

2035 LONG RANGE TRANSPORTATION PLAN DRAFT REVENUE PROJECTIONS

Prepared for:

SARASOTA/MANATEE MPO

Prepared by:



RENAISSANCE PLANNING GROUP

March 1, 2010

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
REVENUE PROJECTION METHODOLOGIES	7
Change in Dollar Value and presentation.....	7
Population Projections.....	8
EXISTING NON-LOCAL REVENUE SOURCES.....	9
State/Federal Revenue Sources.....	9
State Fuel Taxes	12
EXISTING LOCAL REVENUE SOURCES	16
Local Option Gas Taxes.....	16
Gas Tax Revenue Bonds	17
Impact Fees/Assessments	17
Total Local Revenue Projections.....	18
Transit Revenues.....	20
Potential New Local Revenue Sources.....	22
SUMMARY	27

LIST OF TABLES

Table 1A: State and Federal Program Revenues (in millions, YOE).....	1
Table 1B: Revenue Estimates for Manatee and Sarasota Counties Combined (in Millions, YOE)	4
Table 1C: State and Local Revenue Estimates for Manatee County (in millions, YOE).....	5
Table 1D: State and Local Revenue Estimates for Sarasota County (in millions, YOE).....	6
Table 2: Comparison of State & Federal Revenue Totals, 2035 vs. 2030 (in millions).....	7
Table 3: State and Federal Sources and Uses for Identified Funding Types.....	9
Table 4: State and Federal Program Revenues (in millions, YOE)	10
Table 5: Discretionary State/Federal Revenue Sources (in millions, YOE)	12
Table 6: State Distributed Fuel Tax Revenues (in millions, YOE).....	15
Table 7: Existing Local Revenue Sources (in millions, YOE)	19
Table 9: Potential New Local Revenue Sources (in millions, YOE)	25
Table 10: Revenue Available for Capital Projects (in millions, YOE)	28

EXECUTIVE SUMMARY

The purpose of this analysis is to document the financial resources and revenues available for consideration in developing the Financially Feasible element of the Sarasota/Manatee Metropolitan Planning Organization’s (MPO’s) 2035 Long Range Transportation Plan (LRTP). This technical memorandum identifies both committed and potential transportation revenues at the local and state level, including funding sources dedicated to maintenance and operations activities. To meet federal requirements of the Safe Efficient Accountable Transportation Equity Act – A Legacy for Users (SAFETEA-LU), all revenues are expressed in year of expenditure (YOE) dollars to reflect a projected rate of inflation. The use of YOE dollars may present an appearance of a greater availability of funds, but this is not necessarily the case.

The 2035 LRTP’s 22-year inflation-adjusted total for state and federal revenue sources is \$832.6 billion, as shown below in Table 1A. This total includes the planned improvements to I-75 in the SIS Highways category. Separating out this funding, the 22-year total for Other Arterials, Enhancements, TMA Funds, and Transit comes to \$1.013 billion. Subtotals for each category by period are shown in Table 1A. These funding sources are those that have historically been considered by the MPO as available for capital projects during preparation of the Financially Feasible LRTP.

Table 1A: State and Federal Program Revenues (in millions, YOE)

REVENUE SOURCES	FY 2014- 2015 SUBTOTAL	FY 2016- 2020 SUBTOTAL	FY 2021- 2025 SUBTOTAL	FY 2026- 2030 SUBTOTAL	FY 2031- 2035 SUBTOTAL	22 YEAR TOTAL
SIS Highways/FIHS Construction/ROW	0.0	98,352.0	433,182.4	137,747.2	162,284.3	831,565.9
Other Arterial Construction/ROW	30.8	94.9	106.8	115.1	126.0	473.5
Enhancement Funds	2.4	6.0	6.0	6.0	6.0	26.4
TMA Funds	19.1	51.2	54.7	56.5	57.0	238.5
Transit	19.8	53.7	60.3	67.4	73.7	274.9
TOTAL STATE AND FEDERAL PROGRAMS	72.1	98,557.8	433,410.2	137,992.2	162,547.0	832,579.2

Additional state and local revenues available to the MPO were also identified, in order to better meet the SAFETEA-LU mandate regarding the identification of revenues to support operations and maintenance. For example, fuel tax revenues are historically used for these purposes. Projections for fuel tax receipts in the analyses do not account for future conditions that can influence supply and/or demand, such as “Peak Oil” production declines and other variables that would produce an increase in fuel prices. Fuel taxes are a declining revenue source nationally and statewide as motor vehicle efficiency improves and, as demonstrated during the period of high gas prices in 2008, people respond to changes in price by driving less. The analyses presented assume per capita fuel tax revenues will remain at today’s level through 2035.

In addition to the federal and state transit funding sources identified by FDOT, the Transit Development Plans (TDP) for the Sarasota County and Manatee County Area Transit systems (SCAT and MCAT) identified potential revenue sources for both operating and capital expenditures from local sources, as well as federal and state sources. These local sources include fare box collections and local tax revenues from the general fund and other sources.

Transit revenue projections from local sources, and those sources not captured by FDOT revenue projections, used in this analysis are based on the Transit Development Plans of the two agencies. The analysis specifically excludes those sources identified as being unfunded, and those identified as originating from federal and state sources, including New Starts and FDOT grants, so as to not overstate potential future revenues.

Potential new local revenue sources were also analyzed for information purposes, but are not included in the above total. These include potential discretionary sales surtaxes imposed at the county level for infrastructure or transportation funding. These potential sources will be considered during the planning process based on the needs identified, applicability of the source, and eligibility of the jurisdiction to utilize the source.

The financial forecasts included within the analysis contain several general assumptions:

- Future revenues are adjusted for inflation according to FDOT guidelines.
 - Inflation may fluctuate from year to year, but the assumptions are intended to represent an average across the long-term horizon. FDOT recommends different inflation factors for roadway projects and transit projects/programs because the standard factors for Work Program development are heavily influenced by estimated changes in highway construction costs and are not likely to reflect changes in typical transit system costs. The long-term roadway inflation factor is 3.3 percent per year, and the typical transit factor is 2.5 percent per year.
- The rate of increase for funding sources will be tied to population growth.
 - The population projections are based on county-level estimates prepared by the University of Florida's Bureau of Economic and Business Research (BEBR), adjusted to incorporate plans and projections prepared by local governments and formatted to be suitable for use in the regional transportation model.
- Actual revenue collections from previous fiscal years, adjusted for inflation, provide the basis for future projections.
 - Revenue collections have decreased significantly in recent years due to the deterioration in economic conditions. Since this is expected to be a temporary condition in the context of the Long Range Transportation Plan, projections were prepared using an average of five previous years of actual revenue collections. This average is more likely to reflect future collections than the current-year estimates provided in the *2009 Local Government Financial Information Handbook* prepared by the Legislative Committee on Intergovernmental Relations.

