



2050 Metropolitan Transportation Plan

Chapter 17 | Financial Resources



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Draft

WHAT IS IN THIS DOCUMENT?

This chapter outlines the financial resources available to fund the region's future transportation improvements and for use in developing the cost feasible plan of MetroPlan Orlando's 2050 Metropolitan Transportation Plan (MTP). The range of financial resources discussed in this chapter include existing federal, state, and local revenue sources and their associated projected revenues through 2050. The chapter also explores potential new revenue sources and funding strategies and provides a profile of discretionary funding and grant opportunities.

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17.1 Introduction

As we plan for our region's transportation system through 2050, it is important to understand the financial resources anticipated to be available to fund future projects and programs. This chapter of the MetroPlan Orlando 2050 Metropolitan Transportation Plan (MTP) details these financial resources and provides forecasted future revenues to inform the development of the Cost Feasible Plan.

Included are revenue forecasts provided by the Florida Department of Transportation (FDOT) for federal and state funding programs, as well as forecasts for county revenues generated to fund transportation projects. Additionally, this chapter looks at potential new revenue sources, including discretionary funding and grant opportunities.

The information was compiled based on coordination with partners at FDOT, Orange County, Osceola County, Seminole County, City of Orlando, Florida's Turnpike Enterprise (FTE), Central Florida Expressway Authority (CFX), Central Florida Regional Transportation Authority (d/b/a LYNX), SunRail, and other regional metropolitan planning organizations (MPOs) through the Central Florida MPO Alliance.

17.2 Overview of Financial Resources

There is a wide range of federal, state, and local funding sources used to fund transportation in the MetroPlan Orlando three-county region. Even when considering this variety of existing funding sources, they may be insufficient to address the costs of the region's future needs. The demands of continued growth, rising project costs, and reduced fuel tax revenue based on increasing fuel efficiency and use of electric or alternative fueled vehicles all could impact what can be funded. The potential implications of these trends are also discussed in *Chapter 8 – Drivers of Change* of the 2050 MTP.

The following sections examine current federal, state, or local revenue sources, such as fuel taxes and impact fees, and include a discussion of other funding strategies and opportunities, from loans to grants.

17.2.1 FEDERAL AND STATE FUNDING SOURCES

Projections of federal and state revenues for use in MPO Long Range Transportation Plans (LRTPs)/MTPs are generated by FDOT. Based on cooperation between the MPO and federal and state partners as well as guidance provided by the MPO Advisory Council, FDOT developed a long-range revenue forecast and published the [2050 Revenue Forecast Handbook](#) in June 2023. This document provides long-range revenue estimates for federal and state sources that flow through the FDOT Work Program.

The forecast of these funding sources was based on the federal Infrastructure Investment and Jobs Act (IIJA), as well as factors affecting state revenue sources, such as population growth and motor fuel consumption and tax rates. The *2050 Revenue Forecast Handbook* documents how FDOT prepared the forecast for federal and state sources, provides guidance for MPOs using the forecast, and includes a breakdown of project funding eligibility.

Table 17-1 includes a summary of transportation fuel tax sources, fuel type applicability, rates, and use eligibility as reported by FDOT. These federal and state funding sources include highway and off-highway fuel taxes, fuel sales taxes, and State Comprehensive Enhanced Transportation System (SCETS) taxes. Other federal and state 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 17-1 | Federal and State Funding Sources

Level	Tax Type	Fuel Type	Rate	Use
Federal	Fuel Excise Tax	Motor Fuel	18.4 ¢/gallon	2.86¢ for mass transit. 0.1¢ for leaking tanks. Remainder for roads and bridges.
		Diesel Fuel	24.4 ¢/gallon	
State (distributed to FDOT)	Fuel Sales Tax	Motor Fuel & Diesel Fuel	17.0 ¢/gallon	At least 15% of FDOT receipts dedicated for public transportation. Remainder for any legitimate state transportation purpose.
	SCETS Tax	Motor Fuel & Diesel Fuel	9.4 ¢/gallon	Net receipt must be spent in the district where generated.
	State Tax	Aviation Fuel	4.27 ¢/gallon	FDOT receipts dedicated to aviation related projects.
	Natural Gas Fuel Tax	Alternative Fuel	N/A	Exempt from taxation from January 1, 2014 until January 1, 2026. Total statewide receipts from the fees on alternative fuels historically amounted to less than \$1 million annually
State (distributed to local governments)	Constitutional Fuel Tax	Motor Fuel & Diesel Fuel	2.0 ¢/gallon	Acquisition, construction and maintenance of roads.
	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 10-2 for locally levied and distributed fuel tax sources, maximum rates, and use eligibility.			

Source: Florida's Transportation Tax Sources: A Primer, 2024

17.2.2 LOCAL FUNDING SOURCES

In addition to federal and state funding programs, local governments can raise revenues by levying local taxes and fees. The counties in the MetroPlan Orlando region (Orange, Osceola and Seminole counties) typically use a combination of general funds, sales taxes, gas taxes, and impact/mobility fees to pay for transportation projects. The taxes most often 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. Table 17-2 and the following sub-sections provide a more detailed look at these local taxes and fees.

Table 17-2 | Local Funding Sources

Revenue Source	Tax Type	Applicability	Maximum Rate	Use	Where Levied
Ninth-Cent Fuel Tax	Fuel Tax	Sale of Motor Fuel	0 - 1 ¢/gal.	Any legitimate county or municipal transportation purpose.	Osceola and Seminole
		Sale of Diesel Fuel	1 ¢/gal.		Orange, Osceola, and Seminole
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 purposes. Small counties may also use funds for other infrastructure needs.	Osceola
		Sale of Diesel Fuel	6 ¢/gal.		Orange, Osceola, and Seminole
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 buy land for public recreation/ preservation.	Osceola and Seminole
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.	No counties in region have adopted this surtax.
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.	Orange County, City of Orlando
Local Government Mobility Fee	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.	Osceola and Seminole
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%	Proceeds are used to improve transportation in downtown or urban core areas	Available to City of Orlando
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.	Orange, Osceola, and Seminole

Sources: Florida's Transportation Tax Sources: A Primer, 2024; Local Government Financial Information Handbook, 2023

17.2.2.1 FUEL TAXES

Individual counties may levy up to 12 cents per gallon of optional fuel taxes pursuant to three separate types of levies on fuel sold within the county: the Ninth-Cent Fuel Tax, the 1-6 Cents Local Option Fuel Tax, and the 1-5 Cents Local Option Fuel Tax.

NINTH-CENT FUEL TAX

The Ninth-Cent Fuel Tax is a tax of 1 cent on every net gallon of motor and diesel fuel sold within a county. The tax on motor fuel can be levied by individual counties by an extraordinary vote (majority plus one) of its board of commissioners. This tax is automatically levied on diesel fuel in every county, regardless of whether a county is levying the tax on motor fuel. Osceola and Seminole counties currently levy the ninth-cent fuel tax on motor fuel while Orange County does not. County governments are not required to share the proceeds of the Ninth-Cent Fuel Tax with municipalities, although many counties do share revenues through interlocal agreements with their 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 FUEL TAX (1 TO 6 CENTS & 1 TO 5 CENTS)

Local Option Fuel Taxes 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 Fuel Taxes are collected and transferred in a manner similar to the Ninth-Cent Fuel Tax.

There are two Local Option Fuel Taxes: a tax of 1 to 6 cents on every net gallon of motor and diesel fuel sold within a county and a tax of 1 to 5 cents on every net gallon of motor fuel sold within a county (diesel fuel is not subject to this tax). Similar to the 1 cent from the Ninth-Cent Fuel Tax, the full 6 cents of the 1 to 6 Cents Local Option Fuel Tax are automatically levied on diesel fuel in every county, regardless of whether or not a County is levying the tax on motor fuel. As a result, 7 cents of local option tax revenue on every net gallon of diesel fuel sold is automatically distributed to local governments, regardless of whether a county is levying either tax on motor fuel. The proceeds of the taxes are transferred monthly to the Local Option Gas Tax Trust Fund. Of the three counties in the MetroPlan Orlando region, only Osceola County levies the 1 to 5 Cent Local Option Fuel Tax.

17.2.2.2 INFRASTRUCTURE SURTAX

LOCAL GOVERNMENT INFRASTRUCTURE SURTAX

The Local Government Infrastructure Surtax is enacted by a majority vote and approval by voters in a countywide referendum. Both Osceola and Seminole counties levy 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 (FDOR) is responsible for 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. Although all three of the counties in MetroPlan Orlando's region are eligible for this tax, currently none have used this funding option. Orange County may pursue this funding source in the future, and this is discussed in Section 17.3.5.1. The surtax is enacted by a majority vote and approval by voters in a countywide referendum. Generally, the tax proceeds are to be used for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.

17.2.2.3 TRANSPORTATION IMPACT FEES AND MOBILITY FEES

IMPACT FEES

Transportation Impact Fees are collected by local governments on a project-by-project basis before development takes place. An analysis of the impacts of a project is performed and the level of fees is determined before development occurs. Local governments then collect, administer, and control the fees to finance road and transportation-related projects.

MOBILITY FEES

Osceola and Seminole Counties collect funds from mobility fees before developers start a new project as a way of mitigating the development's impact on area roadways. These fees can be used to maintain/improve current transportation networks or construct new facilities. Mobility fees encourage bicycle- and pedestrian-friendly infrastructure, like bike lanes, sidewalks, and multi-use trails. Orange County does not currently collect a mobility fee.

17.2.2.4 SURCHARGES AND OTHER REVENUES

MUNICIPAL PARKING FACILITY SPACE SURCHARGES

This surcharge can be added to each transaction at a parking facility. The operator of the parking facility is responsible for collection of the surcharge which will be passed on to the local government. This approach can be applied to electric vehicle (EV) charging as well.

GENERAL FUND

Counties and municipalities can also fund transportation projects through their General Fund, 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.

