


SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN



2050

Miami-Dade • Broward • Palm Beach

I Memorandum

January 21, 2025

Project# 27613

To: Regional Technical Advisory Committee (RTTAC)
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CC: Franchesca Taylor, Miami-Dade TPO and Jessica Josselyn, Kittelson & Associates, Inc.
RE: 2050 Financial Resources Technical Memorandum

INTRODUCTION

Purpose

Title 23 of the United States Code (U.S.C.) Section 134 requires that a Long-Range Transportation Plan (LRTP) shall contain a financial plan that estimates funds that can be available to support implementation of the plan. The plan must include forecasts of revenues that can reasonably be expected to be available for the plan period and can include analysis of additional revenues that, while not necessarily reflective of current policy, can be used to illustrate the potential yield of those revenues. The plan must ultimately include a cost feasibility analysis that balances the costs of projects in the cost feasible plan with the revenue forecasts.

This report summarizes revenue forecasts for each of the three metropolitan/transportation planning agencies¹ in Southeast Florida, including state/federal, regional, and local revenue sources included in each of the respective county LRTPs. Analysis of these revenues, in terms of how they have trended since the 2045 RTP was adopted and their breakdown by source and county, illustrates the status quo and the needs and opportunities for the region from a transportation funding perspective. The revenue forecasts reported herein were developed by the respective MPO, TPO, and TPA and reflect their local revenue policies and assumptions. The RTP team did not prepare any of the County level forecasts, including local, regional, state, and federal sources. The purpose of this report is to document and analyze the revenue forecasts for the three counties in aggregate, presenting the resulting forecasts as the transportation revenue expected to be available for the region over the plan period. All revenues, apart from the trend analysis, are reported in Year of Expenditure dollars (YOE) and are reflective of the period from fiscal year 2024 through the LRTP horizon year 2050.

¹ Throughout this document, the term Metropolitan Planning Organization, or MPO, is used to refer to the Palm Beach Transportation Planning Agency, Broward MPO, and Miami-Dade Transportation Planning Organization, as a way to simplify the reference and not reference each agency by their specific acronym.

FEDERAL AND STATE REVENUES

Federal Funding Sources

Federal Highway Taxes

Federal funding for transportation is derived from highway excise taxes on motor fuel and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. Excise taxes on gasoline and other motor fuels account for 83 percent¹ of all receipts to the Federal Highway Trust Fund (HTF). Tax revenues are deposited into either the Highway Account or the Mass Transit Account of the Federal HTF. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then distribute funds from the Highway and the Mass Transit Account, respectively, to each state through a system of formula grants and discretionary allocations.

The current federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021. The IIJA appropriated over \$350 billion to fund surface transportation programs for fiscal years 2022 through 2026. It did not modify fuel tax rates, extending the funding and focus of the previous bill, the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act funded surface transportation programs to improve mobility on highways, create jobs, accelerate project delivery, and promote innovation. The IIJA did include several new formula programs to promote resiliency of the transportation system, reduce transportation emissions, promote electric vehicle infrastructure, and improve bridge structures. The IIJA included a five-year reauthorization of surface transportation programs to increase near-term solvency through 2027². The IIJA authorized a total of \$118 billion of necessary transfers from the General Fund to the HTF, with \$90 billion to the highway account and \$28 billion to the transit account to address the estimated shortfalls in each account.³ The IIJA also provided for over \$150 billion in discretionary grant programs. While these funds cannot be utilized in a cost feasible plan, it provides opportunities for additional revenue and the inclusion of an illustrative plan as part of LRTPs.

Current State of the Federal Highway Trust Fund

According to estimates from the Congressional Budget Office (CBO)⁴, annual revenues and interest are projected to be between \$38 and \$42 billion each year between 2023 to 2033 (for both the highway and transit accounts). Spending of the HTF is projected to increase from \$58 to \$89 billion from 2023 to 2033. The HTF will have a surplus of funding from 2023 to 2027 but is projected to be insolvent starting in 2028. Current law does not allow the HTF to incur negative balances, and in the past, these have been covered by transfers from the general revenue fund. The shortfall starts at \$23 billion in 2028 but increases to \$241 billion in 2033. Additional revenue sources will need to be developed to support the HTF after 2027. In testimony provided to Congress, the CBO offered two potential sources of additional revenues: raise the federal gas tax which has remained at 18.4 ¢ per gallon since it was last increased in 1993 and/or institute new taxes or fees, such as taxes on vehicle miles traveled or electric vehicles⁵.

Impact of Electric Vehicles and Automated Vehicles on Gas Tax Revenues

According to the Florida Department of Transportation's EV Infrastructure Master Plan⁶, the emergence and growth of electric vehicle (EV) ownership could result in annual fuel tax revenue losses between 5.6 and 20

percent per year, depending upon the rate of adoption. The cumulative 20-year revenue loss (by the year 2040) ranges from 2.2 to seven percent.

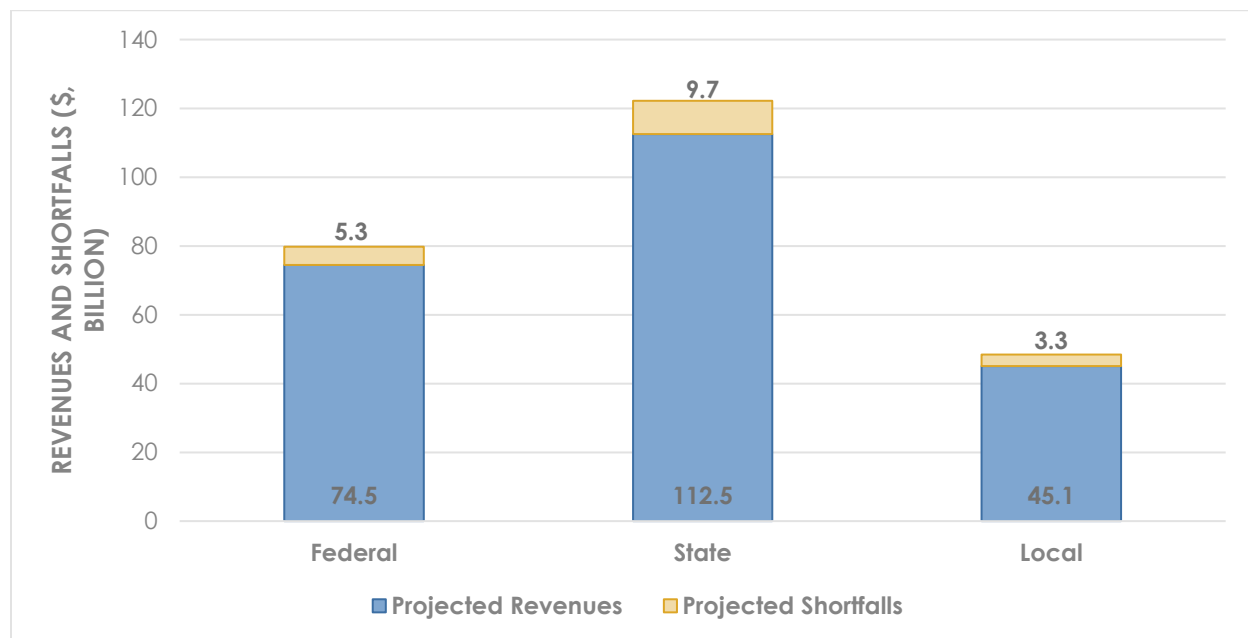
The plan identifies three EV adoption scenarios: aggressive, moderate, and conservative. The aggressive scenario assumes that EVs comprise 35 percent of registered vehicles in Florida by the year 2040. The moderate estimate assumes an EV composition of 20 percent, and the conservative assumes 10 percent.

An earlier study prepared by the Center for Urban Transportation Research on Autonomous Vehicle (AV) and Alternative Fuel Vehicle (AFV) Florida Market Penetration Rate and VMT Assessment,⁷ estimated that the emergence and growth of alternative technologies will result in annual fuel tax revenue losses from \$5.4 million in state fiscal year (SFY) 2018 to \$85.4 million in SFY 2028. These losses are attributable to increasing fuel efficiency and increasing electric and natural gas vehicle market shares.

The report estimates that electric vehicles (EVs), the largest contributor to related fuel sales decreases, will increase in Florida from 43,000 in 2018 to more than 3.6 million by 2048. Associated Vehicle Miles Traveled (VMT) absorbed by electric vehicles are expected to increase more than 1500% between 2025 and 2048, accounting for 47.5 billion miles in 2048. The consumer demand for EVs is driven by more affordable prices relative to its history, increased accessibility to charging stations, and extended battery life. Additionally, the Inflation Reduction Act of 2022 included a credit of up to \$7,500 for eligible electric vehicles and individuals until 2032⁵.

Fuel tax revenue losses are projected to increase to \$2.4 billion annually in SFY 2048. The cumulative fuel tax revenue loss is projected to be \$18.3 billion from 2018 to 2048. **Figure 1** shows the cumulative fuel tax revenues and losses from SFY 2018 through SFY 2048 by federal, state, and local tax levels.

