Bay County Transportation Planning Organization
2045 Long Range Transportation Plan

Financial Resources Report

July 2020



EMERALD COAST REGIONAL COUNCIL



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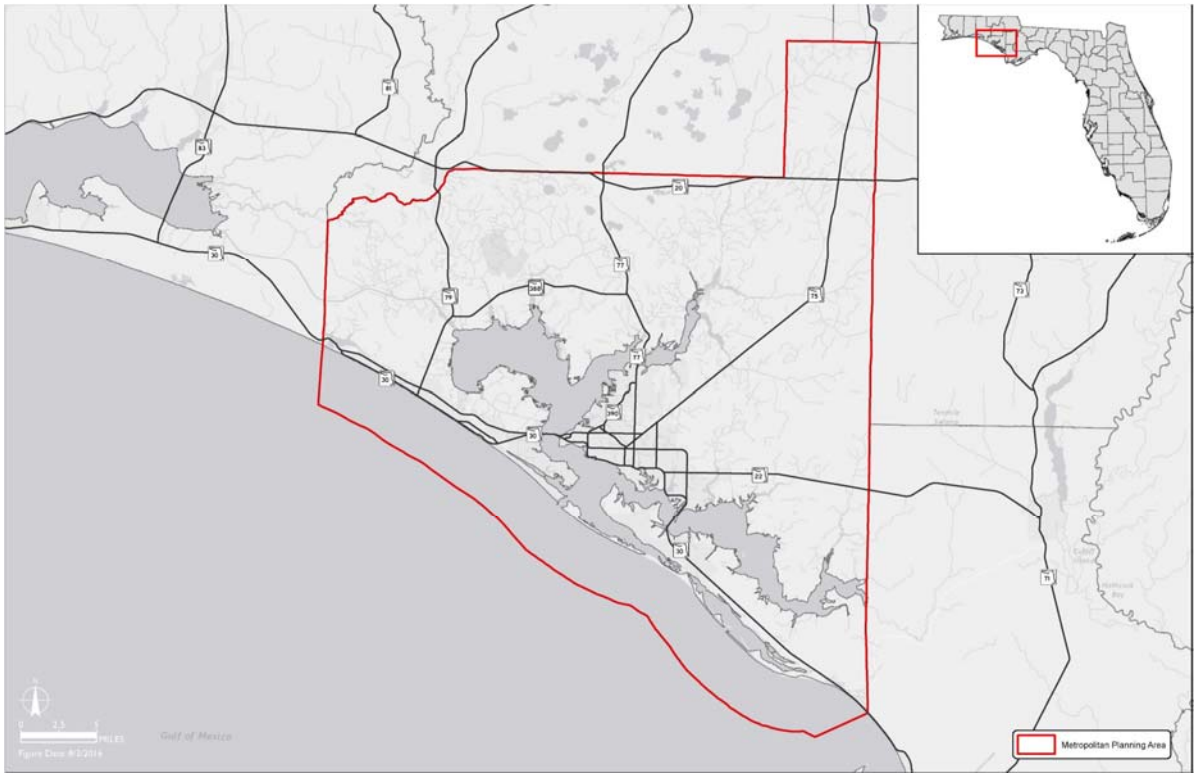
A
ADA – Americans with Disabilities Act
ADS – Automated Driving System
AFB – Air Force Base
AFV – Alternative Fuel Vehicle
AICUZ – Air Installations Compatibility Use Zone
AV – Automated Vehicles
B
BOCC – Board of County Commissioners
BUILD – Better Utilizing Investments to Leverage Development
C
CDBG – Community Development Block Grant
CIGP – County Incentive Grant Program
CPI – Consumer Price Index
CRA – Community Redevelopment Agency
CVA – Clean Vessel Act
D
DEO – Department of Economic Opportunity
DIG – Defense Infrastructure Grant
DOT – Department of Transportation
E
EDA - Economic Development Administration
F
FAST – Fixing America's Surface Transportation
FDOT – Florida Department of Transportation
FDOR – Florida Department of Revenue
FHWA – Federal Highway Administration
FMLC – Florida Municipal Loan Council
FTA – Federal Transit Administration
G
GARVEE – Grant Anticipation Revenue Vehicle
H
HSCR – Human Service Coordination Research
HUD – (Department of) Housing and Urban Development
I
ICAM – Innovative Coordinated Access and Mobility
IMI – Integrated Mobility Innovation
L
LOGT – Local Option Gas Tax
LoNo – Low- and No-Emission
LoNo-CAP – Low- and No-Emission Component Assessment Program
LRTP – Long Range Transportation Plan
LWCF – Land and Water Conservation Fund
M
MAP-21 – Moving Ahead for Progress in the 21st Century
MOD – Mobility on Demand
MOR – Maintenance, Overhaul, and Repair
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
MSA – Metropolitan Statistical Area
N
NOFO – Notice of Funding Opportunity
P
P3 – Public-Private Partnership
PTC – Positive Train Control
S
SBA – State Board of Administration
SCETS – State Comprehensive Enhanced Transportation System
SCOP – Small County Outreach Program
SHS – State Highway System
SIB – State Infrastructure Bank
SIS – Strategic Intermodal System
STTF – State Transportation Trust Fund
SU – Small Urban
T
TIF – Tax Increment Financing
TIGER – Transportation Investment Generating Economic Recovery
TIP – Transportation Improvement Program
TMA – Transportation Management Area
TRIP – Transportation Regional Incentive Program
TOD – Transit-Oriented Development
TPO – Transportation Planning Organization
U
U.S.C. – United States Code
USDA – United States Department of Agriculture

1. Introduction

Federal and state metropolitan planning regulations require the Bay County Transportation Planning Organization to develop a metropolitan transportation plan every five years. The financial resources technical memo of the Bay County Transportation Planning Organization (TPO) serves as an analysis of financial resources available for use in the 2045 Long Range Transportation Plan (LRTP) Update and the associated Cost Feasible Plan. The Cost Feasible Plan serves as an implementation tool for policy and decision makers. This element provides an overview of both existing and forecasted estimates for funding resources at the federal, state, and local levels, based on historical trends of current transportation revenue sources, as prepared by the Florida Department of Transportation (FDOT). Financial projections are based on revenue growth and inflation estimates in Bay County, Florida through 2045.

This overview also provides financing opportunities available to the Bay County TPO and its member municipalities and agencies. The Bay County TPO consists of representatives from Bay County, Panama City, Panama City Beach, Parker, Callaway, Mexico Beach, Lynn Haven, and Springfield. The map of the Bay County TPO Metropolitan Planning Area (MPA) can be seen in **Figure 1**.

Figure 1. Bay County TPO Metropolitan Planning Area (MPA)



2. Existing Revenue Sources

This section provides an overview of revenue sources that are currently available. **Table 1** shows revenue sources and assumptions through 2045.

Table 1. Revenue Sources and Assumptions

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)	2019-2028	Florida REC Estimates; these average in the range from 2.5% to 3.0% per year
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045
Federal Distributions (Total Obligating Authority)	2018-2027	FDOT Federal Aid Forecast
	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045

* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, *an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.*

Source: FDOT, Office of Policy Planning. (2018, November 19). 2045 Revenue Forecast Bay County TPO.

2.1 Federal

Federal funding for the Bay County TPO comes from a variety of sources. Many federal funding opportunities come from the Federal Highway Administration (FHWA) and the distributions that come from their Federal Highway Trust Fund.

2.1.1 FAST Act

The Fixing America's Surface Transportation (FAST) Act was signed into law by President Obama on December 4th, 2015, and authorizes $286 billion in funding through FY2020.The FAST Act was implemented after the adoption of the Bay County 2040 LRTP and therefore could not be considered as a revenue source prior to the 2045 Update. The FAST Act funds surface transportation programs such as Federal-aid to highways. The FAST Act builds from the previous Moving Ahead for Progress in the 21st Century (MAP-21) Act.

The purpose of the FAST Act is to improve mobility on highways across the country, support job creation and economic growth, accelerate project delivery and promote innovation.

The FAST Act includes funding for competitive grant programs distributed through the Federal Transit Administration (FTA) for a variety of transportation related projects. These projects include buses and bus facilities, innovative transportation coordination, training in the workforce, and research activities related to public transportation. Competitive grant programs will be further discussed in **Section 5.7**.

Additionally, the Federal Highway Administration (FHWA) distributes funding into the Highway Account and the Mass Transit Account. **Table 2** shows Federal Highway-User Fees implemented at the time of this writing.

Table 2. Federal Highway User Fees

User Tax	Tax Rate (Cents per Gallon)	Distribution of Tax (Cents per Gallon)		
		Highway Trust Fund		Leaking Underground Storage Tank Trust Fund
		Highway Account	Mass Transit Account	
Gasoline & Gasohol Fuels	18.4	15.44	2.86	0.1
Diesel and Kerosene Fuels	24.4	21.44	2.86	0.1
Liquefied Petroleum Gas	18.3	16.17	2.13	-
Liquefied Natural Gas	24.3	22.44	1.86	-
Compressed Natural Gas	18.3	17.07	2.86	0.1

Source: FHWA, Office of Highway Policy Information. (2018, December). Highway Statistics 2017. Retrieved from https://www.fhwa.dot.gov/policyinformation/statistics/2017/pdf/fe21b.pdf

2.1.2 National Defense Authorization Act

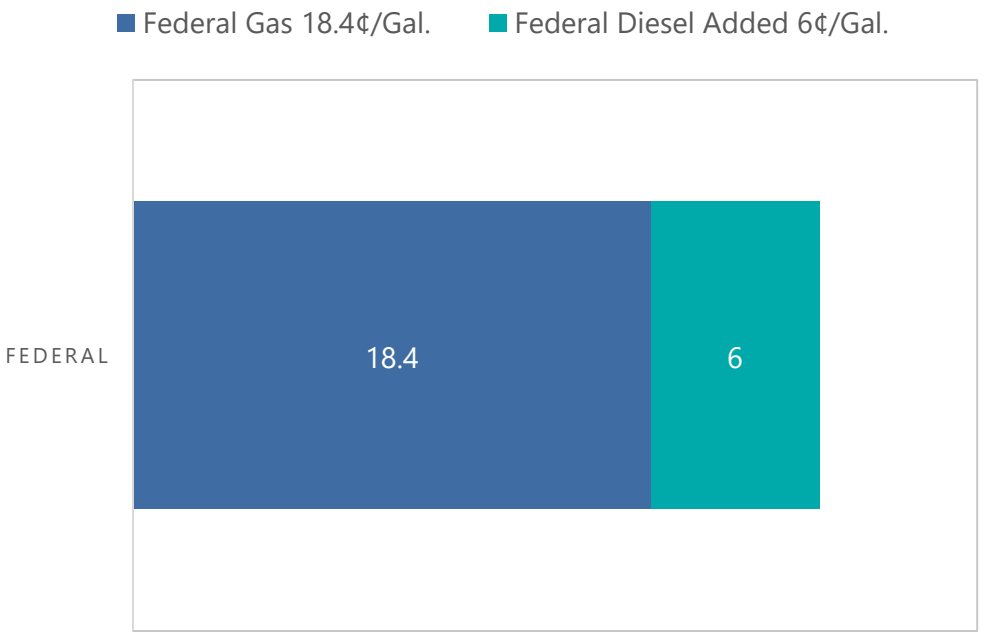
The National Defense Authorization Act authorizes appropriations to the Department of Defense for the fiscal year it is set forth for. This includes appropriations for: (1) Procurement, including helicopters, combat vehicles, weapons, aircraft, shipbuilding and conversion, and missiles; (2) Research, Development, Test, and Evaluation; and Operation and Maintenance. Additionally, the Act authorizes programs for funding to state and local governments for infrastructure development that includes transportation infrastructure, such as the Defense

Community Infrastructure Program.[1] The Defense Community Infrastructure Program will be further addressed in Section 5.7.7.

2.1.3 Federal Fuel Taxes

The Revenue Act of 1932 established the first federal fuel tax in the United States at 1 cent per gallon. Today, the federal gas tax is 18.4 cents per gallon, with diesel fuel being taxed at 24.4 cents per gallon since the last change in 1993. Revenue from federal fuel taxes are deposited into the Federal Highway Trust Fund, which has several accounts within it. A majority of the funding is used for construction and maintenance of roads. Distribution of funding from the Federal Highway Trust Fund to states is done through the use of formula grants and discretionary allocations made by FHWA. Figure **2** represents 2019 federal fuel tax rates.

