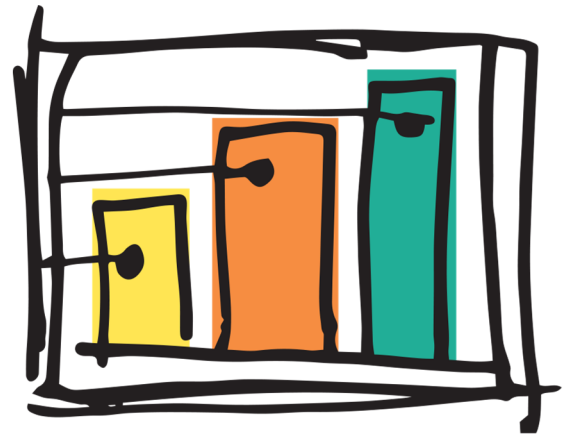
Source: FDOT Policy Planning, 2045 Revenue Forecast, November 2018

Note: Statewide total includes District 5 funds.



## FDOT Districtwide Forecast Estimates

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. The TRIP leverages state documentary stamp tax proceeds to promote regional planning. It is important to note, projects which would be partially or entirely funded by TRIP cannot be counted as “funded” in the 2045 MTP. This is because there is no guarantee of any specific project receiving TRIP or Florida New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in the MTP as “illustrative” projects.



The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for: 1) Transportation Management Areas (TALU funds); 2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and 3) any area of the state (TALT funds). These funds can be used for on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving pedestrian/bicycle access to public transportation and enhanced mobility, recreational trail program projects and safe routes to school projects.

District-wide estimates for State Highway System (SHS) existing facilities expenditures are included for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

FDOT District Five estimates of TRIP, TALL, TALT, and SHS funds are shown below in Table 5.6 while the forecast for urban-area allocated TALU funding is shown in Table 5.7. These estimates are Districtwide, so the sums capture the MetroPlan Orlando three-county region as well as six other counties in the District.

**Table 5.6 | FDOT District Five Forecast Estimates, 2021-2045**

Program / Period	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2045	25-Year Total <sup>3</sup> (2021-2045)
<b>TRIP <sup>2</sup></b>	\$32,800,000	\$49,000,000	\$54,400,000	\$111,700,000	<b>\$247,900,000</b>
<b>TALL</b> (<200,000 population)	\$4,100,000	\$4,100,000	\$4,100,000	\$8,190,000	<b>\$20,490,000</b>
<b>TALT</b> (any area in district)	\$25,900,000	\$25,900,000	\$25,900,000	\$51,790,000	<b>\$129,490,000</b>
<b>State Highway System</b>	\$2,362,000,000	\$2,785,000,000	\$3,006,000,000	\$6,217,000,000	<b>\$14,370,000,000</b>
<b>Districtwide (5) Total <sup>3</sup></b>	<b>\$2,424,800,000</b>	<b>\$2,864,000,000</b>	<b>\$3,090,400,000</b>	<b>\$6,388,680,000</b>	<b>\$14,767,880,000</b>

Source: FDOT Policy Planning, 2045 Revenue Forecast, November 2018

Notes: <sup>1</sup> Based on the FDOT Adopted Work Program (2018-2022) and FY 2020/21 - FY 2024/25 Transportation Improvement Program;

<sup>2</sup> TRIP funds are competitive and distributed amongst the entire district, there is no direct allocation; <sup>3</sup> Columns and rows sometimes do not equate due to rounding.





## Metropolitan Forecast for Capacity Programs

Transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These two categories only apply to federally designated TMAs and MetroPlan Orlando qualifies for these funds. District estimates for certain TALU funds and the Other Roads program were developed using the current statutory formula – 50% population and 50% motor fuel tax collections. For planning purposes, transit program funds were divided by FDOT between Districts and counties according to current population levels.

Table 5.7 summarizes the projected state and federal revenues attributed to the urbanized area through 2045. Over the 20-year period from 2026 to 2045, \$4.8 billion in state and federal funds are projected for investment in MetroPlan Orlando planning area. Additional detail is provided in Appendix A.

**Table 5.7 | MetroPlan Orlando Capacity Program Estimates, 2021-2045**

Program / Period	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2045	25-Year Total <sup>1</sup> (2021-2045)
Other Roads Construction / ROW	\$532,190,000	\$678,090,000	\$743,250,000	\$1,558,450,000	<b>\$3,511,980,000</b>
Transit	\$217,790,000	\$274,620,000	\$300,740,000	\$626,560,000	<b>\$1,419,710,000</b>
TMA - SU	\$147,530,000	\$160,030,000	\$147,530,000	\$295,060,000	<b>\$750,150,000</b>
TMA - TALU	\$11,390,000	\$11,390,000	\$11,390,000	\$22,780,000	<b>\$56,950,000</b>
TMA - CARU	\$15,400,000	\$21,018,000	\$21,018,000	-	<b>\$57,436,000</b>
<b>MetroPlan Orlando (3-County) Total</b>	<b>\$924,300,000</b>	<b>\$1,145,148,000</b>	<b>\$1,223,928,000</b>	<b>\$2,502,850,000</b>	<b>\$5,796,226,000</b>

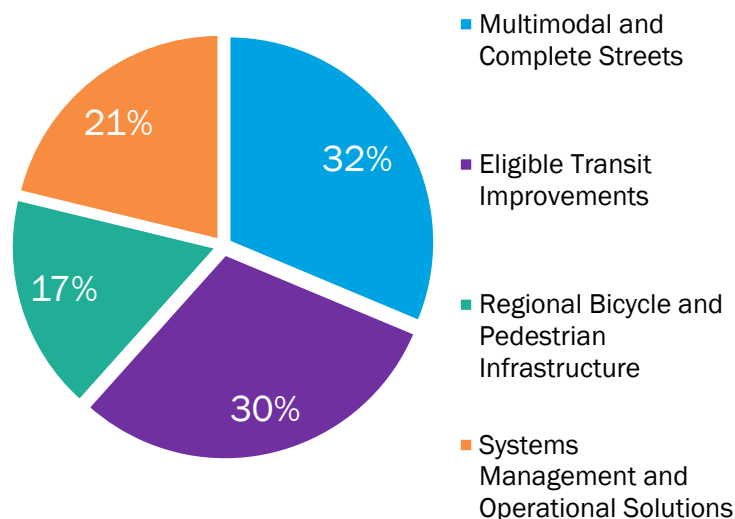
Source: Source: FDOT Policy Planning, 2045 Revenue Forecast, November 2018

Notes: <sup>1</sup> Columns and rows sometimes do not equate due to rounding.

Beginning in 1992, the MetroPlan Orlando Board established a policy to distribute TMA Surface Transportation Program (SU) funds among the modal categories for capital projects. The policy has been revisited routinely to allow for local input and investment direction. Currently the policy, effective FY 2020/21, allocates funds to multimodal system and Complete Streets projects, eligible transit improvements, regional bicycle and pedestrian infrastructure, and systems management and operational solutions (see Figure 5.1).

In addition, up to 30% of MetroPlan Orlando's State District Dedicated Revenue (DDR) funds can be allocated for the operation of the premium transit projects. Remaining / unobligated DDR funds are combined with the TMA/SU funds for eligible highway projects.

**Figure 5.1 | MetroPlan Orlando TMA/SU Allocation Policy**



Note: Percentages calculated over a five-year period, not annual



# Local Government Revenue Estimates

The following section provides transportation revenue projections for Orange, Osceola, and Seminole Counties. Based on federal and state requirements for Metropolitan Transportation Plans, the Cost Feasible Plan must be adopted utilizing projected revenue sources currently levied by local governments.

In addition, an illustrative revenue forecast is provided to exhibit local government long-term visions for transportation funding. This information is shown in Appendix 5B. Illustrative revenues are intended to identify funding opportunities that may become available to the local government/MPO in future years that are not allocated to the local government/MPO for planning and project development purposes.

## Orange County

Orange County currently receives revenues from gas taxes, collects transportation impact fees and uses revenues from its general fund for transportation improvements and local contributions to LYNX. The projected revenues from these sources are identified in Table 5.8. Over the 25-year period from 2021 to 2045, almost \$4.7 billion in gas taxes, impact fees and general revenues are projected for transportation in Orange County.

