

2045 | LRTP



STEERING COMMITTEE

MEETING

February 22, 2019

Agenda



1. Introduction
2. Financial Resources
3. Scenario Planning Updates
4. Performance Based Planning
5. Public Involvement
6. Website
7. Next Steps

Financial Resources

Contents



1. Progression of Revenue Forecasts
2. Overview of Federal Funding Programs
3. State FDOT & Turnpike Revenues
4. Gas Tax and Impact Fee Revenues
5. Local Agency Revenues
6. Summary of Forecasted Revenues
7. Summary of Alternative Revenue Sources

Progression of Revenue Forecasts



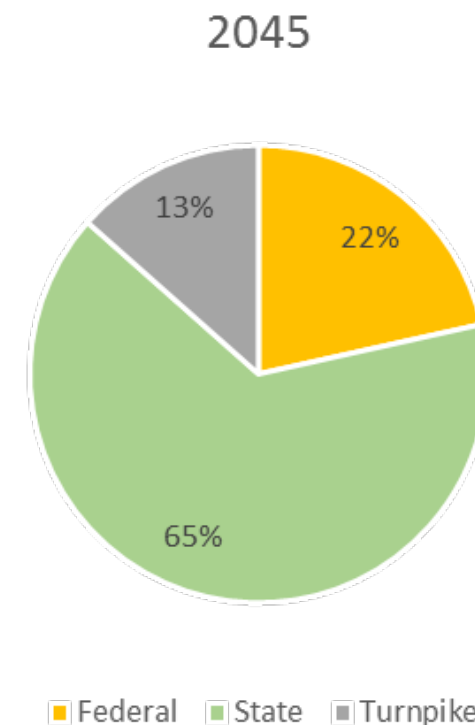
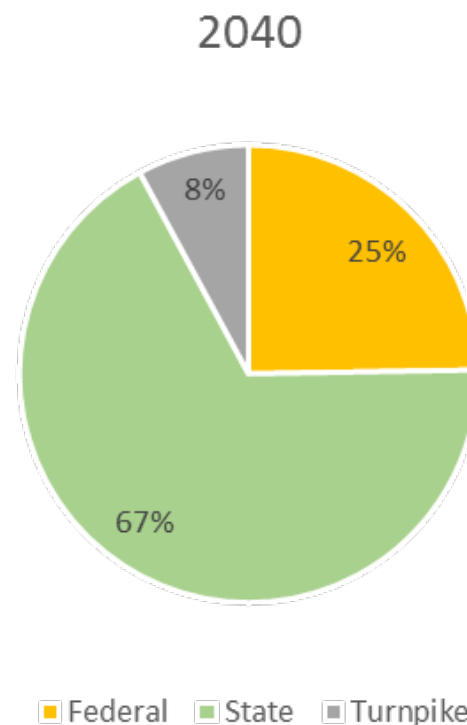
2

4

5

Revenue Forecast Comparison 2040 to 2045		
Major Revenue Sources (\$ in millions)	LRTP Period	
	2040 (27-yr Total)	2045 (26-yr Total)
Federal	53,389 25%	61,440 22%
State	145,430 67%	185,748 65%
Turnpike	17,011 8%	38,453 13%
Total	215,830	285,641

Source: FDOT 2040 and 2045 Revenue Forecast Handbook



**Federal
Funding
Programs**



Fixing America's Surface Transportation Act (FAST Act)

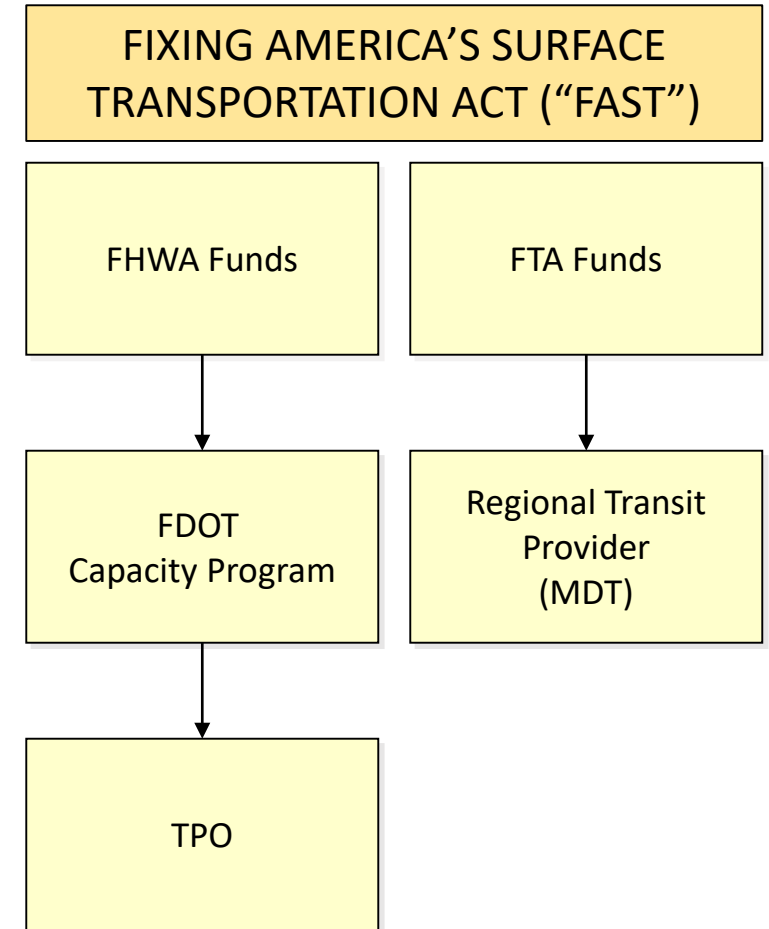
- Signed into law on December 4, 2015; **authorizes funding through September 30, 2020**
- Funds surface transportation programs at over \$305 billion for fiscal years 2016-2020