Figure 2. Federal Fuel Tax Rates (2019)



Source: FDOT, Office of Work Program and Budget. (2019). Florida's Transportation Tax Sources – A Primer. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/comptroller/2019-transportation-tax-source-primer.pdf?sfvrsn=43ccaffd_2

[1] Congress.gov. (2018). H.R.5515 – John S. McCain National Defense Authorization Act for Fiscal Year 2019. Retrieved from https://www.congress.gov/bill/115th-congress/house-bill/5515

2.1.4 Federal Transit Administration

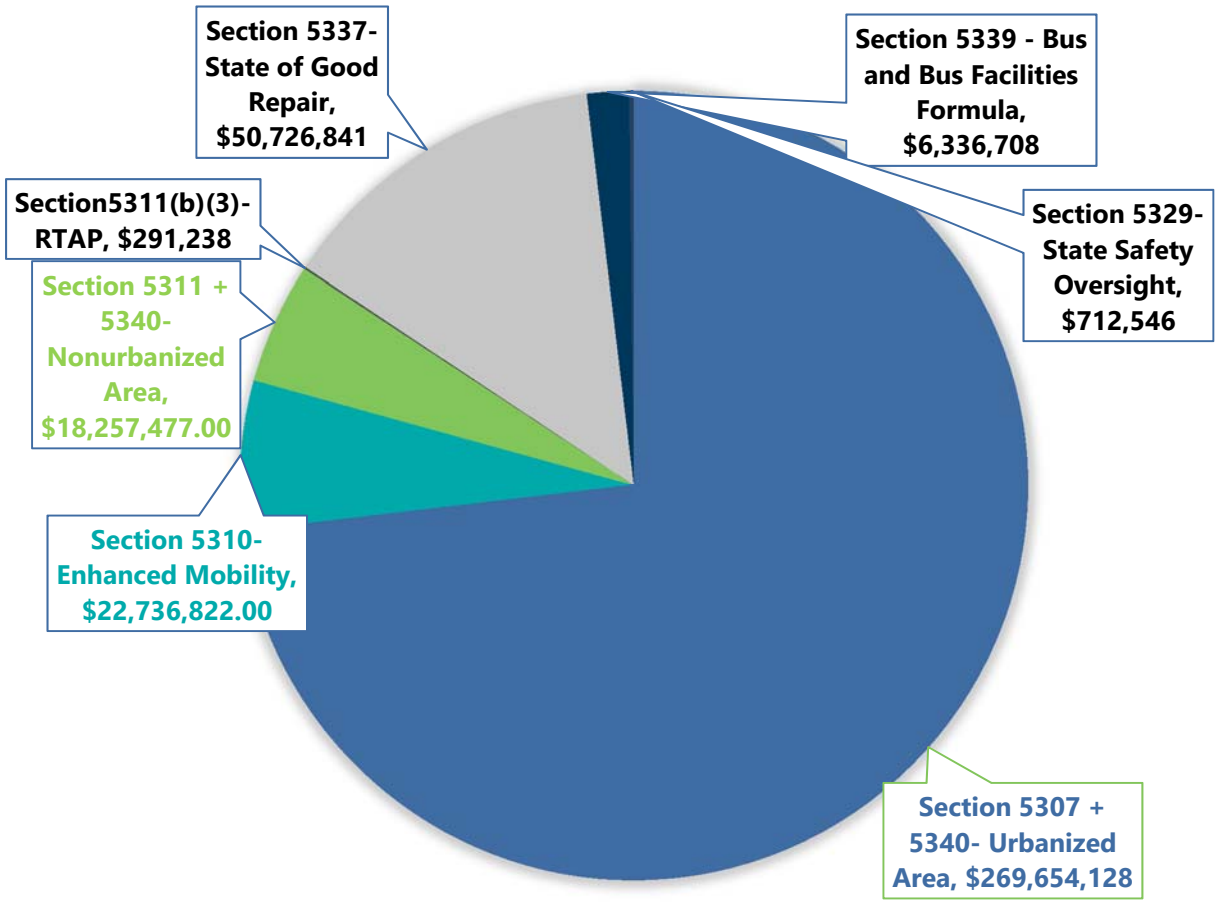
The Federal Transit Administration (FTA) provides state-by-state allocations of funding from the Federal Highway Trust Fund through the use of formula grants. **Table 3** and **Figure 3** show the allocation of FTA funding in fiscal year (FY) 2019 for the State of Florida.

Table 3. FTA Allocations of Funding for Florida for FY 2019

Section	Funding
5303: Metropolitan Planning	$8,243,580
5304: Statewide Planning	$1,682,868
5307 + 5340: Urbanized Area	$269,654,128
5310: Enhanced Mobility for Seniors and Individuals with Disabilities	$22,736,822
5311 + 5340: Non-Urbanized Area	$18,257,477
5311(b)(3): RTAP	$291,238
5311(c)(2): Appalachian Dev. Public Trans. Assist Program	$0
5311(c)(1): Indian Reserve Formula	$0
5337: State of Good Repair	$50,726,841
5339: Bus and Bus Facilities Formula	$32,030,765
5329(e): State Safety Oversight	$712,546
Total	**$404,336,265**

Source: FTA. (2019, April 10). Funding by State. Retrieved from https://www.transit.dot.gov/funding/apportionments/funding-state

Figure 3. FTA Allocations of Funding for Florida in FY 2019



Source: FTA. (2019, April 10). Funding by State. Retrieved from https://www.transit.dot.gov/funding/apportionments/funding-state

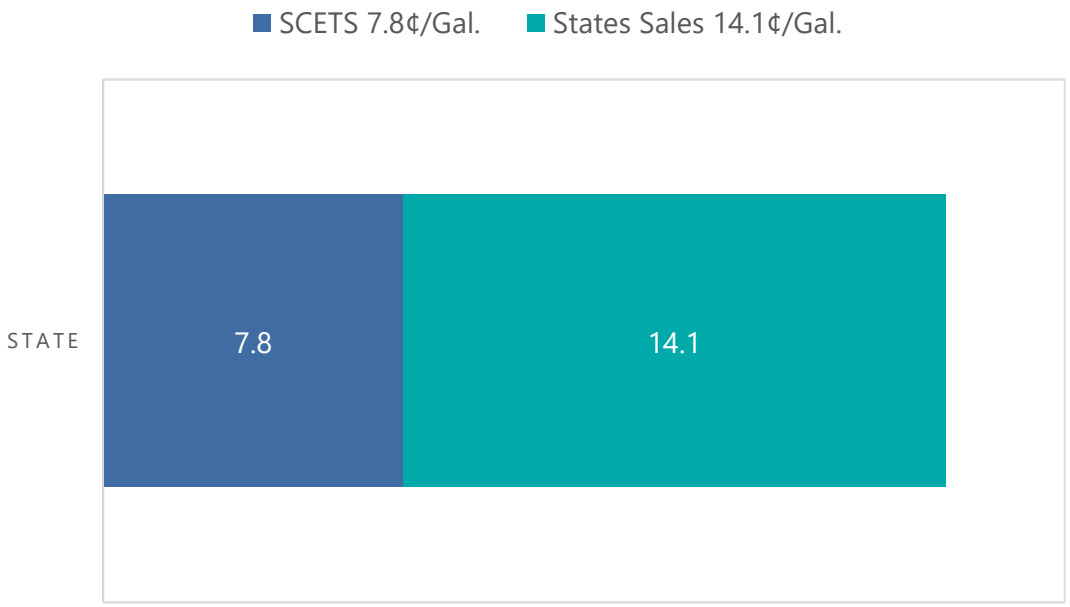
2.2 State

This section provides an overview of state revenue sources for transportation.

2.2.1 Florida Fuel Sales Taxes

Florida fuel taxes are administered by the Florida Department of Revenue. Fuel is defined as motor fuel, diesel fuel, aviation fuel, and natural gas fuel. The 2019 state sales tax is 14.1 cents per gallon as shown in Figure **4**.

Figure 4. Fuel Tax Rates for State Levels (2019)



State Comprehensive Enhanced Transportation System (SCETS)

Source: FDOT, Office of Work Program and Budget. (2019). Florida's Transportation Tax Sources – A Primer. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/comptroller/2019-transportation-tax-source-primer.pdf?sfvrsn=43ccaffd_2

Qualified entities in the State of Florida that have purchased and used tax-paid fuel for an exempt purpose are provided refunds. Common refund claims include tax-paid:

1. Aviation fuel sold to the federal government.
2. Aviation fuel used by air carriers.

3. Diesel fuel used by motor coaches during idle time.
4. Fuel exported out of Florida.
5. Fuel purchased by foreign diplomats at retail outlets.
6. Fuel purchased by sovereign nations.
7. Motor and diesel fuel used by local government users, on road.
8. Motor and diesel fuel used by mass transit system providers, on road.
9. Motor and diesel fuel used by non-public schools.
10. Motor fuel used for agricultural, aquaculture, commercial fishing, or commercial aviation purposes.
11. Motor or diesel fuel sold to the federal government in quantities of 500 gallons or more.
12. Pollutants exported, bunkered into marine vessels, or converted to a solvent mixture.
13. Undyed diesel fuel mixed with dyed diesel fuel in error.
14. Undyed diesel fuel purchased by farmers for agricultural purposes.
15. Undyed diesel fuel used for off-road or other exempt purposes.

Fuel tax continues to be a source of revenue to be aware of as the adoption of alternative fuels and more fuel-efficient vehicles continue to be a viable choice for the traveling public.

2.2.1.1 Alternative Fuel Taxes and Fees

Alternative fuels are fuels that are non-conventional, such as propane, butane, other liquefied petroleum gases, and compressed natural gases. These fuels were a small part of the total fuel consumption in the state, with receipts from these fees amounting to less than $1 million annually.

As of 2013, the Florida Legislature passed an exemption on alternative fuels, stating that alternative fuels are exempt from taxation from January 1, 2014 to January 1, 2024.

2.2.2 State Comprehensive Enhanced Transportation System Tax

Adopted on January 1, 1991 by the 1990 Florida Legislature, the State Comprehensive Enhanced Transportation System (SCETS) Tax was created as an additional excise tax on all highway fuels. SCETS is used for at least 15% of FDOT receipts dedicated for public

transportation. Any remainder of funds can be used for legitimate state transportation purpose. As of 2019, the SCETS tax rate is 7.8 cents per gallon as shown in Figure 4. SCETS tax is indexed based off of the general rate of inflation, and the SCETS tax rate for both gasoline and diesel fuel in each county adjusted proportionately to the Consumer Price Index (CPI) changes from the previous 12-month period. Revised rates are applicable for an entire calendar year.

2.2.3 Documentary Stamp Tax

The Florida Department of Revenue (FDOR) administers the collection of revenue from documentary stamp taxes, which is divided between the General Revenue Fund and various trust funds. Documents such as deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other cases of indebtedness are levied with documentary stamp tax. There are two taxes imposed on different bases at different tax rates for documentary stamp taxes. The tax on deeds and documents related to real property is at a rate of 70 cents per $100. Certificates of indebtedness, promissory notes, wage assignments, or retail charge account agreements are taxed at a rate of 35 cents per $100.

In 2014, voters in the State of Florida approved an amendment to the Florida Constitution that requires 33% of documentary stamp tax revenue to be transferred to the Land Acquisition Trust Fund and expended for specific environmental purposes. After that required 33% of revenue is distributed to the Land Acquisition Trust fund, either 24.18442% or $541.75 million, depending on which one is less, in each fiscal year is paid to the State Treasury to the credit of the State Transportation Trust Fund (STTF).

Specific amounts of documentary stamp taxes are to be used within certain programs, such as the New Starts Transit Program, the Small County Outreach Program, the Strategic Intermodal System (SIS), and the Transportation Regional Incentive Program (TRIP).[2]

[2] FDOT, Office of Work Program and Budget. (2019). Florida's Transportation Tax Sources – A Primer. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/comptroller/2019-transportation-tax-source-primer.pdf?sfvrsn=43ccaffd_2

2.2.4 Fees

Other fees levied by the State of Florida are discussed below.

2.2.4.1 Florida Rental Car Surcharge

Voted in 2011 by the Florida Legislature, the Florida Rental Car Surcharge is imposed on the lease or rental of motor vehicles designed to accommodate less than nine passengers and on the use of these vehicles by members of a car-sharing service.[3] This rental car surcharge is $2 per day or for any part of a single day, or $1 per use by members of a car-sharing service.

The surcharge does not apply to the lease or rental of:

- Motorcycles
- Mopeds
- Trucks
- Trailers
- Recreational vehicles
- Van conversions

Rental dealers are required to separately state the surcharge on the sales invoice and include the surcharge in the amount subject to sales tax. 80% of the proceeds of the surcharge are deposited in the STTF, 15.75% are deposited in the Tourism Promotional Trust Fund, and 4.25% are deposited into the Florida International Trade and Promotion Trust Fund. [4]

The expected revenue from the Florida Rental Car Surcharge is $867.5 million between fiscal years 2018 and 2023.[5]

[3] FDOR. (2019). Solid Waste Fees, Motor Vehicle Fees, and Gross Receipts Tax on Dry Cleaning. Retrieved from https://floridarevenue.com/Forms_library/current/gt800037.pdf
[4] Florida Statutes (2019). 212.0606 Rental car surcharge. http://www.leg.state.fl.us/statutes/index.cfm?mode=View%20Statutes&SubMenu=1&App_mode=Display_Statute&Search_String=rental+car+surcharge&URL=0200-0299/0212/Sections/0212.0606.html
[5] FDOT. (2019). Stat Transportation Trust Fund (STTF) Adopted Work Program. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/workprogram/fr/sttfandrowfinanceplans.pdf?sfvrsn=10372b06_4

2.2.4.2 Motor Vehicle Initial Registration Fee

Originally called the "New Wheels on the Road" Fee, the Initial Registration Fee affects those who own vehicles that add net additions to the state's registered vehicle stock. This fee is only applied to automobiles, light trucks, and certain recreational vehicles. Of the total $225 Initial Registration fee, 85.7% or $193 of each fee goes to the STTF.

