



MOBILITY 2040



Pasco County MPO
Transportation Plan

Draft Technical Report No. 4 Revenue and Costs



Technical Report No. 4

REVENUE AND COSTS



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FEBRUARY 2015

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Section 1: Introduction and Overview

This Technical Report documents the assumptions that were used to develop unit costs and future revenues for the MOBILITY 2040 Long Range Transportation Plan (LRTP). These assumptions provide the Pasco Metropolitan Planning Organization (MPO) with a reasonable estimate of future revenues that can be used to fund the multimodal transportation projects included in MOBILITY 2040. Current and potential new revenue sources are discussed in this report. Consistent with the requirements of Title 23, United States Code Section 134, the revenues identified for MOBILITY 2040 are reasonably expected to be available during the planning period through 2040. This report includes two major sections:

- **Unit Cost Assumptions** summarizes the assumptions that were used to develop unit cost estimates for all types of transportation improvements included in the LRTP. Assumptions associated with the unit costs for both capital costs and operating and maintenance costs are presented for each mode.
- **Revenue Projections** presents the assumptions that were used to develop revenue projections for the years 2019 through 2040. Federal, State, and local County revenues were projected for capital and operating/maintenance funding needs. This section includes additional projections provided by the Florida Department of Transportation (FDOT) District 7.

Revenue and Costs



Section 2: Unit Cost Assumptions

This section summarizes the unit costs used to develop planning level estimates for the MOBILITY 2040 Plan. Cost assumptions are presented for each mode of travel in the LRTP, including roadway, bicycle, pedestrian, and transit facilities. The unit cost assumptions and resulting project cost estimates were developed for the 2040 Policy Constrained Needs Plan and the 2040 Cost Affordable Plan.

Unit costs are based on current trends in construction projects. Each estimate is further discussed and illustrated throughout this report.

County Roadway Costs

Developing the unit cost costs for County (non-State) roadways used the cost calculation methodology included in the “Mitigation of Impacts” section of Pasco County’s Land Development Code (LDC), Section 901.5, and discussions with County staff regarding recent cost trends. The cost factors discussed were applied to unit costs for project types listed in FDOT District 7 Long Range Estimates (LRE), June 2014. Table 2-1 includes the unit costs for individual project types considered for MOBILITY 2040. These costs are divided into categories based on urban or rural area types in which individual projects are located. The following individual assumptions were applied to the FDOT District 7 estimates to develop the MOBILITY 2040 construction costs for non-State roadways:

- **Design and Construction Engineering & Inspection (CEI):** Design and CEI costs were estimated as a percentage of the subtotal construction cost for county roadway improvements. Based on discussions with County staff and the 2014 Multi-Modal Mobility Fee Update Study, design was estimated at 10 percent and CEI was estimated at 5 percent of the subtotal construction cost.
- **Right-of-Way (ROW):** ROW costs for County roads were estimated as a percentage of the subtotal construction cost for County roadway improvements. Based on discussions with County staff and the 2014 Multi-Modal Mobility Fee Update Study, ROW was estimated at 50 percent of the subtotal construction cost.
- **Construction:** Construction cost estimates are based on provisions in the Pasco County LDC. As outlined in the LDC, the construction cost for County roads is calculated at 85 percent of the subtotal construction cost from the FDOT District 7 LRE plus 10 percent contingency.

Table 2-1
County Roadway Costs per Centerline Mile

Improvement Type	Design ⁽¹⁾	Right-of-Way ⁽²⁾	Construction ⁽³⁾	CEI ⁽⁴⁾	Total
Rural Section Design – Cost per Centerline Mile					
New construction, 0 to 2 lanes	\$344,743	\$1,723,713	\$3,792,169	\$172,371	\$6,032,996
New construction, 0 to 4 lanes	\$560,522	\$2,802,612	\$6,165,746	\$280,261	\$9,809,141
New construction, 0 to 6 lanes	\$714,308	\$3,571,540	\$7,857,388	\$357,154	\$12,500,390
Lane addition, 2 to 4 lanes	\$400,665	\$2,003,323	\$4,407,311	\$200,332	\$7,011,631
Lane addition, 2 to 6 lanes ⁽⁵⁾	\$714,308	\$3,571,540	\$7,857,388	\$357,154	\$12,500,390
Lane addition, 4 to 6 lanes	\$448,922	\$2,244,608	\$4,938,137	\$224,461	\$7,856,128
Lane addition, 6 to 8 lanes	\$564,602	\$2,823,008	\$6,210,618	\$282,301	\$9,880,529
Urban Section Design – Cost per Centerline Mile					
New construction, 0 to 2 lanes	\$497,858	\$2,489,291	\$5,476,440	\$248,929	\$8,463,589
New construction, 0 to 4 lanes	\$702,749	\$3,513,743	\$7,730,235	\$351,374	\$11,946,727
New construction, 0 to 6 lanes	\$859,144	\$4,295,722	\$9,450,587	\$429,572	\$14,605,453
Lane addition, 2 to 4 lanes	\$460,514	\$2,302,570	\$5,065,653	\$230,257	\$7,828,737
Lane addition, 2 to 6 lanes ⁽⁵⁾	\$859,144	\$4,295,722	\$9,450,587	\$429,572	\$14,605,453
Lane addition, 4 to 6 lanes	\$514,484	\$2,572,419	\$5,659,322	\$257,242	\$8,746,225
Lane addition, 6 to 8 lanes	\$613,928	\$3,069,640	\$6,753,207	\$306,964	\$10,436,775

- (1) Design assessed at 10% of subtotal construction costs from District 7 LRE based on Pasco County Land Development Code, Ch. 900, Section 901.5
- (2) ROW assessed at 50% of subtotal construction costs from District 7 LRE based on Pasco County Land Development Code, Ch. 900, Section 901.5
- (3) Construction assessed at 85% of subtotal construction costs for State roads from District 7 LRE based on Pasco County Land Development Code, Ch. 900, Section 901.5. Construction cost shown includes 10% scope and contingency cost, which is not included in subtotal construction cost figure from District 7 LRE
- (4) CEI assessed at 5% of subtotal construction costs from District 7 LRE based on Pasco County Land Development Code, Ch. 900, Section 901.5
- (5) Based on direction from FDOT District 7 staff, cost for a 2- to 6-lane improvement is equivalent to cost for a 0- to 6-lane improvement.

State Roadway Costs

The following documents the assumptions behind the project costs included in MOBILITY 2040 for State roads. All information for State roads is consistent with the unit costs produced by FDOT District 7. Table 2-2 includes the unit costs for the individual roadway project types included in the MOBILITY 2040 plan.