Tables 1B through 1D on the following page presents a summary of the revenue projections for each of the evaluated revenue sources, which include state and federal programs, local transit revenues, state and federal-based gas tax revenues, Local Option Gas Tax (LOGT) revenues, local infrastructure sales surtaxes, and local impact fees. While the sum of each of these sources indicates a potential revenue total of about \$837.6 billion for FY 2014-FY 2035, only about \$4.1 billion are available for capital projects, as will be discussed in the final summary section.

SARASOTA/MANATEE MPO 2035 LRTP – Draft Revenue Projections

Table 1B: Revenue Estimates for Manatee and Sarasota Counties Combined (in Millions, YOE)

REVENUE SOURCES	FY 2014-2015 SUBTOTAL	FY 2016-2020 SUBTOTAL	FY 2021-2025 SUBTOTAL	FY 2026-2030 SUBTOTAL	FY 2031-2035 SUBTOTAL	22 YEAR TOTAL
State and Federal Revenues						
SIS Highways/FIHS Construction/ROW	0.0	98,352.0	433,182.4	137,747.2	162,284.3	831,565.9
Other Arterial Construction/ROW - Manatee County	14.1	43.5	48.9	52.7	57.7	216.9
Other Arterial Construction/ROW - Sarasota County	16.7	51.4	57.9	62.4	68.3	256.6
Enhancement Funds	2.4	6.0	6.0	6.0	6.0	26.4
TMA Funds	19.1	51.2	54.7	56.5	57.0	238.5
Transit	19.8	53.7	60.3	67.4	73.7	274.9
Subtotal: Excluding SIS Highways	72.1	205.8	227.8	245.0	262.7	1,013.3
TOTAL STATE AND FEDERAL REVENUES	72.1	98,557.8	433,410.2	137,992.2	162,547.0	832,579.2
State-Distributed Revenue Sources						
Constitutional Fuel Tax Revenues (2 cent)	17.2	50.7	63.9	80.1	100.2	312.1
County Fuel Tax Revenues (1 cent)	7.6	22.3	28.2	35.3	44.2	137.7
Municipal Fuel Tax from Revenue Sharing (1 cent)	4.7	14.1	18.0	22.9	28.8	88.5
TOTAL STATE-DISTRIBUTED FUEL TAX REVENUES	29.5	87.1	110.2	138.3	173.2	538.3
Existing Local Revenue Sources						
Ninth Cent Fuel Tax	8.7	25.6	32.3	40.4	50.6	157.5
Local Option 6-Cent Fuel Tax - County Distribution	40.8	120.3	151.8	190.2	218.5	721.6
Local Option 6-Cent Fuel Tax - Municipal Distributions	9.5	28.8	37.7	48.7	62.0	186.6
Local Option 5-Cent Fuel Tax - County Distribution	27.2	80.3	101.4	126.9	159.0	494.8
Local Option 5-Cent Fuel Tax - Municipal Distributions	6.9	20.9	27.4	35.3	45.0	135.5
(Less: Gas Tax Revenue Bond Debt Service)	(10.0)	(25.1)	(5.5)	0.0	0.0	(40.6)
Subtotal: Existing Local Option Fuel Taxes	83.0	250.9	345.0	441.5	535.0	1,655.4
Existing Discretionary Sales Surtax - 1% for Infrastructure*	126.1	376.6	375.6	0.0	0.0	878.2
(Less: Surtax Revenue Bond Debt Service)	(27.4)	(68.5)	(54.8)	0.0	0.0	(150.8)
Subtotal: Other Existing County Revenue Sources	98.7	308.0	320.7	0.0	0.0	727.4
Impact Fee Revenues - Counties	36.1	106.5	134.5	168.5	210.4	656.0
Impact Fee Revenues - Municipalities	11.6	38.1	54.1	74.1	98.7	276.5
Subtotal: Other Existing Municipal Revenue Sources	47.7	144.6	188.5	242.6	309.1	932.5
TOTAL EXISTING LOCAL REVENUE SOURCES FROM WITHIN COUNTIES	229.3	703.5	854.3	684.1	844.1	3,315.3
Local Transit Revenues						
Local Operations Revenues	42.0	120.1	145.6	175.7	210.4	693.8
Local Capital Revenues	30.5	87.6	106.5	128.4	153.7	506.8
TOTAL LOCAL TRANSIT REVENUES	72.5	207.8	252.1	304.1	364.2	1,200.6
GRAND TOTAL REVENUE SOURCES WITHIN MPO	403.4	99,556.1	434,626.7	139,118.7	163,928.5	837,633.4
Potential New Local Revenue Sources						
Discretionary Sales Surtax = 0.5% for Infrastructure*	56.5	165.7	278.3	665.1	834.1	1,999.7
Discretionary Sales Surtax = 1% for Infrastructure*	113.0	331.5	556.5	1,330.3	1,668.2	3,999.5
Charter County Transportation System Surtax (Assumes 1%)*†	276.4	816.1	1,030.0	1,290.5	1,613.8	5,026.7
Funds Available for District 1 Projects						
District 1 TRIP Funds	19.0	41.8	40.4	40.4	40.4	181.7
Funds Available for New Transit Starts						
Statewide New Starts Funds	150.0	291.7	270.9	270.9	270.9	1,254.3

* Existing surtax expires 12/31/2024 and total shown does not include School Board portion; new estimates assume the standard formula allocation

† Assumes Manatee County becomes eligible for surtax through legislative action

SARASOTA/MANATEE MPO 2035 LRTP – Draft Revenue Projections

Table 1C: State and Local Revenue Estimates for Manatee County (in millions, YOE)

REVENUE SOURCES	FY 2014-2015 SUBTOTAL	FY 2016-2020 SUBTOTAL	FY 2021-2025 SUBTOTAL	FY 2026-2030 SUBTOTAL	FY 2031-2035 SUBTOTAL	22 YEAR TOTAL
<i>State-Distributed Revenue Sources</i>						
Constitutional Fuel Tax Revenues (2 cent)	8.3	24.5	30.8	38.6	48.6	150.7
County Fuel Tax Revenues (1 cent)	3.7	10.8	13.7	17.1	21.5	66.9
Municipal Fuel Tax from Revenue Sharing (1 cent)	1.7	4.9	6.1	7.4	9.1	29.2
TOTAL STATE-DISTRIBUTED FUEL TAX REVENUES	13.7	40.3	50.6	63.1	79.2	246.9
<i>Existing Local Revenue Sources</i>						
Ninth Cent Fuel Tax	4.0	11.8	14.8	18.5	23.3	72.4
Local Option 6-Cent Fuel Tax - County Distribution	23.2	68.3	86.2	107.8	135.7	421.2
Local Option 6-Cent Fuel Tax - Municipal Distributions*	n/a	n/a	n/a	n/a	n/a	n/a
Local Option 5-Cent Fuel Tax - County Distribution	14.1	41.7	52.5	65.7	82.7	256.8
Local Option 5-Cent Fuel Tax - Municipal Distributions*	n/a	n/a	n/a	n/a	n/a	n/a
(Less: Gas Tax Revenue Bond Debt Service)	(7.8)	(19.6)	0.0	0.0	0.0	(27.4)
Subtotal: Existing Local Option Fuel Taxes	33.5	102.2	153.5	192.0	241.8	723.0
Impact Fee Revenues - County	10.3	30.2	38.1	47.6	60.0	186.2
Impact Fee Revenues - Municipalities	n/a	n/a	n/a	n/a	n/a	n/a
Subtotal: Other Existing Municipal Revenue Sources	10.3	30.2	38.1	47.6	60.0	186.2
TOTAL EXISTING LOCAL REVENUE SOURCES FROM WITHIN COUNTY	43.8	132.4	191.6	239.7	301.8	909.2
<i>Local Transit Revenues</i>						
Local Operations Revenues	3.0	8.1	9.5	11.5	13.9	46.0
Local Capital Revenues	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL LOCAL TRANSIT REVENUES	3.0	8.1	9.5	11.5	13.9	46.0
STATE AND LOCAL REVENUE SOURCES WITHIN MANATEE COUNTY	60.5	180.7	251.7	314.2	394.9	1,202.0
<i>Potential New Local Revenue Sources</i>						
Discretionary Sales Surtax = 0.5% for Infrastructure†	56.5	165.7	207.7	258.6	323.9	1,012.5
Discretionary Sales Surtax = 1% for Infrastructure†	113.0	331.5	415.4	517.1	647.9	2,024.9
Charter County Transportation System Surtax (Assumes 1%)†	114.4	337.0	424.9	531.4	669.2	2,077.0

