



Collier MPO Financial Resources Technical Memorandum

October 2015

Prepared for:



Prepared by:



The preparation of this document has been financed in part through grants from the Federal Highway Administration, the Federal Transit Administration, the U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of title 23, U.S. Code, and local funding. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

TABLE OF CONTENTS

Section 1:	Introduction	1-1
Section 2:	Unit Cost Assumptions	2-1
	State Roadway Costs	2-1
	County Roadway Costs	2-2
	Non-Motorized Facility Costs	2-4
	Panther Mitigation Costs	2-4
	Inflation Factors	2-5
Section 3:	Revenue Projections.....	3-1
	Federal/State Revenue Sources	3-2
	Local Revenue Sources	3-5
Appendix A:	Metropolitan Long Range Plan: 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans	

LIST OF FIGURES

Figure 3-1	Distribution of Transportation Alternatives Program Revenues	3-3
Figure 3-2:	Collier County – County Fuel Tax (1 Cent) Per-Capita Trend	3-7

LIST OF TABLES

Table 2-1:	State Roadway Cost Estimates per Centerline Mile (2014 Dollars)	2-2
Table 2-2:	County Roadway Cost Estimates per Centerline Mile (2014 Dollars).....	2-3
Table 2-3:	Non-Motorized Transportation Facilities Cost Estimates	2-4
Table 2-4:	Panther Mitigation Cost Estimate Calculation (2014 Dollars)	2-5
Table 2-5:	Inflation Factors for the 2040 LRTP	2-5
Table 3-1:	Revenue Projections Summary	3-1
Table 3-2:	Federal and State Revenue Projections	3-2
Table 3-3:	Allocation of TAP Funds Based on Population	3-3
Table 3-4:	Transportation Impact Fee Revenue Projections	3-6
Table 3-5:	Fuel Tax Revenue Projections for Collier County.....	3-7
Table 3-6:	General Fund Revenue Projections	3-10

SECTION 1: INTRODUCTION

This technical memorandum documents the assumptions that were used to develop unit costs and future revenues for the 2040 Long Range Transportation Plan (LRTP). These assumptions provide the Collier Metropolitan Planning Organization (MPO) with a reasonable estimate of future revenues that can be used to fund the multimodal transportation projects included in the LRTP. Consistent with the requirements of Title 23, United States Code Section 134, the revenues identified for the 2040 LRTP are reasonably expected to be available during the planning period through 2040.

This memorandum includes two major sections

- The first section summarizes the **Unit Cost Assumptions** that were used to develop unit cost estimates for the transportation improvements included in the LRTP. Assumptions associated with the unit costs for both capital costs and operating/maintenance costs are presented for each mode.
- The second section presents the assumptions behind the **Revenue Projections** for the years 2020 through 2040. Federal, State, and local County revenues were projected for capital and operating/maintenance funding. This section includes additional projections provided by the Florida Department of Transportation (FDOT).

SECTION 2: UNIT COST ASSUMPTIONS

This section summarizes the unit cost assumptions used to develop planning-level estimates for the Collier MPO's 2040 LRTP. Cost assumptions are presented for each mode, including roadway, bicycle, and pedestrian. Cost assumptions for transit projects are listed in the Long Range Transit Element (LRTE) Technical Report. The unit cost assumptions and resulting project cost estimates are used in the development of the 2040 LRTP Needs Assessment and Cost Feasible Plan.

The roadway costs for County and State roads in Collier County included in the LRTP were developed using local and statewide bid information, as well as data from the FDOT District 1 LRTP Costing Tool. Specific estimates for roadway, bicycle, and pedestrian projects are outlined below.

State Roadway Costs

Within FDOT District 1, FDOT has developed a cost estimating tool (The LRTP Costs Tool) to assist MPOs in establishing project cost estimates for the LRTP. Unless otherwise noted, the LRTP Costing Tool was used in developing all project costs estimates. The unit costs for State roadways are based on a series of project types, including urban, suburban and rural areas. For Collier County, only the urban and rural area types were used in developing the project cost estimates for the 2040 LRTP. The following are the assumptions for the project cost estimates included in the 2040 LRTP for State roads. Table 2-1 includes the unit cost estimates for the individual roadway project types included in the LRTP.

- **Product Support Costs:** Product support costs for State roads were estimated based on a percentage of the State road construction cost per centerline mile. Based on the *FDOT 2040 Revenue Forecast Handbook*, the product support costs (which include Project Development & Environment [PD&E] and Preliminary Engineering [PE]) are equivalent to 22% of the State construction cost per centerline mile.
- **Right-of-Way (ROW):** ROW acquisition costs for State arterials in the LRTP were based on 50% of the State road construction cost per centerline.
- **Construction:** The centerline mile roadway construction costs were provided in the LRTP Costing Tool. In certain cases, adjustments were considered in developing project costs, as noted in Table 2-1.

Table 2-1: State Roadway Cost Estimates per Centerline Mile (2014 Dollars)

Improvement Type	Product Support ⁽¹⁾	Right-of-Way ⁽²⁾	Construction ⁽³⁾	Total
Rural Section Design - Cost per Centerline Mile				
New Construction, 0 to 2 Lanes	\$1,025,000	\$2,330,000	\$4,660,000	\$8,015,000
New Construction, 0 to 4 Lanes	\$1,584,000	\$3,601,000	\$7,201,000	\$12,386,000
New Construction, 0 to 6 Lanes	\$1,995,000	\$4,535,000	\$9,069,000	\$15,599,000
Lane Addition, 2 to 4 Lanes	\$1,094,000	\$2,487,000	\$4,974,000	\$8,555,000
Lane Addition, 2 to 6 Lanes ⁽⁴⁾	\$1,995,000	\$4,535,000	\$9,069,000	\$15,599,000
Lane Addition, 4 to 6 Lanes	\$1,201,000	\$2,729,000	\$5,457,000	\$9,387,000
Lane Addition, 6 to 8 Lanes ⁽⁵⁾	\$1,598,000	\$3,632,000	\$7,263,000	\$12,493,000
Urban Section Design - Cost per Centerline Mile				
New Construction, 0 to 2 Lanes	\$1,381,160	\$3,139,000	\$6,278,000	\$10,798,160
New Construction, 0 to 4 Lanes ⁽⁶⁾	\$1,996,940	\$4,538,500	\$9,077,000	\$15,612,440
New Construction, 0 to 6 Lanes ⁽⁶⁾	\$2,177,120	\$4,948,000	\$9,896,000	\$17,021,120
Lane Addition, 2 to 4 Lanes ⁽⁶⁾	\$1,356,080	\$3,082,000	\$6,164,000	\$10,602,080
Lane Addition, 2 to 6 Lanes ⁽⁴⁾	\$2,177,120	\$4,948,000	\$9,896,000	\$17,021,120
Lane Addition, 4 to 6 Lanes ⁽⁶⁾	\$1,487,860	\$3,381,500	\$6,763,000	\$11,632,360
Lane Addition, 6 to 8 Lanes ⁽⁶⁾	\$1,743,500	\$3,962,500	\$7,925,000	\$13,631,000

