Broward MPO

2035 Long Range Transportation Plan

Update

Technical Report # 6 Financial Resources

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TABLE OF CONTENTS

LIST OF EXHIBITS

1.0 Introduction

1.1 Purpose

The Broward Metropolitan Planning Organization (MPO) is developing a Long Range Transportation Plan (LRTP) for a 2035 horizon year. This 2035 LRTP will demonstrate the MPO's plans for future capital investment in transportation infrastructure as well as ongoing operating and maintenance expenses for the Broward metropolitan planning area, i.e., Broward County. This memorandum on revenue forecasting assumptions is an important component of the overall LRTP, as it provides a review of the financial resources that are projected to be available to the Broward metropolitan area through 2035. The identification of these resources will then be used to prioritize future highway and transit investments in a 'constrained' scenario which is limited to existing and reasonably likely funding sources. In addition, the review will discuss potential new funding sources which could be used to fund additional transportation investments in an 'unconstrained' scenario. It is important to note, however, that some of the revenues identified in this review – specifically, revenues for Florida's Turnpike Enterprise – are programmed by their respective agencies, and thus these funds are not available to be prioritized by the MPO for use on identified transportation needs in the county.

The principal federal, state, and local funding programs which support transportation investment in Broward County are reviewed and forecasted through 2035 in this memorandum. This review includes information on:

- Federal funding programs for both highways and public transportation
- State of Florida Department of Transportation (FDOT) funding programs and revenue estimates
- Gas tax revenues and transportation concurrency fees
- Local agency revenues, specifically for Broward County Transit (BCT)

1.2 Methodology and Changes From the Previous Plan

The most significant change in methodology from the prior LRTP relates to the treatment of inflation. Federal planning regulations which were adopted in 2007 and corresponding MPO Advisory Council (MPOAC) guidelines now require that both cost and revenue forecasts be presented in year-of-expenditure (YOE) dollars, rather than in base year dollars as had been the standard approach previously. FDOT revenue forecasts are now given in YOE dollars, and FDOT provides inflation forecasts which can be used to estimate YOE project costs.

Aside from this significant change, the overall approach is similar to that in the previous plan. FDOT's guidelines for estimating and presenting future revenues are followed in this review, as laid out in the *2035 Revenue Forecast Handbook* and subsequent supplements, revisions, and workshops. FDOT currently provides its revenue forecasts for the period 2014 through 2018 as the "2nd Five Years Plan" and then the period 2019 through 2035 as the "2035 Cost Feasible Plan." The updated 2009-2013 Transportation Improvement Program (TIP) is used for near-term revenue forecasts prior to the "2nd Five Years Plan." Funding in the "2035 Cost Feasible Plan" is provided for 2019 and 2020 and then in five-year aggregates for the periods 2021 to 2025, 2026 to 2030, and 2031 to 2035.

Revenue growth rates for key local revenue sources – including gas taxes, concurrency fees, and *ad valorem* (property) taxes – were developed in consultation with MPO staff.

1.3 Limitations of the Analysis

This analysis describes only State FDOT revenues forecasted to flow to Broward County for capital improvement purposes – that is, for the State Capacity Program. The review does not include FDOT operating and maintenance funds (i.e., the State Non-Capacity Program) that would be applied to facilities in Broward County. FDOT implements the Non-Capacity Program throughout the state and does not provide district-level revenue estimates for the Non-Capacity Program. According to FDOT, the Department has estimated sufficient revenues to meet the Non-Capacity safety, preservation, and support objectives in each metropolitan area in the state.

1.4 Policy Statement

As is true for most metropolitan areas in the state, Broward MPO is facing a very challenging environment for long-range planning. The challenges include:

- Major cost increases in recent years for projects that were programmed in previous Plans, due to substantial increases in costs for right-of-way, labor, and key commodities such as steel and concrete.
- A deep and sustained recession across the nation, with Florida being particularly hard-hit, and all transportation funding sources – gas taxes, property taxes, sales taxes, tolls, rental car taxes, and more – experiencing major declines from previously projected levels.
- Volatility in petroleum prices causing significant changes in transit ridership, vehicle miles traveled (VMT), gas tax revenues, and other key travel indicators, making estimation of future travel patterns difficult.
- The potential for substantial long-term changes in federal transportation policy and funding following the reauthorization of the SAFETEA-LU.

In short, the past five years have been challenging for Broward MPO and its planned transportation investments, and the constrained 2035 Plan will reflect this difficulty. Based on the revenues projected in this review, many worthwhile projects will not be included in the constrained Plan and will be deferred to the unfunded project list. However, the examination of potential new funding sources can also serve as an important policy statement for the MPO about its transportation future.

2.0 Federal Funding

This section describes the federal revenue sources (i.e., the Highway Trust Fund) and federal funding programs whose revenues flow to Broward County, either directly or through FDOT. Federal revenues include both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds, and these federal revenues may be either formula-based or discretionary depending on the program.

At the time of this 2035 LRTP update, the current federal surface transportation legislation – the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU – is approaching its expiration and will need to be reauthorized.[1] This reauthorization will set funding levels and specify changes in the various transportation funding programs. There exists the potential for major policy changes in the next iteration of the surface transportation legislation, although there is no consensus among observers about what form those changes might ultimately take.

In addition, the Highway Trust Fund is facing insolvency (i.e., an inability to meet committed formula payments to states). Insolvency was averted in 2008 by an 'emergency' transfer of $8 billion from the general fund to the highway trust fund. A combination of stagnation/reduction in vehicle miles traveled, increased fuel-efficiency of vehicles, and no change in federal gas tax since 1993 (i.e., inability to keep up with cost increases) has created this funding crisis. The National Surface Transportation Policy and Revenue Commission recommended an increase in the gas tax (plus indexing for inflation) as one of a set of policy options. However, none of this is currently known, and absent that information, states and MPOs must continue to refer to SAFETEA-LU for a description of funding programs and authorized funding levels.

2.1 Federal Trust Fund Revenues and SAFETEA-LU Programs

As noted above, the following description of federal funding sources and programs is prepared within the current SAFETEA-LU legislative framework. Funding programs for transportation may change and authorized funding levels for each program will change when Congress reauthorizes the transportation legislation. Presented below is a general description of current federal transportation funds.