Federal Highway Administration Programs

- National Highway Performance Program (NHPP)
 - \$23,280 million average annual funding; 6.3% increase from FY 2015
- Surface Transportation Block Grant Program (STBGP)
 - \$11,564 million average annual funding; 15.6% increase from FY 2015
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - \$2,405 million average annual funding; 6.1% increase from FY 2015

Federal Transit Administration Programs

- Section 5307 Urbanized Area Formula Grants Program
 - \$4.53 Billion (FY 2016) authorized
- Section 5309 Fixed Guideway Capital Investment Grants (*competitive*)
 - \$2.3 Billion/yr authorized from General Fund (Federal)
- Section 5337 State of Good Repair Grants
 - \$2.5 Billion (FY 2016) authorized from the Trust Fund
- 5339 Bus and Bus Facilities Program
 - 5339(a) equivalent to \$428 million for FY 2016
 - 5339(b) (*competitive*), \$268 million (FY '16) of total discretionary funding



**FDOT
and
Turnpike
Revenues**



2

4

5

- **2045 Revenue Forecast**

- Table below summarizes the forecast for state, federal and Turnpike revenues through 2045

Forecast of Revenues
2045 Revenue Forecast (Millions of Dollars)

Major Revenue Sources	Time Periods (Fiscal Years)					26-year Total ⁽²⁾
	2020 ⁽¹⁾	2021-2025	2026-2030	2031-2035	2036-2045	2020-2045
Federal	2,353	10,884	11,878	12,108	24,217	61,440
<i>% of total (time period)</i>	28%	24%	23%	21%	20%	22%
State	5,270	27,366	34,128	38,264	80,719	185,748
<i>% of total (time period)</i>	62%	61%	65%	66%	66%	65%
Turnpike	814	6,572	6,688	7,861	16,518	38,453
<i>% of total (time period)</i>	10%	15%	13%	13%	14%	13%
\$ Total	8,437	44,822	52,694	58,233	121,454	285,641
<i>% Total</i>	100%	100%	100%	100%	100%	100%

Source: FDOT 2045 Revenue Forecast for Statewide and Metropolitan Plans

(1) Based on the FDOT Adopted Work Program for 2018-2022.

(2) Totals may not equal due to rounding.

- **SIS Highways Construction and Right-of-Way**
 - Eligible uses include construction, improvements, and associated right of way on SIS highways
 - *Not included in tables to follow. Expenditures are determined at the State level and included in the SIS CFP.*
- **Other Arterial Construction/Right-of-Way**
 - Include construction, improvements and associated right of way on State Highway System roadways not designated as part of the SIS. Includes funding for local assistance programs such as TRIP and CIGP
- **Aviation**
 - Include any “air” (e.g. runway expansion) or “land” (e.g. terminal expansion, access improvements) improvements on airport facility’s land
- **Transit**
 - Include operating assistance and capital improvements to transit, paratransit, and ridesharing systems
- **Rail**
 - None allocated to Miami-Dade County. Any funds for Tri-Rail improvements that flow through an MPO will go to the Broward County MPO or Palm Beach MPO
- **Intermodal Access**
 - Include improving access to intermodal facilities, airports and seaports; associated right of way acquisition
- **Seaport Development**
 - Include development of public deep-water ports projects
- **SUN Trail**
 - Includes a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trail System (FGTS), which is planned by the FDEP