Figure 1: Cumulative Fuel Tax Revenues and Shortfalls from SFY 2018 - 2048

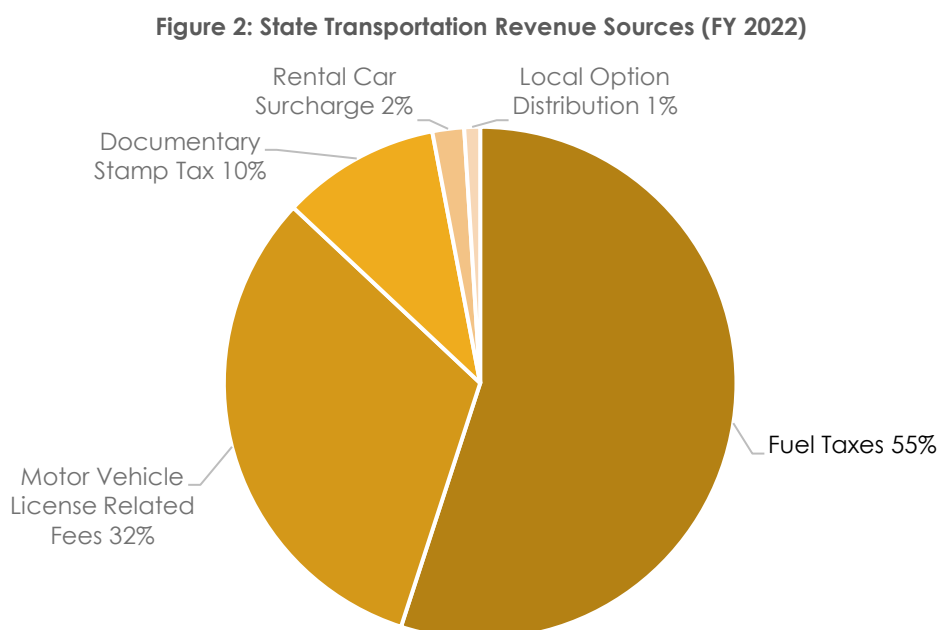


Combined, Florida's motor fuel sales tax, at 16.2 cents per gallon, and State Comprehensive Enhanced Transportation System (SCETS) tax, at 8.9 cents per gallon, make up about 63% of the state revenue sources. The Florida Department of Transportation estimates that the typical Florida driver pays about \$123 in state gas tax every year⁵.

During the 2023 legislative session, Florida Senator Ed Hooper, representing portions of Pinellas and Pasco counties, introduced Senate Bill (SB) 1070. The proposed SB1070 would impose additional annual license taxes on electric vehicles and plug-in hybrid electric vehicles, define the terms “electric vehicle” and “plug-in hybrid electric vehicles,” impose fees on such vehicles in addition to registration fees currently assessed against non-electric vehicles and authorize biennial registration of such vehicles.⁸ This bill was not passed by the Florida Legislature during its 2023 session.

State Funding Sources

In Florida, there are five broad sources of revenue that comprise the State Transportation Trust Fund (STTF), as shown in **Figure 2**. The overwhelmingly largest share of the STTF is fuel taxes, representing 55% of the total⁹. Motor vehicle fees represent the next largest share, at 32% and the remaining 13% is comprised of other sources.



Source: The Florida Department of Transportation. Florida's Transportation Tax Sources. Office of Work Program and Budget. 2023

State Fuel Taxes

Highway fuel taxes represent the longest continual source of funding dedicated to maintaining and improving Florida's transportation infrastructure. Initially levied in 1921 at the rate of one cent per gallon of motor fuel, by 1971 the fuel tax reached a rate of 8 cents per gallon, via incremental increases in the intervening 50 years.

The following year, in 1972, Florida counties were granted the authority to levy local option fuel taxes. While the state levied rate remained constant until 1983. At that time, the State's fuel tax was restructured, with the state share of the tax converted to a sales tax on gasoline, based on a legislated retail price of gasoline and applied at the wholesale distribution phase of the supply chain. The county and municipal share of the state

fuel tax at that time were held constant at three cents and one cent per gallon, respectively. Following this restructuring of the fuel tax rate, the State's portion was set at five percent of the legislated retail price (equal to 5.7¢ per gallon) to match the then state sales tax. In 1991, the State Legislature raised the gasoline sales tax to six percent (6.9¢ per gallon) to keep it consistent with the overall retail sales tax rate. Subsequent legislative action in 1997 altered the computation of the gasoline sales tax by determining that the legislated retail price and fuel tax rate would be indexed to the Consumer Price Index annually. A breakdown of the components of Florida's fuel taxes includes the following⁷:

State Fuel Sales Tax – Florida imposes a sales tax on the sales of all motor (gasoline) and diesel fuels. The state fuel sales tax is based on a floor tax of 6.9 cents per gallon indexed to the consumer price index (CPI, all items), with the base year set as FY 1989 (12-month period). Currently, the rate is 16.2 cents per gallon after adjusted by price indexing.

State Comprehensive Enhanced Transportation System (SCETS) Tax – The SCETS is an excise tax on all highway fuels. The SCETS proceeds must be spent in the transportation district and, to the extent possible, in the county from which they are collected. Like the fuel sales tax, the SCETS tax is indexed to the CPI (all items) with the base year set as FY 1990 (12-month period). The current SCETS tax rate for gasoline is 8.9 cents per gallon.

State-Collected Motor Fuel Taxes Distributed to Local Governments – The State of Florida collects a fuel excise tax of four cents per gallon to be distributed to local governments.

- The **Constitutional Fuel Tax** is set at two cents per gallon. The first call on the proceeds of Constitutional Fuel Tax is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties' transportation trust funds.
- The **County Fuel Tax** is set at one cent per gallon, and it is distributed by the same formula as the Constitutional Fuel Tax. Counties may use the revenues from this tax for transportation-related expenses.
- Lastly, the **Municipal Fuel Tax** is also set at one cent per gallon. Revenues from this tax are transferred into the Revenue Sharing Trust Fund for Municipalities. These revenues may be used for transportation-related expenditures within incorporated areas and are distributed to municipalities by statutory criteria. Estimates for State-collected motor fuel taxes distributed to local governments were provided by local LRTP teams and will be discussed in Section 3 – Local revenues.

Alternative Fuel Fees – Effective January 1, 2024, the state applies a tax to propane, compressed natural gas, and liquefied natural gas at a rate of \$0.04 per gasoline gallon equivalent, plus a \$0.01 ninth-cent fuel tax, a \$0.01 local option fuel tax, and an additional variable component to be determined by the Florida Department of Revenue each calendar year for the next 12-month period¹⁰. Revenue estimates for this tax were not available at the time this document was prepared.

Fuel Use Tax – This tax is designed to ensure that heavy vehicles, which engage in interstate operations, incur taxes based on fuel consumed, rather than purchased, in the State. The tax is comprised of an annual decal fee of four dollars plus a use tax based on the number of gallons of fuel consumed multiplied by the prevailing statewide fuel tax rate.

State Motor Vehicle Fees

Funding transportation from vehicle-related revenues started early in Florida's transportation history. There are five types of motor vehicle fees: Initial Registration Fee; Motor Vehicle License Fee; Motor Vehicle Title

Fee; Motor Vehicle License Surcharge; and Rental Car Surcharge. The motor vehicle fees remain fixed until changed by legislative action.

State Aviation fuel Tax

Florida imposes an aviation fuel tax of 4.27 cents per gallon excise tax on aviation fuels. Unlike the state fuel tax, the aviation tax remains fixed at its current level, until changed by legislative action. Ninety-two percent of the proceeds are deposited into the STTF, while the remaining eight percent are deposited into the General Revenue Fund.

State Documentary Stamp Tax

The Documentary Stamp Tax is levied on documents, including, but not limited to deeds, stocks and bonds, and written obligations to pay money, mortgages, liens, and other evidence of indebtedness. Distribution of Documentary Stamp Tax revenues is governed by Section 210.15 of the Florida Statutes. In addition to addressing bond debt obligations, this section sets forth the amount of annual funding that is to be directed to the STTF and identifies the specific funding programs as outlined below. The 2005 Legislature passed a growth management bill to address needed infrastructure in Florida. The legislation provided \$541 million annually from documentary stamp revenue to fund transportation needs. The 2008 Legislature changed the distribution of documentary stamp tax collections so that the STTF receives 38.2 percent of collections after other distributions are made, not to exceed \$541 million per year. This formula significantly decreased funding for transportation projects. Additionally, \$75 million was to be transferred to the State Economic Enhancement and Development (SEED) Trust Fund from the STTF portion of documentary stamp tax revenues every fiscal year. In 2014, a constitutional amendment to provide a dedicated funding source for water and land conservation was passed. Beginning on July 1, 2015, and continuing for 20 years thereafter, 33 percent of net revenues derived from the excise tax on documents must be deposited into the Land Acquisition Trust Fund to be used for water and land conservation. To partially offset the lost transportation funding, the Florida Legislature lowered the percentage of documentary stamp tax from 38.2 percent to 24.2 percent and redirected Initial Registration Fees from the General Fund to the STTF. The 2021 Legislature changed the documentary stamp tax revenue available to the STTF from 24.2 percent to 20.5 percent and reduced the maximum amount of that could be transferred to the STTF to \$466.75 million down from \$541.75 million. The legislation also moved the \$75 million transfer to the General Revenue Fund from the STTF.⁷

Documentary Stamp revenues transferred to the STTF are to be used for the following activities¹¹:

- To pay the costs for construction and maintenance of the State Highway System (SHS), including the reimbursement of cities and counties for expenditures they make on the SHS.
- To pay the costs of eligible State New Starts, Florida Rail Enterprise, and airport projects.
- To pay for the costs of economic development transportation projects (those that attract, expand, or retain employment in existing companies in the state or that allow for the construction or expansion of a state or federal correctional facility in a county with a population of 75,000 or less).
- To lend or pay for a portion of the operating, maintenance, and capital cost of a revenue-producing transportation project located on the SHS or that relieves congestion on the SHS.
- To match federal funds allocated for any transportation purpose, even those not located on the SHS.
- To pay the costs of projects funded or selected through the Small County Road Assistance Program (SCRAP), County Incentive Grant Program (CIGP), Small County Outreach Program (SCOP), the Enhanced Bridge Program for Sustainable Transportation, and the Transportation Regional Incentive Program (TRIP).

