EMERALD COAST REGIONAL COUNCIL

Financial Resources Technical Report

Bay County Transportation Planning Organization

2050 Long Range Transportation Plan

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

FINANCIAL RESOURCES TECHNICAL REPORT

FOR THE

2050 LONG-RANGE TRANSPORTATION PLAN UPDATE

Florida Department of Transportation (FDOT) District Three

Prepared by: Emerald Coast Regional Council (ECRC) Staff to the Bay County TPO and Kimley-Horn

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1.0 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 2050 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 2050. 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, Callaway, Lynn Haven, Mexico Beach, Parker, and Springfield. The map of the Bay County TPO Metropolitan Planning Area (MPA) can be seen in **Figure 1**.

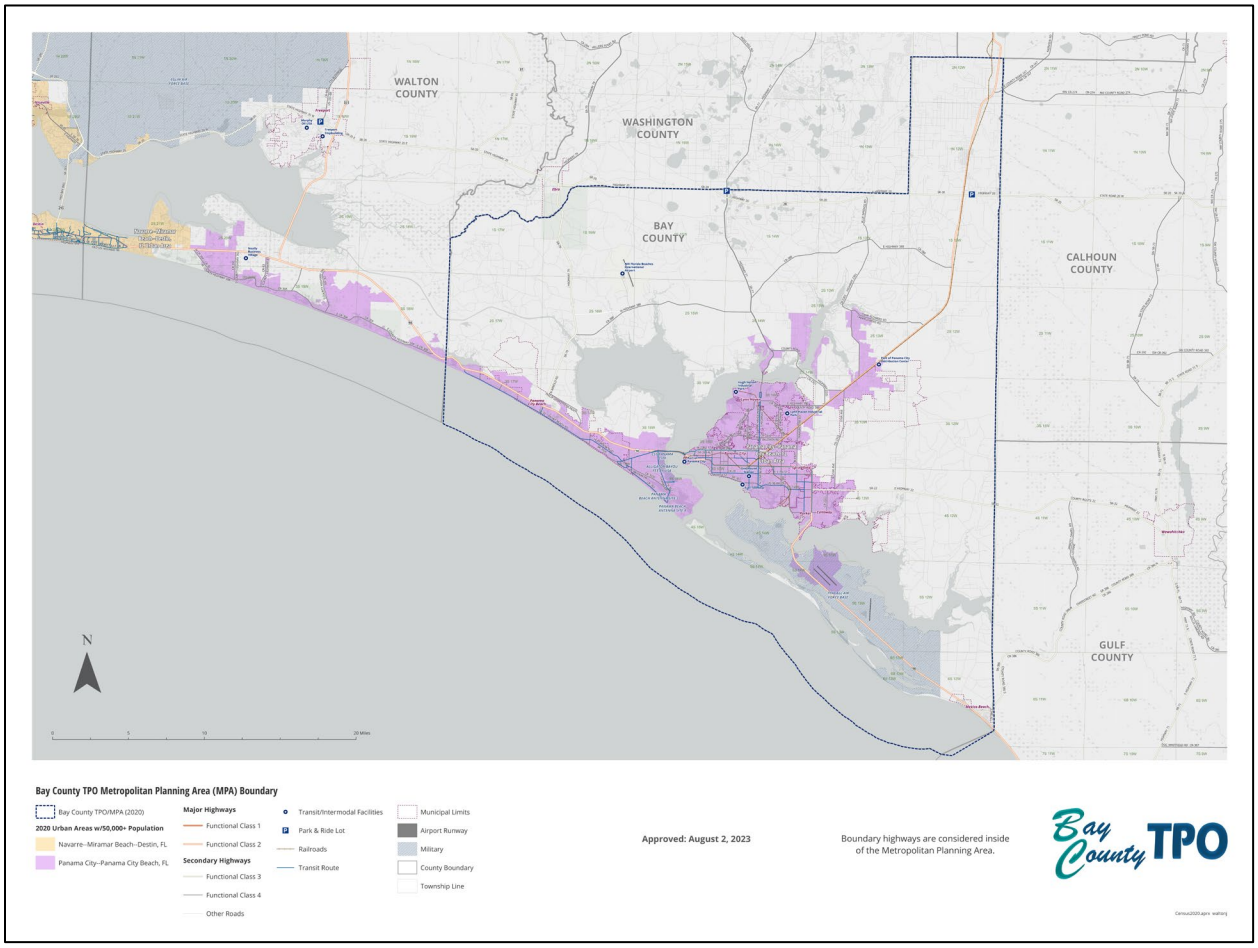


Figure 1: Bay County Transportation Planning Area

2.0 EXISTING REVENUE SOURCES

This section provides an overview of revenue sources that are currently available. **Table 1** shows revenue sources and assumptions through 2050.

Section 206.46, F.S., authorizes the creation of the State Transportation Trust Fund (STTF), which is used by FDOT to account for the administration of the maintenance and development of the state highway system and other transportation related projects. STTF primary revenue sources are state taxes and fees include fuel taxes and motor vehicle license related fees. Florida also receives federal funds. **Appendix B** provides a summary of 2025 fuel tax rates and uses obtained from the FDOT *Florida's Transportation Tax Sources – A Primer (2025)* as prepared by the FDOT Office of Work Program and Budget.

Table 1: Revenue Sources and Assumptions

Revenue Sources	Assumptions
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes, and documentary stamp taxes)	Florida Revenue Estimating Conference (REC) projections forecast a decline in tax receipts starting in 2044/2045 so the growth rate reflects negative growth in 2045/46-2049/50. In the case of fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency
Federal Distributions (Total Obligating Authority)	FDOT uses a zero percent growth rate for federal funds past the timeframe of current federal legislation. This conservative approach is a long standing FDOT practice. The zero percent growth rate is applied for all federal funds starting in 2027/28.

Source: FDOT, Office of Policy Planning. 2050 Revenue Forecast Handbook.

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. The Federal aid in this forecast incorporates current federal IIJA legislation (discussed further in **Section 2.1.1**) for federal fiscal years 2021/22 – 2025/26. Federal funds are obligated to states according to formulas determined by Congress. All programs in IIJA, existing and new, were considered in FDOT's revenue forecast. Urban and non-urban programs are distributed by population according to federal law.

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[1]

User Tax	Tax Rate (Cents per Gallon)	Distribution of Tax (Cents per Gallon)			
		Highway Trust Fund			General Fund
		Highway Account	Mass Transit Account	Leaking Underground Storage Tank Trust Fund	
Gasoline & Gasohol Fuels	18.4	15.44	2.86	0.1	-
Diesel & 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	-	-
Other Alternative Fuels	18.4	15.44	2.86	0.1	-

[1] *FHWA, Office of Highway Policy Information. (2024, October). Highway Statistics 2023. Retrieved from https://www.fhwa.dot.gov/policyinformation/statistics/2023/fe21b.cfm*

2.1.1 Bipartisan Infrastructure Law

The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15th, 2021 (Public Law 117-58). The IIJA allocated funding to each state through reauthorization of existing programs as well as the creation of new programs for all modes of transportation. Florida is estimated to receive $13.5 billion in formula funds over the five-year authorization period (FY2022-2026) which is an increase of 35 percent over the previous FAST Act. In addition to funding historical programs like the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA), IIJA created new programs such as the Carbon Reduction Program that is also reflected in the revenue forecast. BIL funding programs are summarized in **Figure 3.** New funding programs are listed below.

Table 3: IIJA/BL New Funding Programs

Topic	Program Name	Funding Type
Safety	Safe Streets and Roads for All (SS4A)	Discretionary
	Wildlife Crossings	Discretionary
Bridge	Bridge Formula Program	Formula
	Bridge Investment Program	Discretionary
Significant Infrastructure Programs and Freight	National Project Assistance Program (Mega)	Discretionary
	Local and Regional Project Assistance Program (BUILD)	Discretionary
	Infrastructure for Rebuilding America (INFRA)*	Discretionary
	Reduction of Truck Emissions at Port Facilities Program	Discretionary
Planning and Project Delivery	Prioritization Process Pilot Program	Discretionary
	Transportation Access Pilot Program	Discretionary

** Program already existed. BIL added eligibility for multi-state corridor organizations*

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 (DCIP).

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. Since 1993, the federal gas tax has been set to 18.4 cents per gallon, with diesel fuel being taxed 6 cents higher at 24.4 cents per gallon. Revenue from federal fuel taxes is 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. Funds from the Federal Highway Trust Fund are distributed to states through formula grants and discretionary allocations by FHWA. **Figure 2** represents 2025 federal fuel tax rates.