- (1) Product support assessed at 22% of the Construction Cost (*FDOT 2040 Revenue Forecast Handbook*).
- (2) Assumed at 50% of the construction cost; consistent with the 2015 TIF Update.
- (3) Construction costs based on LRTP Costing Tool, base year 2015, unless otherwise indicated.
- (4) Construction Cost assumed to be same as constructing new 6-lane roadway.
- (5) Cost for widening to 8 lanes is not provided in LRTP Costing Tool; ratio established comparing cost of new 6-lane urban roadway and new 8-lane rural roadway and applied to urban cost of widening from 6 lanes to 8 lanes.
- (6) Multiple project options available in LRTP Costing Tool; averages developed across these project types for 2040 LRTP.

County Roadway Costs

Developing the unit costs for County (non-State) roadways was based on recently-completed and bid projects in Collier County and throughout Florida. Using information from a recently-completed transportation impact fee update study for Collier County, the following assumptions were considered in developing the construction cost estimates for non-State roadway projects:

- Design and Construction Engineering & Inspection (CEI):** Design and CEI costs were estimated as a percentage of the construction cost for County roadway improvements. Based on the 2015 Collier County Transportation Impact Fee Update (TIF) Study, 10% of the construction cost was used. Because of difference between the State and Collier County requirements for design, the estimate for county projects is lower the equivalent component of a state project. State projects

are built to meet federal standards which often include more complex design elements, review and administration of project delivery.

- **ROW:** ROW costs for County roads were estimated as a percentage of the construction cost for County roadway improvements. Based on the 2015 Collier County TIF Study, ROW was estimated at 50% of the construction cost.
- **Construction:** Construction costs were estimated at \$5.40 million per centerline mile for a 2-lane to 4-lane widening of a roadway with urban design characteristics (curb & gutter). Construction costs for other roadway improvement types were based on ratios taken from the LRTP Costing Tool.

Table 2-2 provides a breakdown of County roadway costs by project and phase type. It should be noted that these unit costs were used in the Cost Feasible Plan where more specific PD&E cost estimates were not available.

Table 2-2: County Roadway Cost Estimates per Centerline Mile (2014 Dollars)

Improvement Type	Design ⁽¹⁾	Right-of-Way ⁽²⁾	Construction	CEI ⁽¹⁾	Total
Rural Section Design - Cost per Centerline Mile					
New Construction, 0 to 2 Lanes	\$408,000	\$2,041,000	\$4,082,000	\$408,000	\$6,939,000
New Construction, 0 to 4 Lanes	\$631,000	\$3,154,000	\$6,308,000	\$631,000	\$10,724,000
New Construction, 0 to 6 Lanes	\$794,000	\$3,972,000	\$7,944,000	\$794,000	\$13,504,000
Lane Addition, 2 to 4 Lanes	\$436,000	\$2,179,000	\$4,357,000	\$436,000	\$7,408,000
Lane Addition, 2 to 6 Lanes	\$794,000	\$3,972,000	\$7,944,000	\$794,000	\$13,504,000
Lane Addition, 4 to 6 Lanes	\$478,000	\$2,390,000	\$4,780,000	\$478,000	\$8,126,000
Lane Addition, 6 to 8 Lanes	\$636,000	\$3,181,000	\$6,362,000	\$636,000	\$10,815,000
Urban Section Design - Cost per Centerline Mile					
New Construction, 0 to 2 Lanes	\$550,000	\$2,750,000	\$5,500,000	\$550,000	\$9,350,000
New Construction, 0 to 4 Lanes	\$795,000	\$3,976,000	\$7,952,000	\$795,000	\$13,518,000
New Construction, 0 to 6 Lanes	\$867,000	\$4,335,000	\$8,669,000	\$867,000	\$14,738,000
Lane Addition, 2 to 4 Lanes ⁽³⁾	\$540,000	\$2,700,000	\$5,400,000	\$540,000	\$9,180,000
Lane Addition, 2 to 6 Lanes	\$867,000	\$4,335,000	\$8,669,000	\$867,000	\$14,738,000
Lane Addition, 4 to 6 Lanes	\$593,000	\$2,963,000	\$5,925,000	\$593,000	\$10,074,000
Lane Addition, 6 to 8 Lanes	\$694,000	\$3,472,000	\$6,943,000	\$694,000	\$11,803,000

(1) Design and CEI estimated at 10% of construction cost based on 2015 Collier TIF Update.

(2) ROW estimated at 50% of construction cost

(3) Cost for the 2-lane to 4-lane widening, highlighted in blue, is based on 2015 Collier TIF Update; other costs developed through ratios in the LRTP Costing Tool

Non-Motorized Facility Costs

The unit cost estimates for non-motorized transportation modes were developed using costs estimated in the *FDOT 2004 Transportation Costs Report*, *2013 FDOT District 3 Long Range Estimates*, and *2014 FDOT District 7 Long Range Estimates*. Older information was used when more recent data was unavailable; however, these costs were indexed to current dollars using the most recent FDOT construction cost inflation factors from the *Advisory Inflation Factors for Previous Years (1987–2013) Report, March 2014*, produced by the FDOT Office of Policy Planning. “Facilities” or “infrastructure” for non-motorized modes include the following:

- Bicycle facilities
- Pedestrian facilities
- Paved shoulder facilities

Table 2-3 provides a breakdown cost estimate for each transportation mode.