* Manatee County does not distribute these taxes to the municipalities

† Assumes Manatee County becomes eligible for surtax through legislative action

SARASOTA/MANATEE MPO 2035 LRTP – Draft Revenue Projections

Table 1D: State and Local Revenue Estimates for Sarasota County (in millions, YOE)

REVENUE SOURCES	FY 2014-2015 SUBTOTAL	FY 2016-2020 SUBTOTAL	FY 2021-2025 SUBTOTAL	FY 2026-2030 SUBTOTAL	FY 2031-2035 SUBTOTAL	22 YEAR TOTAL
<i>State-Distributed Revenue Sources</i>						
Constitutional Fuel Tax Revenues (2 cent)	8.9	26.2	33.1	41.5	51.7	161.4
County Fuel Tax Revenues (1 cent)	3.9	11.5	14.5	18.2	22.7	70.8
Municipal Fuel Tax from Revenue Sharing (1 cent)	3.0	9.1	12.0	15.4	19.7	59.2
TOTAL STATE-DISTRIBUTED FUEL TAX REVENUES	15.8	46.8	59.6	75.2	94.0	291.4
<i>Existing Local Revenue Sources</i>						
Ninth Cent Fuel Tax	4.7	13.8	17.5	21.9	27.3	85.1
Local Option 6-Cent Fuel Tax - County Distribution	17.6	52.0	65.7	82.4	82.7	300.4
Local Option 6-Cent Fuel Tax - Municipal Distributions	9.5	28.8	37.7	48.7	62.0	186.6
Local Option 5-Cent Fuel Tax - County Distribution	13.1	38.6	48.8	61.2	76.2	238.0
Local Option 5-Cent Fuel Tax - Municipal Distributions	6.9	20.9	27.4	35.3	45.0	135.5
(Less: Gas Tax Revenue Bond Debt Service)	(2.2)	(5.5)	(5.5)	0.0	0.0	(13.2)
Subtotal: Existing Local Option Fuel Taxes	49.5	148.7	191.5	249.5	293.2	932.4
Existing Discretionary Sales Surtax - 1% for Infrastructure*	126.1	376.6	375.6	0.0	0.0	878.2
(Less: Surtax Revenue Bond Debt Service)	(27.4)	(68.5)	(54.8)	0.0	0.0	(150.8)
Subtotal: Other Existing County Revenue Sources	98.7	308.0	320.7	0.0	0.0	727.4
Impact Fee Revenues - County	25.8	76.3	96.4	120.9	150.4	469.7
Impact Fee Revenues - Municipalities	11.6	38.1	54.1	74.1	98.7	276.5
Subtotal: Other Existing Municipal Revenue Sources	37.4	114.4	150.4	195.0	249.1	746.3
TOTAL EXISTING LOCAL REVENUE SOURCES FROM WITHIN COUNTY	185.6	571.1	662.7	444.5	542.3	2,406.1
<i>Local Transit Revenues</i>						
Local Operations Revenues	39.0	112.0	136.1	164.2	196.5	647.8
Local Capital Revenues	30.5	87.6	106.5	128.4	153.7	506.8
TOTAL LOCAL TRANSIT REVENUES	69.6	199.7	242.5	292.6	350.3	1,154.7
STATE AND LOCAL REVENUE SOURCES WITHIN SARASOTA COUNTY	270.9	817.6	964.8	812.3	986.6	3,852.2
<i>Potential New Local Revenue Sources</i>						
Discretionary Sales Surtax = 0.5% for Infrastructure*	0.0	0.0	70.6	406.6	510.1	987.3
Discretionary Sales Surtax = 1% for Infrastructure*	0.0	0.0	141.1	813.2	1,020.3	1,974.5
Charter County Transportation System Surtax (Assumes 1%)	162.0	479.1	605.1	759.0	944.6	2,949.8

* Existing surtax expires 12/31/2024 and total shown does not include School Board portion; new estimates assume the standard formula allocation

REVENUE PROJECTION METHODOLOGIES

CHANGE IN DOLLAR VALUE AND PRESENTATION

In order to comply with SAFETEA-LU requirements, and increase the potential for more accurate dollar value forecasts, each LRTP must now calculate its revenues and expenditures in year of expenditure (YOE) values. Each year, an inflation factor is applied to potential revenues. The practice results in the likely spending power of a particular amount of money for a given year, or over a period of time. The result is a presentation of figures that could appear much larger relative to past LRTP revenue projections and totals. However, this will be matched with the development of project costs presented in the projected year of expenditure for those improvements to be defined.

Note the available revenues for total state and federal programs for 2035 and 2030 in Table 2 below. While the overall 22-year total and the subtotal for SIS Highways are dramatically higher for 2035 due to the planned improvements to I-75, the other categories can be directly compared when both years are presented in 2005 dollars.

**Table 2: Comparison of State & Federal Revenue Totals, 2035 vs. 2030
(in millions)**

CAPACITY PROGRAMS	2035 (YOE) 22 YEAR TOTAL	2035 (2005 \$) 22 YEAR TOTAL	2030 (2005 \$) 26 YEAR TOTAL
SIS Highways/FIHS Construction/ROW	831,565.9	368,593.0	111.2
Other Arterial Construction/ROW	473.5	210.8	382.1
Enhancement Funds	26.4	12.1	29.9
Sub-Total: Roadways	832,065.8	368,815.8	523.2
TMA Funds	238.5	107.9	138.1
Transit	274.9	122.4	121.4
TOTAL CAPACITY PROGRAMS	832,579.2	369,046.1	782.7

Every revenue category shows a reduction in constant-dollar funding from 2030 to 2035 except for SIS Highways, which as mentioned is substantially higher in 2035, and Transit, which shows similar amounts for both years.

