

## 6. FINANCIAL RESOURCES

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This chapter provides background and context for preparing revenue estimates, describes associated assumptions and methodology to develop future estimate of funds from various local, state, and federal funding programs over the next 20 to 25 years as well as applicable state and federal requirements and guidelines.

### 6.1 State and Federal Requirements and Guidelines

The revenues identified for Martin MPO's 2045 Long Range Transportation Plan's (LRTP) – *Martin in Motion* are expected to be available over the next 20 to 25 years through 2045. They are consistent with the requirements of Title 23 of the Code of Federal Regulations (23 C.F.R. 450.324(f)). Further, future revenue estimates developed for *Martin in Motion* follow the guidelines included in FDOT's *Revenue Forecasting Guidebook, July 3, 2018* and MPO Advisory Council's (MPOAC) *Financial Guidelines for MPO 2045 Long Range Plans, July 13, 2017*. Below is a brief discussion of key components related to state and federal requirements and guidelines that were adhered to prepare the 2045 Revenue Forecast for *Martin in Motion*, while **Appendices D, E, and F** include these documents in their entirety.

#### 6.1.1 Project Phases and Year of Expenditure (YOE) Revenues

Federal planning regulations which were adopted in 2007 and corresponding MPO Advisory Council (MPOAC) guidelines require that both project cost and revenue forecasts be presented in Year of Expenditure (YOE) dollars. The FDOT revenue forecasts are provided in YOE dollars, and FDOT provides inflation forecasts which can be used to estimate YOE project costs. These YOE inflation factors are included in **Appendix A**. In addition, it is imperative that all project phases, such as, planning/design, right of way, and construction are included in the LRTP.

#### 6.1.2 Full Time Span of LRTP (1st Five Years)

Consistent with Federal Highway Administration's (FHWA) expectations stated in the Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs date January 10, 2018 and MPOAC's guidelines, the MPOs should include full financial information for all years covered by the LRTP, including information from their TIP. Since Martin MPO's FY 2020/21 - FY 2024/25 Transportation Improvement Program (TIP) was adopted in June 2020, it provides the most recent and relevant list of projects priorities currently programmed for funding in the first five-year time span of the Martin MPO's 2045 LRTP.

#### 6.1.3 Stability of Revenue Sources

Preparing the revenue forecast for the 2045 LRTP requires that future estimates be limited to existing and reasonably likely funding sources to implement transportation capacity projects, including transit and maintenance of the Federal-Aid Highway System. The FDOT guidance clearly states that if a project is funded using revenues available through one the state's discretionary programs, such projects be considered as "illustrative projects."

## 6.2 Methodology and Assumptions

The methodology and assumptions used for preparing the 2045 Revenue Forecast for Martin MPO's 2045 LRTP - *Martin in Motion* is consistent with state and federal requirements and guidelines included in Chapter 2. A short description of methodology and assumptions for state, local, and federal revenues follow.

### 6.2.1 State Revenues

FDOT's guidelines for estimating and presenting future revenues are followed in this review, as laid out in the *Revenue Forecasting Guidebook, July 3, 2018 and 2045 Revenue Forecast – Martin MPO/Martin Metropolitan Area, November 2018*. FDOT currently provides its revenue forecasts for program funding levels contained in the FDOT Adopted Work Program for FYs 2018 through 2022. The forecast of funding levels for FDOT programs for FYs 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the FDOT Adopted Work Program and planned funding for FYs 2023-2026. The updated FY 2020/21-FY 2024/25 Transportation Improvement Program (TIP) is used for near-term revenue forecasts prior to the "2<sup>nd</sup> five-year period 2026 to 2030." Funding in the "2045 Cost Feasible Plan" is provided for 2020 and then in five-year aggregates for the periods 2026 to 2030, 2031 to 2035, and 2036 to 2045. Funds allocated to Strategic Intermodal System (SIS) projects are based on statewide revenue estimates. These revenue estimates are not available at MPO level.

### 6.2.2 Local Revenues

Revenue growth rates for key local revenue sources – including fuel taxes, transportation impact fees, Marty farebox proceeds, and general fund (property taxes) – were developed in consultation with Martin County Office of Management and Budget (OMB) and Martin MPO staff. It should be noted that the revenue estimates for local fuel taxes and farebox recovery reflect the impact of the current COVID-19 situation<sup>6</sup>. Detailed assumptions for growth rates specific to sources are included in footnotes for documentation.

### 6.2.3 Federal Revenues

Assumption for growth rate of funds directly received by Marty (transit operator) from Federal Transit Administration (FTA) were based on Martin County's *2020-2029 Transit Development Plan (TDP), August 2019*. Detailed assumptions for growth rates specific to sources are included in footnotes for documentation. It should be noted that federal revenues distributed directly to local governments or authorities from the Federal Airport and Airway Trust Fund are not included in the 2045 Revenue Forecast for *Martin in Motion*.

