

Chapter 5:

Cost and Revenues Assumptions



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INTRODUCTION

This chapter documents the assumptions that were used to develop unit costs and revenue estimates for the Pasco County 2035 LRTP. These assumptions provide documentation for revenues used to fund the multimodal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and access to intermodal facilities. This chapter is composed of three major sections:

1. Introduction and report overview.
2. Assumptions that were used to develop unit cost estimates for all types of improvements in the LRTP. Assumptions associated with unit costs for both capital costs and operating and maintenance costs are presented for each mode.
3. Assumptions that were used to develop revenue projections and costs for the years 2015 to 2035. Federal, state, and local revenues are projected for both capital costs and operating and maintenance costs. Revenue projections were developed by Pasco County and FDOT District 7.

UNIT COST ASSUMPTIONS

This section summarizes the unit cost assumptions used in the development of planning-level cost estimates for the MPO's 2035 LRTP. Cost assumptions are presented for each mode, including roadway, bicycle, pedestrian, and transit. The cost assumptions and resulting cost estimates were used in the development of the 2035 LRTP Needs Plan and Cost Affordable Plan.

The roadway costs for County and State roads in Pasco County included in the LRTP were developed using local and statewide bid information, as well as Long Range Estimates (LRE) provided by the FDOT District 7.

County Roadway Costs

The unit costs for County roadways were developed based on provisions in the *Pasco County Traffic Impact Studies (TIS) and Substandard Road Review, December 2007 (Technical Appendix, Section 5-B)*.

For clarification purposes, the Technical Appendix, Table 5-A-2, provides a sample calculation of a new 2-lane county roadway. Additionally, Table 5-1

provides a breakdown of County road costs by improvement type and section design.

State Roadway Costs

The unit costs for state roadways were developed based on provisions in the *FDOT 2035 Revenue Forecast Handbook (Technical Appendix, Section 5-C)* and the *FDOT District 7 Long Range Estimates, June 2009 (Technical Appendix, Section 5-F)*. The unit costs in Table 5-2 consist of the following components:

- **Product Support Costs** – estimated at 20% of the state construction costs
- **Right-of-Way (ROW)** – estimated to be equivalent to the construction costs
- **Construction** – based on the centerline roadway construction costs from the *FDOT District 7 LRE, June 2009*

Table 5-2 provides a breakdown of state roadway costs by improvement type and section design. It should be noted that units costs were used where more specific Project Development & Environment (PD&E) cost estimates were not available.

Non-Motorized Facility Costs

The unit costs for non-motorized transportation modes were developed using cost figures estimated in the *FDOT 2004 Transportation Costs Report, March 2005 (Technical Appendix, Section 5-G)*. Due to a lack of more recent cost data, these costs were used and indexed to current dollars using the most recent FDOT construction cost inflation factors from the *Advisory Inflation Factors for Previous Years (1987-2009) Report, May 2009 (Technical Appendix Section 5-E)*, produced by the FDOT Office of Policy Planning. Non-motorized modes include the following:

- Bicycle facilities
- Pedestrian facilities
- Paved shoulder facilities

Table 5-3 provides a breakdown cost for each transportation mode.

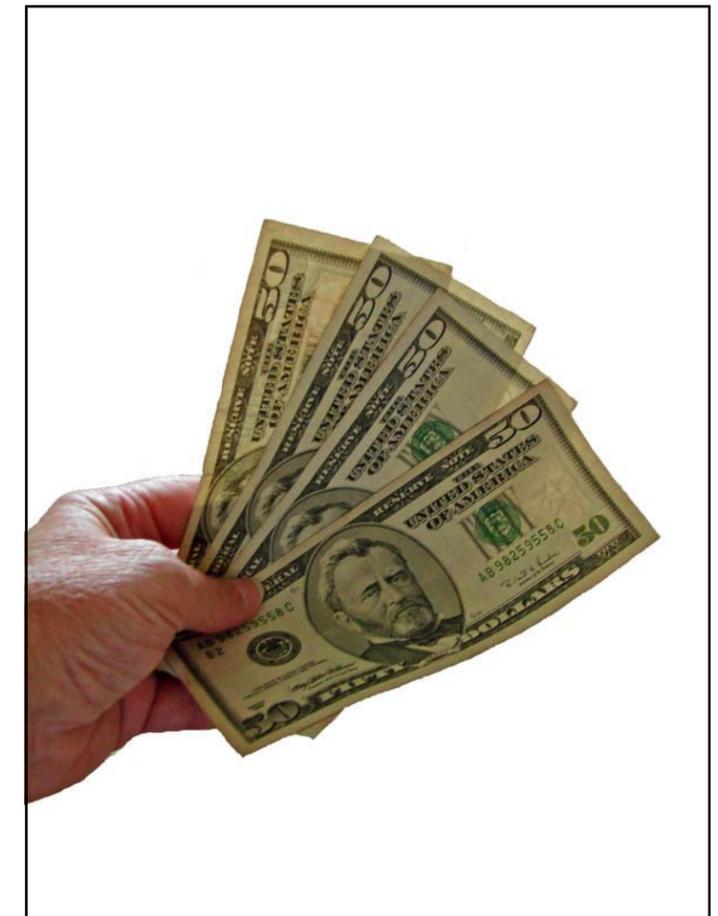


Table 5-1 County Roadway Center Line Mile Cost

Component	New Construction			Lane Addition		
	0 to 2 Lanes	0 to 4 Lanes	0 to 6 Lanes	2 to 4 Lanes	2 to 6 Lanes ⁽⁵⁾	4 to 6 Lanes
Rural Design - Cost per Centerline Mile						
Design ⁽¹⁾	\$232,666	\$359,521	\$452,811	\$248,342	\$272,437	\$272,437
Right-of-Way ⁽²⁾	\$1,093,529	\$1,689,747	\$2,128,212	\$1,167,205	\$1,280,454	\$1,280,454
Construction ⁽³⁾	\$5,118,647	\$7,909,452	\$9,961,842	\$5,463,514	\$5,993,616	\$5,993,616
CEI ⁽⁴⁾	\$139,599	\$215,712	\$271,687	\$149,005	\$163,462	\$163,462
Total	\$6,584,441	\$10,174,432	\$12,814,552	\$7,028,066	\$7,709,969	\$7,709,969
Urban Design - Cost per Centerline Mile						
Design ⁽¹⁾	\$313,446	\$439,055	\$537,239	\$296,379	\$326,515	\$326,515
Right-of-Way ⁽²⁾	\$1,473,194	\$2,063,560	\$2,525,024	\$1,392,982	\$1,534,622	\$1,534,622
Construction ⁽³⁾	\$6,895,803	\$9,659,218	\$11,819,264	\$6,520,341	\$7,183,339	\$7,183,339
CEI ⁽⁴⁾	\$188,067	\$263,433	\$322,344	\$177,827	\$195,909	\$195,909
Total	\$8,870,510	\$12,425,266	\$15,203,871	\$8,387,529	\$9,240,385	\$9,240,385

1. Design is assessed at 5 percent of the subtotal construction costs based on the Pasco County TIS and Substandard Road Review, December 2007, pg. 14.
2. ROW is assessed at 23.5 percent of the subtotal construction costs based on the Pasco County TIS and Substandard Road Review, December 2007, pg. 15.
3. Construction is assessed at 85 percent of the state roads subtotal construction costs provided in the FDOT District 7 LRE based on the Pasco County TIS and Substandard Road Review, December 2007, pg. 14. The construction cost shown above includes a 10 percent scope and contingency cost, which is not included in the subtotal construction cost figure from the District 7 LRE.
4. CEI is assessed at 3 percent of the subtotal construction costs based on the Pasco County TIS and Substandard Road Review, December 2007, pg. 14.
5. Based on direction from FDOT District 7 staff, the cost for a 2- to 6-lane improvement is equivalent to the cost for a 4- to 6-lane improvement.



