



## RENAISSANCE PLANNING

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TO: TJ Fish, Lake-Sumter MPO  
FROM: Nick Lepp, Renaissance Planning Group  
DATE: May 28, 2015  
RE: Lake-Sumter MPO – 2040 Revenue Projections

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The purpose of this memo is to document the financial resources and revenues available for consideration in developing the Cost Feasible element of the 2040 Long Range Transportation Plan (LRTP). This memo identifies both committed and uncommitted transportation revenues at the local and state level, including funding sources dedicated to maintenance and operations activities. All revenues are expressed in year of expenditure dollars (YOE) to account for the effects of inflation.

This financial resources analysis reveals several key points:

- Total revenues are projected at \$2.6 billion for 2016 through 2040, with \$1.4 billion available for capacity improvements. These amounts are expressed in year of expenditure dollars but do not include state revenues dedicated to Strategic Intermodal System (SIS) projects. The State will continue to place emphasis on SIS facilities in the allocation of State dollars.
- Fuel tax revenues (Constitutional, County, Ninth Cent, and Local Option) are assumed to be policy committed for operations and maintenance purposes. These commitments effectively remove existing these revenues from consideration for capacity projects during preparation of the 2040 Cost Feasible plan.
- Revenues from the Lake County discretionary sales surtax for infrastructure are assumed to be available for capacity projects only, per State statute, although other non-transportation uses of the funds are also permitted. Lake County currently commits at least 50 percent of surtax revenues to transportation purposes.
- One-third of the municipal service taxing unit (MSTU) revenues in Lake County was assumed to be available for road operations and maintenance purposes in the designated MSTU area. However, it should be noted that the County currently is not budgeting any MSTU revenues for road purposes, and is using all of the funds for stormwater and parks purposes.
- Impact fees and other contributions toward transportation improvements can be volatile and difficult to project over the long term, as the results of the recent market downturn showed. Impact fee revenue was projected using current fee rates and the 2040 socioeconomic data forecasts prepared for the LRTP update.

As development of the 2040 LRTP proceeds, at issue for the MPO Board and local governments is to determine what, if any, additional revenue sources or creative financing scenarios should be considered to address future transportation needs. For example, the potential of adding a second (five-cent) Local Option Fuel Tax in either or



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both of the counties could be considered. Sumter County could also consider implementing a discretionary sales surtax for infrastructure.

## REVENUE PROJECTIONS

The revenue projections are summarized in 5-year increments for the total Lake-Sumter MPO in Table 6, which is found at the end of this document. That table is followed by two appendix tables that present the revenue projections broken out by county – one table for Lake County and the other for Sumter County.

### State/Federal Sources

Statewide in Florida, approximately 25 percent of total transportation revenues forecasted by the Florida Department of Transportation (FDOT) for 2014 through 2040 come from Federal sources, 67 percent are from State sources and 8 percent are Turnpike revenues. According to *Florida’s Transportation Tax Sources – A Primer*, for FY 2013, the receipts collected by the State Transportation Trust Fund (STTF) broke down as follows: state motor fuel tax comprised 32 percent of STTF receipts; motor vehicle tag and title fees were 15 percent; aviation fuel tax, rental car surcharge, and documentary stamp taxes were each less than three percent; and Federal Aid, which comes primarily from the federal fuel tax, was 34 percent. The balance of receipts came from toll facility reimbursement, local government participation, and other miscellaneous sources.

The figures discussed above represent statewide revenues. Lake and Sumter Counties receive their proportionate shares based on a series of formulas tied to population and gas tax receipts. Table 6 provides revenue projections of State and Federal sources available to Lake and Sumter Counties as provided in the *2040 Revenue Forecast Handbook* (July 2013) prepared by FDOT. “Other Arterials” revenues can be applied to non-FIHS/SIS State Highway System roadways and “Transit” revenues can go toward technical and operating/capital assistance for transit, paratransit, and rideshare programs. “Transportation Management Area” (TMA) funds are the same as “XU” funds in the State’s work program. “Transportation Alternatives” funds are used for locally defined projects providing enhancements beyond that typical for projects and are not used to fund capacity improvements. “TRIP” funds apply to improvements on facilities designated as regionally significant and the funds are allocated within each district based on regional project prioritization processes. Table 1 outlines the available state and federal sources and the potential uses of the funds. The Transportation Alternatives and TRIP funds are not included in any of the totals in Table 6 due to their discretionary nature.