## 6.3 Limitations of Analysis

This analysis describes only State (FDOT) revenues forecasted to flow to Martin County for capital improvement purposes – that is, for the State Capacity Program. The review does not include FDOT operating and maintenance funds (i.e., the State Non-Capacity

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<sup>6</sup> Coronavirus disease 2019 (COVID-19) is defined as illness caused by a novel coronavirus now called severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2; formerly called 2019-nCoV), which was first identified amid an outbreak of respiratory illness cases in Wuhan City, Hubei Province, China. It was initially reported to the WHO on December 31, 2019. On January 30, 2020, the WHO declared the COVID-19 outbreak a global health emergency. On March 11, 2020, the WHO declared COVID-19 a global pandemic, its first such designation since declaring H1N1 influenza a pandemic in 2009. (Source: [www.cdc.gov](http://www.cdc.gov))

Program) that would be applied to facilities in Martin County. FDOT implements the Non-Capacity Program throughout the state and does not provide district-level revenue estimates. According to FDOT, the Department has estimated sufficient revenues to meet the Non-Capacity safety, preservation, and support objectives in each metropolitan area in the state.

## 6.4 State of Florida Department of Transportation (FDOT)

This section describes the State transportation funding programs and the forecasted revenues developed by FDOT that are projected to flow to Martin County through the year 2045. These program funds include state and federal funds that flow through FDOT. **Tables 6-1, 6-2** and **6-3** show these funding programs and associated revenue estimates. It should be noted that the tables in this section are derived from the FDOT's *2045 Revenue Forecast – Martin MPO/Martin Metropolitan Area, November 2018*.

**Table 6-1: County Level Capacity Program Estimates, YOE**

Capacity Programs	Time Period (Fiscal Years)					26-Year Total <sup>2</sup>
	2020 <sup>1</sup>	2021-2025 <sup>1</sup>	2026-2030	2031-2035	2036-2045	2020-2045
Other Roads Construction & ROW	\$6,680,000	\$48,970,000	\$59,480,000	\$64,180,000	\$133,540,000	\$312,850,000
Product Support <sup>3</sup>		\$10,773,400	\$13,085,600	\$14,119,600	\$29,378,800	\$67,357,400
Transit	\$2,740,000	\$15,230,000	\$19,210,000	\$21,030,000	\$43,820,000	\$102,030,000
*SIS Highways Construction & ROW		\$7,759,000	\$0	\$12,100,000	\$506,811,000	\$526,670,000
Total	\$9,420,000	\$82,732,400	\$91,775,600	\$111,429,600	\$713,549,800	\$1,008,907,400

Source: 2045 Revenue Forecast Martin MPO, November 2018, FDOT. (Table 5, page 6)

<sup>1</sup> Estimates for FYs 2018-2022 are contained in the FDOT Adopted Work Program.

<sup>2</sup> Columns and rows may not equal due to rounding.

<sup>3</sup> Per FDOT 2045 Revenue Forecasting Guidebook, July 2018 and 2045 Revenue Forecast Martin MPO, 22% funds to be allocated for project support. Product support includes soft costs for planning and engineering activities.

\* Revenue stream is derived from SIS project costs allocated to improvements programmed in Martin County.

Note: MPO in TMAs can assume 10% of their Other Roads program can be used for "off-system" roads (federal-aid highway system but not on SHS).

**Table 6-2: Transportation Management Area (TMA) Fund Estimates, YOE**

Port St. Lucie Urbanized Area/TMA	Time Period (Fiscal Years)					26-Year Total <sup>1</sup>
	2020	2021-2025	2026-2030	2031-2035	2036-2045	2020-2045
TMA Funds for Martin and St. Lucie Metropolitan Areas <sup>2</sup>	\$6,080,000	\$30,410,000	\$30,410,000	\$30,410,000	\$60,810,000	\$158,110,000

Source: 2045 Revenue Forecast Martin MPO, November 2018, FDOT. (Table 6, page 7)

<sup>1</sup> Columns and rows may not equal due to rounding.

<sup>2</sup> TMA funds to be allocated based on 32/68 split between Martin MPO and St. Lucie TPO.

**Table 6-3: Transportation Alternatives Fund Estimates, YOE**

Martin Metropolitan Area and Districtwide	Time Period (Fiscal Years)					26-Year Total <sup>1</sup>
	2020	2021-2025	2026-2030	2031-2035	2036-2045	2020-2045
TALU (>200,000 Population) for Martin and St. Lucie Metropolitan Areas, Funds for Port St. Lucie TMA <sup>2</sup>	\$490,000	\$2,460,000	\$2,460,000	\$2,460,000	\$4,910,000	\$12,780,000
TALT (Any Area), District 4	\$4,550,000	\$22,740,000	\$22,740,000	\$22,740,000	\$45,470,000	\$118,220,000

Source: 2045 Revenue Forecast Martin MPO, November 2018, FDOT. (Table 9, page 8)

<sup>1</sup> Columns and rows may not equal due to rounding.