POPULATION PROJECTIONS

The basis for all revenue assumptions in this analysis are the population projections for Sarasota and Manatee Counties developed by the Bureau of Economic and Business Research (BEBR) at the University of Florida. BEBR projects county population through 2035, in five-year intervals. Renaissance Planning Group adjusted the BEBR projections based on input from local governments regarding planned projects, adopted growth policies, and expected future trends to arrive at projections for the transportation analysis zones (TAZs), municipalities, and unincorporated areas in both counties. These projections will also be used in the regional transportation model.

EXISTING NON-LOCAL REVENUE SOURCES

There are several sources of revenue for use by local governments on transportation strategies that originate at the state level. Funds from the state are generally pass-through revenues allocated from the federal government. These are identified below as “capacity programs,” and are intended for specific uses. The other source of state-determined revenue comes from three types of fuel taxes. Each of these revenue sources, and their subsets, is described in further detail below.

STATE/FEDERAL REVENUE SOURCES

Table 3 identifies the funding types that are available from the state and federal government.

Table 3: State and Federal Sources and Uses for Identified Funding Types

FUNDING TYPE	SOURCE	USES
SIS	State/Federal	SIS facilities (corridors, connectors and hubs)
Other Arterial	State/Federal	Non-SIS/FIHS state highway system roadways
Transit	State/Federal	Technical , operating or capital assistance for transit, paratransit, or rideshare
Enhancements	Federal	Non-capacity improvements
TMA	State/Federal	Capacity improvements
TRIP	State/Local (match)	Regionally significant facilities

The Sarasota/Manatee MPO receives its share of the above revenues based on a series of formulas tied to population and gas-tax receipts except for Enhancements, which are distributed through a competitive grant process within the FDOT District One area. Applications for Enhancements funding are evaluated using three specific criteria: (1) connectivity; (2) national, statewide, or regional significance; and (3) existing or future purpose and usage. District 1 has already informed the MPO that Enhancements funding in 2014/2015 will be reserved exclusively for regionally significant projects.

SARASOTA/MANATEE MPO 2035 LRTP – Draft Revenue Projections

Table 4 below provides revenue projections of state and federal sources available to the MPO as provided in the *2035 Revenue Forecast Handbook* (May 2008) prepared by the Florida Department of Transportation. The *Other Arterials* revenues can be applied to non-FIHS/SIS State Highway System roadways for capacity and non-capacity programs. *Transit* revenues, which are not included below because they are captured later in the Transit Revenues section, may be used for technical and operating/capital assistance for transit, paratransit, and rideshare programs. The *Enhancement* funds in the table are used for locally defined projects providing enhancements, typically for bicycle and pedestrian projects. *TMA Funds* may be used for any of the above categories.

Table 4: State and Federal Program Revenues (in millions, YOE)

REVENUE SOURCES	FY 2014-2015 SUBTOTAL	FY 2016-2020 SUBTOTAL	FY 2021-2025 SUBTOTAL	FY 2026-2030 SUBTOTAL	FY 2031-2035 SUBTOTAL	22 YEAR TOTAL
SIS Highways/FIHS Construction/ROW	0.0	98,352.0	433,182.4	137,747.2	162,284.3	831,565.9
Other Arterial Construction/ROW - Manatee	14.1	43.5	48.9	52.7	57.7	216.9
Other Arterial Construction/ROW - Sarasota	16.7	51.4	57.9	62.4	68.3	256.6
Enhancement	2.4	6.0	6.0	6.0	6.0	26.4
TMA Funds	19.1	51.2	54.7	56.5	57.0	238.5
TOTAL STATE AND FEDERAL PROGRAMS	19.8	53.7	60.3	67.4	73.7	274.9

The state continues to place an emphasis on allocating revenues to Strategic Intermodal System (SIS) facilities. SIS facilities in the two counties that are eligible for SIS funding include:

- Port Manatee
 - Seaport facility
 - I-275 to US 41 to Piney Point Road to entrance
 - On-dock Class III railroad from seaport property to CSX line

- Channel and turning basins connecting Gulf Coast shipping line
- Interstate 75 and Interstate 275
- CSX Rail Line - Bradenton to Tampa
- Gulf Intracoastal Waterway and shipping lanes
- SR 70 from I-75 to US 17 (Emerging SIS)
- University Parkway from I-75 to Airport Circle (Emerging SIS)

In addition to the SIS and emerging SIS facilities listed above, the Sarasota-Bradenton International Airport is identified as an Emerging SIS Hub. This designation implies an increase in regional and statewide importance of this transportation hub in the future.

There are two other pools of revenue the State of Florida may allocate to projects located within the MPO. In addition to funds specifically dedicated to the Sarasota/Manatee MPO, the state also allocates funds from the Transportation Regional Incentive Program (TRIP) and New Starts/Small Starts for transit. *TRIP* funds apply to improvements on facilities designated as regionally significant, and funds are allocated within each FDOT District based on regional project prioritization processes. The MPO has entered into a TRIP agreement with Sarasota and Manatee Counties, as well as with the Charlotte-Punta Gorda and West Central Florida MPOs, and is eligible for funding of regionally significant projects, should funding be available. Roughly half of statewide TRIP funding will be allocated to the passenger rail program passed by the Legislature in December 2009, so the amount potentially available in District 1 shown here has been adjusted accordingly.

The state also receives federal funding for new transit programs. These *New Starts/Small Starts* are available to transit agencies statewide, and are described in the “Transit Revenues” section below. Table 5 outlines the available state and federal sources and the potential uses of the funds. The *TRIP* funds and *New Starts/Small Starts* are not included in the totals in Table 4 above, due to their discretionary nature.

SARASOTA/MANATEE MPO 2035 LRTP – Draft Revenue Projections

Table 5: Discretionary State/Federal Revenue Sources (in millions, YOY)

REVENUE SOURCES	FY 2014- 2015 SUBTOTAL	FY 2016- 2020 SUBTOTAL	FY 2021- 2025 SUBTOTAL	FY 2026- 2030 SUBTOTAL	FY 2031- 2035 SUBTOTAL	22 YEAR TOTAL
<i>Funds Available for District 1 Projects</i>						
District 1 TRIP Funds*	19.0	41.8	40.4	40.4	40.4	181.7
<i>Funds Available for New Transit Starts</i>						
Statewide New Starts Funds	150.0	291.7	270.9	270.9	270.9	1,254.3

* Reduced by half to account for allocation to statewide passenger rail

STATE FUEL TAXES

There are three types of fuel taxes collected at the state level that are allocated to local governments. These taxes are not part of the local option taxes, and are collected for every gallon of fuel sold in the state. For each gallon of motor fuel sold, the Constitutional Fuel Tax yields two cents per gallon, and the County Fuel Tax yields one cent per gallon. The Municipal Fuel Tax is a one-cent per gallon tax, and each municipality may dedicate a percentage of their Municipal Revenue Sharing Program funds for certain types of transportation projects. Actual distribution amounts by fiscal year for these revenue sources were obtained from the Florida Legislative Committee on Intergovernmental Relations (LCIR), and the five-year averages of distributions from 2004-2008 were used to project future revenues. The section below describes the methodology and assumptions used to project the revenues for each of these state-mandated gas taxes, and Table 6 displays the projected revenues from these sources.