Table 5-2 State Roadway Center Line Mile Cost

Component	New Construction			Lane Addition			
	0 to 2 Lanes	0 to 4 Lanes	0 to 6 Lanes	2 to 4 Lanes ⁽⁴⁾	2 to 6 Lanes ⁽⁵⁾	4 to 6 Lanes ⁽⁶⁾	6 to 8 Lanes ⁽⁷⁾
Rural Design - Cost per Centerline Mile							
Product Support ⁽¹⁾	\$1,368,622	\$2,114,827	\$2,663,594	\$2,114,827	\$2,663,594	\$2,663,594	\$2,663,594
Right-of-Way ⁽²⁾	\$6,843,110	\$10,574,134	\$13,317,970	\$10,574,134	\$13,317,970	\$13,317,970	\$13,317,970
Construction ⁽³⁾	\$6,843,110	\$10,574,134	\$13,317,970	\$10,574,134	\$13,317,970	\$13,317,970	\$13,317,970
Total	\$13,686,220	\$21,148,268	\$26,635,940	\$21,148,268	\$26,635,940	\$26,635,940	\$26,635,940
Urban Design - Cost per Centerline Mile							
Product Support ⁽¹⁾	\$1,843,798	\$2,582,679	\$3,160,231	\$2,582,679	\$3,160,231	\$3,160,231	\$3,160,231
Right-of-Way ⁽²⁾	\$9,218,988	\$12,913,393	\$15,801,154	\$12,913,393	\$15,801,154	\$15,801,154	\$15,801,154
Construction ⁽³⁾	\$9,218,988	\$12,913,393	\$15,801,154	\$12,913,393	\$15,801,154	\$15,801,154	\$15,801,154
Total	\$18,437,976	\$25,826,786	\$31,602,308	\$25,826,786	\$31,602,308	\$31,602,308	\$31,602,308

1. Product Support includes design and CEI costs and is assumed to be 20 percent of the total construction cost for state roads. However, FDOT will fund product support in-house and therefore they costs have not been included in the totals for rural and urban designed State roads.
2. Based on direction from FDOT District 7 staff, ROW should be assessed at 100 percent of the construction costs for Pasco County.
3. FDOT District 7 LRE Roadway Costs, June 2009 (Technical Appendix, Section 5-F).
4. Based on a discussion with FDOT District 7 staff, the cost for a 2- to 4-lane improvement is equivalent to the cost for a 0- to 4-lane improvement.
5. Based on direction from FDOT District 7 staff, the cost for a 2- to 6-lane improvement is equivalent to the cost for a 0- to 6-lane improvement.
6. Based on direction from FDOT District 7 staff, the cost for a 4- to 6-lane improvement is equivalent to the cost for a 0- to 6-lane improvement.
7. Based on direction from FDOT District 7 staff, the cost for a 6- to 8-lane improvement is equivalent to the cost for a 0- to 6-lane improvement.

Transit Service and Facility Costs

A number of assumptions were made to support forecasting of public transportation costs 2015 through 2035 in the Long Range Transportation Plan. Additional assumptions include:

- Other applicable assumptions and cost projections developed for the currently adopted Transit Development Plan were a starting point for the transit element of this 2035 LRTP update.
- Operating, Capital, and Infrastructure costs were indexed to year-of-expenditure costs based on the indexing schedule shown in Tables 5-5 and 5-6 for roadway and transit projects, respectively. The annual indexing rates were provided by FDOT.

The following section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, US Code Requirement B-8 as stated below:

"Were the plan's revenues and project costs reflected in year of expenditure dollars? [23 C.F.R. 450.322 (f)(10)(iv)]"

Tables 5-5 and 5-6 show how Year of Expenditure Dollars were calculated and used in the cost and revenue projections.

Table 5-3: Non-Motorized Transportation Facilities Costs

Facility	2004	2009
Bicycle Facilities Unit Costs⁽¹⁾		
Bike Path per Mile (12' width) Rail-to-Trail Conversion	\$515,500	\$840,265
Bike Lane per Mile (5' width - 2 sides) Pavement Extension, Rural	\$634,900	\$1,034,887
Bike Lane per Mile (4' width - 2 sides) when widening road, Urban	\$205,508	\$334,978
Pedestrian Facilities Unit Costs⁽²⁾		
Sidewalks per mile (5' width - 1 side)	n/a	\$187,465
Sidewalks per mile (6' width - 1 side)	n/a	\$224,958
Paved Shoulders Unit Costs⁽³⁾		
Paved Shoulder per Mile (4' width - 2 sides)	n/a	\$284,731

1. Source: FDOT 2004 Transportation costs. Costs have been inflated to 2009 dollars using recent FDOT roadway inflation factors (63% increase).

2. Source: FDOT District 7 LRE Roadway Costs, June 2009

3. Paved shoulders are assumed to cost 85 percent of the bike lane per mile (4' width) costs (Calculation: \$334,978 x 85% = \$284,731).

Table 5-4 Transit Facilities Cost Assumptions

Item	Unit	Base Year ⁽¹⁾	Cost
Fixed-Route Operating Enhancements	per revenue hour	2010	\$67.10
Fixed-Route Operating Enhancements	per revenue mile	2010	\$4.02
Paratransit Operating Enhancements	per year	2010	\$2,330,797
Fixed-Route Vehicle Cost	per vehicle	2010	\$339,900
Stylized Hybrid Bus Rapid Transit 40 ft. bus	per vehicle	2010	\$587,000
Paratransit Vehicle Cost	per vehicle	2010	\$60,049
Support Vehicle (Transit/Paratransit) Cost	per vehicle	2010	\$15,450
Signs (Unit Cost)	per sign	2009	\$125
Shelters (Unit Cost)	per shelter	2009	\$24,116
Transfer Stations	per station	2009	\$1,200,000
Park-and-Ride Facilities ⁽²⁾	per facility	2009	\$105,000
Transit Signal Priority Equipment	per intersection	2009	\$20,000

1. These represent the unit costs for the base year shown. These costs have been indexed to year of expenditure based on Table 5-4 when projecting future transit costs.