The Highway Trust Fund (HTF) was created by the Highway Revenue Act of 1956 (Pub. L. 84-627) to ensure a dependable source of funding for the National System of Interstate and Defense Highways and to serve as the source of funding for the remainder of the Federal-aid Highway Program. Like other Federal trust funds, the HTF is a financing mechanism established by law to account for tax receipts that are collected by the Federal Government and are dedicated or "earmarked" for expenditure on special purposes. Originally, the HTF focused solely on highways, but later Congress determined that some revenues from the highway-user taxes dedicated to the HTF should be used to fund transit needs. As a result, the Mass Transit Account was created within the HTF effective April 1, 1983. Since that

[1] Congress was originally set to begin the process of reauthorization in the second half of 2009. However, it now appears likely that SAFETEA-LU will be extended in its current form for another 18 months, with reauthorization not occurring until 2011.

time, a portion of the revenues earmarked for the HTF has been credited specifically to the Mass Transit Account.

Tax revenues directed to the HTF are derived from excise taxes on highway motor fuel and truck related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. The Mass Transit Account receives a portion of the motor fuel taxes (2.86 cents per gallon), as does the Leaking Underground Storage Tank Trust Fund (0.1 cent per gallon). The General Fund receives 2.5 cents per gallon of the tax on gasohol and some other alcohol fuels plus an additional 0.6 cent per gallon for fuels that are at least 10 percent ethanol. The Highway Account receives the remaining portion of the fuel tax proceeds. For example, as of October 1, 1997, the 18.4 cents per gallon gasoline tax was split as follows: 2.86 cents per gallon to the Mass Transit Account, 0.1 cent per gallon to the Leaking Underground Storage Tank Trust Fund, and 15.44 cents to the Highway Account. All of the receipts from the non-fuel taxes are deposited in the Highway Account.

SAFETEA-LU established funding authorization levels (i.e., funding levels which may be used for the respective programs) and obligation limitations (i.e., a restriction on the amount of federal assistance that may be promised or obligated during a specific period—a given year, for example) for highway and transit programs for fiscal years 2005 through 2009. SAFETEA-LU extended the practice of establishing separate budget categories for highway and mass transit discretionary spending, thus establishing a budgetary "firewall" between each of those programs and all other discretionary programs. The firewall ensures that the protected highway and transit programs no longer have to compete with other domestic discretionary programs (e.g. housing or education) for a place in the annual federal budget. The budgetary firewall was instrumental in establishing “guaranteed” annual funding levels (or more accurately, obligation limitations) for both highway and transit programs. Any authorizations in excess of the guaranteed levels are in the budgetary “red zone” and remain part of the general discretionary budget category. Red zone funds may be made available through the annual budget and appropriations process and must compete with other budget priorities for their place in the budget each year. Exhibit 1 presents the guaranteed funding levels available for obligation as authorized in SAFETEA-LU and summarized by USDOT.

Exhibit 1: Authorized Federal Funding Levels (millions of dollars)

Year	2005	2006	2007	2008	2009	Total
Guaranteed Available for Obligation						
Highway Category						
Firewall	$35,164M	$37,221M	$39,461M	$40,824M	$42,470M	$195,892M
Exempt	$739M	$739M	$739M	$739M	$739M	$3,6954M
Total	$35,903M	$37,960M	$40,199M	$41,563M	$43,209M	$198,834M
Mass Transit Category						
Firewall	$7,646M	$8,623M	$8,975M	$9,731M	$10,338M	$45,313M
TOTAL	$43,550M	$46,583M	$49,174M	$51,294M	$53,547M	$244,148M

2.2 Federal Highway Administration Programs

The Florida Department of Transportation (FDOT) receives federal revenues from five major programs (along with a number of smaller programs) and allocates the applicable funds to the regional MPOs through specific FDOT funding programs. FDOT's major programs can be divided into two general categories: Capacity Programs and Non-Capacity Programs. Capacity Programs include each major FDOT program that expands the capacity of existing transportation systems, while Non-Capacity Programs include the remaining FDOT programs that are designed to support, operate, and maintain the state transportation system. MPOs are responsible for planning, and receive revenue estimates, only for those FDOT programs that are part of the Capacity Program. Thus, only those federal funding programs that are part of the FDOT Capacity Program are described in this review. The major FHWA federal funding programs, whose funds flow through the FDOT Capacity Program are: National Highway System Program (NHS), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ). The other two major FHWA funding programs, Interstate Maintenance Program (IM) and the Highway Bridge Replacement and Rehabilitation Program (HBRRP), provide funds that largely flow through the FDOT's Non-Capacity Program.

- National Highway System Program (NHS): The NHS Program provides funding for improvements to rural and urban roads that are part of the National Highway System, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors. The federal share of project costs, under the NHS program, is 80 percent. If the funds are used for projects on the Interstate System, the federal share of project costs will be 90 percent (unless the project adds lanes that are not high occupancy- vehicle or auxiliary lanes, in which case the federal share will revert to the 80 percent level).

- Surface Transportation Program (STP): The STP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. Within the STP program there exists a 10 percent set-aside of STP funds for safety improvement projects including railway/highway crossings and a 10 percent set-aside for transportation enhancements. The federal share of project costs, under STP, is 80 percent. If the funds are used for projects on the Interstate System, the federal share of project costs will be 90 percent (unless the project adds lanes that are not high-occupancy-vehicle or auxiliary lanes, in which case the federal share will revert to the 80 percent level).

- Congestion Mitigation and Air Quality Improvement Program (CMAQ): The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce transportation related emissions. CMAQ funds enjoy flexible applications with respect to projects that meet the broad goals of the program. The funds are not available for construction of new highway lanes, except HOV lanes, in non-attainment areas. The federal share of project costs, under the STP program, is 80 percent, unless the funds are used for projects on the Interstate System, in which case the federal share of project costs will be 90 percent.

2.3 Federal Transit Administration Programs

There are four primary FTA funding programs that flow directly to the MPO or the local transit agency. Two of the programs (Section 5307 Urbanized Area funds and Section 5309 Fixed Guideway Modernization funds) are formula-based, while Section 5309 Bus and Bus-Related funds are generally earmarked and Section 5309 "New Starts" funds are allocated on a competitive basis through a multi-year application process. This section briefly describes each program and the pertinent project eligibility requirements.

- Section 5307 Urbanized Area: The 5307 formula grants program provides transit capital and operating assistance to urbanized areas with populations of more than 50,000. Annual grant funds are based on various demographic, level of service, and ridership variables. SAFETEA-LU limits the application of these grants to capital purposes (e.g., bus and rail vehicle replacement and facility rehabilitation and replacement), but preventative maintenance expenses in the operating budget may be considered as "capital" for this purpose. This broad definition of "capital" expense effectively allows transit agencies the option of funding operations from Section 5307 funds, thereby providing great flexibility from this funding source. Also, SAFETEA-LU continued the transit enhancement program established in TEA-21 under the Section 5307 program where, in urbanized areas with populations of 200,000 of more, at least one percent of the Section 5307 funds apportioned each fiscal year shall be used for activities defined as transit enhancements.