Constitutional Fuel Tax

This revenue source is based on a 2-cent per gallon tax on fuel sales, and may be used for the acquisition, construction, and maintenance of roads. Each county is eligible for revenues through an allocation formula used by the State that is based on the certified fuel gallons sold and a distribution factor calculated using the county's population, land area, and tax collected in the previous fiscal year. The actual revenue

distributions by year and BEBR population estimates for those years were used to calculate per capita revenue values for each county from 2004-2008, and the average of those past values was used for the base year (2010) projection. Future years were projected out to 2035 using this average per capita value and adjusting for inflation.

County Fuel Tax

The County Fuel Tax allocation to counties is determined by the State using the same methodology as the Constitutional Fuel Tax. For this analysis, the five-year average per capital distribution and future projections were calculated in the same manner described above. The County Fuel Tax may be used for the acquisition of rights-of-way; the construction, reconstruction, operation, maintenance, and repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; or to reduce bond indebtedness incurred for transportation purposes. The legislative intent for this tax is to reduce the burden of county ad valorem taxes.

Municipal Fuel Tax

This tax is a one-cent per gallon tax on motor fuel sold within the state's municipalities, and is collected within the Municipal Revenue Sharing Program trust fund. Each municipality's share of the funds is calculated based on an adjusted municipal population, municipal sales tax collections, and a municipality's relative ability to raise revenue.

As with the Constitutional and County fuel taxes, the five-year average per capital distribution for each municipality was calculated from actual municipal distributions in each county from 2004-2008. The expected percentage allocated to each municipality was obtained from each year's *Local Government Financial Handbook*. The per capita values were adjusted for inflation and multiplied by the municipal population projections prepared by Renaissance to project future tax revenues.

The Municipal Fuel Tax's portion of the trust fund is determined by the Department of Revenue, and varies each year depending on tax collections. Municipal Fuel Tax revenues may be used for the purchase of transportation facilities and road and street rights-of-way; construction, reconstruction, and maintenance of roads, streets, bicycle paths, and pedestrian pathways; adjustment of city-owned utilities as

required by road and street construction; and construction, reconstruction, transportation-related public safety activities, maintenance, and operation of transportation facilities.

For simplicity, the total Municipal Fuel Tax revenues projected for all of the cities in the MPO planning area are shown in Table 6 below.

Projections for fuel tax receipts in the analyses do not account for future conditions that can influence supply and/or demand, such as “Peak Oil” production declines and other variables that would produce an increase in fuel prices. Fuel taxes are a declining revenue source nationally and statewide as motor vehicle efficiency improves and, as demonstrated during the period of high gas prices in 2008, people respond to changes in price by driving less. The analyses presented assume per capita fuel tax revenues will remain at today’s level through 2035.

SARASOTA/MANATEE MPO 2035 LRTP – Draft Revenue Projections

Table 6: State Distributed Fuel Tax Revenues (in millions, YOY)

REVENUE SOURCES	FY 2014- 2015 SUBTOTAL	FY 2016- 2020 SUBTOTAL	FY 2021- 2025 SUBTOTAL	FY 2026- 2030 SUBTOTAL	FY 2031- 2035 SUBTOTAL	22 YEAR TOTAL
<i>Manatee County</i>						
Constitutional Fuel Tax Revenues (2-cent)	8.3	24.5	30.8	38.6	48.6	150.7
County Fuel Tax Revenues (1-cent)	3.7	10.8	13.7	17.1	21.5	66.9
Municipal Fuel Tax, from Revenue Sharing (1-cent)	1.7	4.9	6.1	7.4	9.1	29.2
SUBTOTAL	13.7	40.3	50.6	63.1	79.2	246.9
<i>Sarasota County</i>						
Constitutional Fuel Tax Revenues (2-cent)	8.9	26.2	33.1	41.5	51.7	161.4
County Fuel Tax Revenues (1-cent)	3.9	11.5	14.5	18.2	22.7	70.8
Municipal Fuel Tax, from Revenue Sharing (1-cent)	3.0	9.1	12.0	15.4	19.7	59.2
SUBTOTAL	15.8	46.8	59.6	75.2	94.0	291.4
<i>Total for MPO</i>						
Constitutional Fuel Tax Revenues (2-cent)	17.2	50.7	63.9	80.1	100.2	312.1
County Fuel Tax Revenues (1-cent)	7.6	22.3	28.2	35.3	44.2	137.7
Municipal Fuel Tax, from Revenue Sharing (1-cent)	4.7	14.1	18.0	22.9	28.8	88.5
TOTAL STATE-DISTRIBUTED FUEL TAX REVENUES	29.5	87.1	110.2	138.3	173.2	538.3

EXISTING LOCAL REVENUE SOURCES

The Florida Statutes provide the opportunity for local governments to impose taxes and fees in order to raise funds for specific public purposes. One of the means by which local governments are able to raise funds for transportation projects is through the implementation of local option fuel taxes. There are several optional fuel taxes that counties are permitted to levy per each gallon of fuel sold within their jurisdictional boundary. These taxes must be approved by the county governing body, or by voter approval in a countywide referendum. Sarasota and Manatee Counties currently use the maximum rate of local optional fuel taxes available. Each of these is shown in Table 7 below.

LOCAL OPTION GAS TAXES

All Florida counties have the option to raise additional revenues by augmenting the state's taxes on highway fuels, discussed above. Local governments are authorized to collect an additional 12 cents (ninth-cent fuel tax and maximum local option fuel taxes) per gallon, which may be spent on local or state transportation projects.

Ninth Cent Fuel Tax

This tax is collected on both regular and diesel fuel, and is used to fund transportation expenditures. Applied at a rate of one cent per gallon, the Counties do not share the Ninth Cent Fuel Tax with the municipalities within their jurisdictions. The projection methodology, therefore, is similar to that used for the Constitutional Fuel Tax.

Six-cent and Five-cent Local Option Fuel Taxes

These are two separate local fuel taxing options that are collected and distributed in the same manner. The 6-cent Fuel Tax is levied at a rate of six cents for each gallon of fuel, both regular and diesel, sold within a county. The 5-cent Fuel Tax is not applied to diesel fuel. The 6-cent tax may be used for general transportation expenditures, while the 5-cent tax may only be used for transportation expenditures needed to meet the requirements of the capital improvement element of an adopted local government comprehensive plan and other capacity-adding projects. The 5-cent tax may not be used for operating and maintenance expenditures.

In Sarasota County, the collected revenues are distributed to each local government based on interlocal agreements between the County and its municipalities that are updated annually for the coming fiscal year. The distribution formula is based on the annual population estimates prepared by BEBR. According to the *Local Government Financial Information Handbook*, Manatee County does not distribute local option fuel tax revenues to its municipalities.