- To provide loans and credit enhancements for use on highway transportation facilities selected in accordance with the state-funded infrastructure bank.
- To pay for the cost of projects on the Florida Strategic Intermodal System (SIS).
- To pay administrative expenses and other lawful expenditures of the Florida Department of Transportation (FDOT).

Federal/ State Funding Estimates

Federal highway tax receipts, as presented earlier, are projected to stay at \$38-\$42 billion per year for the next ten years. As a result, the HTF needs to be supplemented to remain solvent. Federal transportation funding is principally allocated through multi-year transportation funding laws. When allocating federal and state funds to local MPOs, FDOT combines the funds from the various sources described above, and re-packages the funds into different funding programs, such as SIS, Other Roads, Transit, Transportation Management Area (TMA) funds, Transportation Alternatives program (TA), TRIP, etc.

In 2023, FDOT developed a long-range revenue forecast based on recent federal and state legislation, changes in factors affecting state revenue sources (e.g., population growth rates, motor fuel consumption and tax rates), and current policies.¹² The forecast estimates revenues from federal, state, and turnpike sources that will ultimately “flow through” the FDOT Work Program for fiscal years 2024-2050. The revenue forecast methodology is documented in the 2050 Revenue Forecast Handbook published in June 2023. Florida’s MPOs are encouraged to use these estimates and guidance in the updates of their long-range plans.

Some important parameters of the long-range revenue forecasts include:

- All amounts in the 2050 forecast are expressed in “year of expenditure” (YOE) dollars.
- The forecast is based on current federal and state laws, funding sources, FDOT policies, and factors such as population growth rates, motor fuel consumption, and tax rates. The forecast is based on state and federal funds that “pass through” the Department’s Work Program. The forecast does not include estimates for local government, local/regional authority, private sector, or other funding sources except as noted.
- FDOT has developed metropolitan estimates from the 2050 Revenue Forecast for certain capacity programs for each MPO. These metropolitan estimates are included in Appendix G of the Revenue Forecast Handbook and are prepared for each MPO. Metropolitan estimates reflect the share of each state capacity program planned for the area. Forecasts for some of the programs are prepared for individual MPO areas, while others are generalized at the FDOT district level. The estimates can be used to fund planned capacity improvements to major elements of the transportation system (e.g., highways, transit). The metropolitan and districtwide estimates are summarized into 5 fiscal-year periods between 2025 and 2040 and a final 10-year period from 2041 to 2050.

FDOT’s revenue estimates for Miami-Dade, Broward, and Palm Beach MPOs are provided in the 2050 Revenue Forecast Handbook prepared by FDOT District Six, District Four, and FDOT Office of Policy Planning. In addition, federal revenues allocated directly to local transit agencies were gathered from the three L RTP teams in the three MPOs.

State/Federal Funding Programs

The following programs are organized based on how they are characterized in the Revenue Handbook, either at the MPO-, District-, or state level, and based on whether the funds may be used for roadway or transit projects. This last categorization by roadway or transit is based on the primary use of the funds even if there may be flexibility in the use of some of them. The roadway category includes funds for bicycle and pedestrian facilities.

Statewide Program Estimates - Roadway

SIS All Modes. This funding program is used to fund construction, improvements, and associated ROW on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce, including SIS Connectors) and non-highway facilities (i.e., hubs and transit facilities). FDOT takes the lead in identifying planned projects and improvements funded by this program, based on the SIS Cost Feasible Plan, Turnpike excluded. The SIS Cost Feasible Plan, which utilizes the same long-term horizon year as L RTPs, consists of a First Five-Year Plan, a Second Five-Year Plan, and the Long-Range Cost-Feasible Plan that addresses the last 15-years of the planning horizon. FDOT is currently updating this to the year 2050 horizon. SIS funding is not summarized and provided to MPOs, nor is it allocated at the county or MPO level. SIS funding estimates are derived through project allocation summaries for projects (or portions of projects) that are contained within respective MPO areas. Florida's Turnpike Enterprise (FTE) provides estimates for the Turnpike, although not available at the county level in all cases due to FTE's operation and investment on a statewide system, rather than at the district or county level.

Non-SIS/Non-Highway. Funding for this program is used for aviation, rail, intermodal access, seaport development, and Shared Use Non-Motorized (SUN) Trail. Aviation funding is limited to financial and technical assistance for airside improvements. Rail funding is for the acquisition of corridors and assistance in developing intercity and commuter rail services, fixed guideway system development, rehabilitation of existing rail lines, and high-speed transportation. Intermodal funding is for improving access to intermodal, seaport, and airport facilities so that the movement of people and goods to and from airports and seaports is enhanced. The Florida Seaport Transportation Economic Development (FSTED) Council identifies the projects eligible for the seaport revenue. SUN Trail funds are used for the statewide greenways and trails network being constructed by FDOT. MPO's must include SUN Trail projects in their TIPs and L RTPs in order to advance them. MPOs have been provided statewide estimates of Non-SIS/Non-Highway funds for 2023 through 2050.

Statewide Program Estimates - Transit

State New Starts Transit Funds. State New Starts funds are from the transportation proceeds of the Documentary Stamp Tax and include an annual 10% allocation to major new transit capital projects in metropolitan areas. MPOs have been provided **statewide** estimates of New Starts funds for 2023 through 2050.

District-Wide Program Estimates - Roadway

Transportation Regional Incentive Program (TRIP) Funds. The TRIP program is designed to fund regional investments with a 50% local match. The program is funded by a variety of sources, including the Documentary Stamp tax (25% of remaining funds after Small County Outreach and New Starts program

allocations), and 6.9% of Motor Vehicle License fee receipts. MPOs have been provided estimates of **districtwide** TRIP funds for 2020 through 2045.

Highway Safety Improvement Program (HSIP) Funds. These funds are used to address low costs (typically \$1 million or less), short-term safety projects that correct identified crash areas that involve fatal and serious injury crashes. Previously administered at the statewide level, these funds will now be managed at the district level.

District-Wide SHS Resurfacing, Bridge, and Operations and Maintenance (O&M) Funds. This funding program is used to provide financial assistance to activities to support and maintain transportation infrastructure once it is constructed and in place. Only district-wide estimates are provided by FDOT.

District-Wide Program Estimates - Transit

Non-SIS Transit Discretionary. Federal and state transit revenues are available to transit agencies based on a competitive process. Multiple grant sources have been used as the basis for developing revenue estimates under this program. Federal grants, such as Section 5310, Section 5311 and Section 5339, are used for developing districtwide estimates of this revenue. While only discretionary grant programs have been used for this program, additional transit formula funds are allocated to the urban area. Revenues in this program are not directly allocated to an individual transit agency and are therefore considered illustrative in nature. Coordination with the FDOT District Liaison should occur prior to consideration of any revenues in this program.

MPO Program Estimates - Roadway

Surface Transportation Block Grant – Urban Allocation (or SU) Funds. These funds represent the most flexible funding program, distributed to Transportation Management Areas (TMA), to be allocated to projects of any variety by MPOs, in consultation with FDOT. A TMA is defined by USDOT as an urban area with a population of over 200,000. The Miami-Fort Lauderdale Urban Area has more than one MPO in the TMA boundary and should consult with their FDOT District(s) to suballocate the funds accordingly. The TMA funding program is the same as “SU” funds in the five-year Work Program. To plan for the use of TMA funds, MPOs are encouraged to work with the respective FDOT District Office to determine how to reflect TMA funds in the long range plan, considering: 1) programmed use of TMA funds among the various categories in the FDOT revenue forecast, including Other Roadways Construction and ROW, Product Support, SIS Highways Construction and ROW, Transit, etc.; 2) policies for planned use of TMA funds through the long range plan horizon year; 3) clear documentation in the long range plan the policies regarding the use of TMA funds, and estimates of TMA funds planned for each major program and time period.

Transportation Alternatives (TA) Funds. As defined in IIJA, TA funds are used to assist MPOs in developing their plans. The TA program includes **TALU** – estimates of TA funds allocated for TMAs; **TALL** – estimates of funds for areas with population under 200,000; and **TALT** – for any areas of the State. The three southeast Florida MPOs have been provided estimates of **TALU** and **districtwide TALT** for FY 2020 through 2045.