**Table 5.8 | Projected Orange County Transportation Revenues, Existing Sources**

Source / Period	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2045	25-Year Total (2021-2045)
County Gas Tax	\$ 26,232,362	\$ 29,291,706	\$ 32,340,411	\$ 75,129,206	\$ 162,993,685
Constitutional Gas Tax	\$ 63,932,261	\$ 70,976,057	\$ 78,363,302	\$ 182,043,846	\$ 395,315,467
Local Option Gas Tax	\$ 136,283,416	\$ 152,091,552	\$ 167,921,362	\$ 390,093,957	\$ 846,930,287
9 <sup>th</sup> Cent Gas Tax	\$ 6,045,930	\$ 6,759,625	\$ 7,463,172	\$ 17,337,509	\$ 31,357,855
Traffic Impact Fees	\$ 81,351,254	\$ 81,351,254	\$ 81,351,254	\$ 162,702,507	\$ 406,756,269
General Fund	\$ 322,381,754	\$ 411,449,888	\$ 525,125,906	\$ 1,525,583,280	\$ 2,784,540,828
<b>Grand Total</b>	<b>\$ 647,505,722</b>	<b>\$ 772,368,828</b>	<b>\$ 922,814,153</b>	<b>\$ 2,447,182,702</b>	<b>\$ 4,789,871,405</b>

Source: Orange County Government, May 2020

Note: Additional detail regarding these projections is provided in Appendix 5B.

Orange County has the potential to exercise the 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 additional penny of gas tax levied would generate \$5.7 million per year (in 2020) while each penny of sales tax is projected to generate \$580 million per year (in 2020).



## Osceola County

In Osceola County, transportation is funded by tax revenues from the Constitutional Gas Tax, transportation impact fees and the Osceola County general fund. The projected revenues from these sources are identified in Table 5.9. Osceola County is currently the only county in our region to collect a Local Government Mobility Fee. Over the 25-year period from 2021 to 2045, almost \$1.6 billion in gas taxes, mobility fees, general funds, and other revenues are projected for transportation in Osceola County.

**Table 5.9 | Projected Osceola County Transportation Revenues, Existing Sources**

Source / Period	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2045	25-Year Total (2021-2045)
Constitutional Gas Tax	\$ 259,683	\$ 391,364	\$ 459,203	\$ 1,149,472	\$ 2,259,722
2nd Local Option Gas Tax	\$ 54,503,036	\$ 66,669,207	\$ 78,225,510	\$ 195,813,350	\$ 395,211,103
Mobility Fee East	\$ 44,736,345	\$ 54,722,394	\$ 64,207,861	\$ 160,724,505	\$ 324,391,105
Mobility Fee West	\$ 91,203,834	\$ 111,562,359	\$ 130,900,348	\$ 327,668,502	\$ 661,335,043
Infrastructure Sales Tax	\$ 80,446,042	-	-	-	\$ 80,446,042
Red Light Camera	\$ 4,869,285	\$ 5,644,836	\$ 6,543,912	\$ 16,380,659	\$ 33,438,692
General Funds	\$ 19,035,928	\$ 21,017,202	\$ 23,204,690	\$ 53,906,240	\$ 117,164,060
<b>Grand Total</b>	<b>\$ 295,054,153</b>	<b>\$ 260,007,362</b>	<b>\$ 303,541,524</b>	<b>\$ 755,642,728</b>	<b>\$ 1,614,245,767</b>

Source: Osceola County Government, June 2020

Note: Additional detail regarding these projections is provided in Appendix 5B.

Osceola County has the ability to exercise the Charter County Transportation Surtax. For illustrative purposes, if levied at 1%, revenues from this source would generate approximately \$67 million per year (in 2020).





## Seminole County

Seminole County uses revenues from the Infrastructure Sales Tax, Constitutional Gas Tax, transportation impact fees, and its general fund to pay for transportation projects. The projected revenues from these sources are identified in Table 5.10. Over the 25-year period from 2021 to 2045, almost \$874 million in gas taxes, impact fees and general revenues are projected for transportation in Seminole County.

**Table 5.10 | Projected Seminole County Transportation Revenues, Existing Sources**

Source / Period	2021 - 2025	2026 - 2030	2031 - 2035	2036 - 2045	25-Year Total (2021-2045)
County Gas Tax	\$ 8,569,688	\$9,006,829	\$ 9,466,267	\$ 20,405,791	<b>\$ 47,448,575</b>
Constitutional Gas Tax	\$ 19,383,819	\$ 20,372,588	\$ 21,411,795	\$ 46,155,954	<b>\$ 107,324,156</b>
Local Option Gas Tax	\$ 39,787,839	\$ 41,817,419	\$ 43,950,527	\$ 94,741,171	<b>\$ 220,296,956</b>
9 <sup>th</sup> Cent Gas Tax	\$ 11,094,687	\$ 11,660,625	\$ 12,255,435	\$ 26,418,211	<b>\$ 61,428,958</b>
Infrastructure Sales Tax	\$ 179,302,909	-	-	-	<b>\$ 179,302,909</b>
Traffic Impact Fees	-	\$ 22,223,466	\$ 22,223,466	\$ 44,447,994	<b>\$ 88,894,926</b>
General Fund	\$ 24,658,972	\$ 28,586,507	\$ 33,139,596	\$ 82,954,721	<b>\$ 169,339,796</b>
<b>Grand Total</b>	<b>\$ 282,797,913</b>	<b>\$ 133,667,436</b>	<b>\$ 142,447,087</b>	<b>\$ 315,123,843</b>	<b>\$ 874,036,276</b>

Source: Seminole County Government, May 2020

Note: Additional detail regarding these projections is provided in Appendix 5B.

Seminole County has the ability to exercise the Second Local Option Gas Tax (5¢ per gallon) and the Charter County Transportation Surtax (up to 1%). For illustrative purposes, each penny of gas tax is projected to generate \$1.7 million per year (2020) and every 1% of sales tax is projected to generate \$88 million per year (in 2020).



# Summary

The MetroPlan Orlando 2045 Metropolitan Transportation Plan will be funded using a mixture of state, federal, local and toll revenues. This technical series identifies the amount of projected funds by source for the period from 2021 through 2045. Revenues to fund the years prior to 2024 will be committed through the Transportation Improvement Program (TIP).

Table 5.11 summarizes the projected funding by system, agency, and local government as well as the source of the funds (state/federal or local). As previously noted, planned improvements to some systems (Florida's Turnpike and the Central Florida Expressway Authority) will be later identified instead of the dollar amount of the improvements. Identifying the projects instead of their costs is acceptable for addressing these projects in the MTP because these projects are not initiated by MetroPlan Orlando and are adopted by reference, although do require approval by MetroPlan Orlando for implementation. These improvements along with budget projections for transit operations (LYNX and SunRail) will be listed by phase and funding year in the *Cost Feasible Plan* documentation.

The main objective for addressing these projects in the development of the MTP is to consider their impacts to the transportation system and effects on other transportation system needs.

**Table 5.11 | Project Revenues for the 2045 Metropolitan Transportation Plan**

System / Agency / Local Government	2021-2025	2026-2045	Total
Federal / State: Roads	\$ 532,190,000	\$ 2,979,790,000	\$ 3,511,980,000
Federal / State: Transit	\$ 217,790,000	\$ 1,201,920,000	\$ 1,419,710,000
MetroPlan Orlando (TMA SU)	\$ 147,530,000	\$ 590,120,000	\$ 737,650,000
Transportation Alternative Funds (TALU)	\$ 11,390,000	\$ 45,560,000	\$ 56,950,000
Orange County	\$ 647,505,722	\$ 4,142,365,683	\$ 4,789,871,405
Osceola County	\$ 295,054,153	\$ 1,319,191,614	\$ 1,614,245,767
Seminole County	\$ 282,797,914	\$ 591,238,362	\$ 874,036,276
<b>Total</b>	<b>\$ 2,134,257,789</b>	<b>\$ 10,870,185,659</b>	<b>\$ 13,004,443,448</b>

In total, approximately \$13 billion is projected to be available to fund the transportation system in our region. This amount does not include toll funded projects to be implemented by the Central Florida Expressway Authority (CFX) or Florida's Turnpike Enterprise – these projects will be identified and adopted by reference as part of the Cost Feasible Plan.





# **Appendix 5A:**

## **FDOT 2045 Revenue**

### **Forecast and Guidebook**





## Appendix C: Other Information

### Inflation Factors

Consistent with federal planning regulations [23 CFR 450.324(f)(11)] and *Financial Guidelines for MPO 2045 Long Range Plans* to be adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in early 2017, the 2045 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from “Present Day Cost” dollars (typically 2015 or 2016 dollars for recent cost estimates) to future YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department’s forecast to YOE dollars, depending on how those revenue estimates were developed.

### Adjusting Project Costs

In order to balance project costs against the revenue estimates from the 2045 Revenue Forecast, costs and revenues need to be expressed using the same base year. Project cost estimates are typically expressed in “present day costs” (i.e., year that the project costs were developed, such as 2015), which are based on the value of money today and not adjusted for inflation.