FDOT Capacity Program Revenue Forecast FY 2020-2045							
Estimates for Miami-Dade County							
(Millions of Dollars, YOE)							
STATE	Capacity Programs	2020*	2021-2025	2026-2030	2031-2035	2036-2045	26-year Total
	Other Roads Construction/ROW	71.79	625.64	824.19	910.91	2,023.41	4,455.94
	Transit ^(1,2)	51.80	283.42	356.64	391.03	818.41	1,901.30
	Total Capacity Programs	123.59	909.06	1,180.83	1,301.94	2,841.82	6,357.24
FEDERAL	Transportation Alternative Funds						
	TALU (Urban)	3.24	16.21	16.21	16.21	32.43	84.31
	TALT Funds (Any Area of State)	3.11	15.54	15.54	15.54	31.07	80.78
	Total Transportation Alternative	\$ 6.35	\$ 31.75	\$ 31.75	\$ 31.75	\$ 63.50	\$ 165.09
	TMA Funds (SU)	40.21	201.04	201.04	201.04	402.08	1,045.41
	TOTAL	\$ 170.15	\$ 1,141.85	\$ 1,413.62	\$ 1,534.73	\$ 3,307.40	\$ 7,567.74

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program. Totals may not equal due to rounding.

(1) Transit estimates do not include projected funding for the Florida New Starts program.

(2) These projections include provision for Surplus Toll Revenues from the I-95 Express Lanes (95X) to be spent on Miami-Dade Other Roads, and a small annual amount for Express Bus service on 95X. Because of FDOT policy at the time of preparation, Surplus Toll Revenues are not projected for any other County.

Competitive Program Revenue Forecast FY 2020-2045 (Millions of Dollars, YOE)						
Competitive Programs	2020*	2021-2025	2026-2030	2031-2035	2036-2045	26-year Total
District-wide Transportation Regional Incentives Program Funds (TRIP) ⁽¹⁾	2.80	19.70	29.40	32.70	67.00	151.60
New Starts	41.80	226.30	259.20	282.40	593.40	1,403.10
TOTAL	44.60	246.00	288.60	315.10	660.40	1,554.70

*Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as “funded” in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as “illustrative” projects.

(1) Transportation Regional Incentive Program Estimates for District 6.

Turnpike Net Revenue Forecast FY 2019/2020-2045						
HEFT Only						
(Millions of YOY Dollars)						
	FY 2019-20 Subtotal	FY 2021-25 Subtotal	FY 2026-30 Subtotal	FY 2031-35 Subtotal	FY 2036-45 Subtotal	27-Year Total
Gross Toll Revenues	\$377	\$1,044	\$1,204	\$1,365	\$3,292	\$7,282
O&M Expenses (Share of HEFT in total O&M)	(77.7)	(211.8)	(248.9)	(282.9)	(682.2)	(\$1,503)
Replacement and Renewal	(45.4)	(123.8)	(140.1)	(158.5)	(382.2)	(\$850)
HEFT share in the annual debt service	(88.9)	(274.2)	(271.7)	(247.4)	(361.6)	(1,243.9)
FY19-FY24 Work Program Projects in Miami-Dade (to be funded by tolls)	(588.4)	(222.1)	-	-	-	(\$810)
FTE Statewide Revenue Allocation to Balance Miami-Dade Work Program Investments in FY19-24	423.4	4.7	-	-	-	\$428
Internal Revenue Allocation - Repayment	-	(216.9)	(211.2)	-	-	(\$428)
Net Revenues	\$0	\$0	\$ 332	\$676	\$1,866	2,874

**Florida's Turnpike Enterprise (FTE) provided 10-year projections of gross toll revenues expected to be collected on the Homestead Extension of Florida's Turnpike (HEFT), debt service, and projects in the Turnpike's Work Program. The assumptions on the approximate share of the HEFT in system-wide operating expenses, debt service and ongoing replacement and renewal costs were conveyed to FTE staff. However, these assumptions are not official FDOT estimates, as those are on a system-wide basis only and are limited to a 10-year timeframe.*

2



**Local
Agency
Revenues**

4

5

Title	Eligible	Current	FY 2019 County Share (\$ millions)
Constitutional Gas Tax⁽¹⁾ (State)	2.0/2.0 cents imposed. Acquisition, construction and maintenance of roads; bondable for same purposes	20% used County-wide in GF; 80% in DTPW Construction Funds	20.459
County Gas Tax (State)	1.0/1.0 cents imposed. Legitimate County transportation purposes; both PWD and Transit needs	DTPW countywide operations	9.038
Ninth Cent Gas Tax (Local)	1.0/1.0 cents imposed. All County transportation purposes	Countywide GF transportation related expenses	11.213
6-cent LOGT (Local)	6.0/6.0 cents imposed. Legitimate County transportation purposes; for both PWD and Transit needs	DTPW countywide operations	43.777
5-cent CI-LOGT (Local)	3.0/5.0 cents imposed. All County capital transportation purposes; both PWD and Transit needs	DTPW countywide operations	20.139

(1) Also referred to as the "Secondary Gas Tax"

(2) Current uses provided by the County.