ELECTRIC VEHICLE USAGE TAXES AND FEES

Since electric vehicles do not consume motor or diesel fuel, their usage doesn't result in the fuel taxes that contribute to funding transportation projects. There are several fees and taxes that could be implemented so that EVs would contribute to the funding of transportation projects, including registration fees similar to those for traditional vehicles, mileage-based taxes to account for roadway facility wear and maintenance, flat fees that are not based on miles traveled, and charging station fees.

17.2.3 OTHER POTENTIAL FUNDING SOURCES

17.2.3.1 INNOVATIVE FUNDING STRATEGIES

There are several innovative funding and financing strategies to be considered for implementing the 2050 MTP. These strategies could maximize current available funding and speed up the completion of projects delivery. Descriptions of these potential funding strategies, which include loans and bonds, are provided in Table 17-3.

Table 17-3 | Innovative Funding Strategies

Funding Strategy	Description
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Under TIFIA, a federal credit program has been established authorizing the U.S. Department of Transportation (USDOT) 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

Funding Strategy	Description
State Infrastructure Banks (SIBs)	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
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/
Railroad Rehabilitation & Improvement Financing (RRIF)	Direct RRIF loans can fund up to 100% of a railroad project with repayment periods of up to 35 years and interest rates equal to the cost of borrowing to the government. https://www.transportation.gov/buildamerica/financing/rrif
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 been issuing GARVEE bonds in order to leverage revenues from the Federal Highway Trust Fund. The proceeds from these bonds fund projects in FDOT's work program. https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_debt_financing/garvees/
Public-Private Partnership (P3)	Public private partnerships (P3s) are contractual agreements between a public agency and a private entity that allow for greater private participation in the delivery of projects. In transportation projects, this participation typically involves the private sector taking on additional project risks such as design, construction, finance, long-term operation, and traffic revenue. https://www.transportation.gov/buildamerica/p3
Private Activity Bonds (PABS)	PABs are a tax-exempt debt instrument and offer a financing option at a lower cost than comparable taxable bonds for transportation projects that are privately developed, built, financed, operated, and/or maintained utilizing P3 project delivery methods. The types of projects that qualify for PABs that USDOT allocates include a broad range of surface transportation projects, including highways, passenger rail, and surface freight transfer facilities. https://www.transportation.gov/buildamerica/financing/private-activity-bonds
Advance Construction and Partial Conversion of 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. Partial conversion of advance construction is a different approach in which the state converts, obligates, and receives reimbursement for only a portion of the Federal share of project costs. This removes any requirement to wait until the full amount of obligational authority is available. https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/
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. https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/
Tax Increment Financing (TIF)	TIF is a value capture revenue tool that uses taxes on future gains in real estate values to pay for new transportation infrastructure improvements, while enhancing the value of existing properties and encouraging new development. https://www.fhwa.dot.gov/ipd/value_capture/defined/tax_increment_financing.aspx

Sources: U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Florida Department of Transportation (FDOT)

17.2.3.2 DISCRETIONARY FUNDING AND GRANT OPPORTUNITIES

This section includes select discretionary funding programs or grants that may be available to either partially or fully fund projects. This listing is also intended to serve as an additional resource for MetroPlan Orlando and each of its partner agencies.

The IIJA, also known as the Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. The law authorizes \$1.2 trillion for transportation and infrastructure spending, with \$550 billion going toward new investments and programs. Many of the programs described in this section are presently funded through the BIL, while some pre-date it.

To determine which program is best to pursue for a given project, it is important to understand who is funding the program, what are the program's priorities, what sort of projects or costs are eligible, what level of local match is required, and any rules that may increase competition for funds. The following tables: Table 17-4, Table 17-5, Table 17-6, Table 17-7, and Table 17-8 are organized by funding agency and consist of their respective major programs that recur over several years. These programs are intended to repeat annually and often repeat around the same time each year, but program timelines are subject to change.

These tables include a description, eligible project types, any prohibitions or allowances for specific activities or costs beyond the standard if applicable, typical grant cycle timing, and information about the award itself, such as maximum and minimum award amounts and the required local match (or cost share).

The standard eligible activities and costs for planning projects are development phase activities and costs, including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and other preconstruction activities.

The standard eligible activities and costs for construction projects include all that pertain to planning projects plus construction, reconstruction, rehabilitation, land acquisition, environmental mitigation, construction contingencies, equipment acquisition, equipment testing, and construction inspections.

Table 17-4 | Discretionary Funding and Grant Opportunities – United States Department of Transportation (USDOT)

Program Description	Eligible Projects and Timing	Award Details
<p>Active Transportation Infrastructure Investment Program (ATIIP)</p> <p>The ATIIP grants allow communities to identify, prioritize, and implement improvements to the most significant barriers to safe, accessible, and equitable pedestrian and bicycle network connectivity through the development of infrastructure that will substantially increase opportunities for walking and bicycling. Eligible organizations will be able to implement active transportation networks that connect destinations within or between communities or implement an active transportation spine connecting two or more communities, metropolitan regions, or States.</p>	<p>As part of the program, the USDOT's Federal Highway Administration (FHWA) will award competitive grants to help communities plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region.</p> <p>Grants will also be provided for projects used for trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or states.</p> <p>ATIIP also allows eligible organizations to enhance their overall transportation network by integrating active transportation facilities with transit services, where available, to improve access to public transportation.</p> <p>Grant Cycle: Summer</p>	<p>Planning and Design Min: \$100K Max: None USDOT anticipates awards ranging from \$100K - \$2M Match: 20%</p> <p>Construction Min: \$15M Max: None \$15M is the minimum project cost. \$7.5M is the minimum award. USDOT anticipates the max award to be \$12M - \$15M. Match: 20%</p> <p>Projects serving communities with a poverty rate >40% may be eligible for 100% federal funding</p>
<p>Bridge Investment Program (BIP)</p> <p>The BIP is a competitive, discretionary grant program focused on replacing, rehabilitating, preserving, or protecting bridges listed on the National Bridge Inventory to reduce the overall number of bridges in poor condition or at risk of falling into poor condition. MPOs, special purpose districts or public authorities with a transportation function, and local and tribal governments can apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.</p> <p>In each state, USDOT will award a minimum of one Large Bridge Project or two Bridge Projects. Florida-based applicants are still eligible to win in future cycle under this statutory requirement as of 8/1/2024.</p>	<p>Eligible projects are bridge replacement, rehabilitation, protection, or preservation projects aiming to improve the safety, efficiency, and reliability of the movement of people and freight over bridges, as well as improve the condition of the nation's bridges. Bridges that do not meet current geometric design standards or that cannot meet the load and traffic requirements typical of the regional transportation network qualify. Bundling multiple bridges into one project is highly recommended. Eligible costs for planning grants include planning, feasibility analyses, and revenue forecasting. Planning grants will not fund environmental review, preliminary engineering, design work, or other preconstruction activities. Eligible costs for Bridge Project grants include any development phase activities or construction.</p> <p>Grant Cycle (Planning & Bridge Projects): Fall Grant Cycle (Large Bridge Projects): Summer</p>	<p>Planning Min: None Max: None Match: 20%</p> <p>Bridge Project Min: \$2.5M Max: \$100M Match: 20%</p> <p>Large Bridge Project Min: \$50M Max: \$3B Match: 50%</p>

Program Description	Eligible Projects and Timing	Award Details
<p>Charging and Fueling Infrastructure (CFI) Grant Program</p> <p>The CFI Grant Program seeks to fill critical infrastructure gaps and will accelerate an electrified and alternative fuel transportation system that is convenient, affordable, reliable, equitable, accessible, and safe. The goals of the program are to (1) supplement, not supplant, necessary private sector investment; (2) complement existing Federal programs; (3) facilitate broad public access to a national charging and alternative fuel infrastructure network to accelerate zero emissions vehicles; (4) implement Justice40 objectives, lower transportation costs, and increase economic opportunity; (5) advance job quality, workforce development, and workforce equity; and (6) reduce greenhouse gas and vehicle-related emissions. The CFI program will strategically deploy EV charging, hydrogen, propane fueling, or natural gas infrastructure. MPOs, special purpose districts or public authorities with a transportation function, and local and tribal governments can apply.</p> <p>FHWA will prioritize areas of persistent poverty including rural areas and low- or moderate-income neighborhoods. EV projects must comply with applicable sections of the National EV Infrastructure Minimum Standards and Requirements Rule (23 CFR Part 680).</p>	<p>Community Program: Eligible projects will deploy charging and alternative fueling infrastructure on public roads or publicly accessible locations. Direct Current Fast Charging and Alternating Current Level 2 chargers are eligible costs for EV projects. Projects may include land acquisition, development phase activities, construction, contracting with a private entity, and/or educational and community engagement activities.</p> <p>Corridor Program: Eligible projects will deploy charging and alternative fueling infrastructure within five (5) miles of a designated alternative fuel corridor. Awarded funds MUST be used to contract with a private entity. Projects must include contracting with a private entity for acquisition and installation of eligible infrastructure and may include the first five (5) years of operating assistance costs as well as development and construction phase costs.</p> <p>Grant Cycle: Summer</p> <p>Facilities deployed for either program MUST be accessible to and usable by individuals with disabilities. Propane fueling infrastructure is limited to medium- and heavy-duty vehicles.</p>	<p>Community Program Min: \$500K Max: \$15M Match: 20%</p> <p>Corridor Program Min: \$1M Max: None Match: 20%</p>
<p>Multimodal Project Discretionary Grant (MPDG) Opportunity</p> <p>The MPDG Opportunity consists of three competitive grant programs:</p> <ul style="list-style-type: none"> The National Infrastructure Project Assistance (Mega) program that invests in large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. The National Significant Multimodal Freight and Highway Projects (INFRA) program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. While smaller communities receive grants from a wide number of grant programs, including Mega and INFRA, the Rural Surface Transportation Grant (Rural) program is dedicated specifically to projects in rural areas. MPOs, local governments, and Tribal governments may apply to all three programs. 	<p>Mega: Eligible projects include highway, bridge, freight intermodal or freight rail, port, intercity passenger rail, railway highway grade separation or elimination, and public transportation projects of national or regional significance.</p> <p>INFRA: Eligible projects include highway, bridge, freight, freight intermodal, freight rail, highway railway grade crossing or separation, wildlife crossing, and marine highway corridor projects.</p> <p>Rural: Eligible projects for Rural grants include highway, bridge, tunnel, freight, safety projects, as well as projects that provide or increase access to a facility that supports the economy of a rural area or develop and maintain an integrated mobility management system, transportation demand management system, or on-demand mobility services.</p> <p>Grant Cycle: Spring</p> <p>Eligible costs in all programs include development phase activities, (re)construction, land acquisition, environmental mitigation, equipment acquisition, and operational improvements related to system performance.</p>	<p>Mega Projects should be: Greater than \$100M and less than \$500M OR greater than \$500M</p> <p>INFRA Small: Projects less than \$100M Large: Minimum project size is \$100M or 30% of the State's most recent Federal-aid apportionment</p> <p>Rural No specific requirements</p>
	<p>Eligible Projects: Highway, transit, and certain port projects that include:</p>	<p>Planning Min: \$100k</p>