Table 2-3: Non-Motorized Transportation Facilities Cost Estimates

Component	2014
<i>Bicycle Facilities Units Costs</i>	
Bike Lane per Mile (4' width - 2 sides) when widening road, urban ⁽¹⁾	\$345,362
Bike Lane per Mile (5' width - 2 sides) ⁽²⁾	\$178,482
<i>Pedestrian Facilities Unit Costs⁽³⁾</i>	
Sidewalks per Mile (5' width - 1 side)	\$174,514
Sidewalks per Mile (6' width - 1 side)	\$209,417
<i>Paved Shoulders Unit Costs⁽⁴⁾</i>	
Paved Shoulder per Mile (4' width - 2 sides)	\$293,558

(1) Source: FDOT 2004 Transportation Costs. Costs inflated to 2014 dollars using recent FDOT roadway inflation factors (68% increase).

(2) Source: FDOT District 3 LRE Roadway Costs, December 2013. Costs inflated to 2014 dollars using recent FDOT roadway inflation factors (3.1% increase).

(3) Source: FDOT District 7 LRE Roadway Costs, June 2014.

(4) Source: Based on discussions with FDOT staff, paved shoulders assumed to cost 85% of bike lane per mile (4' width) costs.

Panther Mitigation Costs

The estimated costs associated with transportation project environmental mitigation were calculated using the recent update of the 2015 Collier County Transportation Impact Fee Study. Mitigation cost estimates were developed based on cost data received for five recent projects in Collier County. Multiple improvements were located within a Panther Consultation Area (PCA), which, on average, tend to have

higher costs than non-PCA mitigation. The mitigation cost per lane mile used in the 2015 Collier County TIF Study was calculated by weighting the ratio of lane miles of projects listed in the 2035 LRTP based on their location within versus outside of a PCA. As shown in Table 2-4, the weighted average mitigation cost of approximately \$74,000 per lane mile was calculated for County roads in the TIF Study by applying the ratio of LRTP lane miles to the mitigation costs of the recent projects. The calculated cost for projects that were within a PCA is \$83,680 per lane mile. As a project specific factor for consideration in the 2040 LRTP, the recommendation would be to use the calculated mitigation cost of projects within a PCA at a cost of \$83,360 per lane mile. Incorporating this cost into the LRTP provides a basis for comparing projects for the Cost Feasible Plan. As coordination efforts continue during the development of the LRTP, use of this cost can be applied and revised based on additional information provided by the Conservancy of Southwest Florida and others. Different from other cost estimates used for the 2040 LRTP, the panther mitigation cost estimate is based on a per lane mile basis. This means that the actual mitigation cost associated with a project would be multiplied by the number of lanes associated with the project and the project length. This cost estimating method was used to address the increased mitigation needed for wider roads as opposed to a centerline mile cost which is only based on the project length.

Table 2-4: Panther Mitigation Cost Estimate Calculation (2014 Dollars)

Cost Type	LRTP Lane Mile Distribution ⁽¹⁾	Mitigation Cost per Lane Mile ⁽²⁾	Weighted Avg. Mitigation ⁽³⁾
Panther Consultation	67%	\$83,360	\$55,851
Non-Panther Consultation	33%	\$54,568	\$18,007
Weighted Average Cost per Lane Mile			\$73,858
Weighted Average Cost per Lane Mile (Rounded)			\$74,000

(1) Source: Table B-14, 2015 Collier County Transportation Impact Fee Study Update

(2) Source: Table B-7, 2015 Collier County Transportation Impact Fee Study Update

(3) Based on 2035 LRTP lane mile distribution multiplied by the mitigation cost per lane mile calculated for each area type.

Inflation Factors

For cost projections in the LRTP, FDOT provides present-day cost inflation factors, which are shown in Table 2-5. These factors are included in the LRTP Costing Tool and are used to develop Year of Expenditure (YOE) project cost estimates.

Table 2-5: Inflation Factors for 2040 LRTP

Year of Expenditure	Construction Factor	ROW Factor	PD&E / PE Factor
2021-2025	1.270	1.440	1.219
2026-2030	1.500	1.838	1.379
2031-2040	1.910	2.345	1.561

SECTION 3: REVENUE PROJECTIONS

The 2040 LRTP includes revenue projections from federal, State, and county sources. The following section describes the revenue sources used to develop the 2040 Cost Feasible Plan. Table 3-1 presents a summary of the total projected revenues shown in current year (2014) dollars as well as the future Year of Expenditure (YOE) dollars that are anticipated to be available for the LRTP. Developed in coordination with FDOT, Appendix A provides the methodology used for developing statewide estimates of federal and State revenues for use in the metropolitan planning process.

Historically, Collier County has funded transportation projects through a variety of local sources including fuel taxes, impact fees, and general fund transfers (ad valorem) in addition to federal and State revenues. For the LRTP, it is assumed that Collier County will continue to use these revenue sources to fund the 2021-2040 Cost Feasible Plan. The following sections briefly describe the individual revenue sources that were used to develop the 2021-2040 Cost Feasible Plan. These sections also include a projection of the total future year dollars that will be used in the LRTP for demonstrating financial feasibility using Year of Expenditure (YOE) revenues and costs.