- Section 5309 Fixed Guideway Modernization: This program provides capital funds for existing fixed guideway systems, based on revenue miles and route miles of service that have been in operation for seven years.

- Section 5309 Bus and Bus-Related: This discretionary program provides project-specific capital grants for the purchase of bus vehicles and other bus-related assets.

- Section 5309 New Starts: Fixed guideway transit projects from across the country compete for capital assistance grants from FTA through the New Starts process, which is the country's primary mechanism for funding major new transit capacity projects. New Starts is a highly competitive and time-intensive process where projects must meet stringent requirements for both cost-effectiveness and implementing agencies must show that they have the long-term financial capacity to successfully build, operate, and maintain the proposed project. Projects generally receive much less than the statutory maximum Federal participation of 80%. Broward County Transit does not currently have any projects in the New Starts "pipeline," but the County does have plans to apply for New Starts funding for multiple major fixed guideway transit projects. If the New Starts applications are successful, the estimated federal share of capital costs for these projects is projected to be approximately 50%.

2.4 State of Florida Department of Transportation Funding

This section describes the State transportation funding programs and the forecasted revenues developed by FDOT that are projected to flow to Broward County through the year 2035. Revenues that are distributed by FDOT are comprised of three major funding-source categories: federal, state, and turnpike. The total forecasted revenues for the entire State of Florida over the plan period are shown in Exhibit 2.

Exhibit 2: Projected Total State Revenues (millions of dollars)

Source	*2007-10*	*2011-15*	*2016-20*	*2021-25*	*2026-30*	*2031-35*	*29-Year Total*
Federal	$8,208 23%	$9,904 26%	$10,137 26%	$10,836 25%	$11,417 24%	$11,912 23%	$62,414 24%
State	22,650 65%	24,442 65%	25,431 66%	28,530 66%	31,978 67%	35,531 68%	168,542 66%
Turnpike	4,131 12%	3,159 8%	3,027 8%	4,149 10%	4,514 9%	4,921 9%	23,901 9%
Total	**$34,989**	**$37,485**	**$38,594**	**$43,514**	**$47,910**	**$52,365**	**$254,857**

(Source: FDOT 2035 Revenue Forecast Handbook, May 2008, Table 1, page 6)

2.5 State Program Revenue Estimates

Beginning in 2008, FDOT prepared long-range revenue projections for the state's major funding categories based upon the state's Adopted Work Program, current federal and state legislation, forecasts of federal funding, and internal FDOT policies. Due to the severe economic downturn nationally and in Florida, these projections continue to change and have been revised downward more than once from their initial estimates. As the recession continues, the state's revenue estimates may continue to change, but this review presents the most current available estimates from FDOT.

FDOT combines the Department's major programs into two general categories: Capacity Programs and Non-Capacity Programs.

- Capacity Programs include each major FDOT program that expands the capacity of existing transportation systems.
- Non-Capacity Programs include the remaining FDOT programs that are designed to support, operate and maintain the state transportation system. FDOT, based upon input from local MPOs, takes the lead in developing and administering a statewide Non-Capacity Program. According to FDOT, the Department has estimated sufficient revenues to meet safety, preservation and support objectives through 2035 throughout the state, including each metropolitan area. It is not necessary for MPOs to identify projects for these programs, so revenue estimates for these activities have not been developed for metropolitan areas.
- Accordingly, with regard to state programs and state funding, MPOs need only identify projects that are funded through state Capacity Programs.

The major elements of the Capacity and Non-Capacity Programs and eligible projects are detailed in Exhibit 3, taken from the current 2035 *Revenue Forecast Handbook*.

Exhibit 3: FDOT Transportation Programs

Capacity Programs	Non-Capacity Programs
SIS Highways/ FIHS Construction & ROW - Construction, improvements, and associated right of way on SIS highways and the FIHS (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Safety - Includes the Highway Safety Improvement Program, the Traffic Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, capacity improvements, land acquisition, planning, economic development, and preservation.	Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.
Rail - 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.	Bridge - Repair and replace deficient bridges on the state highway system. In addition, 15% of federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).
Intermodal Access - Improving access to intermodal facilities and acquisition of associated rights of way.	Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).
Seaport Development - Funding for the development of eligible ports, including projects such as land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS or FIHS. Also includes funding for the Economic Development Program, the County Incentive Grant Program., and the Small County Outreach Program.	Administration - 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).
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Other – Technically, this category is not a "program." It primarily represents FDOT financial commitments such as debt service and reimbursements to local governments.

(Source: FDOT 2035 Revenue Forecast Handbook, May 2008, Table 2, page 8)

Exhibit 4 summarizes FDOT's current revenue forecasts for its major program areas for Broward County.

Exhibit 4: FDOT Program Funding Estimates for Broward County (millions of dollars)

	FY 15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	21-Year Total
SIS Highways/FIHS Construction/ROW	$97	$639	$63	$0	$0	$799
"Mega-Projects" (uncertain timing)						$3,304
Other Arterial Construction/ROW - Capacity Program	$44	267.8	299.9	321.8	350	$1,284
Other Arterial Construction/ROW - Product Support[1]	$9	$54	$60	$64	$70	$257
Transit[2]	$26	$138	$156	$174	$190	$683
TMA	$34	$178	$187	$193	$194	$785
TOTAL FORECASTED FDOT REVENUES	**$209**	**$1,276**	**$766**	**$753**	**$804**	**$7,111**
County Share of District TRIP Funds - Illustrative Only[3]	*$13*	*$56*	*$54*	*$54*	*$54*	*$230*

1 - Product support for planning/engineering is estimated as 20% of Other Arterial/ROW.
2 - In final summary of revenues, some FDOT Transit funds are eliminated to avoid double-counting with BCT projected revenues.
3 - TRIP funding illustrative due to uncertainty of amount going to Broward County and to SEFTC's role as decision-maker.

(Sources: FDOT 2035 Revenue Forecast Handbook Supplement for Broward County; FDOT SIS/FIHS Second Five Years and Cost Feasible Plan)

In the 2035 Revenue Forecast Handbook, FDOT offers the following guidance for planning for the use of TMA funds:

> *The estimates of TMA Funds developed from the analysis should be added to the amounts provided by FDOT for the appropriate Capacity Program (Other Arterials Construction & ROW, Transit, etc.) for each time period. Estimates of TMA Funds for non-Capacity Programs (Product Support, Resurfacing, etc.) should be documented, but should not be added to estimates of Non-Capacity Program funds provided by FDOT because those estimates are statewide estimates.*

FDOT also notes that all TMA funds may be used on "off-system" roads. The TMA funds are presented here as a separate line-item, but they are added to the other capacity program areas (as described above) when creating the cost-feasible plan.