Carbon Reduction Program. The IIJA introduced the Carbon Reduction Program (CRP) as a new suballocated program that requires development of a statewide Carbon Reduction Strategy as described in Title 23 of US Code Section 175. The purpose of the program is to provide funds for projects designed to reduce transportation emissions from on-road highway sources. Funds include an allocation based on population as well as an amount allocated for use in any area of the state. Sub-allocated funds are eligible for transferability between this program and the remaining Federal-Aid Apportioned Highway Programs for

each fiscal year. A state may choose to transfer up to 50% of the CRP funds to any other Federal-Aid Highway Program.

State Highway System (SHS, Non-SIS) – TMA MPO. SHS funds are used for highway improvements on the designated state roadways. These funds can be used for improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments or for other approved programs. Major elements of the SHS include the Interstate, Arterial Highways, Florida's Turnpike, and other toll facilities operated by transportation authorities. Projects on the SHS include construction, addition or improvement of lanes, interchanges, entry/exit ramps, feeder roads, toll collection facilities, and motorist service facilities which are on or planned to be on the SHS.

Estimates provided in this revenue program are for right-of-way and construction phases. Guidance is also provided in the FDOT Revenue Forecast Handbook for developing estimates of revenues to support environmental and design phases. "For projects funded with the revenue estimates for SHS and Other Roads, MPOs can assume the equivalent of 22 percent of these estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design."

Other Roads (Non-SIS, Non-SHS). This funding program is used off-system, which are roads that are not on the SIS or SHS and could include programs such as SCOP and CIGP.

MPO Program Estimates - Transit

Non-SIS Transit Formula (Excluding Florida New Starts and Transit Discretionary). In previous revenue forecasts, FDOT provided the MPO with estimates for transit discretionary and transit formula funding. For 2050, transit discretionary funds are shown at the FDOT District Level and will require further coordination with the FDOT District Liaisons. The Non-SIS Transit Formula program includes state revenues for technical and operating/capital assistance for transit, paratransit, and commuter assistance programs. These transit funds are determined based on a formula according to county population. Coordination with FDOT and each transit agency is needed to determine the full amount of transit funding available for use through 2050.

Table 1 summarizes the revenues from State and Federal Funding Programs for the period between FY 2025 and 2050. **Table 2** summarizes the transit revenues from the State Funding Programs for the same period.

Table 1: State Funding Estimates between FY 2025 – 2050 (\$YOE in millions) *

Revenue Sources	FY 2024- FY2025			FY 2026 – 2030			FY 2031 – 2035			FY 2036 – 2040			FY 2041 – 2050			FY 2025 – 2050		
	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach
MPO Program Estimates																		
Surface Transportation Block Grant – Urban Allocation (SU)	\$65.81	\$70.19	\$67.16	\$174.18	\$126.43	\$94.28	170.34	\$123.65	\$92.21	\$170.34	\$123.65	\$92.21	\$340.69	\$247.30	\$184.41	\$921.36	\$691.22	\$530.26
Transportation Alternatives – TALU (TA) Set-Aside	\$16.20	\$9.11	\$6.65	\$31.07	\$22.56	\$16.82	\$31.12	\$22.59	\$16.84	\$31.12	\$22.59	\$16.84	\$62.24	\$45.18	\$33.69	\$171.75	\$122.02	\$90.85
Carbon Reduction Program – TMA MPO	\$21.16	\$12.05	\$5.97	\$25.84	\$18.76	\$13.99	\$25.84	\$18.76	\$13.99	\$25.84	\$18.76	\$13.99	\$51.68	\$37.51	\$27.97	\$150.37	\$105.83	\$75.91
SHS (Non-SIS) ¹	\$22.02	\$29.35	\$5.27	\$52.47	\$55.99	\$48.02	\$107.50	\$78.03	\$58.19	\$111.75	\$81.12	\$60.49	\$227.48	\$165.12	\$123.14	\$521.21	\$409.61	\$295.10
Other Roads (Non-SIS, Non-SHS) ¹	\$13.38	\$2.12	\$1.99	\$27.74	\$21.50	\$18.26	\$52.38	\$37.70	\$28.93	\$54.50	\$39.22	\$30.10	\$110.96	\$79.85	\$61.28	\$258.96	\$180.39	\$140.56
Non-SIS Transit Formula	\$50.23	\$22.21	\$12.83	\$138.02	\$60.98	\$35.25	\$149.25	\$65.93	\$38.11	\$156.02	\$68.93	\$39.84	\$318.28	\$140.60	\$81.28	\$811.80	\$358.65	\$207.31
FDOT Capital Program Estimates																		
SIS All Modes (Statewide)	\$4,262.35			\$8,247.65			\$7,823.24			\$7,876.45			\$15,934.21			\$44,143.88		
Non-SIS/Non-Highway (Statewide)	\$689.13			\$1,583.87			\$1,726.26			\$1,793.75			\$3,649.91			\$9,442.61		
Non-SIS Transit Discretionary (Districtwide) – Informational	\$38.57	\$30.98		\$30.10	\$110.40		\$51.78	\$102.64		\$53.79	\$103.85		\$109.44	\$208.83		\$283.68	\$556.70	
Discretionary Program Estimates (Informational)																		
Transportation Regional Incentive Program (Districtwide) ²	\$20.89	\$11.22	\$8.58	\$27.76	\$20.22	\$15.47	\$30.23	\$22.22	\$16.85	\$31.60	\$23.03	\$17.62	\$64.47	\$46.97	\$35.94	\$174.95	\$123.66	\$94.66
HSIP (Districtwide)	\$34.02	\$53.85		\$63.86	\$94.90		\$61.58	\$91.03		\$61.58	\$91.03		\$123.16	\$182.05		\$344.19	\$512.86	
TA-TALT (Districtwide) – Informational ^{2, 3}	\$12.50	\$5.59	\$4.28	\$19.97	\$14.56	\$11.14	\$20.15	\$14.68	\$11.24	\$20.15	\$14.68	\$11.24	\$40.29	\$29.37	\$22.47	\$113.06	\$78.88	\$60.37
State New Starts	\$173.50			\$267.68			\$287.56			\$300.60			\$613.21			\$1,642.55		
FDOT – O&M Program Estimates																		
District SHS Resurfacing, Bridge, and O&M (Districtwide)	\$445.20	\$640.42		\$1,447.62	\$1,645.68		\$1,559.62	\$1,483.40		\$1,611.17	\$1,537.82		\$3,269.79	\$3,125.74		\$8,333.41	\$8433.06	
Total (excluding Districtwide and Statewide Funding)	\$188.80	\$145.03	\$99.87	\$449.32	\$306.22	\$226.62	\$536.43	\$346.66	\$248.27	\$549.57	\$354.27	\$253.47	\$1,111.33	\$715.56	\$511.77	\$2,835.45	\$1,867.72	\$1,339.99

Source: 2050 Revenue Forecast Handbook, FDOT; 2045 SIS Cost Feasible Plan, FDOT

*Amounts shown in the table may not total due to rounding.

(1) Assume 22% of the SHS and Other Roads estimate for Construction and ROW is available at FDOT for PE.

(2) Future year revenue estimates for Broward and Palm Beach County are based on the portion of each county's population relative to the FDOT D4 population using the 2020 Census Bureau population estimates. Revenues shown for these two counties represent 84% of the FDOT D4 districtwide revenue estimates.

(3) FDOT manages the uses of these funds that are often used for MPO priorities.

Table 2: State and Federal Transit Funding Estimates between FY 2025 – 2050 (\$YOE in millions)

Transit Revenue Sources	FY 2024- FY2025			FY 2026 – 2030			FY 2031 – 2035			FY 2036 – 2040			FY 2041 – 2050			FY 2025 – 2050		
	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach
FDOT																		
Non-SIS Transit Formula	\$50.23	\$22.21	\$12.83	\$138.02	\$60.98	\$35.25	\$149.25	\$65.93	\$38.11	\$156.02	\$68.93	\$39.84	\$318.28	\$140.60	\$81.28	\$811.80	\$358.65	\$207.31
Non-SIS Transit Discretionary (Districtwide) – Informational	\$38.57	\$30.98		\$30.10	\$110.40		\$51.78	\$102.64		\$53.79	\$103.85		\$109.44	\$208.83		\$283.68	\$556.70	
State New Starts – Informational	\$173.50			\$267.68			\$287.56			\$300.60			\$613.21			\$1,642.55		
Regional Transit Funds (Tri-Rail)	\$151			\$798			\$882			\$882			\$882			\$3,595		

LOCAL REVENUE SOURCES

Common Local Revenue Sources

Miami-Dade, Broward, and Palm Beach counties share some common (meaning each agency uses them as part of their long-range transportation plan) local revenue sources. These revenue sources, and the methodology each MPO applied to project the revenues to 2050 are summarized below.

State-Collected Motor Fuel Taxes Distributed to Local Governments

As described previously, the State of Florida collects a fuel excise tax of four cents per gallon to be distributed to local governments. The Constitutional Fuel Tax is set at two cents per gallon. The first call on the proceeds of the Constitutional Fuel Tax is to meet debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties' transportation trust funds. The County Fuel Tax is set at one cent per gallon, and it is distributed by the same formula as the Constitutional Fuel Tax. The Municipal Fuel Tax is also set at one cent per gallon. Revenues from this tax are transferred into the Revenue Sharing Trust Fund for Municipalities. These revenues may be used for transportation-related expenditures within incorporated areas and are distributed to municipalities by statutory criteria.

