

2035 Southeast Florida Regional LRTP
Regional Financial Resources Review

Technical
Memorandum

prepared for

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prepared by

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The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. This document was developed for planning purposes for use by the Southeast Florida Region's three MPOs, including Palm Beach, Broward and Miami-Dade.

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March 2010

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1. Introduction

The Southeast Florida region includes Miami-Dade, Broward, and Palm Beach Counties, and comprises the most populous metropolitan area in Florida. In 2004, the three counties adopted their 2030 Long Range Transportation Plans (LRTPs) and developed regional level components including a list of projects of regional significance. For the 2035 Regional LRTP, the three MPOs revisited the designated regional transportation network and discussed key regional project needs prior to identifying the local level cost feasible plans, and thereby created their first regional LRTP. This level of coordination and cooperation allows the region to present a stronger case of project and funding needs.

The analysis of financial resources is an important element of the local LRTPs as well as the regional LRTP. The revenue estimates for each county can determine which improvements in the Regional Transportation Needs Plan are financially feasible. Available funds will not be sufficient to meet all transportation needs in the region. Therefore, the Financially Feasible Plan serves as an implementation tool for policy and decision-makers across the region.

1.1. Purpose

This memo describes work performed by Cambridge Systematics (CS) to provide an overview of the transportation funds available for the Southeast Florida region composed of Palm Beach, Broward, and Miami-Dade Counties for the period 2015 – 2035. The compilation of each county LRTP financial element includes an analysis of the financial resources that are reasonably expected to be made available over 20 years starting in 2015 to support the 2035 Regional Cost Feasible Plan.

This memo presents a summary of the traditional revenue sources, alternative revenue sources and respective forecasts of revenues anticipated for each of the region's county urbanized areas through 2035 developed by each MPO in cooperation with the Florida Department of Transportation (FDOT). It outlines the existing Federal, state and local sources of revenue that are available to fund transportation projects and the alternative revenue sources and potential revenues in the tri-county region as identified in each county LRTP financial plan. In other words, this document presents a review of the financial plans for each county in the region and constitutes the financial element of the regional LRTP.

1.2. Methodology

For the purposes of developing the regional LRTP financial plan, the financial elements for each county 2035 LRTP (which are attached at the end of this memo for reference) were compiled after each of the 2035 LRTPs were adopted (late November and December 2009). Each MPO developed revenue estimates based on historical data or revenue estimates provided by FDOT. All revenue estimates are presented in year of expenditure dollars and in millions. The information presented in the memo is based on several documents and sources identified in the

Reference section. Please refer to those for detailed explanation of MPO and FDOT revenue estimates, assumptions and methodologies.

Once the final revenue estimates were obtained, the procedures employed by each MPO and FDOT to estimate future revenues and provide a forecast of anticipated revenue amounts from existing sources, as documented in each local LRTP financial plan, were reviewed and compared among the three counties. Rates, growth assumptions, and final revenue estimates were summarized for each county to present a regional picture of the revenues available and estimated for the Southeast Florida region. This memo compiles and compares the existing and anticipated revenue estimates for each county and describes the differences among the three financial plans.

1.3. Limitations of Analysis

Revenue estimates included in this memo are the result of CS' review of each county's LRTP financial plan and its forecast tables. These final financial plans were not independently verified but were accepted as accurate. In other words, this document is CS' best understanding of the development and result of each LRTP financial plan. CS did not modify but noted their growth and policy assumptions. This memo then compares and summarizes the approach employed by each MPO in the development of their final revenue estimates. The assumptions made by CS in order to summarize all revenue categories across counties and summarize total revenue forecasted are also noted.

2. Federal and State Programs

2.1. Federal Programs

2.1.1. Federal Highway Administration Programs

Federal Highway Administration (FHWA) Program revenues are received and programmed by FDOT in a number of state programs. FDOT then provides metropolitan estimates to the individual MPOs for specific FDOT programs, mainly its Capacity Program: SIS/FIHS Construction & ROW, and Other Arterial Construction/ROW. These revenue estimates are described and summarized in the next section (FDOT revenue estimates).

2.1.2. Federal Transit Administration Programs

Federal Transit Administration (FTA) revenues flow directly to the designated recipient of the Miami Urbanized Area (UZA) or the local transit agencies. Primarily, there are five FTA programs included in the local revenue estimates. Section 5307 Urbanized Area Funds¹, Section 5311 Non-Urbanized Area Funds, and Section 5309 Rail and Fixed Guideway Modernization are formula based. Section 5309 Bus and Bus-Related funds are generally earmarked, while Section 5309 “New Starts” are discretionary funds allocated through a multi-year application process. The revenues estimated from these federal transit grant programs are included in the Local Agencies section where revenue estimates for each county transit agency are described and summarized.

2.2. State of Florida Department of Transportation Revenue Estimates

2.2.1. Florida Department of Transportation Programs

FDOT provides long-range statewide, district-wide and/or metropolitan revenue projections from FY 2015 to FY 2035 for FDOT’s Capacity and Non-Capacity Programs. “Statewide” Capacity Programs include SIS Highways/FIHS Construction & ROW, Other Arterials Construction & ROW, Transit and Growth Management Funds. The SIS Highways/FIHS Construction & ROW, Other Arterials Construction & ROW and Transit revenue estimates are provided at the MPO level while Growth Management Funds’ estimates are statewide for the New Starts Transit Program and district-wide for the Transportation Regional Incentive Program (TRIP). Separate project costs are included for what are considered FDOT “Mega

¹ Section 5307 funds are allocated to the South Florida Regional Transportation Authority (SFRTA), the designated recipient of formula funds in the Miami Urbanized Area (Miami-Dade, Broward, Palm Beach urbanized area), who then sub-allocates them to each of the transit agencies in the region based on an interagency agreement using the Section 5307 formula allocation.

Projects” like the Port of Miami Tunnel in Miami-Dade County and the enhancements on I-595 in Broward County.²

Non-Capacity Programs’ estimates are provided statewide and include funds designed to support and maintain the state transportation system: safety, resurfacing, bridge, Product Support³, operations and maintenance, and administration. The Non-Capacity funds are excluded from the LRTP revenue estimates given FDOT has estimated sufficient revenues for these programs so the MPOs do not have to develop metropolitan estimates. Transportation Management Area (TMA) funds, also estimated by FDOT, are provided separate from Capacity and Non-Capacity Program’s estimates because they can be used among the various categories of FDOT programs including Capacity Programs like Other Arterials Construction & ROW and Transit and Non-Capacity Programs such as Resurfacing and Product Support.

SIS Highways/FIHS Construction & ROW and Others Arterials Construction & ROW

FDOT provides SIS Highways/FIHS Construction & ROW project cost estimates for each metropolitan area. The sum of the project cost estimates is the revenue estimate for SIS Highways/FIHS Construction & ROW included in the three counties LRTP revenue estimates. These estimates are based on the SIS Cost Feasible Plan and are provided for planning purposes and do not represent a commitment of FDOT funding. Other Arterials Construction & ROW revenue estimates are provided to the MPOs who then use those estimates to select projects for their LRTP cost feasible plan. FDOT also provides the 21-year sum of estimated annual payments for the FDOT “Mega Projects”. According to the local LRTPs, the Port of Miami Tunnel and the improvements on SR-836 and I-95 in Miami-Dade County (\$2,720 million 21-year total) and the improvements on I-595 from I-75 to SR-7 and the managed lanes construction on I-95 from I-595 to south of Glades Road (\$3,304 million 21-year total) in Broward County are considered FDOT “Mega Projects”. Given the construction schedule of these “Mega Projects” is uncertain, Miami-Dade and Broward show 21-year total revenues for these projects in their LRTP revenue estimates tables.

Product Support

Broward includes “Product Support” estimates from FDOT’s Non-Capacity Program in its final projections. According to the FDOT’s 2035 Revenue Forecast Handbook, it was assumed that 20 percent of the Other Arterials Construction & ROW estimated funds for Broward will be available for PD&E and Engineering Design.

² FDOT “Mega Projects” are shown in the SIS Cost Feasible Plan tables as specific projects and costs are provided for each time period. The revenue estimates equal the total amount of project costs for the “Mega Projects”.

³ “Product Support” includes planning and engineering efforts required to “produce” FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs). *FDOT, 2035 Revenue Forecast Handbook, May 2008.*

Transit

FDOT Transit revenue projections are also provided for all three MPOs and included in the final estimates. These funds include FDOT's Block Grant program which provides capital and operating assistance to transit agencies and assistance for transit service development and corridor projects as well as funding for commuter assistance programs and park-n-ride lots. To avoid double counting state funding in the transit agencies projected revenues, some FDOT Transit funds are not shown in Table 1. The remaining state transit funds are included in each of the transit agencies' revenue projections.

Transportation Regional Incentive Program (TRIP)

TRIP is the Growth Management funding for regional transportation projects in "regional transportation areas" like Southeast Florida. TRIP funding allocation is by district. It provides a 50 percent match to regional transportation projects but it requires that the projects be identified in the capital improvement element of the appropriate local government comprehensive plan and that the projects have a commitment for local, regional, or private financial matching funds. According to FDOT's 2035 Revenue Forecast Handbook published May 2008:

"MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO may include such projects as "illustrative projects" in its plan along with, at a minimum, the following information:

- *Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;*
- *Description of the project and estimated costs;*
- *Assumptions related to the share and amount of district TRIP funding for the project; and*
- *Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local) and the likelihood of such funding to be available as planned."*

Districtwide estimates for each metropolitan area from FY 2015 through FY 2035 were provided to each FDOT District. FDOT District 6 covers Miami-Dade and Monroe Counties. Miami-Dade MPO includes all FDOT District Six TRIP program revenue estimates in its revenue projections given the only metropolitan area currently served by District Six is Miami-Dade.⁴ In the case of FDOT District Four, the district serves the metropolitan areas of Broward, Palm Beach and the Treasure Coast Counties (Martin, Indian River and St. Lucie). It is unknown how much will be allocated to Broward and Palm Beach Counties from the projected District Four TRIP funds. As a result, Broward and Palm Beach Counties do not include TRIP revenues in their final revenue estimates. Broward County TRIP funds are shown as illustrative only and estimated to be 50 percent of the districtwide estimate based on population and past experience allocating TRIP funds. It is important to note that the Southeast Florida Transportation Council

⁴ Monroe County has the right to enter into a "regional transportation area" with other adjacent counties, such as Miami-Dade or Collier Counties.

(SEFTC) is responsible for selecting the projects that will receive TRIP funding in the Southeast Florida region not the individual counties.

Transportation Management Area (TMA)

TMA funds are included in all three LRTP revenue estimates. These funds can be used for capacity and non-capacity projects including Other Arterials Construction & ROW, Product Support, Transit, resurfacing, etc. After reviewing the three LRTP final revenue projections, it is not explicit what use these funds will be given by each county, therefore they are considered general transportation revenues (non-mode specific).

2.2.2. FDOT Programs Revenue Estimates

Table 1 summarizes FDOT’s current revenue estimates for its major program areas for each county.