Also, as described in the footnote to Exhibit 4, FDOT's Transportation Regional Incentive Program (TRIP) funds are shown as illustrative only, meaning they are not being used in the determination of the 2035 cost feasible plan. This is done for two reasons. First, FDOT estimates TRIP funds only at the District level and not at the County level. Therefore, the share of the projected District Four TRIP funds that will actually be allocated to Broward County is not known. An estimate of 50% has been used in the illustrative calculation above, based on population and past experience. The second reason is that the Broward MPO is not the "decision-maker" with respect to choosing projects that receive TRIP funding. Instead, the Southeast Florida Transportation Council (SEFTC) is charged with that responsibility. In light of these constraints, the Broward MPO and FDOT agreed that it would be more prudent to show the TRIP funds as illustrative only.

2.6 State Program Descriptions and Project Eligibility

This section presents a brief description of each major sub-program under the State Capacity Program and describes what types of planned projects and programs are eligible for funding across the different major sub-programs.

FDOT subdivides the state Capacity Programs into two additional areas of focus: Economic Competitiveness and Quality of Life goals. Planning and project identification responsibilities are divided between the State and the MPO across the two programs. The Economic Competitiveness program includes projects that help strengthen the State's comparative economic position and include the following major programs: FIHS Construction/ROW, Aviation, Rail, Seaport, and Intermodal Access. FDOT has "taken the lead" in identification of planned projects and programs that support the Economic Competitiveness Goal and provides detailed information to MPOs. As a result, metropolitan plans and programs that include state and federal funds for these major programs should be coordinated and consistent with state long range plans and programs. MPOs have been requested to "take the lead" in identification of planned projects and programs for the major programs that support the Quality of Life Goal. These programs include: Other Arterial Construction and Right of Way (ROW), and Transit. The programs described below are presented under the subcategories of Economic Competitiveness, and Quality of Life goals.

<u>Economic Competitiveness Goals</u>

- FIHS Construction and Right-of-Way: As a statewide Economic Competitiveness Goal, FDOT "takes the lead" in identifying projects that are consistent with the FIHS Construction and ROW Program. The Florida Intrastate Highway System (FIHS) is a component of the State Highway System. Its primary purpose is to serve interstate and regional commerce and long distance trips. Metropolitan plans and programs for the FIHS should be consistent with the current FIHS Cost Feasible Plan, as provided to each MPO. Public transportation, intermodal access, and seaport development projects may be funded under this program, provided that they are included in the current FIHS Cost Feasible Plan. Capacity improvement projects eligible for funding in the current plan include:
  - Construction of additional lanes;
  - The capacity improvement component of interchange modifications;
  - New interchanges;
  - Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles;
  - Bridge replacement for which the essential purpose is to provide increased capacity;
  - Other construction to improve traffic flow, such as intelligent transportation system (ITS), incident management systems, and vehicle control and surveillance systems;
  - The preferred alternative defined by an approved multimodal Interstate Master Plan; and
  - New weight and weigh-in-motion stations and rest areas.
- Rail: The state provides funding for acquisition of rail corridors and assistance in developing intercity passenger and commuter rail service, fixed guideway system

development, rehabilitation of rail facilities and high speed transportation. Projects and programs eligible for funding include:
- Assistance with acquisition of rail corridors;
- Assistance with development of fixed guideway systems;
- Assistance with rail passenger services including all aspects of intercity, and commuter rail development;
- Rehabilitation of rail branch lines where economically justified; and
- Improvement of warning devices at public rail-highway grade crossings.

- Intermodal Access: The state provides assistance in improving access to intermodal facilities and the acquiring of associated rights of way. Projects and programs eligible for funding include:
  - Assistance with improving access to seaports and airports, particularly through highway and rail improvements; and
  - Assistance with development of intermodal terminals and facilities.
- Strategic Intermodal System: The 2003 Florida Legislature enacted Sections 339.61-64, Florida Statutes that created the Florida Strategic Intermodal System, and adopted by reference the SIS Steering Committee's recommendations for designation criteria that established the initial statewide system of SIS hubs and corridors. The statutes also directed FDOT to develop a strategic plan for funding and managing the SIS, with input from external transportation partners. The need for a Strategic Intermodal System was identified by various entities with an interest in the funding of key transportation systems throughout the state. Among these entities were the Stakeholders Task Force, the Florida Chamber Foundation and the Transportation and Land Use Committee The Strategic Intermodal System calls for a transportation system that is made up of statewide and regionally significant facilities and services (strategic); contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal); and integrates individual facilities, services, forms of transportation (modes) and linkages into a single, integrated transportation network (system).

Quality of Life Goals

- **Other Arterial Construction and Right of Way:** The primary purpose of this major program is to fund improvements on State Highway System roadways, or SHS, that are not designated as part of the SIS or FIHS. The approximately 8,000 miles (statewide) of non-FIHS highways represent about 68% of the current SHS. Projects and programs eligible for funding include:
  - Construction and traffic operations improvements on the SHS that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes;
  - Acquisition of land necessary to support the SHS construction and bridge programs;
  - Acquisition of land in SHS corridors on an advanced basis (before construction is funded in the 5-year Work Program);

- Construction and traffic operations improvements on certain local government roads[2] that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

There exists a great deal of local discretion and flexibility in how funds from the Other Arterial Construction and Right-of-Way program are applied. For example, all of the funds may be applied to transit improvements (either capital improvements or operations). If a District decided to use all Other Arterial Construction and Right-of-Way program funds on transit, they would effectively be transferring those funds to the Transit program and the funds would then be subject to the eligibility requirements under the Transit program. Conversely, all funds may be applied to roadway improvements. Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the metropolitan area, the District and the State.

- Transit: The state provides technical and operating/capital assistance to transit, paratransit and ridesharing systems. Projects and programs eligible for funding include:
    - Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program;
    - Service Development projects, which are special projects that can receive initial funding from the state;
    - Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy; and
    - Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots.