<sup>2</sup> TALU funds to be allocated based on 35/65 split between Martin MPO and St. Lucie TPO.

Tables 6-4, 6-5, and 6-6 show revenue estimates from FDOT’s discretionary sources available at districtwide and statewide levels. The Martin MPO needs to compete for these funds.

**Table 6-4: Districtwide Transportation Regional Incentive Program (TRIP) Estimates, YOY**

FDOT District	Time Period (Fiscal Years)					26-Year Total <sup>2</sup>
	2020 <sup>1</sup>	2021-2025 <sup>1</sup>	2026-2030	2031-2035	2036-2045	2020-2045
District 4	\$4,100,000	\$28,900,000	\$43,100,000	\$47,900,000	\$98,200,000	\$222,300,000

Source: 2045 Revenue Forecast Martin MPO, November 2018, FDOT. (Table 7, page 7)

<sup>1</sup> Estimates for FYs 2018-2022 are contained in the FDOT Adopted Work Program.

<sup>2</sup> Columns and rows may not equal due to rounding.

Notes:

- Projects that are funded partially using TRIP cannot be considered as "funded" or cost feasible since there is no guarantee of any specific project receiving these funds.
- Projects partially funded using TRIP can be included in the LRTPs as "illustrative" projects.

**Table 6-5: Transit - Florida New Starts Program Estimates, YOY**

Statewide Program	Time Period (Fiscal Years)					26-Year Total
	2020	2021-2025	2026-2030	2031-2035	2036-2045	2020-2045
Statewide Total Forecast	\$41,800,000	\$226,300,000	\$259,200,000	\$282,400,000	\$593,400,000	\$1,403,100,000

Source: 2045 Revenue Forecast Martin MPO, November 2018, FDOT. (Table 8, page 8)

Notes:

- Projects that are funded partially using Florida New Starts Program cannot be considered as "funded" or cost feasible since there is no guarantee of any specific project receiving these funds.
- Projects partially funded using Florida New Starts Program can be included in the LRTPs as "illustrative" projects.

**Table 6-6: Statewide Capacity Program Estimates – SUN Trail Program, YOY**

Major Program	Time Period (Fiscal Years)					26-Year Total <sup>2</sup>
	2020 <sup>1</sup>	2021-2025 <sup>1</sup>	2026-2030	2031-2035	2036-2045	2020-2045
SUN Trail	\$25,000,000	\$125,000,000	\$125,000,000	\$125,000,000	\$250,000,000	\$650,000,000

Source: 2045 Revenue Forecast Martin MPO, November 2018, FDOT. (Table 4, page 6)

<sup>1</sup> Based on FDOT Tentative Work Program for FYs 2018-2022.

<sup>2</sup> Columns and rows may not equal due to rounding.

Note: FDOT uses 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 Florida Department of Environmental Protection (FDEP).

Table 6-7 provides a summary of State of Florida Department of Transportation revenue estimates available from various state and federal funding programs through 2045. **Appendix D** and **Appendix E** include detailed guidance on funding eligibility for projects under different FDOT programs by mode or category.

**Table 6-7: Florida Department of Transportation Revenue Estimates Summary, YOE**

Revenue Source	Time Period (Fiscal Years)					26-Year Total <sup>1</sup>
	2020	2021-2025	2026-2030	2031-2035	2036-2045	2020-2045
Other Roads Construction & ROW	\$6,680,000	\$48,970,000	\$59,480,000	\$64,180,000	\$133,540,000	\$312,850,000
Product Support <sup>2</sup>	\$0	\$10,773,400	\$13,085,600	\$14,119,600	\$29,378,800	\$67,357,400
TMA Funds for Martin and St. Lucie Metropolitan Areas <sup>3</sup>	\$1,945,600	\$9,731,200	\$9,731,200	\$9,731,200	\$19,459,200	\$50,595,200
TALU (>200,000 Population) for Martin and St. Lucie Metropolitan Areas, Funds for Port St. Lucie TMA <sup>3</sup>	\$171,500	\$861,000	\$861,000	\$861,000	\$1,718,500	\$4,473,000
Transit	\$2,740,000	\$15,230,000	\$19,210,000	\$21,030,000	\$43,820,000	\$102,030,000
*SIS Highways Construction & ROW	\$0	\$7,759,000	\$0	\$12,100,000	\$506,811,000	\$526,670,000
<b>Total</b>	<b>\$11,537,100</b>	<b>\$93,324,600</b>	<b>\$102,367,800</b>	<b>\$122,021,800</b>	<b>\$734,727,500</b>	<b>\$1,063,975,600</b>
TALT (Any Area), District 4 <sup>4</sup>	\$4,550,000	\$22,740,000	\$22,740,000	\$22,740,000	\$45,470,000	\$118,220,000
Transportation Regional Incentive Program (TRIP), District 4 <sup>4</sup>	\$4,100,000	\$28,900,000	\$43,100,000	\$47,900,000	\$98,200,000	\$222,300,000
Transit- Florida New Starts Program, Statewide Program <sup>4</sup>	\$41,800,000	\$226,300,000	\$259,200,000	\$282,400,000	\$593,400,000	\$1,403,100,000
SUN Trail <sup>4</sup>	\$25,000,000	\$125,000,000	\$125,000,000	\$125,000,000	\$250,000,000	\$650,000,000