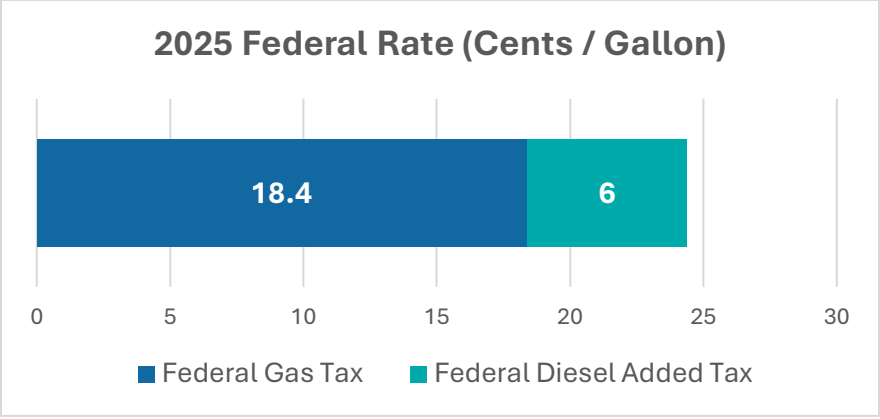


Figure 2: 2025 Federal Fuel Tax Rates[2]

[2] *FDOT, Office of Work Program and Budget (2025). Florida's Transportation Tax Sources – A Primer. Retrieved from https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/pra/Primer.pdf*

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 formula grants. **Table 4** and **Figure 3** show the allocation of FTA funding in fiscal year (FY) 2025 for the State of Florida.

Table 4: Florida's FTA Formula Program Allocations for FY2025[3]

Section	Funding
5303: Metropolitan Transportation Planning Program	$12,530,781
5304: Statewide Transportation Planning Program	$2,602,456
5307 + 5340: Urbanized Area Formula Program	$457,897,329
5310: Enhanced Mobility for Seniors and Individuals with Disabilities	$36,940,406
5311 + 5340: Formula Grants for Rural Area	$23,697,571
5311(b)(3): Rural Transit Assistance Program (RTAP)	$389,687
5337: State of Good Repair	$80,940,586
5339(a): Bus and Bus Facilities Formula	$35,147,243
5329: State Safety Oversight	$1,550,711
FTA Total	**$651,696,770**

[3] *FTA. (June 5, 2025). Funding by State. Retrieved from https://www.transit.dot.gov/funding/grants/ fta-allocations-formula-and-discretionary-programs-state-fy-1998-2025*

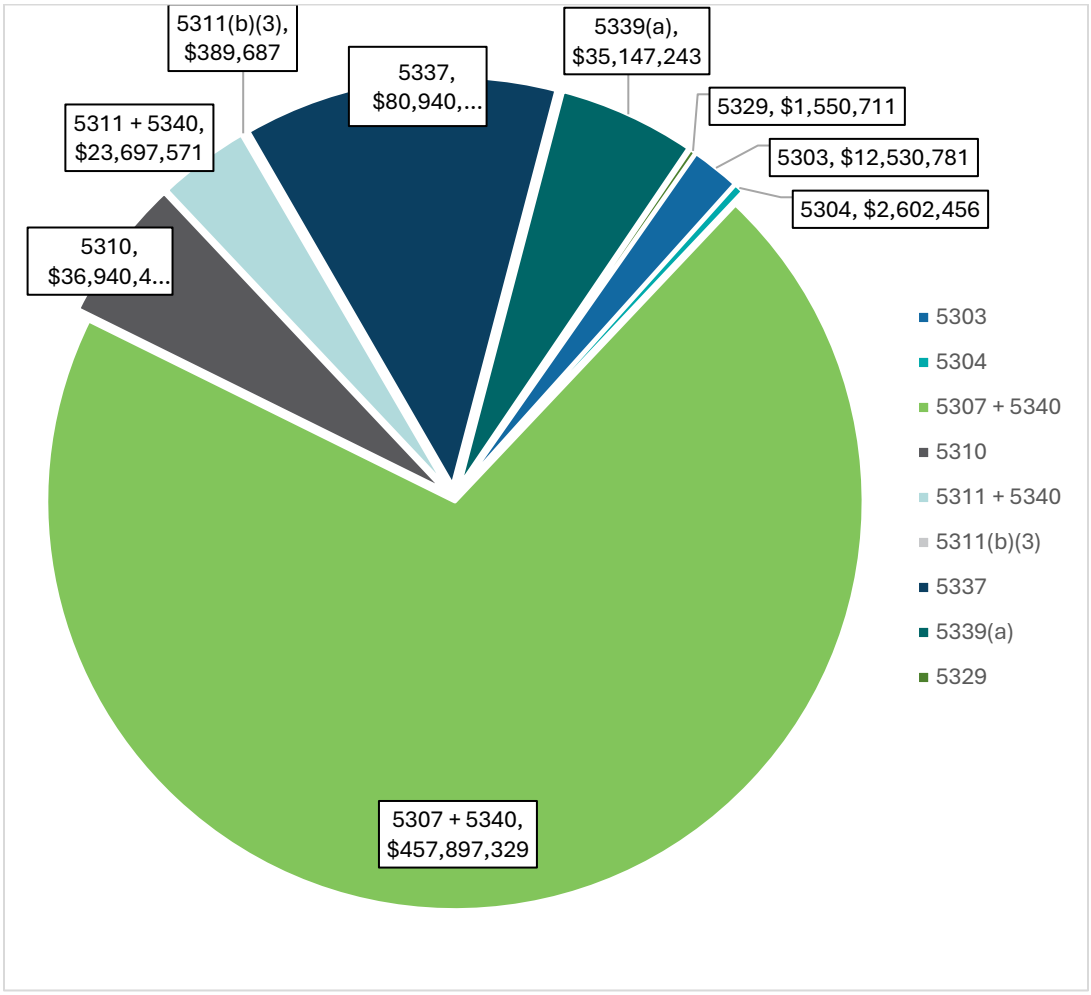


Figure 3: Florida's FTA Formula Program Allocation for FY2024[4]

2.2 STATE

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

2.2.1 Florida Fuel Sales Tax

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 2025 state highway fuel sales tax is 17.5 cents per gallon as shown in **Figure 4**.

[4] *FTA. (June 5, 2025). Funding by State. Retrieved from https://www.transit.dot.gov/funding/grants/ fta-allocations-formula-and-discretionary-programs-state-fy-1998-2025*

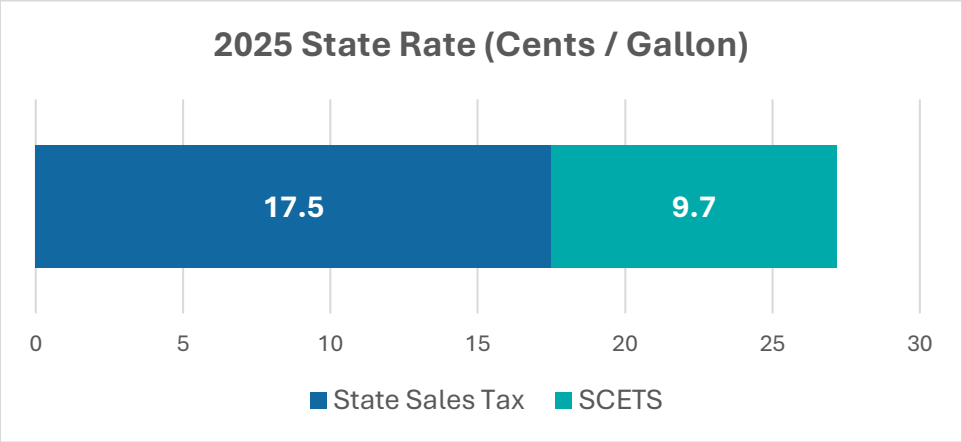


Figure 4: 2025 State Fuel Tax Rates[5]

2.2.1.1 Off-Highway Fuel Sales Tax

Off-highway or non-highway fuel is consumed in various 'off-the-road' activities. Intrastate railroads, commercial vessels, and construction equipment account for most of the receipts generated by this tax. At least 15% of proceeds deposited into the STTF must be dedicated to public transportation.

Since 1996, each gallon of off-highway fuel is taxed at 6% of the fuel's retail sales price. Fuel used by farmers and commercial fishermen, once major components, were granted exemptions from the tax in 1988.

2.2.1.2 Aviation Fuel Tax

Florida has levied excise taxes on aviation fuel in various forms since the first fuels tax in 1921. The 1990 Legislature set the aviation fuel tax rate to 6.9 cents per gallon. Between 1996 and 2016 Florida allowed an aviation fuel tax refund to carriers that increased their Florida workforce by a certain percentage. The fuel tax rate was lowered to 4.27 cents per gallon starting in FY2019-2020 and access to the aviation refund was limited only to certain airlines.

[5] *FDOT, Office of Work Program and Budget. Florida's Transportation Tax Sources: A Primer 2025. Retrieved from https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/pra/Primer.pdf*

2.2.1.3 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.

In 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. The 2023 Florida Legislature extended the exemption dates from January 1, 2024 to January 1, 2026.

2.2.2 State Comprehensive Enhanced Transportation Systems 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. The SCETS tax is indexed each year to the general rate of inflation (CPI, all items) and all net receipts must be spent in the district where generated. As of 2025, the SCETS tax rate is 9.7 cents per gallon as shown in **Figure 4**.

2.2.3 Fees

Other fees levied by the State of Florida are discussed in this section. All information is from the FDOT *Florida's Transportation Tax Sources – A Primer (2025)* as prepared by the FDOT Office of Work Program and Budget.