Base Year Revenue Estimates

Miami-Dade, Broward and Palm Beach all provided their base year revenue estimates for the State-Collected Motor Fuel Taxes. They are documented in **Table 3**. The growth assumptions made by each agency differ; however, each has considered factors such as population and employment growth, VMT change, CAFE standards, and alternative fuel vehicles.

Table 3: Base Year (FY 2025) Revenue Estimates for the State-Collected Motor Fuel Taxes (\$YOE in millions)

State-Collected Motor Fuel Taxes	Miami - Dade ⁽¹⁾	Broward	Palm Beach
Constitutional Fuel Tax	\$21.20	\$15.63	\$11.97
County Fuel Tax	\$9.35	\$6.88	\$5.19
Municipal Fuel Tax ⁽²⁾	\$114.83	\$15.55	na

(1) FY 2025 revenues for Miami-Dade County were estimated assuming FY 2025 revenues are 50% of the amounts for FY 24 – FY25.

(2) Palm Beach County did not report Municipal Fuel Tax revenues.
na=not available

Local Option Transportation Taxes and Revenue Forecast

County governments in Florida are authorized to levy up to 12 ¢ per gallon of fuel through three local option fuel taxes for transportation needs: the Ninth-cent Fuel Tax (one cent per gallon of gasoline and diesel), the 1 to 6 Cents Fuel Tax, and 1 to 5 Cents Fuel Tax.

Ninth-Cent Fuel Tax

The Ninth-Cent Gas Tax was initially authorized in 1972 by the Florida Legislature. The tax is limited to one cent per gallon on highway fuels. Counties are not required to share revenue from the Ninth-Cent Gas Tax with municipalities; however, the proceeds of the tax may be shared with cities in whatever proportion is mutually agreed upon and used for county or municipal transportation purposes. The tax has no time limit imposed on it by state statutes. As of January 1, 1994, the Ninth-Cent Tax on diesel fuel is no longer optional. The 1990 Legislature decided to realize all optional taxes on diesel fuel so that interstate truckers, who pay fuel taxes based on miles driven in the State, would be subject to standard tax rates. In Florida, 53 out of 67 counties have implemented the Ninth-cent Fuel Tax, including all three counties in the Southeast Florida region.

Local Option Fuel Tax

The 1983 Florida Legislature provided local governments with two major new sources of revenue called the Local Option Gas Taxes (LOGT) and renamed the Local Option Fuel Tax in 1996. Up to 11 ¢ per gallon may be levied to help fund a variety of transportation projects. These include the 1 to 6 Cents Fuel Tax and the 1 to 5 Cents Fuel Tax.

The 1 to 6 Cent Fuel Tax is authorized for a maximum duration of 30 years, at which time it must be voted on for extension. Implementation of the 1 to 6 Cents Fuel Tax requires only a simple majority vote of the county commissioners. The most significant change occurred in the 1993 legislative session, when counties were given the option of imposing another 1 to 5 Cents Fuel Tax on each gallon of motor fuel. With this latest authorization, counties were able to levy a tax of up to 11 ¢ on each gallon of gasoline, while the rate for diesel remained standard in every county at six cents per gallon. The first six cents of the tax on motor fuel may be imposed by a majority vote of the Board of County Commissioners or a countywide referendum initiated by either the county commission or municipalities representing more than 50% of the county's population. To impose the remaining five cents, however, a majority plus one vote of the county commission or a countywide referendum held during a general election is required.

County and municipal governments shall use the local option fuel tax received for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan or for expenditures needed to meet immediate local transportation problems and for other transportation-related expenditures that are critical for building comprehensive roadway networks by local governments. Expenditures for the construction of new roads, the reconstruction or resurfacing of existing paved roads, or the paving of existing graded roads shall be deemed to increase capacity and such projects shall be included in the capital improvements element of an adopted comprehensive plan. Expenditures shall not include routine maintenance of roads.¹³ A local government may pledge any of its revenues from the option fuel tax to repay state bonds issued on its behalf and, in addition, may use such revenues to match state funds in the ratio 50%/50% for projects on the SHS, or for other road projects which would alleviate congestion on the SHS.

Among the 67 counties in Florida, 32 counties, including Broward and Palm Beach counties, levy the full 12 cents local option fuel taxes. Miami-Dade levies a total of 10 ¢ of local option fuel taxes, with six cents levied on the 1 to 6 Cents Fuel Tax, three cents levied on the 1 to 5 Cents Fuel Tax, and one cent on the Ninth Cent fuel tax.

Base Year Revenue Estimates

Miami-Dade, Broward and Palm Beach all provided their base year revenue estimates for the local option transportation taxes. They are documented in **Table 4**.

Table 4: Base Year (FY 2025) Revenue Estimates for the Local Option Transportation Taxes (\$YOE in millions)

Local Option Transportation Taxes	Miami - Dade(1)	Broward	Palm Beach
Ninth-Cent Fuel Tax	\$12.01	\$9.61	\$6.80
1 to 6 Cents Fuel Tax	\$47.18	\$53.52	\$25.26
1 to 5 Cents Fuel Tax	\$21.56	\$39.28	\$21.68

(1) FY 2025 revenues for Miami-Dade County were estimated assuming FY 2025 revenues are 50% of the amounts for FY 24 – FY25.

Local Development Fees

Miami-Dade: Pursuant to Ordinance No. 23-68, a countywide mobility fee was imposed and replaced the prior road impact fee. The mobility fee ordinance replaces the previous concept, focused on mitigating vehicular trips as the primary mode of mobility, with a broader application of funds derived through the imposition on development fees. As a result, the mobility fees enable the County to apply further flexibility in funding and developing transportation projects beyond roadway enhancements. Such projects may include alternate modes such as transit, bicycle, and pedestrian access.

For purposes of forecasting mobility fees, the adopting Ordinance estimates the mobility fee structure results in approximately four percent less annual revenue as compared with the prior road impact fee. Collection of the new mobility fee began on January 1, 2024. Using that four percent annual reduction, \$124 million is used as the annual baseline figure for 2024 and remained constant year-over-year through the forecasting period. The projected total through the 2050 horizon year is \$3.348 Billion.

Palm Beach: Impact fees are assessed countywide on all new developments that create an impact on public facilities and must be paid prior to the issuance of the building permit. When the development does not require a building permit, the impact fees must be paid prior to receipt of a development order that will have an impact on public facilities. The impact fee assessment may be offset by an existing-use credit when land containing a previously existing structure is redeveloped. The fees may be used only for capital facility costs for which they are levied, and which add capacity needed to serve new development and must be spent in the benefit zone in which they were collected. They shall be used solely for the purpose of construction or improving roads, streets, highways, and bridges on the major road network system. Impact fees cannot be used for operating or maintenance purposes.¹⁴

Broward: Under Florida State law, each local government must adopt a Comprehensive Plan and implement regulations which require that adequate services and facilities be provided at the same time as, or concurrent with, any new development. These services and facilities include transportation. Broward County has opted to assess transportation concurrency fees to assist in the provision of transportation services and facilities associated with new development. Broward County is divided into 10 Transportation Concurrency Management Districts. Depending on the area, district concurrency fees are assessed for roads and/or for transit and the revenues fund transportation investments in the district from which it was collected.

Base Year Revenue Estimates

Miami-Dade, Broward and Palm Beach all provided their base year revenue estimates for the Road Impact Fees/Mobility Impact Fees/Transportation Concurrency Fees. They are documented in **Table 5**.

Table 5: Base Year (FY 2025) Revenue Estimates for the Road Impact Fees/Transportation Concurrency Fees (\$YOE in millions)

Local Development Fees		Miami - Dade	Broward	Palm Beach
Mobility / Impact Fees	Concurrency /	\$124.00	\$5.00	\$15.40

Unique Local Revenue Sources

In addition to the local revenue sources that are recognized in the long-range transportation planning resources of the three counties, there are also some unique (because they are not utilized by all three agencies) local revenue sources identified in each agency's 2050 LRTP.

Charter County and Regional Transportation System Surtax (Charter County Surtax)

The Charter County Surtax was first authorized in 1976 to help fund the Dade Area Rapid Transit (DART) system. Provided for by s. 212.055 (1) F.S., each charter county that has adopted a charter, each county the government of which is consolidated with that of one or more municipalities, and each county that is within or under an interlocal agreement with a regional transportation or transit authority created under chapter 343 or chapter 349 may levy a discretionary sales surtax up to 1% of the taxable transaction.

Proceeds from the surtax can be used by counties that levy it for any number of the following uses, with the County Commission having ultimate authority regarding how much is used for which of these purposes¹⁵:

- Development, construction, equipment, maintenance, operation, supportive services, including a bus system, on-demand transportation services, and fixed guideway rapid transit system costs
- Development, construction, operation, or maintenance of roads or bridges in the county, operation and maintenance of a bus system, on-demand transportation services, or payment of principal and interest on existing bonds issued for the roadway or bridge construction
- Expansion, operation, and maintenance of bus and fixed guideway systems; expansion, operation, and maintenance of on-demand transportation services; and payment of principal and interest on bonds issued for fixed guideway rapid transit systems, bus systems, roads, or bridge construction.