Program Description	Eligible Projects and Timing	Award Details
<p>Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)</p> <p>The PROTECT Discretionary Grant Program funds projects that improve the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail. Projects selected under this program should be grounded in the best available scientific understanding of climate change risks, impacts, and vulnerabilities. They should support the continued operation or rapid recovery of crucial local, regional, or national surface transportation facilities. Selected projects should utilize innovative and collaborative approaches to risk reduction, including the use of natural infrastructure, which is explicitly eligible under the program.</p> <p>PROTECT will only fund the resiliency portion of a project.</p>	<ul style="list-style-type: none"> • Resilience planning • Strengthening and protecting evacuation routes • Enabling communities to address vulnerabilities • Increasing the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters <p>Grant Cycle: Summer</p>	<p>Max: None Match: None</p> <p>Resilience Improvement, Community Resilience and Evacuation Routes</p> <p>Min: \$500k Max: None Match: 20%</p>
<p>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</p> <p>The goal of the RAISE program is to fund eligible surface transportation projects that reduce greenhouse gas emissions in the transportation sector; incorporate evidence-based climate resilience measures and features; avoid adverse environmental impacts to air or water quality, wetlands, and endangered species; and address the disproportionate negative environmental impacts of transportation on disadvantaged communities.</p> <p>RAISE will only fund the surface transportation infrastructure elements of a project that may also include housing, employment opportunities, and economic development strategies. Projects that include right-of-way acquisition will be considered capital projects.</p>	<p>Eligible Projects:</p> <ul style="list-style-type: none"> • Highway or bridge projects • Public transportation projects • Passenger and freight rail projects • Port infrastructure investments • The surface transportation components of an airport project • Intermodal projects whose component parts are otherwise an eligible type • Projects to replace or rehabilitate a culvert • Projects investing in surface transportation facilities that are located on Tribal land <p>Grant Cycle: Winter</p>	<p>Planning</p> <p>Min: None Max: \$25M Match: 20%</p> <p>Capital Construction</p> <p>Min (Urban): \$5M Min (Rural): \$1M Max: \$25M Match: 20%</p>
<p>Reconnecting Communities Pilot (RCP) Program</p> <p>The RCP Program provides grant funding and technical assistance to address infrastructure barriers, restore community connectivity, and improve lives. The transformative solutions can include infrastructure removal, pedestrian walkways and overpasses, capping and lids, roadway redesigns, complete streets conversions, and main street revitalization.</p> <p>The RCP Program provides funding for Planning Grants for study and planning activities and Capital Construction Grants to carry out the project. Requires partnership with facility owner(s). The proposed project should have adequate planning activities, such as public involvement, user data evaluation, and conceptual design have been completed.</p>	<p>Eligible Projects:</p> <ul style="list-style-type: none"> • Remove, retrofit, mitigate, or replace an existing eligible dividing transportation facility with a new facility that reconnects communities • Mitigate a burdening transportation facility that is a source of air pollution, noise, stormwater, heat, or other burdens • Implement a strategy to reduce environmental harm and/or improve access through transportation improvements <p>Grant Cycle: Fall</p>	<p>Planning</p> <p>Min: None Max: \$2M Match: 20%</p> <p>Construction</p> <p>Min: \$5M Max: \$100M Match: 50%</p> <p>30% of the cost share can be other federal funds</p>

Program Description	Eligible Projects and Timing	Award Details
<p>Safe Streets and Roads for All (SS4A)</p> <p>SS4A Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities.</p> <p>Requires partnership with a local government that has an eligible Safety Action Plan (SAP) that identifies the projects and strategies to be pursued. Proposed projects submitted for funding must be in alignment with the projects and strategies identified in the SAP.</p> <p>If planning projects occur within an area that is covered by an existing County or Regional Safety Action Plan, the applicant MUST identify how they will avoid duplicating efforts.</p>	<p>Eligible Projects:</p> <ul style="list-style-type: none"> • Low-cost safety treatments • Network risk reduction (e.g., improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops) • Complete Streets improvements • Pedestrian safety enhancements (e.g., closing sidewalk gaps, crosswalk visibility enhancements, beacons, refuge islands, road diets, signal improvements) • Bike Network Development • Safe Routes to School and Transit • Safety technologies and strategies <p>Grant Cycle: Spring / Summer (may include multiple deadlines)</p>	<p>Planning and Demonstration Min: \$100K Max: \$10M Match: 20%</p> <p>Implementation Min: \$2.5M Max: \$25M Match: 20%</p>
<p>Strengthening Mobility and Revolutionizing Technology (SMART) Grant Program</p> <p>The SMART Grant Program is a demonstration program for projects that use advanced data, technology, and applications to provide significant benefits to a local area, State, region, or the United States. Benefits include Safety And Reliability, Resiliency, Equity and Access, Climate, Partnerships, Integration, Fit, Scale, And Adoption, Data Sharing, Cybersecurity, And Privacy, Workforce Development, And Measurement And Validation.</p> <p>Includes Stage One Planning and Prototyping Grants (Stage 1 grants) and Stage Two Implementation Grants (Stage 2 grants). The program structure is based on a belief that planning, prototyping, and partnership are critical to advancing the state of the practice for data and technology projects in the public sector. In order to pursue a Stage 2 grant, an applicant must have previously won a Stage 1 grant. FY26 will be the final year of funding through this program, so applicants must win Stage 1 funding in FY24 or FY25 in order to apply for a Stage 2 grant.</p>	<p>Funds multiple technology areas, as listed below. Projects must demonstrate at least one, and may demonstrate more than one, technology area. There is no expectation that applications demonstrate more than one technology area.</p> <ul style="list-style-type: none"> • Coordinated Automation • Connected Vehicles • Intelligent, Sensor-Based Infrastructure • Systems Integration • Commerce Delivery and Logistics • Leveraging Use of Innovative Aviation Technology • Smart Grid • Smart Technology Traffic Signals <p>Grant Cycle: Summer</p>	<p>Stage 1 Min: \$250K Max: \$2M Match: None</p> <p>Stage 2 Min: \$2M Max: \$15M Match: None</p>

Source: U.S. Department of Transportation (USDOT)

Table 17-5 | Discretionary Funding and Grant Opportunities – Federal Transit Administration (FTA)

Program Description	Eligible Projects and Timing	Award Details
<p>Capital Investment Grants (CIG) Program</p> <p>The CIG discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit (BRT). Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.</p> <p>For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement: Project Development and Engineering.</p> <p>For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement: Project Development.</p>	<p>Joint Intercity Rail/Public Transportation Projects: Design and construction elements attributable to the public transportation portion of the total project cost based on projected use of the new segment or expanded capacity of the project corridor. Projects must:</p> <ul style="list-style-type: none"> • Enhance economic development, ridership, and other goals established during the project development and engineering processes • Facilitate multimodal connectivity and accessibility • Increase access to transit hubs for pedestrian and bicycle traffic • Enable mixed-use development <p>Grant Cycle: Rolling deadline</p>	<p>Small Starts < \$150M</p> <p>New Starts > \$150M</p> <p>Match: 20%</p>
<p>Enhancing Mobility Innovation (EMI)</p> <p>The EMI competitive grant program advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips. The program funds projects for research, development, demonstration, and deployment projects of national significance to public transportation, which promote technology that focuses on the traveler experience and encourages people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.</p> <p>Specifically, FTA is seeking projects that advance emerging technologies, strategies, and innovations in traveler- centered mobility in two distinct areas:</p> <ul style="list-style-type: none"> • To develop novel operational concepts and/or demonstrate innovations that improve mobility and enhance the rider experience, with a focus on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions; and • To develop software solutions that facilitate the provision of demand-response public transportation service that dispatches public transportation fleet vehicles through riders' mobile devices or other advanced means. 	<p>Concepts Development and/or Demonstration Projects: Activities may include all activities that advance promising technologies, practices, and strategies and accelerate innovations in mobility for transit, including, but not limited to, planning, acquiring essential equipment or services, project implementation, and evaluating project results. For projects that develop novel operational concepts without a demonstration component, activities may include data collection, technology scanning and feasibility analysis, engagement and outreach, benefits and costs analysis, and modeling forecasts of proposed concepts' climate and equity impacts.</p> <p>Software Development Projects: Activities may include establishing user needs, defining system requirements, development, validation, and verification of the software, modeling, and simulation, and/or pilot implementation with a software solution that can be demonstrated to FTA</p> <p>Grant Cycle: Summer</p>	<p>\$1.94M made available to the program</p> <p>Match: 20%</p>