2.2.3.1 FL Motor Vehicle License Fees

There have been no increases in the transportation portion of base motor vehicle registration fees since 1983. The 2009 Legislature made rate changes to various motor vehicle fees with the additional proceeds being distributed to the General Revenue Fund. The 2014 Legislature decreased the base registrations fees back to what they were before 2009 for private automobiles, light trucks, antique cars, and motorcycles. This had the effect of eliminating the portion deposited into the General Revenue Fund. Base registration fees for heavy trucks, for-hire vehicles, and other miscellaneous autos such as buses and trailers were not changed by the 2014 Legislature. Effective July 1, 2021, chapter 2021-186 LOF repealed the Multi-

use Corridors of Regional Economic Significance Program (MCORES). MCORES increased motor vehicle license fees revenue to the STTF by redirecting the General Revenue piece to the STTF. Chapter 2021-186 Laws of Florida requires that the STTF use this revenue increase to fund three arterial highway programs.

2.2.3.2 FL 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.

2.2.3.3 FL 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. Since 2015, 85.7% or $193 of the $225 Initial Registration fee has gone to the STTF.

2.2.3.4 Motor Vehicle Title Fee

The State of Florida has issued titles, or certificates of ownership, for each vehicle registered in the state since 1923. The basic charge has varied over the years and is currently set at $70 with $47 of each fee collected deposited into the STTF. Total deposits to the STTF in any single fiscal year may not exceed $200 million. The first $30 million of excess is deposited into the Highway Safety Operating Trust Fund and the rest into the General Revenue Fund following legislation passed in 2022[6].

2.2.3.5 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. Documentary stamp tax is levied on documents such as deeds, stocks and bonds, notes and written obligations to pay money,

[6] *Florida Statues (2022). 319.32 Fees; service charges; disposition. Retrieved from https://www.flsenate.gov/Laws/Statutes/2022/319.32*

mortgages, liens, and other cases of indebtedness. 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).

Legislation passed during the 2021 Session reduced the percentage of documentary stamp tax revenue available to the STTF from 24.18442% to 20.5453% with a cap of $466.75 million down from $541.75 million[7].

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).

2.2.3.6 FL Rental Car Surcharge

The Florida Rental Car Surcharge is $2 per day, for the first 30 days of the lease or rental of for-hire vehicles designed to carry fewer than nine passengers. Members of a car-sharing service pay $1 per usage under 24 hours and $2 per day after.

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. Currently, the tax

[7] *Florida Statues (2021). 201.15 Distribution of taxes collected. Retrieved from https://www.flsenate.gov/Laws/Statutes/2021/0201.15*

distribution to the STTF must be spent in the transportation district from which the surcharges were collected.

2.2.4 Breakdown of Taxes and Fees

A breakdown of FY2024 taxes and fees deposited in the STTF is shown in **Figure 5**. All fees except for Documentary Stamp Tax receipts are from the Transportation Revenue Estimating Conference (August 2024).

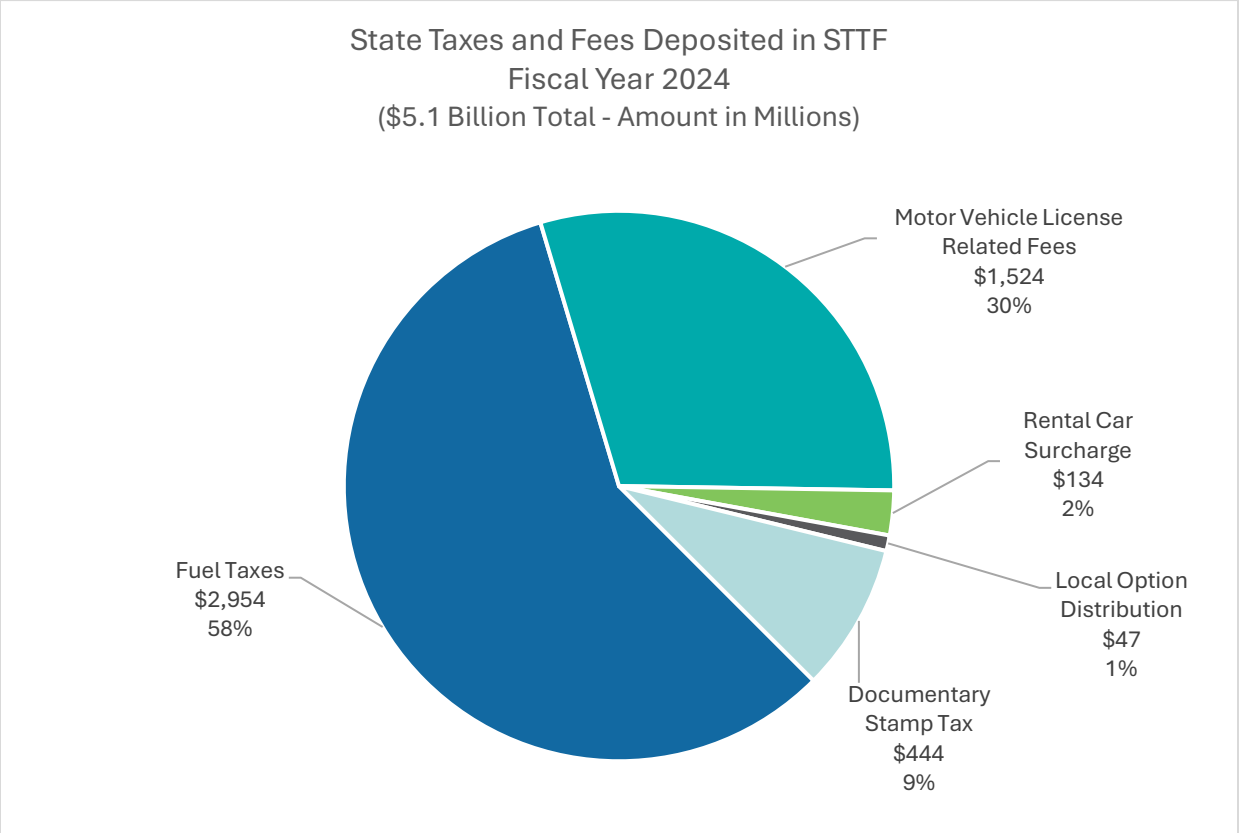


Figure 5: State Taxes and Fees Deposited in STTF (FY2023 – 2024) [8] [9]

[8] *Transportation Revenue Estimating Conference (August 2024). Retrieved from https://edr.state.fl.us/content/conferences/transportation/archives/index.cfm*

[9] *FDOT Debt & Debt-Like Financing Report (Fiscal Year 2024), page 8. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/comptroller/pdf/gao/revmanagement/2024-debt-and-debt-like-financing-rpt.pdf?sfvrsn=bab63639_1*

2.2.5 State Transportation Trust Fund Summary

A summary of the STTF revenues for FY25/26 through FY29/30 is shown in **Figure 6**.

FLORIDA DEPARTMENT OF TRANSPORTATION
STATE TRANSPORTATION TRUST FUND (STTF)
AMENDED TENTATIVE WORK PROGRAM FY 2025-26 THROUGH FY 2029-30 FINANCE PLAN
OFFICE OF WORK PROGRAM AND BUDGET
(IN MILLIONS)

Fiscal Years	2025	2026	2027	2028	2029	2030	6 YEAR TOTAL
BEGINNING OF YEAR CASH BALANCE	739.6	703.4	653.7	403.4	320.1	306.8	739.6
REVENUES							
Fuel Tax	3,130.1	3,247.3	3,360.8	3,475.2	3,561.1	3,639.9	20,414.4
Aviation Fuels	22.1	24.8	25.2	25.6	25.8	26.1	149.6
Motor Vehicle License/Tag Fees	1,548.8	1,542.7	1,550.8	1,558.3	1,564.8	1,569.9	9,335.3
Rental Car Surcharge	135.0	136.5	138.2	139.3	140.4	141.6	831.0
Documentary Stamps	465.7	466.8	466.8	466.8	466.8	466.8	2,799.5
Miscellaneous Revenue	129.3	133.2	137.2	141.3	145.6	149.9	836.5
Reimbursements	3,658.3	3,279.4	3,839.2	3,308.2	2,794.1	1,999.0	18,878.2
Interest	29.2	26.8	19.3	13.0	11.2	6.4	105.9
Federal Aid Reimbursements	3,159.3	4,192.4	3,983.5	3,514.4	3,063.3	2,888.6	20,801.5
TOTAL REVENUES	12,277.8	13,049.8	13,520.8	12,642.1	11,773.1	10,888.3	74,151.8

Figure 6: STTF Work Program Summary[10]

2.3 LOCAL

Local sources of funding in Florida consist of county taxes and fees, and municipal taxes and fees. Fuel tax rates at local levels for 2025 are summarized in **Figure 7**.