2. Park-and-ride facilities were assumed to cost \$3,500 per space for construction and contain 30 spaces per lot. These costs exclude the cost of ROW acquisition needed to construct the lot.



REVENUE PROJECTIONS

The Pasco County 2035 LRTP includes revenue projections from federal, State, and County sources. The following section describes the revenue sources used to develop the 2035 Cost Affordable Plan for the LRTP.

The following section fulfills the Metropolitan Planning Organization’s Program Management Handbook, Long Range Transportation Checklist, US Code Requirement A-5 as stated below:

“Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented and indicates public and private resources that can be made available to carry out the plan? [23 U.S.C. 134 (i)(2)(C)]”

The section immediately following describes all revenue sources assumed to fund the projects in the LRTP and included in Chapter 7.

Roadway and Other Multi-Modal Facilities Revenue Sources

Federal Revenue Sources - Capital

Annual federal revenue projections for the Strategic Intermodal System were established by the Strategic Intermodal System Long Range Highway Capacity Plan (Technical Appendix, Section 5-H):

- Strategic Intermodal System (SIS)/Florida Interstate Highway System (FIHS) – Capacity program providing funds for construction, improvements, and associated right-of-way on the State Highway System roadways designated as part of the SIS or FIHS. Between 2015 and 2035, approximately \$1.1 billion is identified to fund the SIS/FIHS projects in Pasco County.

State Revenue Sources – Capital

Annual state revenue projections for the 2035 LRTP were established in the Supplement to the FDOT 2035 Revenue Forecast Handbook (Technical Appendix, Section 5-D) for the following categories:

- Other Arterial (OA) Construction/Right-of-Way (ROW) - Capacity program providing funds for construction, improvements, and

associated ROW on the State Highway System roadways not designated as part of the SIS or FIHS. Includes additional funding for the Economic Development Program, the County Incentive Grant Program, and the Small County Outreach Program. Between 2015 and 2035, approximately \$286.3 million will be available for roadway infrastructure projects. Additionally, Pasco County will receive approximately \$9.5 million in other arterial construction/ROW funds for the PD&E phases of roadway projects.

- Transportation Management Area (TMA) - Funds distributed to a TMA, an urban area designated by the U.S. Secretary of Transportation that has a population greater than 200,000. They are the same as Surface Transportation Program (XU) funds in the five-year work program. Between 2015 and 2035, approximately \$161.7 million will be used for on-system State roadway improvements. It should be noted that a portion of these funds may be used for off-system improvements; however, these funds were not allocated for such improvements in the 2035 LRTP.
- Transportation Regional Incentive Program (TRIP) - Between 2015 and 2035, it is estimated that Pasco County will receive approximately \$67.6 million in TRIP funds for roadway capital expenditures based on an allocation process developed in conjunction with staff from MPO’s throughout FDOT District 7. TRIP funds are used to support those transportation facilities that serve national, statewide, or regional functions and function as an integrated regional transportation system. Also, TRIP funds should have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.
- Transportation Enhancement Revenues (TE) – Funds allocated by county per the requirements of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) to be used in development of required plans and to fund bicycle and pedestrian facilities. Pasco County will receive approximately \$25.2 million in transportation enhancement funds between 2015 and 2035.

Table 5-5: FDOT Inflation Factors to Convert Roadway Cost Estimates to Year of Expenditure (YOE) Dollars

Time Period	YOE Factor (2009 base)	Time Period	YOE Factor (2010 base)
2009-15	1.24	2010-15	1.19
2016-20	1.37	2016-20	1.31
2021-25	1.61	2021-25	1.54
2026-30	1.89	2026-30	1.81
2031-35	2.22	2031-35	2.13

Source: FDOT 2035 Revenue Forecast Handbook, pg. D-3. The five-year YOE factors are based on the annual inflation rates provided and due to rounding issues, they do not exactly match the five-year figures shown in the FDOT handbook.

Table 5-6: FDOT Inflation Factors to Convert Transit Cost Estimates to Year of Expenditure (YOE) Dollars

Time Period	YOE Factor (2009 base)	Time Period	YOE Factor (2010 base)
2009-15	1.16	2010-15	1.14
2016-20	1.24	2016-20	1.23
2021-25	1.40	2021-25	1.39
2026-30	1.59	2026-30	1.57
2031-35	1.89	2031-35	1.78

FDOT errata and revisions from the 2035 Revenue Forecast, October 2008. The five-year YOE factors are based on the annual inflation rates provided and due to rounding issues, they do not exactly match the five-year figures shown in the FDOT errata.



Local Revenue Sources – Capital

Local revenue sources that could potentially fund the 2035 Needs Plan projects also were provided by Pasco County. The 2035 LRTP Cost Affordable Plan will be funded primarily with revenues from transportation impact fees, proportionate share tax, sales tax, developer contributions, and local option gas tax. The development of these local revenue sources are discussed in more detail in the remainder of this section.

Transportation Impact Fees

Transportation impact fees are assessed to provide revenue for financing the expansion of roadway facilities needed to accommodate new growth and development. Pasco County began collecting impact fees in 1985 and currently charges a transportation impact fee of \$9,528 per single family home (1,501-2,499 sq ft category). Revenues generated by the transportation impact fee program are a main source of funding for the County's Cost Affordable Roadway Plan. However, transportation impact fees can be used only for the expansion of roadway facilities or similar capacity-adding projects and may not be used to fund renovation, maintenance projects, or operations.

To project available transportation impact fee revenue through 2035, revenues are calculated using building permit projections. Future building permits are projected using 2035 socioeconomic data estimates and adjusted to account for the current period of slower-than-average growth before leveling off at a three percent annual growth rate through 2035. Based on projections provided by Pasco County staff, approximately 169,000 permits will be issued between 2015 and 2035. Permit projections ranged from approximately 4,000 in 2015 to 10,700 in 2035, with an annual average growth rate of approximately five percent, as provided by the Pasco County Growth and Development Department.

Due to continuing growth in Pasco County, it is expected that the transportation impact fee will continue to generate revenue for the County. For projection purposes, the transportation impact rate was indexed by 6.6 percent annually through 2012 as adopted by the Board, and it is estimated that the impact fee rate will increase by 3.3 percent annually from 2013 to

2035 to keep in line with the FDOT expense escalation factor. Based on revenue projections provided by Pasco County staff, transportation impact fees will generate \$3.71 billion for capital roadway projects from 2015 through 2035 as shown in Table 5-7. All projected transportation impact fee revenues are applied to the County's roadway capital expansion program.