Table 8 will assist MPOs in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in fiscal year 2015 dollars and the project is planned to be implemented in the 2026 to 2030 time period, the MPO should multiply the cost estimate by 1.43 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table 8 are based on the Department’s inflation factors associated with the FY 2018-2022 Work Program and previous work programs. Factors for project cost estimates developed in fiscal years 2015, 2016, 2017 and 2018 are shown in Table 8 because needed project cost estimates are likely to be denominated in dollars of one of those years. If subsequent project cost estimates are developed denominated in fiscal years 2019, 2020 or 2021, the table can be updated.

As a detailed example, consider a desired project for which a cost estimate was generated by local government in FY 2015. The annual inflation rates in the lower part of Table 8 can be used to convert local cost estimates prepared in “today’s” dollars to YOE dollars. When the cost estimate is expressed in 2015 dollars, the MPO can estimate the amount in 2021 dollars as follows:

$$\text{2021 dollars} = (\text{2015 dollars}) * (1.030) * (1.027) * (1.025) * (1.027) * (1.028) * (1.026)$$

(for 2016) (for 2017) (for 2018) (for 2019) (for 2020) (for 2021)

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.



**Table 8 Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars by Time Bands**

Time Period for Planned Project or Project Phase Implementation	Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars			
	Project Cost in 2015 PDC \$*	Project Cost in 2016 PDC \$*	Project Cost in 2017 PDC \$*	Project Cost in 2018 PDC \$*
2024-2025 (2 Year Period)	1.29	1.25	1.22	1.19
2026-2030	1.43	1.39	1.35	1.32
2031-2035	1.69	1.64	1.59	1.55
2036-2045	2.22	2.16	2.10	2.05

**Table 9 Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars for Each Individual Year**

Multipliers are based on the following annual inflation estimates:				
	<u>From</u>	<u>To</u>	<u>Annual Rate</u>	
	<u>2015 Dollars</u>	<u>2016 Dollars</u>	<u>3.0%</u>	
	<u>2016 Dollars</u>	<u>2017 Dollars</u>	<u>2.7%</u>	
	<u>2017 Dollars</u>	<u>2018 Dollars</u>	<u>2.5%</u>	
	<u>2018 Dollars</u>	<u>2019 Dollars</u>	<u>2.7%</u>	
	<u>2019 Dollars</u>	<u>2020 Dollars</u>	<u>2.8%</u>	
	<u>2020 Dollars</u>	<u>2021 Dollars</u>	<u>2.6%</u>	
	<u>2021 Dollars</u>	<u>2022 Dollars</u>	<u>2.5%</u>	
	<u>2022 Dollars</u>	<u>2023 Dollars</u>	<u>2.7%</u>	
	<u>2023 Dollars</u>	<u>2024 Dollars</u>	<u>2.8%</u>	
	<u>2024 Dollars</u>	<u>2025 Dollar</u>	<u>2.9%</u>	
	<u>2025 Dollars</u>	<u>2026 Dollars</u>	<u>3.0%</u>	
	<u>2026 Dollars</u>	<u>2027 Dollars</u>	<u>3.1%</u>	
	<u>2027 Dollars</u>	<u>2028 Dollars</u>	<u>3.2%</u>	
	<u>2028 Dollars</u>	<u>2029 Dollars</u>	<u>3.3%</u>	
	<u>2029 Dollars</u>	<u>2030 Dollars and beyond</u>	<u>3.3 % each year</u>	

\* "PDC \$" means "Present Day Cost"

### Relationship of Construction and ROW Costs

The Department experiences extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1991-92, district right-of-way programs have ranged from as low as 4% of construction costs to more than 30% and, in rare instances, have exceeded construction costs.



MPOs should work with their district office for more information on right of way costs (see the FDOT website at <http://www.dot.state.fl.us/planning/policy/costs/>).

The 2045 Revenue Forecast contains estimates for combined construction and right of way funding. For planned construction projects, MPOs are requested to work with district staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the district to estimate right-of-way costs. For example, if the estimated construction cost of a project is \$40 million and the district has established a right-of-way/construction ratio of 25%, then the total cost for construction and right-of-way is \$50 million (\$40 + \$10).





## **2045 REVENUE FORECAST METROPLAN ORLANDO**

WITH STATEWIDE, DISTRICTWIDE  
AND COUNTY-SPECIFIC PROJECTIONS

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

### **Overview**

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that “flow through” the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO<sup>1</sup>) Long Range Transportation Plans (LRTPs) and related documents.

### **Background**

In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida’s 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act<sup>2</sup>) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department’s work program for FYs 2018 through 2022, (2) the impact of the department’s objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

### **Purpose**

This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its 2045 LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not “flow through” the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida’s Transportation Tax Sources: A Primer*, and the *Local Government Financial Information Handbook*.<sup>3</sup>

<sup>1</sup> In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA and MTPO.

<sup>2</sup> Fixing America’s Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

<sup>3</sup> FDOT’s tax source primer is available at <http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf>. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at <http://edr.state.fl.us/Content/local-government/reports/lghih17.pdf>.



This forecast features county level estimates for major FDOT capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO's boundary doesn't match county boundaries, the FDOT District will determine appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with our office. However, final responsibility rests with the appropriate District.

There is a long-term goal to focus planning on metropolitan areas which do not correspond to county or city boundaries. In some cases, analyses and plans are based on census designated urbanized areas (UZAs). But for most sources of funding, it is more practical to define geographic areas by county boundaries.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is under preparation by the FDOT Systems Implementation Office.<sup>4</sup> Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely, CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This Forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2045 Revenue Forecast for these programs, referred to as "non-capacity programs" here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

#### **2045 Revenue Forecast (State and Federal Funds)**

The 2045 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 appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
3. County level estimates for the Other Roads and Transit programs were developed, along with County, District or Statewide estimates for other funding categories that are of particular interest to the 27 Florida MPOs.

#### Forecast of State and Federal Revenues

The 2045 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 estimates revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program.

The forecast does 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 (REC) in September 2017 for state fiscal years (FYs) 2019 through 2028. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for FYs 2018 through 2027. In this forecast, Surplus Toll Revenue is only projected for Miami-Dade

<sup>4</sup> Formerly known as the Systems Planning Office.



County, but that category may apply to more counties in future Revenue Forecasts. Assumptions about revenue growth are shown in Table 1:

**Table 1**  
**Revenue Sources and Assumptions**

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)	2019-2028	Florida REC Estimates; these average in the range from 2.5% to 3.0% per year
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045
Federal Distributions (Total Obligating Authority)	2018-2027	FDOT Federal Aid Forecast
	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045

\* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, *an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.*

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The *2045 Revenue Forecast Guidebook* contains inflation factors that can be used to adjust project costs expressed in “present day cost” to “year of expenditure” dollars.

**Table 2**  
**Forecast of Revenues**

**2045 Revenue Forecast (Millions of Dollars)**

(Percentages reflect percentage of total period funding produced by that source. For example, Federal funding is projected to provide 24% of all funding for the period of 2021 through 2025)

Major Revenue Sources	Time Periods (Fiscal Years)					26-Year Total <sup>2</sup> 2020-2045
	2020 <sup>1</sup>	2021-2025 <sup>1</sup>	2026-2030	2031-2035	2036-2045	
Federal	2,353 28%	10,884 24%	11,878 23%	12,108 21%	24,217 20%	61,440 22%
State	5,270 62%	27,366 61%	34,128 65%	38,264 66%	80,719 66%	185,748 65%
Turnpike	814 10%	6,572 15%	6,688 13%	7,861 14%	16,518 14%	38,453 13%
<b>Total<sup>2</sup></b>	<b>8,437</b>	<b>44,823</b>	<b>52,694</b>	<b>58,233</b>	<b>121,454</b>	<b>285,641</b>

<sup>1</sup> Based on the FDOT Adopted Work Program for 2018 through 2022.

<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 financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the July 1, 2017 Adopted Work Program for 2018 through 2022. The forecast of funding levels for FDOT programs for 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the Adopted Work Program and planned funding for fiscal years 2023-2026. This Revenue Forecast provides information for Capacity and Non-Capacity state programs. The information is consistent with “Financial Guidelines for MPO Long Range Plans” moved forward by the Metropolitan Planning Organization Advisory Council Policy and Technical Committee on July 13, 2017.

The Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is delivered well in advance of the 5-year LRTP adoption schedule, roughly 18 months in advance of the first required adoption. This forecast is considered satisfactory for the remainder of the 5-year cycle; in other words, it is useful for MPOs whose adoptions come at the end of the cycle, about 3½ years after the first MPOs. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

### **Capacity Programs**

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

### Statewide Forecast for Capacity Programs

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. \$285 billion is forecast for the entire state transportation program from 2020 through 2045; about \$149 billion (52%) is forecast for capacity programs.