2.7 State and Federal New Starts Funding

FDOT has projected approximately $1.18 billion in statewide funding that will be available to counties and regions through the Florida New Starts Transit Program from FY 2015 through FY 2035. The MPO estimates that Broward County's "share" of these funds, based on population and demonstrated need, is approximately 10% of the statewide total, or $118 million. The MPO further has estimated that major transit capital projects in the County which successfully apply for and receive federal New Starts funding are likely to have their funding structured so that federal funds cover 50% of the costs, state funds cover 10% of the cost, and the remaining 40% of the capital costs are borne locally. Using these matching proportions and assuming the $118 million in state New Starts, the MPO estimates that slightly more than $700 million will be available in federal New Starts funding over the period. Of course, both the state and federal New Starts programs are discretionary, and the

[2] By law, state funds cannot be used on local government roads except under certain subprograms subject to annual legislative appropriations. FDOT has directed that long range plans should not assume that state funds will be appropriated for local government road improvements.

actual future revenues that flow to Broward County for major transit capital projects will depend on the total amount of discretionary funding available and on the how highly Broward's proposed projects are rated against competing projects. These funding estimates are shown in the table in Exhibit 5.

Exhibit 5: Estimated Federal/State New Starts Funding (millions of dollars)

	2035 Forecast					
	FY 15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	21-Year Total
Statewide New Starts Funds	$ 75.0	$ 291.7	$ 270.9	$ 270.9	$ 270.9	$ 1,179.4
Broward Share of Funds (providing 10% match)	$ 7.5	$ 29.2	$ 27.1	$ 27.1	$ 27.1	$ 117.9
Implied Federal New Starts Funds (50% match)	$ 37.5	$ 145.9	$ 135.5	$ 135.5	$ 135.5	$ 589.7
TOTAL Broward State/Federal New Starts Funds	**$ 45.0**	**$ 175.0**	**$ 162.5**	**$ 162.5**	**$ 162.5**	**$ 707.6**

2.8 Florida's Turnpike Enterprise

Florida's Turnpike has played a major role in meeting the transportation needs of South Florida since its opening in 1957. Today, the Turnpike annually serves over 400 million patrons, or more than one million users per day, and about half of these are in South Florida. In order to provide quality service in this important travel market, the Turnpike continues to fund major projects in South Florida.

The Turnpike's "net revenues" are defined as gross revenues (i.e., tolls and concessions) less operating and maintenance expenses. Net revenues are used for a number of projects such as capacity improvements (widenings and interchange improvements), safety, SunPass improvements, ITS development, preservation activities such as resurfacing and rehabilitation, and annual debt service. The Turnpike has a coordinated process in place to appropriate the revenues to needed transportation projects in Broward County. However, as with other state and local revenue sources, the recession has had a negative impact on Turnpike traffic and revenues. As of the writing of this plan, given the economic difficulties facing the state, Turnpike officials are facing great uncertainty over long-term projections of future revenues that will be available for capital projects. Therefore, the constrained plan shows only the revenues and expenses associated with those projects that are already included the Turnpike's current ten-year finance plan, and there are no major capital improvements currently projected for the system beyond 2018.

Exhibit 6 shows the Turnpike's projected major capital improvements in Broward County, which include widenings, toll plaza improvements, and interchange projects.

Exhibit 6: Turnpike Expansion Projects in Broward County

FPID	Facility	Location	Project	Cost (millions)	Year
406097-1	Turnpike	From: MP 59 - N of Sunrise Blvd (SB) To: MP 66 - N of Atlantic Blv (SB)	Widen to 4-lanes	$108.3	UC[1]
406097-4	Turnpike	From: MP 59 - N of Sunrise Blvd (NB) To: MP 66 - N of Atlantic Blv (NB)	Widen to 4-lanes	$55.8	2010
406094-1	Turnpike	From: MP 53 - Griffin Rd (SB) To: MP 59 - N of Sunrise Blvd (SB)	Widen to 4-lanes+	$103.1	UC
406094-4	Turnpike	From: MP 57 - Peters Rd (NB) To: MP 59 - N of Sunrise Blvd (NB)	Widen to 4-lanes+	$30.3	2009
420809-3	Turnpike	MP 53-54 & Interstate 595	Interchange Modification + Aux. Lanes	$157.9	2013
417547-1	HEFT	MP 26-47; From SR 836 to Turnpike Mainline; all plazas[2]	Conversion to All-Electronic Tolling (Ph 3)	$33.0	2010
415462-2	Turnpike	MP 0X - 4X and 47 - 53; Golden Glades to Griffin Rd; all plazas[2]	Conversion to All-Electronic Tolling (Ph 4)	$17.9	2012
422418-7	Southern Coin	Pompano Beach Service Plaza	Reconstruction	n/a[3]	2011

1 - 'UC' = under completion as of most current Turnpike plan.
2 - Project is in both Broward and Miami-Dade Counties.
3 - Estimated reconstruction costs not provided by Turnpike.

(Adapted from Ten-Year Finance Plan in Turnpike June 2009 Master Plan)

In addition, the MPO has independently estimated the amount of revenue that will be available for capital projects that derives from Turnpike operations in Broward County. This analysis includes two facilities – the Sawgrass Expressway and approximately two-thirds of the "Southern Coin" portion of the Turnpike mainline. The Turnpike has forecasted toll revenues for the next ten years for each facility and has projected its annual system-wide O&M costs through 2018. These operating costs depend on both the number of miles of roadway being maintained and the number of transactions that occur (i.e., the number of travelers). By weighting the number of miles in each facility or section of the Turnpike by the number of transactions that occur on that facility/section, the MPO is able to create a reasonable allocation factor that can be used to attribute O&M costs to the facilities in Broward County. In addition, the MPO has estimated the Broward County share of Turnpike debt payments by assuming net revenues (i.e., gross revenues less operating costs) will provide 1.6 times (1.6x) coverage on debt. Any funds remaining after those debt payments are available for capital projects. However, this analysis does not account for expenditures on mandatory resurfacing and rehabilitation ("3R") projects, and those investments would occur before any expansion projects and would utilize that available funding.

Exhibit 7 shows the projected Turnpike revenues available for capital in Broward County. Again, these are MPO estimates and do not represent official Turnpike projections.