TABLE 1: STATE AND FEDERAL REVENUE SOURCES

Funding Type	Source	Uses
SIS	State/Federal	SIS facilities (corridors, connectors and hubs)
Other Arterials	State/Federal	Non-SIS/FIHS state highway system roadways
Transit	State/Federal	Technical , operating or capital assistance for transit, paratransit, or rideshare
TMA	Federal	Federal, state and local roadways, transit, sidewalk and bike infrastructure, and enhancements
Transportation Alternatives	Federal	Non-capacity improvements
TRIP	State/Local (match)	Regionally significant facilities



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The State will continue to place an emphasis on allocating revenues to the Strategic Intermodal System (SIS) facilities. SIS facilities in Lake and Sumter Counties eligible for SIS funding include:

- I-75
- Florida's Turnpike
- Wekiva Parkway/SR 429 (planned add)
- SR 40 (emerging)
- CSX Railroad
- Florida Central Railroad (emerging)

### Fuel Taxes

Fuel tax revenues were projected only for the Lake and Sumter County governments. Fuel taxes distributed to municipal governments are assumed to be used solely for municipal road operations and maintenance and are not included in Table 6.

### State-Distributed Fuel Taxes

There are two types of fuel taxes collected at the State level that are distributed to county governments. These taxes are not part of the local option taxes, and are collected for every gallon of fuel sold in the state. For each gallon of motor fuel sold, the Constitutional Fuel Tax yields two cents per gallon, and the County Fuel Tax yields one cent per gallon. Every county is eligible for Constitutional Fuel Tax and County Fuel Tax revenues through an allocation formula used by the State that is based on the certified fuel gallons sold and a distribution factor calculated using the county's population, land area, and statewide tax collected in the previous fiscal year.

Constitutional Fuel Tax revenues can be used for the acquisition, construction, and maintenance of roads. County Fuel Tax revenues can be used for any legitimate county transportation purpose.

In projecting future Constitutional and County Fuel Tax revenues, the average actual revenue distributions to Lake and Sumter County governments by year from FY 2010-2014 were calculated. This base value for each tax was then projected into the future using the latest long term forecast of annual change in Gross State Product prepared by the UCF Center for Economic Competitiveness, and adjusted for inflation per FDOT guidelines.

### Local Option Fuel Taxes

All Florida counties have the option to raise additional revenues by augmenting the State's taxes on highway fuels that are discussed above. Local governments are authorized to collect another 12 cents (Ninth-Cent Fuel Tax and maximum Local Option Fuel Taxes) per gallon, which may be spent on local or state transportation projects. Lake and Sumter Counties have partially exercised their option to raise these taxes by imposing the



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first local option tax of six cents per gallon and the Ninth Cent tax. The Counties have the additional, unrealized taxing option of the second local option of up to five cents for locally imposed taxes on motor fuels.

In projecting future Local Option Fuel Tax revenues, the estimated revenue distributions by year and the county population estimates for those years used by the State for revenue sharing were used to calculate per capita revenue values for Lake and Sumter County governments from FY 2009-2013, and the average of those past values was used for the base year (2015) projection. Future years were projected out to 2040 using this average per capita value and adjusting for inflation per FDOT guidelines.

Given the volatility of gas prices and long term revenue tied to fuel consumption, the projections assume that fuel consumption declines by one percent per year after 2015, to reflect the projections for 2040 published by the U.S. Energy Information Administration in its *Annual Energy Outlook 2014*. This equates to a situation where fuel tax revenues gradually decline over time to reflect a peaking of oil consumption and the use of alternate fuels and energy sources into the future. Initiatives are currently underway at the Federal level to re-evaluate fuel tax revenues and consider alternatives to consumption based taxes.

### **Availability of Fuel Taxes for Capacity Projects**

Constitutional, County, and Ninth Cent Fuel Tax revenues are assumed to be used for operations and maintenance functions and are projected to be policy committed for such uses through 2040.

The six-cent Local Option Fuel Tax is a significant local revenue source for Lake and Sumter Counties. For FY 2015, the Florida Legislature's Office of Economic and Demographic Research estimated the distribution to the County governments of these taxes at \$5.4 million for Lake County and \$4.2 million for Sumter County. The Local Option Fuel Tax revenues shown in Table 6 are assumed to be committed to operations/maintenance expenditures. No Local Option Fuel Tax revenues are projected to be available for future capacity improvements.