Road Impact Fee Revenue Forecast FY 2019-2020 (Millions of Dollars)	
Road Impact Fees	2018-19 Budget 74.44

Source: Miami-Dade County Adopted Budget and Multi-Year Plan (for FY 2019-2025)

Forecasted growth rate of 1% annually through 2045

Road Impact Fee & Fuel Tax Revenue Forecast FY 2020-2045 (Millions of Dollars, YOE)							
	2018-19 Budget	2020	2021-2025	2026-2030	2031-2035	2036-2045	26-year Total
Road Impact Fees	74.44	74.44	223.32	234.71	246.69	272.50	1,051.66
Constitutional Gas Tax ⁽¹⁾	20.46	\$20.66	\$106.46	\$111.89	\$117.60	\$129.90	486.51
County Gas Tax	9.04	\$9.13	\$47.03	\$49.43	\$51.95	\$57.38	214.92
Ninth Cent Gas Tax	11.21	\$11.33	\$58.35	\$61.32	\$64.45	\$71.19	266.64
6-cent LOGT	43.78	\$44.21	\$227.80	\$239.42	\$251.63	\$277.95	1,041.01
5-cent CI-LOGT	20.14	\$20.34	\$104.79	\$110.14	\$115.76	\$127.87	478.90
TOTAL	\$179.07	\$180.11	\$767.75	\$806.91	\$848.07	\$936.80	3,539.64

Source: Miami-Dade County Adopted Budget and Multi-Year Plan (for FY 2019-2025)

Forecasted growth rate of 1% annually through 2045

- Comparison of Road Impact Fee and Gas Tax Forecasts: 2045 LRTP to 2040 LRTP

Annualized Comparison of Road Impact and Fuel Tax Forecasts

	2045 LRTP	2040 LRTP	Annual Equivalent	
	26-year Total	21-year Total	2045	2040
Road Impact Fees	\$ 1,052	\$ 1,038	\$ 40	\$ 49
Constitutional Gas Tax ⁽¹⁾	487	335	19	16
County Gas Tax	215	182	8	9
Ninth Cent Gas Tax	267	234	10	11
6-cent LOGT	1,041	918	40	44
5-cent CI-LOGT	479	398	18	19
TOTAL	\$ 3,540	\$ 3,105	\$ 136	\$ 148

**Illustrative only. Totals are in Year of Expenditure Dollars at the time the LRTP was completed.*

Department of Transportation and Public Works Financial Pro Forma (2018-2019) and Long-Range Forecast (dollars in thousands)						
Revenues	2020	2021-2025	2026-2030	2031-2035	2036-2045	26-Year Total
Operating Revenues	\$ 116,576	\$ 544,441	\$ 666,762	\$ 614,028	\$ 1,636,798	\$ 3,578,605
Grant Funding and Subsidies	6,000	30,000	30,000	30,000	60,000	156,000
Local Revenues	498,456	3,222,054	3,914,182	4,651,819	11,775,561	24,062,072
Capital Revenues	544,205	738,587	481,994	496,517	1,172,276	3,433,579
Fund Transfers	99,811	108,447	33,541	59,429	410,732	711,960
Smart Plan Revenues	88,684	921,033	3,023,717	6,258,255	25,586,365	35,878,054
Total Revenues	\$ 1,353,732	\$ 5,564,562	\$ 8,150,196	\$ 12,110,048	\$ 40,641,732	\$ 67,820,270
Expenses	2020	2021-2025	2026-2030	2031-2035	2036-2045	26-Year Total
DTPW Operating Expenses	\$ 407,555	\$ 2,265,235	\$ 2,671,366	\$ 3,198,552	\$ 8,350,237	\$ 16,892,945
Capital Expenses	353,823	348,552	195,384	208,976	462,092	1,568,827
Debt Service/Financing Expenses	126,057	952,961	1,105,075	1,142,119	2,300,542	5,626,754
TPO Reimbursement	(17,123)	(147,548)	(150,000)	(150,000)	(300,000)	(764,671)
Transfer Out	69,763	379,512	435,317	491,049	1,175,450	2,551,091
Transfer to County Departments/Programs	95,547	111,274	36,897	52,531	350,918	647,167
Intrafund Transfers	11,013	33,431	38,001	60,678	175,518	318,641
Contributions to the SMART Plan	26,831	290,284	404,144	555,841	1,438,638	2,715,738
South Dade Transit Way Corridor Expenditures	30,000	281,099	58,507	107,426	203,039	680,071
Planned End of Year Carryover	250,266	1,049,762	3,228,744	6,304,534	26,141,697	36,975,003
Total Expenses	\$ 1,353,732	\$ 5,564,562	\$ 8,023,435	\$ 11,971,706	\$ 40,298,131	\$ 67,211,566
Revenues Net of Expenses	\$ -	\$ -	\$ 126,761	\$ 138,342	\$ 343,601	\$ 608,704