Revenues were projected for each of these two fuel taxes using similar methodologies as described above. The LCIR provided actual revenue distributions from 2004-2008 for the two counties, and BEBR population estimates for those years were used to derive annual per capita distributions. Using the population projections for the counties prepared by Renaissance, and adjusting the average per capita values for inflation, future revenue projections for each county were calculated by multiplying the two figures. Municipal distributions were calculated using the same per capita methodology and the municipal allocation percentages provided in the *Local Government Financial Handbook*.

GAS TAX REVENUE BONDS

Sarasota and Manatee Counties have both issued fuel tax revenue bonds to raise money for transportation projects. Sarasota County has bonds issued in 2005 that will be paid off in 2025. Manatee County has bonds issued in 2004 that will be paid off in 2020. Until these bonds mature, a portion of the Counties' collected local option fuel taxes will be used to pay the principal and interest. The Counties' debt service can be paid through receipts from the 5-cent, 6-cent, 7th-cent (state-funded County Fuel Tax), and Ninth Cent fuel taxes.

The Counties' debt service payments for their transportation bonds do not use tax revenues from the municipal governments. In order to calculate the impact of the bonds on future gas tax revenues, the revenues were broken out according to the collecting jurisdiction.

IMPACT FEES/ASSESSMENTS

Impact fees are assessed on new development projects to provide funding for infrastructure needed to offset the impacts of new development. Sarasota and Manatee Counties are the two primary collectors of transportation impact fees in the region. The City of North

Port also has collected a significant amount of transportation impact fees in recent years due to strong residential growth in that community. The other municipalities historically have not collected a large amount of impact fees. Because of the current state of the economy and development marketplace, Manatee County has instituted a 50 percent reduction in road impact fees for a two-year period from July 27, 2009 to July 27, 2011. The projections take this reduction into account, and assume the fees will not otherwise be adjusted during the planning period. As with all other portions of this analysis, future revenue projections are adjusted for inflation.

To project future impact fee collections, and maintain a rational basis for the estimates, the average rates of collections for all transportation-related impact fees collected in the two counties per year from 2000-2008, and in North Port from 2001-2008, were calculated on a per capita basis. Before projecting future revenues, the per capita factors for the peak housing boom years of 2005-2007 were removed since they were noticeable outliers to produce a more conservative estimate. These adjusted average per capita values were then applied to the population projections for each jurisdiction. As with the projections for the fuel taxes, the methodology assumes that population growth will drive (and be tied to) development and the collection of impact fees.

TOTAL LOCAL REVENUE PROJECTIONS

The projected revenue totals in Table 7 below do not necessarily provide an accurate representation of available funding for capital projects. The economic downturn has led to reduced government revenues including many of the fuel tax and other sources that have been used to fund new projects in recent years. In the current budget environment, the local revenue sources most likely to be available for capital projects are the 5-cent Local Option Fuel Tax and road impact fees. Sarasota County also levies a discretionary sales surtax for infrastructure (a portion of which is distributed to the local municipalities and the School Board) that may be used for transportation projects. The County allocates no less than 50 percent of the surtax revenues for mobility projects each year. The total of these three sources, net of any debt service obligations, is the best estimate at this time of available funding for capital projects. This figure is noted at the bottom of Table 7. It should also be noted that while these

SARASOTA/MANATEE MPO 2035 LRTP – Draft Revenue Projections

revenues are available for capital projects, the amount available for new facilities or capacity projects (as opposed to resurfacing, etc.) will vary. Other sources may become available in future years as the economy recovers and budget policies are revised to respond to new conditions.

Table 7: Existing Local Revenue Sources (in millions, YOE)

REVENUE SOURCES	FY 2014- 2015 SUBTOTAL	FY 2016- 2020 SUBTOTAL	FY 2021- 2025 SUBTOTAL	FY 2026- 2030 SUBTOTAL	FY 2031- 2035 SUBTOTAL	22 YEAR TOTAL
<i>Manatee County</i>						
Ninth Cent Fuel Tax	4.0	11.8	14.8	18.5	23.3	72.4
Local Option 6-Cent Fuel Tax	23.2	68.3	86.2	107.8	135.7	421.2
Local Option 5-Cent Fuel Tax	14.1	41.7	52.5	65.7	82.7	256.8
Gas Tax Revenue Bond Debt Service Payments	(7.8)	(19.6)	0.0	0.0	0.0	(27.4)
Road Impact Fee Collections	10.3	30.2	38.1	47.6	60.0	186.2
Subtotal: Existing Local Revenue Sources	43.8	132.4	191.6	239.7	301.8	909.2
<i>Sarasota County</i>						
Ninth Cent Fuel Tax	4.7	13.8	17.5	21.9	27.3	85.1
Local Option 6-Cent Fuel Tax	27.0	80.8	103.4	131.1	144.7	487.0
Local Option 5-Cent Fuel Tax	19.9	59.6	76.2	96.6	121.2	373.4
Gas Tax Revenue Bond Debt Service Payments	(2.2)	(5.5)	(5.5)	0.0	0.0	(13.2)
Infrastructure Sales Surtax*	85.3	254.7	254.0	0.0	0.0	594.0
Sales Surtax Bond Debt Service Payments	(27.4)	(68.5)	(54.8)	0.0	0.0	(150.8)
Road Impact Fee Collections	37.4	114.4	150.4	195.0	249.1	746.3
Subtotal: Existing Local Revenue Sources	144.7	449.2	541.1	444.5	542.3	2,121.8
TOTAL EXISTING LOCAL REVENUE SOURCES	188.5	581.6	732.7	684.1	844.1	3,031.0
Total Revenue Sources Likely to be Available for Capital Projects†	124.4	373.1	444.2	404.9	513.0	1,859.7

* Excluding portion distributed to School Board

† 5-cent fuel tax, impact fees, and 50% of infrastructure sales surtax

For simplicity, Table 7 presents the total revenue to all local jurisdictions in each county for each revenue source. Where applicable, the county-municipality split is shown in Tables 1B-1D

TRANSIT REVENUES

Sarasota County Area Transit (SCAT) and Manatee County Area Transit (MCAT) are the primary public transportation providers within the MPO planning area. Both are departments of their respective Counties, and provide service in an area primarily west of I-75 and south of I-275. The two transit agencies receive both operating and capital revenues from federal, state, and local sources. Operating revenues include fare box collections, federal grants, FDOT Block and Commuter Assistance Grants, and local general fund revenues, along with transportation disadvantaged equipment and planning grants. Non-operating revenues include federal capital assistance and grant funds from the New Freedom and Job Access Reverse Commute programs.

Local transit revenues primarily come from the general fund of each County, and therefore, must compete annually in their respective budgets with a host of other programs that are similarly funded, such as law enforcement. Lacking a dedicated local funding source introduces variability and limits the capability for either transit department to plan for future service expansion. While some other sources of local funding have been available in the past, for the most part transit operations are primarily funded through the general fund, and subject to competing demands and policy changes.