Program Description	Eligible Projects and Timing	Award Details
<p>Low or No Emission Grant Program</p> <p>The Low or No Emission Grant Program provides funding through a competitive process to states and transit agencies to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.</p> <p>Eligible applicants include direct or designated recipients of FTA grants; States; local governmental authorities; and Indian Tribes. Except for projects proposed by Indian Tribes, proposals for funding eligible projects in rural (non-urbanized) areas must be submitted as part of a consolidated state proposal. States and other eligible applicants also may submit consolidated proposals for projects in urbanized areas.</p>	<p>Eligible Projects:</p> <ul style="list-style-type: none"> • Purchasing or leasing low- or no-emission buses • Acquiring low- or no-emission buses with a leased power source • Constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses • Constructing new public transportation facilities to accommodate low- or no-emission buses • Rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses <p>A small portion of funds may be used for workforce development training. Projects related to zero-emission vehicles must spend 5% of their award on workforce development and training.</p> <p>Grant Cycle: Spring</p>	<p>Past projects have ranged from \$130K to \$99M</p> <p>Match: 15%</p>
<p>Pilot Program for Transit-Oriented Development</p> <p>The Pilot Program for Transit-Oriented Development (TOD Pilot Program) competitive grant program supports FTA's priorities and objectives through investments that (1) renew transit systems, (2) reduce greenhouse gas emissions from public transportation, (3) advance racial equity by removing transportation-related disparities to all populations within a project area and increasing equitable access to project benefits, (4) maintain and create good-paying jobs with a free and fair choice to join a union, and (5) connect communities by increasing access to affordable transportation options.</p> <p>TOD Pilot Program grants are competitively awarded to State and local governmental authorities to integrate land use and transportation planning through comprehensive or site-specific planning associated with a new fixed guideway capital project or a core capacity improvement project</p>	<p>Any comprehensive or site-specific planning work proposed for funding under the TOD Pilot Program must be associated with an eligible transit capital project. To be eligible, the proposed transit capital project must be a new fixed guideway project or a core capacity improvement project.</p> <p>A "fixed guideway" is a public transportation facility:</p> <ul style="list-style-type: none"> • Using and occupying a separate right-of-way for the exclusive use of public transportation; • Using rail; • Using a fixed catenary system; • For a passenger ferry system; or • For a BRT system <p>Grant Cycle: Summer</p>	<p>In response to the FY23 NOFO, the TOD Pilot Program received Requests for a total of \$26,801,134. A total of \$17,620,000 was funded.</p> <p>Match: 20%</p>

Source: Federal Transit Administration (FTA)

Table 17-6 | Discretionary Funding and Grant Opportunities – Federal Railroad Administration (FRA)

Program Description	Eligible Projects and Timing	Award Details
<p>Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program</p> <p>The CRISI competitive grant program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. The purpose of the CRISI Program is to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger rail and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. Local governments, rail carriers that provide intercity rail passenger transportation, Class II or Class III railroad companies, and federally recognized Tribal governments may apply. Additionally, the rail owner should submit a letter of support or be a joint applicant.</p> <p>Applicants must select one of three tracks to which they'll apply. FRA will consider the readiness of a project based on the defined project lifecycle:</p>	<p>Eligible Projects:</p> <ul style="list-style-type: none"> • Deployment of railroad safety technology • Capital projects that address congestion, facilitate ridership growth, and/or improve short-line or regional infrastructure • Highway-rail grade crossing improvement projects • Rail line relocation and improvement projects • Regional rail and corridor service development plans and environmental analyses • Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes • Development and implementation of a safety program and/or measures to prevent trespassing • Workforce development and training activities • Rehabilitating, remanufacturing, procuring, or overhauling locomotives for emissions reduction • Magnetic Levitation Transportation Projects <p>Grant Cycle: Spring</p>	<p>Min: None Max: None</p> <p>FRA encourages applications requesting \$1M+</p> <p>Match: 20%</p>
<p>Railroad Crossing Elimination (RCE) Grant</p> <p>The RCE competitive grant program provides a federal funding opportunity to fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Such projects will improve American rail infrastructure to enhance rail safety, improve the health and safety of communities, eliminate highway-rail and pathway-rail grade crossings that are frequently blocked by trains, and reduce the impacts that freight movement and railroad operations may have on underserved communities.</p>	<p>Eligible Projects:</p> <ul style="list-style-type: none"> • Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof! • Track relocation • Improvement or installation of protective devices, signals, signs, or other • Measures to improve safety related to a separation, closure, or track relocation project • Other means to improve safety if related to the mobility of people and goods at highway-rail grade crossings (including technological solutions) • The planning, environmental review, and design of an eligible project type <p>Grant Cycle: Fall</p>	<p>Planning Min: None Max: None Match: 20%</p> <p>Project Development Min: \$1M Max: None Match: 20%</p>

Source: Federal Railroad Administration (FRA)

Table 17-7 | Discretionary Funding and Grant Opportunities – Florida Department of Environmental Protection (FDEP)

Program Description	Eligible Projects and Timing	Award Details
<p>Recreational Trails Program (RTP)</p> <p>The RTP provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the FHWA. Federal transportation funds benefit recreation, including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.</p>	<p>Development and rehabilitation of trailhead/trailside facilities or recreation trails. Amenities may include:</p> <ul style="list-style-type: none"> • Parking/Staging areas • EV charging stations • Restrooms • Benches • Trash Receptacles • Shade Shelters • Informational Kiosks • Directional/Wayfinding signage • Boat Launches • Camping Facilities <p>Grant Cycle: Late Winter</p>	<p>Estimated \$2M maximum Funding varies annually, but awards typically range from \$2K to \$50K</p> <p>Match*: 20%, 40%, or 50% *Match is based on trail category and use</p>

Source: Florida Department of Environmental Protection (FDEP)

Table 17-8 | Discretionary Funding and Grant Opportunities – United States Department of Housing and Urban Development (US HUD)

Program Description	Eligible Projects and Timing	Award Details
<p>Pathways to Removing Obstacles to Housing (PRO Housing)</p> <p>The PRO Housing program is a unique opportunity that provides funding for communities nationwide to identify and remove barriers to affordable housing production and preservation. The goals of the program are to elevate and enable promising practices for identifying and removing barriers while preventing displacement, to provide technical assistance to help communities fulfill the requirements of identifying these barriers, and to facilitate collaboration and harness innovative approaches from jurisdictions, researchers, advocates, and stakeholders to further the national conversation on affordable housing.</p>	<p>Eligible Projects:</p> <ul style="list-style-type: none"> • Developing, updating, or advancing housing and community plans • Creating transit-oriented development zones • Incentivizing the development of vacant lots or the conversion of commercial properties to residential and mixed-use development • Streamlining permitting processes and expanding by-right development • Reducing barriers to development, such as residential property height limitations, off-street parking requirements, density restrictions, and minimum lot sizes <p>Grant Cycle: Fall</p>	<p>Min: \$1M Max: \$7M</p> <p>This Program does not require cost sharing or matching but provides points based on proposed leverage,</p> <p>An estimated 30 projects will be awarded funds</p>

Source: U.S. Department of Housing and Urban Development (US HUD)

17.3 Projected Revenues

This section includes projected available revenues from current sources to inform the development of the 2050 MTP Cost Feasible Plan. Generating a list of cost feasible projects in the MTP requires an understanding of these available revenue sources.

FDOT provides MetroPlan Orlando with an MPO-specific revenue forecast for federal and state funds for use in developing the MTP. These MPO-specific projections are included in Appendix O. In addition to the MPO-specific forecasts, the *FDOT Revenue Forecast Handbook* also provides revenue forecasts for various programs administered at the FDOT District and state level. For local revenue projections, there was coordination with each county in the MetroPlan Orlando planning area (Orange, Osceola, and Seminole) and the City of Orlando to identify projected revenues from their respective funding sources available to fund future transportation improvements.

This section also identifies projected revenues and/or planned improvements for other agencies/programs that will be included in the MTP by reference. This includes planned improvements on the FDOT Strategic Intermodal System (SIS), toll-funded projects on the Turnpike and CFX systems, and projected capital and operating revenues for public transportation in the region (LYNX and SunRail).

Summaries of the projected revenues have been calculated for the future 20-year period beginning with fiscal year (FY) 2030/2031 (2031) through FY 2049/2050 (2050) which is the final year of the planning horizon for the 2050 MTP. Funding amounts for FY 2024/2025 (2025) through FY 2028/2029 (2029) are documented in the MetroPlan Orlando FY 2024/2025 – FY 2028/29 *Transportation Improvement Program (TIP)* and have already been committed to fund projects and are not included in this analysis. Funding amounts for FY 2030 will be identified in the forthcoming FY 2025/2026 – FY 2029/30 *Transportation Improvement Program (TIP)* which is currently being developed and will be adopted by the MetroPlan Orlando Board in July 2025, prior to the adoption of the 2050 MTP. For some revenue sources, the documented revenues and trends for 2025-2029 helped to guide the projections for what may be available for the 2031-2050 period.

For the purposes of this chapter, revenues for several federal and state funding sources were grouped together to more clearly show how revenues are allocated and what agencies are responsible for how they are spent. The following sections include projections grouped in these categories:

- MPO-Level Revenue Projections
- FDOT Districtwide Revenue Projections
- FDOT Statewide Revenue Projections
- Local Government Revenue Projections
- Strategic Intermodal System (SIS) Planned Improvements/Expenditures
- Tolloed Facilities Planned Improvements/Expenditures
- Transit Revenue Projections

17.3.1 YEAR OF EXPENDITURE (YOE) INFLATION FACTORS

To estimate the value of funding at the time it will be collected and to provide an accurate representation of future project costs and revenue availability, the financial resources for the 2050 MTP are required to be displayed in future dollars based on inflation rates (23 C.F.R. 450.324(f)(11)(iv)).

Revenue estimates provided by FDOT to MetroPlan Orlando in the *2050 Revenue Forecast Handbook* have already been converted to YOE dollars (YOE) for future years. The inflation rates included in Appendix E of the *2050 Revenue*

Forecast Handbook and referenced in Table 17-9 below were used for converting other revenue forecasts to YOE based on FY 2024/2025 present day values. To be consistent with the FDOT revenue forecast, estimates of future revenue from other transportation sources were converted to YOE dollars by time band using these inflation factors.