South Dade Corridor: Local Funding Capacity	2020	2021-2025	2026-2030	2031-2035	2036-2045	26-Year Total
Local Revenue Sources:						
PTP Sales Tax Revenue*	\$ 285	\$ 907	-	-	-	\$ 1,192
Countywide General Fund Support (MOE)	208	1,554	2,099	2,594	6,849	13,304
Total Available Revenue Sources:	<u>493</u>	<u>2,461</u>	<u>2,099</u>	<u>2,594</u>	<u>6,849</u>	<u>14,496</u>
Required/Committed Expenditures:						
Municipal Contributions, includes new cities	\$ 66	\$ 358	\$ 414	\$ 470	\$ 1,133	\$ 2,441
PTP Capital Expenses	210	300	-	-	-	510
Debt Service/Financing Expenses	126	953	1,105	1,142	2,301	5,627
Total Expenditures (from Local Sources)	<u>401</u>	<u>1,611</u>	<u>1,519</u>	<u>1,612</u>	<u>3,434</u>	<u>8,578</u>
Net Available Local Sources:	<u>91</u>	<u>850</u>	<u>580</u>	<u>982</u>	<u>3,415</u>	<u>5,918</u>
South Dade Transit Way Corridor Expenditures	\$ 30	\$ 281	\$ 59	\$ 107	\$ 203	\$ 680
Remaining Balance:	\$ 61	\$ 569	\$ 521	\$ 875	\$ 3,212	\$ 5,238

*PTP Revenues reflect the planned reduction/termination of PTP sales tax revenue applied for operations and maintenance expenses (2023)

- Miami-Dade Expressway Authority (MDX) Forecasts are summarized below

	MDX Net Revenue Forecast 2020-2046 (Millions of YOE Dollars)					
	2020	2021-2025	2026-2030	2031-2035	2036-2045	26-year Total
Gross Toll Revenues ¹	237.70	1,243.09	1,339.16	1,442.66	3,228.41	\$ 7,491.02
Other Revenues (Fees, Leases, Investment Income)	19.21	103.49	117.09	132.48	319.46	691.73
Total Revenues	256.91	1,346.58	1,456.25	1,575.13	3,547.88	\$ 8,182.75
Operations and Maintenance Expenses	55.72	300.20	339.65	384.29	926.71	2,006.57
Senior Debt Service Payments ²	106.60	572.42	539.27	539.27	1,078.53	2,836.08
Renewal and Replacement ³	94.60	473.95	577.33	651.58	1,542.64	3,340.10
Total Expenditures	256.91	1,346.58	1,456.25	1,575.13	3,547.88	\$ 8,182.75
Net Revenues	-	-	-	-	-	\$ -

(1) Gross toll revenues for FY 2019 have been adjusted lower from the published budget document to account for the cash back program that was made permanent after budget adoption

(2) Debt Service on the 2005A Bonds is calculated at a rate of 5.702% (per 2016A Official Statement)

(3) Renewal and Replacement expenditures and timing will be dependent on actual revenue availability

- South Florida Regional Transportation Authority (SFRTA)

FY 2018-19 Capital Budget and Five Year Plan (\$ thousands)							
	2018-19 Budget	19-20 Projected	20-21	21-22	22-23	24-25	Total
FTA Sec. 5307 - Formula Funds	\$ 18,561	\$18,561	\$18,561	\$18,561	\$18,561	\$18,561	\$111,363
FTA Sec. 5337 - State of Good Repair	16,102	16,102	16,102	16,102	16,102	16,102	96,610
FDOT GMR Funds	-	-	13,250	13,250	-	-	26,500
FDOT JPA's	602	-	-	-	-	-	602
FDOT JPA's - District 6	8,000	-	-	-	-	-	8,000
FDOT RR Reimbursement Flagging	2,500	2,500	2,500	2,500	3,000	2,500	15,500
FDOT Railroad Grade Reimb. Grade Crossing	2,569	12,330	11,982	11,993	12,005	-	50,879
FDOT Trip Funds	-	3,917	-	250	-	-	4,167
CSX Contribution	3,189	-	-	-	-	-	3,189
PBMPO Funds	1,505	4,890	3,417	-	-	-	9,812
PTC Loan	11,078	3,680	-	-	-	-	14,758
SEOPW CRA - Debt Service / Bonds	17,528	-	-	-	-	-	17,528
All Aboard Florida Loan	2,840	-	-	-	-	-	2,840
Omni CRA	607	-	-	-	-	-	607
City of Miami	1,310	-	-	-	-	-	1,310
Bayfront Park Trust	41	-	-	-	-	-	41
Miami DDA	206	-	-	-	-	-	206
Miami Dade County	2,252	-	-	-	-	-	2,252
County Gas Tax	8,010	8,010	8,010	8,010	8,010	8,010	48,060
Funding TBD	\$ 20,766	\$23,425	\$19,682	\$25,678	\$19,237	\$10,374	119,162
Annual Total	\$117,664	\$93,414	\$93,503	\$96,344	\$76,915	\$55,546	\$533,387