Gas Tax

Pasco County receives a portion on its roadway revenues from local and state gas taxes imposed in the county. Listed below are the County's current gas tax collections:

- Constitutional Gas Tax - 2 cents per gallon
- County Fuel Tax - 1 cent per gallon
- Ninth-Cent - 1 cent per gallon
- 1st Local Option Fuel Tax (LOGT) - 6 cents per gallon

Based on discussions with County staff, the County currently applies 35 percent of the revenue generated from gas taxes to the capital roadway program. As shown in Figure 5-1, under the assumption that the County gas tax collections will remain consistent through 2035, the County will have approximately \$127.9 million available for capital improvement projects between 2015 and 2035.

Penny for Pasco

In addition to transportation impact fees and gas tax collections, Pasco County receives revenue from the local option infrastructure surtax program, "Penny for Pasco." The program went into effect in 2005 and will exist for a 10-year period through 2014, with the County government receiving 45 percent of the proceeds. Of the 45 percent, half of the revenue is dedicated to transportation improvements that address traffic congestion. Based on direction from County staff, the tax is assumed to be renewed at the end of the 10-year period, and collections would continue through 2024 with a three (3) percent increase annually. Under these assumptions, the Penny for Pasco tax will generate approximately \$72.7 million for roadway improvements between 2015 and 2024.



Table 5-7: Transportation Revenue Resources

Type	Fund	Description	Total (2015-2035)
Federal	Strategic Intermodal System / Florida Interstate Highway System	Revenues go towards construction, improvements, and associated ROW on SIS highways and the FIHS (interstate, turnpike, toll roads)	\$1,070,919,216
State	Other Arterial Construction/ROW	Revenues go towards construction, improvements, and associated ROW on State Highway System roadways not designated as part of the SIS or FIHS	\$286,300,004
State	Transportation Management Areas	Revenues can be used towards other arterials construction & ROW, product support (i.e., planning, PD&E studies, engineering design, construction inspection), transit, and resurfacing	\$163,900,000
Local	Transportation Impact Fees	Charge per unit of new development and is available to fund roadway capacity expansion projects	\$3,713,833,813
Local	Gas Tax	Pasco County collects 10 pennies of gas tax and dedicates 35 percent of the revenues to the capital roadway program and 65 percent to roadway operations and maintenance	\$365,491,077
Local	Penny for Pasco Sales Tax	Local option infrastructure surtax dedicated to transportation improvements and to address traffic congestion	\$72,665,070
Local	Proportionate Share	Revenues collected from new development that mitigate the impacts of development on transportation facilities consistent with Section 163.3180 (2) (c) F.S.	\$774,044,223
Local	Developer Contributions	Revenues from developers that will be in the form of construction of new roads that facilitate development of certain corridors in Pasco County. Specifically, section 319 of the Land Development Code requires that improvements constructed as part of a development agreement are not impact fee creditable also consistent with Section 78-41 of the Adopted Transportation Impact Fee Ordinance.	\$1,676,162,460
State	Transportation Regional Incentive Program	Growth Management funding for regional transportation projects in "regional transportation areas." TRIP funds must support transportation facilities that serve national, statewide, or regional functions and function as an integrated regional transportation system	\$67,575,501
State	Transportation Enhancement Funds	Transportation Enhancement funds are defined by SAFETEA-LU and assist the MPO in developing their plans and funding bicycle/pedestrian facilities	\$25,150,000
State	FDOT PD&E (OA) Funds	Additional Other Arterials Construction/ROW funds available to fund the PD&E phase of roadway construction	\$9,524,901
Local, State, Federal	Transit Revenues	Section 5307, 5311 federal funds, state service development and corridor grants and local funds for capital and operations costs.	\$234,601,134
Local, State	Farebox Revenues	Revenue collections from fares and bus passes sold by the Pasco County Public Transportation system.	\$6,917,160
State, Federal	New Starts - Transit	Growth Management funding for major new transit capital projects in metropolitan areas	\$224,359,408
Local	Charter County Transportation System Surtax	Additional penny of local option sales tax available to fund development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, and roads and bridges	\$1,059,623,154
Total			\$9,751,067,121

Source: Table 5-8 and Tables 5-A-10 through 5-A-14 in the Technical Appendix



Table 5-8: 2015-2035 Transportation Revenues in 5-Year Increments

Fund	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total (2015-2035)
Strategic Intermodal System / Florida Interstate Highway System	\$0	\$361,783,486	\$230,769,580	\$478,366,150	\$0	\$1,070,919,216
Other Arterial Construction/ROW	\$9,600,000	\$59,300,000	\$66,700,001	\$71,900,001	\$78,800,002	\$286,300,004
Transportation Management Areas	\$7,000,000	\$37,000,000	\$39,100,000	\$40,300,000	\$40,500,000	\$163,900,000
Transportation Impact Fees	\$38,022,993	\$400,768,363	\$764,134,721	\$1,075,892,431	\$1,435,015,305	\$3,713,833,813
Gas Tax	\$17,404,337	\$87,021,685	\$87,021,685	\$87,021,685	\$87,021,685	\$365,491,077
Penny for Pasco Sales Tax	\$6,338,611	\$34,662,121	\$31,664,338	\$0	\$0	\$72,665,070
Proportionate Share	\$13,948,248	\$111,865,247	\$166,224,642	\$212,344,692	\$269,661,395	\$774,044,223
Developer Contributions	\$21,536,161	\$506,135,548	\$434,615,277	\$561,833,615	\$152,041,859	\$1,676,162,460
Transportation Regional Incentive Program	\$3,217,881	\$16,089,405	\$16,089,405	\$16,089,405	\$16,089,405	\$67,575,501
Transportation Enhancement Funds	\$1,050,000	\$5,700,000	\$6,000,000	\$6,200,000	\$6,200,000	\$25,150,000
FDOT PD&E (OA) Funds	\$0	\$0	\$0	\$0	\$9,524,901	\$9,524,901
Transit Revenues	\$7,521,853	\$50,332,727	\$52,017,785	\$57,666,112	\$67,062,657	\$234,601,134
Farebox Revenues	\$0	\$0	\$1,054,762	\$1,941,220	\$3,921,178	\$6,917,160
New Starts - Transit	\$0	\$6,365,663	\$0	\$209,428,945	\$8,564,800	\$224,359,408
Charter County Transportation System Surtax	\$0	\$52,568,805	\$287,467,773	\$333,253,933	\$386,332,643	\$1,059,623,154
Total	\$125,640,084	\$1,729,593,050	\$2,182,859,969	\$3,152,238,189	\$2,560,735,830	\$9,751,067,121

Source: Technical Appendix Tables 5-A-4 through 5-A-9

Table 5-9: 2015-2035 Transportation Revenues (Capital versus Operating)

Source	Capital	Operating	Total
Roadways, other Multi-Modal Facilities ⁽¹⁾	\$8,111,066,718	\$237,569,199	\$8,348,635,917
Transit Facilities	\$453,718,806	\$609,429,622	\$1,063,148,428
Transit Facilities Surplus ⁽²⁾	\$339,282,776	n/a	\$339,282,776
Total	\$8,904,068,300	\$846,998,821	\$9,751,067,121

1. Includes bicycle and pedestrian facilities, intelligent transportation systems, SR 54/56 mobility enhancements, SR 54 and Little Road advanced transportation management systems, mobility management systems, and congestion management systems.