### **Impact Fees**

Both the Lake and Sumter County governments charge impact fees on new development to fund transportation facilities. Given the inherent uncertainty of forecasting future development, the projections shown in Table 6 are intended to be conservative and a starting point for discussion. Current impact fee rates were used to project future revenue according to the location of housing unit or employment growth. In Lake County this meant using the appropriate fee rates for the North, Central, and South impact fee districts. In Sumter County this meant distinguishing between growth within The Villages DRI and growth elsewhere in the county.

Renaissance examined the currently available impact fee schedules for the two counties and calculated average fees per dwelling unit (for residential land uses) or per 1,000 square feet (for non-residential land uses) using selected property type categories that were determined to be generally representative of that land use. Residential land uses were classified as single-family or multifamily. The non-residential land uses analyzed were classified as industrial, commercial, or service to conform to the employment categories used in the regional travel demand model. The property types selected to calculate the average impact fee rates are generally described as follows:

- Single-Family Residential: single-family homes
- Multifamily Residential: townhouses, duplexes, and condominiums



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- Industrial: warehousing
- Commercial: retail of 200,000 square feet or less
- Service: general office of 100,000 square feet or less, medical office

The average impact fee assumptions per land use for each jurisdiction are shown in Table 3 below.

TABLE 3: IMPACT FEE RATE ASSUMPTIONS

Jurisdiction/Area	Single-Family Residential	Multifamily Residential	Industrial	Commercial	Service
Lake County North/Central District	\$500	\$229	\$259	\$569	\$485
Lake County South District	\$2,706	\$1,240	\$1,403	\$3,080	\$2,623
Sumter County General	\$2,600	\$2,128	\$1,124	\$3,829	\$5,157
Sumter County Villages DRI	\$2,582	\$1,992	\$1,124	\$3,829	\$5,157

*Note: Residential uses are per dwelling unit, non-residential uses are per 1,000 square feet  
Source: Impact fee schedules of Lake and Sumter Counties*

In order to convert the non-residential impact fee rates from per-1,000-square-feet to per-worker, Renaissance assumed building space usage of one employee per 1,000 square feet for industrial, two employees per 1,000 square feet for commercial, and three employees per 1,000 square feet for service.

The average annual number of new dwelling units and workers forecast for each jurisdiction from 2010-2040 was multiplied by the relevant impact fee rate assumption for that jurisdiction to estimate the annual revenue from transportation impact fees. Furthermore, the non-residential fee estimates were reduced by 25 percent to account for new jobs that “backfill” into existing building space rather than locate within newly developed building space. Unlike the other revenue sources discussed in this memo, future impact fee revenues were not adjusted for inflation because the fee rates are not changed on an annual basis and also to produce a more conservative estimate.

### Discretionary Sales Surtax for Infrastructure

Lake County currently imposes an additional 1.0 percent sales tax on goods and services, above the six percent standard sales tax, as a revenue stream for local government infrastructure. Revenue collected may be used to finance, plan, and construct infrastructure, which includes transportation infrastructure. It may also be used to purchase land for public recreation, conservation, or protection of natural resources. It may not be used for the operational expenses of infrastructure. The current surtax is effective until December 31, 2017, and for the purposes of this analysis was assumed to be renewed. It was assumed that the surtax revenue is used for capacity projects. Lake County commits at least 50 percent of the surtax revenues to transportation purposes.



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Revenue projections for the existing Lake County surtax were calculated based on the annual average of estimated surtax revenues for 2009-2013. The collected tax receipts are normally distributed to each unit of local government in a county according to a standard allocation formula used by the Department of Revenue. However, a county has the option to set a different allocation formula with its municipalities through an interlocal agreement, which Lake County currently has in place that distributes one-third of the revenue to the County government, one-third to the Lake County School Board, and one-third to the other municipalities in the county.