South Florida Regional Transportation Authority (\$ thousands)	2018-2019 Operating Budget
<u>Operating Revenues</u>	
Train Service Revenue	\$ 14,052
Interest Income / Other Income	325
Total Train Revenue	\$ 14,377
<u>Operating Assistance</u>	
Statutory Dedicated Funding	15,000
Statutory Operating Assistance	27,100
Statutory Maintenance of Way	13,125
FTA Preventative Maintenance	22,785
FHWA	4,000
City Shuttle Service	616
CSX Reimbursements	100
County Statutory Operating Assistance	4,695
Other Local Funding	100
Gas Tax Transfer	1,897
SFRTA Reserves	15,878
Total Operating Assistance	\$ 105,296
Total Revenues	\$ 119,673
<u>Operating Expenses</u>	
Operations	\$ 81,456
Train & Station Maintenance	23,293
Personnel Expense	12,422
General & Administrative	1,733
Corporate & Community Outreach	603
Professional Fees	710
Legal	904
Transferred to Capital Budget	(1,450)
Total Operating Expenses	\$ 119,670

2



Summary of Forecasted Revenues

4

5

Revenue Forecast FY 2020 - FY 2045 Estimated for Miami-Dade County, FL (\$ in Millions, YOE)					
	2020	2021-2025	2026-2030	2031-2035	2036-2045
Capital Revenues					
SIS Highways Construction & ROW	\$ 52.62	\$ 817.12	\$ 429.20	\$ 1,094.76	\$ 2,608.25
Other Arterial Construction & ROW	71.79	625.64	824.19	910.91	2,023.41
Transit	51.80	283.42	356.64	391.03	818.41
TALU (Urban)	3.24	16.21	16.21	16.21	32.43
TALT (Any Area of State)	3.11	15.54	15.54	15.54	31.07
Transportation Regional Incentive Program (TRIP)	2.80	19.70	29.40	32.70	67.00
New Starts	41.80	226.30	259.20	282.40	593.40
TMA Funds	40.21	201.04	201.04	201.04	402.08
FTE	\$0	\$0	\$332	\$676	\$1,866
MDX	-	-	-	-	-
Public Works Management					
Constitutional Gas Tax	\$16.53	\$85.17	\$89.51	\$94.08	\$103.92
Road Impact Fees	74.44	223.32	234.71	246.69	272.50
Miami-Dade Transit					
People's Transportation Plan Surtax (1/2 penny)	129.75	1,120.54	1,386.48	1,573.06	3,793.42
fifth-cent Local Option Gas Tax	\$20.34	\$104.79	\$110.14	\$115.76	\$127.87
Operating Revenues					
Public Works Management					
six-cent Local Option Gas Tax	\$44.21	\$227.80	\$239.42	\$251.63	\$277.95
County Gas Tax	\$9.13	\$47.03	\$49.43	\$51.95	\$57.38
ninth-cent Gas Tax	\$11.33	\$58.35	\$61.32	\$64.45	\$71.19
Miami-Dade Transit					
Direct Operating Revenues	116.58	544.44	666.76	614.03	1,636.80
Federal/State Grants	1.28	-	4.33	1.07	9.55
People's Transportation Plan Surtax (1/2 penny)	89.62	79.10	-	-	-
All Other Existing	213.55	1,664.07	2,113.56	2,608.88	6,849.04
TOTAL REVENUES	\$ 994.13	\$ 6,359.59	\$ 7,418.98	\$ 9,242.44	\$ 21,641.58

**Summary
of
Alternative
Funding
Sources**



- Potential Alternative Funding Sources (Incremental)
 - Alternative funding sources can be identified in many cases
 - However, they require the political will AND in some cases changes to state statutory guidelines
 - Ultimately a combination of funding sources may be the best alternative to creating a unified funding plan