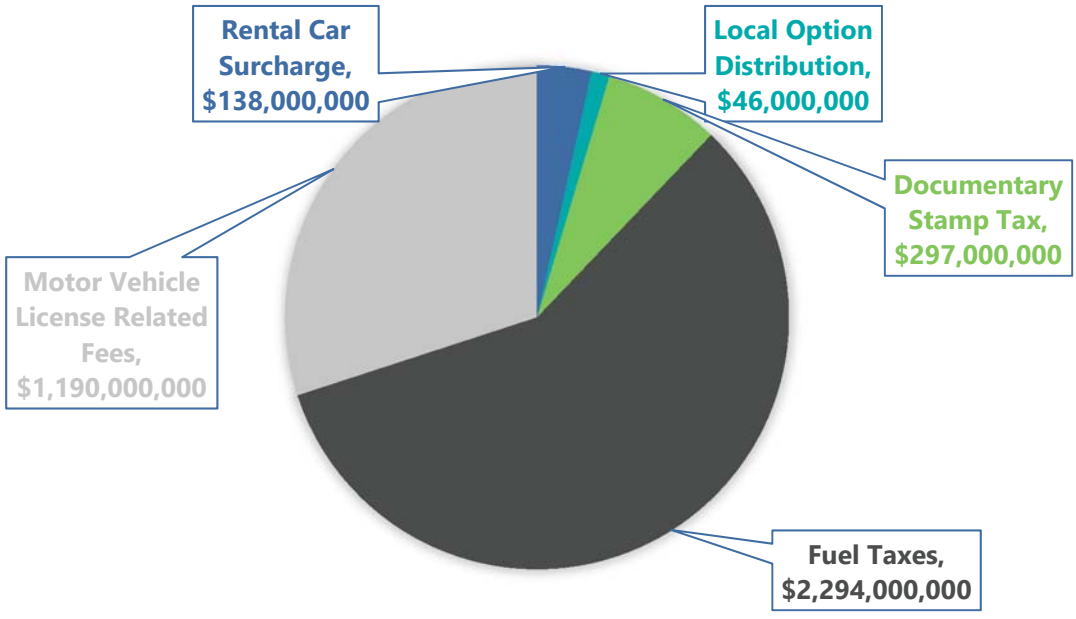
2.2.4.3 Motor Vehicle License Surcharge

The Motor Vehicle License Surcharge is implemented on the annual registration fee of every vehicle in the state except for mobile homes. Also called the License Tax Surcharge, this fee is $1.20, with $1 being deposited into the STTF, and 20 cents being deposited into the Highway Safety Operating Trust Fund.

2.2.5 Breakdown of Taxes and Fees

A breakdown of FY 2018 taxes and fees deposited in the STTF, in millions, is shown in **Figure 5**.

Figure 5. State Taxes and Fees Deposited in STTF FY2018 (millions)



Source: FDOT, Office of Work Program and Budget. (2019). Florida's Transportation Tax Sources – A Primer. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/comptroller/2019-transportation-tax-source-primer.pdf?sfvrsn=43ccaffd_2

2.3 Community Redevelopment Agencies

Community Redevelopment Agencies (CRAs) are generally five- to seven-member boards created by a local government that offer activities and programs within a Community Redevelopment Area. Community Redevelopment Areas, also called Districts, are a dependent district in which future property values are set aside to support economic development projects within that district[6]. CRA Districts can help attract new business, invest in infrastructure improvements, and improve and rebuild blighted areas of the city.

2.3.1 Panama City Community Redevelopment Agency

Panama City's CRA was established in 2006 and has four districts within the city, the Downtown, St. Andrews, Downtown North, and Millville.[7] Panama City's Redevelopment Agency uses Tax Increment Financing (TIF) to fund projects. TIF will be further explained in **Section 5.4**.

The Downtown Community Redevelopment Agency (CRA) Community Redevelopment Plan Update from December 18, 2012[8] recommended the continuation to improve and maintain streetscapes, the creation of an enhanced wayfinding signage system, and improved public access to the waterfront area.

As part of Panama City's St. Andrews CRA Plan Update 2018, there is a Three-Point Action Plan to build upon previous CRA capital investments and position the area for continued revitalization of the economy.[9] These three points include:

1. Redevelop the St. Andrews Marina into a vibrant public space and working waterfront.
2. Strengthen neighborhoods through improved bike and pedestrian facilities and connections to the historic waterfront.
3. Develop incentive programs designed to facilitate desired redevelopment projects.

[6] Florida Redevelopment Association. (2018). CRA Basics. Retrieved from https://redevelopment.net/cra-resources/q-a-for-cras/
[7] City of Panama City. (n.d.) Community Redevelopment Agency. Retrieved from https://www.pcgov.org/163/CRA
[8] Downtown Community Redevelopment Agency Community Redevelopment Plan Update (2012, December) Retrieved from https://www.pcgov.org/DocumentCenter/View/2421/Downtown-Plan.
[9] City of Panama City. (2018, June) 2018 St. Andrews Community Redevelopment Plan Update. Retrieved from https://www.pcgov.org/DocumentCenter/View/4599/St-Andrews-Plan?bidId=

As part of Point 3, Panama City wants to:

- Coordinate proposed private sector development with public sector improvements to identify shared development objectives.
- Utilize TIF incentives for private sector improvements that implement development strategies.
- Streamline and fund the commercial and residential grant programs for applicants.
- Identify potential sites for mixed-use development (i.e., retail, hotel, personal services, etc.) and collaborate with property owners to assist market and developer outreach efforts.
- Identify potential public-private partnership (P3) assistance scenarios for targeted development and parking facilities development.

The Panama City Downtown North CRA Plan Update[10], approved June 8, 2010, includes a Circulation and Connectivity Goal to:

- Establish a safe and efficient circulation and mobility system that provides increased access to all modes of transportation connecting the Downtown North redevelopment area with the balance of the community.

To accomplish the goal, the following capital improvement projects are recommended:

- Harrison Avenue Streetscape
- Jenks Avenue Streetscape
- U.S. Business Highway 98 Streetscape
- Directional signage landscaping, and neighborhood markers for identified gateways
- 15th Street Streetscaping
- U.S. Highway 231 Improvements
- U.S. Business Highway 98 Improvements
- Various Secondary Streetscape Improvements

The Millville Area Community Redevelopment Plan[11] was developed in May 2004. Capital transportation projects recommended for completion over a 20-year timeframe include:

[10] Panama City Downtown North CRA Plan Update (2010, June). Retrieved from https://www.pcgov.org/DocumentCenter/View/818/Downtown-North-Plan.
[11] Millville Area Community Redevelopment Plan (2004, May). Retrieved from https://www.pcgov.org/DocumentCenter/View/72/Millville-Plan.

sidewalks, streetlights, U.S, Business 98 corridor improvements and gateway signage, Sherman Avenue streetscape and lighting improvements, and streetscaping of the 3rd Street East, East Avenue and Everitt Avenue gateways.

P3s will be further discussed in **Section 5.6**.

2.3.2 Panama City Beach Community Redevelopment Agency

Panama City Beach's Community Redevelopment Agency was established in November 2000, with the first redevelopment area being Pier Park. The Front Beach Road CRA was established the next year in June of 2001. The Front Beach Road CRA has a Community Redevelopment Plan, with a focus on improving and correcting transportation, parking, beach access, and safety issues along Front Beach Road and other connecting roads. Funding for the Redevelopment Plan comes from TIF within the Front Beach Road Redevelopment area.[12]

2.3.3 Callaway Community Redevelopment Agency

The Callaway CRA consists of the five members of the City Commission. The redevelopment area consists of the northwestern portion of the city.[13] The redevelopment plan, established in 2007, includes strategies related to infrastructure to improve the area:

- Upgrading the entire pedestrian facilities network (sidewalks) so that they exist throughout the entire CRA and are all in compliance with accessibility requirements
- Widening and beautification of State roadways
- Constructing missing roadway segments to facilitate better movement of traffic through the area

2.3.4 Lynn Haven Community Redevelopment Agency

The Lynn Haven Community Redevelopment Agency was established after the City Commission completed a study in April of 2003 to determine the feasibility of having a CRA. The CRA was developed over the concerns regarding the decline in the Historic Central

[12] City of Panama City Beach. (2019). About CRA. Retrieved from http://www.pcbgov.com/departments-services/community-redevelopment-agency-cra/about-cra
[13] City of Callaway. (2019). Community Redevelopment Agency. Retrieved from https://www.cityofcallaway.com/147/Community-Redevelopment-Agency

Business District and the impacts of strip commercial developments along Ohio Avenue.[14] The CRA lies between 3rd Street to the north, 17th Street to the south, Illinois Avenue to the east, and Kentucky, Tennessee, and Virginia Avenues to the west.

2.3.5 Parker Community Redevelopment Agency

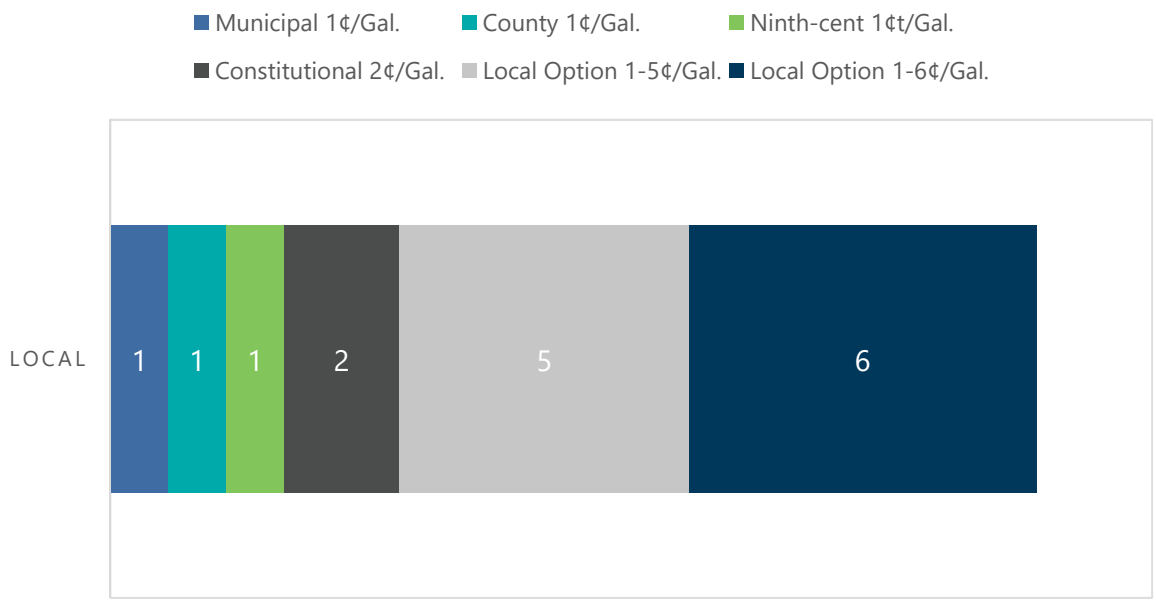
The City of Parker established its CRA on December 19, 2006 after adopting Ordinance 06-311. This ordinance also declared that the City Council would serve as the CRA. The purpose of the Parker CRA is to create an economically sustainable, accessible, and attractive mixed-use area that offers visitors and residents a high-quality destination. This destination should have safe transportation networks, pedestrian connections, and public recreation facilities that promote a positive image. The CRA provides services that include identifying, eliminating, and preventing blight conditions, improving public infrastructure and pedestrian safety, as well as improving roadways.

2.4 Local

Local sources of funding in Florida consist of county taxes and fees, and city/municipal taxes and fees. Fuel tax rates at local levels for FY2019 are summarized in Figure **6**.

[14] City of Lynn Haven. (2019). Discover the CRA. Retrieved from https://www.cityoflynnhaven.com/227/Discover-The-CRA

Figure 6. Fuel Tax Rates at Local Levels (2019)



Source: FDOT, Office of Work Program and Budget. (2019). Florida's Transportation Tax Sources – A Primer. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/comptroller/2019-transportation-tax-source-primer.pdf?sfvrsn=43ccaffd_2

2.4.1 Constitutional Fuel Tax

FDOR collects Constitutional and county gas taxes and transfers the proceeds once a month to the State Board of Administration (SBA) for distribution to counties. The SBA manages, controls, supervises, and distributes the taxes collected. The SBA deducts administrative costs from the collected taxes and calculates a monthly allocation for each county. Once proceeds for every county have been allocated, the revenues are distributed to each county's board of county commissioners to be used for the intended purposes. The tax may be used for the acquisition, construction, or maintenance of roads. As shown on Figure 6, the Constitutional fuel tax occurs on motor fuel and diesel fuel at 2 cents a gallon.

2.4.2 County Fuel Tax

The County Fuel Tax is distributed to counties through the same formula as the Constitutional Fuel Tax and is levied under 206.41, F.S. The County Fuel tax occurs at 1 cent a gallon, as shown in Figure 6, and may be used for any legitimate transportation purpose within the county.

2.4.3 Municipal Fuel Tax

The Municipal Fuel Tax maybe be used for any legitimate transportation purpose located within a municipality, and is levied at 1 cent a gallon, as shown in Figure 6. Revenues from this tax are transferred into the Revenue Sharing Trust Fund for Municipalities, and distributed in accordance with the criteria listed in Chapter 218 of the Florida Statutes. This revenue is combined with other non-transportation revenues.[15]

2.4.4 Local Option Fuel Taxes

Local Option Fuel Taxes, previously called Local Option Gas Taxes (LOGT), were developed by the Florida Legislature in 1983. Up to 11 cents per gallon in total may be levied to help fund transportation projects in an area from Local Option Fuel Taxes. This fuel tax is broken up into two different taxes, the first LOGT and the second LOGT, which was established in 1993. The first LOGT can be levied from 1 cent to 6 cents, and the second LOGT may be levied from 1 cent to 5 cents as shown in Figure 6.

Bay County imposes the first LOGT, as well as the Ninth-cent gas tax, for a total motor fuel tax of 7 cents per gallon. The Ninth-cent gas tax will be further explained in **Section 2.4.5**. If Bay County wanted to implement the second LOGT, the County Commission would have to have an extraordinary vote in its favor, or a county-wide referendum initiated by the commission would be required. The Florida Legislature's Office of Economic and Demographic Research

[15] FDOT, Office of Work Program and Budget. (2019). Florida's Transportation Tax Sources – A Primer. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/comptroller/2019-transportation-tax-source-primer.pdf?sfvrsn=43ccaffd_2

estimates that Bay County has approximately $4,429,714 of unrealized tax revenue in Fiscal Year 2019 alone.[16]

As of Fiscal Year 2018-2019, Bay County distributes 40.22% of its local option fuel taxes to the municipalities within the county, with the rest going to the Bay County Board of County Commissioners (BOCC). This distribution can be seen in **Table 4**.