- **Product Support:** Product support costs for State roads were estimated based on a percentage of the State road construction cost per centerline mile. Based on the *FDOT 2040 Revenue Forecast Handbook*, the product support costs (which include Project Development & Engineering [PD&E] and Preliminary Engineering [PE]) are equivalent to 22 percent of the State construction cost per centerline mile. According to the *FDOT 2040 Revenue Forecast Handbook*, FDOT has included sufficient funding for these and other “Product Support” activities to produce the construction levels in the 2040 Revenue Forecast. For projects funded with the revenue estimates for Other Arterials Construction & ROW Funds provided by FDOT, MPOs can assume that the equivalent of 22 percent of those estimated funds will be available from the statewide “Product Support” estimates for PD&E and Engineering Design. MPOs should document these assumptions. For example, if the estimate for Other Arterials Construction & ROW in a five-year period is \$10 million, the MPO can assume that an additional \$2.2 million will be available for PD&E and Design in the five-year period from FDOT “Product Support” estimates. If planned PD&E and Design phases use TMA funds, the amounts should be part of (i.e., not in addition to) estimates of TMA funds provided to MPOs. Because of the complex nature of documenting and applying this assumption, no further revenues were assumed for Product Support activities beyond that provided by FDOT District 7.
- **Right-of-Way:** ROW acquisition costs for State arterials in the LRTP were based on the construction cost per centerline mile from the FDOT District 7 Long Range Estimates Roadway Costs, June 2014. FDOT staff indicated that the ROW cost for a State road capacity expansion improvement should be estimated at 100 percent of the construction cost per centerline mile.
- **Construction:** Similar to ROW costs, the construction cost estimates for State arterials were based on the cost per centerline mile from the FDOT District 7 Long Range Estimates Roadway Costs, June 2014. Factors for considering additional components of the construction phase of a project also were included in the unit costs estimates prepared for the LRTP. These factors include 10 percent for maintenance of traffic (MOT); 10 percent for mobilization, 15 percent for construction engineering and inspection (CEI); and a final scope contingency of 25 percent.

Table 2-2
State Roadway Costs per Centerline Mile

Improvement Type	Product Support ⁽¹⁾	Right-of-Way ⁽²⁾	Construction ⁽³⁾	Total
Rural Section Design – Cost per Centerline Mile				
New construction, 0 to 2 lanes	\$1,115,344	\$5,069,744	\$5,069,744	\$11,254,832
New construction, 0 to 4 lanes	\$1,813,455	\$8,242,976	\$8,242,976	\$18,299,407
New construction, 0 to 6 lanes	\$2,310,996	\$10,504,529	\$10,504,529	\$23,320,054
Lane addition, 2 to 4 lanes	\$1,813,455	\$8,242,976	\$8,242,976	\$18,299,407
Lane addition, 2 to 6 lanes ⁽⁴⁾	\$2,310,996	\$10,504,529	\$10,504,529	\$23,320,054
Lane addition, 4 to 6 lanes	\$2,310,996	\$10,504,529	\$10,504,529	\$23,320,054
Lane addition, 6 to 8 lanes	\$2,310,996	\$10,504,529	\$10,504,529	\$23,320,054
Urban Section Design – Cost per Centerline Mile				
New construction, 0 to 2 lanes	\$1,610,718	\$7,321,444	\$7,321,444	\$16,253,606
New construction, 0 to 4 lanes	\$2,273,599	\$10,334,539	\$10,334,539	\$22,942,677
New construction, 0 to 6 lanes	\$2,779,585	\$12,634,475	\$12,634,475	\$28,048,535
Lane addition, 2 to 4 lanes	\$2,273,599	\$10,334,539	\$10,334,539	\$22,942,677
Lane addition, 2 to 6 lanes ⁽⁴⁾	\$2,779,585	\$12,634,475	\$12,634,475	\$28,048,535
Lane addition, 4 to 6 lanes	\$2,779,585	\$12,634,475	\$12,634,475	\$28,048,535
Lane addition, 6 to 8 lanes	\$2,779,585	\$12,634,475	\$12,634,475	\$28,048,535

(1) Product support calculated at 22% of construction cost and inclusive of PD&E and PE phases.

(2) ROW calculated at 100% of construction cost.

(3) Cost of construction based on Construction Cost listed in FDOT District 7 Long Range Estimates, June 2014. Maintenance of Traffic, Mobilization, and scope contingency factors have been included consistent with FDOT guidance.

(4) Based on direction from FDOT District 7 staff, cost for a 2- to 6-lane improvement is equivalent to cost for a 0- to 6-lane improvement.

Bicycle and Pedestrian Facilities Costs

The bicycle and pedestrian facility costs included in the MOBILITY 2040 plan are based on cost figures established in the FDOT District 3 LRE and the FDOT District 7 LRE.

**Table 2-3
Bicycle and Pedestrian Facilities Costs**

Component	2014
<i>Bicycle Facilities Unit Costs</i>	
Bike Lane per Mile (5' width - 2 sides) ⁽¹⁾	\$329,227
Multi-Use Trail per Mile (12' width - 1 side) ⁽²⁾	\$333,635
<i>Pedestrian Facilities Unit Costs</i>	
Sidewalks per Mile (5' width - 1 side) ⁽²⁾	\$174,514
Sidewalks per Mile (6' width - 1 side) ⁽²⁾	\$209,417

(1) Source: FDOT District 3 Long Range Estimates, December 2012.
Figure indexed to 2014 dollars based on FDOT annual inflation factor of 3.1%.

(2) Source: FDOT District 7 Long Range Estimates, June 2014.

Transit Facilities Costs

As shown in Table 2-4, several assumptions were made to support forecasting of public transportation costs for the time period from 2019 through 2040 in the LRTP.

**Table 2-4
Transit Facilities Cost Assumptions**

Item	Unit	Base Year	Cost
Fixed-route operating enhancements	per revenue hour	2012	\$62.34
Fixed-route operating enhancements	per revenue mile	2012	\$3.54
Paratransit operating enhancements	per year	2010	\$2,330,797
Regular bus (40 ft.)	per vehicle	2012	\$405,000
Diesel hybrid bus (40 ft.)	per vehicle	2012	\$615,000
Paratransit vehicle cost	per vehicle	2012	\$85,000
Support vehicle (transit/paratransit) cost	per vehicle	2012	varies
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	per facility	2009	\$105,000
Transit signal priority equipment	per intersection	2009	\$20,000

Source: Costs for transit operations and vehicle purchases documented in *Access Pasco TDP*, October 2013.

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Section 3: Revenue Projections

The MOBILITY 2040 Plan includes revenue projections from federal, State, and county sources. The following section describes the revenue sources used to develop the 2040 Cost Affordable Plan. Table 3-1 presents a summary of the total projected revenues, including a breakout of existing sources and future anticipated revenues. Developed in coordination with FDOT, Appendix A provides the methodology used for developing statewide estimates of federal and State revenues for use in the metropolitan planning process.