### **Municipal Service Taxing Units**

Another source of locally generated funds are municipal service taxing units (MSTU). These entities generate property tax revenues to fund capital and/or maintenance costs for identified projects within a specified area. Lake County has a Stormwater, Parks, and Roads MSTU but in recent year its expenditures have been limited to stormwater operations and parks services activities, with no spending on roads currently budgeted. For the purposes of these projections, it was assumed that in the future one-third of available MSTU tax revenues would be available for roads operations and maintenance activities in the designated area. MSTU tax projections were prepared by forecasting the FY 2015 budget revenue estimate into the future using the FDOT guidance on annual inflation. No MSTU revenue was projected for Sumter County.

### **Transit**

LakeXpress and Sumter County Transit receive both operating and capital revenues from federal, state, and local sources. Local operating and capital revenue estimates were collected from the most recent *Transit Development Plan* (TDP). The plan provided estimates of operating and capital revenues through FY 2023. All federal and state revenue assumptions in the TDP, for both the capital and operating categories, were not included in the analysis, in order to reduce the likelihood of double-counting potential federal and state revenues. State and federal transit funding figures from the *2040 Revenue Forecast Handbook* were used instead (see Table 6).

Projections to 2040 were estimated by dividing the TDP-estimated local operating and capital revenues for the transit agencies by the populations of the two counties to obtain per capita revenue values for the fiscal years addressed in the TDP. For subsequent years, the annual increase in revenue was tied to the increase in population and the inflation factors recommended by FDOT. To project revenues for future years, the average of the per capita revenues for the last five fiscal years in the TDP was set as the base per capita value from which to calculate annual inflation-adjusted values. These per capita values were in turn applied to the population projections for the two counties to yield annual local transit revenues.

### **Other Local Sources**

Other local revenue sources available for transportation improvements or maintenance and operations activities include grants, proportionate fair share contributions, ad valorem or general revenues, and tax increment financing or other Community Redevelopment Area sources. Forecasting the availability of these resources is difficult and many of these resources already are being tapped to their maximums. As such, these sources are not included in the projections at this time.

### **Potential New Revenue Sources**



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Two potential new revenue sources that are could be implemented in Lake and/or Sumter Counties to generate additional revenues for transportation purposes are the five-cent Local Option Fuel Tax and a Local Government Infrastructure Surtax (in Sumter County).

As noted earlier in this memo, both Lake and Sumter Counties have the additional, unrealized option of taxing motor fuel sales for another five cents per gallon. The five-cent Local Option Fuel Tax is not applied to diesel, and may only be used for transportation expenditures needed to meet the requirements of the capital improvement element of an adopted local government comprehensive plan and other capacity-adding projects. The Department of Revenue estimates the revenue that would be generated each year if the County had levied these two taxes, so the average of the per capita amounts for FY 2009-2013 was used to forecast these new revenues, then adjusted for a gradual long term decline in fuel consumption as discussed above. The five-cent local option tax receipts can be distributed to each unit of local government in the county according to the default allocation formula used by the DOR, or the County has the option to set a different allocation formula with its municipalities through an interlocal agreement. The results are shown in Table 4.

Sumter County can levy a discretionary sales surtax of either 0.5 or 1.0 percent on goods and services, above the six percent standard sales tax, as a revenue stream for local government infrastructure. Fees collected may be used to finance, plan, and construct infrastructure, which includes transportation infrastructure. In order to levy the surtax, an ordinance must be enacted by the County Commission and approved by voters in a countywide referendum. Projection estimates for this surtax, both at 0.5 percent and 1.0 percent, were calculated based on the average of actual surtax revenues that would have been collected in each county from FY 2009-2013 at the two tax rates, based on figures provided by the Department of Revenue. The collected tax receipts can be distributed to each unit of local government in each county according to the default allocation formula used by the DOR, or the County has the option to set a different allocation formula with its municipalities through an interlocal agreement. Revenue projections for the sales surtax at both tax rates are shown in Table 4.

TABLE 4: PROJECTIONS OF POTENTIAL NEW REVENUE SOURCES

Revenue Source	2019-2020	2021-2025	2026-2030	2031-2035	2036-2040	Total
<b>Five-Cent Local Option Fuel Tax</b>						
Lake County (Default County Share)	\$2.2	\$6.5	\$8.0	\$9.8	\$11.9	\$38.4
Sumter County (Default County Share)	\$1.2	\$3.7	\$4.8	\$6.1	\$7.7	\$23.6
<b>Sumter County Local Government Infrastructure Surtax (Default County Share)</b>						
1 cent per dollar	\$26.1	\$82.8	\$113.5	\$151.9	\$199.9	\$574.1
Half cent per dollar	\$13.0	\$41.4	\$56.7	\$75.9	\$99.9	\$287.0

*Note: figures expressed in millions of YOE dollars*

### Summary of Total Revenues

Table 5 summarizes the revenues projected to be available to the MPO from 2019-2040. Total state and federal revenues are \$534.8 million, excluding districtwide funds that may be allocated elsewhere. Total local funds are \$2.1 billion, which will be split in some manner between capacity projects and operations/maintenance purposes. The grand total of MPO revenues is \$2.6 billion.