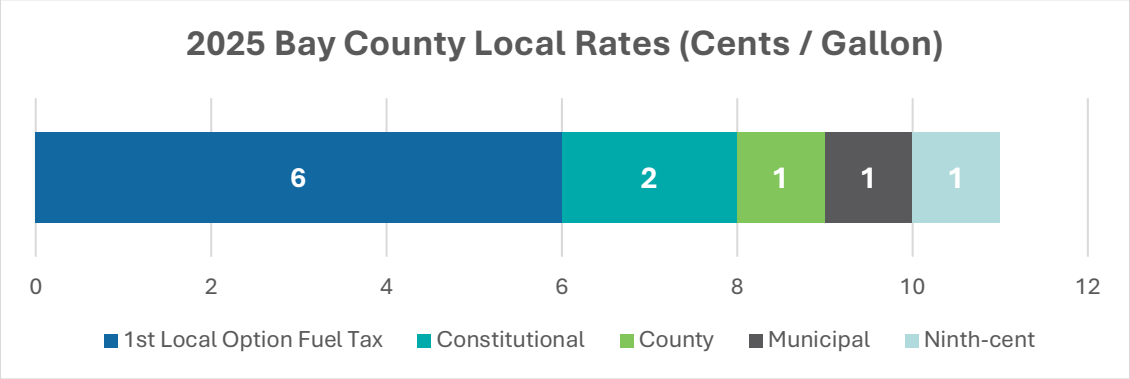


Figure 7: 2025 Local Fuel Tax Rates

[10] *FDOT (June 5, 2025). Retrieved from https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/pra/STTFandROWFinancePlans.pdf*

2.3.1 Constitutional, County, and Municipal Fuel Taxes

Constitutional, County, and Municipal Fuel Taxes originate from a previously imposed excise tax on motor fuels of 4 cents per gallon distributed to local governments for legitimate local transportation needs. **Two cents** of this tax, called the Constitutional Fuel Tax, was initially levied under the State Constitution of 1885. The formula for distribution is contained in s. 9(c)(4) of Article XII of the revised State Constitution of 1968. The proceeds are first used to meet debt service requirements on any local bond issues backed by the tax proceeds. The balance is then credited to the counties' transportation trust funds. **The third cent** is the County Fuel Tax and is levied under s. 206.41, F.S. and distributed by the same formula as the Constitutional Fuel Tax. **The fourth cent** is called the Municipal Fuel Tax and is also levied under s. 206.41, F.S. Revenues from this tax are transferred into the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed in accordance with criteria contained in chapter 218, F.S.

2.3.2 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 a county government to impose the Ninth-Cent gas tax by a majority plus one vote of the county commission, without holding a referendum. The proceeds of the tax may be shared with cities in whatever proportion agreed upon and must be used for county or municipality transportation purposes. Bay County currently collects the Ninth-Cent gas tax on all motor fuels as shown in **Figure 7.**

2.3.3 Local Option Fuel Taxes

Local Option Fuel Taxes, previously called Local Option Gas Taxes (LOGT), were developed by the Florida Legislature in 1983. Counties were originally authorized to tax fuel between 1 and 4 cents, and then 1 to 6 cents starting in 1985. In 1993, the legislature authorized counties the option of an additional tax between 1 and 5 cents for a maximum total of up to 11 cents per gallon to help fund transportation projects in an area from Local Option Fuel Taxes.

The first six cents may be imposed by a majority vote of the county commission or a county-wide referendum initiated by the county commission or municipalities representing more than 50% of the county's population. The remaining five cents can only be imposed by an extraordinary vote of the county commission or a county-wide referendum initiated by the commission.

Bay County currently imposes the first six cent Local Option Fuel Tax as shown in **Figure 7**. The Florida Legislature's Office of Economic and Demographic Research estimates that Bay County has approximately $5,013,640 of unrealized tax revenue in Fiscal Year 2025 alone[11].

As of Fiscal Year 2023-2024, Bay County distributes 40.20% 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 5**.

Table 5: Bay County Local Option Fuel Taxes Revenue Estimates for FY2025[12]

Bay County Local Government	FY23-24 Distribution Percent	FY24-25 Estimated Distribution
Bay County BOCC	59.80%	$3,983,973
Callaway	3.70%	$307,602
Lynn Haven	4.90%	$372,094
Mexico Beach	1.20%	$432,618
Panama City	21.40%	$1,448,319
Panama City Beach	4.40%	$347,392
Parker	1.40%	$309,943
Springfield	3.20%	$323,252
Countywide Total	100.00%	$7,091,903

[11] *Local Government Financial Information Handbook (2024), page 225. Retrieved from https://edr.state.fl.us/Content/local-government/reports/lgfih24.pdf*
[12] *Local Government Financial Information Handbook (2024), page 215. Retrieved from https://edr.state.fl.us/Content/local-government/reports/lgfih24.pdf*

2.3.4 Local Option County Sales Tax

The Local Option County 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% (half-cent) to 1% (full penny). 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.

In November 2016, voters in Bay County passed a half-cent 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 was reapproved by voters in 2024 and extended until 2036[13]. Since the implementation of the half-cent infrastructure surtax, Bay County has collected over $121 million in funds[14] and generated about $42 million in matching funds[15].

The FDOR's Office of Tax Research determined a revenue estimate for local option sales tax for Fiscal Year 2025. The revenue estimate distribution of the Local Government Half-Cent (0.5%) sales tax in Bay County and the revenue estimate of what the distribution could be if Bay County began implementing a full penny (1%) tax can be seen in **Table 6**.

[13] *Florida Legislature EDR Local Government Financial Information Handbook (2024), page 157. Retrieved from https://edr.state.fl.us/Content/local-government/reports/lgfih24.pdf*
[14] *Bay County Surtax Revenues (June 5, 2025). Retrieved from https://bayhalfcent.com/wp-content/uploads/2024/10/Surtax-Revenues-through-June-2024.pdf*
[15] *Bay Half Cent (June 5, 2025). Retrieved from https://bayhalfcent.com/*

Table 6: Bay County Local Government Half-Cent and Full Penny Sales Tax Revenue Estimates for FY2025[16]

Bay County Local Government	Half Cent Sales Tax Total Distribution	Full Penny Sales Tax Total Distribution*
Bay County BOCC	$19,227,260	$38,454,520
Callaway	$1,672,211	$3,344,422
Lynn Haven	$2,460,937	$4,921,874
Mexico Beach	$162,787	$325,574
Panama City	$4,735,525	$9,471,049
Panama City Beach	$2,513,637	$5,027,274
Parker	$542,075	$1,084,150
Springfield	$1,078,450	$2,156,899
Countywide Total	$32,392,881	$64,785,762

2.3.5 City and Municipal Taxes and Fees

2.3.5.1 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. Bay County and most municipalities collect impact fees on residential and non-residential developments, but these fees are not specifically collected for transportation.

Panama City adopted a Transportation Impact Fee study in July 2025. The study imposes a fee upon any development within certain areas of the city to be used for capital improvements projects within that fee area. The city has postponed

[16] *Local Government Financial Information Handbook (2024), pages 165 and 177. Retrieved from https://edr.state.fl.us/Content/local-government/reports/lgfih24.pdf*

collection of fees until October 2026 to further research the appropriate collection amounts within the structure of the study.

2.3.5.2 Relationship with Bay County TPO Financial Resources

While this transportation impact fee can fund transportation improvements in Panama City to complement Bay County TPOs efforts this revenue source is completely local and does not directly enhance Bay County TPOs funding streams.

2.3.6 Community Redevelopment Areas and Agencies

2.3.6.1 Community Redevelopment Areas

Under Florida law (Chapter 163, Part III), local governments are able to designate areas as Community Redevelopment Areas when certain conditions like a shortage of affordable housing or inadequate infrastructures exist. 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. CRAs can help attract new businesses, invest in infrastructure improvements, and improve and rebuild blighted areas of the city.

2.3.6.2 Community Redevelopment Agencies

Community Redevelopment Agencies (CRAs) administer the activities and programs offered within a Community Redevelopment Area. A five- to seven-member CRA "Board" created by the local government (city or county) directs the agency. These boards are generally comprised of local elected officials. Although one local government may establish multiple CRA districts, there generally may be only one CRA Board. Each district must maintain separate trust funds and expend those funds only in that district.

Within Bay County, there are six active CRAs:

- Callaway Community Redevelopment Agency
- Lynn Haven Community Redevelopment Agency
- Panama City Community Redevelopment Agency
- Panama City Beach Community Redevelopment Agency

- Parker Community Redevelopment Agency[17]
- Springfield Community Redevelopment Agency

2.3.6.3 Relationship with Bay County TPO Financial Resources

While CRAs can fund transportation improvements to complement Bay County TPOs efforts they utilize tax increment financing (TIF) revenues to accomplish this. This revenue source is completely local and does not directly enhance Bay County TPOs funding streams. TIF will be further explained in **Section 5.4**.

[17] *City of Parker, Resolution 07-256. Retrieved from https://cityofparker.com/wp-content/uploads/filr/2314/07-256.pdf*

3.0 PROJECTED REVENUE (2025-2050)

3.1 SUMMARY OF FEDERAL AND STATE REVENUES

The Florida Department of Transportation (FDOT) prepares a long-range revenue forecast of federal and state funds in consultation with the Florida MPO Advisory Council (MPOAC) approximately every five years to align with the MPO's LRTP update schedule. The details of this revenue forecast are documented in the *2050 Revenue Forecast Handbook*[18]. Portions of the Handbook relevant to the Bay County TPO can be found in **Appendix C**.