<sup>1</sup> Columns and rows may not equal due to rounding.

<sup>2</sup> Per FDOT 2045 Revenue Forecasting Guidebook, July 2018 and 2045 Revenue Forecast Martin MPO, 25% funds to be allocated for project support. Product support includes soft costs for planning and engineering activities.

<sup>3</sup> TMA funds are based on 32/68 split between Martin MPO and St. Lucie TPO, while TALU funds allocated based on 35/65 split respectively.

<sup>4</sup> Discretionary funds available at District 4 or Statewide level. Project partially funded through these revenue sources cannot be considered as "cost feasible." They should be included as "illustrative projects."

\* Revenue stream is derived from SIS project costs allocated to improvements programmed in Martin County.

## 6.5 Local Revenue Estimates

There are several separate fuel or gasoline taxes in the State of Florida which provide revenue for transportation improvements to Florida cities and counties. These fuel taxes are:

- Constitutional Fuel Tax
- County Fuel Tax
- Municipal Fuel Tax
- 1<sup>st</sup> Local Option Fuel Tax (the "6-Cent LOGT")
- 2<sup>nd</sup> Local Option Fuel Tax (the "5-Cent LOGT")
- Ninth-Cent Fuel Tax

The first three taxes are imposed by the State and distributed to the Counties, while the last three taxes are local option fuel taxes which can be imposed by each county, respectively, according to its discretion. This section describes projected revenues within Martin County from these sources and the uses of each fuel tax by county governments. In addition, funds committed by a private developer through a Development Order are also included in the local revenue forecast. These funds are dedicated for a specific roadway project. **Tables 6-8, 6-9 and 6-10** show revenue estimates, growth rate assumptions and uses of funds.