Table 1 Summary of FDOT Program Projected Revenues (millions)

FDOT Program Revenue Projections (Year of Expenditure \$)	21-Year Total (FY 2015-2035)		
	Miami-Dade	Broward	Palm Beach
SIS	\$1,257	\$799	\$471
Arterials/ROW	\$1,702	\$1,284	\$908
Product Support	-	\$257	-
Transit ¹	\$0	\$361	\$360
TRIP (Districtwide)	\$317	(\$230) ²	-
TMA	\$1,077	\$786	\$521
FDOT “Mega Projects”	\$2,720	\$3,304	-
Total FDOT Projected Revenues	\$7,073	\$6,789	\$2,260

¹ Revenue estimates do not represent complete amount. All or some of FDOT Transit funds are included in each of the transit agencies’ revenue projections to avoid double counting state funding revenues.

² Broward County’s share of TRIP funds is illustrative and is not included in the Total FDOT Projected Revenues.

2.2.3. State and Federal “New Starts” Estimates

According to FDOT’s 2035 Revenue Forecast Handbook published May 2008:

“MPOs may desire to include projects partially funded with statewide New Starts funds in the long range transportation plan. If so, the MPO may include such projects as “illustrative projects” in its plan along with, at a minimum, the following information:

- *Description of the project and estimated costs;*
- *Assumptions related to the amount of statewide New Starts funding for the project; and*
- *Assumptions related to the share and amount of non-State matching funds for the project (federal and local) and the likelihood of such funding to be available as planned.”*

Broward’s revenue projections assume the county will receive approximately a ten percent share of the State New Starts Transit Program statewide estimates for FY 2015 through FY 2035. The MPO has estimated, based on population and demonstrated need, that major transit capital projects in the county will successfully apply for and receive Federal New Starts funding. As a result, it was assumed that State New Starts funds will cover 10 percent of the cost of the project, Federal funds will cover 50 percent, and the remaining 40 percent will be the required local match. Miami-Dade does not include New Starts funding in its final revenue projections. Palm Beach County indicates New Starts funding (FTA Section 5309 competitive funds) are included in their “other” transit capital funding but do not indicate the required Federal, state and local match percentage expected. Table 2 summarizes estimated state and federal New Starts funding as included in each local LRTP.

Table 2 Summary of State and Federal New Starts Funding (millions)

State and Federal “New Starts” Revenue Projections (Year of Expenditure \$)	21-Year Total (FY 2015-2035)		
	Miami-Dade	Broward	Palm Beach
Statewide New Starts Funds	\$1,179		
County Share of Statewide Funds (State Match)	-	\$118 ¹	N/A
Federal New Starts Funds (Federal Match)	-	\$590 ²	N/A
Total State and Federal “New Starts” Funds	\$0	\$708	N/A

¹ Represents a ten percent share of the FDOT New Starts Transit Program which equals a ten percent state match of the total cost of the project.

² Represents a 50 percent federal match to cover capital costs of anticipated New Starts projects in Broward County.

2.2.4. Florida’s Turnpike Enterprise

Turnpike’s “net revenues” for capital projects have been included in Miami-Dade and Broward’s final LRTP revenue estimates. Palm Beach County does not include Turnpike’s net revenues estimates for their county in their LRTP financial plan. Miami-Dade and Broward define “net revenues” as gross revenues (i.e., tolls and concessions) less operating and maintenance expenses.

2.2.5. Summary of Florida’s Turnpike Net Revenues

Turnpike’s revenues and expenses estimates are based on its current ten-year finance plan (2009-2019) with no major capital improvements currently projected for the system beyond 2018. In order to obtain net revenue estimates from 2020 to 2035, the Miami-Dade and Broward MPOs independently estimated the amount of net revenue that will be available for capital projects that derives from Turnpike operations in each county. In Miami-Dade County estimates only include the Homestead Extension of Florida’s Turnpike (HEFT). In Broward County, they include the Sawgrass Expressway and approximately two-thirds of the “Southern Coin” portion of the Turnpike mainline.⁵ By weighting the number of miles in each facility or section of the Turnpike by the number of transactions on that facility/section a reasonable

⁵ The “Southern Coin” portion of Florida’s Turnpike mainline begins at Milepost 88 in Palm Beach County to Milepost 47 at the Broward/Miami-Dade County line. The Broward portion of the “Southern Coin” mainline runs from Milepost 71 to Milepost 47.

allocation factor was used to attribute O&M costs to the facilities in Miami-Dade and Broward County. It was assumed that gross toll revenues from each of the county facilities were going to grow at a two percent annual growth rate beyond 2019 and that the estimated share of O&M costs were going to grow at a three percent annual growth rate from 2020 until 2035. It was also assumed that net revenues in each county will provide 1.6x coverage on debt and cover any existing debt. Any funds remaining after debt payments are then available for capital projects within Miami-Dade and Broward Counties. Table 3 summarizes the projected Turnpike net revenues available for capital projects in Miami-Dade and Broward Counties.

Table 3 Summary of Florida’s Turnpike Net Revenues (millions)

Turnpike Net Revenue Projection (Year of Expenditure \$)	21-Year Total (FY 2015-2035)		
	Miami-Dade ¹	Broward ²	Palm Beach
Gross Toll Revenues	\$2,580	\$2,922	-
Estimated Share of O&M Expenses	\$1,727	\$1,180	-
Net Revenues	\$853	\$1,742	-
Estimated Share of Debt Service	\$533	\$1,258 ³	-
Total Revenues Available for Capital	\$320	\$484	\$0

Note: Revenue and expense projections for each county were estimated by the MPOs, not provided by Turnpike.

¹ Homestead Extension of Florida’s Turnpike (HEFT) only.

² Sawgrass Expressway and Broward County Portion of Turnpike’s Southern Coin.

³ Includes 1.6x coverage on debt and existing debt service.

3. Fuel Taxes

Table 4 summarizes the federal, state, and county tax rates on motor and diesel fuels currently existing in Southeast Florida. In addition to the federal gas tax and the two state gas taxes (for state use only) currently imposed, six other fuel taxes are specifically used to fund local transportation purposes. Three are state imposed for local use and three are locally imposed or local options. These are described below in more detail.

Table 4 2010 Federal, State and County Tax Rates on Motor and Diesel Fuels

County	Federal	State (For State Use)		State (For Local Use)			County (For Local Use)			Total Tax
	Fuel Excise Tax	SCETS Tax	Fuel Sales Tax	Const. Fuel Tax	County Fuel Tax	Municipal Fuel Tax	Ninth- Cent Fuel Tax	1-6 Cents Fuel Tax	1-5 Cents Fuel Tax	
Motor Fuel Tax Rates (cents per gallon)										
Miami-Dade	18.4	6.6	12.0	2	1	1	1	6	3	51.0
Broward	18.4	6.6	12.0	2	1	1	1	6	5	53.0
Palm Beach	18.4	6.6	12.0	2	1	1	1	6	5	53.0
Diesel Fuel Tax Rates (cents per gallon)										
Miami-Dade	24.4	6.6	12.0	2	1	1	1	6	N/A	54.0
Broward	24.4	6.6	12.0	2	1	1	1	6	N/A	54.0
Palm Beach	24.4	6.6	12.0	2	1	1	1	6	N/A	54.0

3.1. State Fuel Taxes for Local Use

The Constitutional Fuel Tax (also known as the “Secondary Gas Tax”), the County Fuel Tax, and the Municipal Fuel Tax are three gasoline taxes imposed by the State of Florida and distributed to the counties to fund transportation improvements in Florida cities and counties. The following sections describe each of these taxes and where their tax proceeds are expected to be used based on each LRTP’s financial plan. Please note that Palm Beach County LRTP’s Financial Plan groups all of its fuel tax revenues in one category (“Gas Revenues”) without identifying how much tax revenue each of these state imposed taxes generate or where each of their tax revenue flows.

3.1.1. Constitutional Fuel Tax

The Constitutional Fuel Tax is currently set at two cents per gallon. Twenty percent of tax revenues generated by this tax are returned to the county in which it was collected, while the remaining eighty percent is pledged back to the State’s road and bridges bonds unless there is no such State bonds and the remaining funds are remitted back to the county in which it was collected. In Miami-Dade County, the eighty percent portion is administered by the Public Works Department (PWD) for highway capital projects, while the initial twenty percent portion flows to the County’s General Fund and subsequently flow to Miami-Dade Transit (MDT)’s revenues. In Broward County, eighty percent of this tax revenue is expected to be used for

transit capital projects, while twenty percent is expected to be used for highway operational expenses.

3.1.2. County Fuel Tax

The County Fuel Tax rate is set at one cent per gallon of motor fuel and net proceeds from this tax go to each county. In Miami-Dade County, revenues from the County Fuel Tax currently flows to support transit and highway operations. In Broward County, all revenues from this tax are expected to fund transit capital projects.

3.1.3. Municipal Fuel Tax

The Municipal Fuel Tax is a one-cent gas tax to be used strictly for transportation-related expenditures that is transferred into the Revenue Sharing Trust Fund for municipalities to use. Miami-Dade's final LRTP estimates do not include revenue estimates for the Municipal Fuel Tax. Broward County does include the Municipal Fuel Tax revenues in its final estimates and they are expected to fund transit operations.

3.2. Local Option Fuel Taxes

Beyond the traditional federal and state fuel taxes, there are three optional fuel taxes authorized by State Legislature and available to be imposed by local governments for funding transportation improvement projects. These are the Ninth Cent Fuel Tax (1 cent per gallon), 1 to 6 Cents Fuel Tax (up to six cents per gallon), and the 1 to 5 Cents Fuel Tax (up to five cents per gallon). Please note that Palm Beach County LRTP's Financial Plan groups all of its fuel tax revenues in one category ("Gas Revenues") without identifying how much tax revenue each of these local option gas taxes (LOGTs) generate or where each of their tax revenue flows.

3.2.1. Ninth-Cent Fuel Tax

All three counties levy the one-cent Ninth-Cent Fuel Tax. Tax proceeds may be used for transportation expenditures, both capital and operating, including public transportation. Miami-Dade revenue estimates indicate tax revenue from the Ninth-Cent Fuel Tax fund highway operations expenses. On the other hand, Broward's Ninth-Cent Fuel Tax proceeds will fund transit capital expenses.

3.2.2. 1 to 6 Cents Fuel Tax

All three counties levy the full six cents available in the 1 to 6 Cents Fuel Tax. The proceeds are to be used for establishing, operating, and maintaining a transportation system, including both capital and operating expenditures. Miami-Dade fuel tax revenue estimates indicate the 1 to 6 Cents Fuel Tax supports PWD for highway operating expenses and MDT for transit operating expenses (through the County General Funds). Broward estimates indicate the 1 to 6 Cents Fuel Tax revenues will support highway operating costs and mainly transit capital and operating expenses.

3.2.3. 1 to 5 Cents Fuel Tax

All three counties currently levy the 1 to 5 Cents Fuel Tax. Broward and Palm Beach Counties levy the full amount of five cents. Miami-Dade currently levies three cents per gallon of the 1 to 5 Cents Fuel Tax for an unutilized tax capacity of two cents per motor fuel gallon. Revenues from the three-cent 1 to 5 Cents Fuel Tax flow to the PWD for highway operations and to the County General Fund to support MDT transit operating expenses. Broward County estimates indicate the 1 to 5 Cent Fuel Tax will fund mainly highway capital and operating costs and also transit operating expenses.

Table 5 summarizes the current tax rates of the local option fuel taxes and the existing capacity to levy additional fuel taxes in each county.