Table 17-9 | Year of Expenditure (YOE) Inflation Factors

	2031 – 2035	2036 – 2040	2041 - 2050
Multipliers Used to Convert Present Day Revenues to Future Time Periods	1.29	1.56	1.94

Source: FDOT 2050 Revenue Forecast Handbook

17.3.2 MPO-LEVEL REVENUE PROJECTIONS

Certain federal and state revenue sources are dependent on whether an MPO’s boundary includes a federally designated Transportation Management Area (TMA). TMAs are defined by USDOT as an urban area with a population of over 200,000 and MPOs that have a TMA within their boundary are provided with projections of TMA funds. Because MetroPlan Orlando falls within this designation, it receives TMA allocations for certain funding sources. The *FDOT 2050 Revenue Forecast Handbook* includes MPO-specific revenue estimates (see Appendix O) for TMA funds, transit formula funds, and other revenues that are reasonably expected to be available in the MetroPlan Orlando planning area through 2050.

The MPO-level projections included in this section represent funding sources or programs over which MetroPlan Orlando has more direct programming responsibility. These programs are described below.

Table 17-10 summarizes the projected MPO-level revenues attributed to MetroPlan Orlando through 2050. Over the 20-year period from 2031 to 2050, **more than \$1.8 billion in state and federal funds** from the listed programs are projected to be available in the MetroPlan Orlando planning area. When this document was first developed, it was assumed that Carbon Reduction – Urbanized funds would still be available, however it is unclear at the time of writing whether these funds will still be at hand, so Table 17-11 was created without those funds.

17.3.2.1 SURFACE TRANSPORTATION BLOCK GRANT (STBG) URBAN ATTRIBUTABLE (SU)

These are federal funds from the STBG program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs.

17.3.2.2 TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE

These are federal funds from the TA set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

17.3.2.3 CARBON REDUCTION PROGRAM (CRP) – TMA MPO

The federal IIJA legislation created the CRP. Funds in this source are allocated to TMA MPOs and can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. This funding source is subject to change at the time of the adoption of the 2050 MTP.

17.3.2.4 STATE HIGHWAY SYSTEM (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the State Highway System (SHS). By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. For projects funded with the revenue estimates for SHS (non-SIS),

MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design. These funds are in addition to the estimates for SHS (non-SIS) funds provided to MPOs.

17.3.2.5 OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used ‘off-system’ which are roads not on the SIS or the SHS (i.e., roads owned by counties and municipalities). For projects funded with the revenue estimates for Other Roads (non-SIS, non-SHS), MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design. These funds are in addition to the estimates for Other Roads (non-SIS, non-SHS) funds provided to MPOs.

17.3.2.6 NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO’s MTP/LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their MTP/LRTPs.

Table 17-10| MetroPlan Orlando - Projected Revenue Estimates (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Surface Transportation Block Grant – Urbanized Area (SU)	\$144,510,000	\$144,510,000	\$289,030,000	\$578,050,000
Transportation Alternatives – Urbanized Area (TALU)	\$26,400,000	\$26,400,000	\$52,800,000	\$105,600,000
Carbon Reduction - Urbanized (CARU)	\$21,920,000	\$21,920,000	\$43,840,000	\$87,680,000
SHS (non-SIS)	\$91,200,000	\$94,810,000	\$192,990,000	\$379,000,000
SHS (non-SIS) Product Support*	\$20,064,000	\$20,858,000	\$42,458,000	\$83,380,000
Other Roads (non-SIS/non-SHS)	\$44,390,000	\$46,180,000	\$94,020,000	\$184,590,000
Other Roads (Non-SIS, Non-SHS) Product Support*	\$9,766,000	\$10,160,000	\$20,684,000	\$40,610,000
Non-SIS Transit Formula	\$87,060,000	\$91,010,000	\$185,660,000	\$363,730,000
Total	\$445,310,000	\$455,848,000	\$921,482,000	\$1,822,640,000

Source: FDOT 2050 Revenue Forecast Handbook

*According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds and Other Roads (non-SIS, Non-SHS) are available from the statewide “Product Support” program to support PD&E and PE activities.

Table 17-11| MetroPlan Orlando - Projected Revenue Estimates (YOE), Without CARU Funds

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Surface Transportation Block Grant – Urbanized Area (SU)	\$144,510,000	\$144,510,000	\$289,030,000	\$578,050,000
Transportation Alternatives – Urbanized Area (TALU)	\$26,400,000	\$26,400,000	\$52,800,000	\$105,600,000
SHS (non-SIS)	\$91,200,000	\$94,810,000	\$192,990,000	\$379,000,000
SHS (non-SIS) Product Support*	\$20,064,000	\$20,858,000	\$42,458,000	\$83,380,000
Other Roads (non-SIS/non-SHS)	\$44,390,000	\$46,180,000	\$94,020,000	\$184,590,000
Other Roads (Non-SIS, Non-SHS) Product Support*	\$9,766,000	\$10,160,000	\$20,684,000	\$40,610,000
Non-SIS Transit Formula	\$87,060,000	\$91,010,000	\$185,660,000	\$363,730,000
Total	\$423,390,000	\$433,928,000	\$877,642,000	\$1,734,060,000

Source: FDOT 2050 Revenue Forecast Handbook

*According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds and Other Roads (non-SIS, Non-SHS) are available from the statewide “Product Support” program to support PD&E and PE activities.

17.3.2.7 METROPLAN ORLANDO TMA FUND ALLOCATION POLICY

In 1992, the MetroPlan Orlando Board established a policy to divide TMA (Transportation Management Area) funding allocations among the modal categories for capital projects. This policy has been revisited routinely to allow for local input and investment direction. Currently the policy, effective FY 2020/2021, allocates funds to multimodal system and Complete Streets projects, eligible transit improvements, regional bicycle and pedestrian infrastructure, and systems management and operational solutions. These allocations are based on the following percentages:

- 32% for Complete Streets projects,
- 30% for Transit projects,
- 21% for Transportation Systems Management and Operations (TSM&O) projects, and
- 17% for Bicycle and Pedestrian projects.

The development of the 2050 MTP Cost Feasible Plan will include an analysis of different funding scenarios based on the potential impact of changes to these established percentages. Additional information about the development of the funding policy is included in Chapter 18 of the 2050 MTP.

17.3.3 DISTRICTWIDE PROGRAM REVENUE PROJECTIONS

The FDOT 2050 Revenue Forecast Handbook also included revenue estimates for the following programs at the Districtwide level for FDOT District Five. While the allocation of the following sources is made at the discretion of the District, these capacity, non-capacity, and transit programs are included in this chapter to illustrate additional funding sources that may be available to MetroPlan Orlando through 2050.

17.3.3.1 CAPACITY PROGRAMS

SURFACE TRANSPORTATION BLOCK GRANT – “ANY AREA” (SA)

These are federal funds from the STBG program for “any area” and can be used by both TMA and Non-TMA MPOs in FDOT District Five.

TRANSPORTATION ALTERNATIVES SET-ASIDE – “ANY AREA” (TALT)

These are federal funds from the TA program for “any area” and can be used by both TMA and Non-TMA MPOs in FDOT District Five.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

The TRIP program was established to encourage regional planning by providing matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. This program will fund up to 50 percent of eligible project costs. Projects anticipated to utilize TRIP funding will be identified as illustrative in the MTP.

Districtwide estimates of STBG (SA), TA (TALT), and TRIP funds for FDOT District Five are shown below in Table 17-12.

Table 17-12 | FDOT District Five Capacity Program Districtwide Revenue Estimates (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
STBG – Any Area (SA)	\$302,190,000	\$302,190,000	\$604,380,000	\$1,208,760,000
TA – Any Area (TALT)	\$36,790,000	\$36,790,000	\$73,580,000	\$147,160,000
Transportation Regional Incentive Program (TRIP) – (Districtwide)	\$55,140,000	\$57,640,000	\$117,580,000	\$230,360,000

Source: FDOT 2050 Revenue Forecast Handbook

Based on coordination between MetroPlan Orlando and the other MPOs within FDOT District Five (Lake-Sumter MPO, Ocala Marion TPO, River to Sea TPO, and Space Coast TPO) through the Central Florida MPO Alliance (CFMPOA), a consensus was reached with FDOT District Five on how to estimate an allocation of the Districtwide STBG and TA funds to each MPO/TPO for use in developing their respective 2050 MTP/LRTPs. These estimated allocations were based on each MPO/TPO’s proportion of the total population within District Five and considers the changes to those proportions based on the population growth estimated by the University of Florida - Bureau of Economic and Business Research (BEBR). Documentation related to the CFMPOA consensus and additional details on the methodology utilized for the estimated allocations are included in Appendix O.

Table 17-13 depicts the estimated allocation of each of these respective funds to MetroPlan Orlando which are in addition to the MetroPlan Orlando-specific estimates for SU and TALU funds detailed in the previous section.

Table 17-13 | Estimated MetroPlan Orlando Allocation of Districtwide STBG/TA Funds for Any Area (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
STBG – Any Area (SA) – Estimated Allocation to MetroPlan Orlando	\$154,560,000	\$154,610,000	\$309,060,000	\$618,230,000
TA – Any Area (TALT) – Estimated Allocation to MetroPlan Orlando	\$18,820,000	\$18,820,000	\$37,630,000	\$75,270,000

Source: Central Florida MPO Alliance Memorandum of Agreement (October 2024)

17.3.3.2 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. The 2050 FDOT Revenue Forecast Handbook has provided Districtwide revenue estimates for the non-capacity programs described below.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The FDOT Safety Office manages the FHWA engineering safety program which is funded via the HSIP. The HSIP addresses low cost (typically \$1 million or less) short-term safety projects that correct specific traffic incidences involving fatal and serious injury crashes. This program is applicable to all public roads (excluding Turnpike facilities).

In prior years, the HSIP estimate was provided and administered at the statewide level. Beginning in FY 2023/2024, these safety allocations are managed at the FDOT District level and distributed based on a statutory formula. New projects are to be submitted to the State Safety Engineer and reviewed in accordance with the funding approved eligibility requirements. For Districtwide estimates, FDOT identified the federal and state programmed funds for HSIP.