### Metropolitan Forecast for Capacity Programs

Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These 2 categories only apply to federally designated TMAs; 15 of the State’s 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current statutory formula.<sup>5</sup> For planning purposes, transit program funds were divided between Districts and counties according to population.

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<sup>5</sup> The statutory formula is 50% population and 50% motor fuel tax collections.



**TABLE 3**  
**Major Capacity Programs Included in the 2045 Revenue Forecast**  
**and Corresponding Program Categories in the Program and Resource Plan (PRP)**

2045 Revenue Forecast Programs	PRP Program Categories
<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 Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) 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 local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).	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, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service
<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>SUN Trail</u> – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	Other State Highway Construction Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction SIS Highway ROW



**Table 4**  
**Statewide Capacity Program Estimates**  
**State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**

Major Programs	Time Periods (Fiscal Years)					26-Year Total <sup>2</sup>
	2020 <sup>1</sup>	2021-25 <sup>1</sup>	2026-30	2031-35	2036-45	2020-2045
SIS Highways Construction & ROW	2,199	12,940	12,490	13,933	28,971	70,534
Other Roads Construction & ROW	892	6,538	8,006	8,650	18,103	42,188
Aviation	211	1,143	1,433	1,596	3,354	7,738
Transit	417	2,306	2,881	3,154	6,580	15,339
Rail	178	850	1,255	1,425	2,985	6,692
Intermodal Access	40	262	345	379	791	1,816
Seaports	114	622	837	938	1,970	4,481
SUN Trail	25	125	125	125	250	650
<b>Total Capacity Programs</b>	<b>4,075</b>	<b>24,786</b>	<b>27,372</b>	<b>30,200</b>	<b>63,004</b>	<b>149,438</b>
<b>Statewide Total Forecast</b>	<b>8,437</b>	<b>44,823</b>	<b>52,694</b>	<b>58,233</b>	<b>121,454</b>	<b>285,641</b>

<sup>1</sup> Based on the FDOT Tentative Work Program for FYs 2018 through 2022.

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

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

**Table 5**  
**County Level Capacity Program Estimates**  
**State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**  
**Estimates for Metroplan Orlando**

Capacity Programs*	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	63.14	532.19	678.09	743.25	1,558.45	3,575.13
Transit	39.20	217.79	274.62	300.74	626.56	1,458.91
<b>Total - Main Programs</b>	<b>102.34</b>	<b>749.98</b>	<b>952.72</b>	<b>1,043.99</b>	<b>2,185.00</b>	<b>5,034.03</b>

\* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

# Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).

^ Transit estimates do not include projected funding for the Florida New Starts program.

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.





**Table 6**  
**Transportation Management Area (TMA) Funds Estimates**  
**(Known as SU Funds in FDOT Work Program)**  
**Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**

Metropolitan Orlando Metropolitan Area (Defined as Orange, Osceola, and Seminole Counties)	Time Periods (Fiscal Years)					26 Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
<b>TMA / SU Funds</b>	29.51	147.53	147.53	147.53	295.06	767.16

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as “funded” in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as “illustrative” projects.<sup>6</sup> If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for (1) Transportation Management Areas (TALU funds); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown further below in Table 9.

**Table 7**  
**Districtwide Transportation Regional Incentive Program Estimates**  
**State Funds from the 2045 Revenue Forecast (Millions of Dollars)**

FDOT District	5-Year Period (Fiscal Years)					26-Year Total <sup>2</sup>
	2020 <sup>1</sup>	2021-25	2026-30	2031-35	2036-2045	2020-2045
District 1	3.1	21.9	32.7	36.4	74.6	168.8
District 2	2.5	17.6	26.3	29.2	59.9	135.5
District 3	1.6	11.6	17.3	19.2	39.3	89.0
District 4	4.1	28.9	43.1	47.9	98.2	222.3
District 5	4.7	32.8	49.0	54.4	111.7	252.6
District 6	2.8	19.7	29.4	32.7	67.0	151.6
District 7	3.3	23.2	34.6	38.4	78.8	178.2
<b>Statewide Total Forecast</b>	<b>22.2</b>	<b>155.8</b>	<b>232.3</b>	<b>258.2</b>	<b>529.5</b>	<b>1,197.9</b>

<sup>1</sup> Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

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

<sup>6</sup> Other projects for which funding is uncertain may also be included as illustrative projects.



**Table 8**  
**Transit - Florida New Starts Program Estimates**  
**State Funds from the 2045 Revenue Forecast (Millions of Dollars)**

Statewide Program	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
<b>Statewide Total Forecast</b>	<b>41.8</b>	<b>226.3</b>	<b>259.2</b>	<b>282.4</b>	<b>593.4</b>	<b>1,403.1</b>

**Table 9**  
**Transportation Alternatives Funds Estimates**  
**Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**

Metropolitan Orlando Metropolitan Area (Defined as Orange, Osceola, and Seminole Counties)	Time Periods (Fiscal Years)					26 Year Total <sup>1</sup>
	2020 <sup>1</sup>	2021-25	2026-30	2031-35	2036-45	2020-2045
<b>TALU (Urban); Funds for TMA</b>	2.28	11.39	11.39	11.39	22.78	59.23
<b>TALL (&lt;200,000 population); Entire FDOT District</b>	0.82	4.10	4.10	4.10	8.19	21.29
<b>TALT (Any Area); Entire FDOT District</b>	5.18	25.90	25.90	25.90	51.79	134.65

<sup>1</sup> Rows sometimes do not equal the totals due to rounding.

Other projects for which funding is uncertain may also be included in LRTPs as “illustrative” projects.

#### **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 10 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2045 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 2045 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system.

**TABLE 10**  
**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 and Other</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). The "Other" category consists primarily of debt service.	Administration Fixed Capital Outlay Office Information Systems Debt Service

District and metropolitan area. Table 11 identifies the statewide estimates for non-capacity programs. About \$136 billion (48% of total revenues) is forecast for non-capacity programs.





**Table 11**  
**Statewide Non-Capacity Expenditure Estimates**  
**State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**

Major Categories	Time Periods (Fiscal Years)					26-Year Total <sup>1</sup>
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Safety	141	820	826	825	1,659	4,271
Resurfacing	633	4,354	4,150	4,241	8,756	22,135
Bridge	1,035	1,051	2,403	2,946	6,122	13,556
Product Support	1,302	6,576	6,709	7,096	14,614	36,299
Operations and Maintenance	1,384	7,442	8,596	9,162	18,939	45,523
Administration and Other	429	2,770	2,891	2,819	5,559	14,468
<b>Statewide Total Forecast</b>	<b>4,923</b>	<b>23,013</b>	<b>25,576</b>	<b>27,089</b>	<b>55,650</b>	<b>136,251</b>

<sup>1</sup> Columns and rows sometimes do not equal the totals due to rounding.

Table 12 contains District-wide estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

**Table 12**  
**State Highway System Existing Facilities Estimates by District**  
**State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**

Major Programs	Time Periods (Fiscal Years)					26-Year Total <sup>1</sup>
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
District 1	457	1,922	2,267	2,446	5,060	12,151
District 2	606	2,551	3,009	3,247	6,716	16,129
District 3	495	2,084	2,458	2,652	5,487	13,176
District 4	410	1,728	2,038	2,199	4,549	10,924
District 5	561	2,362	2,785	3,006	6,217	14,931
District 6	203	854	1,007	1,087	2,248	5,399
District 7	319	1,345	1,586	1,712	3,541	8,503
<b>Statewide Total Forecast</b>	<b>3,051</b>	<b>12,847</b>	<b>15,150</b>	<b>16,348</b>	<b>33,817</b>	<b>81,214</b>

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

<sup>1</sup> Columns and rows sometimes do not equal the totals due to rounding.





#### Advisory Concerning Florida's Turnpike Enterprise

Within the framework of FDOT, Florida's Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike's traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant's official projections are available at [http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1\\_Executive%20Summary.pdf](http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf).

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by the FDOT Office of Policy Planning (OPP) for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (LRTPs).

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.