**Table 6-8: Local and Federal (FTA) Funds Revenue Estimates through 2045, YOY**

Revenue Source	Time Period (Fiscal Years)																									26-Year Total 2020-2045	
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044		2045
<b>Fuel Taxes<sup>1</sup></b>																											
1 <sup>st</sup> Local Option Fuel Tax (6 Cents) - County	\$1,257,358	\$1,257,358	\$1,267,417	\$1,277,556	\$1,287,777	\$1,298,079	\$1,308,463	\$1,318,931	\$1,329,483	\$1,340,118	\$1,350,839	\$1,361,646	\$1,372,539	\$1,383,520	\$1,394,588	\$1,405,744	\$1,416,990	\$1,428,326	\$1,439,753	\$1,451,271	\$1,462,881	\$1,474,584	\$1,486,381	\$1,498,272	\$1,510,258	\$1,522,340	\$35,902,472
1 <sup>st</sup> Local Option Fuel Tax (6 Cents) - Municipal	\$259,542	\$259,542	\$261,618	\$263,711	\$265,821	\$267,947	\$270,091	\$272,252	\$274,430	\$276,625	\$278,838	\$281,069	\$283,317	\$285,584	\$287,868	\$290,171	\$292,493	\$294,833	\$297,191	\$299,569	\$301,965	\$304,381	\$306,816	\$309,271	\$311,745	\$314,239	\$7,410,928
2 <sup>nd</sup> Local Option Fuel Tax (5 Cents) - County	\$917,823	\$917,823	\$925,165	\$932,567	\$940,027	\$947,547	\$955,128	\$962,769	\$970,471	\$978,235	\$986,061	\$993,949	\$1,001,901	\$1,009,916	\$1,017,995	\$1,026,139	\$1,034,348	\$1,042,623	\$1,050,964	\$1,059,372	\$1,067,847	\$1,076,389	\$1,085,001	\$1,093,681	\$1,102,430	\$1,111,249	\$26,207,418
2 <sup>nd</sup> Local Option Fuel Tax (5 Cents) - Municipal	\$189,455	\$189,455	\$190,971	\$192,499	\$194,038	\$195,591	\$197,156	\$198,733	\$200,323	\$201,925	\$203,541	\$205,169	\$206,810	\$208,465	\$210,132	\$211,814	\$213,508	\$215,216	\$216,938	\$218,673	\$220,423	\$222,186	\$223,964	\$225,755	\$227,561	\$229,382	\$5,409,682
9 <sup>th</sup> Cent (1 Cent)	\$2,696,118	\$2,696,118	\$2,717,687	\$2,739,428	\$2,761,344	\$2,783,435	\$2,805,702	\$2,828,148	\$2,850,773	\$2,873,579	\$2,896,568	\$2,919,740	\$2,943,098	\$2,966,643	\$2,990,376	\$3,014,299	\$3,038,414	\$3,062,721	\$3,087,223	\$3,111,920	\$3,136,816	\$3,161,910	\$3,187,206	\$3,212,703	\$3,238,405	\$3,264,312	\$76,984,685
Constitutional Fuel Tax (2 Cents)	\$597,255	\$597,255	\$602,033	\$606,849	\$611,704	\$616,598	\$621,531	\$626,503	\$631,515	\$636,567	\$641,659	\$646,793	\$651,967	\$657,183	\$662,440	\$667,740	\$673,082	\$678,466	\$683,894	\$689,365	\$694,880	\$700,439	\$706,043	\$711,691	\$717,385	\$723,124	\$17,053,960
County Fuel Tax (1 Cent)	\$262,748	\$262,748	\$264,849	\$266,968	\$269,104	\$271,257	\$273,427	\$275,614	\$277,819	\$280,042	\$282,282	\$284,540	\$286,817	\$289,111	\$291,424	\$293,756	\$296,106	\$298,474	\$300,862	\$303,269	\$305,695	\$308,141	\$310,606	\$313,091	\$315,596	\$318,120	\$7,502,466
<b>Transportation Impact Fees<sup>2</sup></b>	\$1,000,000	\$1,000,000	\$1,010,000	\$1,020,100	\$1,030,301	\$1,040,604	\$1,051,010	\$1,061,520	\$1,072,135	\$1,082,857	\$1,093,685	\$1,104,622	\$1,115,668	\$1,126,825	\$1,138,093	\$1,149,474	\$1,160,969	\$1,172,579	\$1,184,304	\$1,196,147	\$1,208,109	\$1,220,190	\$1,232,392	\$1,244,716	\$1,257,163	\$1,269,735	\$29,243,200
<b>Transit (General Fund)<sup>3</sup></b>	\$998,159	\$998,159	\$998,159	\$998,159	\$998,159	\$998,159	\$998,159	\$998,159	\$998,159	\$998,159	\$1,033,095	\$1,069,253	\$1,106,677	\$1,145,410	\$1,185,500	\$1,226,992	\$1,269,937	\$1,314,385	\$1,360,388	\$1,408,002	\$1,457,282	\$1,508,287	\$1,561,077	\$1,615,715	\$1,672,265	\$1,730,794	\$31,646,647
<b>Transit (Marty) - Farebox Revenue<sup>4</sup></b>	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$77,625	\$80,342	\$83,154	\$86,064	\$89,076	\$92,194	\$95,421	\$98,761	\$102,217	\$105,795	\$109,498	\$113,330	\$117,297	\$121,402	\$125,651	\$130,049	\$2,377,876
<b>Federal Funds<sup>5</sup> (Transit Operating Revenue)</b>	\$745,972	\$820,570	\$621,355	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$569,335	\$15,282,602
<b>Federal Funds<sup>6</sup> (Transit Capital Revenue)</b>	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$585,462	\$15,222,012
<b>Private Sector Participation<sup>7</sup></b>																		\$33,744,090	\$33,744,090							\$67,488,180	

- <sup>1</sup> Fuel taxes for Year 2020 based on Local Government Financial Information Handbook, Nov. 2019 published by Office of Economic and Demographic Research. (Pages 25, 31, 209, 213, 215, 225, 227, and 231) and reduced by 70% per Martin County Office of Management & Budget (OMB).
- <sup>2</sup> Transportation impact fees for FY 2020 is based on average impact fee collected by Martin County over the previous 10-year period. FY 2020 Adopted County budget shows transportation impact fee in the amount of \$1,990,000.
- <sup>3</sup> Fiscal Year 2020 Adopted Budget, Martin County. The 2020-2029 TDP includes General Funds in the amount of \$756,000 per year based on Proposed FY 2020 Martin County Budget.
- <sup>4</sup> 2020-2029 Transit Development Plan, August 2019, Martin County. Fare revenue reduced by 25% (\$25K) due to lower ridership resulting from COVID-19.
- <sup>5</sup> Federal operating revenues from Federal Transit Administration's (FTA) Section 5307 Urbanized received directly by Marty. This revenue stream is not included in FDOT's Transit program.
- <sup>6</sup> Federal capital revenues from Federal Transit Administration's (FTA) Sections 5307 and 5339 received directly by Marty. This revenue stream is not included in FDOT's Transit program.
- <sup>7</sup> Funds for Village Parkway Extension project made available by the Developer.