Table 5 Existing and Potential Local Option Fuel Tax Rates

Local Option Motor Fuel Tax Rates	Maximum (Authorized)			Levied (Utilized)			Remaining (Unutilized)		
	Miami-Dade	Broward	Palm Beach	Miami-Dade	Broward	Palm Beach	Miami-Dade	Broward	Palm Beach
Ninth-Cent	1	1	1	1	1	1	0	0	0
1-6 Cents	6	6	6	6	6	6	0	0	0
1-5 Cents	5	5	5	3	5	5	2	0	0

3.3. Summary of Fuel Tax Revenues

Current unstable gas prices and continued reductions in vehicle miles traveled (VMT) make projecting fuel tax revenues very difficult. All three MPOs were very conservative when estimating fuel tax revenues. Miami-Dade LRTP's financial estimates assume gas tax revenues will grow at 1.5 percent per year from FY 2015 to FY 2035. Broward also assumes a very modest growth of approximately one percent per year beyond FY 2015. Palm Beach County fuel tax estimates are based on the *Palm Beach County Five Year Road Program* that assumes tax collections will remain flat until FY 2018 and then will grow at a one percent per year beyond FY 2019. All three assumed growth rates are well below inflation indicating that the purchasing power of the existing gas taxes will continue to decline over time.

Palm Beach County is the only MPO that includes gasoline tax interest earnings in its projected county highway revenues. It is assumed that average cash balances approximate three times the current year gas tax revenue projections at an interest rate of four percent. Table 6 shows the total projected fuel tax revenues in the three counties, including Palm Beach's estimated gas tax interest earnings, over the plan period of 21 years.

Table 6 Projected Fuel Tax Revenues (millions)

Fuel Tax Revenue Projections (Year of Expenditure \$)	21-Year Total (FY 2015-2035)		
	Miami-Dade ¹	Broward	Palm Beach ²
Constitutional Fuel Tax (2 cents/gal)	\$384	\$338	\$732
County Fuel Tax (1 cent/gal)	\$219	\$154	
Municipal Fuel Tax (1 cent/gal)	-	\$269	
Ninth-Cent LOGT (1 cent/gal)	\$270	\$199	
1 to 6 Cents LOGT (up to 6 cents/gal)	\$539	\$1,124	
1 to 5 Cents LOGT (up to 5 cents/gal)	\$35	\$841	
Gasoline Tax Interest Earnings	-	-	\$88
Total Fuel Tax Revenue Projected	\$1,447	\$2,925	\$820

¹ Fuel tax revenue estimates do not represent complete amount. The fuel tax revenue that flows to the County General Fund for transit operations is included in MDT’s revenue projections to avoid double counting fuel tax revenues.

² Palm Beach County LRTP’s Financial Plan groups all of its fuel tax revenues in one category (“Gas Revenues”) without identifying how much tax revenue each of the fuel taxes generate or where fuel tax revenue flows. It is assumed that the gas tax revenue included in the LRTP financial plan is the sum of the six fuel taxes included in Table 6.

4. Transportation Impact Fees

Transportation impact fees are used to fund local transportation investments necessary to support a new development by charging a fee to the developer based on the impact that the development has on the transportation network, especially its surrounding roadways. Miami-Dade County imposes these impact fees in its nine Road Impact Fee Districts and all funds are used for road improvement projects. Palm Beach County was the first county to successfully collect such impact fees in the state and also all funds are used for road improvement projects. Broward County’s Transportation Concurrency Management system collects transportation concurrency assessments in its ten Concurrency Districts. Roadway improvements are the dominant form of transportation enhancement in two of these districts, while in the remaining eight keeping the level of service standards is oriented towards transit improvements and Transportation System Management (TSM) strategies.

4.1. Summary of Impact Fees Projected Revenues

Revenues from transportation impact fees in Miami-Dade County are estimated at approximately \$13 million every year from FY 2015 to FY 2035, while in Palm Beach County they are estimated at \$17.6 million every year. Both counties estimate road impact fees to have zero nominal growth over the 21-year plan period. On the other hand, Broward’s transportation concurrency fees are estimated to grow modestly at the rate of inflation or three percent each year from \$2.9 million in FY 2015 to \$5.3 million in FY 2035. Table 7 shows the projected transportation impact fee revenues for each County over the 21-year plan period.

Table 7 Projected Revenues from Transportation Impact Fees (millions)

Impact Fee Revenue Projections (Year of Expenditure \$)	21-Year Total (FY 2015-2035)		
	Miami-Dade	Broward	Palm Beach
Impact Fees (Highways)	\$269	-	\$370
Transportation Concurrency Fees	-	\$84	-
Total Impact Fees Revenue Projected	\$269	\$84	\$370

5. Local Option Sales Taxes

Florida statutes authorize county governments to increase their sales tax rate and levy local option sales taxes to cover transportation expenses. Two surtaxes are available to the tri-county Southeast Florida region:

- the Charter County Transportation System Surtax, and
- the Local Government Infrastructure Surtax.

These are described in more detail below. Table 8 on next page summarizes the current local option sales taxes levied and the existing capacity to levy additional fuel taxes in each county.

5.1. *Charter County Transportation System Surtax*

Currently twenty counties in Florida are eligible to levy this surtax including Miami-Dade, Broward, and Palm Beach counties in Southeast Florida. The Charter County Transportation System Surtax may be levied at a rate of up to one percent. The tax may be adopted in a countywide referendum or a charter amendment approved by a majority vote of the county's electorate. The revenue generated by this surtax can be transferred to an expressway or transportation authority, at the county's discretion, for the development, construction, operation, and maintenance of fixed-guideway rapid transit systems, bus systems, and roads and bridges.

Miami-Dade County is the only county in the Southeast Florida region and the second in the state (in addition to Duval County in Northeast Florida) that have successfully adopted the Charter County Transportation System Surtax as a dedicated funding source for transportation expenses. Back in 2002, Miami-Dade County voters approved a one-half percent sales tax of the Charter County Transportation System Surtax to fund the People's Transportation Plan (PTP), a package of transit improvements. This dedicated half-percent sales tax flows directly to MDT to fund its transit operating and capital expenses as specified in the PTP. The Florida Legislative Committee on Intergovernmental Relations's *2009 Local Government Information Handbook* estimates Miami-Dade's revenues for the half-percent sales tax for FY 2010 to be about \$169 million. The total projected revenues estimated for the Charter County Transportation System Surtax in Miami-Dade LRTP's financial plan are included in MDT's estimated revenues in the Local Agencies' section.

Broward and Palm Beach counties have not adopted any of the up to one percent Charter County Transportation System Surtax. As a result, they lack the dedicated local funding source for transit means that Miami-Dade currently has. Broward County attempted to adopt up to one percent or one penny of the Charter County Transportation System Surtax in 2006, but the measure failed. The Broward 2035 LRTP acknowledges that the implementation of this dedicated sales tax may be the most feasible new transportation funding source for the county in the near future. Palm Beach still has the capacity to levy up to one percent of the Charter

County Transportation System Surtax. According to the estimates in the 2009 *Local Government Information Handbook* published by the Florida Legislative Committee on Intergovernmental Relations, Broward County could generate \$247 million and Palm Beach could generate \$188 million in FY 2010 if the county voters approve the implementation of a one percent Charter County Transportation System Surtax as a dedicated funding source for transportation expenses including transit, roads and bridges.

5.2. Local Government Infrastructure Surtax

Local Government Infrastructure Surtax is another local option sales tax available to be implemented in Miami-Dade, Broward, and Palm Beach Counties. It may be levied by all counties at the rate of one-half or one percent pursuant to an ordinance enacted by a majority vote of the county’s governing body and approved by voters in a countywide referendum. Tax proceeds can be expended only to plan and construct infrastructure, or to acquire land for public recreation, conservation, or for the protection of natural resources. This surtax cannot be used to fund transportation operational expenses. No centralized data are available on how much of this tax is used for transportation purposes but it is known that other counties use it to fund transportation infrastructure expenses. As an example, the Better Jacksonville Plan, a \$2.25 billion comprehensive growth management program, including road and other transportation infrastructure improvements, environmental preservation, targeted economic development, and new and improved public facilities, is funded in part by the one-half percent Local Government Infrastructure Surtax approved by Duval County voters in 2001.⁶

In Southeast Florida, each county has the capacity to levy at least one-half percent of the Local Government Infrastructure Surtax (LGIS).⁷ Miami-Dade County has the capacity to levy one-half percent of the LGIS because it cannot exceed one percent county government levies or discretionary sales taxes imposed and it already levies one-half percent of the County Public Hospital Surtax. Broward and Palm Beach Counties have the capacity to levy the full one percent of the LGIS because they currently do not levy any other county government discretionary sales tax.

Table 8 Existing and Potential Local Option Sales Tax Rates

Local Option Sales Tax Rates	Maximum (Authorized)			Levied (Utilized)			Remaining (Unutilized)		
	Miami-Dade	Broward	Palm Beach	Miami-Dade	Broward	Palm Beach	Miami-Dade	Broward	Palm Beach
Charter County Transportation System Surtax	1%	1%	1%	0.5%	0%	0%	0.5%	1%	1%
Local Government Infrastructure Surtax	0.5%	1%	1%	0%	0%	0%	0.5%	1%	1%

⁶ <http://www.coj.net/Departments/Better+Jacksonville+Plan/BJP+Ordinance.htm> Accessed March 5, 2010.

⁷ Combinations of certain discretionary sales taxes are subject to various tax rate caps based on the sales taxes already levied. <http://www.floridalcir.gov/UserContent/docs/File/data/2009LDSSrates.pdf>

6. Local Agency Funding Sources

6.1. Miami-Dade Expressway (MDX) Authority

6.1.1. MDX Net Revenues

The Miami-Dade Expressway (MDX) Authority is an independent agency responsible for the operation and maintenance of five major expressway facilities in Miami-Dade County. MDX net revenues or any revenue left over after all bond payments and expressway operating and maintenance expenses are included in Miami LRTP's financial plan under the assumption that these funds will be available to make capital investments in MDX.

6.1.2. Summary of MDX Net Revenue Projections

MDX net revenue projections are based on MDX's own financial projections for FY 2009 to FY 2022 and MPO's extension of this projection out to the plan horizon of 2035. MDX projections indicate that net revenues starting FY 2019 will remain flat at approximately \$122 million. The Miami-Dade LRTP financial plan continued this estimate through 2035 resulting in funding available for MDX capital projects being flat in nominal terms and declining substantially in real terms. Table 9 summarizes MDX net revenues available for capital investments.

Table 9 MDX Projected Net Revenues (millions)

MDX Net Revenue Projections (Year of Expenditure \$)	21-Year Total (FY 2015-2035)		
	Miami-Dade	Broward	Palm Beach
Gross Toll Revenues and Interest Earnings	\$4,192		
Total Operations & Maintenance Expenses	1,639		
MDX Net Revenues Available for Capital	\$2,553	\$0	\$0

6.2. Transit Agencies Revenues

This section describes the Miami-Dade Transit (MDT), Broward County Transit (BCT) and Palm Beach's PalmTran operating and capital revenue sources included in each county LRTP. Please note that the FDOT Transit Program revenues not included earlier in FDOT Programs revenue projections are included in each of the transit agencies' state funding levels. Also, MDT and BCT include in the County General Fund estimates their contribution to the South Florida Regional Transportation Authority (SFRTA). Palm Beach's contribution to SFRTA is included in PalmTran's revenue estimates but these come from revenue generated by the collection of ad valorem taxes in the county. The SFRTA contribution by county has been removed from the transit agencies revenues and will be summarized separately in the following section.