2. The transit facilities surplus can be used for capital and operating expenditures on the SR 54/56 corridor or other priority projects.

Source: Technical Appendix, Tables 5-A-4 through 5-A-9



Proportionate Share

Pasco County also receives transportation roadway revenues from the proportionate fair share agreements with developers, consistent with Florida state statute and the Pasco County ordinance. For the LRTP, it is estimated that Pasco County will generate approximately \$774.0 million in proportionate share revenues based on projections from the Pasco County Growth and Development Department. A portion of these proceeds will go towards transit capital expenditures (approximately \$139.6 million), while the remaining revenue (approximately \$634.4 million) will be dedicated to roadway capacity expansion.

Developer Contributions

Between 2015 and 2035, Pasco County will receive \$1,676.2 million in developer-built roadways and associated ROW dedication. Specifically, section 319 of the Land Development Code requires that improvements constructed as part of a development agreement are not impact fee creditable. This is also consistent with Section 78-41 of the Adopted Transportation Impact Fee Ordinance.

Local Revenue Sources – Operating

Local revenue sources that could potentially fund operating costs associated with the 2035 Needs Plan were also considered, as summarized below:

Gas Tax

As previously mentioned, Pasco County currently collects 10 cents per gallon of local option gas tax. Based on discussions with County Staff, the County currently applies 65 percent of the revenue generated from gas taxes to the roadway operations and maintenance program. It is expected that the County will continue to distribute future gas tax revenues at the current appropriations. As shown in Figure 5-2, under the assumption that the County gas tax collections will remain consistent through 2035, the County will have approximately \$237.6 million available for roadway operating and maintenance (i.e., paving and resurfacing) projects between 2015 and 2035 to accommodate new growth and development. This allocation addresses the maintenance needs of the planned roadway network.

Local Revenue Sources – Charter County Transit Systems Surtax

To fund both public transportation and roadway projects identified in the plan, Pasco County has considered adopting one penny of the Charter County Transit System Surtax (CCTSS). (The strategy for the implementation of the surtax is provided in Chapter 13). The charter county surtax is a local option sales tax with proceeds available to fund development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, and roads and bridges. Currently, Pasco County is not eligible to levy the charter county surtax, but the County is supporting legislation that will allow them to gain eligibility and adopt the surtax. Assuming that the County becomes eligible and based on statutory requirements if this funding source, approximately \$1,059.6 million in additional revenue will be available to fund transportation improvements. Of the charter county surtax revenue, 75 percent would be dedicated to transit, totaling approximately \$794.7, and the remaining 25 percent, approximately \$264.9, would be available for roadway improvements that support the transit investment.

Transit Facilities Revenue Sources

Transit revenue projections for the LRTP were prepared for Pasco County to fund the Cost Affordable Transit Plan through 2035. The capital and operating revenue projections developed for fixed-route transit, paratransit, and capital infrastructure are summarized in the Technical Appendix, Tables 5-A-6 to 5-A-9. It is important to note that Pasco County has received funds from the American Recovery and Relief Act (ARRA) in FY 2010 for funding transit infrastructure; however, there are no ARRA funds reflected in the revenue projections from 2015 through 2035 since these revenues were one-time allocation. A description of each available transit revenue source is presented below.



Federal Revenue Sources - Transit Capital

Federal funds include Federal Section 5307 and 5311, American Recovery and Reinvestment Act rural, urban and small urban stimulus, and Federal Transit Administration (FTA) Section 5309 funds. Pasco County also is assumed to receive New Start/Small Start funding for specific projects in the cost affordable plan. The New Start program’s purpose is to assist local governments in the development of fixed guideway and bus rapid transit projects. Eligible projects include major new transit capital projects in metropolitan areas that must support local plans to direct growth where desired. Federal New Start is assumed to generate approximately \$130.9 million between 2015 and 2035.

Federal Revenue Sources - Transit Operating

Federal funds available for operating expenditures include Federal Section 5307 and 5311, Medicaid funds, transportation disadvantaged planning, Title IIIB Federal Funds, and Title IIIB In-Kind Funds. Between 2015 and 2035, approximately \$67.4 million will be available for transit operations.

State Revenue Sources - Transit Capital

State transit capital funds include the Toll Credits (soft match) fund, State New Starts, and TRIP funds. New Starts contributes approximately \$93.5 million and TRIP funds contribute approximately \$2.2 million between 2015 and 2035. Remaining State funds will contribute approximately \$4.0 million through 2035.

State Revenue Sources - Transit Operating

State transit operating funds include the FDOT Block Grant Program, FDOT Service Development Program, FDOT Transit Corridor Program, Transportation Disadvantaged Trips, the Community Development Block Grant, the Title IIIB – State fund, and farebox revenues. Farebox revenues will contribute approximately \$2.6 million, and remaining State funds will contribute approximately \$63.3 million between 2015 and 2035.

Local Revenue Sources – Transit Capital

Local funds include the Local Government 5311 fund, the Local Option Sales

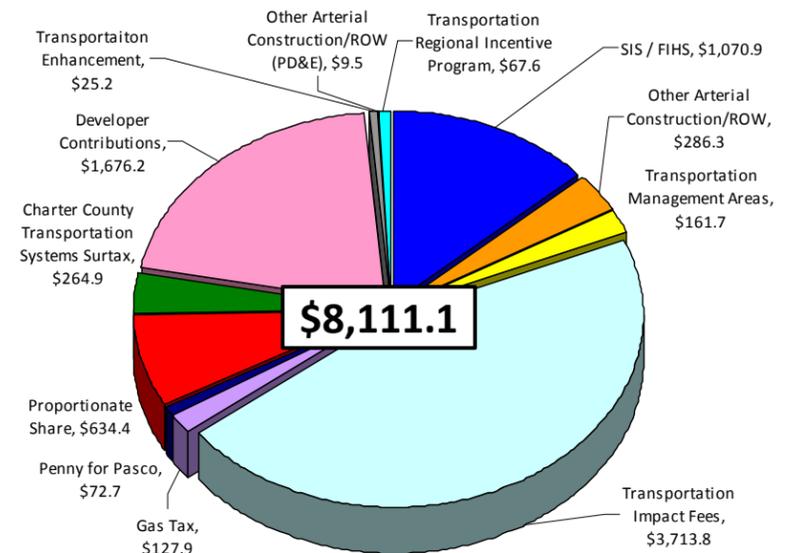
Tax (transfer facility, US 19 and US 301 bus stop infrastructure) funds, and proportionate share revenues. As previously mentioned, it is estimated that Pasco County will generate approximately \$764.1 million in proportionate share revenues through 2035. Approximately \$129.7 million will go towards transit capital, while the remaining revenue (approximately \$634.4 million) will be dedicated to roadway capacity expansion. Pasco County will also receive transit revenues from the Charter County Transit System Surtax as discussed previously.