Existing revenues are insufficient to address the county's future mobility needs that result from the future growth in population and employment expected by 2040. In 2004, voters in Pasco County voted to enact a one-penny Local Government Infrastructure Surtax. In 2012, 70 percent of voters approved the continuation of this surtax, extending the effective period for 10 years, through December 2024. Although the distribution of the proceeds from the revenue has shifted since the initial passage, enacting and extending this revenue source has been supported by the voters in Pasco County. The MOBILITY 2040 Plan draws the reasonable conclusion of extending the one-penny surtax beyond 2025 through the 2040 horizon of the plan under the provisions of the Charter County Surtax. This new revenue is applied to projects at a ratio of 75 percent for transit and 25 percent for roadways. The assumption of this revenue is a replacement of the existing Penny for Pasco revenue that will sunset in 2024.

As growth in Pasco County—specifically along the major corridors of SR 54/56 and US 19—is expected to transition towards a mixed-use pattern, the MOBILITY 2040 plan includes increased local transit service as well as new premium transit service in these corridors. Ultimately, the decision to extend or enact a new local revenue such as this would first require the action of the County Commission and approval by the voters. In 10 years, if the County Commission or the voters reject enacting the Charter County Surtax, the most significant impact would be to the premium transit projects proposed on the most heavily-traveled corridors – US 19 and SR 54/56. This would impact not only the transportation solutions that could be constructed but also the community form envisioned in the County's Comprehensive Plan.

Table 3-1
Revenue Projections Summary – Year-of-Expenditure Revenues (\$ in millions)

Revenue Source	2020–2025 ⁶	2026–2030	2031–2040	Total Revenues
Federal				
Transportation Management Area ¹	\$27.71	\$23.10	\$46.21	\$97.02
Transportation Alternatives – Urban Area ¹	\$2.73	\$2.27	\$4.54	\$9.54
Transportation Alternatives – Any Area ²	\$3.58	\$2.99	\$5.99	\$12.56
Transit ³	\$20.44	\$14.20	\$29.08	\$63.72
State				
Strategic Intermodal System (SIS) ⁴	\$6.27	\$162.45	\$116.6	\$285.33
Other Arterial	\$98	\$75.7	\$165.6	\$339.3
Transportation Regional Incentive Program (TRIP) ²	\$1.24	\$1.16	\$2.32	\$4.72
Transit ⁵	\$12.35	\$11.58	\$27.88	\$51.81
Local				
Mobility Fees	\$312.44	\$343.89	\$1,015.9	\$1,672.27
Tax Increment Financing (TIF)	\$100.09	\$139.97	\$453.97	\$694.02
Constitutional Fuel Tax ⁷	\$26.1	\$23.29	\$51.25	\$100.65
County Fuel Tax ⁷	\$11.56	\$1034	\$22.67	\$44.54
1st Local Option Fuel Tax ⁷	\$73.35	\$65.49	\$144.00	\$282.84
2nd Local Option Fuel Tax	\$51.29	\$45.79	\$100.69	\$197.77
Ninth Cent Fuel Tax ⁷	\$13.18	\$11.74	\$25.77	\$56.70
Penny for Pasco (2020–2024)	\$58.62	\$0	\$0	\$58.62
Charter County Surtax (2025–2040) ⁸	\$73.24	\$413.01	\$1,17.07	\$1,603.32
Other Transit Revenues (excludes TIF, Mobility Fees, and Charter County Surtax) ⁹	\$41.10	\$45.06	\$214.02	\$300.18
Village of Pasadena Hills	\$5.03	\$4.83	\$11.98	\$21.84
Developer Funds ¹⁰	-	-	-	\$1,295.00

- (1) Revenues provided by FDOT split between MPOs in Tampa Bay TMA consistent with split of 2010 population within urbanized area. For Pasco County, a factor of 14.01% was used.
- (2) Revenues provided by FDOT split between the MPOs in District 7 consistent with split of 2010 population. For Pasco County, a factor of 15.89% was used.
- (3) Federal Transit Revenues are based on the Pasco TDP Table 9-7. Revenue sources include FTA section 5307 and 5311 grants.
- (4) Project cost and revenues provided by FDOT District 7, dated 7/31/2014.
- (5) State Transit Revenues based on *Access Pasco* Transit Development Plan (TDP). Revenue sources include State Block Grants and Urban Corridor Grants (US 19, SR 54, Wesley Chapel/USF Express, Spring Hill Connector).
- (6) Revenues originally provided by FDOT included a 2019–2020 and a 2021–2025 time period. FY 2019 is now part of committed time period. State and Federal revenues are now shown for 2020–2025 time period and include half of 2019–2020 time period and all of 2021–2025 time period.
- (7) Dedicated to highway maintenance.
- (8) Assumed to be enacted in 2025 by county-wide referendum following sunset of Penny for Pasco (proceeds to be allocated 75% to transit and 25% to highway expansion). Note that establishing a sunset for a Charter County Surtax is an optional local decision that could be included as part of the language in the county-wide referendum.
- (9) Includes Local Match from County General Fund for State and Federal Grants, Fare Revenue, Bus Advertising Revenue, and Paratransit Revenue (includes some small state and federal paratransit grants).
- (10) Developer Revenues are assumed to be available at time of construction for projects listed in the MOBILITY 2040 Plan.

Federal/State Revenue Sources

Projections of federal and State revenues for use in MPO LRTPs are generated by FDOT. Through enhanced federal, State, and MPO cooperation and guidance provided by the MPO Advisory Council, FDOT has provided a long-range revenue estimate through 2040. At a statewide level, these forecasts are allocated to the seven FDOT Districts. FDOT District 7 has further subdivided the forecast of annual federal and State revenue projections by County for use in the MOBILITY 2040 Plan. The district sub-allocation of revenues is documented in the *Supplement to the FDOT 2040 Revenue Forecast Handbook*, herein included as Appendix B, for the following sources.

Transportation Management Area

Federal funds are distributed to an urban area that has a population greater than 200,000, as designated by the Census Bureau following the decennial census. These revenues are listed as the Surface Transportation Program Urban Attributable (XU) funds in the FDOT five-year work program. Pursuant to the *Supplement to the FDOT 2040 Revenue Forecast Handbook*, approximately **\$725.3 million** will be available from 2019–2040 for the three counties (Hillsborough, Pasco, and Pinellas) that comprise the Tampa–St. Petersburg Transportation Management Area (TMA). Through agreement with the Tampa Bay TMA Leadership group, it has been decided to reasonably allocate the TMA funds to the individual counties for long-range planning purposes based on the 2010 urbanized area populations of each county. Table 3-2 illustrates the population and funding breakdown for the MOBILITY 2040 Plan. To develop an appropriate estimate of revenues available for the 2020–2040 time period, the 2019–2020 estimate of revenues was divided in half. A total of **\$97.02 million** is forecast to be available for Pasco County from 2020–2040.