Table 4. Bay County Local Option Fuel Taxes Revenue Estimates for FY 2019[17]

Bay County Local Government	FY17-18 Distribution Percent	FY18-19 Estimated Distribution
Bay County BOCC	59.783%	$3,690,396
Callaway	3.656%	$225,684
Lynn Haven	4.94%	$304,946
Mexico Beach	1.162%	$71,730
Panama City	21.407%	$1,321,451
Panama City Beach	4.418%	$272,723
Parker	1.407%	$86,854
Springfield	3.227%	$199,202
Countywide Total	100.00%	$6,172,986.00

Source: The Florida Legislature, Office of Economic and Demographic Research. (2018, September). 2018 Local Government Information Handbook. Retrieved from http://edr.state.fl.us/Content/local-government/reports/lgfih18.pdf

2.4.5 Ninth-Cent Gas Tax

The Ninth-cent gas tax was established in 1972 by the Florida Legislature. This tax is limited to one cent per gallon on highway fuels. In 1993, the Florida Legislature allowed for a county government to impose the Ninth-cent gas tax by a majority plus one vote of the county commission, without holding a referendum. Ninth-cent gas tax collected by counties is not required to be shared with municipalities unless mutually agreed upon, and must be used for

[16] The Florida Legislature, Office of Economic and Demographic Research. (2018, September). 2018 Local Government Information Handbook. Retrieved from http://edr.state.fl.us/Content/local-government/reports/lgfih18.pdf
[17] FDOR, Office of Tax Research. (2018, June 28). Local Option Fuel Taxes. Retrieved from http://www.edr.state.fl.us/Content/local-government/data/county-municipal/LOFT18-19.pdf

county or municipality transportation purposes. Bay County currently collects a ninth-cent gas tax on all motor fuels as shown in Figure 6.

2.4.6 Local Option Sales Tax

The Local Option Sales Tax, also referred to as the Local Government Infrastructure Surtax or the Local Discretionary Sales Tax, can be levied by county governing bodies at a rate of 0.5% to 2.5%. It may be implemented through a county-wide referendum. This tax applies to all purchases subject to the regular sales tax up to the first $5,000. This $5,000 cap applies to any item of tangible personal property, and does not apply to rentals of real property, transient rentals, or services.[18]

In November 2016, voters in Bay County passed a half-penny infrastructure surtax. This tax is used for repairs to local roads, improvements to sidewalks and stormwater drainage, bridge repair, intersection improvements, and traffic congestion reduction. The surtax will end in 2026 unless reapproved by voters. Since the implementation of the half-penny infrastructure surtax, Bay County has collected over $12.7 million in funds and generated about $14 million in matching funds.[19]

The FDOR's Office of Tax Research determined a revenue estimate for local option sales tax for Fiscal Year 2019. The revenue estimate distribution of the Local Government Half-Cent Sales Tax in Bay County can be seen in **Table 5**.

[18] FDOR. (2019). Discretionary Sales Surtax. Retrieved from https://floridarevenue.com/taxes/taxesfees/Pages/discretionary.aspx

[19] Bay County. (2019). Half-Cent Surtax. Retrieved from https://www.baycountyfl.gov/538/Half-Cent-Surtax

Table 5. Bay County Local Government Half-Cent Sales Tax Revenue Estimates for FY 2019

Bay County Local Government	Total Distribution
Bay County BOCC	$13,636,859
Callaway	$ 1,492,027
Lynn Haven	$ 1,979,636
Mexico Beach	$ 113,962
Panama City	$ 3,498,210
Panama City Beach	$ 1,207,976
Parker	$ 418,966
Springfield	$ 907,143
Countywide Total	$23,254,780

Source: The Florida Legislature, Office of Economic and Demographic Research. (2018, September). 2018 Local Government Information Handbook. Retrieved from http://edr.state.fl.us/Content/local-government/reports/lgfih18.pdf

The revenue estimate reported in **Table 6** is what the distribution could be if Bay County began implementing a 1% tax rate.

Table 6. Bay County 1% Local Option Sales Tax Revenue Estimates for FY 2019

Bay County Local Government	Distribution %	Estimated Distribution
Bay County BOCC	58.641103%	$25,376,301
Callaway	6.416003%	$ 2,776,456
Lynn Haven	8.512813%	$ 3,683,827
Mexico Beach	0.490058%	$ 212,067
Panama City	15.042972%	$ 6,509,683
Panama City Beach	5.194528%	$ 2,247,876
Parker	1.801634%	$ 779,638
Springfield	3.900890%	$ 1,688,068
Total	100.00%	$43,273,916

Source: The Florida Legislature, Office of Economic and Demographic Research. (2018, September). 2018 Local Government Information Handbook. Retrieved from http://edr.state.fl.us/Content/local-government/reports/lgfih18.pdf

2.4.7 City and Municipal Taxes and Fees

2.4.7.1 Transportation Impact Fees

Impact fees are fees that are imposed by local governments on new or proposed development projects that pay for all or part of the costs of providing public services and new infrastructure to the development. Impact fees assist in shifting the costs of financing public facilities from the taxpayers to those who benefit from the new infrastructure being implemented.[20] Bay County collects impact fees on residential and non-residential developments, but the fees collected are not for transportation.

[20] American Planning Association. (1998, October). APA Policy Guide on Impact Fees. Retrieved from https://www.planning.org/policy/guides/adopted/impactfees.htm

3. Projected Revenue (2020-2045)

3.1 Summary of Federal and State Revenues

The Florida Department of Transportation (FDOT) District 3 Planning office provided estimates of state and federal transportation funding for the TPO for years 2020-2045. The forecast categorizes FDOT's major programs into capacity and non-capacity programs. It should be noted that this is not the total amount of funds that are spent on the transportation system. The vast majority of transportation funds are spent on operations and maintenance of the existing system. These are programs such as roadway surfacing and safety. Once all of the maintenance obligations are satisfied, the remaining funds are available for capacity projects.

Forecasted revenues for capacity programs are used to expand existing transportation systems that support economic competiveness and improve quality of life. FDOT capacity improvement programs are described below and further in **Appendix B**.

3.2 Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit).

SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors). Eligible activities under this program include construction, improvement, and associated right-of-way for roads that are classified as part of the SIS. Examples of roadways that are part of the SIS include:

- State Road 30
- State Road 75
- State Road 390

Other Arterial Construction/ROW – Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. It also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).

Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.

Transit – Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.

Seaport Development - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.

Transportation Management Area Funds (TMA) – Areas with a population over 200,000 qualify for TMA funds. These are areas that must comply with section transportation planning requirements. Bay County TPO is not designated as a TMA.

Descriptions of the capacity programs are further explained in Table 3 of the *2045 Revenue Forecast for Bay County TPO (**Appendix B)*.

3.3 Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. In a typical Work Program cycle the non-capacity dollars make up approximately 50-60% of the Work Program's budget. Non-capacity programs are explained further in Table 10 of the *2045 Revenue Forecast* (**Appendix B**).

Some of the characteristic activities include the following:

- Safety Programs
- Resurfacing Programs
- Bridge Programs
- Product Support
- Operations & Maintenance Program
- Administration and Other.

Safety Programs - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.

Resurfacing Programs - Resurfacing of pavements on the State Highway System and local roads as provided by state law.

Bridge Programs - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).

Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).

Operations & Maintenance Program - Activities to support and maintain transportation infrastructure once it is constructed and in place.

Administration and Other - 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). The "Other" category consists primarily of debt service.

4. Funding Summaries

Listed in the table below are the projections provided by FDOT for the Bay County TPO to use in development of the 2045 Bay County Long Range Transportation Plan.

Table 7. State and Federal Funds from 2045 Revenue Forecast - Florida

State and Federal Funds from 2045 Revenue Forecast (*Millions of Dollars*)
Florida Department of Transportation

Capacity Programs	Time Periods (Fiscal Years)					
	2020	**2021-2025**	**2026-2030**	**2031-2035**	**2036-2045**	**26-Year Total**
SIS Highways Construction & ROW	$2,199	$12,940	$12,490	$13,933	$28,971	$70,534
Non-SIS	$1,460	$9,540	$11,971	$13,113	$27.453	$63,565
Transit	$417	$2,306	$2,881	$3,154	$6,580	$15,339
TMA / SU Funds	N / A	N / A	N / A	N / A	N / A	N / A
Total Capacity Programs*	**$4,075**	**$24,786**	**$27,342**	**$30,200**	**$63,004**	**$149,438**

SIS projects from July 2019 SIS Adopted 5-Year Plan, Second 5-Year Plan, and 2029-2045 Long Range Cost Feasible Plan (Programmed Year-of-Expenditure Costs for projects in SIS First Five-Year Plan, and SIS Second Five-Year Plan. Present Day Costs for projects in Long Range Plan). Other costs listed in November 19, 2018 FDOT Revenue Forecast for Bay County TPO and Operations and Maintenance Costs are listed by programs, not costs in this report.

5. Financing Options for Transportation

5.1 Tolls

Per Florida Statute 338.151, tolls can be established on new limited access facilities, as well as on lanes added to existing limited access facilities, new major bridges over waterways, and replacements for existing major bridges over waterways to pay, fully or partially, for the cost of these projects on the SHS. The department may not establish tolls on lanes of limited access facilities that exist on July 1, 2012, unless tolls were in effect for the lanes before that date, with exceptions for high-occupancy vehicle lanes, express lanes, the turnpike system, and as otherwise authorized by law.[21] Bay County does not currently have tolled roadways.

5.2 Bonds

The State of Florida Division of Bond Finance was created by the Florida Legislature in 1969. The purpose of the Division is to issue bonds on behalf of local governments and agencies in the State of Florida.[22]

Currently, the Florida Division of Bond Finance issues three types of bonds: general obligation bonds, revenue bonds, and appropriation-based bonds.

The Florida statutes define general obligation bonds as "any bonds which are secured by, or provide for their payment by, the pledge, in addition to those special taxes levied for their discharge and such other sources as may be provided for their payment or pledged as security under the ordinance or resolution authorizing their issuance, of the full faith and credit and taxing power of the county or municipality issuing such bonds and for the payment of which recourse may be had against the general fund of such county or municipality."[23]

[21] The Florida Statutes. (2019). Limited Access and Toll Facilities. Retrieved from http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0338/0338.html
[22] Division of Bond Finance. (2020). About the Division of Bond Finance. Retrieved from https://www.sbafla.com/bondfinance/Home/About-the-Division-of-Bond-Finance
[23] The Florida Statutes. (2019). County Organization and Intergovernmental Relations. Retrieved from http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0100-0199/0132/Sections/0132.34.html

Revenue bonds are secured solely by a pledge revenue stream. An example of this would be specific tax revenues such as documentary stamp taxes, or specific non-tax revenues such as highway tolls. Appropriation-based bonds are secured by the commitment of the State of Florida to pay the debt service on the bonds through annual appropriation by the Florida Legislature.[24]

5.2.1 General Revenue Bonds

Revenue bonds are secured solely by a pledge revenue stream. An example of this would be specific tax revenues such as documentary stamp taxes, or specific non-tax revenues such as highway tolls. Appropriation-based bonds are secured by the commitment of the State of Florida to pay the debt service on the bonds through annual appropriation by the Florida Legislature.[25]

5.2.2 Grant Anticipation Revenue Vehicle Bonds

Grant Anticipation Revenue Vehicle (GARVEE) bonds are bonds that are sold by states and backed by and repaid with specific Federal-aid funds.[26] They are generally tax-exempt. These bonds have both advantages and disadvantages, such as the advantage of acceleration of construction, low interest for new money bonds and refinancing, and the leveraging of Federal funds. However, disadvantages include the cost of interest and the loss of future flexibility. GARVEE bonds are used to finance transportation projects that are eligible to receive federal-aid highway funds.

Florida recently gained the ability to use GARVEE bonds through legislation and FDOT has plans to issue $1.29 billion in GARVEE bonds in FY 2026-27.

[24] Division of Bond Finance. (2020). Bond Program Overview. Retrieved from https://www.sbafla.com/bondfinance/Bond-Programs
[25] Division of Bond Finance. (2020). Bond Program Overview. Retrieved from https://www.sbafla.com/bondfinance/Bond-Programs
[26] FHWA, Innovative Program Delivery. (n.d.) Grant Anticipation Revenue Vehicle (GARVEE) Bonds. https://www.fhwa.dot.gov/ipd/pdfs/finance/Grant_Anticipation_Revenue_Vehicle_Bonds_0515.pdf

5.2.3 Florida Transportation Revenue Bond Programs

The Florida Transportation Revenue Bond Programs are revenue bonds issues by the Florida Division of Bond Finance on behalf of the Department of the Financing Corporation.[27] Currently, there are seven distinct bond programs with the Florida Transportation Revenue Bond Programs. These bond programs provide financing for toll roads, seaports, and other methods of transportation.

5.3 Strategic Intermodal System Funding Strategy

The Strategic Intermodal System (SIS) Funding Strategy is a document produced by the FDOT Systems Implementation Office. The SIS Funding Strategy are three related documents that together identify potential capacity improvement projects that are in various stages of development. The documents include a First Five-Year Plan, a Second Five-Year Plan, and a Long Range Cost Feasible Plan. The plans change fiscal years as time passes. Currently, the First Five-Year Plan contains information for multimodal capacity improvement projects from FY2019/2020 to FY 2023/2024. The Second Five-Year Plan contains multimodal capacity improvements for FY2024/2025 to FY2028/2029. Finally, the Long Range Cost Feasible Plan encompasses projects on the SIS that are financially feasible during the last 15 years of the State's Long Range Plan, so the current Cost Feasible Plan has projects from FY2029 to FY2045. Projects on each list can be moved into different plans or removed as funding becomes available or if revenues fall short of projections.