Local Revenue Sources – Transit Operating

Local funds include farebox revenues, bus pass sales, local government, reserves, and a contribution of local fares. The local fares will contribute 25 percent of the Suncoast operating costs through 2035, which totals approximately \$2.6 million. Pasco County will also receive transit operating revenues from the Charter County Transit System Surtax.

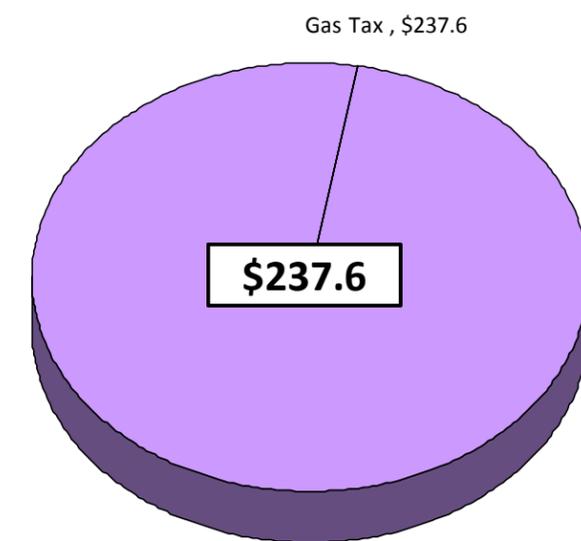
Local Revenue Sources – Charter County Transit System Surtax

As previously mentioned in the discussion of roadway revenues, due to a shortfall in funding for the Pasco County transportation network, the County is pursuing legislation that will give it the ability to adopt a one-penny Charter County Transit System Surtax through a countywide referendum. Approximately 75 percent of the proceeds would be available for transit expenditures, totaling \$794.7 million from 2020 to 2035. This includes charter county surtax funds available for the entire county, including the portions that the municipalities will receive. Pasco County will use the remaining 25 percent, or approximately \$264.9 million, to help fund roadway projects that support the transit investment.



Note: Figure 5-1 provides a breakdown of the roadway revenue projections for Pasco County. This figure represents the collection of revenues available to fund capital expenditures within the County.

Figure 5-1: 2015-2035 Roadway Revenues (in millions)



Note: Figure 5-2 provides a breakdown of the roadway revenue projections for Pasco County. This figure represents the collection of revenues available to fund operating expenditures within the County.

Figure 5-2: Roadways Revenues-Operating (in millions)

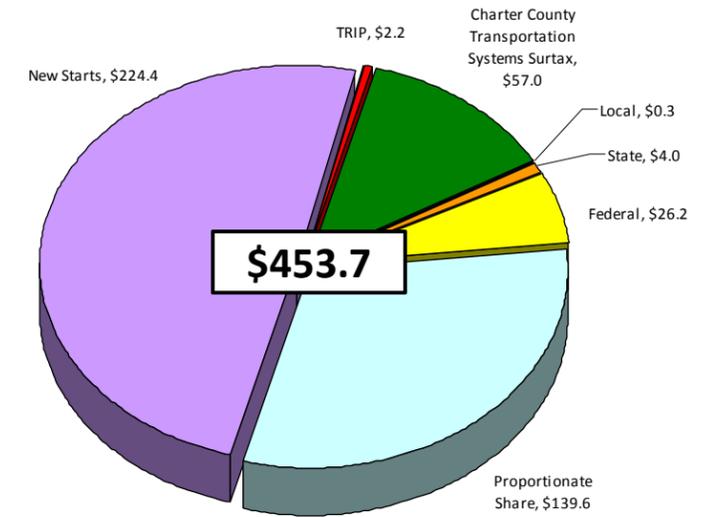


Non-Motorized Facility Costs

The unit costs for non-motorized transportation modes were developed using cost figures established in the *FDOT 2004 Transportation Costs Report, March 2005 (Technical Appendix, Section 5-A)*. Due to a lack of more recent cost data, these costs were used and indexed to current dollars using the most recent FDOT construction cost inflation factors from the *Advisory Inflation Factors for Previous Years (1987-2009) Report, May 2009 (Technical Appendix Section 5-A)*, produced by the FDOT Office of Policy Planning. Non-motorized modes include the following:

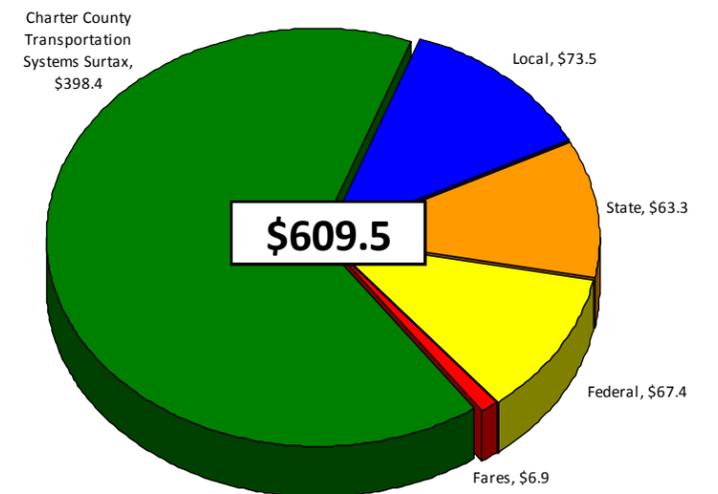
- Bicycle facilities
- Pedestrian facilities
- Paved shoulder facilities

Additional detail is provided in Appendix C. Table 5-2-3 provides a breakdown cost for each transportation mode.



Note: Figure 5-3 provides a breakdown of the transit facilities revenue projections for Pasco County. This figure represents the collection of revenues available to fund capital expenditures within the County.

Figure 5-3: 2015-2035 Transit Facilities Revenues - Capital (in millions)



Note: Figure 5-4 provides a breakdown of the transit facilities revenue projections for Pasco County. This figure represents the collection of revenues available to fund operating expenditures within the County. Local funds include farebox revenues, bus pass sales (including Medicaid), local government (service development, IIIB, MTBG, 5311, small urban), reserves, and a contribution of local fares to fund operating on the Suncoast Parkway.