RESURFACING, BRIDGE, AND OPERATION & MAINTENANCE

Consistent with Metropolitan Planning Organization Advisory Council (MPOAC) Guidelines, FDOT and FHWA agreed that each 2050 MTP/LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain State Highway System facilities at the FDOT District level. For Districtwide estimates, FDOT identified the federal and state funds allocated to the Resurfacing, Bridge, and Operations & Maintenance programs. Table 17-14 depicts the forecasted revenues available to FDOT District Five for the Highway Safety Improvement and Resurfacing, Bridge, and Operations & Maintenance programs between 2031-2050.

Table 17-14 | FDOT District Five Non-Capacity Districtwide Program Revenue Estimates (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Highway Safety Improvement Program (HSIP) – (Districtwide)	\$107,840,000	\$107,840,000	\$215,680,000	\$431,360,000
Resurfacing, Bridge, and Operations & Maintenance - (Districtwide)	\$2,322,500,000	\$2,390,110,000	\$4,842,430,000	\$9,555,040,000

Source: FDOT 2050 Revenue Forecast Handbook

17.3.3.3 NON-SIS TRANSIT DISCRETIONARY FUNDS

These are federal and state funds awarded based on a competitive process, which may differ depending on the grant. For the purpose of this revenue forecast, FTA transit funds treated as discretionary to MPOs include Section 5310, Section 5311, and Section 5339. Distribution of these funds are evaluated based on program criteria and selected at the districtwide level but are not guaranteed. For the previous MTP, transit estimates were provided to MetroPlan Orlando for both discretionary and formula funds. In the 2050 revenue forecast provided by FDOT, transit estimates were shown with discretionary funds at a districtwide level and formula funds at the MPO level. This adjustment was made to better represent how funds are distributed. Funds coming to FDOT via formula but distributed to transit agencies and MPOs based on need were considered discretionary for this revenue forecast. Table 17-15 depicts the forecasted districtwide non-SIS transit discretionary funds available between 2031-2050.

Table 17-15 | FDOT District Five Non-SIS Transit Discretionary Funds (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Non-SIS Transit Discretionary - (Districtwide)	\$47,260,000	\$47,830,000	96,180,000	\$191,270,000

Source: FDOT 2050 Revenue Forecast Handbook

17.3.4 STATEWIDE PROGRAM REVENUE PROJECTIONS

The *FDOT 2050 Revenue Forecast Handbook* also includes revenue estimates for statewide programs. Because these programs are administered at the statewide level, these estimates are included for informational purposes. FDOT takes the lead in identifying planned projects for these programs and none of these funds are specifically allocated at the MPO level in the revenue forecast. More information on statewide programs and associated revenue estimates can be found in the complete *2050 Revenue Forecast Handbook*.

The 2050 MTP can identify illustrative projects to be implemented using SUN Trail and Florida New Starts funding should it become available to MetroPlan Orlando. Descriptions of those programs are included below and the statewide revenue projections for the SUN Trail and Florida New Starts programs are included in Table 17-16.

17.3.4.1 SUNTRAIL

The exclusive use of this funding source is for eligible projects used to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) with a statutorily defined annual allocation of \$25 million. On April 11, 2023, Senate Bill 106 was signed into law expanding SUN Trail and increases the annual allocation to \$50 million annually. This increased funding to the program was approved just prior to the publication of the *2050 Revenue Forecast Handbook* and is not reflected in the provided estimated revenues for SUN Trail. For the purposes of this this chapter, the figures provided by FDOT have been included. The SUN Trail network is being constructed by FDOT in partnership with local governments. MetroPlan Orlando may include proposed, but not programmed, SUN Trail projects among the illustrative projects included in the MTP. The MTP may also highlight planned connections to the SUN Trail network from other bicycle and pedestrian projects, or from projects of any mode.

17.3.4.2 FLORIDA NEW STARTS

These are state funds that provide local governments and transit agencies with up to a dollar-for-dollar match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the FTA New Starts Program. The definition of eligibility includes rail transit and bus rapid transit (BRT) systems. State funding is limited to up to 50 percent of the non-federal share and local funding is required to match state contributions.

MetroPlan Orlando may include projects partially funded with Florida New Starts funds in the MTP. Any commitment of these funds by FDOT should be documented in the MTP/LRTP. Otherwise, MetroPlan Orlando would identify those projects as illustrative.

Table 17-16 | FDOT Statewide Revenue Estimates (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
SUN Trail (Statewide)	\$125,000,000	\$125,000,000	\$250,000,000	\$500,000,000
Florida New Starts	\$287,560,000	\$300,600,000	\$613,210,000	\$1,201,370,000

Source: FDOT 2050 Revenue Forecast Handbook

17.3.5 LOCAL GOVERNMENT REVENUE PROJECTIONS

This section includes projections for local government revenue sources that are available for funding transportation improvement projects. Projections were developed for Orange, Osceola, and Seminole counties, as well as for the City of Orlando. Investments in transportation by local governments is critical in accomplishing the region's transportation vision. Based on federal and state requirements for MTPs, the Cost Feasible Plan must be adopted utilizing projected revenue sources currently levied by local governments.

Illustrative revenue forecasts are also provided to depict the long-term visions for transportation funding for each county. These illustrative revenues identify funding opportunities that may become available to the local government in future years through the enactment or renewal of funding sources that are not currently being considered by the local government or MetroPlan Orlando for project planning or programming purposes.

The identification of existing and illustrative local government revenue forecasts was based on outreach and coordination with the appropriate agency staff and their direct guidance on the tables included in this section.

17.3.5.1 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 transit. The projected revenues from these existing revenue sources are identified in Table 17-17. Over the 20-year period from 2031 to 2050, more than \$15 billion (YOE) is forecasted to be available to fund transportation improvements in the County.

Orange County does not levy the unutilized portion of the Ninth Cent Fuel Tax, which consists of a one-cent tax on every gallon of motor fuel or the unutilized Second Local Option Fuel Tax, which consists of a one to five cent tax per gallon applied only to motor fuel. While these may be potential future revenue sources, according to County staff, pursuing the enactment of these additional fuel taxes has not been recommended by the Orange County Board of County Commissioners at the time of writing this chapter.

Another potential source of revenue to fund transportation improvements in Orange County is a Transportation Surtax, which is a sales tax that would be dedicated to transportation projects, infrastructure, technology, transit, and safety. This one-cent sales tax was proposed on a ballot referendum in November 2022 and County residents ultimately voted against the tax. The Orange County Board of County Commissioners may consider proposing the initiative to voters again in 2026. Based on coordination and information from County staff, illustrative forecasted revenues have been developed assuming the enactment of a Transportation Surtax (½% and 1% scenarios) in 2026 and revenue collections beginning in 2027.

For illustrative purposes, Table 17-18 includes a comparison to existing County revenue sources and potential future revenue sources based on two scenarios – assuming the enactment of a ½% Transportation Surtax in FY 2027 and assuming the enactment of a 1% Transportation Surtax in FY 2027.

Tables including more detail on the projected Orange County revenues are included in Appendix O.

Table 17-17 | Projected Orange County Transportation Revenues - Existing Sources (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
County Gas Tax	\$35,475,000	\$42,900,000	\$106,700,000	\$185,075,000
Constitutional Gas Tax	\$97,266,000	\$128,232,000	\$358,512,000	\$584,010,000
Local Option Gas Tax	\$233,490,000	\$317,460,000	\$920,530,000	\$1,471,480,000
9 th Cent Gas Tax	\$9,030,000	\$10,920,000	\$27,160,000	\$47,110,000
Transportation Impact Fees	\$228,975,000	\$308,568,000	\$885,028,000	\$1,422,571,000
General Fund	\$1,643,589,000	\$2,372,916,000	\$7,301,384,000	\$11,317,889,000
Total	\$2,247,825,000	\$3,180,996,000	\$9,599,314,000	\$15,028,135,000

Source: Orange County Government, July 2024

Table 17-18 | Projected Orange County Transportation Revenues – Illustrative Sources (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Existing Sources	\$2,247,825,000	\$3,180,996,000	\$9,599,314,000	\$15,028,135,000
Assumes ½% Transportation Surtax Collections beginning 2027	\$5,352,339,000	\$7,533,240,000	\$23,147,498,000	\$36,033,077,000
Assumes 1% Transportation Surtax Collections beginning 2027	\$8,456,853,000	\$11,885,484,000	\$36,695,682,000	\$57,038,019,000

Source: Orange County Government, July 2024

17.3.5.2 OSCEOLA COUNTY

Osceola County currently receives revenues from gas taxes, mobility fees, an infrastructure sales tax, and a red light camera program, and uses revenues from its general fund for transportation improvements and local contributions to transit. The projected revenues from these existing revenue sources are identified in Table 10-18. Over the 20-year period from 2031 to 2050, more than \$6.7 billion (YOE) is forecasted to be available to fund transportation improvements in the County.

The County's 1% Infrastructure Sales Tax is scheduled to sunset on December 31, 2045, which is assumed in the projected revenues from existing sources in Table 17-19. For illustrative purposes, projected revenues assuming the renewal of the Infrastructure Sales Tax between 2046-2050 have also been identified in Table 17-20.

Tables including more detail on the projected Osceola County revenues are included in Appendix O.

Table 17-19 | Projected Osceola County Transportation Revenues - Existing Sources (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Constitutional Gas Tax	\$30,202,391	\$40,325,250	\$116,497,734	\$187,025,375
Second Local Option Gas Tax	\$73,231,166	\$102,663,712	\$319,586,179	\$495,481,057
Infrastructure Sales Tax	\$238,683,252	\$334,613,115	\$482,398,794	\$1,055,695,162
Mobility Fee West	\$162,828,886	\$170,961,291	\$365,893,063	\$699,683,240
Mobility Fee Northeast	\$263,477,619	\$376,661,118	\$1,172,524,205	\$1,812,662,942
Mobility Fee Southeast	\$146,447,529	\$201,446,074	\$627,089,941	\$974,983,544
General Fund	\$246,310,497	\$328,865,767	\$950,077,585	\$1,525,253,849
Red Light Camera	\$4,195,215	\$5,881,326	\$18,308,227	\$28,384,769
Total	\$1,165,376,556	\$1,561,417,654	\$4,052,375,728	\$6,779,169,938

Source: Osceola County Government, June 2024

Table 17-20 | Projected Osceola County Transportation Revenues – Illustrative Sources (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Existing Sources - Assuming sunset of Infrastructure Sales Tax in 2045	\$1,165,376,556	\$1,561,417,654	\$4,052,375,728	\$6,779,169,938
Assuming 1% Infrastructure Sales Tax beyond 2045	\$1,165,376,556	\$1,561,417,654	\$4,611,608,144	\$7,338,402,354

Source: Osceola County Government, June 2024

17.3.5.3 SEMINOLE COUNTY

Seminole County currently receives revenues from gas taxes, transportation impact and mobility fees, a 1% infrastructure sales tax, and uses revenues from its general fund for transportation improvements and local contributions to transit. The projected revenues from these existing revenue sources are identified in Table 17-20. Over the 20-year period from 2031 to 2050, more than \$2 billion (YOE) is forecasted to be available to fund transportation improvements in the County.