5.4 Tax Incremental Financing (TIF)

Tax increment financing (TIF) is a public financing method that is used as a subsidy for redevelopment, infrastructure, and other community-improvement projects including CRAs discussed in **Section 2.3.** TIF is a method to promote private sector activity in a specific area and leverage public funds. The dollar value of all real property in the Community Redevelopment Area is determined as of a fixed date, also known as the "frozen value." Taxing authorities, which contribute to the tax increment, continue to receive property tax revenues

[27] Florida Transportation Bonds. (n.d.). About. Retrieved from https://www.fltransportationbonds.com/florida-transportation-bond-programs-fl/about/i381

based on the frozen value. These frozen value revenues are available for general government purposes. However, any tax revenues from increases in real property value, referred to as "increment," are deposited into the Community Redevelopment Agency Trust Fund and dedicated to the redevelopment area.[28]

Property tax revenue collected by school boards and any other special districts are not affected under the TIF process and do not contribute to it.

5.5 Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) was adopted in 2005 by the Florida Legislature as an initiative to improve growth management planning, and the provision of transportation infrastructure, such as regionally significant transportation facilities in "regional transportation areas."[29] Funding for TRIP comes from the State of Florida, the STTF, documentary stamp taxes, and motor vehicle licensing fees.[30] These funds are to provide incentives for local governments, as well as the private sector, to aid in paying for critically needed projects that benefit regional travel and commerce.

To be eligible for funding, projects must:

- Serve national, statewide, or regional functions and act as part of an integrated transportation system
- Be identified in capital improvement elements of the appropriate local government comprehensive plan compliant with Florida Statutes Part II, Chapter 163
- Be included in an MPO LRTP, the STIP, TIP as well as be consistent with local government comprehensive plans
- Be consistent with the Strategic Intermodal System (SIS)
- Be compliant with local corridor management policies

[28] Florida Development Association. (2019). CRA Basics. Retrieved from https://redevelopment.net/cra-resources/q-a-for-cras/
[29] FDOT. (2019). Transportation Regional Incentive Program. Retrieved from https://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm
[30] https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/revenueforecast/revenue-forecasting-guidebook.pdf?sfvrsn=b40e9ddc_0

- Have commitment of additional funding from either local, regional or private matching funds

In addition to project eligibility, eligible partners must create "regional transportation areas" pursuant to an inter-local agreement, and develop a regional transportation plan that identifies and prioritizes regionally significant facilities. Partner eligibility includes MPOs comprised of three or more counties, two or more continuous MPOs, one or more MPO and one or more contiguous counties that are not members of an MPO, a multi-county regional transportation authority created by or pursuant to law, and two or more contiguous counties that are not members of a MPO.

In order to receive TRIP funding, MPOs should work with their FDOT District offices in developing and documenting information to receive and use these funds. The Bay County TPO resides in FDOT's District 3.

5.6 Public-Private Partnerships

Public-Private Partnerships (P3s) involve the private sector in the construction and/or operation of a facility in a manner that allows the government agency to effectively meet its objectives. P3s often take the form of a joint development, whereby a transit agency (or a local government entity) and one or more private businesses (e.g., real estate developers) agree to jointly develop an area within which a major transit investment will occur. Joint development projects involve sharing construction costs and/or revenues (from land, air rights, and concession leases, etc.). Like other real estate-based funding options, joint development arrangements are very sensitive to market conditions.

The Florida Statutes state that no more than 15% of total federal and state funding in any given year for the STTF shall be obligated collectively for projects that are considered P3s.[31]

[31] Florida Statutes. (2019). 334.30 Public-private transportation facilities. Retrieved from http://www.flsenate.gov/Laws/Statutes/2018/334.30

5.7 Federal Grants

Federal grants for state and local governments, and MPOs/TPOs to apply for come from a variety of sources. The FTA has a variety of formula and competitive grants available[32]. As federal transportation standards change in the future, the grants that go along with them may also change. However, a comprehensive list of competitive grants available at the current time are listed in the subsections. Many federal grants are posted and available online via grants.gov.

5.7.1 Access and Mobility Partnership Grants

FTA Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers.[33] As of 2018, the two funding programs under the Access and Mobility Partnership Grants are the Innovative Coordinated Access and Mobility (ICAM) Grant and the Human Services Coordination Research (HSCR) Grant. These programs are competitive and provide funding to support innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services. There is no minimum or maximum grant award amount for either program.

5.7.1.1 Innovative Coordinated Access and Mobility

Eligible applicants are organizations that are also eligible to be recipients and sub-recipients of the Enhanced Mobility for Seniors and Individuals with Disabilities Program, including:

- Designated recipients
- States and local governmental authorities
- Private nonprofit organizations
- Operators of public transportation

The competitive grant program finances innovative capital projects for the transportation disadvantaged that improve the coordination of non-emergency medical transportation services. The maximum federal share of project costs is 80%. The applicant provides a local

[32] FTA. (2019). Grant Programs. Retrieved from https://www.transit.dot.gov/grants
[33] FTA. (2019). Access and Mobility Partnership Grants. Retrieved from https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants

share of at least 20% of the net project cost and must document the source of the local match in the grant application.

5.7.1.2 Human Services Coordination Research

Eligible applicants include:

- State and local governmental entities
- Providers of public transportation
- Private or nonprofit organizations

Eligible sub-recipients include public agencies, private nonprofit organizations, and private providers engaged in public transportation. The Human Service Coordination Research (HSCR) funding finances operating and capital project expenditures that develop and deploy projects that improve transportation services for targeted populations through methods that effectively and efficiently coordinate human services transportation. The maximum federal share of capital project costs is 80%, and for operating project costs is 50%. The applicant must document the source of the local match in the grant application.

5.7.2 Better Utilizing Investments to Leverage Development Transportation Grants Program

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program is meant to fund investments in transportation infrastructure including transit.[34] BUILD grants replace the Transportation Investment Generating Economic Recovery (TIGER) grant program. This grant program is competitive, and the FTA acts as the administering agency for BUILD projects. These projects must directly impact public transportation.

Between 2009 and 2017, the TIGER grant program provided $5.1 billion to 421 projects in all 50 states, as well as the District of Columbia, Puerto Rico, Guam, the Virgin Islands, and native communities.

[34] FTA. (2019). Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER). Retrieved from https://www.transit.dot.gov/funding/grants/better-utilizing-investments-leverage-development-build-transportation-grants-program

To apply for BUILD grants the U.S. Department of Transportation (DOT) will formally announce a Notice of Funding Opportunity (NOFO). The NOFO provides instructions for how government agencies may apply for funding, as well as the criteria needed to be eligible to apply. In FY 2019, over $900 million in BUILD grant funding was awarded throughout the country.

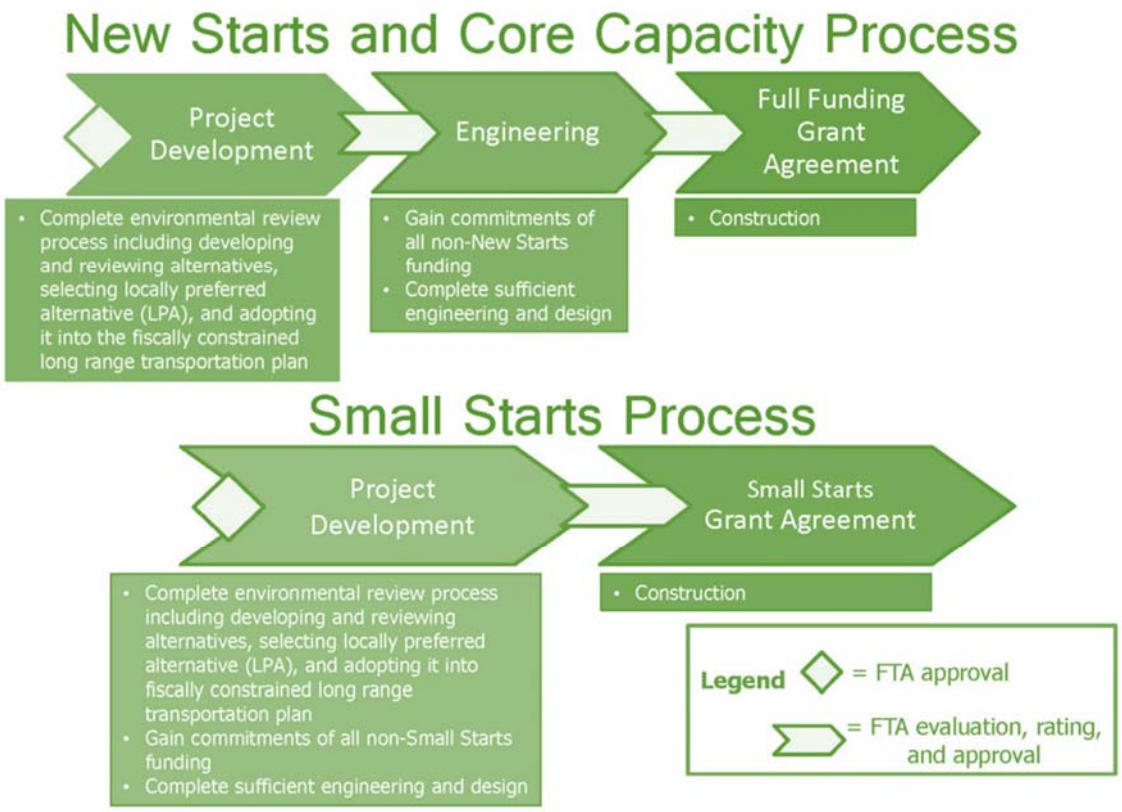
5.7.3 Capital Investment Grants Program

The Capital Investment Grants Program is an FTA discretionary grant program that funds transit capital investments, such as heavy rail, commuter rail, light rail, streetcars, and bus rapid transit systems.[35]

The Capital Investment Grants Program is broken up into three subsections, New Starts, Small Starts, and Core Capacity Improvements. The law requires completion of two phases in advance of receipt of a construction grant agreement for New Starts and the Core Capacity projects. These phases are Project Development and Engineering. Small Starts projects must have completion of one phase, Project Development, in advance of receipt of a grant agreement. These processes are further described in **Figure 7**.

[35] FTA. (2019). Capital Investment Grants Program. Retrieved from https://www.transit.dot.gov/CIG

Figure 7. Capital Investment Grants Program Requirements



Source: FTA. (2019). Capital Investment Grants Program. Retrieved from https://www.transit.dot.gov/CIG

5.7.4 Community Development Block Grant

The Community Development Block Grant (CDBG) program provides grants to communities to addresses a range of community development needs. The CDBG program is one of the longest running programs through the United States Department of Housing and Urban Development (HUD). The CDBG has a variety of sub-programs within it, such as the CDBG Entitlement Program, the CDBG State Program, and the Neighborhood Stabilization Program.[36]

[36] HUD. (2019, December 17). Community Development Block Grant Program – CDBG. Retrieved from https://www.hud.gov/program_offices/comm_planning/communitydevelopment/programs

5.7.4.1 CDBG Entitlement Program

The CDBG Entitlement Program is a formula-based grant program that is provided annually to entitled cities and counties. These grants are meant to assist in developing viable urban communities by providing housing and suitable living environments, and expanding economic opportunities.

CDBG funds may be used for the acquisition of real property; relocation and demolition of buildings; rehabilitation of residential and non-residential structures; the construction of public facilities and improvements, such as water and sewer facilities, streets, and neighborhood centers; public services; energy conservation and renewable energy sources; and assistance to profit-motivated businesses to carry out economic development and job creation.

In order to apply for a CDBG Entitlement grant, the applicant must be one of the following: a principal city of a Metropolitan Statistical Area (MSA), another metropolitan city with a population of at least 50,000, or a qualified urban county with a population of at least 200,000 (excluding populations of entitled cities).

5.7.4.2 State CDBG Program

The State CDBG Program allows states to award grants to local governments to develop affordable housing, provide services to the most vulnerable communities, and create and retain jobs.

State CDBG funds may be used for the same activities that the CDBG Entitlement funds may be used for. This includes the acquisition of real property; relocation and demolition of buildings; rehabilitation of residential and non-residential structures; the construction of public facilities and improvements, such as water and sewer facilities, streets, and neighborhood centers; public services; energy conservation and renewable energy sources; and assistance to profit-motivated businesses to carry out economic development and job creation.

Florida provides State CDBG Program funding through the Florida Small Cities CDBG Program, further explained in **Section 5.8.8.**

5.7.5 Community Facilities Direct Loan and Grant Program

The Community Facilities Direct Loan and Grant Program is a program offered by the U.S. Department of Agriculture's (USDA) Rural Development program. The purpose of the program is to provide funding to assist in the development of essential community facilities in rural areas. An essential community facility is one that provides an essential service to the local community, and is not a private, commercial, or business facility.[37]

Eligible borrowers and applicants include public bodies, community-based nonprofit corporations and federally-recognized tribes. Cities, villages, townships, and towns (including federally-recognized tribal lands) with no more than 20,000 residents according to U.S. Census Data are eligible for this program.

Funds from the Community Facilities program may be used to purchase, construct, and improve essential community facilities, equipment, or related project expenses. This includes public facilities such as town halls, courthouses, airport hangars, and street improvements. To apply for grants, the applicant must be eligible for grant assistance, provided on a graduate scale with smaller communities with the lowest median household income being eligible for projects with a higher proportion of grant funds.

5.7.6 Commuter Rail Positive Train Control Grants

Commuter Rail Positive Train Control Grants are authorized by the FAST Act, and offer funding to states, local governments and transit agencies that operate commuter rail systems to install positive train control (PTC) systems required under U.S.C 20157 (Implementation of positive train control systems).