Table 3-2
Allocation of TMA Funds Based on Population

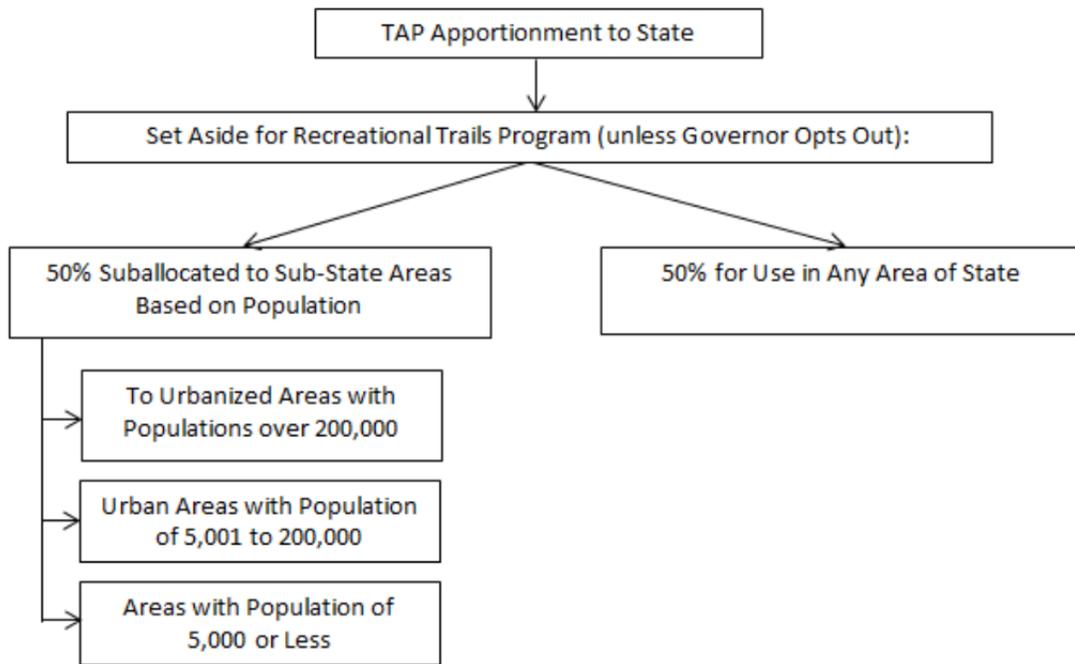
Area	2010 TMA Population	Percentage	2019–2020	2021–2025	2026–2030	2031–2040
District 7	2,441,757	100%	\$65,900,000	\$164,800,8000	\$164,800,000	\$329,700,000
Hillsborough	1,185,609	48.56%	\$31,998,120	\$80,019,577	\$80,019,577	\$160,087,710
Pasco	342,209	14.01%	\$9,235,797	\$23,096,501	\$23,096,501	\$46,207,017
Pinellas	913,939	37.43%	\$24,666,083	\$61,683,922	\$61,683,922	\$123,405,273

Transportation Alternatives Program

Created as a new funding program under current federal transportation legislation (MAP-21), the Transportation Alternatives (TA) Program combines three previous programs—Transportation Enhancements, Safe Routes to School, and Recreational Trails Program. Revenue estimates for the TA Program are developed into categories based on population. Designed solely to fund projects that are non-auto-based, nine eligible project types can be funded by these revenues, as outlined in 23 USC Section 213(b) and 101(a)(29). The two revenue categories of TA that are available to Pasco County are

Transportation Alternatives–Urban Area (TALU) funds, which are available to urbanized areas designated as a TMA with greater than 200,000 population, and Transportation Alternatives–Any Area (TALT) funds, which are available for use in any area of the state. Figure 3-1 illustrates how the TA revenues are distributed through the State. Similar to TMA funds, the TALU revenues for Pasco are divided based on the population within the Tampa–St. Petersburg Urbanized Area. The TALT funds available for the Pasco County MPO have been divided among the five counties of FDOT District 7.

Figure 3-1
Distribution of Transportation Alternatives Revenues



A total of **\$9.54 million** of TALU and **\$12.56 million** of TALT funds are estimated to be available from 2020–2040, as illustrated in Table 3-3. To develop an appropriate estimate of revenues available for the 2020–2040 time period, the 2019–2020 estimate of revenues was divided in half.

Table 3-3
Allocation of TA Funds Based on Population

Area	2010 TMA Population	Percentage	2019–2020	2021–2025	2026–2030	2031–2040
Transportation Alternatives – Urban Area						
District 7	2,441,757	100%	\$6,500,000	\$16,200,000	\$16,200,000	\$32,400,000
Hillsborough	1,185,609	48.56%	\$3,156,112	\$7,866,002	\$7,866,002	\$15,732,004
Pasco	342,209	14.01%	\$910,966	\$2,270,408	\$2,270,408	\$4,540,817
Pinellas	913,939	37.43%	\$2,432,922	\$6,063,589	\$6,063,589	\$12,127,179
Transportation Alternatives – Any Area						
District 7	2,924,479	100%	\$7,500,000	\$18,800,000	\$18,800,000	\$37,700,000
Citrus	141,236	4.83%	\$362,208	\$907,935	\$907,935	\$1,820,699
Hernando	172,778	5.91%	\$443,099	\$1,110,703	\$1,110,703	\$2,227,313
Hillsborough	1,229,226	42.03%	\$3,152,423	\$7,902,074	\$7,902,074	\$15,846,180
Pasco	464,697	15.89%	\$1,191,743	\$2,987,303	\$2,987,303	\$5,990,495
Pinellas	916,542	31.34%	\$2,350,526	\$5,891,986	\$5,891,986	\$11,815,313

Strategic Intermodal System/Florida Interstate Highway System

This capacity program provides funds for construction, improvements, and associated ROW on the State Highway System roadways that are designated as part of the Strategic Intermodal System (SIS). SIS planning, led by FDOT, includes a First Five-Year Plan (FY 2014–2018), a Second Five-Year Plan (FY 2019–2023), and the Long-Range Cost Feasible Plan (FY 2024–2040). Using those plans, approximately **\$285.3 million** in improvements has been identified for 2019–2040.

Other Arterial Construction/Right-of-Way

This capacity program provides funds for construction, improvements, and associated ROW on the State Highway System roadways that are not designated as part of the SIS. Other Arterials (OA) revenue includes additional funding for the Economic Development Program and the County Incentive Grant Program. The Economic Development Program is a sub-program of the OA program that may provide funds for access roads and highway improvements for new and existing businesses and manufacturing enterprises that meet certain criteria. Pursuant to the *Supplement to the FDOT 2040 Revenue Forecast Handbook*, approximately \$357.2 million will be available for roadway infrastructure projects for 2019–2040. To develop an estimate of revenues for the 2020–2040 planning timeframe, the estimate provided by FDOT for the 2019–2020 time period was divided in half. This resulted in an estimate of **\$339.3 million** for the MOBILITY 2040 Plan.

Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) was established as part of the State’s major growth management legislation enacted with Senate Bill (SB) 360. The program is intended to encourage regional planning by providing matching funds for improvements to regionally-significant

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transportation facilities identified and prioritized by regional partners. The Pasco County MPO has partnered with other MPOs in the region through an interlocal agreement to develop a regional transportation plan that identifies regional facilities that could be eligible for TRIP funding. For long-range planning purposes, it is assumed that this district-allocated revenue is divided among the five counties of District 7 based on population. The FDOT District 7 revenues are projected to be \$30.2 million for the 2019–2040 timeframe. Regional facilities already identified in the West Central Florida MPO Chairs Coordinating Committee’s Regional LRTP and projects planned by the Tampa Bay Area Regional Transportation Authority (TBARTA) are eligible for TRIP funds. Table 3-4 illustrates the population-based distribution of the TRIP funds, which results in the Pasco MPO assuming **\$4.72 million** during the 2020–2040 planning horizon.

Table 3-4
Allocation of TRIP Funds Based on Population

Area	2010 TMA Population	Percentage	2019–2020	2021–2025	2026–2030	2031–2040
District 7	2,924,479	100%	\$1,000,000	\$7,300,000	\$7,300,000	\$14,600,000
Citrus	141,236	4.83%	\$48,294	\$352,549	\$352,549	\$705,098
Hernando	172,778	5.91%	\$59,080	\$431,283	\$431,283	\$862,567
Hillsborough	1,229,226	42.03%	\$420,323	\$3,068,358	\$3,068,358	\$6,136,717
Pasco	464,697	15.89%	\$158,899	\$1,159,963	\$1,159,963	\$2,319,926
Pinellas	916,542	31.34%	\$313,404	\$2,287,846	\$2,287,846	\$4,575,691

Funds from the State’s General Revenue Fund are made available for TRIP through SB 360 legislation. TRIP funds can be used for up to a 50 percent match to local or regional funds. In-kind matches, such as ROW donations and private funds made available to regional partners, also are allowed. Federal funds attributable to urbanized areas also may be used for the local/regional match.

Federal/State Transit Revenues

Estimates of federal and State transit revenues have been prepared for the MOBILITY 2040 Plan consistent with the Pasco County Public Transportation (PCPT) 10-Year Transit Development Plan (TDP), *Access Pasco*. The *Access Pasco* TDP developed specific revenue forecasts through the year 2023 for both capital and operating expenses. Revenue assumptions were carried forward to the year 2040 for the MOBILITY 2040 Plan. Beyond 2040, inflation factors were applied on an annual basis to develop revenue estimates comparable with year-of-expenditure project costs. Detailed assumptions for the individual revenue sources can be found in Table 9-7 of the *Access Pasco* TDP. The total federal and State transit revenues assumed for the 2020–2040 planning timeframe are **\$115.53 million**.

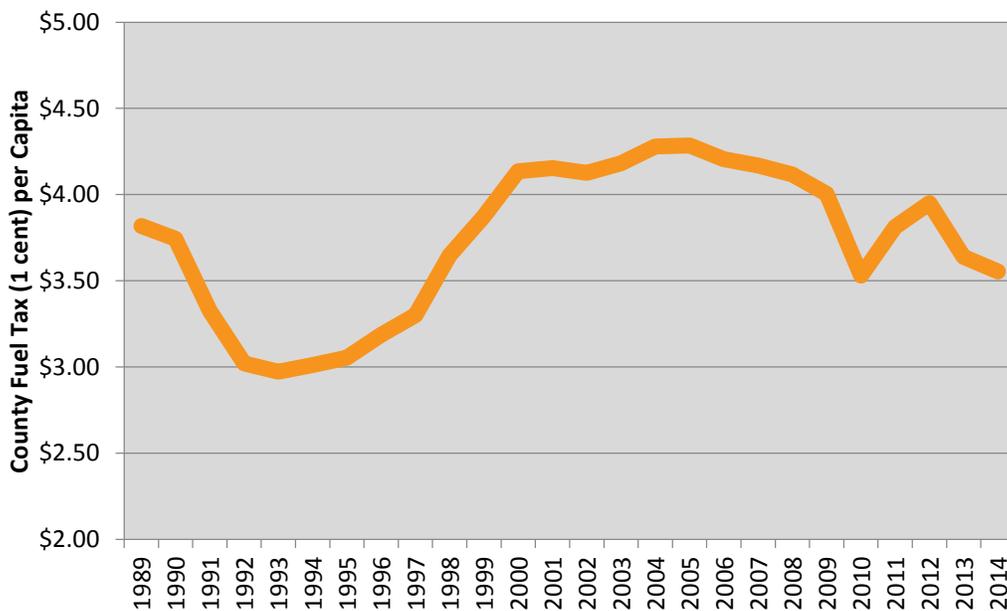
County Revenue Sources

Fuel Tax

Historically, fuel taxes have represented a major portion of Pasco County’s local transportation revenues. Currently, Pasco charges seven cents of Local Option Fuel Taxes (LOFT) in addition to the three cents of State Fuel Tax for local use and dedicates approximately 40 percent of fuel tax revenues to transportation infrastructure maintenance. This section provides a brief outline of adopted and available fuel taxes as well as historical trends and projected future revenues for all fuel tax options in Pasco County.

Figure 3-2 illustrates the trend in historical fuel tax revenue per capita for the County Fuel Tax (1 cent). As shown, the fuel tax revenue per capita has decreased by an annual average of 0.29 percent since 1989. Throughout Florida, the fuel tax per capita has decreased by 0.37 percent annually over this same time period.

Figure 3-2
Pasco County – County Fuel Tax (1 Cent) per-Capita Trend



Source: Local Government Financial Information Handbook

Revenue and Costs

Local fuel tax revenues are based on a set pennies-per-gallon charge, not a percentage of the sale (as with a sales tax); therefore, fuel taxes do not increase as gas prices increase or with the effects of inflation. Additionally, fuel tax revenues are expected to suffer due to the new standards in fuel efficiency. Since 1980, fuel efficiency has increased by approximately 0.50 percent each year, but due to recent government standards for new vehicles, the fleet-wide fuel efficiency is expected to increase by more than 5.0 percent each year through 2025.

Constitutional Fuel Tax (2 cents/gallon)

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

Based on the distribution provided in the *Local Government Financial Information Handbook*, Pasco County will receive approximately **\$3.91 million** from this fuel tax in FY 2013/2014.