Any surtax passed under this provision after July 1, 2020, has a maximum time limit of 30-years. Additionally, this surtax does not apply to single item sales amounts above \$5,000 or to fuel sales taxes and must be approved by countywide referendum. Thirty-one counties in Florida are currently eligible to levy this surtax, including all three counties in the Southeast Florida region. There are only two counties that have enacted this tax at a rate of 0.5%: Duval and Miami-Dade. Walton County who had previously enacted this tax expired in December 2015. Broward County approved this tax in November 2018 starting in 2019.

Miami-Dade County People's Transportation Plan (PTP)

In November 2002, "a question regarding the approval or rejection of County transportation expansion was presented on a general election ballot. The results showed that registered County voters were in favor of and approved the Transportation Trust to oversee the proceeds of the voter-approved ½ Cent Charter County Sales Surtax to implement the PTP.

Under the PTP's \$17 billion dollar business plan, Miami-Dade County commits to adding more buses and routes, improving service, expanding rapid transit and creating thousands of transportation and construction-related jobs over the next 25 years."¹⁶

Broward County Mobility Advancement Program (MAP)

In November 2018, voters approved a local 1-cent, 30-year surtax to increase mobility and address transportation challenges in Broward County. The penny tax is expected to generate approximately \$300 million in its first year with an estimated nearly \$16 billion projected sales tax revenue total. The detailed plan is designed to reduce traffic congestion, improve roads and bridges, enhance traffic light timing, develop safe sidewalks and bike paths, expand mass transit, fully fund special needs/on-demand services and community shuttles, connect greenways, enhance school safety zones, and fund a variety of transportation projects. MAP is being implemented in 5-year increments and integrated into Broward's MTP as such. Therefore, although estimated revenues for this source are included in the tables of this document, they are provided for information purposes only. The Broward MPO does not include this as one of its revenue sources for its Metropolitan Transportation Plan (MTP). Projects funded by the surtax that also require state or federal funds will be amended into the MTP at the appropriate time.

As of the time this memorandum was written, County staff were working on an updated 5-year Plan for FY 2024-2028. The Board of County Commissioners is expected to approve this 5-year plan during its budget hearings in September 2023. The draft plan, presented to the Independent Transportation Surtax Oversight Board on August 18, 2023, includes \$2.657 billion in public works projects, transit capital projects and operations, municipal transportation projects, and program administration. The proposed allocation of these funds is shown in **Table 6**. More information about MAP is available on its website: <https://www.broward.org/PennyForTransportation/Pages/default.aspx>

Table 6: Proposed MAP Funding FY 24 – FY 28 (\$YOE in Millions)

MAP Funded Programs	Broward
Public Works Department Projects	\$362.64
Transportation Department Capital Projects	\$1,159.20
Transportation Department Operating	\$781.90
Municipal Community Shuttle Program	\$111.20
Municipal Capital Projects	\$193.92
MAP Administration	\$48.42
Total	\$2,657.28

Local Government Infrastructure Surtax

In 2016, Palm Beach County levied a one cent sales surtax called the Local Government Infrastructure Surtax, which has much broader application eligibility and must be renewed by public referendum after 10 years. The surtax is not dedicated to transportation, but is split 50% for school improvements, 30% for County infrastructure improvements, and 20% for municipal infrastructure improvements. A portion of this revenue source is dedicated to County transportation improvements. The fee is set to expire in FY 2024 and therefore, unless it is renewed or replaced, future revenues are not assumed in this forecast.

Miami-Dade

Transportation Infrastructure Improvement District (TIID)

Pursuant to Ordinance No. 18-8 a Transportation Infrastructure Improvement District (TIID) was established to capture anticipated increases in taxable values resulting from expansion of the County's transportation system, mainly the Metrorail corridors anticipated in the Strategic Miami Area Rapid Transit (SMART) Plan. The District includes properties located within a half of a mile of the existing Metrorail corridor and expanded corridors (the exception being the East-West Corridor, which includes properties within one mile). The base value for the District is the certified tax roll as of October 2017. The monies deposited into the TIID Trust Fund will be available to pay for development, construction, maintenance and/or operations of the SMART Plan rapid transit corridors. This Ordinance remains in effect for 30 years from the effective date, or the date upon which any indebtedness secured by the Trust Fund is paid in full, whichever is later. The anticipated revenues from this source are included as Ad Valorem in **Table 12**.

Miami-Dade Department of Transportation and Public Works (DTPW)

Miami-Dade DTPW operates the 14th largest public transit system in the United States (based on passenger trips) and the largest transit agency in the state of Florida.¹⁷ DTPW is responsible for planning for and providing all public transit services in the County. The integrated public transit system in the County consists of four major components: Metrobus, Metrorail, Metromover, and Special Transportation Services (STS). DTPW's capital and operating expenses are funded by a wide range of local, state, and federal sources. The projected future levels of these funding sources are summarized regularly by the County in the People's Transportation Plan Pro Forma, which serves as the basis for DTPW's revenue projections in the long-range plan. The People's Transportation Plan (PTP) was a half-cent sales surtax approved in 2002 to fund transit improvements. Since this tax was enacted, the Strategic Miami Area Rapid Transit (SMART) Plan has been created to prioritize transit improvements including six rapid transit corridors in the County. The base year estimates of miscellaneous revenue sources used by DTPW are included in **Table 7**.

Table 7: Base Year (FY 2025) Revenue Estimates for the MDT Revenue Sources (\$YOE in millions)

DTPW Revenue Sources	Miami-Dade ⁽¹⁾
Local Revenues	\$1,343.53
Fund Transfers	\$345.44
Total	\$1,688.97

(1) FY 2025 revenues for Miami-Dade County were taken from the most current Pro Forma inputs to the Five-Year Plan Budget Book through 2029.

Expressway Authority (Miami-Dade and/or Greater Miami)

Miami-Dade County has five major expressway facilities for which an independent authority is responsible to operate, maintain, and improve. The authority receives no revenue from the state of Florida, the Miami-Dade County half cent sales tax, or state or federal gas taxes. The authority uses toll revenue collected on its system to operate and fund system expansion and improvement. In 2006, the authority adopted its Open Road Tolling (ORT) Master Plan to incrementally close the system to un-tolled movements, thereby requiring all users of the system to pay for such use. Toll rates were reduced by 6% as of July 2018.

For the purposes of the LRTP update, the capital costs of projects are fully funded by the authority based on its financing plan. In addition, the financing plan generally assumes that the system toll revenues during this period are fully spent in the implementation of capital improvement projects, debt service and operation and maintenance of the facilities. However, the authority does have the statutory ability, but not the responsibility, to use any 'excess revenues' it collects from tolls to support other transportation investments within the County. This includes any revenue left over after all debt payments and expressway operating and maintenance expenses. The TPO did not include any revenues from the expressway authority in its LRTP revenue forecast.

Broward County

The Broward MPO does not include local funds in its Metropolitan Transportation Plan.

Palm Beach County

Transit Operations

Palm Tran is a passenger bus service within Palm Beach County. The advertising revenue and transit fares are recognized by the TPA as revenue sources in their long-range plan. The base year estimate of the transit fare revenue is summarized in **Table 8**.

Table 8: Base Year (FY 2025) Revenue Estimates for Palm Tran Revenue Sources (\$YOE in millions)

Transit Operating Revenue Sources	Palm Beach ⁽¹⁾
Advertising	\$0.59
Transit Fares	\$9.10
Total	\$9.69

- (1) FY 2025 revenues were provided by the Palm Tran FY 2023 Transit Development Plan Annual Progress Report.

Summary of Local Revenues Sources

Table 9 summarizes the revenues from local revenue sources for the period that includes FY 2024 – 2050.