# **Appendix 5B:** Local Government Revenue Projections



Table 5.12 | Orange County – Detailed Transportation Revenue Projection, Existing Sources

	Fiscal Year	Analysis Year	County Gas Tax 1 ¢ of 1 ¢ <sup>3</sup>	Constitutional Gas Tax 2 ¢ of 2 ¢ <sup>2</sup>	Local Option Gas Tax 6 ¢ of 6 ¢ <sup>2</sup>	9th Cent Gas Tax 1 ¢ of 1 ¢ <sup>3</sup>	Traffic Impact Fees <sup>4</sup>	General Fund <sup>1</sup>	Total
Revenues in TIP	2020/21	2021	\$4,800,000	\$12,000,000	\$25,000,000	\$1,100,000	\$17,600,000	\$58,342,973	\$123,102,663
	2021/22	2022	\$5,200,000	\$12,600,000	\$27,000,000	\$1,200,000	\$18,230,000	\$61,260,121	\$126,019,811
	2022/23	2023	\$5,304,000	\$12,852,000	\$27,540,000	\$1,224,000	\$18,600,000	\$64,323,128	\$129,082,817
	2023/24	2024	\$5,410,080	\$13,109,040	\$28,090,800	\$1,248,480	\$18,900,000	\$67,539,284	\$132,298,974
	2024/25	2025	\$5,518,282	\$13,371,221	\$28,652,616	\$1,273,450	\$19,300,000	\$70,916,248	\$135,675,938
Future Revenues	2025/26	2026	\$5,628,647	\$13,638,645	\$29,225,668	\$1,298,919	\$19,600,000	\$74,462,060	\$139,221,750
	2026/27	2027	\$5,741,220	\$13,911,418	\$29,810,182	\$1,324,897	\$20,000,000	\$78,185,164	\$142,944,853
	2027/28	2028	\$5,856,045	\$14,189,646	\$30,406,385	\$1,351,395	\$20,400,000	\$82,094,422	\$146,854,112
	2028/29	2029	\$5,973,165	\$14,473,439	\$31,014,513	\$1,378,423	\$20,700,000	\$86,199,143	\$150,958,833
	2029/30	2030	\$6,092,629	\$14,762,908	\$31,634,803	\$1,405,991	\$21,100,000	\$90,509,100	\$155,268,790
	2030/31	2031	\$6,214,481	\$15,058,166	\$32,267,499	\$1,434,111	\$21,500,000	\$95,034,555	\$159,794,245
	2031/32	2032	\$6,338,771	\$15,359,330	\$32,912,849	\$1,462,793	\$21,900,000	\$99,786,283	\$164,545,972
	2032/33	2033	\$6,465,546	\$15,666,516	\$33,571,106	\$1,492,049	\$22,300,000	\$104,775,597	\$169,535,287
	2033/34	2034	\$6,594,857	\$15,979,847	\$34,242,528	\$1,521,890	\$22,700,000	\$110,014,377	\$174,774,066
	2034/35	2035	\$6,726,754	\$16,299,444	\$34,927,379	\$1,552,328	\$23,200,000	\$115,515,095	\$180,274,785
	2035/36	2036	\$6,861,290	\$16,625,432	\$35,625,927	\$1,583,375	\$23,600,000	\$121,290,850	\$186,050,540
	2036/37	2037	\$6,998,515	\$16,957,941	\$36,338,445	\$1,615,042	\$24,100,000	\$127,355,393	\$192,115,083
	2037/38	2038	\$7,138,486	\$17,297,100	\$37,065,214	\$1,647,343	\$24,500,000	\$133,723,162	\$198,482,852
	2038/39	2039	\$7,281,255	\$17,643,042	\$37,806,518	\$1,680,290	\$25,000,000	\$140,409,320	\$205,169,010
	2039/40	2040	\$7,426,880	\$17,995,903	\$38,562,649	\$1,713,895	\$25,400,000	\$147,429,787	\$212,189,476
	2040/41	2041	\$7,575,418	\$18,355,821	\$39,333,902	\$1,748,173	\$25,880,000	\$154,801,276	\$219,560,966
	2041/42	2042	\$7,726,926	\$18,722,937	\$40,120,580	\$1,783,137	\$26,369,600	\$162,541,340	\$227,301,029
	2042/43	2043	\$7,881,465	\$19,097,396	\$40,922,991	\$1,818,800	\$26,868,992	\$170,668,407	\$235,428,096
	2043/44	2044	\$8,039,094	\$19,479,344	\$41,741,451	\$1,855,176	\$27,378,372	\$179,201,827	\$243,961,517
	2044/45	2045	\$8,199,876	\$19,868,931	\$42,576,280	\$1,892,279	\$27,897,939	\$188,161,918	\$252,921,608
Total			\$ 140,037,375	\$ 316,354,050	\$ 723,985,700	\$ 31,858,850	\$ 406,756,275	\$ 2,784,540,830	\$ 4,403,533,073

Source: Orange County Government, May 2020

Note: <sup>(1)</sup> County uses funds for transit services and transportation capital and maintenance; <sup>(2)</sup> County uses funds for transportation capital and maintenance; <sup>(3)</sup> County uses funds for maintenance; <sup>(4)</sup> County uses funds for capital projects.





Table 5.13 | Orange County – Detailed Transportation Revenue Projection, Illustrative Forecast

	Fiscal Year	Analysis Year	County Gas Tax 1 ¢ of 1¢ <sup>3</sup>	Constitutional Gas Tax 2 ¢ of 2¢ <sup>2</sup>	Local Option Gas Tax 6 ¢ of 6¢ <sup>2</sup>	9th Cent Gas Tax 1¢ of 1¢ <sup>3</sup>	Charter County Transportation Surtax, 1%	Traffic Impact Fees <sup>4</sup>	General Fund <sup>1</sup>	Total
Revenues in TIP	2020/21	2021	\$4,800,000	\$12,000,000	\$25,000,000	\$1,100,000	-	\$17,600,000	\$58,342,973	\$123,102,663
	2021/22	2022	\$5,200,000	\$12,600,000	\$27,000,000	\$1,200,000	-	\$18,230,000	\$61,260,121	\$126,019,811
	2022/23	2023	\$5,304,000	\$12,852,000	\$27,540,000	\$1,224,000	\$620,011,241	\$18,600,000	\$64,323,128	\$749,094,058
	2023/24	2024	\$5,410,080	\$13,109,040	\$28,090,800	\$1,248,480	\$632,411,466	\$18,900,000	\$67,539,284	\$764,710,440
	2024/25	2025	\$5,518,282	\$13,371,221	\$28,652,616	\$1,273,450	\$645,059,695	\$19,300,000	\$70,916,248	\$780,735,633
Future Revenues	2025/26	2026	\$5,628,647	\$13,638,645	\$29,225,668	\$1,298,919	\$657,960,889	\$19,600,000	\$74,462,060	\$797,182,640
	2026/27	2027	\$5,741,220	\$13,911,418	\$29,810,182	\$1,324,897	\$671,120,107	\$20,000,000	\$78,185,164	\$814,064,960
	2027/28	2028	\$5,856,045	\$14,189,646	\$30,406,385	\$1,351,395	\$684,542,509	\$20,400,000	\$82,094,422	\$831,396,621
	2028/29	2029	\$5,973,165	\$14,473,439	\$31,014,513	\$1,378,423	\$698,233,359	\$20,700,000	\$86,199,143	\$849,192,192
	2029/30	2030	\$6,092,629	\$14,762,908	\$31,634,803	\$1,405,991	\$712,198,026	\$21,100,000	\$90,509,100	\$867,466,816
	2030/31	2031	\$6,214,481	\$15,058,166	\$32,267,499	\$1,434,111	\$726,441,987	\$21,500,000	\$95,034,555	\$886,236,232
	2031/32	2032	\$6,338,771	\$15,359,330	\$32,912,849	\$1,462,793	\$740,970,827	\$21,900,000	\$99,786,283	\$905,516,799
	2032/33	2033	\$6,465,546	\$15,666,516	\$33,571,106	\$1,492,049	\$755,790,243	\$22,300,000	\$104,775,597	\$925,325,530
	2033/34	2034	\$6,594,857	\$15,979,847	\$34,242,528	\$1,521,890	\$770,906,048	\$22,700,000	\$110,014,377	\$945,680,115
	2034/35	2035	\$6,726,754	\$16,299,444	\$34,927,379	\$1,552,328	\$786,324,169	\$23,200,000	\$115,515,095	\$966,598,954
	2035/36	2036	\$6,861,290	\$16,625,432	\$35,625,927	\$1,583,375	\$802,050,652	\$23,600,000	\$121,290,850	\$988,101,193
	2036/37	2037	\$6,998,515	\$16,957,941	\$36,338,445	\$1,615,042	\$818,091,666	\$24,100,000	\$127,355,393	\$1,010,206,748
	2037/38	2038	\$7,138,486	\$17,297,100	\$37,065,214	\$1,647,343	\$834,453,499	\$24,500,000	\$133,723,162	\$1,032,936,351
	2038/39	2039	\$7,281,255	\$17,643,042	\$37,806,518	\$1,680,290	\$851,142,569	\$25,000,000	\$140,409,320	\$1,056,311,579
	2039/40	2040	\$7,426,880	\$17,995,903	\$38,562,649	\$1,713,895	\$868,165,420	\$25,400,000	\$147,429,787	\$1,080,354,897
	2040/41	2041	\$7,575,418	\$18,355,821	\$39,333,902	\$1,748,173	\$885,528,729	\$25,880,000	\$154,801,276	\$1,105,089,694
	2041/42	2042	\$7,726,926	\$18,722,937	\$40,120,580	\$1,783,137	\$903,239,303	\$26,369,600	\$162,541,340	\$1,130,540,333
	2042/43	2043	\$7,881,465	\$19,097,396	\$40,922,991	\$1,818,800	\$921,304,089	\$26,868,992	\$170,668,407	\$1,156,732,186
	2043/44	2044	\$8,039,094	\$19,479,344	\$41,741,451	\$1,855,176	\$939,730,171	\$27,378,372	\$179,201,827	\$1,183,691,688
	2044/45	2045	\$8,199,876	\$19,868,931	\$42,576,280	\$1,892,279	\$958,524,774	\$27,897,939	\$188,161,918	\$1,211,446,383
Total			\$ 162,993,685	\$ 395,315,467	\$ 846,390,287	\$ 37,606,235	\$ 17,884,201,438	\$ 563,024,903	\$ 2,784,540,830	\$ 22,287,734,516

Source: Orange County Government, May 2020  
Note: <sup>(1)</sup> County uses funds for transit services and transportation capital and maintenance; <sup>(2)</sup> County uses funds for transportation capital and maintenance; <sup>(3)</sup> County uses funds for maintenance; <sup>(4)</sup> County uses funds for capital projects.