One potential funding source for transit projects is the Federal Transit Administration's Small Starts/New Starts program. This program supports locally planned, implemented, and operated major transit capital investments, such as new, and extensions to, existing fixed guideway transit systems, including commuter rail, light rail, heavy rail, bus rapid transit, and streetcars. The state allocates funds for these types of projects (Table 5), and projects are selected for funding based on a set of evaluation criteria, and feasibility of the required committed local match. A project that receives New Starts funding is eligible for federal funding of up to 50 percent of project costs, with state funding providing up to an additional 25 percent. Small Starts funding is for projects with a maximum cost of \$250 million, no more than \$75 million

in funding from FTA, and requires at least a 20 percent local match. SCAT has applied for these funds to cover costs associated with development of the Bus Rapid Transit line connecting the airport to downtown Sarasota and Bee Ridge Road.

Local operating and capital revenue estimates were collected from the *Transit Development Plan (TDP)* of each agency. SCAT provided estimates of operating and capital revenues through FY 2013, while MCAT provided projections through FY 2017. Projections for subsequent years were prepared using FDOT's guidelines for inflation factors in transit projects and programs. All federal and state revenue assumptions in the TDPs, for both the capital and operating categories, were not included in the analysis, in order to reduce the likelihood of double-counting potential federal and state revenues. State and federal transit funding figures from the *2035 Revenue Forecast Handbook* were used instead.

Projections to 2035 were estimated by dividing the TDP-estimated local operating and capital revenues for each transit provider for the years provided by the population of the respective counties to obtain per capita revenue values for those years. For subsequent years, the annual increase in revenue was tied to the increase in population and the inflation factor recommended by FDOT. To project revenues for future years, the five-year average for per capita revenues for FY 2013-FY 2017 was set as the base per capita value for MCAT from which to calculate annual inflation-adjusted values. For SCAT, the four-year average for FY2010-FY 2013 was used. These per capita values were in turn applied to the population projections of the two counties to yield annual local transit revenues.

Table 8 below identifies the revenue projections for local transit operations and local transit capital revenues for the two transit agencies through 2035.

SARASOTA/MANATEE MPO 2035 LRTP – Draft Revenue Projections

Table 8: Local Transit Revenue Projections (in millions, YOE)

REVENUE SOURCES	FY 2014-2015 SUBTOTAL	FY 2016-2020 SUBTOTAL	FY 2021-2025 SUBTOTAL	FY 2026-2030 SUBTOTAL	FY 2031-2035 SUBTOTAL	22 YEAR TOTAL
<i>Manatee County Area Transit</i>						
Operations Revenues	3.0	8.1	9.5	11.5	13.9	46.0
Capital Revenues	0.0	0.0	0.0	0.0	0.0	0.0
MCAT Subtotal	3.0	8.1	9.5	11.5	13.9	46.0
<i>Sarasota County Area Transit</i>						
Operations Revenues	39.0	112.0	136.1	164.2	196.5	647.8
Capital Revenues	30.5	87.6	106.5	128.4	153.7	506.8
SCAT Subtotal	69.6	199.7	242.5	292.6	350.3	1,154.7
<i>Total for Both Agencies</i>						
Operations Revenues	42.0	120.1	145.6	175.7	210.4	693.8
Capital Revenues	30.5	87.6	106.5	128.4	153.7	506.8
TOTAL LOCAL TRANSIT REVENUES	72.5	207.8	252.1	304.1	364.2	1,200.6

In FY 2008 MCAT’s annual operating budget for operating costs was about \$9.6 million, compared to about \$21.7 million for SCAT. Sarasota County spends almost \$25 more per capita on transit operations, which is reflected in more service hours and routes. The two counties have relatively comparable populations.

POTENTIAL NEW LOCAL REVENUE SOURCES

Given the above-stated volatility of gas prices and long term revenue tied to fuel consumption, initiatives are currently underway at the federal and state levels to re-evaluate fuel tax revenues, and consider alternatives to consumption-based taxes.

Mobility Fees

With the passage of Senate Bill 360 (2009-096, Laws of Florida), mobility fees may be another source of potential local revenue. These revenues are above and beyond credits granted for impact fees or proportionate fair share payments, and would likely be based on vehicle miles traveled (VMT) or some other measure with at least an indirect association to urban sprawl. A recent report to the Legislature by the Center for

Urban Transportation Research (CUTR) recommends that mobility fees be implemented in the state at a countywide level, but there is no indication whether the Legislature will act on the report. SB 360 requires local governments that are exempt from state concurrency review as a Designated Urban Land Area (DULA) have a mobility plan and funding strategy in place by July 2011.

County-wide Discretionary Sales Surtax

Sarasota County currently imposes an additional 1.0 percent sales tax on goods and services, above the six percent standard sales tax, as a revenue stream for local government infrastructure. Fees collected may be used to finance, plan, and construct infrastructure, which includes transportation infrastructure (and now also land purchases for affordable housing). It may also be used to purchase land for public recreation, conservation, or protection of natural resources. The tax is effective until December 31, 2024. Sarasota County issued revenue bonds in 2008 supported by the infrastructure surtax in the amount of \$143.89 million.

Manatee County currently does not impose a discretionary surtax for infrastructure, although it has in the past.

Sarasota County is eligible for a new discretionary sales surtax of either 0.5 or 1.0 percent after December 31, 2024, when the current surtax expires. Manatee County is eligible at any time since it currently does not impose a tax. In order to levy the additional surtax, an ordinance must be enacted by the County Commission and approved by voters in a countywide referendum. Projection estimates for this surtax, both at 0.5 percent and 1.0 percent, were calculated based on the average of actual surtax revenues that would have been collected in each county from 2004-2008 at the two tax rates, based on figures provided by the Florida Legislative Committee on Intergovernmental Relations (LCIR). Like the methodology for the local option fuel taxes, the collected tax receipts were distributed to each unit of local government in each county according to the standard allocation formula used by the DOR. Each county also has the option to set a different allocation formula with its municipalities through an interlocal agreement, which Sarasota County currently has in place that distributes part of the revenue from its existing surtax to the Sarasota County School Board.

Charter County Transportation System Surtax

The State of Florida authorizes Charter Counties to levy up to an additional one percent surtax specifically for transportation purposes. Only two counties currently employ this surtax, and then only at 0.5 percent each. Sarasota County is a Charter County and thus eligible for the surtax, but Manatee County is not. Legislation was introduced in 2009 that would have allowed Manatee and other non-charter counties to impose the surtax, but it did not pass. Similar legislation may be introduced again at a later date. For illustration purposes only, the analysis for the Sarasota/Manatee MPO LRTP used the maximum available surtax (one percent). Unlike the discretionary sales surtax described above, this tax is independent of the cap on optional taxes, outlined in Section 212.055(1), F.S. The Charter County Transportation System surtax is subject to a charter amendment approved by a majority vote of the county's electorate. Generally, the tax receipts are used for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, and roads and bridges.