Miami-Dade 2045 Long Range Transportation Plan

SUMMARY OF POTENTIAL/ALTERNATIVE FUNDING SOURCES

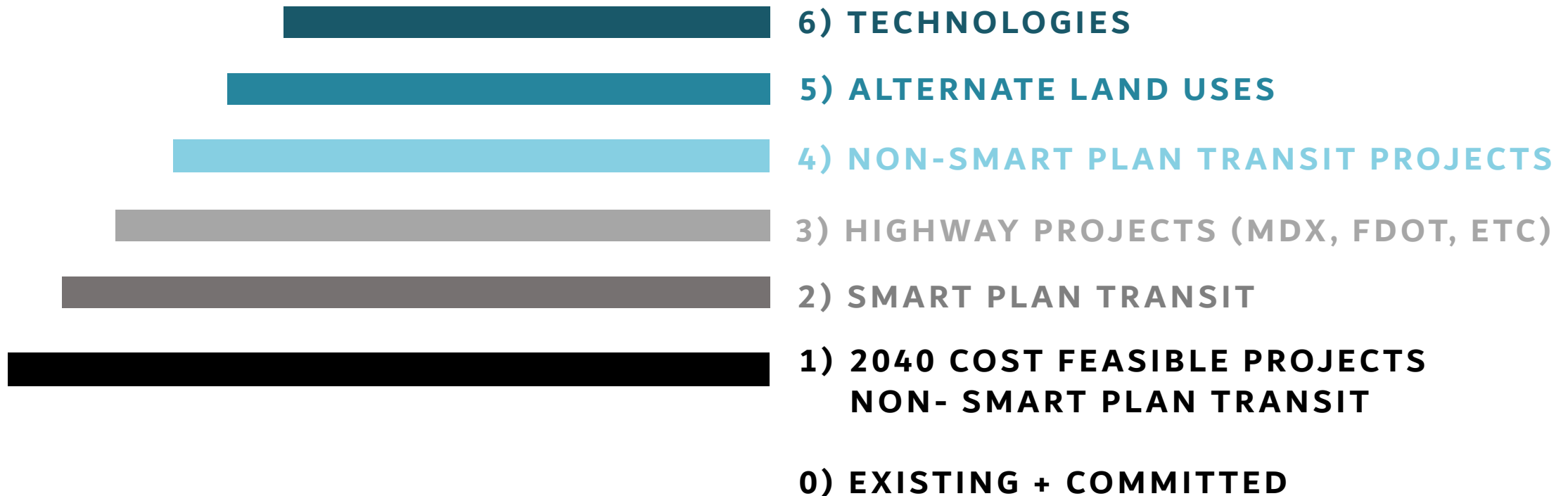
Source Type	Prior Local Utilization	Precedent	Capacity/Levy	Revenue Potential (Annual)	Notes
Tourist Development Tax	✓	Florida	-	-	Bal Harbour, Surfside, Miami Beach implement locally
Convention Development Tax	✓	Florida	-	-	Bal Harbour, Surfside implement locally
Infrastructure Surtax		Florida	0.5 cent ⁽¹⁾	250,000,000	Requires State statutory changes
Dedicated millage	✓	Florida	varies	-	Required to fit under 10 mill operating cap
Tax Increment District	✓	Florida	varies	-	Impacts existing City/County revenues
Special Assessment	✓	Florida	varies	-	Typically project specific
Local Option Gas Tax	✓	Florida	2 cent	19,401,991	Capacity on 1-5 cent motor fuel only
Vehicle Registration Fees	✓	Florida	varies	13,000,000	County budget for FY '18
Congestion Pricing (cordon charges)		International	varies	-	Effective in London. NYC has discussed but not implemented
Parking Revenues	✓	Florida	\$0.5 /space	4,000,000	*Revenue estimate from 2040 LRTP. Update for 2045
Rideshare Fee (and/or corporate level)		United States	varies	-	Likely tied to transportation initiatives, not SLR
Impact Fee ["High Risk Protection Premium"]	✓	Florida	varies	-	Similar to other impact fees. Dependent on construction activity
Vehicle Mile Tax		United States	1 cent/mile	150,000,000	*Revenue estimate from 2040 LRTP. Update with 2045 stats

(1) Per current FL statutes, "a county cannot levy this surtax and the Small County Surtax, Indigent Care and Trauma Center Surtax, and County Public Hospital Surtax in excess of a combined rate of 1 percent."

Financing Source	Funding Source	Notes	Project Size	Who are the likely Project Sponsors?
GO Bond	<ul style="list-style-type: none"> Ad valorem revenues (real estate taxes) 	<ul style="list-style-type: none"> Limited application of proceeds Requires voter referendum 	<ul style="list-style-type: none"> Can be large or series of smaller projects 	Government
Revenue Bonds	<ul style="list-style-type: none"> Enterprise revenue streams (e.g. water and sewer) 	<ul style="list-style-type: none"> Limited application of proceeds 	<ul style="list-style-type: none"> Can be large or series of smaller projects 	Government
Special Tax Revenue Bonds	<ul style="list-style-type: none"> Dedicated tax stream to repay debt 	<ul style="list-style-type: none"> Limited application of proceeds 	<ul style="list-style-type: none"> Can be large or series of smaller projects 	Government
Governmental Guarantee	<ul style="list-style-type: none"> Governmental credit (general fund, reserves, debt capacity) 	<ul style="list-style-type: none"> Can be applied to "private use" projects 	<ul style="list-style-type: none"> Needs to be large enough program or single project 	Government, private, residential
TIF	<ul style="list-style-type: none"> Real estate taxes above a prescribed level 	<ul style="list-style-type: none"> Takes away from governments general fund 	<ul style="list-style-type: none"> Can be large or series of smaller projects within the TIF district 	Government
Impact Fees	<ul style="list-style-type: none"> Fees assessed to new development 	<ul style="list-style-type: none"> Often put in restricted fund 	<ul style="list-style-type: none"> Can be large or series of smaller projects within jurisdiction 	Government
PPP	<ul style="list-style-type: none"> Can be project revenue stream or governmental credit 	<ul style="list-style-type: none"> Private party builds, finances and maintains a project (e.g. flood Diversion Project in ND) 	<ul style="list-style-type: none"> Typically in excess of \$100 million 	Government
Grant	<ul style="list-style-type: none"> Repayment not applicable 	<ul style="list-style-type: none"> Can be from government, non-profit or private company 	<ul style="list-style-type: none"> Can be for large or small projects 	Government, private, residential
Tax Incentives / Rebates	<ul style="list-style-type: none"> Governmental budget impact 	<ul style="list-style-type: none"> PACE program Renewable energy 	<ul style="list-style-type: none"> Small residential projects and medium to large commercial scale projects 	Private, residential