Table 5.14 | Osceola County – Detailed Transportation Revenue Projection, Existing Sources

	Fiscal Year	Analysis Year	Constitutional Gas Tax 1%	2nd Local Option Gas Tax <sup>2</sup> 5 ¢ of 5¢	Infrastructure Sales Tax <sup>3</sup> 1%	Mobility Fee East	Mobility Fee West	General Fund <sup>4</sup>	Red Light Camera <sup>5</sup>	Total
Revenues in TIP	2020/21	2021	-	\$ 10,265,896	\$ 15,994,935	\$ 8,426,295	\$ 17,178,659	\$ 3,657,913	\$ 917,152	\$56,440,850
	2021/22	2022	\$ 62,071	\$ 10,573,873	\$ 15,405,558	\$ 8,679,084	\$ 17,694,019	\$ 3,731,072	\$ 944,667	\$57,090,344
	2022/23	2023	\$ 63,933	\$ 10,891,089	\$ 15,867,724	\$ 8,939,456	\$ 18,224,839	\$ 3,805,693	\$ 973,007	\$58,765,741
	2023/24	2024	\$ 65,851	\$ 11,217,822	\$ 16,343,756	\$ 9,207,640	\$ 18,771,585	\$ 3,881,807	\$ 1,002,197	\$60,490,658
	2024/25	2025	\$ 67,827	\$ 11,554,356	\$ 16,834,069	\$ 9,483,869	\$ 19,334,732	\$ 3,959,443	\$ 1,032,263	\$62,266,559
Future Revenues	2025/26	2026	\$ 69,862	\$ 11,900,987	-	\$ 9,768,385	\$ 19,914,774	\$ 4,038,632	\$ 1,063,231	\$46,755,871
	2026/27	2027	\$ 76,848	\$ 13,091,086	-	\$ 10,745,224	\$ 21,906,251	\$ 4,119,405	\$ 1,095,128	\$51,033,942
	2027/28	2028	\$ 79,153	\$ 13,483,818	-	\$ 11,067,581	\$ 22,563,439	\$ 4,201,793	\$ 1,127,981	\$52,523,765
	2028/29	2029	\$ 81,528	\$ 13,888,333	-	\$ 11,399,608	\$ 23,240,342	\$ 4,285,828	\$ 1,161,821	\$54,057,460
	2029/30	2030	\$ 83,974	\$ 14,304,983	-	\$ 11,741,596	\$ 23,937,552	\$ 4,371,545	\$ 1,196,676	\$55,636,326
	2030/31	2031	\$ 86,493	\$ 14,734,132	-	\$ 12,093,844	\$ 24,655,679	\$ 4,458,976	\$ 1,232,576	\$57,261,700
	2031/32	2032	\$ 89,088	\$ 15,176,156	-	\$ 12,456,659	\$ 25,395,349	\$ 4,548,155	\$ 1,269,553	\$58,934,960
	2032/33	2033	\$ 91,760	\$ 15,631,441	-	\$ 12,830,359	\$ 26,157,210	\$ 4,639,119	\$ 1,307,640	\$60,657,529
	2033/34	2034	\$ 94,513	\$ 16,100,384	-	\$ 13,215,270	\$ 26,941,926	\$ 4,731,901	\$ 1,346,869	\$62,430,863
	2034/35	2035	\$ 97,349	\$ 16,583,396	-	\$ 13,611,728	\$ 27,750,184	\$ 4,826,539	\$ 1,387,275	\$64,256,471
	2035/36	2036	\$ 100,269	\$ 17,080,898	-	\$ 14,020,080	\$ 28,582,689	\$ 4,923,070	\$ 1,428,893	\$66,135,899
	2036/37	2037	\$ 103,277	\$ 17,593,325	-	\$ 14,440,682	\$ 29,440,170	\$ 5,021,531	\$ 1,471,760	\$68,070,745
	2037/38	2038	\$ 106,375	\$ 18,121,124	-	\$ 14,873,903	\$ 30,323,375	\$ 5,121,962	\$ 1,515,913	\$70,062,652
	2038/39	2039	\$ 109,567	\$ 18,664,758	-	\$ 15,320,120	\$ 31,233,076	\$ 5,224,401	\$ 1,561,390	\$72,113,312
	2039/40	2040	\$ 112,854	\$ 19,224,701	-	\$ 15,779,724	\$ 32,170,069	\$ 5,328,889	\$ 1,608,232	\$74,224,469
	2040/41	2041	\$ 116,239	\$ 19,801,442	-	\$ 16,253,115	\$ 33,135,171	\$ 5,435,467	\$ 1,656,479	\$76,397,913
	2041/42	2042	\$ 119,726	\$ 20,395,485	-	\$ 16,740,709	\$ 34,129,226	\$ 5,544,176	\$ 1,706,173	\$78,635,495
	2042/43	2043	\$ 123,318	\$ 21,007,350	-	\$ 17,242,930	\$ 35,153,103	\$ 5,655,060	\$ 1,757,358	\$80,939,119
	2043/44	2044	\$ 127,018	\$ 21,637,570	-	\$ 17,760,218	\$ 36,207,696	\$ 5,768,161	\$ 1,810,079	\$83,310,742
	2044/45	2045	\$ 130,828	\$ 22,286,697	-	\$ 18,293,024	\$ 37,293,927	\$ 5,883,524	\$ 1,864,382	\$85,752,382
Total			\$ 2,259,721	\$ 395,211,102	\$ 80,446,042	\$ 324,391,103	\$ 661,335,042	\$ 117,164,062	\$ 33,438,695	\$ 1,614,245,767

Source: Osceola County Government, June 2020

Note: <sup>(1)</sup> County Gas Tax, Local Option Gas Tax, and 9<sup>th</sup> Cent Gas Tax are not included as they support O&M expenses; <sup>(2)</sup> 2<sup>nd</sup> Local Option Gas Tax supports annual LYNX payment as well as one road project in FY 2019/2020; <sup>(3)</sup> Infrastructure Sales Tax sunsets in 2025. Osceola County levies the full 1% Infrastructure Sales Tax but the revenues from this tax is shared with the cities and the school district, therefore the projection is not the County's full share, it is only the amount that would go toward transportation; <sup>(4)</sup> General Fund anticipated annual support for capital projects and Debt Service for Transportation; <sup>(5)</sup> Red Light Camera revenues are anticipated in excess of the required contractual service is allowable for Transportation projects in accordance with the Red Light Camera Program.