County Fuel Tax (1 cent/gallon)

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

Based on the distribution provided in the *Local Government Financial Information Handbook*, Pasco County will receive approximately **\$1.72 million** from this fuel tax in FY 2013/2014.

1st LOFT (6 cents/gallon)

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

Revenue and Costs



Based on the distribution provided in the *Local Government Financial Information Handbook*, Pasco County will receive approximately **\$11.7 million** from this fuel tax in FY 2013/2014. Starting in 2015, the level of revenues allocated between the Board of County Commissioners and the Cities was re-distributed to provide the County with 94 percent of the revenues and the remaining 6 percent available for the municipalities. For the MOBILITY 2040 Plan, it was assumed that this fuel tax will continue to be collected through 2040 and the current allocation level (94% to County, 6% to Cities) will remain constant through 2040.

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

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

Based on the distribution provided in the *Local Government Financial Information Handbook*, Pasco County will receive approximately **\$2.08 million** from this fuel tax in FY 2013/2014. This represents the portion allocated to the County, which is 100 percent of the revenues. Pasco has the option to allocate revenues to municipalities, but historically has not. For purposes of the MOBILITY 2040 Plan, it was assumed that this fuel tax will continue to be collected through 2040 and that the current allocation level (100% to the County) will remain constant through 2040.

2nd LOFT (5 cents/gallon)

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

In late 2014 Pasco County adopted all five pennies of the 2nd Local Option Fuel Tax. This will provide more than \$8 million for transportation improvements annually. For purposes of the MOBILITY 2040 Plan revenue projections, it was assumed that the same distribution levels applied to the 1st LOFT will be applied to the 2nd LOFT, allocating approximately 94 percent of the revenues to the County and 6

Revenue and Costs



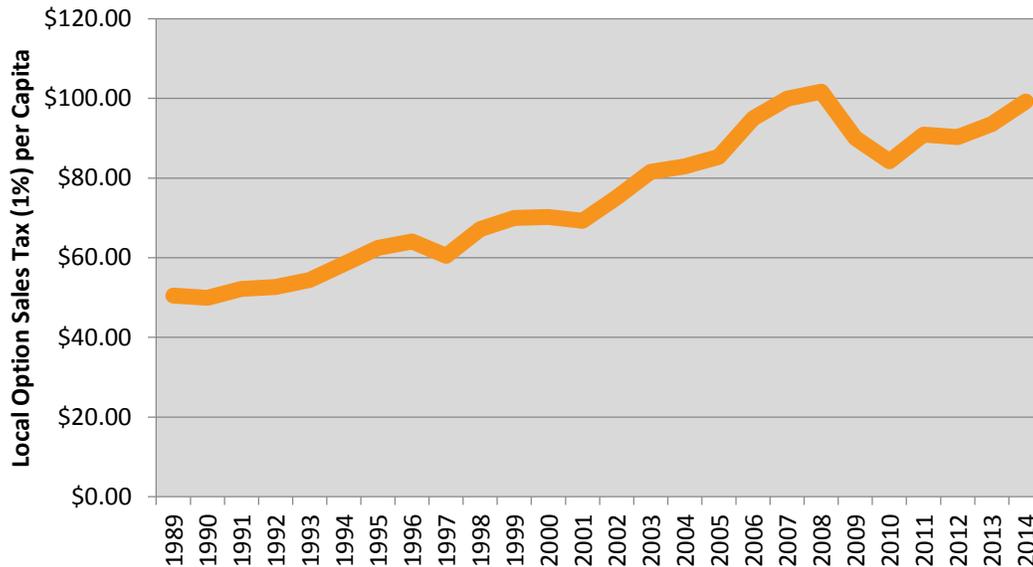
percent to the municipalities. As with the 1st LOFT projections, it is assumed that this distribution will remain constant through 2040 and that this fuel will continue to be collected through 2040. Unlike other local option fuel taxes, 2nd LOFT revenues may not be used for the routine maintenance of roadways, but may be used for reconstruction and capacity expansion improvements.

Sales Tax

Historically, local option sales tax revenues have represented a major portion of Pasco County's local transportation revenues. Currently, Pasco charges a 1.0 percent Local Discretionary Sales Surtax, specifically the Local Government Infrastructure Sales Surtax, more commonly referred to as the "Penny for Pasco." A portion of this surtax goes to transportation. This sales tax was first adopted in 2005 and is set to expire at the end of 2024. This section provides a brief outline of adopted and available sales tax options for transportation as well as historical trends and projected future revenues for all sales tax options in Pasco County.

Figure 3-3 illustrates the trend in historical sales tax revenue per capita for a 1.0 percent sales tax. As shown, the sales tax revenue per capita has increased by an annual average of 2.7 percent since 1989. However, due to the economic boom and recession in the mid-2000s, there was significant volatility in sales tax revenues and revenue per capita. Due to this unique time period, the recommended annual index for sales tax revenues was based on the average annual increase in sales tax per capita from 1989 to 2004, which was approximately 3.4 percent. During this same time period, the average annual sales tax revenue per capita for all of Florida was 3.3 percent.

**Figure 3-3
 Pasco County – Sales Tax (1.0%) per-Capita Trend**



Source: *Local Government Financial Information Handbook*

Sales tax revenues are based on a percentage of a sale and, therefore, they increase/decrease with the effects of inflation/deflation. Compared to fuel taxes, sales tax revenues are a much more reliable and consistent source of revenue, as well as being more lucrative. Based on the trend observed in Figure 3-3, it was assumed that the sales tax per capita revenue levels will continue to increase through 2040. This assumption was applied to projected revenue calculations for the base and additional revenues. Additionally, these projections reflect only the portion of sales tax historically allocated for transportation expenditures.

Local Government Infrastructure Sales Surtax (1.0%)

- Commonly referred to as “Penny for Pasco.”
- This tax must be levied at the rate of 0.5 or 1 percent pursuant to an ordinance enacted by a majority vote of the County’s governing body and approved by voters in a countywide referendum.
- Generally, the proceeds must be expended to finance, plan, and construct infrastructure; to acquire land for public recreation, conservation, or protection of natural resources; or to finance the closure of local government-owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection.
- The surtax proceeds must be distributed to the County and its respective municipalities according to an interlocal agreement. If there is no interlocal agreement, the distribution will be based on the Local Government Half-cent Sales Tax formulas provided in Section 218.62, Florida Statutes.

Revenue and Costs



Based on the distribution provided by staff, Pasco County will receive approximately **\$49.4 million** from this sales tax in FY 2013/2014. This represents the portion allocated to the County, which is 45 percent of the total revenues, with the remaining 55 percent allocated to the school board (45%) and the municipalities (10%). Of the County's portion of the revenues, 40 percent will be dedicated to transportation improvements to address traffic congestion.