Calculations for revenue projections were based on the average of actual surtax revenues that would have been collected in each county from 2004-2008 at a 1.0 percent tax rate, based on figures provided by the LCIR, with no distributive percentages to other units of local government within the County. The average per capita revenue amount was then applied to the county population projections and adjusted for inflation.

If implemented, a Charter County transportation surtax would likely be used to augment and replace general ad valorem tax revenues that are currently used for transit. Therefore, the net amount of new revenue that would be available for transit may be less than the full amount of the surtax collected, since it would be replacing some existing revenues that are currently used for transit.

This revenue source will not be used to develop the financially feasible LRTP unless the MPO and one or both County Commissions take official action signaling that they will pursue this funding source. Rather, the projections will be used to illustrate potential transportation improvements that may be added to the LRTP if desired.

SARASOTA/MANATEE MPO 2035 LRTP – Draft Revenue Projections

Table 9: Potential New Local Revenue Sources (in millions, YOY)

REVENUE SOURCES	FY 2014-2015 SUBTOTAL	FY 2016-2020 SUBTOTAL	FY 2021-2025 SUBTOTAL	FY 2026-2030 SUBTOTAL	FY 2031-2035 SUBTOTAL	22 YEAR TOTAL
<i>Discretionary Sales Surtax = 0.5% for Infrastructure*</i>						
Manatee County†	56.5	165.7	207.7	258.6	323.9	1,012.5
Sarasota County†	0.0	0.0	70.6	406.6	510.1	987.3
TOTAL	56.5	165.7	278.3	665.1	834.1	1,999.7
<i>Discretionary Sales Surtax = 1% for Infrastructure*</i>						
Manatee County†	113.0	331.5	415.4	517.1	647.9	2,024.9
Sarasota County†	0.0	0.0	141.1	813.2	1,020.3	1,974.5
TOTAL	113.0	331.5	556.5	1,330.3	1,668.2	3,999.5
<i>Charter County Transportation System Surtax (Assumes 1%)</i>						
Manatee County‡	114.4	337.0	424.9	531.4	669.2	2,077.0
Sarasota County	162.0	479.1	605.1	759.0	944.6	2,949.8
TOTAL	276.4	816.1	1,030.0	1,290.5	1,613.8	5,026.7

* Sarasota County cannot impose a new surtax until 2025

† Includes revenue to all local governments

‡ Assumes legislative enabling for Manatee County

Other Local Sources

Another source of locally generated funds is municipal service taxing (or benefit) units (MSTU). These sources represent direct revenues to fund infrastructure for identified projects within a specified area, potentially covering both capital and operations/maintenance costs. No revenues from MSTUs or MSBUs are included in the projections provided in this analysis. MSTU revenues may be included at a later time as projects are identified as part of the Cost Feasible element of the LRTP.

Local funding also may be generated through vehicle tolls that might be contemplated on I-75 for special use High Occupancy Toll (HOT) lanes, or on a new bridge crossing the Manatee River.

Other local revenue sources available for transportation improvements or maintenance and operations activities include grants, proportionate fair share contributions and other types of developer mitigation such as

outright contributions of right-of-way or project construction, ad valorem or general revenues, and tax increment financing from Community Redevelopment Area sources. In the 2030 LRTP, committed developer contributions formed a large component of the adopted financially feasible plan. The current climate of reduced local revenues and postponed or abandoned development plans makes forecasting the availability of these resources difficult; these resources are already being tapped to their maximums. As such, these sources are not included in the projections at this time. Developer commitments and similar variable local sources will be revisited as part of developing the financially feasible LRTP.

SUMMARY

The above analysis documents the financial resources and revenues available for consideration in developing the Financially Feasible element of the MPO's 2035 LRTP, and includes revenue projections for each identified source. Potential new local revenue sources were also analyzed, including the implementation of the Charter County Transportation System surtax in both counties and maximizing the allowable discretionary local sales surtax. Revenue projections for the transit component of the LRTP were taken from the Transit Development Plans of the two transit agencies, but excluded sources identified as being unfunded, or those involving New Starts discretionary grants. This exclusion reduced the potential for double-counting revenues, but coordination with the agencies will be required to ensure transit's share of revenue potential is not overstated in the LRTP.

This preliminary analysis represents a continuation of the status quo for all revenues, and projects that all revenues will increase only according to the rate of population growth and adjusted for inflation. These estimates assume that impact fees will continue to be collected, and at the same rate as during the past five years, and that fuel taxes will continue to provide a steady stream of revenues.

The total estimated revenue over the planning period is projected to be about \$837.6 billion, but this figure includes the major expenditures planned for the SIS Highways category (namely for I-75). Subtracting the SIS Highways revenue produces a total estimate of about \$6.07 billion. This figure includes all existing major revenue sources used for transportation purposes. Many of these sources, such as the Constitutional, County, and Municipal Fuel Taxes, are currently used for roadway operations and maintenance rather than capital projects.

An estimate of the existing revenue sources that would potentially be available for capital projects is shown in Table 10. The table includes the state and federal revenue sources that have historically been considered by the MPO as available for capital projects during preparation of the Financially Feasible LRTP. It excludes the revenues projected for the SIS Highway category. The existing local revenue

SARASOTA/MANATEE MPO 2035 LRTP – Draft Revenue Projections

sources for roadways included in the table are the 5-cent Local Option Fuel Tax, road impact fees, and 50 percent of Sarasota County’s existing infrastructure sales surtax. Existing local transit sources are shown separately, and include both operating and capital revenues since the LRTP may consider potential changes to existing service levels and routes.

Table 10: Revenue Available for Capital Projects (in millions, YOY)

REVENUE SOURCES	FY 2014-2015 SUBTOTAL	FY 2016-2020 SUBTOTAL	FY 2021-2025 SUBTOTAL	FY 2026-2030 SUBTOTAL	FY 2031-2035 SUBTOTAL	22 YEAR TOTAL
State and Federal Sources*	72.1	205.8	227.8	245.0	262.7	1,013.3
Existing Local Sources - Roadways	124.4	373.1	444.2	404.9	513.0	1,859.7
Existing Local Sources - Transit†	72.5	207.8	252.1	304.1	364.2	1,200.6
TOTAL AVAILABLE FOR CAPITAL PROJECTS	269.0	786.7	924.1	954.0	1,139.9	4,073.6

* Excluding SIS Highways

† Includes operating and capital revenues

The total state and federal revenues are about \$1 billion while the total existing local sources available for roadway capital projects is about \$1.9 billion. Total local transit revenues are about \$1.2 billion. The overall total for both counties is about \$4.1 billion over the planning period.

This figure is optimistic, based on the current economic conditions and a general national and statewide decline in contributions toward transportation improvements. Additionally, projections used for fuel tax receipts in the analyses also do not account for conditions associated with “Peak Oil” or other per capita motor fuel consumption reductions related to oil production supply constraints, such as large-scale transitions to modes of transportation not powered by gasoline or other motor fuels, or VMT reductions based on changes in land use development patterns. The analyses presented assume per capita consumption will remain at today’s level through 2035, and should be considered a Trend scenario for financial resources.