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 funding spent on the transportation system as the vast majority of available funding goes toward maintenance and operation of the existing system. These are programs such as roadway surfacing and safety. Once all maintenance and operations needs are satisfied, all remaining funds are available for capacity projects.

3.2 CAPACITY PROGRAMS

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Capacity programs include the following and are explained further in Table 3 of the *2050 Revenue Forecast for Bay County TPO (**Appendix C**)*.

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). Examples of roadways in Bay County that are part of the SIS include:

- State Road 30
- State Road 75

[18] *FDOT, 2050 Revenue Forecast Handbook. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/2050-fdot-revenue-forecast-handbook-(06-05-23).pdf?sfvrsn=f3f43f8b_6*

- 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. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).

Aviation Program – Provides assistance to Florida's airports in the areas of development, improvement, land acquisition, airport access, and economic enhancement.

Spaceport Program – Provides support in the development of spaceports and related transportation facilities coordinating with airports and spaceports and fostering interagency efforts to improve space transportation capacity and efficiency.

Rail Program – Provides financial and technical assistance for intermodal projects, rail safety inspections, regulation of railroad operations and rail/highway crossings, identification of abandoned rail corridors, recommendations regarding the acquisition and rehabilitation of rail facilities, and assistance in developing intercity rail passenger service or commuter rail service.

Intermodal Access Program – Improves surface transportation access to seaports and airports. Also includes the acquisition of right-of-way and other capital improvements that enhance the movement of people and goods.

Seaport Development Program – Provides funding for the development of public deep-water seaport infrastructure to support the handling and processing of cargoes and passengers and the accommodation of seagoing vessels. Supports a wide variety of projects including dredging, construction of storage facilities, wharves and terminals, and acquisition of cranes and other equipment used in moving cargo and passengers. May also provide funding for security infrastructure and land acquisition.

Shared-Use Nonmotorized (SUN) Trail Program – Authorizes FDOT to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) plan.

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

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 and therefore does not qualify for these funds.

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 include the following and are explained further in Table 10 of the *2050 Revenue Forecast* (**Appendix C**).

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

Bridge Program - Repair and replace deficient bridges on the SHS, or on other public roads as defined by federal and state criteria.

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. This does not

include scheduled major repairs such as resurfacing and bridge replacement which have their own programs.

Administration and Other - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions for carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets (e.g. offices, maintenance yards, and construction field offices).

4.0 FUNDING SUMMARY

Listed in **Table 6** and **Figure 8** are the projections provided by FDOT for the Bay County TPO to use in development of the 2050 Bay County LRTP.

Table 7: State and Federal Funds - Florida 2050 Revenue Forecast

Bay County TPO Revenue Estimates *(Millions of $)*						
Funding Source	FY24-25	FY26-30	FY31-35	FY36-40	FY41-50	Total
SIS *(SIS Cost Feasible Plan)*	$66.53	$261.88	$411.23	$247.70	$4.62	$991.96
SL *(Handbook Table 9)*	$0.50	$28.49	$29.41	$29.41	$58.82	$146.63
SHS (non-SIS) Non-TMA*	$2.17	$0.89	$2.33	$2.43	$4.96	$12.78
Other Roads (non-SIS, non-SHS) *(Handbook Table 39)*	$0.21	$1.30	$3.40	$3.53	$7.20	$15.64
Transit *(Handbook Table 40)*	$1.04	$2.87	$3.10	$3.24	$6.61	$16.86
TMA/SU	N/A	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	$70.45	$295.43	$449.47	$286.31	$82.21	$1,183.87

**Provided by FDOT District 3 for Bay TPO area only*

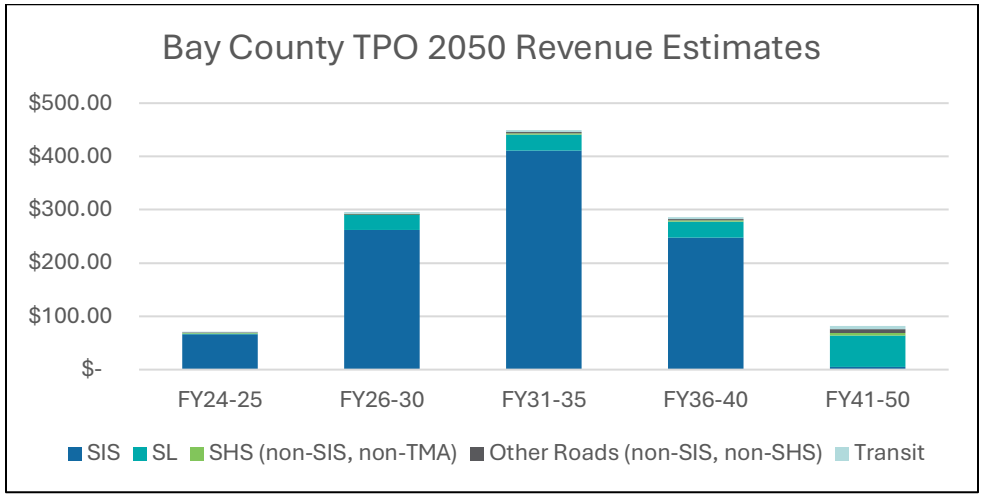


Figure 8: Bay County TPO 2050 Revenue Estimates

5.0 FINANCING OPTIONS

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. 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 located within the State of Florida.

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."

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.

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.

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. 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 to date FDOT has issued two GARVEE bonds totaling $242.1 million. The Department tentatively plans to issue approximately $335 million of GARVEE bonds over the five-year work program (FY2024/25 through 2028/29)[19].

5.2.3 Florida Transportation Revenue Bond Programs

The Florida Division of Bond Finance issues several transportation specific revenue bonds on behalf of the Department of Transportation Financing Corporation[20]. These bond programs provide funding for toll roads, seaports, and other methods of transportation.

[19] *FDOT Debt & Debt-Like Financing Report (Fiscal Year 2024), page 13-14. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/comptroller/pdf/gao/revmanagement/2024-debt-and-debt-like-financing-rpt.pdf?sfvrsn=bab63639_1*

[20] *Division of Bond Finance (June 6, 2025). Retrieved from https://bondfinance.sbafla.com/Bond-Programs/Department-of-Transportation-Financing-Corporation*

5.3 STRATEGIC INTERMODAL SYSTEM

The FDOT Systems Implementation Office produces a document set known as the Strategic Intermodal System (SIS) Funding Strategy, which includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. The document set includes a First Five-Year Plan, a Second Five-Year Plan, and a Long-Range Cost Feasible Plan[21]. The plans change fiscal years as time passes and currently cover the time periods and information shown below:

- Adopted 5-Year Plan (FY2024/2025 through FY2028/2029)
    - Funded/programmed multimodal capacity improvement projects
- Approved 2nd 5-Year Plan (FY2029/2030 to FY2033/2034)
    - Planned multimodal capacity improvement projects
- Long-Range Cost Feasible Plan (FY2035-2050)
    - Financially feasible projects in the last 15 years of the plan

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 INCREMENT FINANCING

Tax increment financing (TIF) is a value capture revenue tool that uses taxes on future gains in real estate values to pay for new infrastructure improvements. The TIF creates funding for public or private projects by borrowing against the future increase in these property tax revenues. The intent is for the improvement to enhance the value of existing properties and encourage new development in the district. TIF districts are usually established for a period of 20 to 25 years, during which time all incremental real estate tax revenues above the base rate at the time the district is established flow into the TIF.

[21] *FDOT (June 6, 2025). Retrieved from https://www.fdot.gov/planning/systems/sis/plans.shtm*

The proceeds from the TIF can be used to repay bonds issued to cover upfront project development costs. Alternatively, they can be used on a pay-as-you-go basis to fund individual projects. The intent is for the TIF to be used to channel funding toward improvements in distressed, underdeveloped, or underutilized areas where development might not otherwise occur.

While not solely transportation focused, TIF districts can be effectively leveraged to fund improvements and programs that encourage walkable, people-friendly transportation systems.

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"[22]. Funding for TRIP comes from a percentage of documentary stamp taxes, and a portion of motor vehicle licensing fees. 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. TRIP funds are distributed by formula to each FDOT District and will cover up to 50 percent of a project's costs[23].

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 the 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, and TIP

[22] *FDOT, Transportation Regional Incentive Program (June 6, 2025). Retrieved from https://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm*
[23] *FDOT, 2050 Revenue Forecast Handbook, page 31.*

- Be consistent with the Strategic Intermodal System (SIS) and the appropriate local government comprehensive plan
- Be compliant with local corridor management policies adopted in that local government comprehensive plan
- Have the commitment of local, regional, or private matching funds

In addition to project eligibility, regional partners must sign an interlocal agreement that commits them to developing a regional transportation plan, defining the "regional transportation area", and describing a planning process. Eligible partners include multiple MPOs or counties, multi-county regional transportation authorities, or a single MPO comprised of three or more counties.