Exhibit 7: Turnpike Revenues Available for Capital FY 2015-2035 (millions of dollars)

	Sawgrass Expressway and Broward County Portion of Southern Coin (*Millions of YOE Dollars*)					
	FY 15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	**21-Year Total**
Gross Toll Revenues	$113	$602	$664	$733	$809	$2,922
Estimated Share of O&M Expenses	$41	$225	$261	$302	$350	$1,180
Net Revenues	$72	$377	$403	$431	$459	$1,742
Estimated Share of Debt Service	$45	$235	$252	$269	$287	$1,089
Revenues Available for Capital	$16	$92	$108	$125	$143	$484

(Note: Turnpike revenues estimated by Broward MPO – not official Turnpike projections)

3.0 Dedicated Gas Taxes and Transportation Concurrency Fees

There are a number of separate gasoline taxes in the State of Florida which can provide revenue for transportation improvements to Florida cities and counties. These gas taxes are:

- Constitutional Gas Tax (also known as the "Secondary Gas Tax")
- County Gas Tax
- Municipal Gas Tax (as part of the Municipal Revenue Sharing program)
- Local Option Six-Cent Gas Tax (the "6-Cent LOGT")
- Capital Improvement Local Option Gas Tax (the "5-Cent LOGT")
- Ninth-Cent Gas Tax

The first three taxes are imposed by the State and distributed to the Counties, while the last three taxes are local option gas taxes which can be imposed by each county, respectively, according to its discretion. This section describes the uses of each gas tax by county governments and the projected revenues within Broward County.

3.1 State Motor Fuel Taxes Distributed to the County

- **Constitutional Gas Tax (Secondary Gas Tax):** Florida levies a two-cent tax per gallon on motor fuels sold known as the Constitutional Gas Tax (also referred to as the Secondary Gas Tax). Twenty percent of the Constitutional Gas Tax is directly returned to the county in which it was collected, while the remaining eighty percent is pledged to the State's road and bridge bonds, which are administered by the State Board of Administration. If no such State bonds exist within a given county, then the eighty percent of the Constitutional Gas Tax revenues are remitted to the county in which it was collected. Any excess of the eighty percent portion not needed for State bonds is also remitted. By statute, the Constitutional Gas Tax must be used for the acquisition, construction and maintenance of roads.

- **County Gas Tax:** The County Gas Tax, formerly the Seventh-Cent Gas Tax, is a tax of one cent on every gallon of motor fuel sold in a county at the wholesale level. The State Department of Revenue administers the tax and redistributes net proceeds to the counties. County Gas Tax proceeds are to be used for transportation related capital and operating expenditures, and may be used as security for revenue bond financing.

- **Municipal Gas Tax**: The Florida Revenue Sharing Act of 1972, which created the Revenue Sharing Trust Fund for Municipalities, was an attempt by the Legislature to ensure a minimum level of revenue parity across units of local government. Currently, the trust fund receives 1.3409% of sales and use tax collections, 12.5% of the state alternative fuel user decal fee collections, and the net collections from a one-cent municipal fuel tax. An allocation formula serves as the basis for the distribution of these revenues to each municipality that meets strict eligibility requirements. Municipalities must use the funds derived from the one-cent municipal fuel tax for transportation-related expenditures. During fiscal year 2009, the municipal fuel tax represented 28.48% of the total revenue sharing program funding.

3.2 Locally Imposed Gas Taxes

There are three local option gas taxes imposed in Broward County; (i) the up to six cents Local Option Gas Tax (the "6-Cent LOGT"), (ii) the Ninth-Cent Gas Tax, and (iii) the Capital Improvement Local Option Gas Tax (the "5-Cent LOGT"). All three local option gas taxes are authorized by the State Legislature and are imposed, with local discretion, by Broward County.

- 6-Cent Local Option Gas Tax: The 6-Cent LOGT is a tax of 1 to 6 cents on every gallon of motor fuel and special fuel sold at retail in a county. It may be levied by a majority vote of the governing body or by referendum. The proceeds may be used for transportation expenditures, both capital and operating, including public transportation. The 6-Cent LOGT may be used as security for revenue bond financing. Municipalities within each county receive a portion of the total tax proceeds. Broward County currently levies the full six cents.

- Ninth-Cent Gas Tax: The Ninth-Cent Gas Tax, formerly the Voted Gas Tax, is a tax of one cent on every gallon of motor fuel and special fuel sold in a county. It may be levied by an extra-majority vote of the governing body or by referendum. Pursuant to Florida Statutes, the Ninth-Cent Gas Tax was required to be levied on diesel fuel in every county beginning January 1, 1994. The proceeds are to be used for establishing, operating and maintaining a transportation system, including both capital and operating expenditures. Counties are authorized to expend funds in conjunction with the state or federal government for joint transportation projects. The Ninth-Cent Gas Tax may be used as security for revenue bond financing.

- 5-Cent Capital Improvement Local Option Gas Tax: Passed during the 1993 legislative session, the 5-Cent LOGT is a tax of 1 to 5 cents on every gallon of motor fuel, but not special fuel, sold at retail in a county. It may be levied by a majority plus one vote of the governing body or by referendum. The proceeds may be used for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan, including public transportation. The proceeds may not, however, be used for operations. The 5-Cent LOGT may be used as security for revenue bond financing. Broward County currently levies the full five cents

3.3 Gas Tax Revenues

Projecting gasoline tax revenues in the current environment is very difficult. The original 2009 county-level gas tax projections from the state's *Local Government Financial Information Handbook* were subsequently reduced by 6.5% to address revenue drops caused by major reductions in vehicle miles traveled (VMT). The gasoline tax projections for Broward County in the table below assume that collections will remain flat through 2011 and then resume a very modest growth of approximately 1% per year. This growth rate, which is well below inflation, means that the purchasing power of the existing gas taxes will continue to decline over time. Exhibit 8 shows the projected gas tax revenues in the County over the plan period.

Exhibit 8: Projected Gas Tax Revenues in Broward County (millions of dollars)

	FY 15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	21-Year Total
Constitutional Fuel Tax	$14.5	$74.9	$78.7	$82.7	$86.9	$337.8
County Fuel Tax	$6.6	$34.1	$35.9	$37.7	$39.6	$154.0
Municipal Fuel Tax	$11.6	$59.7	$62.7	$65.9	$69.3	$269.2
Local Option Fuel Taxes						
Ninth Cent	$8.6	$44.1	$46.4	$48.7	$51.2	$199.0
1 to 6 Cents - County	$30.3	$155.9	$163.8	$172.2	$181.0	$703.2
1 to 6 Cents - Municipal	$18.1	$93.2	$98.0	$103.0	$108.2	$420.6
1 to 5 Cents - County	$23.2	$119.3	$125.4	$131.8	$138.5	$538.1
1 to 5 Cents - Municipal	$13.0	$67.2	$70.6	$74.2	$78.0	$303.0
TOTAL FUEL TAXES	**$125.9**	**$648.4**	**$681.5**	**$716.3**	**$752.8**	**$2,924.8**

3.4 Transportation Concurrency Fees

The Transportation Concurrency Management system divides Broward County into ten Concurrency Districts. Two of these districts (Northwest and Southwest Districts) are designated as Standard Concurrency Districts, where roadway improvements are anticipated to be the dominant form of transportation enhancement. The remaining eight districts are designated as Transportation Concurrency Management Districts in which the level of service standards are oriented towards transit improvements and Transportation System Management (TSM) strategies. The district boundaries and designations were the result of extensive consultations with the municipalities. Transportation Concurrency assessments are based on selected projects within a five-year Capital Improvement Program adopted by the County Commission. The Transportation Concurrency Assessment is calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant dollar figure for each District, that represents the cost per trip of the selected enhancements in that District. The revenues from Transportation Concurrency Assessments must be used to fund transportation enhancements in the District from which it was collected.