Figure 5-4: 2015-2035 Transit Facilities Revenues - Operating (in millions)

Table 5-10: Pasco County Roadway and Transit Funding (2015–2035)

Fund Type	Fund	Reference	Roadway Capital ⁽¹⁾	Roadway Operations ⁽¹⁾	Transit Capital	Transit Operations	Total (2015-2035)
Local	Transportation Impact Fees	L1	\$3,713,833,813				\$3,713,833,813
Local	Gas Tax	L2	\$127,921,878	\$237,569,199	\$0	\$0	\$365,491,077
Local	Penny for Pasco Sales Tax	L3	\$72,665,070				\$72,665,070
Local	Proportionate Share	L4	\$634,424,927		\$139,619,296	\$0	\$774,044,223
Local	Developer Contributions	L5	\$1,676,162,460				\$1,676,162,460
Local	Transit Revenues	L6			\$305,012	\$73,475,888	\$73,780,900
Local	Farebox Revenues	L7			\$0	\$3,458,580	\$3,458,580
Local	Charter County Transportation System Surtax	L8	\$264,905,776	\$0	\$57,021,823	\$737,695,555	\$1,059,623,154
State	Other Arterial Construction/ROW	S1	\$286,300,004				\$286,300,004
State	Transportation Management Areas	S2	\$161,683,172				\$161,683,172
State	Transportation Regional Incentive Program	S3	\$67,575,501		\$2,216,828	\$0	\$69,792,329
State	Transportation Enhancement Funds	S4	\$25,150,000				\$25,150,000
State	FDOT PD&E (OA) Funds	S5	\$9,524,901				\$9,524,901
State	Transit Revenues	S6			\$3,965,188	\$63,270,902	\$67,236,090
State	Farebox Revenues	S7			\$0	\$3,458,580	\$3,458,580
State	New Starts - Transit	S8			\$93,483,089	\$0	\$93,483,089
Federal	SIS / FIHS	F1	\$1,070,919,216				\$1,070,919,216
Federal	Transit Revenues	F2			\$26,231,251	\$67,352,893	\$93,584,144
Federal	New Starts - Transit	F3			\$130,876,319	\$0	\$130,876,319
Total			\$8,111,066,718	\$237,569,199	\$453,718,806	\$948,712,398	\$9,751,067,121
Total	Local funds only	-	\$6,489,913,924	\$237,569,199	\$196,946,131	\$814,630,023	\$7,739,059,277
Total	State funds only	-	\$550,233,578	\$0	\$99,665,105	\$66,729,482	\$716,628,165
Total	Federal funds only	-	\$1,070,919,216	\$0	\$157,107,570	\$67,352,893	\$1,295,379,679

1. Includes bicycle, pedestrian, MMS/CMS, ITS, and ATMS facilities
 Source: Technical Appendix Tables 5-A-10 through 5-A-14

Table 5-11: Pasco County Roadway and Transit Facilities Costs (2015-2035)

Mode/Program	Total Cost	Percent
Highway Expansion	\$7,956,941,634.0	81.6%
Transit (operations & capital)	\$1,063,148,428.0	10.9%
Intelligent Transportation Systems	\$30,293,834.0	0.3%
Mobility Management	\$40,818,750.0	0.4%
Highway Maintenance	\$237,569,199.0	2.4%
Trails, Sidewalks, & Bicycle Facilities	\$48,012,500.0	0.5%
Transit & Road Surplus	\$374,282,776.0	3.8%
TOTAL	\$9,751,067,121.0	100.0%

Source: FDOT 2035 Revenue Forecast Handbook, pg. D-3. The five-year YOY

Table 5-12: Pasco County Roadway and Transit Facilities Funding (2015-2035)

Revenue Source	Total Revenues	Percent
Federal Revenues	\$224,460,463.0	2.3%
State and Federal Revenues	\$716,628,165.0	7.3%
Strategic Intermodal System (SIS)	\$1,070,919,216.0	11.0%
Local Revenues	\$7,739,059,277.0	79.4%
TOTAL	\$9,751,067,121.0	100.0%

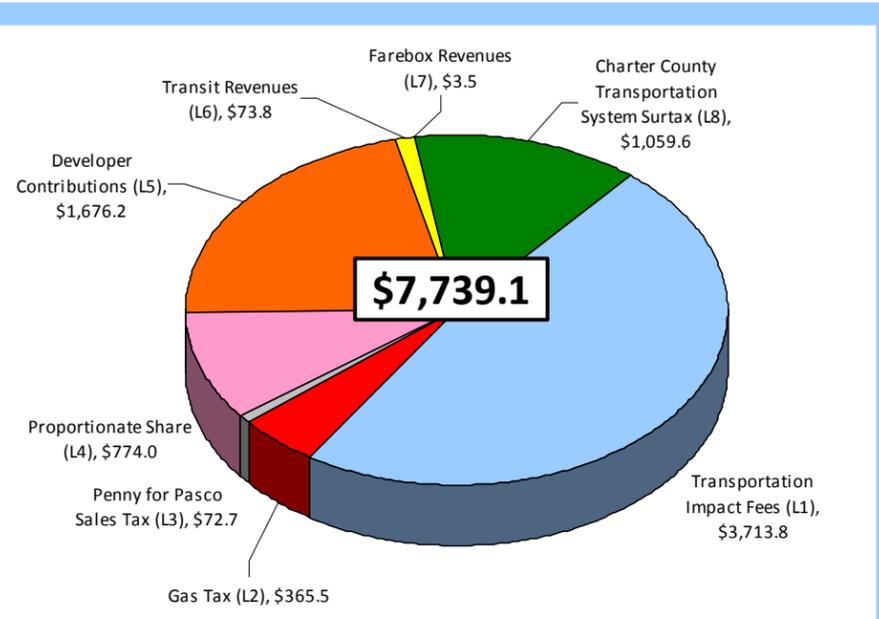
Source: FDOT 2035 Revenue Forecast Handbook, pg. D-3. The five-year YOY

Table 5-13: Composition of Local Funding by Source (2015-2035)

Composition of Local Revenues	Total Revenues	Percent
Transportation Impact Fees	\$3,713,833,813.0	48.0%
Gas Tax	\$365,491,077.0	4.7%
Local Transit	\$77,239,480.0	1.0%
Local Options Sales Tax	\$72,665,070.0	0.9%
Transportation System Surtax	\$1,059,623,154.0	13.7%
Proportionate Share	\$774,044,223.0	10.0%
Developer Contributions	\$1,676,162,460.0	21.7%
TOTAL	\$7,739,059,277.0	100.0%

Source: FDOT 2035 Revenue Forecast Handbook, pg. D-3. The five-year YOY

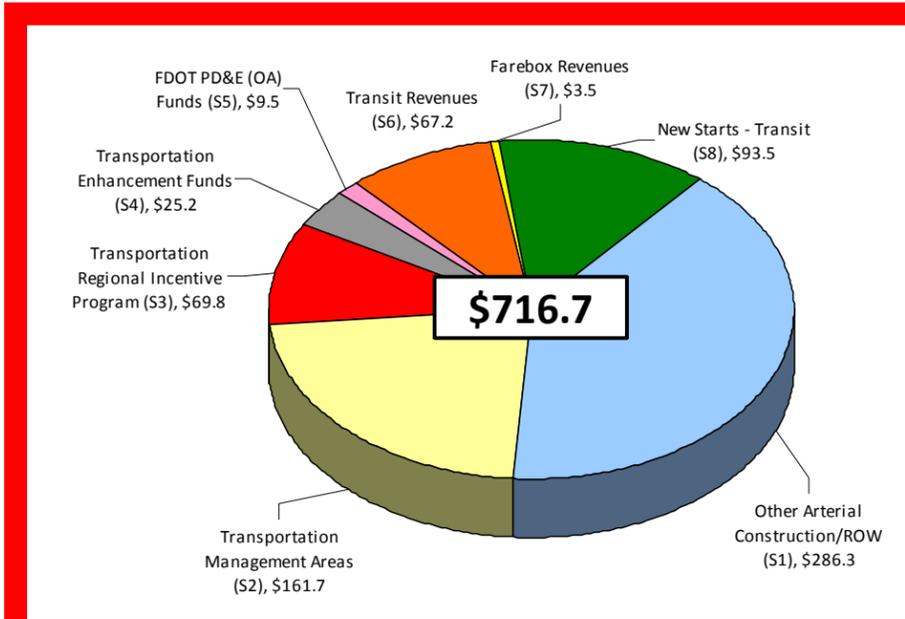




Note: Figure 5-5 provides a breakdown of the local (L) roadway and transit funding by source.