MPOs should work with their FDOT District Liaison if interested in receiving TRIP funding. 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.

Section 334.30 of 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[24].

[24] *Florida Statutes (2024). Section 334.30 Public-private transportation facilities. Retrieved from https://www.flsenate.gov/Laws/Statutes/2024/334.30*

5.7 FEDERAL GRANTS

Federal transportation-related grants that MPOs/TPOs, local governments, and other regional agencies are eligible to apply for come from a variety of sources including the Department of Transportation (USDOT), Department of Agriculture (USDA), and the Economic Development Administration (EDA). As federal transportation standards change in the future, the grants that go along with them may also change. All federal grants are posted on agency websites and at grants.gov, however, a list of currently available grant programs can be found on DOT's Competitive Grants Dashboard[25] and is included below for reference.

Program Name	Funding Agency
Active Transportation Infrastructure Investment Program (ATIIP)	FHWA
Advanced Transportation Technologies and Innovative Mobility Deployment	FHWA
Airport Improvement Program (AIP)	FAA
Airport Terminals Program	FAA
Areas of Persistent Poverty Program	FTA
Better Utilizing Investments to Leverage Development (BUILD)	DOT
Bridge Investment Program	FHWA
Capital Investment Grants (CIG)	FTA
Charging and Fueling Infrastructure Program	FHWA
Clean School Bus Rebates Program (CSB)	EPA
Commuter Authority Rail Safety Improvement Grants	FHWA

[25] *USDOT, Competitive Grants Dashboard (June 6, 2025). Retrieved from https://www.transportation.gov/grants/dashboard*

Consolidated Rail Infrastructure & Safety Improvements Program (CRISI)	FRA
Defense Community Infrastructure Program (DCIP)	DOD
Economic Adjustment Assistance Program (EAA)	EDA
Electric or Low-Emitting Ferry Pilot Program	FTA
Federal Contract Tower Program	FAA
Grants for Buses and Bus Facilities Competitive Program	FTA
Infrastructure for Rebuilding America Program (INFRA)	DOT
Innovative Coordinated Access and Mobility (ICAM)	FTA
Low- or No-Emission Grant Program	FTA
National Culvert Removal, Replacement, and Restoration Grant	FHWA
National Infrastructure Project Assistance Program (Mega)	DOT
Passenger Ferry Grant Program	FTA
Pilot Program for Transit-Oriented Development (TOD) Planning	FTA
Port Infrastructure Development Program (PIDP)	MARAD
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)	FHWA
Public Transportation Emergency Relief Program	FTA
Public Works Program	EDA
Railroad Crossing Elimination Program (RCE)	FRA
Reconnecting Communities Pilot Program (RCP)	DOT
Reduction of Truck Emissions at Port Facilities	FHWA

Rural and Tribal Assistance Pilot Program	DOT
Rural Surface Transportation Grant Program	DOT
Safe Streets and Roads for All Program (SS4A)	DOT
Strengthening Mobility and Revolutionizing Transportation (SMART)	DOT
United State Marine Highway Program	MARAD
Wildlife Crossings Pilot Program	FHWA

5.8 STATE GRANTS

The State of Florida administers grant programs available to county and municipal governments within the State. Transportation related programs are listed below:

Program Name	Funding Agency
County Incentive Grant Program	FDOT
Innovation and Service Development Grant	FDOT
Small County Outreach Program (SCOP)	FDOT
State Safety Office Sub-Grants	FDOT
Defense Infrastructure Grant (DIG) Program	FloridaCommerce
Small Cities Program	FloridaCommerce

5.9 OTHER FINANCING TOOLS

From the FDOT 2050 Revenue Forecast Handbook:

MPOs are encouraged to consider innovative or non-traditional sources of funding and financing techniques in their long-range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes

that are not currently in place, toll facilities, public/private partnerships, and debt financing. Debt financing and funds to be paid back from future revenues should be analyzed carefully before deciding to use this type of funding for projects. There are tradeoffs between building a project earlier with debt financing than would otherwise be the case and these tradeoffs may come with increased costs from interest and other expenses required to finance projects this way.

5.9.1 Florida Municipal Loan Council

The Florida Municipal Loan Council (FMLC) runs multiple programs that assist cities, counties, and other governmental entities to finance projects on a cooperative cost-effective basis. The main programs they offer for financing are the Bond Issue Program and the Bank Loans Program[26].

5.9.2 Florida State Infrastructure Bank (SIB)

The SIB is a revolving loan and credit enhancement program that consists of two different accounts. One is a federally funded account, capitalized by federal money matched with state money as required by law. The second 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[27]. The public or private entity must fill out a SIB application to be considered for a loan.

5.9.3 Flexible Match

Federal law allows private funds, materials or assets (e.g., right-of-way) donated to a specific federal-aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost item that meets eligibility standards and be within the project's scope. Such private donations will

[26] *Florida League of Cities (June 6, 2025). Retrieved from https://www.floridaleagueofcities.com/services/loans*
[27] *FDOT, Project Finance (June 6, 2025). Retrieved from https://www.fdot.gov/comptroller/pfo*

effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for use on other projects.

5.9.4 Transportation Infrastructure Finance and Innovation Act (TIFIA)

Federal law authorizes the USDOT to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state departments of transportation, transit operators, special authorities, local governments, and private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

5.9.5 FL State Finance Tools

Florida law establishes several programs that allow the state, local governments, and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities and to assist with state economic development.

5.9.5.1 Local Government Reimbursement Program

Section 339.12, F.S., authorizes the Local Government Reimbursement Program which allows projects in the adopted Five-Year Work Program to be advanced, subject to a statewide $250 million cap on commitments. Local entities can contribute local resources (cash, goods, and/or services) to FDOT to initiate projects sooner than scheduled in the Five-Year Work Program. All advanced contributions are refunded in the future in the year that the project was initially funded in the adopted Five-Year Work Program.

6.0 CONCLUSION

This report identified existing and potential funding sources for consideration in developing the Bay County TPO 2050 LRTP. Federal, State, and Local revenue sources were identified. The revenue estimates provided in **Section 4** will be used to narrow down the Needs Plan to a Cost Feasible Plan. The financing options listed in **Section 5** are identified for local government considerations as potential funding sources for future transportation infrastructure improvements.

7.0 APPENDICES

Appendix A - Resolution

Enclosure ??

SUBJECT: Consideration of Resolution BAY 25-19 to adopt the Bay County TPO 2050 Long Range Transportation Plan (LRTP) Financial Resources

ORIGIN OF SUBJECT: 23 Code of Federal Regulations Section 134(i), Chapter 339.175 (7) Florida Statutes, Bay County TPO Unified Planning Work Program (UPWP) Task C.2

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The TPO updates the LRTP Plan every 5 years. The current LRTP was adopted on June 16, 2021. The 2050 LRTP needs to be adopted by June 16, 2026. The 2050 LRTP's Scope of Services was approved by the TPO on April 24, 2024. Some of the tasks identified in the LRTP Scope of Services are: Public Participation, Goals and Objectives, Congestion Management Process Update, Evaluation Criteria, 2050 Needs Plan, 2050 Cost Feasible Plan, and Financial Resources.

An important element in the development of the BAY 2050 LRTP is the understanding of available revenue which will be used to develop the Cost Feasible Plan. Funding information is provided by the Florida Department of Transportation (FDOT) through the FDOT *2050 Revenue Forecast Handbook* (June 2023) and as supplemented by additional guidance from FDOT District 3 on October 1, 2024.

The FDOT *2050 Revenue Forecast Handbook* identifies a reduction in mobility funding (approximately 65%) from the 2045 LRTP cycle as determined by the FDOT August 2022 Revenue Estimating Conference based on a decline in forecast tax receipts, decline in vehicle registration fees, and a reduction in fuel taxes due to greater future fuel efficiency and vehicles trends.

The LRTP steering committee met twice as hybrid meetings at the BayWay Conference Room on the dates listed below to review the 2050 LRTP Financial Resources:

- April 14, 2025 (Steering Committee Meeting #3); and
- June 17, 2025 (Steering Committee Meeting #4).

The summaries of the Steering Committee meetings are available upon request.

Attached are the following:

- Resolution BAY 25-19
- Draft 2050 LRTP Financial Resources Report is available at the following link: https://files.ecrc.org/Financial%20Resources%20Tech%20report%20updated%2010%2009%2024.pdf

RECOMMENDED ACTION: Approval of a motion to authorize the TPO Chairman to sign Resolution BAY 25-19 to adopt the Bay County TPO 2050 Long Range Transportation Plan (LRTP) Financial Resources with any changes that may have been presented. This alternative is recommended to maintain the adoption date of the 2050 Long Range Transportation Plan by June 16, 2026. Please contact Mr. Gary Kramer if additional information is needed at gary.kramer@ecrc.org or (850) 332-7976 Ext. 219.