6.2.1. Miami-Dade Transit (MDT)

MDT's capital and operating expenses are funded by a range of local, state, and federal sources. Miami-Dade's long range plan revenue projections for MDT are extracted from the most current People's Transportation Plan (PTP) Pro Forma available to the MPO. The PTP surtax or the Charter County Transportation System Surtax described earlier is MDT's principal funding source for capital and operating expenses in addition to the directly generated operating revenue (farebox and other), County General Fund revenues (which includes both the local option taxes and the County's share of the state taxes), and state and federal grants.

MDT's PTP surtax or half-cent dedicated sales tax revenues are estimated to grow five percent through the plan horizon (2015 to 2035). However, the MDT Pro Forma assumes that additional revenue will be needed to support the future transit service needs in Miami-Dade County beginning in 2014. Therefore, MDT projected revenues assume that the remaining two cents of the 1 to 5 Cents Local Option Fuel Tax that are currently not imposed will be imposed and will grow one percent annually. It also assumes that the current County maintenance-of-effort funding will be supplemented by an additional dedicated millage beginning in 2014 and that revenue will increase three percent each year. MDT state grants are provided by FDOT and its revenue projections include the remaining FDOT's Transit Program revenues not reflected earlier in the summary of FDOT revenues. Federal grants flow directly to MDT from FTA Section 5307 for preventive maintenance expenses and transit enhancements and this are expected to grow 2.5 percent each year through 2035. FTA Section 5309 "New Starts" are not included in the most current Pro Forma for the proposed North Corridor or East-West Corridor Metrorail projects; therefore, they are not included in the long range plan.

6.2.2. Broward County Transit (BCT)

BCT's operating and capital expenses are supported by a range of revenue sources. Operating funds includes passenger fare revenues, other directly generated funds like advertising revenues, County General Fund revenues, proceeds from the state and local option fuel taxes, and state operating support. Farebox revenues are estimated to increase at a rate of 1.5 percent annually. Passenger fare revenues include estimated fare revenue from proposed premium transit service starting in FYs 2026-2030. Local option fuel taxes, as mentioned earlier, are estimated to grow at a rate of one percent annually, while county general funds and state operating support are estimated to grow with inflation for the plan horizon (2015-2035). Capital funds are primarily provided by state and federal grants, as well as some support from transportation concurrency fees (described earlier). The state capital grants for BCT have already been accounted for in the summary of FDOT Transit Program. Federal capital grants mainly from FTA Section 5307 are estimated to grow at a rate of two percent annually. Broward County's revenue projections also assume the county will receive state and federal New Start Transit Program funds as described and summarized earlier.

6.2.3. PalmTran

PalmTran’s operating and capital revenues also consist of federal, state and local sources. Final revenue estimates included in the local LRTP are based on the FY 2007-2016 Transit Development Plan. For FY 2017-2035, most revenues were assumed to increase by 3.3. inflation per year unless otherwise specified. Federal revenues include FTA Section 5311 which provides operational funds for the transit services provided in rural Palm Beach County and FTA Section 5307 for the purchase of new and replacement transit, paratransit and support vehicles. State support includes FDOT Transit Program operating funds (FDOT’s Block Grant and Service Development Programs) and capital funds. Local revenues include operating revenue from Sponsors/Agencies (Paratransit), which are expected to increase at seven percent per year and other local funds including system revenues (e.g., farebox revenue). Other capital funds included are private sector, growth management and Section 5309 competitive funds (New Starts) but these are not described in detailed nor assumption on matching requirements for these New Starts funds are provided. As mentioned earlier, ad valorem or property taxes are identified as transit operating and capital revenues but this tax revenue is transferred to the SFRTA for operating and capital expenses of Tri-Rail.

6.2.4. Summary of Transit Agencies Revenues Projection

Table 10 summarizes the transit agencies revenue projections (not included elsewhere) included in each LRTP financial plan.

Table 10 Projected Transit Agencies Revenues (millions)

Transit Agencies Revenue Projections (Year of Expenditure \$)	21-year Total (FY 2015-2035)		
	Miami-Dade (MDT)	Broward (BCT)	Palm Beach (PalmTran)
Transit Operating Revenues (not included elsewhere)	\$21,279	\$2,338	\$3,966
Federal Funds	\$2,180	-	\$5
State Funds (not included in FDOT Transit)	\$782	\$322	\$122
Passenger Fares	\$4,199	\$911 ¹	\$3,326
Other Directly Generated Funds or Other	\$699	\$46	
Local General Funds/Subsidy	\$8,227 ²	\$1,059 ³	
Charter County Transportation System Surtax	\$5,192	-	-
Sponsors/Agencies (Paratransit)	-	-	\$512
Transit Capital Revenues (not included elsewhere)	\$2,328	\$666	\$775
Federal Funds	\$3	\$666	\$402
Charter County Transportation System Surtax	\$2,325	-	-
Other Funds	-	-	\$373 ⁴
Total Transit Agencies Revenue Projected	\$23,607	\$3,004	\$4,741

¹ BCT’s Passenger Fares includes estimates for passenger fare revenue for proposed premium transit service starting in FYs 2026-2030.

² Excludes SFRTA operating and capital subsidy and includes additional County General Funds (maintenance-of-effort) and local option fuel tax (additional 2 cents per gallon) contribution assumed to start in 2014.

³ Excludes SFRTA operating and capital subsidy and makes it explicit in Table 11.

⁴ PalmTran’s other funds include local, regional, state, private sector, growth management and FTA Section 5309 (New Starts) competitive funds.

6.3. South Florida Regional Transportation Authority (SFRTA) Revenues

Florida Statutes (F.S.) Section 343.58 stipulates that each member county of the SFRTA must dedicate an annual funding contribution in the amount of not less than \$4.235 million to SFRTA. This minimum amount includes recurring annual contributions of not less than \$2.67 million for capital, operating and maintenance expenses and an annual contribution of not less than \$1.565 million for SFRTA operations. Each local L RTP estimated SFRTA contributions differently. Miami-Dade County assumed that for the plan horizon the minimum required by statute will be allocated (i.e., \$4.235 million through the 21-year horizon for a total of \$89 million). Broward County assumed the statutory minimum amount also but assumed the contribution will increase with inflation for a 21-year total of \$154 million). On the other hand, Palm Beach assumed they will contribute each year \$4.135 million for SFRTA operations and \$2.67 million for SFRTA capital expenses out of ad valorem tax revenue for a 21-year total of \$143 million. Please note that these county contributions flow from each transit agency’s budget or revenue projections but are shown separately to make SFRTA county contributions explicit. Table 11 summarizes Miami-Dade, Broward and Palm Beach’s estimated contributions to SFRTA through the long range plan horizon.

Table 11 Projected County Contributions to SFRTA (millions)

Projected County Contributions to SFRTA (Year of Expenditure \$)	21-year Total (FY 2015-2035)		
	Miami-Dade	Broward	Palm Beach
Operating and Capital Expenses	\$89	\$154	\$143
Total SFRTA County Contributions Projected	\$89	\$154	\$143

7. Summary of Total Forecasted Revenues

The following two sections summarize all the forecasted revenues described above and included in each local LRTP. The first section summarizes them by funding source and the next summarizes them by mode. While MPOs do not make final decisions over all the revenues shown, particularly Turnpike and MDX who have their own long-range capital planning process and control their funds, the full range of general transportation, highway and transit funds that will be available to use within each county over the coming years were included in each long range transportation plan.

7.1. Summary of Total Forecasted Revenues by Funding Source

Table 12 summarizes the total forecasted revenues of each local LRTP by funding source. Federal funds include FTA operating and capital grant programs including the New Starts Program. State funding sources consists of FDOT Programs. Locally generated funds include fuel taxes (both local option fuel taxes and county’s share of the state taxes), MDX revenues in Miami-Dade County, Miami-Dade and Broward’s estimated share of Turnpike revenues, transportation impact fees, dedicated sales tax or PTP surtax revenue in Miami-Dade County, passenger fare revenues, County General Funds, and other locally generated revenues.

Table 12 indicates that of the total projected revenues in Miami-Dade and Palm Beach Counties, more than two thirds are generated locally. Broward County total projected revenues show a larger share of state funding when compared to the other MPOs. Miami-Dade’s locally generated revenues are skewed by the PTP sales tax surtax which represents 21 percent of the total projected revenues, while Broward County’s state funding revenues are influenced by the almost \$3.3 billion FDOT estimated for its “Mega Projects” (i.e. I-595 and I-95). Table 13 and Table 14 summarize in greater detail the total forecasted revenues for each county LRTP by each of the funding sources for the total 21-year plan horizon.

Table 12 Summary of Total Projected Revenues by Funding Source (millions)

Total Forecasted Revenues (Year of Expenditure \$)	21-year Total (FY 2015-2035)							
	Miami-Dade		Broward		Palm Beach		South Florida	
Federal Funds	\$2,183	6%	\$1,256	9%	\$407	5%	\$3,846	7%
State Funds	\$7,855	22%	\$7,229	51%	\$2,383	29%	\$17,467	30%
Locally Generated Funds	\$25,320	72%	\$5,663	40%	\$5,544	67%	\$36,527	63%
Total Projected Revenues	\$35,358	100%	\$14,148	100%	\$8,334	100%	\$57,840	100%

Table 13 Detailed Summary of Total Projected Revenues by Funding Source (millions)

Total Forecasted Revenues by Funding Source (Year of Expenditure \$)	21-year Total (FY 2015-2035)			
	Miami-Dade	Broward	Palm Beach	South Florida Region
FDOT	\$7,073	\$6,789	\$2,383	\$16,122
SIS	\$1,257	\$799	\$471	\$2,527
Arterials/ROW	\$1,702	\$1,284	\$908	\$3,893
Product Support	-	\$257	-	\$257
Transit	-	\$361	\$360	\$721
Transportation Management Area (TMA)	\$1,077	\$786	\$521	\$2,384
TRIP (District-wide)	\$317	-	-	\$317
FDOT "Mega Projects" (timing uncertain)	\$2,720	\$3,304	-	\$6,024
Fuel Taxes	\$2,329	\$3,304.00	\$820	\$6,074
Constitutional Fuel Tax (2 cents/gal)	\$384	\$338	\$732	\$722
County Fuel Tax (1 cent/gal)	\$219	\$154		\$373
Municipal Fuel Tax (1 cent/gal)	-	\$269		\$269
Ninth-Cent LOGT (1 cent/gal)	\$270	\$199		\$469
1 to 6 Cents LOGT (up to 6 cents/gal)	\$539	\$1,124		\$1,663
1 to 5 Cents LOGT (up to 5 cents/gal)	\$917	\$841		\$1,758
Gasoline Tax Interest Earnings	-	-	\$88	\$88
Impact Fees	\$269	\$84	\$370	\$723
Transportation Concurrency Fees	-	\$84	-	\$84
Road Impact Fees	\$269	-	\$370	\$639
Toll Revenues	\$2,873	\$484	\$0	\$3,357
MDX Net Revenues Available for Capital	\$2,553	-	-	\$2,553
FL Turnpike Net Revenues for Capital	\$320	\$484	-	\$804
Transit Operating (not included elsewhere)	\$6,015.00	\$484.00	\$3,966	\$26,702
Federal Funds	\$2,180	-	\$5	\$2,185
State Funds (not included in FDOT Transit)	\$782	\$322	\$122	\$1,226
Passenger Fares (including Premium Transit)	\$4,199	\$911	\$3,327	\$8,437
Other Directly Generated Funds or Other	\$699	\$46		\$745
Local General Funds/Subsidy	\$7,345	\$1,059		\$8,404
Charter County Transportation System Surtax (PTP)	\$5,192	-		\$5,192
Sponsors/Agencies (Paratransit)	-	-	\$512	\$512
Transit Capital (not included elsewhere)	\$2,328	\$666	\$775	\$3,769
Federal Funds	\$3	\$666	\$402	\$1,071
Charter County Transportation System Surtax (PTP)	\$2,325	-	-	\$2,325
Other Funds (including local)	-	-	\$373	\$373
New Starts Transit Program	\$0	\$708	\$0	\$708
Federal Funds / Match	-	\$590	-	\$590
State Funds / Match	-	\$118	-	\$118
SFRTA Contribution	\$89	\$154	\$143	\$386
Operating and Capital Expenses	\$89	\$154	\$143	\$386
Total Projected Revenues	\$35,358	\$14,148	\$8,334	\$57,840