Table 5.15 | Osceola County – Detailed Transportation Revenue Projection, Illustrative Forecast

	Fiscal Year	Analysis Year	Constitutional Gas Tax 1%	2nd Local Option Gas Tax <sup>2</sup> 5 ¢ of 5¢	Infrastructure Sales Tax <sup>3 6</sup> 1%	Mobility Fee East	Mobility Fee West	General Fund <sup>4</sup>	Red Light Camera <sup>5</sup>	Total
Revenues in TIP	2020/21	2021	-	\$ 10,265,896	\$ 15,994,935	\$ 8,426,295	\$ 17,178,659	\$ 3,657,913	\$ 917,152	\$56,440,850
	2021/22	2022	\$ 62,071	\$ 10,573,873	\$ 15,405,558	\$ 8,679,084	\$ 17,694,019	\$ 3,731,072	\$ 944,667	\$57,090,344
	2022/23	2023	\$ 63,933	\$ 10,891,089	\$ 15,867,724	\$ 8,939,456	\$ 18,224,839	\$ 3,805,693	\$ 973,007	\$58,765,741
	2023/24	2024	\$ 65,851	\$ 11,217,822	\$ 16,343,756	\$ 9,207,640	\$ 18,771,585	\$ 3,881,807	\$ 1,002,197	\$60,490,658
	2024/25	2025	\$ 67,827	\$ 11,554,356	\$ 16,834,069	\$ 9,483,869	\$ 19,334,732	\$ 3,959,443	\$ 1,032,263	\$62,266,559
Future Revenues	2025/26	2026	\$ 69,862	\$ 11,900,987	\$17,339,091	\$ 9,768,385	\$ 19,914,774	\$ 4,038,632	\$ 1,063,231	\$46,755,871
	2026/27	2027	\$ 76,848	\$ 13,091,086	\$19,073,000	\$ 10,745,224	\$ 21,906,251	\$ 4,119,405	\$ 1,095,128	\$51,033,942
	2027/28	2028	\$ 79,153	\$ 13,483,818	\$19,645,190	\$ 11,067,581	\$ 22,563,439	\$ 4,201,793	\$ 1,127,981	\$52,523,765
	2028/29	2029	\$ 81,528	\$ 13,888,333	\$20,234,546	\$ 11,399,608	\$ 23,240,342	\$ 4,285,828	\$ 1,161,821	\$54,057,460
	2029/30	2030	\$ 83,974	\$ 14,304,983	\$20,841,582	\$ 11,741,596	\$ 23,937,552	\$ 4,371,545	\$ 1,196,676	\$55,636,326
	2030/31	2031	\$ 86,493	\$ 14,734,132	\$21,466,830	\$ 12,093,844	\$ 24,655,679	\$ 4,458,976	\$ 1,232,576	\$57,261,700
	2031/32	2032	\$ 89,088	\$ 15,176,156	\$22,110,835	\$ 12,456,659	\$ 25,395,349	\$ 4,548,155	\$ 1,269,553	\$58,934,960
	2032/33	2033	\$ 91,760	\$ 15,631,441	\$22,774,160	\$ 12,830,359	\$ 26,157,210	\$ 4,639,119	\$ 1,307,640	\$60,657,529
	2033/34	2034	\$ 94,513	\$ 16,100,384	\$23,457,384	\$ 13,215,270	\$ 26,941,926	\$ 4,731,901	\$ 1,346,869	\$62,430,863
	2034/35	2035	\$ 97,349	\$ 16,583,396	\$24,161,106	\$ 13,611,728	\$ 27,750,184	\$ 4,826,539	\$ 1,387,275	\$64,256,471
	2035/36	2036	\$ 100,269	\$ 17,080,898	\$24,885,939	\$ 14,020,080	\$ 28,582,689	\$ 4,923,070	\$ 1,428,893	\$66,135,899
	2036/37	2037	\$ 103,277	\$ 17,593,325	\$25,632,517	\$ 14,440,682	\$ 29,440,170	\$ 5,021,531	\$ 1,471,760	\$68,070,745
	2037/38	2038	\$ 106,375	\$ 18,121,124	\$26,401,493	\$ 14,873,903	\$ 30,323,375	\$ 5,121,962	\$ 1,515,913	\$70,062,652
	2038/39	2039	\$ 109,567	\$ 18,664,758	\$27,193,538	\$ 15,320,120	\$ 31,233,076	\$ 5,224,401	\$ 1,561,390	\$72,113,312
	2039/40	2040	\$ 112,854	\$ 19,224,701	\$28,009,344	\$ 15,779,724	\$ 32,170,069	\$ 5,328,889	\$ 1,608,232	\$74,224,469
	2040/41	2041	\$ 116,239	\$ 19,801,442	\$28,849,624	\$ 16,253,115	\$ 33,135,171	\$ 5,435,467	\$ 1,656,479	\$76,397,913
	2041/42	2042	\$ 119,726	\$ 20,395,485	\$29,715,113	\$ 16,740,709	\$ 34,129,226	\$ 5,544,176	\$ 1,706,173	\$78,635,495
	2042/43	2043	\$ 123,318	\$ 21,007,350	\$30,606,566	\$ 17,242,930	\$ 35,153,103	\$ 5,655,060	\$ 1,757,358	\$80,939,119
	2043/44	2044	\$ 127,018	\$ 21,637,570	\$31,524,763	\$ 17,760,218	\$ 36,207,696	\$ 5,768,161	\$ 1,810,079	\$83,310,742
	2044/45	2045	\$ 130,828	\$ 22,286,697	\$32,470,506	\$ 18,293,024	\$ 37,293,927	\$ 5,883,524	\$ 1,864,382	\$85,752,382
Total			\$ 2,259,721	\$ 395,211,102	\$ 576,839,169	\$ 324,391,103	\$ 661,335,042	\$ 117,164,062	\$ 33,438,695	\$ 2,110,638,894

Source: Osceola County Government, June 2020

Note: <sup>(1)</sup> County Gas Tax, Local Option Gas Tax, and 9<sup>th</sup> Cent Gas Tax are not included as they support O&M expenses; <sup>(2)</sup> 2<sup>nd</sup> Local Option Gas Tax supports annual LYNX payment as well as one road project in FY 2019/2020; <sup>(3)</sup> Infrastructure Sales Tax sunsets in 2025. Osceola County levies the full 1% Infrastructure Sales Tax but the revenues from this tax is shared with the cities and the school district, therefore the projection is not the County’s full share, it is only the amount that would go toward transportation; <sup>(4)</sup> General Fund anticipated annual support for capital projects and Debt Service for Transportation; <sup>(5)</sup> Red Light Camera revenues are anticipated in excess of the required contractual service is allowable for Transportation projects in accordance with the Red Light Camera Program; <sup>(6)</sup> Osceola County plans to levy the full 1% Infrastructure Sales Tax although revenues from this sales tax are to be shared with the municipalities and the School District, therefore the revenue projection only shows the County’s share for transportation expenditures.



Table 5.16 | Seminole County – Detailed Transportation Revenue Projection, Existing Sources

	Fiscal Year	Analysis Year	County Gas Tax 1 ¢ of 1¢	Constitutional Gas Tax 2 ¢ of 2¢	Local Option Gas Tax 6 ¢ of 6¢	9th Cent Gas Tax 1 ¢ of 1¢	Infrastructure Sales Tax 1%	Traffic Impact Fees	General Fund	Total
Revenues in TIP	2020/21	2021	\$ 1,680,000	\$ 3,800,000	\$ 7,800,000	\$ 2,175,000	\$ 41,500,000	-	\$ 4,644,630	\$61,599,630
	2021/22	2022	\$ 1,696,800	\$ 3,838,000	\$ 7,878,000	\$ 2,196,750	\$ 41,915,000	-	\$ 4,783,969	\$62,308,519
	2022/23	2023	\$ 1,713,768	\$ 3,876,380	\$ 7,956,780	\$ 2,218,718	\$ 42,334,150	-	\$ 4,927,488	\$63,027,284
	2023/24	2024	\$ 1,730,906	\$ 3,915,144	\$ 8,036,348	\$ 2,240,905	\$ 42,757,492	-	\$ 5,075,313	\$63,756,108
	2024/25	2025	\$ 1,748,215	\$ 3,954,295	\$ 8,116,711	\$ 2,263,314	\$ 10,796,267	-	\$ 5,227,572	\$32,106,374
Future Revenues	2025/26	2026	\$ 1,765,697	\$ 3,993,838	\$ 8,197,878	\$ 2,285,947	-	\$4,444,693	\$ 5,384,399	\$26,072,452
	2026/27	2027	\$ 1,783,354	\$ 4,033,777	\$ 8,279,857	\$ 2,308,806	-	\$4,444,693	\$ 5,545,931	\$26,396,418
	2027/28	2028	\$ 1,801,187	\$ 4,074,114	\$ 8,362,656	\$ 2,331,894	-	\$4,444,693	\$ 5,712,309	\$26,726,853
	2028/29	2029	\$ 1,819,199	\$ 4,114,855	\$ 8,446,282	\$ 2,355,213	-	\$4,444,693	\$ 5,883,678	\$27,063,920
	2029/30	2030	\$ 1,837,391	\$ 4,156,004	\$ 8,530,745	\$ 2,378,765	-	\$4,444,693	\$ 6,060,189	\$27,407,787
	2030/31	2031	\$ 1,855,765	\$ 4,197,564	\$ 8,616,053	\$ 2,402,553	-	\$4,444,693	\$ 6,241,994	\$27,758,622
	2031/32	2032	\$ 1,874,323	\$ 4,239,540	\$ 8,702,213	\$ 2,426,579	-	\$4,444,693	\$ 6,429,254	\$28,116,602
	2032/33	2033	\$ 1,893,066	\$ 4,281,935	\$ 8,789,235	\$ 2,450,844	-	\$4,444,693	\$ 6,622,132	\$28,481,905
	2033/34	2034	\$ 1,911,997	\$ 4,324,754	\$ 8,877,128	\$ 2,475,353	-	\$4,444,693	\$ 6,820,796	\$28,854,721
	2034/35	2035	\$ 1,931,117	\$ 4,368,002	\$ 8,965,899	\$ 2,500,106	-	\$4,444,693	\$ 7,025,420	\$29,235,237
	2035/36	2036	\$ 1,950,428	\$ 4,411,682	\$ 9,055,558	\$ 2,525,107	-	\$4,444,693	\$ 7,236,182	\$29,623,650
	2036/37	2037	\$ 1,969,932	\$ 4,455,799	\$ 9,146,113	\$ 2,550,359	-	\$4,444,693	\$ 7,453,268	\$30,020,164
	2037/38	2038	\$ 1,989,631	\$ 4,500,357	\$ 9,237,575	\$ 2,575,862	-	\$4,444,693	\$ 7,676,866	\$30,424,984
	2038/39	2039	\$ 2,009,528	\$ 4,545,360	\$ 9,329,950	\$ 2,601,621	-	\$4,444,693	\$ 7,907,172	\$30,838,324
	2039/40	2040	\$ 2,029,623	\$ 4,590,814	\$ 9,423,250	\$ 2,627,637	-	\$4,444,693	\$ 8,144,387	\$31,260,404
	2040/41	2041	\$ 2,049,919	\$ 4,636,722	\$ 9,517,482	\$ 2,653,913	-	\$4,444,693	\$ 8,388,719	\$31,691,448
	2041/42	2042	\$ 2,070,418	\$ 4,683,089	\$ 9,612,657	\$ 2,680,452	-	\$4,444,693	\$ 8,640,380	\$32,131,689
	2042/43	2043	\$ 2,091,123	\$ 4,729,920	\$ 9,708,784	\$ 2,707,257	-	\$4,444,693	\$ 8,899,592	\$32,581,369
	2043/44	2044	\$ 2,112,034	\$ 4,777,219	\$ 9,805,872	\$ 2,734,330	-	\$4,444,693	\$ 9,166,579	\$33,040,727
	2044/45	2045	\$ 2,133,154	\$ 4,824,992	\$ 9,903,930	\$ 2,761,673	-	\$4,445,755	\$ 9,441,577	\$33,511,081
Total			\$47,448,575	\$107,324,156	\$220,296,956	\$61,428,958	\$179,302,909	\$88,894,926	\$169,339,796	\$874,036,276