Table 3-1: Revenue Projections Summary

Jurisdiction	Funding Source	Total 2021-2040 (2014 dollars)	Total 2021-2040 (YOE)
Revenues dedicated to transit projects			
Fed/State	Transit	\$80,376,000	\$133,100,000
County	Fuel Tax	\$40,000,000	\$68,132,397
County	Farebox Revenue	\$31,279,458	\$55,152,522
County	General Fund (Ad Valorem) - Transportation Disadvantaged ONLY	\$35,326,000	\$59,088,000
Total for Transit		\$186,981,458	\$315,472,919
Revenues dedicated to operations & maintenance			
County	General Fund (Ad Valorem)	\$424,756,000	\$710,479,000
County	Fuel Tax	\$23,341,800	\$41,776,749
Total for Maintenance		\$448,097,800	\$752,255,749
Revenues remaining for LRTP projects			
State	Strategic Intermodal System	\$57,506,000	\$75,702,930
Federal	Transportation Management Area	\$50,881,000	\$83,700,000
State	Other Arterial & Construction	\$135,259,000	\$223,300,000
County	Transportation Impact Fees	\$337,735,000	\$572,212,000
County	Fuel Tax	\$93,367,200	\$167,106,996
County	General Fund (Ad Valorem)	\$0	\$0
Federal	Transportation Alternatives Program	\$5,823,000	\$9,575,000
Total for LRTP projects		\$680,571,200	\$1,131,596,926

Federal/State Revenue Sources

Projections of federal and State revenues for use in MPO LRTPs are generated by FDOT. Through enhanced federal, State, and MPO cooperation and guidance provided by the MPO Advisory Council, FDOT has provided a long-range revenue estimate through 2040. At a statewide level, these forecasts are allocated to the seven FDOT Districts. FDOT has further subdivided the District 1 revenue forecast by County for use in the 2040 LRTP. The district level allocation of federal and State revenues is documented Appendix A. Table 3-2 highlights these revenues in YOY format as required by MAP-21. This table is followed by a description of each revenue source and the associated assumptions.

Table 3-2: Federal and State Revenue Projections (YOY)

Jurisdiction	Funding Source	2021-2040 (2014 Dollars)	2021-2025	2026-2030	2031-2040	Total 2021-2040
		<i>Present Day</i>	<i>Year-of-Expenditure</i>			
Federal	Strategic Intermodal System	\$57,506,000	\$65,886,930	\$0	\$9,816,000	\$75,702,930
Federal	Transportation Alternatives (Urban Area)	\$733,000	\$301,000	\$301,000	\$602,000	\$1,204,000
Federal	Transportation Alternatives (Any Area)	\$5,090,000	\$2,093,000	\$2,093,000	\$4,185,000	\$8,371,000
Federal	Transportation Management Area	\$50,881,000	\$20,900,000	\$20,900,000	\$41,900,000	\$83,700,000
State	Other Arterial & Construction	\$135,259,000	\$55,600,000	\$52,600,000	\$115,100,000	\$223,300,000
Fed / State	Transit Revenues	\$80,376,000	\$31,300,000	\$32,900,000	\$68,900,000	\$133,100,000
Total Revenues		\$329,845,000	\$176,080,930	\$108,794,000	\$240,503,000	\$525,377,930

Transportation Management Area

Additional federal funds are distributed to an urban area that has a population greater than 200,000 (TMA), as designated by the U.S. Census Bureau following the decennial census. These revenues are listed as the Surface Transportation Program Urban Attributable (XU) funds in the FDOT Five-Year Work Program. Pursuant to the *Supplement to the FDOT 2040 Revenue Forecast Handbook*, approximately **\$83.7 million** in future revenues will be available from 2021–2040 for Collier County.

Transportation Alternatives Program

Created as a new funding program under current federal transportation legislation (MAP-21), the Transportation Alternatives Program (TAP) combines three previous programs—Transportation Enhancements, Safe Routes to School, and Recreational Trails Program. Revenue estimates for the TAP are developed into categories based on population. Designed solely to fund projects that are non-auto-based, nine eligible project types can be funded by these revenues, as outlined in 23 USC Section 213(b) and 101(a)(29). The two revenue categories of the TAP that are available to Collier County are Transportation Alternatives–Urban Area (TALU) funds, which are available to urbanized areas designated as a TMA with greater than 200,000 population, and Transportation Alternatives–Any Area (TALT) funds, which are available for use in any area of the state. Figure 3-1 illustrates how the TAP revenues are distributed throughout the State. Approximately **\$9.6 million** in future transportation alternatives revenues are estimated to be available to the Collier MPO from 2021–2040.

Figure 3-1
Distribution of Transportation Alternatives Program Revenues

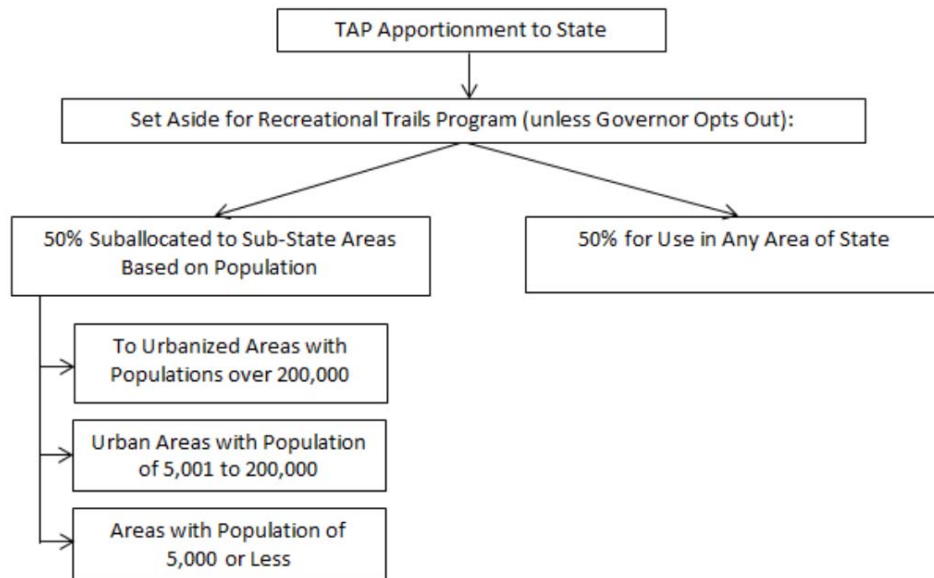


Table 3-3 provides the population breakdown by county within District 1 that was used to develop an appropriate estimate of the TAP revenues available to the Collier MPO for the 2021–2040 time period.