Forecasted Revenues by Funding Source (Year of Expenditure \$)	FY 2015			FY 2016-2020			FY 2021-2025			FY 2026-2030			FY 2031-2035			21-year Total (FY 2015-2035)			
	Miami	Broward	Palm Beach	Miami	Broward	Palm Beach	Miami	Broward	Palm Beach	Miami	Broward	Palm Beach	Miami	Broward	Palm Beach	Miami	Broward	Palm Beach	South Florida
FDOT	\$238	\$196	\$67	\$934	\$1,210	\$382	\$1,006	\$692	\$729	\$1,083	\$672	\$609	\$1,092	\$715	\$474	\$7,073	\$6,789	\$2,260	\$16,122
SIS	\$117	\$97	\$0	\$259	\$639	\$0	\$277	\$63	\$309	\$317	\$0	\$162	\$287	\$0	\$0	\$1,257	\$799	\$471	\$2,527
Arterials/ROW	\$58	\$44	\$31	\$355	\$268	\$190	\$398	\$300	\$212	\$427	\$322	\$228	\$465	\$350	\$248	\$1,702	\$1,284	\$908	\$3,893
Product Support	-	\$9	-		\$54			\$60			\$64			\$70			\$257		\$257
Transit	-	\$13	\$14		\$72	\$75		\$82	\$83		\$93	\$91		\$101	\$97		\$361	\$360	\$721
Transportation Management Area (TMA)	\$46	\$34	\$22	\$243	\$178	\$118	\$257	\$187	\$124	\$265	\$193	\$128	\$266	\$194	\$129	\$1,077	\$786	\$521	\$2,384
TRIP (District-wide)	\$17	-	-	\$77			\$74			\$74			\$74			\$317			\$317
FDOT "Mega Projects" (timing uncertain)																\$2,720	\$3,304		\$6,024
Fuel Taxes	\$96	\$126	\$36	\$498	\$648	\$182	\$536	\$681	\$191	\$578	\$716	\$200	\$622	\$749	\$211	\$2,329	\$2,925	\$820	\$6,074
Constitutional Fuel Tax (2 cents/gal)	\$16	\$15		\$82	\$75		\$89	\$79		\$95	\$83		\$102	\$87		\$384	\$338		\$722
County Fuel Tax (1 cent/gal)	\$9	\$7		\$47	\$34		\$50	\$36		\$54	\$38		\$59	\$40		\$219	\$154		\$373
Municipal Fuel Tax (1 cent/gal)		\$12			\$60			\$63			\$66			\$69			\$269		\$269
Ninth Cent LOGT (1 cent/gal)	\$11	\$9	\$32	\$58	\$44	\$162	\$62	\$46	\$171	\$67	\$49	\$179	\$72	\$51	\$188	\$270	\$199	\$732	\$469
1 to 6 Cents LOGT (up to 6 cents/gal)	\$22	\$48		\$115	\$249		\$124	\$261		\$134	\$275		\$144	\$289		\$539	\$1,124		\$1,663
1 to 5 Cents LOGT (up to 5 cents/gal)	\$38	\$36		\$196	\$186		\$211	\$196		\$228	\$206		\$245	\$214		\$917	\$841		\$1,758
Gasoline Tax Interest Earnings (for Highway)			\$4			\$20			\$20			\$21			\$23			\$88	\$88
Impact Fees	\$13	\$3	\$18	\$64	\$16	\$88	\$64	\$19	\$88	\$64	\$22	\$88	\$64	\$25	\$88	\$269	\$84	\$370	\$723
Transportation Concurrency Fees		\$3			\$16			\$19			\$22			\$25			\$84		\$84
Impact Fees (Highways)	\$13		\$18	\$64		\$88	\$64		\$88	\$64		\$88	\$64		\$88	\$269		\$370	\$639
Toll Revenues	\$133	\$16	\$0	\$680	\$92	\$0	\$688	\$108	\$0	\$688	\$125	\$0	\$686	\$143	\$0	\$2,873	\$484	\$0	\$3,357
MDX Net Revenues Available for Capital	\$118			\$604			\$611			\$611			\$611			\$2,553			\$2,553
FL Turnpike Net Revenues for Capital	\$15	\$16		\$76	\$92		\$77	\$108		\$77	\$125		\$75	\$143		\$320	\$484		\$804
Transit Operating (not included elsewhere)	\$620	\$80	\$131	\$3,051	\$428	\$740	\$3,642	\$480	\$870	\$4,619	\$633	\$1,022	\$5,600	\$716	\$1,202	\$20,398	\$2,338	\$3,966	\$26,702
Federal Funds	\$80		\$0	\$432		\$1	\$489		\$1	\$553		\$1	\$626		\$2	\$2,180		\$5	\$2,185
State Funds (not included in FDOT Transit)	\$31	\$13	\$4	\$162	\$66	\$23	\$178	\$73	\$27	\$196	\$81	\$32	\$216	\$89	\$37	\$782	\$322	\$122	\$1,226
Passenger Fares	\$139	\$29		\$782	\$151		\$926	\$163		\$1,093	\$270		\$1,258	\$300		\$4,199	\$911		\$8,437
Other Directly Generated Funds or Other	\$27	\$2	\$115	\$141	\$9	\$646	\$157	\$10	\$744	\$175	\$12	\$852	\$199	\$14	\$970	\$699	\$46	\$3,327	\$745
Local General Funds/Subsidy	\$234	\$37		\$1,321	\$203		\$1,604	\$234		\$1,953	\$271		\$2,233	\$314		\$7,345	\$1,059		\$8,404
Charter County Transportation System Surtax	\$109			\$212			\$288			\$648			\$1,069			\$5,192			\$5,192
Sponsors/Agencies (Paratransit)			\$11			\$70			\$98			\$138			\$194			\$512	\$512
Transit Capital (not included elsewhere)	\$104	\$26	\$33	\$1,009	\$137	\$172	\$1,270	\$151	\$171	\$1,341	\$167	\$194	\$1,470	\$185	\$205	\$2,328	\$666	\$775	\$3,769
Federal Funds	\$3	\$26	\$14	\$0	\$137	\$75	\$0	\$151	\$88	\$0	\$167	\$103	\$0	\$185	\$122	\$3	\$666	\$402	\$1,071
Charter County Transportation System Surtax	\$101			\$1,009			\$1,270			\$1,341			\$1,470			\$2,325			\$2,325
Other Funds (including local)			\$19			\$97			\$83			\$90			\$83			\$373	\$373
New Starts Transit Program	\$0	\$45	\$0	\$0	\$175	\$0	\$0	\$163	\$0	\$0	\$163	\$0	\$0	\$162	\$0	\$0	\$708	\$0	\$708
Federal Funds / Match		\$38			\$146			\$136			\$136			\$135			\$890		\$590
State Funds / Match		\$8			\$29			\$27			\$27			\$27			\$118		\$118
SFRTA Contribution	\$4	\$5	\$7	\$21	\$29	\$34	\$21	\$34	\$34	\$21	\$40	\$34	\$21	\$47	\$34	\$89	\$154	\$143	\$386
Operating and Capital Expenses	\$4	\$5	\$7	\$21	\$29	\$34	\$21	\$34	\$34	\$21	\$40	\$34	\$21	\$47	\$34	\$89	\$154	\$143	\$386
Total Projected Revenues	\$1,208	\$498	\$292	\$6,256	\$2,735	\$1,598	\$7,227	\$2,328	\$2,083	\$8,394	\$2,537	\$2,147	\$9,555	\$2,742	\$2,213	\$35,358	\$14,148	\$8,334	\$57,840

7.2. Summary of Total Forecasted Revenue Allocated by Transportation Mode

In order to allocate by transportation mode each forecasted revenue source, CS had to make a series of assumptions and rely on additional sources since not all the local financial plans categorized their revenue allocations by mode. Miami-Dade’s LRTP financial plan summarized its projected revenues by mode. Broward County organized theirs by funding source; therefore, CS based their allocation of their final revenue estimates into transportation mode in the funding breakdown for the 2035 Cost Feasible Plan included in 2035 Broward Transformation LRTP Executive Report, November 2009. Palm Beach County presented its final revenue estimates by mode (highway and transit revenues) but its highway revenue sources (gas taxes, interest earned, and impact fees) fund mass transit and other non-capacity programs including its Pathway Program (includes improvements to bicycle and pedestrian facilities, trails, etc.) in addition to highway expenses. Therefore, it was assumed that the mass transit funds flow from gas tax revenues, as well as the Pathway Program and other non-capacity expenses not specified.

Table 15 provides a summary of the total projected revenues allocated by transportation mode. As mentioned earlier, Miami-Dade’s revenue estimates are skewed towards transit due to the large amount of revenue collected by the PTP sales surtax dedicated to transit expenses. Out of the approximately \$23.7 billion in transit revenue, \$7.5 billion (or 32 percent) are estimated to be generated by the PTP sales surtax. Broward revenue estimates indicate that highway and transit will split about the same amount of revenue during the long range plan horizon. Although Broward’s LRTP vision places more emphasis on transit investments, the inclusion in the revenue estimates of approximately \$3.3 billion for the FDOT “Mega Projects” results in a slight higher share of highway revenue than transit. Palm Beach’s forecasted revenues also indicate a large emphasis of revenue dedicated to transit.

Table 15 Summary of Total Projected Revenues Allocated by Mode (millions)

Total Forecasted Revenues (Year of Expenditure \$)	21-year Total (FY 2015-2035)							
	Miami-Dade		Broward		Palm Beach		South Florida	
Highways	\$10,268	29%	\$6,342	45%	\$2,050	25%	\$18,660	32%
Transit	\$23,696	67%	\$6,247	44%	\$5,548	67%	\$35,491	61%
General Transportation ¹	\$1,394	4%	\$1,557	11%	\$736	9%	\$3,687	6%
Total Projected Revenues	\$35,358	100%	\$14,146	100%	\$8,334	100%	\$57,838	100%

¹ General Transportation includes forecasted revenues that were not specified if they are to be allocated for transit or highway. It also includes forecasted revenues expected to be allocated for other modes like bike, pedestrian and trails.

Table 16 and Table 17 summarize in greater detail the total forecasted revenues for each county LRTP by transportation mode for the total 21-year plan horizon.