Scenario Planning Update

Scenario Planning: Miami-Dade 2045 Scenarios



Performance Based Planning

Performance Based Planning & Programming

- National Goals
- Performance Management Measures
- Integration of other PB Plans

Federal and State Planning Requirements and Expectations

United States Code		Code of Federal Regulations		Florida Statutory Requirements
MAP-21/FAST Act		USDOT		
Federal Planning Factors	MAP-21 National Goals	National Performance Management Measures		L RTP required elements include: 1. Innovative Financing Techniques 2. Planning For Future Technologies 3. Indicate Proposed Transportation Enhancement Activities [339.175(7), F.S.]
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;	Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Safety Performance Measures 1. No. of Fatalities 2. Fatality Rate per 100 millionVMT 3. No. of SeriousInjuries 4. Serious Injury Rate per 100 millionVMT 5. No. of Combined Non-Motorized Fatalities and Serious Injuries		
Increase the safety of the transportation system for motorized and nonmotorized users;	Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair	Infrastructure Performance Measures 1. % of Interstate System Pavement in Good Condition 2. % of Interstate System Pavement in Poor Condition 3. % of Non-Interstate NHS Pavement in GoodCondition 4. % of Non-Interstate NHS Pavement in Poor Condition 5. % of NHS Bridge Deck Area in Good Condition 6. % of NHS Bridge Deck Area in Poor Condition		FDOT
Increase the security of the transportation system for motorized and nonmotorized users;	Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System	System Performance Measures 1. % Person-Miles Traveled on the Interstate that are Reliable 2. % Person-Miles Traveled on the Non-Interstate NHS that are Reliable 3. % Change in Tailpipe CO ₂ (greenhouse gas) Emissions on the NHS Compared to the Calendar Year 2017 Level*** 4. Truck Travel Time Reliability (TTTR) Index 5. Annual Hours of Peak Hour Excessive Delay Per Capita 6. % Non-SOV Travel 7. Total Emissions Reduction		Florida Planning Emphasis Areas 2018 1. Rural Transportation Planning 2. Transportation Performance Measures 3. ACES (Automated/Connected/ Electric/Shared-use) Vehicles
Increase the accessibility and mobility of people and for freight;	System Reliability - To improve the efficiency of the surface transportation system	*** The GHG measure was repealed on May 31, 2018, effective July 2, 2018 [23 CFR §924, 23 CFR § 490]		
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;	Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	USDOT FHWA Expectations Letter Requirements and Emerging Issues A new Expectations Letter was released on January 10, 2018.		
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;	Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.	FHWA/FTA- Federal Planning Emphasis Areas 2015 1. MAP-21 Implementation: Transition to Performance-based Planning and Programming 2. Regional Models of Cooperation: Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries 3. Ladders of Opportunity: Access to Essential Services		
Promote efficient system management and operation;	Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices			
Emphasize the preservation of the existing transportation system;				
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and				
Enhance travel and tourism. **				
New Planning Factors established under the FAST Act. USC 134(h)(1)]				
[23 USC 150(b)]				

** New Planning Factors established under the FAST Act.
[23 USC 134(h)(1)]

[23 USC 150(b)]

Public Involvement

- Stakeholders Meeting
- Town Hall Meetings
 - Planning Areas
- Non-Traditional PI

Website

2045

L R T P

Website



MIAMI-DADE

TRANSPORTATION PLANNING ORGANIZATION

2045

LONG
RANGE
TRANSPORTATION
PLAN

OCT. 2019

[LEARN MORE](#)

[LET US KNOW](#)

TPO
Miami-Dade Transportation
Planning Organization

Next Steps



Next Meeting: March 8, 2019