RESOLUTION BAY 25-19

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 LONG RANGE TRANSPORTATION PLAN UPDATE 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 TPO Planning Area; and

WHEREAS, the Bay County TPO Long Range Transportation Plan (LRTP) 2050 update is being developed pursuant to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law, Fixing America's Surface Transportation Act, and Florida Statutes; and

WHEREAS, the Bay County TPO approved the 2050 LRTP Scope of Services, which includes development of Financial Resources on April 24, 2024; and

WHEREAS, the Financial Resources are determined by the Florida Department of Transportation (FDOT) through the FDOT *2050 Revenue Forecast Handbook* (June 2023); and

WHEREAS, two Steering Committee meetings consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry were completed on April 14, 2025 and June 17, 2025 to review the 2050 LRTP Financial Resources;

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

The Bay County TPO approves the Financial Resources for its 2050 Long Range Transportation Plan update.

Passed and duly adopted by the Bay County TPO on this 27th day of August 2025.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson

Pamn Henderson, Chair

ATTEST: KC

Funding Source	FY 24-25	FY 26-30	FY 31-35	FY 36-40	FY 41-50	Total
SIS*	$66.53	$245.11	$238.34	$601.42	$4.62	$1,156.02
SL	**$0.50**	**$28.49**	**$29.41**	**$29.41**	**$58.82**	**$146.63**
SHS (Non SIS) Non-TMA	**$2.17**	**$0.89**	**$2.33**	**$2.43**	**$4.96**	**$12.78**
Other Roads (Non-SIS, Non-SHS)	**$0.21**	**$1.30**	**$3.40**	**$3.53**	**$7.20**	**$15.64**
Transit	$1.04	$2.87	$3.10	$3.24	$6.61	$16.86
TMA/SU	N/A	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	**$70.45**	**$278.66**	**$276.58**	**$640.03**	**$82.21**	**$1,347.93**

Source: FDOT 2050 Revenue Forecast Handbook

SL = Surface Transportation Program for the TPO's less than 200,000 population.

**Source: FDOT SIS Cost Feasible Plan*

Appendix B – 2025 Fuel Tax Rates and Uses

2025 Fuel Tax Rates and Uses

Level	Tax Type	Fuel Type	Rate	Use
Federal	Fuel Excise Tax	Motor Fuel	18.4¢/gal	2.86¢ for mass transit. 0.1¢ for leaking tanks. Remainder for roads and bridges.
		Diesel Fuel	24.4¢/gal	
State (Distributed to FDOT)	Fuel Sales Tax	Motor Fuel and Diesel Fuel	17.5¢/gal	At least 15% of FDOT receipts dedicated for public transportation. Remainder for any legitimate state transportation purpose.
	SCETS Tax	Motor Fuel and Diesel Fuel	9.7¢/gal	Net receipt must be spent in the district where generated.
	State Tax	Aviation Fuel	4.27¢/gal	FDOT receipts dedicated for aviation related projects.
	Natural Gas Fuel Tax	Alternative Fuel	N/A	Exempt until January 1, 2026.
State (Distributed to Local Governments)	Constitutional Fuel Tax	Motor Fuel and Diesel Fuel	2¢/gal	Acquisition, construction and maintenance of roads.
	County Fuel Tax	Motor Fuel and Diesel Fuel	1¢/gal	Any legitimate county transportation purpose.
	Municipal Fuel Tax	Motor Fuel and Diesel Fuel	1¢/gal	Any legitimate municipal transportation purpose.
Local	Ninth-Cent Fuel Tax	Motor Fuel	0¢ - 1¢/gal	Any legitimate county or muncipal transportation purpose.
		Diesel Fuel	1¢/gal	
	Local Option Fuel Tax (Includes 1-6¢ Fuel Tax and 1-5¢ Fuel Tax	Motor Fuel	6¢ - 11¢/gal	Local transportation ; small counties may also use funds for other infrastructure needs.
		Diesel Fuel	6¢/gal	

Note:

1. Motor Fuel includes gasoline, gasohol, and fuel grade ethanol.
2. Off-Highway (or Non-Highway) fuels are taxed at 6% of the retail fuel price.

Appendix C – 2050 FDOT Revenue Forecast Handbook



REVENUE ESTIMATES REPORTED AT THE STATEWIDE LEVEL

The approach for statewide programs, both formula and discretionary, are provided in this section. For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for

- All modes on the Strategic Intermodal System (SIS);
- Non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and
- Non-SIS transit.

In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System including:

- Safety; resurfacing; bridge, product support; operations and maintenance; and administration.

These statewide estimates are funded with both federal and state funds. Because these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments and other transportation providers and listed in the 2050 SIS CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

STRATEGIC INTERMODAL SYSTEM (SIS) ALL MODES

SIS revenue estimates consist of federal and state funds for all modes on the SIS. This category includes construction, improvements, and associated right-of-way for highway and non-highway modes, as applicable, for designated SIS hubs, corridors, and connectors. The 2050 SIS CFP revenue estimates are provided for non-Turnpike facilities only. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan.

SIS revenues and projects are identified in the 2050 SIS Cost Feasible Plan and are provided to MPOs via that plan. The 2050 SIS Cost Feasible Plan includes all roads on the SIS including connectors between SIS corridors and SIS hubs. All projects identified in the 2050 SIS CFP are aligned with the SIS Policy Plan and its implementation as well as follow SIS Funding Eligibility Guidance.

These estimates (outside the Five-Year Work Program) are for planning purposes and do not represent a commitment of FDOT funding. The 2050 SIS Cost Feasible Plan does not provide specific projects for modes other than highways (i.e., aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the CFP planning period. The reserves are available for

each mode for specific projects that will be identified and selected in the future. **Table 5** provides the statewide estimate for SIS – all modes.

Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of $)

PROGRAMS	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26-2029/30	2030/31-2031/32	2032/33-2034/35	2035/36-2039/40	2040/41-2044/45	2045/46-2049/50	18-YEAR TOTAL FOR SIS 2032/33-2049/50	OVERALL 27-YEAR TOTAL 2024/25-2049/50
Highway Share Federal/State	$3,409.88	$6,598.12	$2,548.58	$3,710.00	$6,301.16	$6,376.18	$6,371.18	$22,758.53	$35,315.10
Modal Reserves Federal/State	$852.47	$1,649.53	$637.15	$927.50	$1,575.29	$1,594.05	$1,592.80	$5,689.63	$8,828.78
Statewide Total	$4,262.35	$8,247.65	$3,185.73	$4,637.51	$7,876.45	$7,970.23	$7,963.98	$28,448.16	$44,143.88

NON-SIS/NON-HIGHWAY MODES

Estimates of available federal and state funds are provided for informational purposes in **Table 6** for the following non-SIS/non-highway modes.

- **Aviation** – Primary use of the aviation program is financial and technical assistance to Florida's airports for airside improvements.
- **Rail** – Primary use is for funding the acquisition of rail corridors and assistance in developing intercity passenger and commuter rail services, fixed guideway system development, rehabilitation of rail facilities, and high-speed transportation.
- **Intermodal Access** – Primary use is to improve access to intermodal, seaport, and airport facilities to enhance the movement of people and goods to and from airports and seaports.
- **Seaport Development** – Florida Seaport Transportation Economic Development (FSTED) Council identifies projects eligible for funding for the development of public deep-water seaports.
- **SUN Trail** – Exclusive use is for eligible projects used to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) with a statutorily-defined $25 million annual allocation. This statewide network is being constructed by FDOT, and they bear the primary responsibility for planning the system. SUN Trail projects from the Five-Year Work Program need to be included in MPO's TIPs to advance. As such, these TIP projects also need to be in the LRTP. MPOs may wish to

REVENUE ESTIMATES REPORTED AT THE DISTRICTWIDE LEVEL

The approach for districtwide programs is provided in this section. Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District liaison to identify funding opportunities for these programs:

- Surface Transportation Block Grant (STBG),
- Transportation Alternatives (TA);
- Carbon Reduction Program (CRP);
- SHS (non-SIS) – non-TMA MPO;
- Other Roads (non-SHS/non-SIS); and
- Transportation Regional Incentive Program (TRIP).

Some non-capacity programs will be reported, such as:

- Highway Safety Improvement Program (HSIP), and
- Resurfacing, Bridge, and Operations & Maintenance (O&M).

These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

SURFACE TRANSPORTATION BLOCK GRANT

These are federal funds from the Surface Transportation Block Grant (STBG) program to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The sub-categories are shown in the list below.