**Table 6-9: Growth Rate Assumptions for Local and Federal (FTA) Revenue Estimates**

Growth Rate Assumptions	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Fuel Taxes <sup>1</sup>	--	0.00%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%
Transportation Impact Fees <sup>2</sup>	--	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Transit (General Fund) <sup>3</sup>	--	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	3.50%
Transit (Marty) - Farebox Revenue <sup>4</sup>	--	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
Federal Funds <sup>5</sup> (Transit Operating Revenue)					0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Federal Funds <sup>6</sup> (Transit Capital Revenue)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

- Notes:**
- <sup>1</sup> Fuel taxes assumed to grow at an annual rate of 0.8%, which is slightly higher than 0.6% annual population growth rate between 2015-2045. Since 1990, fuel taxes have grown at an annual rate of 1.8% while population has grown at 1.6% annually with the net difference being 0.2%.
  - <sup>2</sup> Transportation impact fees assumed to grow at 1% per year between 2022-2045.
  - <sup>3</sup> General funds remain flat for 10-year period between 2020-2029 consistent with Martin County's Transit Development Plan assumptions. Growth assumed at annual rate of 3.5% between 2029-2045, which is in line with population growth rate of 0.6% per year plus 2.9% per year net different between nearly 30-year average of population growth (1.6%) and fuel tax growth (4.5%).
  - <sup>4</sup> Farebox revenue remains flat for 10-year period between 2020-2029 consistent with Martin County's Transit Development Plan. Growth assumed at annual rate of 0.6% between 2029-2045, which is in line with population growth rate of 0.6% per year. Revenue stream from farebox is uncertain in the future due to unknown long-term impacts of COVID-19 on transit ridership.
  - <sup>5</sup> Federal Funds (Section 5307) available are for the 10-year period between 2020-2029 consistent with Martin County's Transit Development Plan assumptions. These funds are assumed to remain flat between 2030 and 2045.
  - <sup>6</sup> Federal Funds (Sections 5307 and 5339) assumed to remain flat for 10-year period between 2020-2029 consistent with Martin County's Transit Development Plan assumptions. Conservative assumption continues to consider revenue stream from these programs to remain flat between 2030 and 2045.

**Table 6-10: Project Funding Eligibility vs. Local and Federal (FTA) Revenue Sources**

Revenue Source	Typical Uses		
	Detailed Description	Summary Description, Martin County	Eligible Modes
<b>Fuel Taxes</b>			
1 <sup>st</sup> Local Option Fuel Tax (6 Cents) (County/Municipal)	Capital improvements and operations and maintenance including public transportation, roadways, bridges, traffic signals/engineering, and sidewalks.	Capital and O&M (including transit, sidewalks)	Roadways, Transit, Sidewalks
2 <sup>nd</sup> Local Option Fuel Tax (5 Cents) (County/Municipal)	Capital improvements including new road construction, reconstruction or resurfacing of existing paved roads, or the paving of existing roads are deemed to increase capacity, and such projects can be included in the CIP of an adopted comprehensive plan.	Capital Only	Roadways
9 <sup>th</sup> Cent (1 Cent)	Capital improvements and operations and maintenance including public transportation, roadways, bridges, traffic signals/engineering, and sidewalks.	Capital and O&M (including transit, sidewalks)	Roadways, Transit, Sidewalks
Constitutional Fuel Tax (2 Cents) <sup>1</sup>	Acquisition, construction and maintenance of roads. May include construction of traffic signals, sidewalks, bicycle paths, and landscaping. Bridge repair and maintenance may be funded.	Operations & Maintenance, Minor Capital (including sidewalks, bicycle paths)	ROW, Roadways, Sidewalks, Bicycle, Landscaping
County Fuel Tax (1 Cent) <sup>2</sup>	Acquisition of ROW, construction, reconstruction, operation and maintenance of roads, bridges, bicycle paths and pedestrian pathways.	Operations & Maintenance, Minor Capital (including sidewalks, bicycle paths)	ROW, Roadways, Sidewalks, Bicycle
<b>Transportation Impact Fees</b>	Construction of urban and rural roads and pedestrian and bicycle pathways based on the impact fee special revenue fund.	Capital	Roadways, Sidewalks and Bicycle Pathways
<b>Transit (General Fund)</b>	Operations and maintenance of public transportation.	O&M	Transit
<b>Transit (Marty) - Farebox Revenue</b>	Operations and maintenance of public transportation.	O&M	Transit
<b>Federal Funds<sup>3</sup> (Transit Operating Revenue)</b>	<b>Section 5307</b> - Martin County is in the Port Saint Lucie UZA which is an urbanized area with a population of over \$200,000. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under the Special Rule. Martin County is eligible under the Special Rule relating to operating less than 100 buses in peak service. Every year FTA issues Table 3A apportionment table showing the maximum amount of Section 5307 Operating Assistance that Martin County is allowed to use. Martin County is capped at 75% of the percent of apportionment attributable to operator based on vehicle revenue hours based on vehicles operated in peak service for FY20 that is 28.037%.	O&M	Transit
<b>Federal Funds<sup>4</sup> (Transit Capital Revenue)</b>	<b>Section 5307</b> - Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Federal share 80% of net project cost, 90% for ADA related vehicle equipment or bicycle and 50% for operating assistance. <b>Section 5339</b> - Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	Capital	Transit
<b>Private Sector Participation</b>	Based on Development Order or local agreements.	Capital	Roads, Rail