Source: Table 5-10

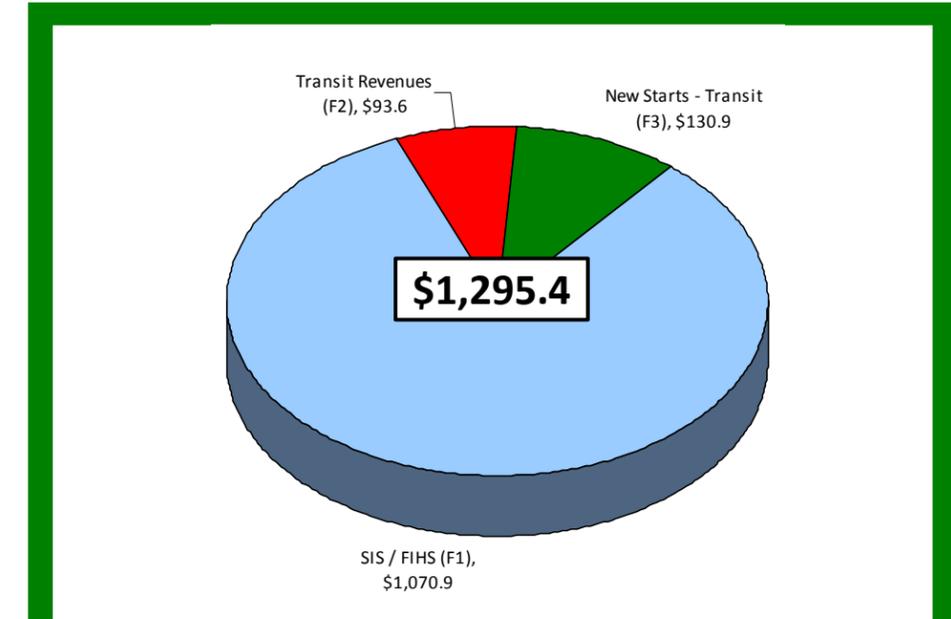
Figure 5-5: 2015-2035 Local Roadway and Transit Funding (in millions)



Note: Figure 5-6 provides a breakdown of the state (S) roadway and transit facilities funding by source.

Source: Table 5-10

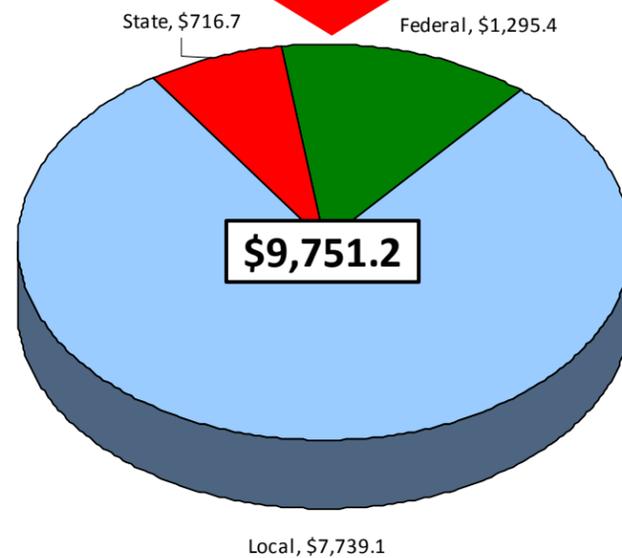
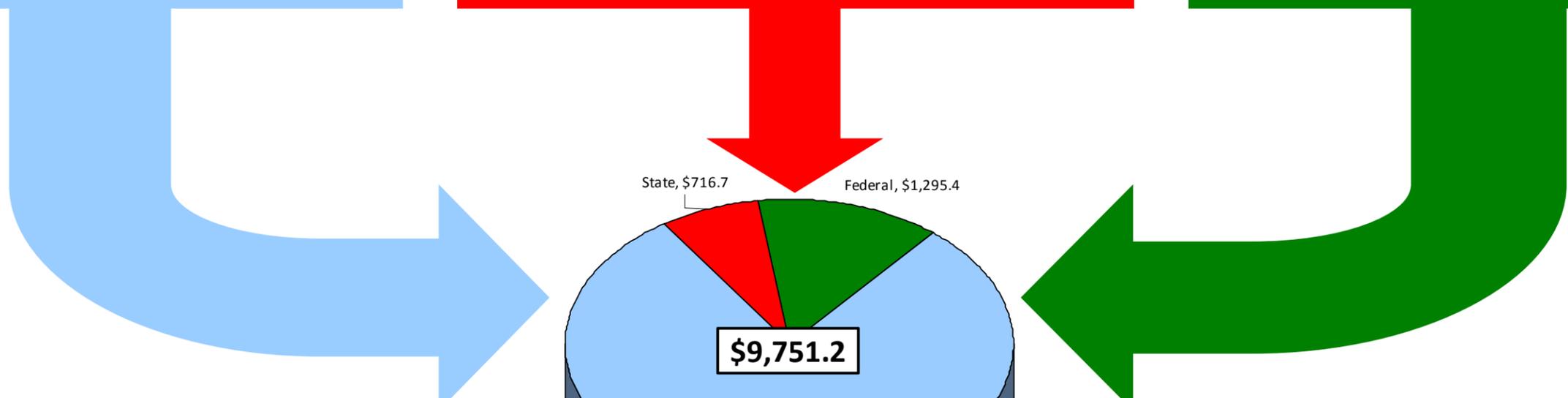
Figure 5-6: 2015-2035 State Roadway and Transit Funding (in millions)



Note: Figure 5-7 provides a breakdown of the roadway and transit facilities funding by source.

Source: Table 5-10

Figure 5-7: 2015-2035 Federal Roadway and Transit Funding (in millions)



Note: Figure 5-8 provides a breakdown of the roadway and transit facilities funding by jurisdiction.

Source: Table 5-10 and Figures 5-5 through 5-7

Figure 5-8: 2015-2035 Local, State, and Federal Roadway and Transit Funding (in millions)