Table 16 Detailed Summary of Total Projected Revenues Allocated by Mode (millions)

Forecasted Revenues by Transportation Mode (Year of Expenditure \$)	21-year Total (FY 2015-2035)			
	Miami	Broward	Palm Beach	South Florida
HIGHWAY REVENUES - CAPITAL	\$9,240	\$6,131	\$1,884	\$17,255
FDOT	\$5,679	\$5,386	\$1,379	\$12,444
SIS	\$1,257	\$799	\$471	\$2,527
Arterials/ROW	\$1,702	\$1,284	\$908	\$3,893
FDOT "Mega Projects"	\$2,720	\$3,304		\$6,024
Toll Revenue	\$2,873	\$484	\$0	\$3,357
MDX Net Revenues Available for Capital	\$2,553			\$2,553
FL Turnpike Net Revenues for Capital	\$320	\$484		\$804
Fuel Taxes	\$419	\$261	\$301	\$981
Constitutional Fuel Tax (2 cents/gal)	\$384			\$384
1 to 5 Cents LOGT (up to 5 cents/gal)	\$35	\$261		\$296
Gasoline Tax Interest Earnings			\$88	\$88
Road Impact Fees	\$269		\$204	\$473
HIGHWAY REVENUES - OPERATIONAL	\$1,028	\$211	\$166	\$1,405
Fuel Taxes	\$1,028	\$211	\$0	\$1,239
Constitutional Fuel Tax (2 cents/gal)		\$68		\$68
County Fuel Tax (1 cent/gal)	\$219	-		\$219
Ninth-Cent LOGT (1 cent/gal)	\$270	-		\$270
1 to 6 Cents LOGT (up to 6 cents/gal)	\$539	\$101		\$640
1 to 5 Cents LOGT (up to 5 cents/gal)		\$42		\$42
Road Impact Fees	\$0	\$0	\$166	\$166
TRANSIT REVENUES	\$89	\$515	\$808	\$1,411
FDOT Transit		\$361	\$360	\$721
Fuel Taxes			\$305	\$305
SFRTA Operating and Capital Expenses	\$89	\$154	\$143	\$386
TRANSIT REVENUES - CAPITAL	\$5,195	\$2,450	\$775	\$8,420
Federal Funds	\$3	\$1,256	\$402	\$1,661
Federal Funds	\$3	\$666	\$402	\$1,071
Federal Match (New Starts)		\$590		\$590
State Funds (not included elsewhere)	\$0	\$118	\$0	\$118
State Match (New Starts)		\$118		\$118
Local or Other Funds	\$5,192	\$1,076	\$373	\$6,641
Charter County Transportation System Surtax	\$5,192			\$5,192
Constitutional Fuel Tax (2 cents/gal)		\$270		\$270
County Fuel Tax (1 cent/gal)		\$154		\$154
Ninth-Cent LOGT (1 cent/gal)		\$199		\$199
1 to 6 Cents LOGT (up to 6 cents/gal)		\$453		\$453
Other Funds (including local)		-	\$373	\$373
TRANSIT REVENUES - OPERATIONAL	\$18,412	\$3,282	\$3,966	\$25,660
Federal Funds	\$2,180	\$0	\$5	\$2,185
Federal Funds	\$2,180	-	\$5	\$2,185
State Funds (not included elsewhere)	\$782	\$322	\$122	\$1,226
State Funds	\$782	\$322	\$122	\$1,226
Local or Other Funds	\$15,450	\$2,960	\$3,838	\$22,249
Passenger Fares (including from Premium Transit)	\$4,199	\$911		\$8,437
Other Directly Generated Funds or Other	\$699	\$46	\$3,327	\$745
Local General Funds/Subsidy	\$7,345	\$1,059		\$8,404
Charter County Transportation System Surtax	\$2,325			\$2,325
Municipal Fuel Tax (1 cent/gal)		\$269		\$269
1 to 6 Cents LOGT (up to 6 cents/gal)		\$568		\$568
1 to 5 Cents LOGT (up to 5 cents/gal)	\$882	\$107		\$989
Sponsors/Agencies (Paratransit)	-	-	\$512	\$512
GENERAL TRANSPORTATION	\$1,394	\$1,557	\$736	\$3,686
FDOT	\$1,394	\$1,042	\$521	\$2,957
Transportation Management Area (TMA)	\$1,077	\$786	\$521	\$2,384
TRIP (District-wide)	\$317	-	-	\$317
Product Support		\$257	-	\$257
Fuel Taxes		\$431	\$215	\$645
1 to 5 Cents LOGT (up to 5 cents/gal)		\$431		\$431
Other		\$84	\$0	\$84
Transportation Concurrency Fees		\$84		\$84
GRAND TOTAL	\$35,358	\$14,145	\$8,334	\$57,838

Table 17 Detailed Summary of Total Projected Revenues Allocated by Transportation Mode for Plan Horizon (millions)

Forecasted Revenues by Transportation Mode (Year of Expenditure \$)	FY 2015			FY 2016-2020			FY 2021-2025			FY 2026-2030			FY 2031-2035			21year Total (FY 2015-2035)			
	Miami	Broward	Palm Beach	Miami	Broward	Palm Beach	Miami	Broward	Palm Beach	Miami	Broward	Palm Beach	Miami	Broward	Palm Beach	Miami	Broward	Palm Beach	South Florida
HIGHWAY REVENUES CAPITAL	\$339	\$169	\$52	\$1,447	\$1,056	\$296	\$1,524	\$532	\$636	\$1,600	\$511	\$513	\$1,613	\$559	\$382	\$9,240	\$6,131	\$1,884	\$17,255
FDOT	\$175	\$141	\$31	\$614	\$907	\$190	\$675	\$363	\$521	\$744	\$322	\$389	\$752	\$350	\$248	\$5,679	\$5,386	\$1,379	\$12,444
SIS	\$117	\$97	\$0	\$259	\$639	\$0	\$277	\$63	\$309	\$317	\$0	\$162	\$287	\$0	\$0	\$1,257	\$799	\$471	\$2,527
Arterials/ROW	\$58	\$44	\$31	\$355	\$268	\$190	\$398	\$300	\$212	\$427	\$322	\$228	\$465	\$350	\$248	\$1,702	\$1,284	\$908	\$3,893
FDOT "Mega Projects"																\$2,720	\$3,304		\$6,024
MDX/Turnpike	\$133	\$16	\$0	\$680	\$92	\$0	\$688	\$108	\$0	\$688	\$125	\$0	\$686	\$143	\$0	\$2,873	\$484	\$0	\$3,357
MDX Net Revenues Available for Capital	\$118			\$604			\$611			\$611			\$611			\$2,553			\$2,553
FL Turnpike Net Revenues for Capital	\$15	\$16		\$76	\$92		\$77	\$108		\$77	\$125		\$75	\$143		\$320	\$484		\$804
Fuel Taxes	\$18	\$11	\$11	\$89	\$58	\$57	\$97	\$61	\$66	\$104	\$64	\$75	\$111	\$66	\$86	\$419	\$261	\$301	\$981
Constitutional Fuel Tax (2 cents/gal)	\$16			\$82			\$89			\$95			\$102			\$384			\$384
1 to 5 Cents LOGT (up to 5 cents/gal)	\$2	\$11		\$7	\$58		\$8	\$61		\$9	\$64		\$9	\$66		\$35	\$261		\$296
Gasoline Tax Interest Earnings			\$4			\$20			\$20			\$21			\$23			\$88	\$88
Road Impact Fees	\$13	\$0	\$10	\$64		\$49	\$64		\$49	\$64		\$49	\$64		\$49	\$269		\$204	\$473
HIGHWAY REVENUES OPERATIONAL	\$42	\$9	\$8	\$220	\$47	\$40	\$236	\$49	\$40	\$255	\$52	\$40	\$275	\$54	\$40	\$1,028	\$211	\$166	\$1,405
Fuel Taxes	\$42	\$9	\$0	\$220	\$47	\$0	\$236	\$49	\$0	\$255	\$52	\$0	\$275	\$54	\$0	\$1,028	\$211	\$0	\$1,239
Constitutional Fuel Tax (2 cents/gal)		\$3			\$15			\$16			\$17			\$17			\$68		\$68
County Fuel Tax (1 cent/gal)	\$9			\$47			\$50			\$54			\$59			\$219			\$219
Ninth-Cent LOGT (1 cent/gal)	\$11			\$58			\$62			\$67			\$72			\$270			\$270
1 to 6 Cents LOGT (up to 6 cents/gal)	\$22	\$4		\$115	\$22		\$124	\$24		\$134	\$25		\$144	\$26		\$539	\$101		\$640
1 to 5 Cents LOGT (up to 5 cents/gal)		\$2			\$9			\$10			\$10			\$11			\$42		\$42
Road Impact Fees	\$0	\$0	\$8	\$0	\$0	\$40	\$0	\$0	\$40	\$0	\$0	\$40	\$0	\$0	\$40	\$0	\$0	\$166	\$166
TRANSIT REVENUES	\$4	\$18	\$35	\$21	\$101	\$181	\$21	\$116	\$190	\$21	\$133	\$198	\$21	\$147	\$204	\$89	\$515	\$808	\$1,411
FDOT Transit		\$13	\$14		\$72	\$75		\$82	\$83		\$93	\$91		\$101	\$97		\$361	\$360	\$721
Fuel Taxes			\$15			\$73			\$73			\$73			\$73			\$305	\$305
SFRTA Operating and Capital Expenses	\$4	\$5	\$7	\$21	\$29	\$34	\$21	\$34	\$34	\$21	\$40	\$34	\$21	\$47	\$34	\$89	\$154	\$143	\$386
TRANSIT REVENUES CAPITAL	\$104	\$117	\$33	\$1,009	\$551	\$172	\$1,270	\$565	\$171	\$1,341	\$593	\$194	\$1,470	\$624	\$205	\$5,195	\$2,450	\$775	\$8,420
Federal Funds	\$3	\$63	\$14	\$0	\$283	\$75	\$0	\$287	\$88	\$0	\$303	\$103	\$0	\$320	\$122	\$3	\$1,256	\$402	\$1,661
Federal Funds	\$3	\$26	\$14	\$0	\$137	\$75	\$0	\$151	\$88	\$0	\$167	\$103	\$0	\$185	\$122	\$3	\$666	\$402	\$1,071
Federal Match (New Starts)		\$38			\$146			\$136			\$136			\$135			\$590		\$590
State Funds (not included elsewhere)	\$0	\$8	\$0	\$0	\$29	\$0	\$0	\$27	\$0	\$0	\$27	\$0	\$0	\$27	\$0	\$0	\$118	\$0	\$118
State Match (New Starts)		\$8			\$29			\$27			\$27			\$27			\$118		\$118
Local or Other Funds	\$101	\$46	\$19	\$1,009	\$239	\$97	\$1,270	\$251	\$83	\$1,341	\$263	\$90	\$1,470	\$277	\$83	\$5,192	\$1,076	\$373	\$6,641
Charter County Transportation System Surtax	\$101			\$1,009			\$1,270			\$1,341			\$1,470			\$5,192			\$5,192
Constitutional Fuel Tax (2 cents/gal)		\$12			\$60			\$63			\$66			\$70			\$270		\$270
County Fuel Tax (1 cent/gal)		\$7			\$34			\$36			\$38			\$40			\$154		\$154
Ninth-Cent LOGT (1 cent/gal)		\$9			\$44			\$46			\$49			\$51			\$199		\$199
1 to 6 Cents LOGT (up to 6 cents/gal)		\$20			\$100			\$106			\$111			\$117			\$453		\$453
Other Funds (including local)		-	\$19			\$97			\$83			\$90			\$83			\$373	\$373
TRANSIT REVENUES OPERATIONAL	\$656	\$121	\$131	\$3,239	\$638	\$740	\$3,845	\$700	\$870	\$4,838	\$864	\$1,022	\$5,836	\$959	\$1,202	\$18,412	\$3,282	\$3,966	\$25,660
Federal Funds	\$80	\$0	\$0	\$432	\$0	\$1	\$489	\$0	\$1	\$553	\$0	\$1	\$626	\$0	\$2	\$2,180	\$0	\$5	\$2,185
Federal Funds	\$80	-	\$0	\$432	\$0	\$1	\$489	\$0	\$1	\$553	\$0	\$1	\$626	\$0	\$2	\$2,180	\$0	\$5	\$2,185
State Funds (not included elsewhere)	\$31	\$13	\$4	\$162	\$66	\$23	\$178	\$73	\$27	\$196	\$81	\$32	\$216	\$89	\$37	\$782	\$322	\$122	\$1,226
State Funds	\$31	\$13	\$4	\$162	\$66	\$23	\$178	\$73	\$27	\$196	\$81	\$32	\$216	\$89	\$37	\$782	\$322	\$122	\$1,226
Local or Other Funds	\$545	\$108	\$126	\$2,645	\$571	\$716	\$3,178	\$627	\$842	\$4,089	\$784	\$990	\$4,994	\$870	\$1,164	\$15,450	\$2,960	\$3,838	\$22,249
Passenger Fares (including from Premium Transit)	\$139	\$29	\$115	\$782	\$151	\$646	\$926	\$163	\$744	\$1,093	\$270	\$852	\$1,258	\$300	\$970	\$4,199	\$911	\$3,327	\$8,437
Other Directly Generated Funds or Other	\$27	\$2		\$141	\$9		\$157	\$10		\$175	\$12		\$199	\$14		\$699	\$46		\$745
Local General Funds/Subsidy	\$234	\$37		\$1,321	\$203		\$1,604	\$234		\$1,953	\$271		\$2,233	\$314		\$7,345	\$1,059		\$8,404
Charter County Transportation System Surtax	\$109			\$212			\$288			\$648			\$1,069			\$2,325			\$2,325
Municipal Fuel Tax (1 cent/gal)		\$12			\$60			\$63			\$66			\$69			\$269		\$269
1 to 6 Cents LOGT (up to 6 cents/gal)		\$24			\$126			\$132			\$139			\$146			\$568		\$568
1 to 5 Cents LOGT (up to 5 cents/gal)	\$36	\$5		\$189	\$24		\$203	\$25		\$219	\$26		\$236	\$27		\$882	\$107		\$989
Sponsors/Agencies (Paratransit)			\$11			\$70			\$98			\$138		\$194				\$512	\$512
GENERAL TRANSPORTATION	\$63	\$64	\$33	\$320	\$343	\$170	\$331	\$366	\$177	\$339	\$384	\$181	\$340	\$398	\$181	\$1,394	\$1,557	\$736	\$3,686
FDOT	\$63	\$42	\$22	\$320	\$231	\$118	\$331	\$247	\$124	\$339	\$257	\$128	\$340	\$264	\$129	\$1,394	\$1,042	\$521	\$2,957
Transportation Management Area (TMA)	\$46	\$34	\$22	\$243	\$178	\$118	\$257	\$187	\$124	\$265	\$193	\$128	\$266	\$194	\$129	\$1,077	\$786	\$521	\$2,384
TRIP (District-wide)	\$17			\$77			\$74			\$74			\$74			\$317			\$317
Product Support		\$9			\$54			\$60			\$64			\$70			\$257		\$257
Fuel Taxes		\$19	\$11		\$95	\$53		\$100	\$53		\$105	\$53		\$109	\$53		\$431	\$215	\$645
1 to 5 Cents LOGT (up to 5 cents/gal)		\$19			\$95			\$100			\$105			\$109			\$431		\$431
Other		\$3	\$0		\$16	\$0		\$19	\$0		\$22	\$0		\$25	\$0		\$84	\$0	\$84
Transportation Concurrence Fees		\$3			\$16			\$19			\$22			\$25			\$84		\$84
GRAND TOTAL	\$1,208	\$497	\$292	\$6,256	\$2,735	\$1,598	\$7,227	\$2,328	\$2,083	\$8,394	\$2,537	\$2,147	\$9,555	\$2,742	\$2,213	\$35,358	\$14,145	\$8,334	\$57,838