Table 3-3: Allocation of TAP Funds Based on Population

Area	2010 Population	Population Percentage	2021-2025	2026-2030	2031-2040	Total 2021-2040
Transportation Alternatives Any Area (TALT)			Year-of-Expenditure			
District 1	2,658,027	100%	\$17,300,000	\$17,300,000	\$34,600,000	\$69,200,000
Charlotte	159,978	6%	\$1,041,000	\$1,041,000	\$2,082,000	\$4,164,000
Collier	321,520	12%	\$2,093,000	\$2,093,000	\$4,185,000	\$8,371,000
DeSoto	34,862	1%	\$227,000	\$227,000	\$454,000	\$908,000
Glades	12,884	0%	\$84,000	\$84,000	\$168,000	\$336,000
Hardee	27,731	1%	\$180,000	\$180,000	\$361,000	\$721,000
Hendry	39,140	1%	\$255,000	\$255,000	\$509,000	\$1,019,000
Highlands	98,786	4%	\$643,000	\$643,000	\$1,286,000	\$2,572,000
Lee	618,754	23%	\$4,027,000	\$4,027,000	\$8,054,000	\$16,108,000
Manatee	322,833	12%	\$2,101,000	\$2,101,000	\$4,202,000	\$8,404,000
Okeechobee	39,996	2%	\$260,000	\$260,000	\$521,000	\$1,041,000
Polk	602,095	23%	\$3,919,000	\$3,919,000	\$7,838,000	\$15,676,000
Sarasota	379,448	14%	\$2,470,000	\$2,470,000	\$4,939,000	\$9,879,000
Transportation Alternatives Urban Area (TALU)			Year-of-Expenditure			
District 1	2,244,650	100%	\$2,100,000	\$2,100,000	\$4,200,000	\$8,400,000
Collier	321,520	14%	\$301,000	\$301,000	\$602,000	\$1,204,000
Lee	618,754	28%	\$579,000	\$579,000	\$1,158,000	\$2,316,000
Manatee	322,833	14%	\$302,000	\$302,000	\$604,000	\$1,208,000
Polk	602,095	27%	\$563,000	\$563,000	\$1,127,000	\$2,253,000
Sarasota	379,448	17%	\$355,000	\$355,000	\$710,000	\$1,420,000

Strategic Intermodal System

This capacity program provides funds for construction, improvements, and associated ROW acquisition on the State Highway System (SHS) roadways that are designated as part of the Strategic Intermodal System (SIS). SIS planning, led by FDOT, includes a First Five-Year Plan (FY 2014–2018), a Second Five-Year Plan (FY 2019–2023), and the Long Range Cost Feasible Plan (FY 2024–2040). Using those plans and the FDOT Tentative Work Program for FY 16/17 – 20/21, approximately **\$75.7 million** in improvements have been identified for 2021–2040 within Collier County.

Other Arterial Construction/Right-of-Way

This capacity program provides funds for construction, improvements, and associated ROW acquisition on SHS roadways that are not designated as part of the SIS. Other Arterials (OA) revenue includes additional funding for the Economic Development Program and the County Incentive Grant Program. The Economic Development Program is a sub-program of the OA program that may provide funds for access roads and highway improvements for new and existing businesses and manufacturing enterprises that meet certain criteria. Pursuant to the *Supplement to the FDOT 2040 Revenue Forecast Handbook*, approximately **\$223.3 million** in future revenues will be available to the Collier MPO for roadway infrastructure projects for the 2021–2040 timeframe.

Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) was established as part of the State’s major growth management legislation enacted with Senate Bill (SB) 360. The program is intended to encourage regional planning by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. The Collier MPO has partnered with the Lee County MPO to develop a regional transportation plan that identifies regional facilities that could be eligible for TRIP funding. For long-range planning purposes, it is assumed that this district-allocated revenue could be divided among the counties of District 1 based on population. FDOT District 1 revenues are projected to be \$16.3 million (2014 dollars) for the 2021–2040 timeframe. A population-based distribution of the TRIP funds within District 1 results in approximately **\$3.2 million** in future revenues during the 2021–2040 planning horizon that could be available for Collier County. However, since this revenue source is not directly allocated to Collier County, it was not assumed as a revenue source in developing the 2040 Cost Feasible Plan.

Federal/State Transit Revenues

Estimates of federal and State transit revenues are based on information provided in the *FDOT 2040 Revenue Forecast Handbook*. Collier Area Transit (CAT) is currently updating their 10-Year Transit Development Plan (TDP) through the year 2025 for both capital and operating expenses. Revenue assumptions in the TDP and LRTP will be coordinated as these plans develop. The total federal and State

transit revenues assumed for the 2021–2040 planning timeframe in future year dollars for capacity projects are **\$133.1 million**. The development of the TDP may result in additional revenues available for future transit service improvements.

Local Revenue Sources

Transportation Impact Fees

Transportation impact fees (TIFs) are assessed to provide revenue for financing the addition and expansion of roadway facilities needed to accommodate specific new growth and development. If growth rates are high, the County will have more impact fee revenues to fund growth-related infrastructure sooner, rather than later. If growth slows down, less revenue will be generated, and the timing and need for future infrastructure will be realized later, rather than sooner.

To project TIF revenues through 2040, historical TIF collections, historical permitting, and population growth projections were taken into consideration. Future residential building permits were projected using 2040 medium-level population projections provided by the Bureau of Economic and Business Research (BEBR), located at the University of Florida. Average persons per household data was obtained from the U.S. Census. These estimates were then allocated among single-family, multi-family, condominium, and mobile home units based on data from 1998 to 2014. The data indicated that approximately 42% of permits will be for single-family units, 46% will be for multi-family units, 9% will be for condominiums, and 3% will be for mobile homes. **All potential revenues were projected using the recently-adopted impact fee rates that became effective on May 11, 2015, in Collier County. It was assumed that these rates will remain constant and that the County will continue to collect transportation impact fees through 2040.**

Projected units were then multiplied by the current adopted impact fee rates in Collier County. After residential TIF revenues were projected, non-residential TIF revenues were determined through a ratio analysis based on historical impact fee collection. It was estimated that approximately 75% of all impact fee revenues will be generated from residential development with the remaining 25% coming from non-residential development.