Source: Seminole County Government, June 2020

Note: All revenue forecasts are being reviewed by Seminole County resource management; The Seminole County Infrastructure Sales Tax is a 10-year program that ends on 12/31/2024; Seminole County has adjusted the projected revenue from the Infrastructure Sales Tax in FY 2020/21 to reflect the economic downturn from COVID-19; Future Traffic Impact Fees have been extrapolated by MetroPlan Orlando.





Table 5.17 | Seminole County – Detailed Transportation Revenue Projection, Illustrative Forecast

	Fiscal Year	Analysis Year	County Gas Tax 1 ¢ of 1 ¢	Constitutional Gas Tax 2 ¢ of 2 ¢	Local Option Gas Tax 6 ¢ of 6 ¢	9th Cent Gas Tax 1 ¢ of 1 ¢	Infrastructure Sales Tax 1%	Traffic Impact Fees	General Fund	Total
Revenues in TIP	2020/21	2021	\$1,680,000	\$3,800,000	\$7,800,000	\$2,175,000	\$41,500,000	-	\$4,644,630	\$61,599,630
	2021/22	2022	\$1,696,800	\$3,838,000	\$7,878,000	\$2,196,750	\$41,915,000	-	\$4,783,969	\$62,308,519
	2022/23	2023	\$1,713,768	\$3,876,380	\$7,956,780	\$2,218,718	\$42,334,150	-	\$4,927,488	\$63,027,284
	2023/24	2024	\$1,730,906	\$3,915,144	\$8,036,348	\$2,240,905	\$42,757,492	-	\$5,075,313	\$63,756,108
	2024/25	2025	\$1,748,215	\$3,954,295	\$8,116,711	\$2,263,314	\$43,174,567	-	\$5,227,572	\$64,484,674
Future Revenues	2025/26	2026	\$1,765,697	\$3,993,838	\$8,197,878	\$2,285,947	\$43,593,730	\$4,444,693	\$5,384,399	\$69,666,182
	2026/27	2027	\$1,783,354	\$4,033,777	\$8,279,857	\$2,308,806	\$44,012,892	\$4,444,693	\$5,545,931	\$70,409,310
	2027/28	2028	\$1,801,187	\$4,074,114	\$8,362,656	\$2,331,894	\$44,432,055	\$4,444,693	\$5,712,309	\$71,158,908
	2028/29	2029	\$1,819,199	\$4,114,855	\$8,446,282	\$2,355,213	\$44,851,217	\$4,444,693	\$5,883,678	\$71,915,138
	2029/30	2030	\$1,837,391	\$4,156,004	\$8,530,745	\$2,378,765	\$45,270,380	\$4,444,693	\$6,060,189	\$72,678,167
	2030/31	2031	\$1,855,765	\$4,197,564	\$8,616,053	\$2,402,553	\$45,689,543	\$4,444,693	\$6,241,994	\$73,448,165
	2031/32	2032	\$1,874,323	\$4,239,540	\$8,702,213	\$2,426,579	\$46,108,705	\$4,444,693	\$6,429,254	\$74,225,307
	2032/33	2033	\$1,893,066	\$4,281,935	\$8,789,235	\$2,450,844	\$46,527,868	\$4,444,693	\$6,622,132	\$75,009,773
	2033/34	2034	\$1,911,997	\$4,324,754	\$8,877,128	\$2,475,353	\$46,947,030	\$4,444,693	\$6,820,796	\$75,801,752
	2034/35	2035	\$1,931,117	\$4,368,002	\$8,965,899	\$2,500,106	\$47,366,193	\$4,444,693	\$7,025,420	\$76,601,430
	2035/36	2036	\$1,950,428	\$4,411,682	\$9,055,558	\$2,525,107	\$47,785,356	\$4,444,693	\$7,236,182	\$77,409,006
	2036/37	2037	\$1,969,932	\$4,455,799	\$9,146,113	\$2,550,359	\$48,204,518	\$4,444,693	\$7,453,268	\$78,224,682
	2037/38	2038	\$1,989,631	\$4,500,357	\$9,237,575	\$2,575,862	\$48,623,681	\$4,444,693	\$7,676,866	\$79,048,665
	2038/39	2039	\$2,009,528	\$4,545,360	\$9,329,950	\$2,601,621	\$49,042,843	\$4,444,693	\$7,907,172	\$79,881,168
	2039/40	2040	\$2,029,623	\$4,590,814	\$9,423,250	\$2,627,637	\$49,462,006	\$4,444,693	\$8,144,387	\$80,722,410
	2040/41	2041	\$2,049,919	\$4,636,722	\$9,517,482	\$2,653,913	\$49,881,169	\$4,444,693	\$8,388,719	\$81,572,617
	2041/42	2042	\$2,070,418	\$4,683,089	\$9,612,657	\$2,680,452	\$50,300,331	\$4,444,693	\$8,640,380	\$82,432,020
	2042/43	2043	\$2,091,123	\$4,729,920	\$9,708,784	\$2,707,257	\$50,719,494	\$4,444,693	\$8,899,592	\$83,300,863
	2043/44	2044	\$2,112,034	\$4,777,219	\$9,805,872	\$2,734,330	\$51,138,656	\$4,444,693	\$9,166,579	\$84,179,384
	2044/45	2045	\$2,133,154	\$4,824,992	\$9,903,930	\$2,761,673	\$51,557,819	\$4,445,755	\$9,441,577	\$85,068,900
Total			\$47,448,575	\$107,324,156	\$220,296,956	\$61,428,958	\$1,163,196,695	\$88,894,926	\$169,339,796	\$1,857,930,062

Source: Seminole County Government, June 2020

Note: All revenue forecasts are being reviewed by Seminole County resource management; The Seminole County Infrastructure Sales Tax is a 10-year program that ends on 12/31/2024 though here it is illustrated through 2045; Seminole County has adjusted the projected revenue from the Infrastructure Sales Tax in FY 2020/21 to reflect the economic downturn from COVID-19; Future Traffic Impact Fees have been extrapolated by MetroPlan Orlando.







## Appendix C: <Appendix Title>



# Appendix C: Header 1

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## Appendix D: <Appendix Title>



# Appendix D: Header 1

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