Eligible recipients are the recipients of federal grants under 49 U.S.C. Chapter 53, state and local governments, and transit agencies operating commuter rail systems. Eligible activities include the capital costs of installing PTC systems and activities such as back-office systems, wayside, communications, and onboard hardware equipment, software, equipment installation, and spectrum acquisition. The federal share of eligible capital costs is 80% of the net capital project costs, unless the grant recipient requests a percentage lower than that.

[37] USDA Rural Development Program. (2019). Community Facilities Direct Loan & Grant Program. Retrieved from https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program

5.7.7 Defense Community Infrastructure Program

As part of the National Defense Authorization Act, the bill authorizes the Defense Community Infrastructure Program.[38] This program allows the Secretary of Defense to make grants, conclude cooperative agreements and supplement funds available under federal projects administered by agencies other than the DOD to assist states and units of local government to address deficiencies in community infrastructure projects or facilities which are located outside of military installations but which support these same installations, and are owned by the same State of unit of local government. The Secretary must determine that the assistance will enhance military value, resiliency, or military family quality of life at this installation.

5.7.8 Economic Development Administration Disaster Supplemental Funds

The United States Economic Development Administration (EDA) Disaster Supplemental Funds are a cooperative agreement grant meant to assist communities and regions implement long-term economic recovery strategies through projects to address economic challenges in areas where a declaration of major disaster was issued.[39] The current Disaster Supplemental Funding is for FY2019, and the major disaster must have been issued within the 2019 calendar year. Major disasters include hurricanes, typhoons, wildfires, volcanic eruptions, earthquakes, and other natural disasters.

Those eligible to apply for these disaster supplemental funds include city or township governments, state or special district governments, private, public and state controlled institutions of higher education, nonprofits, and federally recognized Tribal governments.

While these funds are economically focused, they may be used for transportation infrastructure as part of the economic recovery strategies from major disasters as described above. As a recipient of the FY2018 Disaster Supplemental Funds, the Panama City Port Authority was able to use the funds for port projects.[40] The Panama City Port Authority received $10 million in

[38] Congress Subcommittee on Readiness. (2019). H.R. 5515 – FY19 National Defense Authorization Bill. Retrieved from https://docs.house.gov/meetings/AS/AS03/20180426/108195/BILLS-115HR5515ih-RDY.pdf, page 70
[39] Grants.gov. (2019, August 13). FY 2019 EDA Disaster Supplemental. Retrieved from https://www.grants.gov/web/grants/view-opportunity.html?oppId=319126
[40] EDA. (2020). Latest EDA Grants. Retrieved from https://eda.gov/grants/

funding for the creation of a biomass storage facility. This will provide 20,000 tons of biomass storage, which is vital to the port since the current facility is approaching capacity.

5.7.9 Grants for Buses and Bus Facilities Program

Grants for Buses and Bus Facilities Program makes federal resources available to states and other direct recipients to replace, rehabilitate, and purchase buses and related equipment and technology to construct bus-related facilities.[41] These facilities can include changes and innovations to technology or include low- or no-emission vehicles or facilities. Funding is provided through competitive grants as well as through formula allocations.

A sub-program, the Low- or No-Emission Vehicle Program, also provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Qualified recipients of grants for Bus and Bus Facilities Program include those that operate fixed route bus service or those that allocate funding to fixed route bus operators, state or local government entities, and federally recognized Indian tribes that operate fixed route bus services. Sub-recipients include those that receive grant funding under the formula or discretionary programs may allocate amounts from the grant to sub-recipients that are public agencies or private nonprofit organizations engaged in public transportation.

5.7.10 Human Trafficking Awareness and Public Safety Initiative

The FTA Human Trafficking Awareness and Public Safety Initiative is a program that supports the Department of Transportation's (DOT) Transportation Leaders Against Human Trafficking initiative. This support comes through transit-focused industry engagement, education, public awareness and outreach, and research and technical assistance to combat human trafficking in transit. This program also supports the FTA's operator assault and crime prevention efforts. The operator assault and crime prevention efforts strive to maximize the transit industry's collective impact to address human trafficking as well as other public safety concerns.

[41] FTA. (2019). Grants for Buses and Bus Facilities Program. Retrieved from https://www.transit.dot.gov/bus-program

There are two grant opportunities as part of the Human Trafficking Awareness and Public Safety Initiative, Crime Prevention and Public Safety Awareness and Innovations in Transit Public Safety.

5.7.10.1 Crime Prevention and Public Safety Awareness

Projects that fall under Crime Prevention and Public Safety Awareness must have the goal of developing and distributing technical assistance materials supporting public safety awareness campaigns in transit systems, including crime prevention, human trafficking, and operator assault. Project proposals will be evaluated based on the following set of criteria:

- Ability to meet the goal of the Crime Prevention and Public Safety Awareness project
- Qualifications of key personnel, experience, and knowledge
- Communication, technical assistance, and outreach strategy
- Research and demonstration capacity
- Management approach

5.7.10.2 Innovations in Transit Public Safety

Projects under Innovations in Transit Public Safety have the goal of developing innovative projects that assist transit agencies with identifying and adapting specific measures to address public safety in transit systems, such as crime prevention, human trafficking, and operator assault. Applications for the Innovations in Transit Public Safety program must include a statement of purpose which details the needs being addressed, the short- and long-term goals of the project, including the opportunities for future innovation, development, and benefits to riders of public transportation, how the project will improve personal safety in public transit stations and vehicles, and the short- and long-term funding requirements to complete the project and any future objectives of the project. The proposal will be evaluated using the following set of criteria:

- Demonstration of need
- Demonstration of benefits
- Coordination, planning, and partnerships
- Local financial commitment

- Project readiness
- Technical, legal, and financial capacity

5.7.11 Integrated Mobility Innovation

The Integrated Mobility Innovation (IMI) Program funds projects that show innovative and effective practices, partnerships and technologies to enhance public transportation and its effectiveness, increase efficiency, expand quality, promote safety, and improve experiences for travelers.[42] There are three interest areas in IMI: Mobility on Demand, Strategic Transit Automation Research, and Mobility Payment Integration. These area interests are meant to explore new business approaches and technology solutions that support mobility, enable communities to adopt innovative mobility solutions that enhance transportation efficiency and effectiveness, and facilitate the widespread deployment of proven mobility solutions that expand personal mobility.

5.7.12 Low- and No-Emission Component Assessment Program

The Low- and No-Emission Component Assessment Program (LoNo-CAP) directly support the FTA's mission of ongoing low- and no-emission (LoNo) programs by providing an unbiased assessment of LoNo components used in transit buses, publishing the assessments online, and summarizing them in an annual report to be given to Congress. These component assessments document maintainability, reliability, performance, structural integrity, efficiency, and the noise levels of the components tested.

Institutions of higher education are the only eligible recipients of the LoNo-CAP. They must have the capacity to carry out transportation-related advanced component testing and evaluation, with laboratories capable of testing and evaluation, as well as a direct access to or a partnership with a testing facility that is capable of replicating real-world circumstances to be able to test low or no emission components. The inclusion of this grant is due to potential cooperation with higher education in the Bay TPO area, such as Florida State University.

[42] FTA. (2019). Integrated Mobility Innovation. Retrieved from https://www.transit.dot.gov/IMI

While applications for LoNo-CAP closed on November 28, 2016, there are potential opportunities for future appropriations for funding after FY2020, and/or when the FAST Act is reauthorized.

5.7.13 Low- or No-Emission Vehicle Program

Mentioned previously in the Grants for Buses and Bus Facilities Program section, the Low- and No- Emission Vehicle Program – Section 5339(c) provides funding to state and local governments for the purchase or lease of low- and zero-emission transit buses as well as acquisition, construction, and leasing of required supporting transit facilities.[43] Under the FAST Act, $55 million dollars is available until FY2020. Allocations of funding are on a competitive basis. Proposals are submitted to FTA in response to a Notice of Funding Opportunity (NOFO) advertised in the Federal Register.

Applicants eligible to apply include direct recipients of FTA grants under the Section 5307 Urbanized Area formula program, states, and Indian Tribes. Project eligible include purchasing or leasing low- or no-emission buses, acquiring low- or no-emission buses with a leased power source, constructing or leasing facilities and related equipment for low- or no-emission buses (including intelligent technology and software), constructing new public transportation facilities to accommodate low- or no-emission buses, and rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses.

5.7.14 Mobility on Demand Sandbox Demonstration Program

The Mobility on Demand (MOD) Initiative was developed to create a transportation system that is multimodal, integrated, automated, accessible, and connected. Personalized mobility is a key feature of this transportation system. With MOD, there is a use of real-time data, on-demand information, and predictive analysis to give transportation choices to travelers that best service their needs and circumstances at the time. Technologies that utilize and leverage MOD allow for a traveler-centric approach to provide better mobility options for all users.

[43] FTA. (2019). Low or No Emission Vehicle Program – 5339(c). Retrieved from https://www.transit.dot.gov/funding/grants/lowno

The MOD Sandbox Demonstration Program provides a venue through which integrated MOD initiative concepts and solutions are demonstrated in real-world settings with the support of local partnerships.[44] FTA seeks to fund project teams to innovate, explore partnerships, develop new business models, integrate transit and MOD solutions, and investigate new technical capabilities. These technical capabilities include incentives for traveler choices, integrated payment systems, and decision support. The MOD Sandbox also provides FTA the opportunity to measure project impacts, and assess how existing policies and regulations upheld by the FTA may help or hinder new service transportation models through the evaluation of project efforts.

Overall, the objectives of the MOD Sandbox Demonstration Program are to:

- Enhance transit industry preparedness for MOD
- Assist the transit industry to develop the ability to integrate MOD practices with existing transit service
- Validate the technical and institutional feasibility of innovative MOD business models, and document MOD best practices that may emerge from the demonstrations
- Measure the impacts of MOD on travelers and transportation systems
- Examine relevant public sector and federal requirements, regulations and policies that may support or impede transit sector adoption of MOD.

Projects and activities eligible for MOD Sandbox Demonstration Program are those that lead to the demonstration of innovative MOD and transit integration concepts, and operating the demonstration. Innovative MOD can include planning and developing business models, obtaining equipment and service, and acquiring and/or developing software and hardware to implement the project.

Eligible recipients are those who provide public transportation, such as public transit agencies, state and local government DOTs, and federally recognized Indian tribes. Project partners who are eligible include, but are not limited to:

[44] FTA. (2019, November 8). Mobility on Demand (MOD) Sandbox Program. Retrieved from https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program

- Private for-profit and not-for-profit organizations, including shared use mobility providers, and technology system suppliers
- Operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling authorities
- State or local government entities
- Other organizations that may contribute to the success of the project team including consultants, research consortia or not-for-profit industry organizations, and institutions of higher education.

The federal share limit of project costs under this program is 80%.

5.7.15 Passenger Ferry Grant Program

The Passenger Ferry Grant Program – Section 5307 provides funding for projects that support enhancement and revitalization of passenger ferry systems in urbanized areas.[45]

Activities and projects for eligibility must support an existing ferry service or establish a new ferry service, and repair and modernize ferry boats, terminals, and related facilities and equipment. Funds are also awarded based on factors such as the age and condition of existing ferry boats, their terminals and related infrastructure, the benefit to riders such as an increase in reliability of services, project readiness, and connectivity to other modes of transportation.

Funding is available to direct recipients of Section 5307 funds, designated recipients, states and federally recognized Indian Tribes that operate a public ferry system.

5.7.16 Pilot Program for Expedited Project Delivery

The Pilot Program for Expedited Project Delivery – 3005(b) allows for FTA to select up to eight capital transit projects for expedited grant awards.[46] The projects selected must be supported

[45] FTA. (2019). Passenger Ferry Grant Program – Section 5307. Retrieved from https://www.transit.dot.gov/passenger-ferry-grants
[46] FTA. (2018). Pilot Program for Expedited Project Delivery – 3005(b). Retrieved from https://www.transit.dot.gov/funding/grants/pilot-program-expedited-project-delivery-3005b

through a P3, and be operated and maintained by employees of an existing public transportation provider. The federal share must not exceed 25% of the project capital cost.

5.7.17 Pilot Program for Transit-Oriented Development Planning

The Pilot Program for Transit-Oriented Development (TOD) Planning supports the mission of FTA of improving public transportation by providing funding to local communities in order to integrate land use and transportation planning with new fixed guideway or core capacity transit capital investment.[47] The planning funded through the program must be comprehensive, and examine ways to improve economic development and ridership, facilitate multimodal connectivity and accessibility, improve transit access for pedestrians and bicyclists, engage the private sector, identify infrastructure needs, and enable the development of mixed-use land near transit stations.

5.7.18 Public Transportation Innovation

Public Transportation Innovation – Section 5312 was created to provide funding to develop innovative products and services that assist transit agencies in meeting the needs of their customers in new and better ways.[48]

Universities and higher education institutions, public transportation systems, state DOTs, non- and for-profit entities, are among some of the few eligible to be a recipient of this funding. This grant is competitive. Projects include research, development, demonstration, and deployment projects, as well as projects that evaluate technology of national significance to public transportation.

5.7.19 Public Transportation on Indian Reservations Program

Public Transportation Indian Reservations Program, also called the Tribal Transit Program, provides funding for capital, operating, planning, and administrative expenses for public transit

[47] FTA. (2019). Pilot Program for Transit-Oriented Development Planning – Section 20005(b). Retrieved from https://www.transit.dot.gov/TODPilot
[48] FTA. (2019). Public Transportation Innovation – 5312. Retrieved from https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312

projects.[49] These activities and projects can include capital projects, operating costs of equipment and facilities used in public transportation, or the acquisition of public transportation services. Federally recognized tribes are allowed to apply. Tribes that are not federally recognized can apply to the state as a sub-recipient for funding.