Additionally, the revenue projections for earlier years were adjusted to account for the impact fee pre-payment requirements in Collier County. Collier County requires that 33% of the estimated transportation impact fee be paid prior to approval of a Site Development Plan or Residential Plat and issuance of a Certificate of Adequate Public Facilities (COA) for transportation concurrency. Currently, Collier County has a COA balance of approximately \$62.8 million, meaning that there is a large number of future permits for which impact fees have already been collected.

To account for this existing balance and future levels of pre-payment, historical trends in impact fee collections and COA deposits/credits were examined. During the economic boom in the early/mid 2000s,

Collier County experienced a large amount of COA deposits and built up a large COA balance. However, over the past six years, the balance between COA deposits and credits has been relatively even. The projections presented in this report have been adjusted to gradually decrease the surplus COA revenues and project a return to the equal COA deposit/credit levels by the year 2023. This even distribution was then assumed to remain constant through 2040.

Due to the recent increase in the TIF rate, revenue projections developed for this LRTP are not consistent with the County’s projections for the next five years in the 2014–2015 AUIR. The AUIR projections were based on the existing rates at the time, which were lower than the recently-adopted rates, and they account for a large COA credit component. For the LRTP, **\$572.2 million** in future year revenues are anticipated to be available as shown in Table 3-4.

Table 3-4: Transportation Impact Fee Revenue Projections (YOE)

Jurisdiction	Funding Source	2021-2040 (2014 Dollars)	2021-2025	2026-2030	2031-2040	Total 2021-2040
		<i>Present Day</i>	<i>Year-of-Expenditure</i>			
County	Transportation Impact Fees	\$337,735,000	\$106,555,000	\$144,916,000	\$320,741,000	\$572,212,000

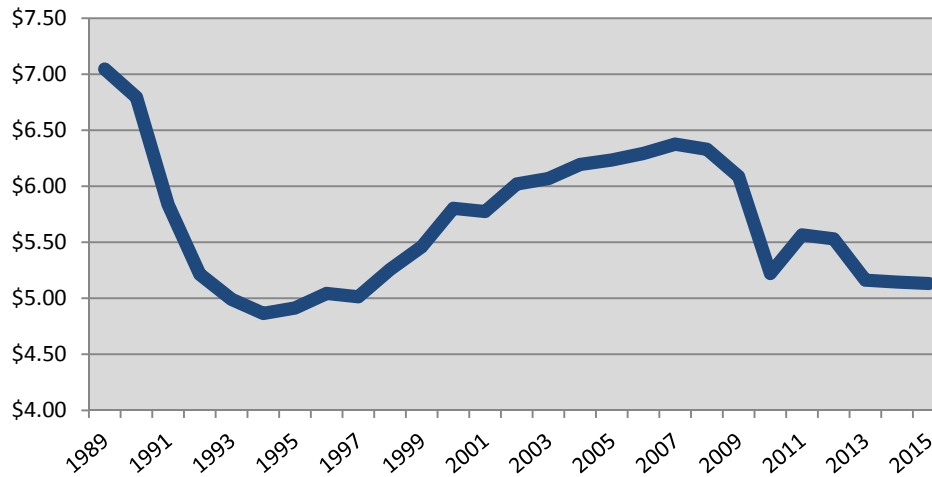
Fuel Taxes

Historically, fuel taxes have represented a major portion of Collier County’s local transportation revenues. Currently, Collier County charges 12 cents of Local Option Fuel Tax in addition to the 3 cents of State fuel tax for local use. The majority of the fuel tax revenue is dedicated to transportation capacity expansion and debt service repayment, with revenues also made available for maintenance and operations expenditures. This section provides a brief outline of adopted and available fuel taxes as well as historical trends and projected future revenues for all fuel tax options in Collier County.

Figure 3-2 illustrates the trend in historical fuel tax revenue per capita for the County Fuel Tax (1 cent). As shown, the fuel tax revenue per capita has decreased by an annual average of 1.21% since 1989. Throughout Florida, the fuel tax per capita has decreased by 0.28% over this same time period.

Local fuel tax revenues are based on a set pennies-per-gallon charge, not a percentage of the sale. Therefore, fuel taxes do not increase as gas prices increase or with the effects of inflation. Since 1980, fuel efficiency has increased by approximately 0.50% each year. Additionally, fuel tax revenues are expected to suffer due to the new standards in fuel efficiency. Due to recent changes in fuel efficiency standards for new vehicles, the fleet-wide fuel efficiency is expected to increase by more than 5.0% annually through 2025 which will reduce fuel tax revenues. Based on the trend observed in Figure 3-2 and the new government fuel efficiency standards, it was assumed that fuel tax per capita revenue levels will decrease by approximately 1.5% annually through 2040.

Figure 3-2
Collier County – County Fuel Tax (1 Cent) Per-Capita Trend



Source: Local Government Financial Information Handbook

Table 3-5 provides projected fuel tax revenues for Collier County through 2040. Fuel taxes collected by the cities within Collier County have not been considered during the LRTP. Future decisions to include city fuel tax revenues can be determined based on project funding needs. These projections assume that all locally-adopted fuel taxes will continue to be implemented as they are currently and at their current rates through 2040. Current obligations that are fulfilled through fuel tax revenues, as shown in the Collier County Budget, are shown in Table 3-5. The result is **\$208.9 million** of future year revenues between 2021 and 2040 for the LRTP.