Revenues from concurrency fees grew strongly during the recent housing and construction boom. Total annual revenues from the eight districts totaled $2.6 million in FY05, grew to $5.2 million in FY06, and peaked at $10.4 million in FY07. Since then, however, revenues have declined substantially along with the housing market, with an FY10 projection of only $2.6 million. Based on the projected length of the current downturn, the MPO believes that concurrency fees will stay at this level through 2011 and then grow modestly thereafter at the rate of inflation. The projected transportation concurrency fee revenues in the County during the plan period are presented in Exhibit 9.

Exhibit 9: Projected Transportation Concurrency Fees in Broward County (millions of dollars)

	FY 15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	21-Year Total
Transportation Concurrency Revenues	$2.9	$16.0	$18.6	$21.5	$24.9	$83.9

4.0 Agency Revenues

4.1 Broward County Transit

Broward County Transit (BCT) provides bus and paratransit services over a 410-square mile service area in Broward County, and its buses provide inter-county connectivity with the Palm Beach and Miami-Dade transit systems as well as the Tri-Rail commuter rail services offered by the South Florida Regional Transportation Authority (SFRTA). BCT has a total active fleet of 295 fixed route buses and 96 community buses, and it offers 40 routes serving over 5000 designated bus stops in the County. Total annual service provided exceeds 14 million revenue vehicle miles, and over 38 million annual passenger trips are taken on BCT services.[3]

BCT operating expenses are supported by a range of revenue sources. Passenger fare revenues are projected to cover approximately 20% of BCT operating costs (based on the FY 2010 operating budget), necessitating a substantial subsidy from public sources. These sources include local general funds, proceeds from the local option gas tax (LOGT), and state operating support. LOGT revenues been described in the previous section and are not included here, in order to avoid double-counting.

Exhibit 10 summarizes the other projected operating revenues that will be available to BCT in the future. The MPO assumes that total fare revenues will grow at a rate of only 1.5% annually, meaning that the farebox recovery ratio will decline slowly over time. And as with other revenue sources, the MPO assumes that both local general funds and state operating support will be flat through 2012 until the economy recovers. After that, local general fund support will grow with inflation (at 3% per year), while state operating support growth will lag slightly behind inflation, thus slowly losing purchasing power.

Broward County also receives significant state and federal funding for transit capital, as well as a small amount of support from transportation concurrency fees. The state transit capital grants have already been accounted for in the FDOT sections of this memo, and this also does not include possible federal New Starts funding support, which has also been outlined above. Transportation concurrency fees have also been described above. Federal transit capital support has varied widely in the past five years, but it is projected at $23.4 million for FY10. Exhibit 10 also shows the federal transit capital grant support that will be available to the County, assuming that federal support following the reauthorization grows at a rate of 4%, or slightly above that of inflation.

[3] All BCT service exhibits as of January 2009.

Exhibit 10: Broward County Transit Forecast Revenues (millions of dollars)

	FY 15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	21-Year Total
TOTAL Transit Operating Funding (Not Included Elsewhere)	$80.1	$428.4	$480.2	$538.8	$605.2	$2,132.7
TOTAL Transit Capital Funding (Not Included Elsewhere)	$25.8	$137.1	$151.4	$167.2	$184.6	$666.1
County Contribution to SFRTA	$5.1	$28.8	$33.8	$39.7	$46.6	$154.0

4.2 Tri-Rail/SFRTA

SFRTA provides the Tri-Rail commuter rail service along a 70-mile rail corridor connecting Palm Beach, Broward, and Miami-Dade Counties. Tri-Rail serves 18 stations along the corridor and connects with the Metrorail in Miami to provide access to downtown Miami. Tri-Rail was initially created by FDOT in 1987 to provide supplementary commuter access during the widenings of I-95 and the Turnpike and was intended to be temporary. However, the service proved popular and has been retained ever since, and line extensions and additional fleet purchases have extended Tri-Rail's reach and service quality. Most recently, Tri-Rail completed a major double-tracking project (supported by federal New Starts funds), which included a new high-level fixed bridge over the New River near Ft. Lauderdale.

SFRTA is supported by annual capital and operating contributions from each of the three counties, in addition to state and federal grant support and fare revenues. SFRTA has been seeking a dedicated stream of funding, with a rental car surcharge as the most likely funding source, but it has not yet achieved that goal. Due to the recession and the lack of available local funding, all three counties are currently contributing the statutory minimum amount ($4.2 million per year) to SFRTA, and that funding level will continue. If the legislation governing SFRTA contributions by the counties is changed or if a dedicated funding source for SFRTA is created, then the Plan can be updated accordingly.

Funding from Broward County to SFRTA passes through Broward County Transit and has been included as a line item in the BCT exhibits above.

4.3 Broward County Port Everglades Department

Port Everglades, which is sited on land within three municipalities (Hollywood, Fort Lauderdale, and Dania Beach) as well as unincorporated Broward County, is one of the country's top container ports and also one of its busiest cruise ship departure ports. Port Everglades is also the main seaport in South Florida for receiving petroleum products such as gasoline and jet fuel. The port is a major economic engine for Broward County, and the Port Everglades Department is a self-supporting enterprise fund of the County, meaning it does not receive local tax funding to support its operations or capital improvements.

State funding for Port Everglades capital improvements may be available through the SIS and TRIP programs, but these funds have already been accounted for previously. In addition, the County Incentive Grant Program (CIGP) could also be a source of port funding, but those funds have also been accounted for in the "Other Arterial Construction/ROW" category in the FDOT projections. However, there is one additional source of port capital funding which has not been included previously, which is the Florida Seaport Transportation and Economic Development (FSTED) Program. The program is described in the excerpt below from the website of the Florida Ports Council. Projecting the revenues that might be available to any single port from the FSTED Program is very difficult, and so those revenues are not included in this baseline revenue projection. But this program could prove valuable in the future for dealing with freight and passenger congestion at Port Everglades.