5.7.20 Safety Research and Demonstration Program

As part of a larger safety research effort by the USDOT, the Safety Research and Demonstration Program provides technical and financial support for transit agencies.[50] This support allows for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The program focuses on demonstration of technologies and safer designs, with goals of:

- Advancing development of materials, technologies and safer designs to reduce collisions and fatalities, as well as mitigate the severity of transit-related injuries.
- Increasing the knowledge about the interface between machinery and people -- both transit workers and passengers -- and reduce the potential for safety-related incidents.
- Improving the safety culture at transit agencies, including stakeholder coordination and outreach.
- Supporting development of transit safety standards, protocols and best practices.

5.7.21 Transit Cooperative Research Program

The Transit Cooperative Research Program (TCRP) – Section 5313 is an applied, contract research program.[51] This research program develops near-term, practical solutions to problems facing transit agencies. In order to promote operating effectiveness and efficiency in the public transportation industry, the TCRP conducts research designed to solve operational problems, adopt useful technologies from related industries, and introduce innovation that provides

[49] FTA. (2019). Public Transportation on Indian Reservations Program; Tribal Transit Program. Retrieved from https://www.transit.dot.gov/tribal-transit
[50] FTA. (2017). Safety Research and Demonstration Program. Retrieved from https://www.transit.dot.gov/research-innovation/safety-research-and-demonstration-program
[51] FTA. (2019). Transit Cooperative Research Program - 5312(i). Retrieved from https://www.transit.dot.gov/funding/grants/transit-cooperative-research-program-5312i

better customer service. This program is industry-drive and serves as a means by which the transit industry can develop innovative short-term solutions to meet its demands.

5.7.22 Zero Emission Research Opportunity

The objective for Zero Emission Research Opportunity (ZERO) is to work with the public transportation industry to solve challenges, increase efficiency, and reduce the costs and risk of deploying zero-emission vehicles in transit service according to the FTA.[52]

Applications must consist of a consortium with a nonprofit organization leading it. Entities that may be included in the consortium include federal departments, agencies, and laboratories; state and local governments; providers of public transportation; private and other nonprofit organizations; institutions of higher education as well as technical and community colleges.



5.8 State Grants

Grants available for county and local governments offered through the State of Florida are described within this section.

5.8.1 Beaches Management Funding Assistance Program

The Beaches Management Funding Assistance Program is hosted by the Florida Department of Environmental Protection (FDEP) to provide and manage grants to local governments for planning and implementation of beach and inlet management projects.[53] These projects should protect upland structures and infrastructure, to provide critical habitat for threatened and endangered species, to provide opportunities for recreation, and to support tourism efforts in the local economy.

[52] FTA. (2017). Zero Emission Research Opportunity (ZERO). Retrieved from https://www.transit.dot.gov/zero-emission-research-opportunity-zero
[53] FDEP. (2020). Beaches Funding Program. Retrieved from https://floridadep.gov/water/beaches-funding-program

For projects to be considered eligible for funding, they can include:

- Beach restoration and nourishment activities
- Project design and engineering studies
- Environmental studies and monitoring
- Inlet management planning
- Inlet sand transfer
- Dune restoration
- Beach and inlet protection activities
- Other beach erosion prevention related activities consistent with an adopted Strategic Beach Management Plan.

Projects must also be accessible for public use and within an area listed as critically eroded. Applications should be submitted through Fire Transfer Protocol in the FDEP website. Once the application has been submitted, email notification should be sent to Beaches_Funding@dep.state.fl.us.

5.8.2 Economic Development Transportation Fund

The Economic Development Transportation Fund (EDTF), or "Road Fund", is a program funded by the Florida Legislature as an inducement for the location, expansion, and/or retention of qualified business and industrial projects to the state of Florida. Transportation projects such as additional access to roads, road widening, grade crossings, or traffic signalizations, can be funded by the state of Florida up to $2,000,000. These transportation projects must be deemed necessary for the location, expansion, and/or retention of a qualified business or industry.

To apply for funding from EDTF, the unit of government responsible for the maintenance and owns the transportation improvement must apply to Enterprise Florida. Companies and businesses that apply must estimate and disclose the capital investment it intends to make in the facility, the number of permanent full-time jobs to be created or retained at the facility, and the average hourly wage for new or retained permanent full-time jobs in order for an application to be considered. Enterprise Florida then determines if an applicant meets the program requirements. Eligible projects are presented to the Office of Tourism, Trade and Economic Development in the State of Florida for funding consideration.

5.8.3 Florida CTD Innovation and Service Development Grant

The Florida Commission for the Transportation Disadvantaged (CTD), an independent commission housed administratively through FDOT, is responsible for the coordination of transportation services for older adults, persons with disabilities, persons of low income, and children at risk in the State of Florida.[54]

The Florida CTD issues the Innovation and Service Development Grant, provided from the Transportation Disadvantaged Trust Fund. This is a competitive grant meant to fund projects for the purposes of providing cost-effective, door-to-door, on-demand, and scheduled transportation services.[55] These services are meant to meet at least one of three objectives:

- Increase a transportation disadvantaged person's access to and departure from job training, employment, health care, and/or other life-sustaining services,
- Enhance regional connectivity and cross-country mobility, or
- Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination

Applications are to be submitted to the CTD by mail. Email applications are not accepted by the CTD. Eligible applicants must be a community transportation coordinator (CTC) who has an executed Memorandum of Agreement and a Transportation Disadvantaged Service Plan, or be a transportation network company (TNC) that uses a digital network to connect a rider to a TNC driver who provides prearranged rides.

The Innovation and Service Development Grant is meant to fund a portion of passenger trips provided to eligible non-sponsored transportation disadvantaged individuals. Grantees must provide service before seeking payment for transportation.

Walton County, Florida, was the recipient of the last FYs Florida CTD Innovation and Service Development Grant for more than $1.5 million.[56] The grant funding will be used for a new

[54] FDOT. (2019). Agency Resources: Office Listing. Retrieved from https://www.fdot.gov/agencyresources/offices.shtm
[55] CTD. (2019, June 6). Fiscal Year 2019-20 Program Manual and Application for the Innovation and Service Development Grant. Retrieved from https://ctd.fdot.gov/docs/GrantDocs/FY2019-20InnovationSvcDevProgramManualAppForms20190606.pdf
[56] Cobb N. (2019, July 2019). Free public transportation coming to Walton. Retrieved from https://www.nwfdailynews.com/news/20190722/free-public-transportation-coming-to-walton

public transportation system project. The transportation system will have three shuttles, meant to carry 28 passengers each from north Walton to South Walton, with two stops in Freeport and terminals at county and city buildings. Fares will be free for the first three years of opening, as the grant will cover the project's first three years. However, the county must assume responsibility for the public transportation system after the first three years. Walton County's public transportation system is an example of an acceptable project for the grant that meets one of the objectives, as this transportation system will connect those in the northern part of the county to jobs and recreation available in the southern part of the county where there is a need for new employees.

5.8.4 FDEP Clean Vessel Act Grant

The FDEP Clean Vessel Act (CVA) Grant program was created to fund up to 75% of eligible pump-out project costs statewide.[57] These projects can relate to site preparation, the purchase of equipment, installation, operations, maintenance, sewage hauling, and educational outreach.

While not directly related to transportation infrastructure, the CVA Grant program is related to boating and environmental protections, which may be applicable to communities with large boating and marina facilities.

Anyone applying for a CVA grant must have facilities that provide public access to pump-out equipment, regardless if the facility is private or not. CVA Grant applications must be submitted through the DEP Grantee Portal, along with any supporting documents.

5.8.5 FDOT State Safety Office Sub-grants

The Florida Department of Transportation State Safety Office provides sub-grants to be awarded to safety partners that undertake priority area programs and activities to improve traffic safety.[58] This includes reducing crashes, serious injuries, and fatalities. These sub-grants

[57] FDEP. (2019, August 1). Apply for a CVA Grant. Retrieved from https://floridadep.gov/rcp/cva/content/apply-cva-grant
[58] FDOT. (2018, December 28). State Safety Office, Subgrants. Retrieved from https://www.fdot.gov/safety/3-Grants/Grants-Home.shtm#selection

are awarded to aid in the development and implementation of programs that are in priority areas for traffic safety. Funding for the sub-grants come from the National Highway Traffic Safety Administration (NHTSA) to states annually based on a formula of population and road miles.

Government agencies, subdivisions of the state of Florida, local governments, law enforcement agencies, places of higher education, school districts, and non-profits are all eligible to apply for a sub-grant.

5.8.6 Florida Defense Infrastructure Grant Program

The Florida Defense Infrastructure Grant Program (DIG) supports local infrastructure projects that are deemed to have a positive impact on the value of military installations within the State of Florida. Infrastructure projects include encroachment, transportation and access, utilities, communications, housing, environment, and security. Funding for this grant comes from the General Revenue Funds from the Florida Legislature's General Appropriations Act. The Florida Department of Economic Opportunity (DEO) accepts the applications put forth for this grant.[59]

Eligible applications must meet the criteria set forth in the Florida Statutes, including:

- Must be an economic development applicant serving in the official capacity of governing board of a county, municipality, special district, or state agency that will have the authority to maintain the project upon completion, and which represent a community or county in which a military installation is located.
- Represent a local government with a military installation or military installations that could be adversely affected by federal actions.
- Agree to match at least 30% of any grant awarded. The matching funds must be received from the identified sources and types indicated in the Project Budget. The term for the matching funds must be concurrent with the Agreement period. Matching funds may consist of "cash contributions" or "in-kind contributions".

[59] DEO. (2019). Florida Defense Infrastructure Grant Program. Retrieved from http://www.floridajobs.org/business-growth-and-partnerships/military-community-programs/florida-defense-infrastructure-grant-program

- Prepare a coordinated program of work or plan of action delineating how the eligible project will be administrated and accomplished, which must include a plan for ensuring close cooperation between civilian and military authorities in the conduct of the funded activities and a plan for public involvement. If part of an existing strategic plan, a copy of the plan must be included with the grant application.
- Provide documentation describing the potential for changes to the mission of a military installation located in the Applicant's community and the potential impacts such changes will have on the Applicant's community.

5.8.7 Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) is a fund established by Congress in 1964 to ensure the public has access and opportunity to use outdoor recreation resources for current and future generations. The LWCF provides money to governments on all levels in order to purchase land, water, and wetlands for resident benefit. LWCF receives funding from non-taxpayer dollars from the Outer Continental Shelf lease revenues. Federal matching grants are administered by the National Park Service in the U.S. Department of the Interior (DOI).

While funding is used to conserve natural, cultural, and outdoor recreation areas for the public permanently, such as improving parks and other recreational areas through rehabilitations and upgrades, the funding can be used to develop and expand existing and future trail systems that link communities together and provide additional recreational opportunities.

In FY2019, Florida was expected to receive $7,869,846 from the LWCF. Florida administers the program on behalf of the National Parks Service through the Florida DEP to provide grants to local governments. These governments must have a legal responsibility to provide outdoor recreational sites and facilities for the public. In order to apply, applicants must submit a LWCF grant application to the DEP. Only one application may be submitted during each submittal period. Applications may only include one project unless it is for the acquisition or development of sandy beach access.

5.8.8 Florida Small Cities CDBG Program

Florida receives 18 to 26 million dollars annually from HUD for the State CDBG program, which the Florida Department of Economic Opportunity (DEO) calls the Small Cities Community Development Block Grant Program.[60] To be eligible to receive funding, a city must be identified by HUD to apply for Small Cities CDBG funding. Additionally, cities with less than 50,000 residents that have not accepted special entitlement status and have not opted to join an entitlement program, counties with less than 200,000 residents, and cities with more than 50,000 residents that have opted out of the urban entitlement program are eligible to apply. Projects must meet one of the following National Objectives in order to be eligible for funding:

- Provide a benefit to low- and moderate-income persons
- Elimination of Slum and Blight
- Address an Urgent Need

Applications must meet one of four categories: Housing Rehabilitation, Neighborhood Revitalization, Commercial Revitalization, or Economic Development. Economic Development grant applications may be submitted at any time throughout the year, while the other three categories may only be submitted during an annual application cycle. A NOFO is published 30 days prior to the opening of the application cycle on the DEO website. Two copies of the application must be submitted, one to the CDBG Office of the DEO either in person or through the mail, and one electronically.

5.8.9 County Incentive Grant Program

The County Incentive Grant Program (CIGP) was created to provide grants to counties in the state of Florida to improve transportation facilities, including transit, that is located on the State Highway System (SHS), or which relieves traffic congestion on the SHS. Funds are distributed by FDOT, and the following criteria for projects applying for CIGP will be evaluated for consideration:

- The extent of how much the project will encourage, enhance, or create economic benefits

[60] DEO. (2019). Florida Small Cities Community Development Block Grant Program. Retrieved from http://www.floridajobs.org/community-planning-and-development/assistance-for-governments-and-organizations/florida-small-cities-community-development-block-grant-program

- The likelihood that the assistance will enable the project to proceed at an earlier date
- The extent to which the assistance would foster innovate P3s and attract private debt or equity investment
- The extent to which the project uses new technology and would enhance the efficiency of the project, such as intelligent transportation systems
- The extent of how much the project helps maintain or protect the environment
- The extent of how the project includes transportation benefits for improving intermodalism and safety

Municipalities may apply to the County they are located for CIGP funding.