Table 3-5: Fuel Tax Revenue Projections for Collier County (YOE)

Jurisdiction	Funding Source	2021-2040 (2014 Dollars)	2021-2025	2026-2030	2031-2040	Total 2021-2040
		<i>Present Day</i>	<i>Year-of-Expenditure</i>			
County	Constitutional Fuel Tax (2¢)	\$51,614,000	\$20,468,000	\$21,000,000	\$43,943,000	\$85,411,000
County	County Fuel Tax (1¢)	\$22,715,000	\$9,009,000	\$9,220,000	\$19,366,000	\$37,595,000
County	9th Cent Fuel Tax (1¢)	\$14,435,000	\$5,707,000	\$5,855,000	\$12,342,000	\$23,904,000
County	6-Cent 1st Local Option Fuel Tax	\$81,279,000	\$32,214,000	\$33,075,000	\$69,220,000	\$134,509,000
County	5-Cent 2nd Local Option Fuel Tax	\$61,180,000	\$24,250,000	\$24,899,000	\$52,098,000	\$101,247,000
Total Revenues		\$231,223,000	\$91,648,000	\$94,049,000	\$196,969,000	\$382,666,000
County	Debt Service Obligation	-\$54,514,000	-\$71,583,663	\$0	\$0	-\$71,583,663
County	Transfer for Transit	-\$40,000,000	-\$13,151,965	-\$15,413,841	-\$39,566,591	-\$68,132,397
County	Transfer for Marco Island	-\$20,000,000	-\$6,575,982	-\$7,706,920	-\$19,783,294	-\$34,066,196
Net Revenues for O&M		\$23,341,800	\$67,278	\$14,185,648	\$27,523,823	\$41,776,749
Net Revenues for Capital		\$93,367,200	\$269,112	\$56,742,591	\$110,095,292	\$167,106,996

Constitutional Fuel Tax (2 cents/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county; collected in accordance with Article XII, Section 9 (c) of the Florida Constitution.
- The State allocates 80% of this tax to counties after first withholding amounts pledged for debt service on bonds issued pursuant to provisions of the State Constitution for road and bridge purposes.
- Funds can be used for ROW acquisition, construction, and maintenance of roads.
- Counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook*, Collier County will receive approximately **\$4.0 million** from this fuel tax in FY 2014/2015.

County Fuel Tax (1 cent/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- The primary purpose of these funds is to help reduce a County's reliance on ad valorem taxes.
- Proceeds are to be used for transportation-related expenses including reduction of bond indebtedness incurred for transportation purposes. Authorized uses include acquisition of ROW, construction, reconstruction, operation, maintenance; repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; and reduction of bond indebtedness incurred for transportation purposes.
- Counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook*, Collier County will receive approximately **\$1.8 million** from the County Fuel Tax in FY 2014/2015.

9th-Cent Fuel Tax (1 cent/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county.
- Proceeds may be used to fund transportation expenditures as defined in Section 336.027(7), Florida Statutes.
- To accommodate statewide equalization, this tax is automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all.
- Counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook*, Collier County will receive approximately **\$1.3 million** from this fuel tax in FY 2014/2015. It was assumed that the County allocates a similar portion of these revenues to the municipalities as it does with the 1st Local Option Fuel Tax (approximately 16% to municipalities).

6-Cent 1st Local Option Fuel Tax

- Tax applies to every net gallon of motor and diesel fuel sold within a county.

- Proceeds may be used to fund transportation expenditures as defined in Section 336.025(7), Florida Statutes.
- To accommodate statewide equalization, all six cents are automatically levied on diesel fuel in every county, regardless of whether a County is levying the tax on motor fuel at all or at the maximum rate.
- Proceeds are distributed to a County and its municipalities according to a mutually-agreed-upon distribution ratio or by using a formula contained in the Florida Statutes.

Based on the distribution provided in the *Local Government Financial Information Handbook*, Collier County will receive approximately **\$7.6 million** from this fuel tax in FY 2014/2015, with approximately 84% allocated to the County and the remaining 16% distributed to cities.

5-Cent 2nd Local Option Fuel Tax

- Tax applies to every net gallon of motor fuel sold within a county except for diesel fuel
- Tax must be levied by an ordinance adopted by a majority plus one vote of the membership of the governing body or voter approval in a countywide referendum.
- Proceeds may be used to fund transportation expenditures needed to meet requirements of the capital improvements element of an adopted Local Government Comprehensive Plan or for expenditures needed to meet the immediate local transportation problems and for other transportation-related expenditures that are critical for building comprehensive roadway networks by local governments. Routine maintenance of roads is not considered an authorized expenditure.
- Proceeds are distributed to a County and its municipalities according to a mutually-agreed-upon distribution ratio or by using a formula contained in the Florida Statutes.

Based on the distribution provided in the *Local Government Financial Information Handbook*, Collier County will receive approximately **\$5.7 million** from this fuel tax in FY 2014/2015, with approximately 83% allocated to the County and the remaining 17% distributed to cities.

General Fund/Ad Valorem

In the past, Collier County has used General Fund revenues to help fund capacity expansion and debt service, but with recent constraints placed on this fund, fuel taxes have been shifted into this role. While taxable values are stabilizing, Collier County will continue to contribute General Fund revenues only to non-capacity roadway improvements.

As outlined in the Collier County FY 2014/15 Tentative Budget, certain transportation-related County funds receive transfers of revenue from the County's General Fund:

- Fund 101, Transportation Services: established for the maintenance of roads and bridges in Collier County
- Fund 313, Gas Tax–Road Construction: principal funds used in the road capital construction program

For LRTP purposes, it was assumed that the County would continue to transfer General Fund revenues to these transportation funds and that the funds would continue to be available to fund transportation-related operations and maintenance improvements. Additionally, it was assumed that the County would continue to transfer these funds at the current level through 2040. Using the latest “FY 2015 Current” values (as included in the FY 2014/15 Tentative Budget), General Fund transfers total approximately \$25.4 million annually. Based on conversation with the County Budget Office, beginning in FY 2016, the transfer from Fund 313 will increase by approximately \$3.5 million consistent with the Annual Update and Inventory Report (AUIR). This annual contribution level was continued through 2040 in developing the LRTP revenue projections. To account for projected population growth in Collier County an annual adjustment factor of 1.4% was used consistent with the population projections used for the LRTP. As the County’s population increases, the revenues transferred to Funds 101 and 313 will increase in the same proportion.

In addition to the General Fund transfers for operations and maintenance, the current budget indicates a transfer for Transportation Disadvantaged services. Using the latest “FY 2015 Current” values, General Fund transfers total approximately \$2.3 million annually for Funds 427 and 429. Similar to the transportation-related transfers, the projections for these funds have been adjusted to account for projected population growth in Collier County. The revenue projections from these transfers are highlighted in Table 3-6.