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Impact fees are a significant source of revenue for capacity projects. Road impact fees are currently not uniform across Lake County, with the rates being substantially higher in the South impact fee district than they are in the North and Central districts. Recognizing that growth patterns over the forecast horizon could lead to a standardization of impact fee rates across the county, Renaissance Planning also prepared an adjusted projection that assumes the current South district rates are applied across the entire county. Using uniform road impact fee rates in Lake County would generate an additional \$129.2 million in revenue, or roughly double the amount per year projected using the current North and Central district fee rates.

TABLE 5: SUMMARY OF TOTAL MPO REVENUES

Revenue Source	2019-2020	2021-2025	2026-2030	2031-2035	2036-2040	Total
State & Federal	\$50.4	\$118.1	\$116.2	\$125.1	\$125.1	\$534.8
Local	\$126.8	\$346.6	\$424.9	\$520.0	\$675.7	\$2,094.0
<b>TOTAL</b>	<b>\$177.2</b>	<b>\$464.7</b>	<b>\$541.1</b>	<b>\$645.0</b>	<b>\$800.7</b>	<b>\$2,628.8</b>
Total with Uniform Lake County Impact Fee Rates	\$188.9	\$494.1	\$570.5	\$674.4	\$830.1	\$2,758.0

*Note: Dollar values expressed in millions*





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TABLE 6: TOTAL MPO PROJECTED REVENUES, 2019-2040

PROJECTED REVENUES BY PLANNING PERIOD (in Millions of YOY Dollars)						
	2019-2020	2021-2025	2026-2030	2031-2035	2036-2040	Total
<b>STATE/FEDERAL REVENUES (1)</b>						
SIS Highways/FIHS Constr/ROW	n/a	n/a	n/a	n/a	n/a	n/a
Other Arterial Constr/ROW	\$33.9	\$75.6	\$71.5	\$78.2	\$78.2	\$337.4
Transit	\$16.5	\$42.5	\$44.7	\$46.9	\$46.9	\$197.4
TMA Funds	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<i>Subtotal Capacity</i>	<i>\$50.4</i>	<i>\$118.1</i>	<i>\$116.2</i>	<i>\$125.1</i>	<i>\$125.1</i>	<i>\$534.8</i>
TALL (<200k pop., districtwide funds)	\$1.7	\$4.2	\$4.2	\$4.2	\$4.2	\$18.4
TALT (districtwide funds)	\$10.3	\$25.8	\$25.8	\$25.8	\$25.8	\$113.6
TRIP Funds (districtwide)	\$1.4	\$10.0	\$10.0	\$10.0	\$10.0	\$41.5
New Starts Funds (statewide)	\$63.0	\$174.0	\$174.0	\$174.5	\$174.5	\$760.0
<b>LOCAL REVENUES (2)</b>						
Impact Fees (capacity) (3)	\$28.8	\$72.0	\$72.0	\$72.0	\$72.0	\$316.6
Constitutional Fuel (debt committed)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Constitutional Fuel (ops/mtc committed)	\$19.1	\$38.3	\$49.3	\$63.2	\$121.9	\$291.8
County Fuel (ops/mtc committed)	\$5.1	\$15.2	\$19.5	\$25.1	\$32.2	\$97.1
Ninth Cent (ops/mtc committed)	\$6.5	\$19.5	\$24.7	\$30.7	\$37.7	\$119.1
Local Option Fuel (debt committed)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Option Fuel (ops/mtc) (4)	\$27.2	\$81.7	\$104.0	\$129.7	\$159.6	\$502.2
Sales Surtax for Infrastructure (capacity) (4)	\$29.8	\$90.9	\$118.9	\$152.9	\$194.4	\$586.7
Roads MSTU (ops/mtc) (5)	\$3.0	\$8.4	\$9.9	\$11.7	\$13.7	\$46.7
<i>Subtotal Local Capacity</i>	<i>\$58.5</i>	<i>\$162.8</i>	<i>\$190.8</i>	<i>\$224.9</i>	<i>\$266.3</i>	<i>\$903.4</i>
<i>Subtotal Local Operations &amp; Maintenance</i>	<i>\$60.9</i>	<i>\$163.1</i>	<i>\$207.4</i>	<i>\$260.5</i>	<i>\$365.1</i>	<i>\$1,057.0</i>
<i>Subtotal Debt</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>
Transit Agency Local Capital	\$0.1	\$0.4	\$0.5	\$0.7	\$0.9	\$2.6
Transit Agency Local Operating	\$7.2	\$20.3	\$26.2	\$33.9	\$43.4	\$131.0
<i>Subtotal Local</i>	<i>\$126.8</i>	<i>\$346.6</i>	<i>\$424.9</i>	<i>\$520.0</i>	<i>\$675.7</i>	<i>\$2,094.0</i>
<b>TOTAL Capacity</b>	<b>\$109.1</b>	<b>\$281.3</b>	<b>\$307.5</b>	<b>\$350.6</b>	<b>\$392.2</b>	<b>\$1,440.8</b>
<b>TOTAL Ops &amp; Mtc</b>	<b>\$68.1</b>	<b>\$183.3</b>	<b>\$233.6</b>	<b>\$294.4</b>	<b>\$408.5</b>	<b>\$1,188.0</b>
<b>TOTAL (6)</b>	<b>\$177.2</b>	<b>\$464.7</b>	<b>\$541.1</b>	<b>\$645.0</b>	<b>\$800.7</b>	<b>\$2,628.8</b>