<sup>1</sup> The funds may be used as matching funds for any federal, state, or private grant specifically related to these purposes identified in Section 206.47(7), F.S.

<sup>2</sup> Funds may be used for the reduction of bonded indebtedness incurred for road and bridge or other transportation purposes.

<sup>3</sup> Federal operating revenues from Section 5307 Urbanized is not accounted in FDOT Transit revenues.

<sup>4</sup> Federal capital revenues from Sections 5307 and 5339 are not accounted in FDOT Transit revenues.

## 6.6 Federal Revenue Estimates

Funds received from FTA directly by Marty, the County's transit operator under Sections 5307 and 5339 are shown in **Table 6-8** with corresponding growth rates and assumptions included in **Table 6-9**. These funds can be expended on transit operations and maintenance as well capital with certain constraints explained in **Table 6-10**.

## 6.7 Revenue Forecast Summary

A summary of the forecasted revenues described in Sections 6.3, 6.4 and 6.5 is presented in **Figure 6-11**. While the Martin MPO does not have direct decision-making influence over all the revenues shown here, it is important to show the full range of highway and transit funds that will be available for use within the County over the coming years.

Future revenue estimates presented in this Chapter were used to prioritize highway, transit, Transportation Systems Management and Operations (TSM&O), non-motorized and complete streets investments in Martin County in a cost constrained manner, which is limited to existing and reasonably likely funding sources.