The County's 1% Infrastructure Sales Tax was scheduled to sunset on December 31, 2024, but the extension of the tax for another 10 years was approved by Seminole County voters via referendum in November 2024. The extension is reflected in the projected revenues from existing sources in Table 17-21. For illustrative purposes, projected revenues assuming the approval of this referendum and continuation of the Infrastructure Sales Tax beyond 2035 have also been identified in Table 17-22.

Tables including more detail on the projected Seminole County revenues are included in Appendix O.

Table 17-21 | Projected Seminole County Transportation Revenues - Existing Sources (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
County Gas Tax	\$12,061,500	\$15,366,000	\$41,128,000	\$68,555,500
Constitutional Gas Tax	\$27,154,500	\$34,398,000	\$92,247,000	\$153,799,500
Local Option Gas Tax	\$53,986,500	\$68,640,000	\$184,009,000	\$306,635,500
9th Cent Gas Tax	\$14,899,500	\$18,798,000	\$50,207,200	\$83,904,700
Infrastructure Sales Tax	\$276,705,000	\$0	\$0	\$276,705,000
Transportation Impact and Mobility Fees	\$22,394,400	\$28,548,000	\$76,824,000	\$127,766,400
General Fund	\$173,311,500	\$231,441,600	\$668,795,600	\$1,073,548,700
Total	\$580,512,900	\$397,191,600	\$1,113,210,800	\$2,090,915,300

Source: Seminole County Government, August 2024

Table 17-22 | Projected Seminole County Transportation Revenues – Illustrative Sources (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Existing Sources - Assuming sunset of Infrastructure Sales Tax in 2035	\$580,512,900	\$397,191,600	\$1,113,210,800	\$2,090,915,300
Assuming 1% Infrastructure Sales Tax beyond 2035	\$580,512,900	\$747,411,600	\$2,042,470,800	\$3,370,395,300

Source: Seminole County Government, August 2024

17.3.5.4 CITY OF ORLANDO

The City of Orlando is the largest municipality in the MetroPlan Orlando planning area and contributes significant funding to transportation. The City's revenue forecasts are provided in this memorandum for informational purposes and to illustrate how the City funds improvements to its transportation network.

The City funds transportation projects through its gas tax fund, capital improvements fund, and transportation impact fees. The projected revenues from these existing City revenue sources are identified in Table 17-23. Over the 20-year period from 2031 to 2050, more than \$948 million (YOE) is forecasted to be available to fund transportation improvements in the City of Orlando. Per the coordination with City of Orlando staff, the City is not currently pursuing other funding sources for transportation.

Tables including more detail on the projected City of Orlando revenues are included in Appendix O.

Table 17-23 | Projected City of Orlando Transportation Revenues - Existing Sources (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Gas Tax Fund - Local Option Fuel Tax	\$63,856,290	\$77,221,560	\$192,065,820	\$333,143,670
Gas Tax Fund – Other Miscellaneous Revenues	\$5,433,480	\$6,570,720	\$16,340,620	\$28,344,820
Capital Improvements Fund – Capital Projects Contributions	\$10,294,200	\$12,448,800	\$30,964,340	\$53,707,340
Capital Improvements Fund – Fees Mass Transit Facilities	\$161,250	\$195,000	\$485,000	\$841,250
Transportation Impact Fees – Impact Fee Collections	\$84,269,250	\$105,590,160	\$277,012,600	\$466,872,010
Transportation Impact Fees – Other Miscellaneous Revenues	\$12,658,770	\$15,308,280	\$38,074,440	\$66,041,490
Total	\$176,673,240	\$217,334,520	\$554,942,820	\$948,950,580

Source: City of Orlando, July 2024

17.3.6 STRATEGIC INTERMODAL SYSTEM (SIS)

The SIS is Florida's high priority network of facilities that are important to the state's economy and freight movement. FDOT takes the lead in identifying projects funded by this program. The *SIS Second Five Year Plan FY 2028/2029 - FY 2032/2033* and *SIS Cost Feasible Plan 2035-2050* were reviewed to identify SIS projects and expenditures within the MetroPlan Orlando planning area between 2031-2050. Cost feasible SIS projects must be included in the 2050 MTP to receive funding and will be incorporated by reference in the Cost Feasible Plan. SIS projects and expected expenditures within the MetroPlan Orlando area are summarized in Table 17-24.

Table 17-24 | Projected SIS Expenditures within the MetroPlan Orlando Planning Area (YOE)

Project	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
I-4 Managed Lanes from Kirkman to SR 434	\$ 267,750,000	-	-	\$ 267,750,000
SR 400 (I-4) 1 Mile E of SR 434 to E or SR 15/600 (US 17/92)	\$ 1,091,870,000	-	-	\$ 1,091,870,000
SR 400 (I-4) E of CR 522 (Osceola Pkwy) to West of SR 528	\$ 2,208,810,000	-	-	\$ 2,208,810,000
SR 400 (I-4) W of SR 528 Beachline to W of SR 435 Kirkman Rd	\$ 11,040,000	-	-	\$ 11,040,000
SR 60 from Polk County Line to US 441	\$ 35,000,000	-	-	\$ 35,000,000
SR 46 from I-4 to US 17	\$ 3,500,000	-	-	\$ 3,500,000
Total	\$ 3,586,470,000	-	-	\$ 3,617,950,000

Sources: SIS Second Five Year Plan FY 2028/2029 - FY 2032/2033; SIS Cost Feasible Plan 2035-2050

17.3.7 TOLLED FACILITIES

This section includes projected revenues and/or planned improvements for other agencies/programs that will be included in the MTP by reference. This includes toll-funded projects on the FTE and CFX systems.

17.3.7.1 FLORIDA'S TURNPIKE ENTERPRISE (FTE)

Florida's Turnpike Enterprise takes the lead in identifying improvements on its facilities, which include the Turnpike mainline (SR 91), and portions of SR 528, SR 417, SR 429 in the MetroPlan Orlando planning area. FTE's planned improvements and associated expenditures between 2031-2050 are summarized in Table 17-25. This information was based on FTE's *Major Project List for Osceola, Orange, and Seminole Counties* as of May 8, 2024, and includes those projects funded through construction during the 2031-2050 planning period. FTE projects will be identified and incorporated by reference in the 2050 MTP Cost Feasible Plan.

Table 17-25 | Projected FTE Expenditures within the MetroPlan Orlando Planning Area

Project	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Turnpike Mainline / SR 91 (Osceola County) – Widening from North of Three Lakes Plaza to Clay Whaley Road	\$ 51,392,000	-	-	\$ 51,392,000
Turnpike Mainline / SR 91 (Orange County) - Widening from SR 408 to SR 429	\$ 379,537,000	-	-	\$ 379,537,000
Seminole Expressway / SR 417 (Seminole County) – Widening from SR 434 to Lake Mary Boulevard/CR 427	\$ 403,357,000	-	-	\$ 403,357,000
Total	\$ 834,286,000	-	-	\$ 834,286,000

Source: FTE Major Projects List for Orange, Osceola, and Seminole Counties (May 2024)

17.3.7.2 CENTRAL FLORIDA EXPRESSWAY AUTHORITY (CFX)

The Central Florida Expressway Authority is an independent agency of the state that owns, operates, and maintains its facilities within Brevard, Lake, Orange, Osceola, and Seminole Counties. CFX facilities within MetroPlan Orlando's three-county region include SR 408, SR 414, SR 451, and the majority of SR 528, SR 417, and SR 429. CFX's planned improvements and associated expenditures through 2045 were determined utilizing information published in their 5-Year Work Plan and 2045 Master Plan. For their five-county region, CFX has identified projects, investment costs, and their projected revenues to determine their financial capacity to implement them, as summarized in Table 17-26. In coming years, CFX will analyze these projects to determine their cost feasibility and funding options to possibly move them into their future Five-Year Work Plan updates. Projects in their current 5-Year Work Plan (FY 2025 through FY 2029) that are funded only through study or design phases, and that are assumed to be likely to obtain funding for construction between 2031-2050 include:

- SR 417 capacity improvements from SR 528 to SR 408
- SR 417 capacity improvements from SR 408 to Orange/Seminole County Line
- SR 429 capacity improvements from Seidel Road to north of Tilden Road
- SR 528 capacity improvements from Innovation Way to SR 520

Table 17-26 | CFX Assessment of Needs vs. Financial Capacity through 2045

Cost Estimate	
CFX Funding Capacity	\$12.2B
Identified Project Needs in 5-County Region	\$23.9B - \$29.9B
Funding Gap through 2045	\$11.9B - \$17.0 B

Source: CFX 2045 Master Plan

Note: Total cost estimates include some projects outside of MetroPlan Orlando's planning area.

17.3.8 TRANSIT REVENUE PROJECTIONS

Future revenue estimates to support transit capital and operating needs in the region include dedicated funding for LYNX, which operates public transit services in Orange, Osceola, and Seminole counties, and the SunRail commuter rail service which runs from DeLand in Volusia County, through Seminole and Orange Counties, to Poinciana Boulevard in Osceola County.

More information on existing regional transit service provided and the vision for public transit through 2050 can be found in the *2050 MTP Transit Vision Master Plan*. This document also includes an analysis of the sources of capital and operating funds for transit, existing federal grants, and potential future funding strategies for transit.