7.3. Summary of Total Forecasted Revenues per Capita

Finally, the total forecasted revenue per capita for each county was calculated based on the LRTP final estimates. 2035 population estimates from the South East Regional Planning Model (SERPM) were used to calculate the total projected revenues per capita. Miami-Dade results show that an estimated total of \$10,786 is planned to be invested per person in the county during the plan horizon. Broward's revenues per capita results in \$6,284, while Palm Beach estimate \$4,953 in transportation investments per capita.

Table 18 Total Forecasted Revenues per Capita (in millions)

Total Forecasted Revenues (YOE \$)	Miami-Dade		Broward		Palm Beach		South Florida	
2035 Population Estimate ¹	3,278,155	45%	2,250,830	31%	1,682,599	23%	7,211,584	100%
Total Projected Revenues (millions)	\$35,358	61%	\$14,148	24%	\$8,334	14%	\$57,840	100%
Total Projected Revenues per Capita	\$10,786	-	\$6,284	-	\$4,953	-	\$8,020	-

¹ Population estimates from South East Regional Planning Model (SERPM) 2035 Cost Feasible Regional Model.

8. Alternative Funding Sources

The Southeast Florida region is facing major reductions in future revenues, in part due to the deep recession being experienced in the state and particularly in the region. In addition, the revenue yield and purchasing power of the main transportation funding source at the Federal and state level, the gas tax, has been declining over the last few years due to declining consumption, which is a result of several factors, including more fuel efficient vehicles and the introduction of alternative fuels. This has led to reduced funding support from FDOT. At the local level, there have been major losses in property tax, sales tax and local option gasoline tax revenues, all of which are important revenue sources that support both capital and operating expenses for a range of transportation projects. Each of the three metropolitan areas will need to examine new or alternative funding sources in order to have the funds necessary to implement the projects included in the needs assessment of their long range transportation plans. According to the list of projects of regional significance identified prior to their cost feasible plans, some of these unfunded regional projects are identified below:

- Tri Rail Extensions and Expansions
- FEC Corridor Passenger Service
- State Road 7 Expansion and Transit Services
- U.S. 27 Rail Corridor Study
- Intermodal Logistics Center
- I-95 Express Extension
- I-75 Expansion

Based on the costs of the Needs Plan for each local LRTP in 2009 dollars, the levels of funds needed to cover the unfunded needs in the region are presented in Table 19.

Table 19 Levels of Unfunded Needs (in millions of 2009 dollars)

FY 2015-2035 Amount	Miami-Dade	Broward ¹	Palm Beach	South Florida
Total Needs Plan Cost	\$41,325	\$10,101 - \$20,700 ¹	\$8,430	\$59,856 - \$70,455
Total Projected Revenues	\$20,305	\$8,480	\$4,833	\$33,617
Total Unfunded Needs	\$21,020	\$1,621 - \$12,220	\$3,597	\$26,239 - \$37,213

Note: Total Needs Plan Cost provided in 2009 dollars, not Year of Expenditure (YOE) dollars.

¹ Includes three needs plan scenarios based on premium transit mode/technology:

Rapid Bus Scenario: \$9,383 (capital cost) + \$718 (O&M cost) = \$10,101

Bus Rapid Transit Scenario: \$13,636 (capital cost) + \$782 (O&M cost) = \$14,418

Light Rail Transit Scenario: \$19,906 (capital cost) + \$794 (O&M cost) = \$12,220

8.1. Potential Existing and New Revenue Sources

As part of the 2035 LRTP planning process, each MPO discussed a range of potential revenue sources for their county. Potential existing public sector funding can generally be increased either by Board action (e.g., Board of County Commissioners) or by countywide referendum.

New funding sources generally require significant new authority by the legislature and in some cases a state legislative amendment might be required.

A review of each local LRTP was conducted to identify the potential existing and new funding options evaluated. The potential funding sources recommended for further consideration are summarized in Table 20 (next page). These potential new revenue sources are expected to generate enough revenue to achieve the goals of the 2035 local LRTPs.

8.2. *Strategic Intermodal System (SIS)*

Florida's Strategic Intermodal System (SIS) Strategic Plan adopted January 29, 2010 provides a broad policy framework to guide SIS planning and investment activities over the next five years. Statewide managed SIS funds cannot be used for investments in non-SIS facilities, like regional and local systems. However, if the most cost-effective solutions for improving mobility on SIS facilities involve investments in non-SIS facilities – such as widening a parallel road to move local traffic off the SIS – FDOT will work with partners to develop strategies for leveraging funding sources to implement non-SIS investments. The Strategic Plan acknowledges that a successful SIS implementation requires sufficient funding for regional and local systems recognizing that these systems are also under pressure from a growing backlog of needs, cost increases, and revenue reductions. According to the Strategic Plan, FDOT will emphasize funding assistance for regionally significant facilities with the remaining 25 percent of state discretionary funding for new capacity; will provide funding for regional and local systems through programs such as Transportation Regional Incentive Program (TRIP), the Florida Transit New Starts programs, and the small county road programs; and will work with local governments to explore options for increasing local transportation funding sources, both to provide matching funds for SIS projects and to support regional and local systems.

8.3. *Private Sector Funding*

Private sector participation in the delivery of transportation investments is an option for the counties and the region, but given today's current economic situation it is more difficult to predict the private sector willingness to invest in transportation. Private sector involvement includes concessions and joint development. Concessions are also known as Public-Private Partnerships (PPPs), which are currently in turmoil due to the credit market crisis, but with some projects proceeding successfully like the I-595 managed lanes project. For delivering new transit projects, there continues to be interest in design-build and DBOM (design-build-operate-maintain) partnerships. It should be noted that PPPs is a project delivery technique and would not bring new revenues, but rather accelerate the delivery of transportation investments. Therefore, a revenue source (e.g. tolls) to repay private debt and equity must be identified before considering private investment.

The potential for joint development efforts around fixed guideway transit stations continues to hold promise only when zoning, parking, and other land use regulations are supportive of the transportation investment. These joint development efforts could include air rights development, parking structures, donation of right-of-way, stations integrated into existing building, and other in-kind donations.