**Table 6-11: 2045 Revenue Forecast Summary, YOY**

Revenue Source	Time Period (Fiscal Years)					26-Year Total <sup>1</sup>	20-Year Total
	2020	2021-2025	2026-2030	2031-2035	2036-2045	2020-2045	2026-2045
<b>Florida Dept. of Transportation</b>							
Other Roads Construction & ROW	\$6,680,000	\$48,970,000	\$59,480,000	\$64,180,000	\$133,540,000	<b>\$312,850,000</b>	<b>\$257,200,000</b>
Product Support <sup>2</sup>	\$0	\$10,773,400	\$13,085,600	\$14,119,600	\$29,378,800	<b>\$67,357,400</b>	<b>\$56,584,000</b>
TMA Funds for Martin and St. Lucie Metropolitan Areas <sup>3</sup>	\$1,945,600	\$9,731,200	\$9,731,200	\$9,731,200	\$19,459,200	<b>\$50,595,200</b>	<b>\$38,918,400</b>
TALU (>200,000 Population) for Martin and St. Lucie Metropolitan Areas, Funds for Port St. Lucie TMA <sup>3</sup>	\$171,500	\$861,000	\$861,000	\$861,000	\$1,718,500	<b>\$4,473,000</b>	<b>\$3,440,500</b>
Transit	\$2,740,000	\$15,230,000	\$19,210,000	\$21,030,000	\$43,820,000	<b>\$102,030,000</b>	<b>\$84,060,000</b>
*SIS Highways Construction & ROW	\$0	\$7,759,000	\$0	\$12,100,000	\$506,811,000	<b>\$526,670,000</b>	<b>\$518,911,000</b>
<b>Total (State)</b>	<b>\$11,537,100</b>	<b>\$93,324,600</b>	<b>\$102,367,800</b>	<b>\$122,021,800</b>	<b>\$734,727,500</b>	<b>\$1,063,975,600</b>	<b>\$959,113,900</b>
TALT (Any Area), District 4 <sup>4</sup>	<b>\$4,550,000</b>	<b>\$22,740,000</b>	<b>\$22,740,000</b>	<b>\$22,740,000</b>	<b>\$45,470,000</b>	<b>\$118,220,000</b>	<b>\$90,930,000</b>
Transportation Regional Incentive Program (TRIP), District 4 <sup>4</sup>	<b>\$4,100,000</b>	<b>\$28,900,000</b>	<b>\$43,100,000</b>	<b>\$47,900,000</b>	<b>\$98,200,000</b>	<b>\$222,300,000</b>	<b>\$189,300,000</b>
Transit- Florida New Starts Program, Statewide Program <sup>4</sup>	<b>\$41,800,000</b>	<b>\$226,300,000</b>	<b>\$259,200,000</b>	<b>\$282,400,000</b>	<b>\$593,400,000</b>	<b>\$1,403,100,000</b>	<b>\$1,135,000,000</b>
SUN Trail <sup>4</sup>	<b>\$25,000,000</b>	<b>\$125,000,000</b>	<b>\$125,000,000</b>	<b>\$125,000,000</b>	<b>\$250,000,000</b>	<b>\$650,000,000</b>	<b>\$500,000,000</b>
<b>Local</b>							
Fuel Taxes <sup>5</sup>	\$6,180,298	\$31,399,885	\$32,676,137	\$34,004,263	\$72,211,027	<b>\$176,471,610</b>	<b>\$138,891,428</b>
Transportation Impact Fees	\$1,000,000	\$5,101,005	\$5,361,208	\$5,634,683	\$12,146,304	<b>\$29,243,200</b>	<b>\$23,142,194</b>
Transit (General Fund)	\$998,159	\$4,990,795	\$5,025,731	\$5,733,832	\$14,898,130	<b>\$31,646,647</b>	<b>\$25,657,693</b>
Transit (Marty) - Farebox Revenue	\$75,000	\$375,000	\$377,625	\$430,831	\$1,119,421	<b>\$2,377,876</b>	<b>\$1,927,876</b>
<b>Total (Local)</b>	<b>\$8,253,457</b>	<b>\$41,866,685</b>	<b>\$43,440,700</b>	<b>\$45,803,609</b>	<b>\$100,374,882</b>	<b>\$239,739,333</b>	<b>\$189,619,191</b>
<b>Private Sector Participation<sup>6</sup></b>	\$0	\$0	\$0	\$0	\$67,488,180	<b>\$67,488,180</b>	<b>\$67,488,180</b>
<b>Federal</b>							
Federal Funds (Transit Operating Revenue) <sup>7</sup>	\$745,972	\$3,149,930	\$2,846,675	\$2,846,675	\$5,693,350	<b>\$15,282,602</b>	<b>\$11,386,700</b>
Federal Funds (Transit Capital Revenue) <sup>8</sup>	\$585,462	\$2,927,310	\$2,927,310	\$2,927,310	\$5,854,620	<b>\$15,222,012</b>	<b>\$11,709,240</b>
<b>Total (Federal)</b>	<b>\$1,331,434</b>	<b>\$6,077,240</b>	<b>\$5,773,985</b>	<b>\$5,773,985</b>	<b>\$11,547,970</b>	<b>\$30,504,614</b>	<b>\$23,095,940</b>
<b>Grand Total (State, Local and Federal) for Martin MPO<sup>9</sup></b>	<b>\$21,121,991</b>	<b>\$141,268,525</b>	<b>\$151,582,485</b>	<b>\$173,599,394</b>	<b>\$846,650,352</b>	<b>\$1,401,707,727</b>	<b>\$1,239,317,211</b>

<sup>1</sup> Columns and rows may not equal due to rounding.

<sup>2</sup> Per FDOT 2045 Revenue Forecasting Guidebook, July 2018 and 2045 Revenue Forecast Martin MPO, 25% funds to be allocated for project support. Product support includes soft costs for planning and engineering activities.

<sup>3</sup> TMA funds are based on 32/68 split between Martin MPO and St. Lucie TPO, while TALU funds allocated based on 35/65 split respectively.

<sup>4</sup> Discretionary funds available at District 4 or Statewide level. Project partially funded through these revenue sources cannot be considered as "cost feasible." They should be included as "illustrative projects."

<sup>5</sup> Fuel taxes include local option fuel taxes (1-6 Cents, 1-5 Cents, Ninth Cent), constitutional fuel tax and county fuel tax.

<sup>6</sup> Funds for Village Parkway Extension project made available by the Developer.

<sup>7</sup> Federal operating revenues from Sections 5307 Urbanized program. Under this program, Marty receives funds directly from the Federal Transit Administration (FTA).

<sup>8</sup> Federal capital revenues from Sections 5307 and 5339 programs. Under these programs, Marty receives funds directly from the Federal Transit Administration (FTA).

<sup>9</sup> Does not include discretionary funds available at Districtwide or Statewide levels.

\* Revenue stream is derived from SIS project costs allocated to improvements programmed in Martin County.