5.8.10 Small County Outreach Program

The Small County Outreach Program (SCOP) is available to small county governments by FDOT in order to assist in repairing or rehabilitating country bridges, paving unpaved roads, addressing drainage improvements that are road-related, resurfacing and reconstructing country roads, or constructing capacity safety improvements. Small County is defined by the Florida Statues as any county that has a population of 200,000 or less as determined by the most recent estimate.[61] FDOT funds 75% of eligible county road projects. For projects to be eligible they must meet prioritization factors including:

- The physical condition of the road as measured by FDOT
- Whether a road is used as an evacuation route
- Whether a road has high levels of agricultural travel
- Whether a road is considered a major arterial route
- Whether a road is considered a feeder road
- Impacts on the public road system
- Impacts to the state or local economy

[61] Florida Statutes. (2019). 339.2818 Small County Outreach Program. Retrieved from http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0339/Sections/0339.2818.html

Additionally, the project must reside on the county road system, and the county's pavement management plans demonstrate its efforts to maintain satisfactory road conditions.[62]

5.9 Financing

5.9.1 Florida Competitive Capital Access Program

The Competitive Capital Access Program is a program that assists municipal and local governments with long-term financing. This program is held by the Florida Municipal Loan Council (FMLC). Part of the program is a competitive request for proposals for soliciting banks that are interested in providing financing for new projects or loan/bond refinancing.[63]



5.9.2 Florida State Infrastructure Bank

The Florida State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program. It consists of two different accounts.[64] One account is federally funded, capitalized by federal money matched with state money as required by law. The second account is a state-funded account, which is capitalized by state money and bond proceeds. The SIB can provide loans and other forms of financial assistance to both public and private entities carrying out or proposing projects eligible for assistance under state and federal law. The public or private entity must fill out a SIB application in order to be considered for a loan.

[62] FDOT (2019, November 21). Work Program Instructions FY20/21 -24/25. Retrieved from https://fdotewp1.dot.state.fl.us/fmsupportapps/Documents/development/WorkProgramInstructions.pdf
[63] Florida League of Cities. (2019). Competitive Capital Access Program. Retrieved from https://www.floridaleagueofcities.com/services/loans-(fmlc)/competitive-capital-access-program
[64] FDOT. (2019). State Infrastructure Bank. Retrieved from https://www.fdot.gov/comptroller/pfo/sibintro.shtm



6. Conclusion

This report identified existing and potential funding sources for consideration in developing the Bay County TPO 2045 Long Range Transportation Plan. Federal, State, and Local revenue sources were identified. The revenue estimates provided in **Section 4** will be used in narrowing down the Needs Plan to a Cost Feasible Plan. The financing options listed in **Section 0** are identified for local government considerations as potential funding sources for future transportation infrastructure improvements.



Appendix A: Resolution

RESOLUTION BAY 20-05

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 BAY COUNTY LONG RANGE TRANSPORTATION PLAN EVALUATION CRITERIA AND FINANCIAL RESOURCES

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the governor of Florida as being responsible for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County Metropolitan Planning Area; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) Long Range Transportation Plan 2045 update is being developed pursuant to Part 23 Section 134(i), Code of Federal Regulations and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Bay County Transportation Planning Organization (TPO) approved the Long-Range Transportation Plan 2045 Update Scope of Services on July 24, 2019; and

WHEREAS, two tasks in the Long-Range Transportation Plan 2045 Update Scope of Services are Evaluation Criteria and Financial Resources; and

WHEREAS, the Evaluation Criteria and Financial Resources were reviewed by a Steering Committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the Transportation Industry, and

WHEREAS, the Steering Committee considered and incorporated updated federal and state guidance, Department of Transportation and local government revenue forecasts, and potential alternative revenue sources;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The Bay County TPO approves the Evaluation Criteria and Financial Resources for its 2045 Long Range Transportation Plan Update.

Passed and duly adopted by the Bay County TPO on this 27th day of May 2020.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson
Pamn Henderson, Chairperson

ATTEST: _____

Appendix B: FDOT Revenue Forecast

2045 REVENUE FORECAST
BAY COUNTY TPO

WITH STATEWIDE, DISTRICTWIDE
AND COUNTY-SPECIFIC PROJECTIONS
2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that "flow through" the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO[1]) Long Range Transportation Plans (LRTPs) and related documents.

Background

In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida's 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act[2]) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department's work program for FYs 2018 through 2022, (2) the impact of the department's objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose

This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its 2045 LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not "flow through" the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida's Transportation Tax Sources: A Primer,* and the *Local Government Financial Information Handbook.*[3]

[1] In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA, and MTPO.

[2] Fixing America's Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

[3] FDOT's tax source primer is available at http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at http://edr.state.fl.us/Content/local-government/reports/lgfih17.pdf.

This forecast features county level estimates for major FDOT capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO's boundary doesn't match county boundaries, the FDOT District will determine appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with our office. However, final responsibility rests with the appropriate District.

There is a long-term goal to focus planning on metropolitan areas which do not correspond to county or city boundaries. In some cases, analyses and plans are based on census designated urbanized areas (UZAs). But for most sources of funding, it is more practical to define geographic areas by county boundaries.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is under preparation by the FDOT Systems Implementation Office.[4] Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely, CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This Forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2045 Revenue Forecast for these programs, referred to as "non-capacity programs" here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

2045 Revenue Forecast (State and Federal Funds)

The 2045 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
3. County level estimates for the Other Roads and Transit programs were developed, along with County, District or Statewide estimates for other funding categories that are of particular interest to the 27 Florida MPOs.

Forecast of State and Federal Revenues

The 2045 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimates revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program.

The forecast does not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference (REC) in September 2017 for state fiscal years (FYs) 2019 through 2028. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for FYs 2018 through 2027. In this forecast, Surplus Toll Revenue is only projected for Miami-

[4] Formerly known as the Systems Planning Office.

Dade County, but that category may apply to more counties in future Revenue Forecasts. Assumptions about revenue growth are shown in Table 1:

Table 1
Revenue Sources and Assumptions

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)	2019-2028	Florida REC Estimates; these average in the range from 2.5% to 3.0% per year
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045
Federal Distributions (Total Obligating Authority)	2018-2027	FDOT Federal Aid Forecast
	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045

* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, *an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.*

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The *2045 Revenue Forecast Guidebook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

Table 2
Forecast of Revenues
2045 Revenue Forecast (Millions of Dollars)
(Percentages reflect percentage of total period funding produced by that source. For example, Federal funding is projected to provide 24% of all funding for the period of 2021 through 2025)

Major Revenue Sources	Time Periods (Fiscal Years) 2020[1]	2021-2025[1]	2026-2030	2031-2035	2036-2045	26-Year Total[2] 2020-2045
Federal	2,353 28%	10,884 24%	11,878 23%	12,108 21%	24,217 20%	61,440 22%
State	5,270 62%	27,366 61%	34,128 65%	38,264 66%	80,719 66%	185,748 65%
Turnpike	814 10%	6,572 15%	6,688 13%	7,861 14%	16,518 14%	38,453 13%
Total[2]	**8,437**	**44,823**	**52,694**	**58,233**	**121,454**	**285,641**

[1] Based on the FDOT Adopted Work Program for 2018 through 2022.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the July 1, 2017 Adopted Work Program for 2018 through 2022. The forecast of funding levels for FDOT programs for 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the Adopted Work Program and planned funding for fiscal years 2023-2026. This Revenue Forecast provides information for Capacity and Non-Capacity state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" moved forward by the Metropolitan Planning Organization Advisory Council Policy and Technical Committee on July 13, 2017.

The Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is delivered well in advance of the 5-year LRTP adoption schedule, roughly 18 months in advance of the first required adoption. This forecast is considered satisfactory for the remainder of the 5-year cycle; in other words, it is useful for MPOs whose adoptions come at the end of the cycle, about 3½ years after the first MPOs. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. $285 billion is forecast for the entire state transportation program from 2020 through 2045; about $149 billion (52%) is forecast for capacity programs.

Metropolitan Forecast for Capacity Programs

Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These 2 categories only apply to federally designated TMAs; 15 of the State's 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current statutory formula.[5] For planning purposes, transit program funds were divided between Districts and counties according to population.

[5] The statutory formula is 50% population and 50% motor fuel tax collections.

TABLE 3
Major Capacity Programs Included in the 2045 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) SIS Advance Corridor Acquisition
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
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.	Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service
Intermodal Access - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
Seaport Development - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
SUN Trail – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	Other State Highway Construction Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction SIS Highway ROW

Table 4
Statewide Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total[2]
	2020[1]	2021-25[1]	2026-30	2031-35	2036-45	2020-2045
SIS Highways Construction & ROW	2,199	12,940	12,490	13,933	28,971	70,534
Other Roads Construction & ROW	892	6,538	8,006	8,650	18,103	42,188
Aviation	211	1,143	1,433	1,596	3,354	7,738
Transit	417	2,306	2,881	3,154	6,580	15,339
Rail	178	850	1,255	1,425	2,985	6,692
Intermodal Access	40	262	345	379	791	1,816
Seaports	114	622	837	938	1,970	4,481
SUN Trail	25	125	125	125	250	650
Total Capacity Programs	**4,075**	**24,786**	**27,372**	**30,200**	**63,004**	**149,438**
Statewide Total Forecast	**8,437**	**44,823**	**52,694**	**58,233**	**121,454**	**285,641**

[1] Based on the FDOT Tentative Work Program for FYs 2018 through 2022.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

Table 5
County Level Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)
Estimates for the Bay County Transportation Planning Organization

	Time Periods (Fiscal Years)					26-Year Total
Capacity Programs*	**2020**	**2021-25**	**2026-30**	**2031-35**	**2036-45**	**2020-2045**
Other Roads Construction & ROW	8.13	59.65	72.46	78.17	162.66	381.07
Transit	3.21	17.86	22.52	24.67	51.39	119.65
Total - Main Programs	11.35	77.51	94.98	102.84	214.05	500.72

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.
# Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).
^ Transit estimates do not include projected funding for the Florida New Starts program.

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.

Table 6
Transportation Management Area (TMA) Funds Estimates
(Known as SU Funds in FDOT Work Program)
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Bay County Metropolitan Area (Defined as Bay County)	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
TMA/SU Funds	N/A	N/A	N/A	N/A	N/A	N/A

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as "funded" in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as "illustrative" projects.[6] If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for (1) Transportation Management Areas (TALU funds); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown further below in Table 9.

Table 7
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)					26-Year Total[2]
	2020[1]	2021-25	2026-30	2031-35	2036-2045	2020-2045
District 1	3.1	21.9	32.7	36.4	74.6	**168.8**
District 2	2.5	17.6	26.3	29.2	59.9	**135.5**
District 3	1.6	11.6	17.3	19.2	39.3	**89.0**
District 4	4.1	28.9	43.1	47.9	98.2	**222.3**
District 5	4.7	32.8	49.0	54.4	111.7	**252.6**
District 6	2.8	19.7	29.4	32.7	67.0	**151.6**
District 7	3.3	23.2	34.6	38.4	78.8	**178.2**
Statewide Total Forecast	**22.2**	**155.8**	**232.3**	**258.2**	**529.5**	**1,197.9**

[1] Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.
[2] Columns and rows sometimes do not equal the totals due to rounding.

[6] Other projects for which funding is uncertain may also be included as illustrative projects.

Table 8
Transit - Florida New Starts Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

Statewide Program	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Statewide Total Forecast	41.8	226.3	259.2	282.4	593.4	1,403.1

Table 9
Transportation Alternatives Funds Estimates
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Bay County Metropolitan Area (Defined as Bay County)	Time Periods (Fiscal Years)					26 Year Total [1]
	2020 [1]	2021-25	2026-30	2031-35	2036-45	2020-2045
TALU (Urban); Funds for TMA	N/A	N/A	N/A	N/A	N/A	N/A
TALL (<200,000 population); Entire FDOT District	0.61	3.04	3.04	3.04	6.08	15.81
TALT (Any Area); Entire FDOT District	1.84	9.21	9.21	9.21	18.42	47.89

[1] Rows sometimes do not equal the totals due to rounding.

Other projects for which funding is uncertain may also be included in LRTPs as "illustrative" projects.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 10 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:

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

The Department has reserved funds in the 2045 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each

TABLE 10
Major Non-Capacity Programs Included in the 2045 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
Safety - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
Bridge - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
Administration and Other - 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). The "Other" category consists primarily of debt service.	Administration Fixed Capital Outlay Office Information Systems Debt Service

District and metropolitan area. Table 11 identifies the statewide estimates for non-capacity programs. About $136 billion (48% of total revenues) is forecast for non-capacity programs.

Table 11
Statewide Non-Capacity Expenditure Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Categories	Time Periods (Fiscal Years)					26-Year Total[1]
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Safety	141	820	826	825	1,659	**4,271**
Resurfacing	633	4,354	4,150	4,241	8,756	**22,135**
Bridge	1,035	1,051	2,403	2,946	6,122	**13,556**
Product Support	1,302	6,576	6,709	7,096	14,614	**36,299**
Operations and Maintenance	1,384	7,442	8,596	9,162	18,939	**45,523**
Administration and Other	429	2,770	2,891	2,819	5,559	**14,468**
Statewide Total Forecast	**4,923**	**23,013**	**25,576**	**27,089**	**55,650**	**136,251**

[1] Columns and rows sometimes do not equal the totals due to rounding.

Table 12 contains District-wide estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

Table 12
State Highway System Existing Facilities Estimates by District
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total[1]
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
District 1	457	1,922	2,267	2,446	5,060	**12,151**
District 2	606	2,551	3,009	3,247	6,716	**16,129**
District 3	495	2,084	2,458	2,652	5,487	**13,176**
District 4	410	1,728	2,038	2,199	4,549	**10,924**
District 5	561	2,362	2,785	3,006	6,217	**14,931**
District 6	203	854	1,007	1,087	2,248	**5,399**
District 7	319	1,345	1,586	1,712	3,541	**8,503**
Statewide Total Forecast	**3,051**	**12,847**	**15,150**	**16,348**	**33,817**	**81,214**

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.
[1] Columns and rows sometimes do not equal the totals due to rounding.

Advisory Concerning Florida's Turnpike Enterprise

Within the framework of FDOT, Florida's Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike's traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant's official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by the FDOT Office of Policy Planning (OPP) for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (LRTPs).

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.



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