> *The Florida Seaport Transportation and Economic Development (FSTED) Council is a public entity created by statute and charged with implementing the state's economic development mission by facilitating the implementation of seaport capital improvement projects at the local level. The Council was created within the Department of Transportation and consists of the port directors of the 14 publicly owned seaports and a representative from the Department of Transportation, the Department of Community Affairs, and the Governor's Office of Tourism, Trade and Economic Development.*
>
> *In 1990, the State Legislature created the FSTED Program, under Chapter 311, Florida Statutes (F.S.), to finance port transportation projects on a 50-50 matching basis. They established this alternative to the traditional Department of Transportation program because they understood the importance of Florida's international trade to the state's economic progress and job creation and because they recognized the urgency of building the transportation capacity needed for the state's 14 public deepwater seaports to satisfy their customer's demands and compete in the fast-paced global marketplace.*
>
> *Chapter 311 creates a partnership between the state and its seaports. It is driven by an approach to project development that reflects the special characteristics of seaports: they are public entities, but must function as businesses to fulfill their public purpose. Like any business, they must demonstrate a service orientation and prompt response to customer demand, flexibility to meet changing market trends and accountability to ensure sound*

investments. This approach is key to the success of Chapter 311 and the seaport bond financing programs authorized by Section 320.20, F.S., in accelerating the pace at which our seaports have been able to build the facilities needed to compete with out of state ports and to sustain and enlarge the state's share of international commerce.

The FSTED Program requires consistency with local plans and matching funds from each seaport; thus seaport investments are driven by a local commitment to meet the community's strategic objectives.

…

Responsibility for project development through the FSTED Program is thus initiated at the local level, based on an understanding of market demand and local seaport opportunity and capacity. At the State level, project review is accomplished by three state agencies that are full voting members of the FSTED Council. They are the departments of Transportation, Community Affairs and the Governor's Office of Tourism, Trade and Economic Development.

Section 311.07(3)(a), Florida Statues, provides that program funds will be used to fund approved projects on a 50-50 matching basis with any of the deepwater ports which is governed by a public body. An approved project is a project that has been approved by the FSTED Council. Grant funding under the program is limited to specific types of port facilities or port transportation projects.

4.4 Broward County Aviation Department

The Broward County Aviation Department (BCAD), like the Port Everglades Department, is also a self-supporting enterprise fund of the county. BCAD is responsible for the operation of the Fort Lauderdale-Hollywood International Airport (FLL) as well as North Perry Airport (HWO), a small general aviation airport. FLL is a major economic engine for the County, supporting its tourist and other business sectors and also drawing passengers with final destinations throughout South Florida due to its relatively low-cost status and large number of airlines and flight options.

BCAD operations are supported by an array of different revenue sources, including concession fees, parking fees, building and ground rentals, rental car facility charges, passenger facility charges, and federal and state grants. No local tax funding is used to support aviation operations. For capital investments, as with Port Everglades, State funding may be available through the SIS and TRIP programs, but these funds have already been accounted for previously.

5.0 Summary of Forecast Revenues

A summary of the forecast revenues described above is presented in Exhibit 11 in Year of Expenditure (YOE) dollars and Exhibit 12 represents the same information in 2009 dollars. While the MPO does not have direct decision-making influence over all the revenues shown here (in particular, the Turnpike has its own long range capital planning process and controls its funds), it is important to show the full range of highway and transit funds that will be available for use within the County over the coming years.

Exhibit 11: Summary of Projected Baseline Revenues (YOE dollars) for Broward County (millions of dollars)

YEAR-OF-EXPENDITURE REVENUE PROJECTIONS	FY 15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	21-Year Total
FDOT - SIS/FIHS	$97	$639	$63	$0	$0	$799
FDOT - "Mega-Projects" (uncertain timing)			$3,304			$3,304
FDOT - Other Arterial, Transit, TMA	$91	$517	$570	$607	$645	$2,430
FDOT - Product Support (Equal to 20% of Other Arterial)	$9	$54	$60	$64	$70	$257
State & Federal Transit New Starts	$45	$175	$163	$163	$163	$708
Turnpike (revenues available for capital)	$16	$92	$108	$125	$143	$484
Fuel Taxes (Constitutional, County, Municipal, LOGTs)	$126	$648	$681	$716	$753	$2,925
Transportation Concurrency Fees	$3	$16	$19	$22	$25	$84
Broward County Transit Operating (not included elsewhere)	$80	$428	$480	$539	$606	$2,133
Broward County Transit Capital (not included elsewhere)	$26	$137	$151	$167	$185	$666
County Contribution to SFRTA	$5	$29	$34	$39	$46	$153
Estimated Fare Revenue from Premium Transit				$95	$111	$206
TOTAL	**$498**	**$2,735**	**$5,632**	**$2,538**	**$2,745**	**$14,148**

Estimated Broward TRIP Funds - Illustrative Projects Only	*$13*	*$56*	*$54*	*$54*	*$54*	*$230*

(Note: Turnpike revenues estimated by Broward MPO – not official Turnpike projections)

Exhibit 12: Summary of Projected Baseline Revenues (2009 dollars) for Broward County (millions of dollars)

BASE YEAR (2009) REVENUE PROJECTIONS	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	21-Year Total
FDOT - SIS/FIHS	$79	$466	$39	$0	$0	$585
FDOT - "Mega-Projects" (uncertain timing)			$2,052			$2,052
FDOT - Other Arterial, Transit, TMA	$74	$378	$354	$321	$290	$1,418
FDOT - Product Support (Equal to 20% of Other Arterial)	$7	$39	$37	$34	$32	$149
State & Federal Transit New Starts	$37	$128	$101	$86	$73	$425
Turnpike (revenues available for capital)	$13	$67	$67	$66	$64	$278
Fuel Taxes (Constitutional, County, LOGTs)	$103	$473	$423	$379	$339	$1,718
Transportation Concurrency Fees	$2	$12	$12	$11	$11	$48
Broward County Transit Operating (not elsewhere included)	$65	$307	$290	$275	$262	$1,199
Broward County Transit Capital (not elsewhere included)	$21	$100	$94	$88	$83	$387
County Contribution to SFRTA	$5	$27	$29	$31	$32	$124
Estimated Fare Revenue from Premium Transit				$50	$50	$100
TOTAL	**$408**	**$1,996**	**$3,498**	**$1,343**	**$1,237**	**$8,482**

Estimated Broward TRIP Funds - Illustrative Projects Only	*$10*	*$41*	*$33*	*$28*	*$24*	*$137*