This sales tax was renewed recently and is currently set to expire at the end of 2024. For MOBILITY 2040 Plan purposes, it is assumed that this revenue source will not be renewed once it expires and that the revenue stream will be replaced by the Charter County and Regional Transportation System Surtax.

Charter County and Regional Transportation System Surtax (1.0%)

- Commonly referred to as "Transit Surtax."
- This tax may be levied at the rate of up to 1 percent pursuant to approval by a majority vote of the county's electorate.
- Generally, the proceeds are for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.
- The surtax proceeds must be deposited into the County trust fund or remitted by the county's governing body to an expressway, transit, or transportation authority created by law.

For the MOBILITY 2040 Plan, it is assumed that the Charter County Surtax is adopted to replace the Penny for Pasco when it expires at the end of 2024. Similar to the Penny for Pasco, this would be a 1.0% sales tax, but the revenues would all be retained by the County and would be available to fund transportation exclusively. From these revenues, 75 percent would be available to fund transit capital improvements and the remaining 25 percent would be designated for roadway improvements. The revenue projections for this funding source assume that the Charter County Surtax is charged through 2040.

Mobility Fees

Pasco County mobility fees are assessed to provide revenue for financing the addition and expansion of roadway facilities needed to accommodate new growth and development. In 2011, the County transitioned from a transportation impact fee to a transportation mobility fee to provide greater spending flexibility with regard to impact fee revenues. In general, mobility fees must provide a transportation system benefit and may not be used for maintenance projects.

To project mobility fee revenues through 2040, historical transportation impact fees and mobility fee collections, historical permitting, and population growth projections were taken into consideration. Future residential building permits were projected using 2040 population projections, and average persons-per-household data were obtained from the U.S. Census. All potential revenues were projected using the currently-adopted rates in Pasco County and assume that these rates will be increased by

Revenue and Costs



approximately three percent annually to account for inflation. Additionally, these projections assume that mobility fees will continue to be charged in Pasco County through 2040.

County Transit Revenues

Estimates of County transit revenues have been prepared for the MOBILITY 2040 Plan consistent with the *Access Pasco* TDP. The *Access Pasco* TDP developed specific revenue forecasts through the year 2023 for both capital and operating expenses. Revenue assumptions were carried forward to the year 2040 for the MOBILITY 2040 Plan. Local transit revenues (excluding tax increment financing, mobility fees, and the potential Charter County Surtax revenues) are projected at approximately **\$300.18** million from 2020 to 2040.

Revenue and Costs

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



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

Overview

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

Background

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

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

Purpose

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

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

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

2040 Revenue Forecast (State and Federal Funds)

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

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

Forecast of State and Federal Revenues

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

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

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

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

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

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

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

Estimates for State Programs

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

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

Capacity Programs

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

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

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

Statewide Forecast for Capacity Programs

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

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

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

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

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

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

Metropolitan Forecast for Capacity Programs

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

Estimates for SIS Construction and ROW were based on the SIS Long Range Cost Feasible Plan, 2013 Edition. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed. FDOT districts developed metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4. Table 4a contains estimates of TMA funds.

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

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

Capacity Programs	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
SIS Highways Construction & ROW ^{1,2}	730.4	1,282.0	897.3	498.6	3,408.3
Other Arterials Construction & ROW²	233.5	521.6	493.1	1,078.9	2,327.1
Citrus	10.4	23.1	21.9	47.8	103.2
Hernando	13.8	30.8	29.1	63.6	137.2
Hillsborough	104.7	233.8	221.0	483.5	1,043.0
Pasco	35.8	80.1	75.7	165.6	357.2
Pinellas	68.9	153.9	145.5	318.3	686.5
Transit²	113.8	293.1	308.2	646.1	1,361.2
Citrus	5.0	13.0	13.7	28.6	60.4
Hernando	6.7	17.3	18.2	38.1	80.3
Hillsborough	51.0	131.4	138.1	289.5	610.1
Pasco	17.5	45.0	47.3	99.2	208.9
Pinellas	33.6	86.5	90.9	190.6	401.6

* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2nd 5-Year Plan, 2040 SIS Cost Feasible Plan.

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

Transportation Management Area	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TMA	65.9	164.8	164.8	329.7	725.3

¹ Estimates for 2014 through 2018 are based on Schedule A of the Adopted Work Program Instructions for the Tampa TMA (comprised of portions of Hillsborough, Pasco, and Pinellas Counties). See guidance in the *2040 Revenue Forecast Handbook* for use of these funds. Emphasis should be given to those facilities that serve important national and regional transportation functions

² Rows sometimes do not equal the totals due to rounding

Annually, up to \$541.75 million may be appropriated from proceeds from the Documentary Stamp Tax³ for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The 2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as “illustrative projects,” the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

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

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

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

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

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

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

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

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

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

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

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

Transportation Alternatives	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TALU (>200,000 Population)	6.5	16.2	16.2	32.4	71.3
TALL (5,000> and <200,000 Population)	0.8	1.9	1.9	3.8	8.3
TALT (Any Area)	7.5	18.8	18.8	37.7	82.9

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

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

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

Non-Capacity Programs

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

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

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

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

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

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

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

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

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

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

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

³ "Other" is primarily for debt service.

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

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

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

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

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

Other

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

Appendix B:
Supplement to the *2040 Revenue Forecast Handbook*:
2040 Revenue Forecast for District 7 Metropolitan Area



Supplement to the 2040 Revenue Forecast Handbook

2040 Revenue Forecast for District Seven Metropolitan Area

Prepared by District Seven and Office of Policy Planning, Florida Department of Transportation

This supplement contains estimates of state and federal transportation funds for the metropolitan area through 2040. The estimates were prepared by the Florida Department of Transportation (FDOT), based on a statewide estimate of revenues that fund the state transportation program, and are consistent with “Financial Guidelines for MPO 2040 Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in January 2013. Florida’s MPOs are encouraged to use these estimates in updates of long range plans.

These estimates are based on the 2040 Revenue Forecast prepared in Spring 2013. See the *2040 Revenue Forecast Handbook*, dated July 2013, for more information on the statewide revenue forecast, revenue sources, definitions of major program categories, and methodology. All estimates are expressed in Year of Expenditure dollars.

ESTIMATES FOR CAPACITY PROGRAMS

Table 1 contains metropolitan area estimates for various time periods for certain state programs that affect the capacity of the transportation system to move people and goods.

Programs that FDOT Takes in Lead in Planning

Estimates for SIS Highways Construction & Right of Way will be available by August 21, 2013. No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond those in the FDOT Work Program have been developed.

Other Capacity Programs

Estimates for Other Arterials Construction & Right of Way and Transit programs are shown in Table 1. MPOs are encouraged to plan for the mix of highway and transit improvements that best meets metropolitan needs with these funds. The MPO may combine the estimates for these two programs for the years 2019-2040 and consider them as “flexible” funds.