- For "any area", may be used on any project in the state
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 9**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for "any area" can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

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Table 9. Districtwide Revenue Estimate for STBG (Millions of $)

Programs Funding Source: Federal	Time Periods (Fiscal Years) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1						
SA (Any Area)	$53.33	$248.58	$260.34	$260.34	$520.68	$1,343.27
SN (Population less than 5,000)	$4.07	$22.42	$22.08	$22.08	$44.15	$114.80
SM (Population 5,000 to 49,999)	$0.33	$15.02	$15.98	$15.98	$31.96	$79.28
SL (Population 50,000 to 200,000)	$4.07	$17.21	$20.28	$20.28	$40.55	$102.39
Total District 1	$61.80	$303.23	$318.67	$318.67	$637.35	$1,639.73
District 2						
SA (Any Area)	$47.39	$84.29	$91.62	$91.62	$183.25	$498.18
SN (Population less than 5,000)	$16.15	$36.43	$34.52	$34.52	$69.05	$190.68
SM (Population 5,000 to 49,999)	$2.51	$2.58	$-	$-	$-	$5.09
SL (Population 50,000 to 200,000)	$7.33	$22.38	$22.54	$22.54	$45.09	$119.89
Total District 2	$73.38	$145.68	$148.69	$148.69	$297.39	$813.83
District 3						
SA (Any Area)	$46.23	$78.63	$90.34	$90.34	$180.67	$486.20
SN (Population less than 5,000)	$13.12	$31.73	$31.97	$31.97	$63.94	$172.72
SM (Population 5,000 to 49,999)	$1.34	$6.85	$6.91	$6.91	$13.81	$35.82
SL (Population 50,000 to 200,000)	$0.50	$28.49	$29.41	$29.41	$58.82	$146.62
Total District 3	$61.19	$145.70	$158.62	$158.62	$317.24	$841.37
District 4						
SA (Any Area)	$61.20	$126.12	$97.58	$97.58	$195.17	$577.66
SN (Population less than 5,000)	$2.64	$3.51	$3.61	$3.61	$7.21	$20.56
SM (Population 5,000 to 49,999)	$1.88	$4.77	$4.81	$4.81	$9.62	$25.89
SL (Population 50,000 to 200,000)	$5.29	$13.01	$13.11	$13.11	$26.22	$70.74
Total District 4	$71.01	$147.41	$119.11	$119.11	$238.22	$694.85
District 5						
SA (Any Area)	$90.87	$252.81	$302.19	$302.19	$604.38	$1,552.42
SN (Population less than 5,000)	$8.20	$29.59	$30.00	$30.00	$60.01	$157.81
SM (Population 5,000 to 49,999)	$2.94	$5.51	$5.56	$5.56	$11.12	$30.68
SL (Population 50,000 to 200,000)	$15.82	$54.46	$55.96	$55.96	$111.92	$294.11
Total District 5	$117.83	$342.36	$393.71	$393.71	$787.41	$2,035.02
District 6						
SA (Any Area)	$29.18	$119.79	$146.00	$146.00	$292.01	$732.98
SN (Population less than 5,000)	$-	$1.38	$1.39	$1.39	$2.78	$6.95
SM (Population 5,000 to 49,999)	$0.10	$5.81	$5.85	$5.85	$11.71	$29.33
SL (Population 50,000 to 200,000)	$0.71	$-	$-	$-	$-	$0.71
Total District 6	$29.99	$126.98	$153.25	$153.25	$306.50	$769.97
District 7						
SA (Any Area)	$72.83	$183.05	$163.17	$163.17	$326.34	$908.57
SN (Population less than 5,000)	$6.93	$20.00	$20.14	$20.14	$40.27	$107.48
SM (Population 5,000 to 49,999)	$0.55	$0.77	$0.77	$0.77	$1.55	$4.41
SL (Population 50,000 to 200,000)	$8.99	$25.76	$25.95	$25.95	$51.90	$138.56
Total District 7	$89.30	$229.58	$210.03	$210.03	$420.07	$1,159.01
Statewide Total	$504.49	$1,440.95	$1,502.09	$1,502.09	$3,004.17	$7,953.78

For the districtwide estimate, FDOT identified the federal programmed funds for CRP for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – NON-TMA MPOS

These are state funds to fund improvements on the State Highway System for facilities not on the SIS. The approximately 8,000 miles of such highways represent about 64 percent of the centerline miles on the SHS. These funds may not be used off the state system. Non-TMA MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Estimates for SHS (non-SIS) for non-TMA MPOs are provided at the FDOT Districtwide level in **Table 12**.

Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$2.46	$4.73	$5.36	$5.52	$11.19	$29.26
District 2	$-	$-	$-	$-	$-	$-
District 3	$2.17	$0.89	$2.33	$2.43	$4.96	$12.78
District 4	$3.18	$1.30	$3.41	$3.56	$7.27	$18.72
District 5	$9.91	$76.25	$65.59	$68.56	$139.86	$360.16
District 6	$-	$-	$-	$-	$-	$-
District 7	$-	$31.43	$23.49	$24.26	$49.22	$128.40
Statewide Total	$17.72	$114.60	$100.17	$104.33	$212.50	$549.32

NON-SIS TRANSIT DISCRETIONARY

These are federal and state funds awarded based on a competitive process, which may differ depending on the grant. For the purpose of this revenue forecast, FTA transit funds treated as discretionary to MPOs include Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310, Formula Grants for Rural Areas – Section 5311, and Bus And Bus Facilities Section 5339. Distribution of these funds are evaluated based on program criteria and selected at the districtwide level but are not guaranteed.

In previous revenue forecasts, transit estimates were provided for both discretionary and formula by MPO. For this revenue forecast, transit estimates have been shown with discretionary funds at a districtwide level and formula funds at the MPO level. This adjustment in classification better represents how funds are distributed. Funds coming to FDOT via formula but distributed to transit agencies and MPOs based on need are considered discretionary for this revenue forecast. All transit discretionary funds are provided at the districtwide level and transit formula funds are provided at the MPO level (see pages 39-40). Estimates for Non-SIS Transit Discretionary are provided at the FDOT Districtwide level in **Table 14**.

Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$18.53	$30.59	$35.95	$36.59	$73.76	$195.41
District 2	$18.80	$36.23	$39.99	$40.49	$81.45	$216.95
District 3	$22.54	$26.38	$35.28	$35.52	$71.27	$191.00
District 4	$30.98	$110.40	$102.64	$103.85	$208.83	$556.70
District 5	$32.79	$32.30	$47.26	$47.83	$96.18	$256.37
District 6	$38.57	$30.10	$51.78	$53.79	$109.44	$283.68
District 7	$10.47	$37.79	$35.01	$35.41	$71.19	$189.87
Central Office	$210.59	$499.93	$524.11	$536.31	$1,083.86	$2,854.81
Statewide Total	$383.26	$803.73	$872.02	$889.80	$1,795.97	$4,744.78

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2050 REVENUE FORECAST
BAY COUNTY TPO

The purpose of this revenue forecast is to provide the **Bay County TPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

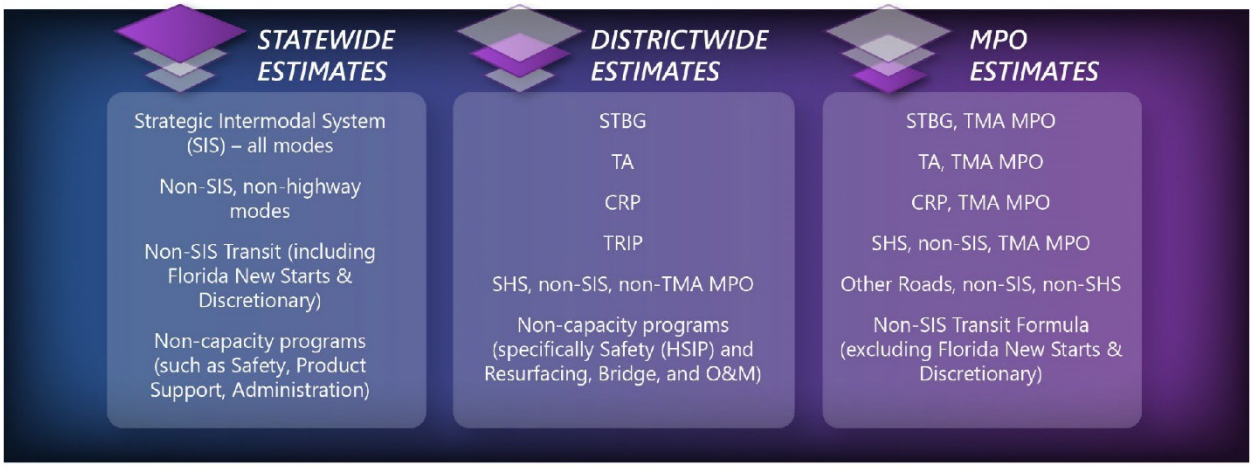
This document only provides forecasts for state and federal funds that "flow through" the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan. In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework



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STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and non-SIS transit. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), Transportation Regional Incentive Program (TRIP), SHS (non-SIS), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

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METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including Other Roads (non-SIS, non-SHS) and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 39** provides the estimate for the **Bay County TPO**.

Table 39. Bay County TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	$0.21	$1.30	$3.40	$3.53	$7.20	$15.64

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs. **Table 40** provides the estimate for the **Bay County TPO**.

Table 40. Bay County TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	$1.04	$2.87	$3.10	$3.24	$6.61	$16.86

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INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflations Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC $	PROJECT COST IN 2023/24 PDC $	PROJECT COST IN 2024/25 PDC $
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

YOE dollars = 2022/23 dollars X 2023 PDC multiplier for 2025/26-2029/30 time band

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at $30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply $30,000,000 by 1.16 for a YOE amount of $34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$34,800,000 = $30,000,000 X 1.16