Table 3-6: General Fund Revenue Projections (YOE)

Jurisdiction	Funding Source	2021-2040 (2014 Dollars)	2021-2025	2026-2030	2031-2040	Total 2021-2040
		<i>Present Day</i>	<i>Year-of-Expenditure</i>			
County	General Fund/Ad Valorem - Roads	\$424,756,000	\$157,579,000	\$169,683,000	\$383,217,000	\$710,479,000
County	General Fund/Ad Valorem - Transit (TD)	\$35,326,000	\$13,102,000	\$14,111,000	\$31,875,000	\$59,088,000
Total Revenues		\$460,082,000	\$170,681,000	\$183,794,000	\$415,092,000	\$769,567,000

Appendix A

Metropolitan Long Range Plan: 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

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

Overview

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

Background

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

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21¹), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department’s Work Program for 2014 through 2018, (2) the impact of the Department’s objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

Purpose

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

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

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

2040 Revenue Forecast (State and Federal Funds)

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

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

Forecast of State and Federal Revenues

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

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

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

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

Major Revenue Sources	Time Period					27-Year Total ² 2014-2040
	2014-15 ¹	2016-20 ¹	2021-25	2026-30	2031-40	
Federal	5,113 31%	9,542 27%	9,687 26%	9,719 24%	19,328 22%	53,389 25%
State	9,711 59%	22,243 64%	25,084 67%	27,616 69%	60,776 70%	145,430 67%
Turnpike	1,680 10%	3,044 9%	2,745 7%	2,931 7%	6,610 8%	17,011 8%
Total²	16,505	34,829	37,516	40,266	86,715	215,830

¹ Based on the FDOT Tentative Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

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

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

Capacity Programs

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

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

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

Statewide Forecast for Capacity Programs

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

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

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

¹ Based on the FDOT Tentative Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

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

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula²: other arterials construction/right-of-way (net of TMA and TA funds); ; and the transit program.

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

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

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

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

Estimates for Collier County Metropolitan Area

Capacity Programs*	5-Year Period (Fiscal Years)				22-Year Total
	2019-2020	2021-25	2026-30	2031-40	2019-2040
SIS Highways Construction & ROW	N/A	N/A	N/A	N/A	N/A
Other Arterials Construction & ROW	\$24.9	\$55.6	\$52.6	\$115.1	\$248.2
Transit	\$12.1	\$31.3	\$32.9	\$68.9	\$145.2
Aviation	N/A	N/A	N/A	N/A	N/A
Rail	N/A	N/A	N/A	N/A	N/A
Seaports	N/A	N/A	N/A	N/A	N/A
Intermodal Access	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	\$37.0	\$86.9	\$85.5	\$184.0	\$393.4

* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2nd 5-Year Plan, 2040 SIS Cost Feasible Plan. <http://www.dot.state.fl.us/planning/revenueforecast/> (copy and paste in browser)

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

Collier County Metropolitan Area	5-Year Period (Fiscal Years)				22-Year Total ²
	2019-20 ¹	2021-25	2026-30	2031-40	2019-2040
TMA Funds	\$8.4	\$20.9	\$20.9	\$41.9	\$92.1

¹ Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

² Rows sometimes do not equal the totals due to rounding.

Annually, up to \$541.75 million may be appropriated from proceeds from the Documentary Stamp Tax³ for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The

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

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

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

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

¹ Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

² Columns and rows sometimes do not equal the totals due to rounding.

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

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

¹ Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

² Rows sometimes do not equal the totals due to rounding.

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

Table 7
Transportation Alternatives Funds¹ Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Collier County Metropolitan Area	5-Year Period (Fiscal Years)				22-Year Total ³
	2019-20 ¹	2021-25	2026-30	2031-40	2019-2040
TALU (Urban); Funds for TMA ²	\$0.8	\$2.1	\$2.1	\$4.2	\$9.2
TALL (<200,000 Population) ² ; Districtwide Funds	N/A	N/A	N/A	N/A	N/A
TALT (Any Area); Districtwide Funds	\$6.9	\$17.3	\$17.3	\$34.6	\$76.1

¹ Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.

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

³ Rows sometimes do not equal the totals due to rounding.

Non-Capacity Programs

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

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

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

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

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

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

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

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

Major Programs	5-Year Period (Fiscal Years)					27-Year Total ²
	20014-15 ¹	2016-20 ¹	2021-25	2026-30	2031-40	2014-2040
Safety	245	631	625	626	1,252	3,378
Resurfacing	1,211	3,593	3,649	3,900	8,071	20,425
Bridge	529	1,593	1,373	1,452	3,044	7,991
Product Support	2,527	4,913	5,932	6,479	14,239	34,089
Operations and Maintenance	2,033	5,228	5,607	6,295	14,470	33,633
Administration	299	855	1,037	1,153	2,672	6,016
Total Non-Capacity Programs	6,844	16,813	18,224	19,904	43,748	105,532
Other ³	364	1,111	1,330	1,474	3,252	7,531
Statewide Total Forecast	16,505	34,829	37,516	40,266	86,715	215,830

¹ Based on the FDOT Adopted Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

³ "Other" is primarily for debt service.

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

Major Programs	5-Year Period (Fiscal Years)					27-Year Total ²
	20014-15 ¹	2016-20 ¹	2021-25	2026-30	2031-40	2014-2040
District 1	543	1,499	1,530	1,676	3,683	8,931
District 2	718	1,982	2,023	2,216	4,869	11,807
District 3	582	1,607	1,640	1,798	3,949	9,576
District 4	556	1,534	1,566	1,716	3,769	9,141
District 5	720	1,987	2,029	2,223	4,883	11,841
District 6	263	725	740	811	1,781	4,318
District 7	391	1,080	1,102	1,208	2,653	6,434
Statewide Total Forecast	3,773	10,414	10,630	11,647	25,586	62,049

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

¹ Based on the FDOT Adopted Work Program for 2014 through 2018.

² Columns and rows sometimes do not equal the totals due to rounding.

Other

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