Table 20 Potential New Public Sector Funding Sources

Source	Advantages	Disadvantages	County Applicability (Annual)	
Sales Tax (Charter County Transportation Surtax)	<p>Financial: Generates significant funding off of broad base.</p> <p>Legal: Authority already in place, though referendum would be required.</p> <p>Administrative: Collection structure is in place.</p>	<p>Political: Given the experience with the current PTP 0.5% tax in Miami Dade County, the adoption of this tax would be very difficult unless a well-defined and defensible program with extensive public education campaign convinces voters of the benefits of levying the tax.</p>	Miami-Dade	0.5% (half cent) tax would generate \$169 million.
			Broward	1% (1 cent) tax would generate \$247 million.
			Palm Beach	1% (1 cent) tax would generate \$188 million.
Sales Tax (Local Government Infrastructure Surtax) ¹	<p>Legal: Authority in place, can be implemented by a referendum or a majority plus one of the county governing authority.</p> <p>Financial: Generates significant funding off of broad base.</p>	<p>Financial: Can only be used for capital expenditures and investment.</p> <p>Political: Surtax would be difficult to pass in the current economic climate. In addition, revenue is used for all infrastructure investments, not just transportation capital expenditures.</p>	Miami-Dade	Eligible for 0.5% (half cent).
			Broward	Eligible for a 0.5% or 1% tax.
			Palm Beach	Eligible for a 0.5% or 1% tax.
Vehicle Miles Traveled (VMT) Tax	<p>Financial: Could generate major new funding at a low rate on a very broad base.</p> <p>Political: Could be used for congestion management, as well as raising revenue.</p>	<p>Legal: No current authority in Florida uses such a tax. This is also true for the U.S. with the exception of pilot programs.</p> <p>Political: Major opposition may be likely and would have to address privacy concerns.</p> <p>Administrative: An entirely new collection structure would be required.</p>	Miami-Dade	1 cent per mile would generate \$200 million.
			Broward	1 cent per mile would generate \$136 million.
			Palm Beach	1 cent per mile would generate \$132 million.
Tax Increment Financing District (TIFD)	<p>Political: Does not require an explicit increase in taxes.</p> <p>Legal: Authority for TIFD does exist in Florida.</p> <p>Administrative: Utilizes existing property tax collection mechanism.</p>	<p>Political: Surcharge may face opposition from property owners and developers.</p> <p>Financial: Revenue growth affected by property value fluctuations.</p> <p>Administrative: Modifications are needed to govern the set-up of new districts.</p>	Miami-Dade	Has been used for MetroMover extensions.
			Broward	Potential to generate \$187-\$496 million depends on land use and increment captured.
			Palm Beach	Considered as a value capture alternative where a district is adopted.
Increase or Add Tolls	<p>Legal: Authority in place in Miami, can be implemented by MDX Board.</p> <p>Administrative: Essentially zero additional administrative costs when increasing, but to add a new toll facility, operating costs will be initially high.</p>	<p>Legal: FL Turnpike requires approval by Florida Legislature.</p> <p>Financial: Raises a moderate amount of funding, but may deter users.</p> <p>Political: Major policy change to use "excess" toll revenues on other projects.</p> <p>Political: Opposition from local community expected when adding tolls or HOT lanes.</p>	Miami-Dade	50% toll increase on MDX facilities would generate \$40 million.
			Broward	Not considered.
			Palm Beach	Considered adding tolls and/or High Occupancy Tolls (HOT) to heavily traveled facilities (i.e. SR80 or I-95)

Notes: Estimates are annual amounts expressed in current year (2009) dollars.

Sales tax estimates are based on the 2009 Local Government Financial Information Handbook and the estimated VMT in 2035 was obtained from the regional travel demand model (SERPM).

¹ Local Government Infrastructure Surtax was not considered on any of the LRTPs but all three counties are eligible to impose it and tax revenue could be used for transportation capital investments and other county-related infrastructure improvements.

8.4. Alternative or Innovative Funding Sources

Other alternative revenue sources were identified for additional consideration as potential transportation funding sources for the South Florida Region. These potential funding sources provide the “kitchen sink” of funding programs offered by other cities and counties in Florida and across the nation as well as some of the innovative funding ideas emerging in the industry. Table 21 summarizes these alternative dedicated revenue sources for public transportation that CS recently compiled from various sources. This table lists many funding sources that could be considered but may face barriers to implementation and others that may be highly unlikely to ever be implemented. Additional analysis is required to investigate the practicality and implementation of these innovative funding sources in Southeast Florida.

Table 21 List of Alternative Funding Sources

Sources	Advantages	Disadvantages
Transit Fares	<p>Financial: Increase fares during the peak periods, along selected routes.</p> <p>Political: Will require approval from Board of County Commissioners (Transit Board).</p>	<p>Administrative: Market research is needed to evaluate the fare that can be charged in order to maximize transit revenues.</p> <p>Financial: Collected revenue may not be significant and only for transit investments.</p>
Indexing Gas Tax	<p>Financial: Gas tax rate will increase gradually, year to year, with inflation.</p> <p>Administrative: Mechanism in place for collection of funds.</p>	<p>Legal: It will require a constitutional amendment (i.e. state legislation approval).</p> <p>Political: State and local opposition expected.</p>
Employer/Payroll Tax	<p>Financial: A dedicated source of funding.</p> <p>Administrative: Mechanism in place for collection of funds.</p> <p>Legal: Requires legislative approval in form of a statutory amendment</p>	<p>Legal: Viewed as a form of income tax which is prohibited by the state constitution.</p> <p>Financial: Tied to the job market, fluctuates in bad economy.</p>
Vehicle Registration Tax	<p>Political: Does not require voter approval.</p> <p>Legal: Requires legislative approval in form of a statutory amendment.</p>	<p>Financial: Would not represent a significant funding source.</p> <p>Political: Likely to face statewide opposition if lobbied.</p>
Room/Occupancy Tax	<p>Financial: Paid by mostly visitors and tourists.</p> <p>Legal: Requires approval by County Commission.</p>	<p>Political: Opponents view this as a mechanism that hurts tourism, and it would be difficult to raise local support.</p>
Realty Transfer Taxes	<p>Political: Typically earmarked for capital expenses.</p> <p>Legal: Requires legislative approval in the form of a statutory amendment [F.S. 201.12(1.c)]</p>	<p>Financial: Places burden on sellers and buyers of property. In addition, this revenue source fluctuates with economy and housing market.</p> <p>Political: Criticism could arise from local Realtor's Association.</p>
Motor Vehicle Sales Tax	<p>Financial: A new source of income if approved.</p> <p>Legal: Requires approval of governing authority or referenda.</p>	<p>Administrative: Generally used for transportation purposes.</p> <p>Political: May be hard to earmark since it will reduce the General Funds.</p>

Table 21 List of Potential Funding Sources (continued)

Sources	Advantages	Disadvantages
Parking Fees	Political: May divert some roadway users to transportation or other alternative forms of transportation.	Financial: Might not be viable for transportation agency with few park-and-ride lots or downtown lots. Political: Should be applicable across the county, not focused in certain areas only like downtowns.
Business License Fee	Financial: New source of revenue, though insignificant. Political: Possible mechanism to partner businesses with transportation services.	Political: May be a deterrent for new businesses. Financial: Could be seen as a deterrent for economic development.
Donations	Financial: Tax-deductible for donor. Political: Money can be used for flexible purposes.	Financial: Not a reliable or significant source of income.
Lottery /Casino Revenues	Financial: Fees are collected from those that participate in these activities, and are generally used to help fund service for disabled, veterans, and seniors. Legal: Requires legislative approval in the form of a statutory amendment.	Financial: Represents a narrow tax base. Political/Financial: Might face statewide opposition, and would be expensive to lobby for it.
Utility Tax/Fee	Financial: Generally all households and businesses are required to pay this fee within the transportation district.	Legal: Could be difficult to negotiate with utility companies. Political: May be unpopular with residents and businesses.
Vehicle Emissions Testing/ Emission Fees	Financial: Could be a stable source of income if approved. Political: Positive effort to reduce greenhouse gas emissions and be green.	Administrative: No application has been attempted to date in the U.S. Financial: Start-up costs for test centers would be expensive.
Special Assessment Districts	Legal: Requires County Commissioners' approval.	Political/Financial: Property owners might not want to be assessed a fee for transportation benefits in their area. Political: Might have difficulty finding a suitable area.

8.5. Conclusion

All three counties face difficult decisions about the funding of their transportation needs. As detailed above (Table 20 and Table 21), a number of potential funding options exist that could supplement exiting transportation investments, but each of these options presents political challenges for each county, and individually some of the options also face legal, administrative, and even financial drawbacks. Some of the sources reviewed may not be suitable for further consideration due to the fact that they are increases in smaller fees (e.g. hotel, lottery/casino, mortgage transfer, vehicle registration, business licenses) which do not provide enough revenue given their already high rates of taxation and relatively small revenue bases. Others, such as income and employer taxes, are highly controversial in Florida and not likely to be pursued at the county level. Other strategies should be applicable across each county and region not only in specific areas of the region (e.g. parking fees which are currently focused on downtown

areas). Major increases in funding from local governments is also very unlikely given the counties' current budget positions and competing needs.

In light of its revenue potential and the existing structure surrounding it, the Charter County Transportation Surtax may be the most feasible new funding source for each county in the near-term. Each county could pursue the creation of a dedicated long-term local funding source for operating and capital transportation expenses. Miami-Dade is currently the only one that has a dedicated funding source for transit. It still has the capacity to levy a half-percent of this tax to be used for transit as well as other transportation expenses like roadways and bridges. Broward and Palm Beach counties have not authorized this tax and still have the capacity to levy up to one percent to be dedicated for transportation expenses.

According to the white paper "Funding the Future: The Case for Establishing Dedicated Long-Term Local Funding Sources for the Region's Transit Needs":

*"The lack of dedicated local funding sources for transportation, especially transit, means that these counties do not meet a key minimum requirement for federal matching funds for transportation related capital improvements. As a result these counties are unable to access hundreds of millions of dollars in federal funds that are needed to meet pressing local and regional transit needs. Meeting these needs would enhance regional economic activity; help the region's leaders manage the impacts of continued population growth; improve mobility to enable the efficient movement of people, goods, and services; and provide better access to the unique places and amenities that make South Florida one of the nation's most exciting urban areas and a popular tourist destination."*⁸

This type of sales tax initiative will require a defined and defensible implementation program as well as extensive public education campaigns and public involvement in all three counties to highlight the merits of any proposed taxes. Recent successful transportation referendums across the county indicate that the public is willing to invest in transportation projects if there is a detailed plan developed with public input, clear benefits, oversight and accountability. Given the economic recession and the fact that Miami-Dade's Peoples Transportation Plan is behind schedule on delivering the projects promised with the half-cent sales tax, it will be difficult to convince voters in Miami-Dade (for the second-time) and Broward and Palm Beach Counties (for the first-time) to vote to authorize this tax without clear understanding that the significant challenge of managing this dedicated funding source will be overcome.

The National Cooperative Highway Research Program (NCHRP) Project 20-24(62) report "Making the Case for Transportation Investment and Revenue" presents an investigation of 11 case studies where researchers identified common themes and lessons learned from agencies that were successful in their funding initiatives, others that were not successful, and other agencies that made multiple attempts to seek additional funding with mixed results. The research team noted that for a funding initiative to be successful it has to have a well-documented statement of needs that is well communicated, comprehensive, and balanced. Also, the agency has to have high credibility which includes fiscal responsibility, demonstrated delivery, and credible leadership. Finally, there has to be a well-designed strategy that addresses several themes

⁸ Vision Broward, *Funding the Future: The Case for Establishing Dedicated Long-Term Local Funding Sources for the Region's Transit Needs*, white paper published in 2005.

including determining how much new budget to request, the revenue mix, how to use the funds and how to apply for funding; addressing geographic and social equity issues; agree to the degree of project specificity; ensure active and supportive stakeholder coalition; and create a captivating message consistent with the initiative.

In the long-term, the VMT tax appears to hold the greatest promise as robust, stable funding source, especially as gas tax revenues continue to decline with the use of more fuel-efficient vehicles. The VMT tax is a new concept where drivers are charged based on where and when they use the transportation network. It can be used as both a congestion management tool, as well as a revenue generating mechanism. Given the extensive technology and implementation requirement, it would likely require support from the federal government and implementation in other states before Florida will consider its use at the state or local level.

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