Table 9: Local Revenue Estimates between FY 2025 – 2050 (\$YOE in millions)*

Revenue Sources	Miami - Dade	FY 2024 – FY2025 Broward	Palm Beach	Miami - Dade	FY 2026 – 2030 Broward	Palm Beach	Miami - Dade	FY 2031 – 2035 Broward	Palm Beach	Miami - Dade	FY 2036 – 2040 Broward	Palm Beach	Miami - Dade	FY 2041 – 2050 Broward	Palm Beach	Miami - Dade	FY 2025 – 2050 Broward	Palm Beach
Common Local Revenue Sources																		
Constitutional Fuel Tax	\$42.40	\$31.22	\$23.93	1\$09.76	\$78.49	\$59.83	\$115.35	\$78.66	\$59.83	\$121.24	\$78.34	\$59.83	\$261.34	\$154.95	\$119.65	\$650.09	\$421.65	\$323.06
County Fuel Tax	\$18.69	\$13.74	\$10.37	\$48.37	\$34.45	\$25.94	\$50.84	\$34.39	\$25.94	\$53.43	\$34.12	\$25.94	\$115.18	\$67.18	\$51.87	\$286.51	\$183.88	\$140.05
Municipal Fuel Tax	\$229.65	\$31.06	na	\$594.51	\$78.08	na	\$624.84	\$78.24	na	\$656.71	\$77.90	na	\$1,415.63	\$154.21	na	\$3,521.34	\$419.49	na
Ninth cent LOGT	\$24.02	\$19.17	\$13.59	\$62.18	\$48.37	\$33.98	\$65.35	\$48.73	\$33.98	\$68.69	\$48.78	\$33.98	\$148.07	\$97.03	\$67.96	\$368.31	\$262.08	\$183.49
1 to 6 cents LOGT	\$94.35	\$106.84	\$50.52	\$244.25	\$268.89	\$126.30	\$256.71	\$269.84	\$126.30	\$269.81	\$269.25	\$126.30	\$581.60	\$533.86	\$252.60	\$1,446.72	\$1,448.68	\$682.02
1 to 5 Cents LOGT (1)	\$43.11	\$78.42	\$43.37	\$111.61	\$197.21	\$108.42	\$117.30	\$197.98	\$108.42	\$123.29	\$197.74	\$108.42	\$265.76	\$391.79	\$216.84	\$661.07	\$1,063.14	\$585.47
Local Development Fees (2)	\$248.00	\$10.00	\$20.78	\$620.00	\$25.00	\$81.25	\$620.000	\$25.00	\$147.51	\$620.000	\$25.00	\$147.51	\$1,240.00	\$50.00	\$295.02	\$3,348.00	\$135.00	\$692.06
Unique Local Revenue Sources																		
Local Ad Valorem Taxes (3)	\$50.05	\$0.00	\$0.00	\$113.36	\$0.00	\$0.00	\$114.48	\$0.00	\$0.00	\$114.06	\$0.00	\$0.00	\$228.18	\$0.00	\$0.00	\$620.13	\$0.00	\$0.00
Charter County Surtax (4)	\$96.92	\$600	na	\$205.68	\$1,500	na	\$201.53	\$1,500	na	\$221.70	\$1,500	na	\$538.26	\$2,400	na	\$1,264.09	\$7,500	na
Local Transit	\$1,688.97	\$0.00	\$0.00	\$4,793.82	\$0.00	\$0.00	\$6,151.35	\$0.00	\$0.00	\$7,527.77	\$0.00	\$0.00	\$8,741.18	\$0.00	\$0.00	\$28,903.09	\$0.00	\$0.00
User Fees																		
Total (Local Revenues)	\$2,536.16	\$890.45	\$181.74	\$6,903.54	\$2,230.49	\$486.26	\$8,317.75	\$2,232.84	\$554.42	\$9,776.70	\$2,231.13	\$554.42	\$13,535.20	\$3,849.01	\$1,108.84	\$41,069.35	\$11,433.92	\$2,885.67

(1) 1 to 5 cent LOGT reflects a 5-cent levy in Broward and Palm Beach counties, and a 3-cent levy in Miami-Dade County.

(2) The collection of development fees varies by county. Revenues reflect Mobility Fees in Miami-Dade County, Concurrency Fees in Broward County and Impact Fees in Palm Beach County.

(3) Miami-Dade County has created the Transportation Infrastructure Improvement District to capture anticipated increases in taxable values primarily from expansion in Metrorail corridors, Palm Beach County applies general fund transfers for funding transportation.

(4) Revenues for Broward County are for information only and come from the 2024 Local Government Financial Information Handbook. The Broward MPO does not use these funds as part of their long-range planning.

SUMMARY OF TOTAL REGIONAL REVENUES

A summary of the estimated regional revenues in the previous sections is presented in **Table 11**. As shown in the table, between FY 2025 and FY 2050, the region has a total of \$26.1 billion dollars to support transportation capital and O&M investments, including \$6.0 billion of Federal and State funds and \$20.1 billion of local funds. In addition, FDOT will provide the O&M funding to all the SHS O&M expenditures through the District SHS O&M funding program, representing an additional \$16.7 billion.

Of the \$6 billion in projected State/Federal revenues identified in **Table 9**, approximately \$2.8 billion (48 percent) comes from Miami-Dade County, \$1.9 billion (31 percent) comes from Broward County, and \$1.3 billion (22 percent) comes from Palm Beach County.

Of the \$20.1 billion in local projected revenues identified in **Table 9**, approximately \$10.9 billion (54 percent) comes from Miami-Dade County, \$3.9 billion (20 percent) comes from Broward County, and \$5.3 billion (26 percent) comes from Palm Beach County.

Of the \$26.1 billion in total projected revenues identified in **Table 9**, approximately \$13.7 billion (53 percent) comes from Miami-Dade County, \$5.8 billion (22 percent) comes from Broward County, and \$6.6 billion (25 percent) comes from Palm Beach County.

Summary of Revenues per Capita

Table 10: Comparison of Revenues per Capita among Three Counties 2022 (\$ in millions)

Counties	Population ⁽¹⁾		FY 2025-2050 Federal/State Revenues		FY 2025-2050 Local Revenues		FY 2025-2050 Total Revenues	
	2022 Population	Population Distribution	Total (\$million)	Per Capita	Total (\$million)	Per Capita	Total (\$million)	Per Capita
Miami-Dade	2,757,592	44.16%	\$2,835.45	\$1,028	\$41,069	\$14,893	\$43,905	\$15,921
Broward	1,969,099	31.53%	\$1,867.74	\$949	\$11,434	\$5,807	\$13,302	\$6,755
Palm Beach	1,518,152	24.31%	\$1,340.00	\$883	\$2,886	\$1,901	\$4,226	\$2,783
SE FL Region	6,244,843	100.00%	\$6,043.19	\$968	\$55,389	\$8,870	\$61,432	\$9,837

Source: April 1, 2022, Estimates, BEBR Projections of Florida Population by County, 2025-2050, with Estimates for 2022 (Volume 56, Bulletin 195, April 2023)

Table 11: Total Regional Revenue Estimates between FY 2025 – 2050 (\$YOE in millions)*

Revenue Sources	FY 2024 – 2025			FY 2026 – 2030			FY 2031 – 2035			FY 2036 – 2040			FY 2041 – 2050			FY 2025 – 2050			South Florida Regional Total
	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	Miami - Dade	Broward	Palm Beach	
State/Federal – Capital (1)																			
MPO Program Estimates																			
Surface Transportation Block Grant (TMA)	\$65.81	\$70.19	\$67.16	\$174.18	\$126.43	\$94.28	170.34	\$123.65	\$92.21	\$170.34	\$123.65	\$92.21	\$340.69	\$247.30	\$184.41	\$921.36	\$691.22	\$530.27	\$2,142.85
Transportation Alternatives – TALU (TA) Set-Aside	\$16.20	\$9.11	\$6.65	\$31.07	\$22.56	\$16.82	\$31.12	\$22.59	\$16.84	\$31.12	\$22.59	\$16.84	\$62.24	\$45.18	\$33.69	\$171.75	\$122.02	\$90.84	\$384.62
Carbon Reduction Program – TMA MPO	\$21.16	\$12.05	\$5.97	\$25.84	\$18.76	\$13.99	\$25.84	\$18.76	\$13.99	\$25.84	\$18.76	\$13.99	\$51.68	\$37.51	\$27.97	\$150.36	\$105.84	\$75.91	\$332.11
SHS (Non-SIS)	\$22.02	\$29.35	\$5.27	\$52.47	\$55.99	\$48.02	\$107.50	\$78.03	\$58.19	\$111.75	\$81.12	\$60.49	\$227.48	\$165.12	\$123.14	\$521.22	\$409.61	\$295.10	\$1,225.94
Other Roads (Non-SIS, Non-SHS)	\$13.38	\$2.12	\$1.99	\$27.74	\$21.50	\$18.26	\$52.38	\$37.70	\$28.93	\$54.50	\$39.22	\$30.10	\$110.96	\$79.85	\$61.28	\$258.96	\$180.39	\$140.56	\$575.91
Non-SIS Transit Formula	\$50.23	\$22.21	\$12.83	\$138.02	\$60.98	\$35.25	\$149.25	\$65.93	\$38.11	\$156.02	\$68.93	\$39.84	\$318.28	\$140.60	\$81.28	\$811.80	\$358.65	\$207.31	\$1,377.76
FDOT Program Estimates																			
SIS All Modes (Statewide)	\$4,262.35			\$8,247.65			\$7,823.24			\$7,876.45			\$15,934.21			\$44,143.88			\$44,143.88
Non-SIS/Non-Highway (Statewide)	\$689.13			\$1,583.87			\$1,726.26			\$1,793.75			\$3,649.91			\$9,442.61			\$9,442.61
Non-SIS Transit Discretionary (Districtwide) – Informational	\$38.57	\$30.98		\$30.10	\$110.40		\$51.78	\$102.64		\$53.79	\$103.85		\$109.44	\$208.83		\$283.68	\$556.70		\$840.38
Discretionary Program Estimates (Informational)																			
TRIP (Districtwide)	\$20.89	\$11.22	\$8.58	\$27.76	\$20.22	\$15.47	\$30.23	\$22.22	\$16.85	\$31.60	\$23.03	\$17.62	\$64.47	\$46.97	\$35.94	\$174.95	\$123.66	\$94.46	\$393.07
HSIP (Districtwide)	\$34.02	\$53.85		\$63.86	\$94.90		\$61.58	\$91.03		\$61.58	\$91.03		\$123.16	\$182.05		\$344.19	\$512.86		\$1,714.11
TA-TALT (Districtwide) - Informational	\$12.50	\$5.59	\$4.28	\$19.97	\$14.56	\$11.14	\$20.15	\$14.68	\$11.24	\$20.15	\$14.68	\$11.24	\$40.29	\$29.37	\$22.47	\$113.06	\$78.88	\$60.37	\$252.31
State New Starts	\$173.50			\$267.68			\$287.56			\$300.60			\$613.21			\$1,642.55			\$1,642.55
FDOT – O&M																			
District SHS Resurfacing, Bridge, and O&M (Districtwide)	\$445.20	\$640.42		\$1,447.62	\$1,645.68		\$1,559.62	\$1,483.40		\$1,611.17	\$1,537.82		\$3,269.79	\$3,125.74		\$8,333.41	\$8,433.06		\$16,766.46
State/Federal Total (excluding Districtwide & Statewide)	\$188.80	\$145.03	\$99.87	\$449.32	\$306.22	\$226.62	\$536.43	\$346.66	\$248.27	\$549.57	\$354.27	\$253.47	\$1,111.33	\$715.56	\$511.77	\$2,835.45	\$1,867.74	\$1,340.00	\$6,043.19
Local Fuel Tax	\$452.22	\$280.45	\$141.78	\$1,170.68	\$705.49	\$354.46	\$1,230.39	\$707.84	\$354.46	\$1,293.17	\$706.13	\$354.46	\$2,787.58	\$1,399.01	\$708.92	\$6,934.04	\$3,798.92	\$1,914.08	\$12,647.04
Local Development Fees	\$248.00	\$10.00	\$20.78	\$620.00	\$25.00	\$81.25	\$620.00	\$25.00	\$147.51	\$620.00	\$25.00	\$147.51	\$1,240.00	\$50.00	\$295.02	\$3,348.00	\$135.00	\$692.06	\$4,175.06
Local Ad Valorem Tax	\$50.05	\$0.00	\$197.15	\$113.36	\$0.00	\$492.87	\$114.48	\$0.00	\$492.87	\$114.06	\$0.00	\$492.87	\$228.18	\$0.00	\$985.73	\$620.13	\$0.00	\$2,661.47	\$3,281.60
Charter County/Regional Sales Surtax	\$96.92	\$600	na	\$205.68	\$1,500	na	\$201.53	\$1,500	na	\$221.70	\$1,500	na	\$538.26	\$2,400	na	\$1264.09	\$7,500	na	\$8,764.09
Local Transit	\$1,688.97	\$0.00	\$0.00	\$4,793.82	\$0.00	\$0.00	\$6,151.35	\$0.00	\$0.00	\$7,527.77	\$0.00	\$0.00	\$8,741.18	\$0.00	\$0.00	\$28,903.09	\$0.00	\$0.00	\$29,182.62
Local User Fees																			
Local Total	\$2,536.16	\$890.45	\$181.74	\$6,903.54	\$2,230.49	\$486.26	\$8,317.75	\$2,232.84	\$554.42	\$9,776.70	\$2,231.13	\$554.42	\$13,535.20	\$3,849.01	\$1,108.84	\$41,069.35	\$11,433.92	\$2,885.67	\$55,388.94
Regional Funds Total (Tri-Rail)	\$151.00			\$798.00			\$882.00			\$882.00			\$882.00			\$882.00			\$4,477.00
Combined Total (excluding Regional, Districtwide & Statewide)	\$2,724.96	\$1,035.48	\$281.61	\$7,352.86	\$2,536.71	\$712.88	\$8,854.18	\$2,579.50	\$802.69	\$10,326.27	\$2,585.40	\$807.89	\$14,646.53	\$4,564.57	\$1,620.61	\$43,904.80	\$13,301.66	\$4,225.67	\$61,432.13