17.3.8.1 LYNX

LYNX receives operating and capital revenues from federal, state, and local sources. Estimated future revenues for LYNX were based on the 10-Year Financial Plan included in the *LYNX Transit Development Plan (TDP) Major Update* (September 2022), along with coordination with LYNX staff to verify the projections. The 10-Year Financial Plan includes projected revenues for 2024 through 2032. Revenue projections for later years, between 2032 and 2050 were based on the trends documented in the TDP. The projected revenues for LYNX between 2031-2050 are included in Table 17-27 and total more than \$6 billion (YOE) which includes both operating and capital revenues and is made up of a mix of federal, state, and local sources.

Table 17-27 | Projected LYNX Revenues (YOE)

Operating Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
5307 Preventative Maintenance	\$43,860,000	\$53,040,000	\$131,920,000	\$228,820,000
Other Federal Revenue	\$43,150,500	\$52,182,000	\$129,766,600	\$225,099,100
TD Commission (T&E Grant)	\$25,232,400	\$30,513,600	\$75,892,800	\$131,638,800
PTBG and Road Ranger	\$93,757,200	\$113,380,800	\$281,998,400	\$489,136,400
Contract Services/Local Revenues	\$69,840,600	\$84,458,400	\$210,082,600	\$364,381,600
Customer Revenue	\$118,473,600	\$143,270,400	\$356,339,200	\$618,083,200
Advertising	\$16,163,700	\$19,546,800	\$48,597,000	\$84,307,500
Interest and Income	\$6,321,000	\$7,644,000	\$19,012,000	\$32,977,000
Local Revenue Funding Partners	\$726,889,200	\$879,028,800	\$2,186,302,400	\$3,792,220,400
Operating Revenues Subtotal	\$1,143,688,200	\$1,383,064,800	\$3,439,911,000	\$5,966,664,000
Capital Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
5307	\$143,809,200	\$173,908,800	\$432,523,000	\$750,241,000
5310	\$12,577,500	\$15,210,000	\$37,830,000	\$65,617,500
SGR LYMMO Funds	\$1,290,000	\$1,560,000	\$3,880,000	\$6,730,000
Road Ranger Specific	\$1,032,000	\$1,248,000	\$3,104,000	\$5,384,000
FDOT Sub-Recipient Funding	\$6,450,000	\$7,800,000	\$19,400,000	\$33,650,000
Local Partner Capital Funding	\$23,400,600	\$28,298,400	\$70,363,800	\$122,062,800
Capital Revenues Subtotal	\$188,559,300	228,025,200	567,100,800	983,685,300
Total (Operating + Capital)	\$1,332,247,500	\$1,611,090,000	\$4,007,011,800	\$6,950,349,300

Source: LYNX Transit Development Plan Major Update (September 2022)

17.3.8.2 SUNRAIL

SunRail receives revenues from fares, usage fees, state and federal funds, interest, advertising fees, and assumed local government funding partner contributions. Future estimated revenues for SunRail were based on coordination with, and draft tables provided by SunRail Technical Advisory Committee representatives. The estimated projected revenues for SunRail between 2031-2050 are depicted in Table 17-28 and totals nearly \$3.5 billion.

Table 17-28 | Projected SunRail Revenues (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Farebox	\$14,802,750	\$17,901,000	\$44,523,000	\$77,226,750
CSX Usage Fees	\$24,613,200	\$29,764,800	\$74,030,400	\$128,408,400
Amtrak Usage Fees	\$6,901,500	\$8,346,000	\$20,758,000	\$36,005,500
FCEN Usage Fees	\$141,900	\$171,600	\$426,800	\$740,300
ROW Lease	\$806,250	\$975,000	\$2,425,000	\$4,206,250
Ancillary Revenues	\$2,302,650	\$2,784,600	\$6,925,800	\$12,013,050
State Assistance	\$39,332,100	\$47,564,400	\$118,301,200	\$205,197,700
Local Support	\$498,307,650	\$602,604,600	\$1,498,785,800	\$2,599,698,050
Federal 5307 Preventative Maintenance	\$47,123,700	\$56,986,800	\$141,736,400	\$245,846,900
FTA F337 State of Good Repair	\$32,114,550	\$38,836,200	\$96,592,600	\$167,543,350
Total	\$666,446,250	\$805,935,000	\$2,004,505,000	\$3,476,886,250

Source: SunRail (July 2024)

Note: Local Support projections are subject to approval by Orange, Osceola, Seminole and Volusia counties, and the cities of Orlando, Winter Park, and Maitland.

17.4 Summary

The MetroPlan Orlando 2050 MTP will be funded using a combination of federal, state and local revenue sources as documented in earlier sections. Table 17-29 summarizes the total of funding sources anticipated to be reasonably available through the 2031-2050 planning period, limited to the funding sources/programs over which MetroPlan Orlando has more direct programming responsibility (see Section 4.1), the estimated allocation of Districtwide STBG and TA funds to MetroPlan Orlando (see Section 4.2.1), and the estimated future revenues for Orange, Osceola, and Seminole Counties from existing sources (see Sections 4.4.1 – 4.4.3). These sources total more than **\$26 billion (YOE)** in expected available revenue to fund transportation needs in the region. As noted above, the Carbon Reduction – Urbanized funds may be unavailable, so an alternate summary is found in Table 17-30.

It should be noted that this total figure does not include estimated revenues and/or planned improvements that will be identified and incorporated by reference in the MTP Cost Feasible Plan. This includes planned projects on the SIS, FTE, and CFX systems, as well as revenues and projects supporting LYNX and SunRail operations.

Table 17-29 | Summary of Projected Revenues for the 2050 MTP (YOE)

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Surface Transportation Block Grant – Urbanized Area (SU)	\$144,510,000	\$144,510,000	\$289,030,000	\$578,050,000
Surface Transportation Block Grant – Any Area (SA) – Estimated Allocation to MetroPlan Orlando	\$154,560,000	\$154,610,000	\$309,060,000	\$618,230,000
Transportation Alternatives – Urbanized Area (TALU)	\$26,400,000	\$26,400,000	\$52,800,000	\$105,600,000
Transportation Alternatives – Any Area (TALT) – Estimated Allocation to MetroPlan Orlando	\$18,820,000	\$18,820,000	\$37,630,000	\$75,270,000
Carbon Reduction - Urbanized (CARU)	\$21,920,000	\$21,920,000	\$43,840,000	\$87,680,000
SHS (non-SIS)	\$91,200,000	\$94,810,000	\$192,990,000	\$379,000,000
SHS (non-SIS) Product Support	\$20,064,000	\$20,858,000	\$42,458,000	\$83,380,000
Other Roads (non-SIS/non-SHS)	\$44,390,000	\$46,180,000	\$94,020,000	\$184,590,000
Other Roads (Non-SIS, Non-SHS) Product Support	\$9,766,000	\$10,160,000	\$20,684,000	\$40,610,000
Non-SIS Transit Formula	\$87,060,000	\$91,010,000	\$185,660,000	\$363,730,000
<i>Federal/State Totals</i>	<i>\$618,690,000</i>	<i>\$629,278,000</i>	<i>\$1,268,172,000</i>	<i>\$2,516,140,000</i>
Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Orange County	\$2,247,825,000	\$3,180,996,000	\$9,599,314,000	\$15,028,135,000
Osceola County	\$1,165,376,556	\$1,561,417,654	\$4,052,375,728	\$6,779,169,938
Seminole County	\$580,512,900	\$397,191,600	\$1,113,210,800	\$2,090,915,300
<i>County Totals</i>	<i>\$3,993,714,456</i>	<i>\$5,139,605,254</i>	<i>\$14,764,900,528</i>	<i>\$23,898,220,238</i>
Federal/State + County Total	\$4,612,404,456	\$5,768,883,254	\$16,033,072,528	\$26,414,360,238

Table 17-30 | Summary of Projected Revenues for the 2050 MTP (YOE), Without CARU Funds

Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Surface Transportation Block Grant – Urbanized Area (SU)	\$144,510,000	\$144,510,000	\$289,030,000	\$578,050,000
Surface Transportation Block Grant – Any Area (SA) – Estimated Allocation to MetroPlan Orlando	\$154,560,000	\$154,610,000	\$309,060,000	\$618,230,000
Transportation Alternatives – Urbanized Area (TALU)	\$26,400,000	\$26,400,000	\$52,800,000	\$105,600,000
Transportation Alternatives – Any Area (TALT) – Estimated Allocation to MetroPlan Orlando	\$18,820,000	\$18,820,000	\$37,630,000	\$75,270,000
SHS (non-SIS)	\$91,200,000	\$94,810,000	\$192,990,000	\$379,000,000
SHS (non-SIS) Product Support	\$20,064,000	\$20,858,000	\$42,458,000	\$83,380,000
Other Roads (non-SIS/non-SHS)	\$44,390,000	\$46,180,000	\$94,020,000	\$184,590,000
Other Roads (Non-SIS, Non-SHS) Product Support	\$9,766,000	\$10,160,000	\$20,684,000	\$40,610,000
Non-SIS Transit Formula	\$87,060,000	\$91,010,000	\$185,660,000	\$363,730,000
<i>Federal/State Totals</i>	<i>\$596,770,000</i>	<i>\$607,358,000</i>	<i>\$1,224,332,000</i>	<i>\$2,428,460,000</i>
Revenue Source	2031 – 2035	2036 – 2040	2041 - 2050	20-Year Total
Orange County	\$2,247,825,000	\$3,180,996,000	\$9,599,314,000	\$15,028,135,000
Osceola County	\$1,165,376,556	\$1,561,417,654	\$4,052,375,728	\$6,779,169,938
Seminole County	\$580,512,900	\$397,191,600	\$1,113,210,800	\$2,090,915,300
<i>County Totals</i>	<i>\$3,993,714,456</i>	<i>\$5,139,605,254</i>	<i>\$14,764,900,528</i>	<i>\$23,898,220,238</i>
Federal/State + County Total	\$4,590,484,456	\$5,746,963,254	\$15,989,232,528	\$26,326,680,238



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