Computation of Funds for Other Arterials Construction & Right of Way – the estimates were developed as follows:

- The average share of total statewide TMA (also known as SU) Funds programmed on Other Arterials Construction & Right of Way in Fiscal Years 2013 (current year) and 2014-2018 (the Tentative Work Program) were taken “off the top” from total statewide estimates for Other Arterials & Right of Way for all forecast years.
- Transportation Alternatives (TA) estimates were taken “off the top” from total statewide estimates for Other Arterials Construction & Right of Way for all forecast years.
- Remaining funding estimates for this program (i.e., after the shares of TMA and TA estimates were taken “off the top”) were distributed to district and county levels using current statutory formula factors.

TMA Funds – Funds distributed to Transportation Management Areas, as defined by MAP-21, are shown in Table 2. They are the same as “SU” funds in the 5-year Work Program. The

estimates are based on Schedule A¹ of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*.

Transportation Alternatives Funds – Table 3 provides estimates of Transportation Alternatives funds, as defined by MAP-21, to assist MPOs in developing their plans. The estimates are based on Schedule A of the Work Program Instructions for Fiscal Years 2014-2018 and long range estimates of federal funds. These funds are not included in the estimates for Other Arterials Construction & Right of Way shown in Table 1. Guidance regarding planning for these funds in the long range plan is included in the *2040 Revenue Forecast Handbook*. Use of these funds in the long range transportation plan must be consistent with federal and state policy.

INFORMATION RELATED TO CERTAIN STATE FUNDS AND PROGRAMS

Additional estimates are provided for certain state funds and programs. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds. Tables 4 and 5 provide estimates of funds for state programs that have matching funds, and other, requirements.

Transportation Regional Incentive Program (TRIP) Funds – these are estimates of districtwide funds for the TRIP program that are not included in an FDOT Work Program as of July 1, 2013.

New Starts Transit Funds – these are estimates of statewide funds for the New Starts program that are not included in an FDOT Work Program as of July 1, 2013.

NON-CAPACITY PROGRAMS

Table 6 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans. Guidance on documenting these funds is included in the *2040 Revenue Forecast Handbook*.

No metropolitan estimates for these or other non-capacity programs have been developed. Consistent with MPOAC “Financial Guidelines for MPO 2040 Long Range Plans”, the Department will prepare a summary of these program estimates and state objectives (to be entitled “Appendix for the Metropolitan Long Range Plan, 2040 Revenue Forecast”) and provide the Appendix to each MPO for inclusion in the documentation of the metropolitan long range transportation plan.

FORECAST YEARS

Tables 1-5 contain revenue estimates for Fiscal Years 2019-2040. The MPO should use the TIP/STIP to summarize estimates for Fiscal Years 2014-2018. Table 6 contains revenue estimates for Fiscal Years 2014-2040 because this summary information is not readily available in the 5-Year Work Program.

¹ “Schedule A” specifies and distributes estimated funds legally available in the years covered by the FDOT 5-year Work Program. FDOT’s Work Program Instructions contain Schedule A and a “Program Allocation Guide” which describes the processes, assumptions, and requirements used to develop Work Program fund allocations.

Revenue Estimates for District Seven

Table 1
Capacity Program Estimates
 State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
 Florida Department of Transportation

Capacity Programs	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
SIS Highways Construction & ROW ^{1,2}	N/A	N/A	N/A	N/A	N/A
Other Arterials Construction & ROW²	233.5	521.6	493.1	1,078.9	2,327.1
Citrus	10.4	23.1	21.9	47.8	103.2
Hernando	13.8	30.8	29.1	63.6	137.2
Hillsborough	104.7	233.8	221.0	483.5	1,043.0
Pasco	35.8	80.1	75.7	165.6	357.2
Pinellas	68.9	153.9	145.5	318.3	686.5
Transit²	113.8	293.1	308.2	646.1	1,361.2
Citrus	5.0	13.0	13.7	28.6	60.4
Hernando	6.7	17.3	18.2	38.1	80.3
Hillsborough	51.0	131.4	138.1	289.5	610.1
Pasco	17.5	45.0	47.3	99.2	208.9
Pinellas	33.6	86.5	90.9	190.6	401.6

¹ To be provided separately.

² May be supplemented with TMA Funds. See Table 2 and guidance in the *2040 Revenue Forecast Handbook* for use of these funds.

Table 2
TMA Estimates¹

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Management Area	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TMA	65.9	164.8	164.8	329.7	725.3
Hillsborough	29.6	73.9	73.9	147.8	325.1
Pinellas	19.5	48.6	48.6	97.3	214.0
Pasco	10.1	25.3	25.3	50.6	111.3

¹ Estimates are based on Schedule A of the Work Program Instructions for the Tampa TMA (comprised of portions of Hillsborough, Pasco, and Pinellas Counties). See guidance in the *2040 Revenue Forecast Handbook* for use of these funds. Emphasis should be given to those facilities that serve important national and regional transportation functions over the period of the transportation plan.

Table 3
Transportation Alternatives Estimates¹

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Alternatives	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
TALU (>200,000 Population)	6.5	16.2	16.2	32.4	71.3
TALL (5,000> and <200,000 Population)	0.8	1.9	1.9	3.8	8.3
TALT (Any Area)	7.5	18.8	18.8	37.7	82.9

¹ Use of these funds must be consistent with federal and state policy. See guidance in the *2040 Revenue Forecast Handbook*. Funds will be programmed based on the regional priority list and based on population for Transportation Alternatives programs. For project listing, please refer to page 2 of *the Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs November 2012*.

Revenue Estimates for District Seven
For Information Purposes

Table 4
TRIP Estimates¹

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Transportation Regional Incentive Program	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
Districtwide TRIP Funds	1.0	7.3	7.3	14.6	30.3

¹ For informational purposes. Estimates are for TRIP Funds not included in an FDOT Work Program as of July 1, 2013. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds.

Table 5
New Starts Transit Estimates¹

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

New Starts Transit	2040 Revenue Forecast				
	FYs 2019-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	22 Year Total
Statewide New Starts Transit Funds	63	174	174	349	760

¹ For informational purposes. Estimates are for New Starts Funds not included in an FDOT Work Program as of July 1, 2013. See guidance in the *2040 Revenue Forecast Handbook* for planning for use of these funds.

Table 6
State Highway System Operations and Maintenance Estimates¹
State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

State Highway System Operations & Maintenance	2040 Revenue Forecast					
	FYs 2014-15	FYs 2016-20	FYs 2021-25	FYs 2026-30	FYs 2031-40	27 Year Total
Districtwide SHS O&M Funds	391	1,080	1,102	1,208	2,653	6,434

¹ For informational purposes. See guidance for documenting these funds in the *2040 Revenue Forecast Handbook*.

Rows may not sum to columns because of rounding.