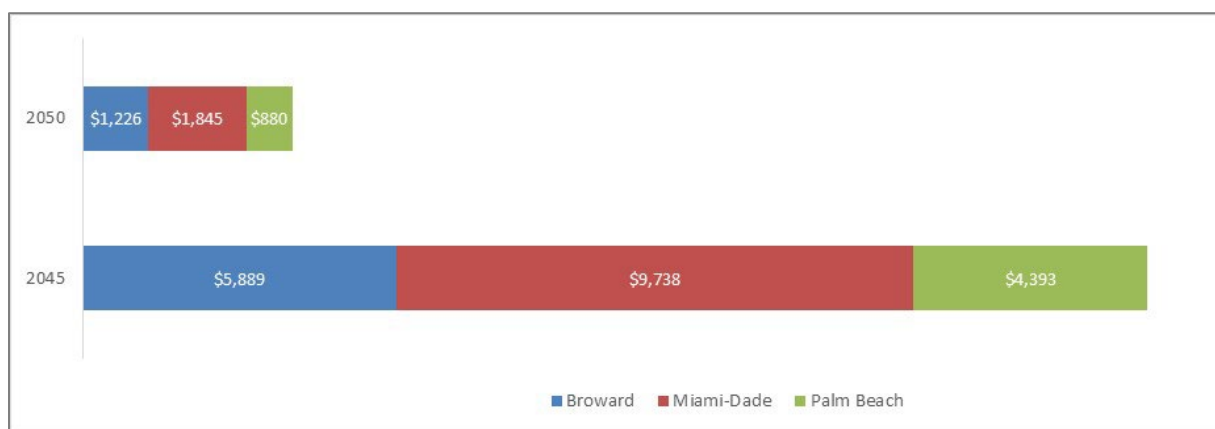
2050 Regional Revenues vs 2045 Regional Revenues

A comparison of the MPO Program revenues estimates for 2045 and 2050 RTP was conducted to evaluate different perspectives in transportation revenues between now and then. Revenues from the 2045 RTP were converted to FY 2023-dollar terms for comparing with the 2050 RTP revenues. This was accomplished using the annual inflation factors provided in 2018 by FDOT during the 2045 RTP development phase. 2050 RTP revenues were also converted into FY 2023 estimates using the annual inflation factors provided by FDOT in 2023. It should also be noted that for the 2045 RTP, revenues covered a 21-year planning horizon, while the 2050 RTP revenue estimates cover a 27-year period. The results are presented in **Table 12** and **Figure 3**. Overall, the federal and state revenue allocated to the region are projected to be less than 20% for the 2050 RTP than they were for the 2045 RTP. MPOs in South Florida, as well as those across the state, will need to adjust to lower estimates of federal and state revenues. Policy decisions emphasizing the importance of local prioritization of projects, seeking new funding, and pursuing discretionary grants made available through IJA will influence the effectiveness of the dedicated to the region for advancing mobility.

Table 12: Estimated Federal/State Revenues – 2045 RTP vs. 2050 RTP (2023\$ in millions)

Counties	2045	2050
Miami-Dade	\$9,738	\$1,845
Broward	\$5,889	\$1,226
Palm Beach	\$4,393	\$880
SE FL Region	\$20,021	\$3,950

Figure 3: Estimated Federal/State Revenues– 2045 RTP vs. 2050 RTP (2023\$ in millions)



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- ¹ The Status of the Highway Trust Fund: 2023 Update. <https://www.cbo.gov/system/files/2023-10/59634.pdf>, 2023
- ² The Mega Grant Program, <https://www.transportation.gov/grants/mega-grant-program>, 2023
- ³ Tax Policy Center Briefing Book. <https://www.taxpolicycenter.org/briefing-book/what-highway-trust-fund-and-how-it-financed>, 2020.
- ⁴ Highway Trust Fund Baseline Projections, May 2023. <https://www.cbo.gov/system/files/2023-05/51300-2023-05-highwaytrustfund.pdf>
- ⁵ Testimony on the Status of the Highway Trust Fund: 2023 Update | Congressional Budget Office (cbo.gov)
- ⁶ FDOT EV Infrastructure Master Plan, July 2021. https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/emergingtechnologies/evprogram/fdotevmp.pdf?sfvrsn=b5888a_2
- ⁷ CUTUR Autonomous Vehicle (AV) and Alternative Fuel Vehicle (AFV) Florida Market Penetration Rate and VMT Assessment Study, October 2019.
- ⁸ CB/SB1070 Bill Analysis and Fiscal Impact Statement. <https://www.flsenate.gov/Session/Bill/2023/1070/Analyses/2023s01070.pre.ap.PDF>, 2023
- ⁹ Florida's Transportation Tax Sources, A Primer. <https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/prg/Primer.pdf>, 2023
- ¹⁰ [Alternative Fuels Data Center](#), accessed August 2024. Confirmed by review of Florida Statutes, S. 206.995.
- ¹¹ S. 339.08, Florida Statutes (F.S.), 2023: http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0339/Sections/0339.08.html.
- ¹² 2050 Revenue Forecast Handbook, FDOT, [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/2050-fdot-revenue-forecast-handbook-\(06-05-23\).pdf?sfvrsn=f3f43f8b_6](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/2050-fdot-revenue-forecast-handbook-(06-05-23).pdf?sfvrsn=f3f43f8b_6)
- ¹³ S. 336. 025 F.S., <http://www.leg.state.fl.us/Welcome/index.cfm?CFID=53131773&CFTOKEN=16117500>, accessed Jan. 2015
- ¹⁴ Impact Fees, <https://www.pbcgov.com/uldc/pdf/Article13.pdf>
- ¹⁵ S. 212.055 1) F.S., <http://www.leg.state.fl.us/Welcome/index.cfm?CFID=53131773&CFTOKEN=16117500>, accessed Jan. 2015.
- ¹⁶ From the Miami-Dade CITT website, <https://www.miamidade.gov/citt/history.asp>, accessed August 2024.
- ¹⁷ Monthly Module Raw Data, <https://www.transit.dot.gov/ntd/data-product/monthly-module-raw-data-release>, Accessed August 2023