**Notes:**

- (1) State/Federal Revenues from August 1, 2013 *Supplement to the 2040 Revenue Forecast Handbook, 2040 Revenue Forecast for Lake-Sumter Metropolitan Area*. Totals may not sum perfectly due to rounding. Revenues for SIS Highways are already programmed.
- (2) Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research.  
Municipal fuel tax distributions are not included.  
Fuel tax revenues projected decline 1% per year from the base assumption over time to account for declining fuel consumption trends.
- (3) Impact Fees revenues based on 2010-2040 household and employment forecasts, using current fee rates.
- (4) Includes County share of revenue collections only.
- (5) Assumes that one-third of Lake County MSTU revenue is devoted to road operations and maintenance.
- (6) Total does not include TALL, TALT, TRIP, or New Starts. It does include State/Federal capacity sources.



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APPENDIX TABLE A-1: LAKE COUNTY PROJECTED REVENUES, 2019-2040

PROJECTED REVENUES BY PLANNING PERIOD (in Millions of YOE Dollars)						
	2019-2020	2021-2025	2026-2030	2031-2035	2036-2040	Total
<b>STATE/FEDERAL REVENUES (1)</b>						
SIS Highways/FIHS Constr/ROW	n/a	n/a	n/a	n/a	n/a	n/a
Other Arterial Constr/ROW	\$33.9	\$75.6	\$71.5	\$78.2	\$78.2	\$337.4
Transit	\$16.5	\$42.5	\$44.7	\$46.9	\$46.9	\$197.4
TMA Funds	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>TOTAL State/Federal Capacity</b>	<b>\$50.4</b>	<b>\$118.1</b>	<b>\$116.2</b>	<b>\$125.1</b>	<b>\$125.1</b>	<b>\$534.8</b>
TALL (<200k pop., districtwide funds)	\$1.7	\$4.2	\$4.2	\$4.2	\$4.2	\$18.4
TALT (districtwide funds)	\$10.3	\$25.8	\$25.8	\$25.8	\$25.8	\$113.6
TRIP Funds (districtwide)	\$1.4	\$10.0	\$10.0	\$10.0	\$10.0	\$41.5
New Starts Funds (statewide)	\$63.0	\$174.0	\$174.0	\$174.5	\$174.5	\$760.0
<b>LOCAL REVENUES (2)</b>						
Impact Fees (capacity) (3)	\$11.4	\$28.5	\$28.5	\$28.5	\$28.5	\$125.2
Constitutional Fuel (debt committed)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Constitutional Fuel (ops/mtc committed)	\$8.0	\$24.0	\$30.8	\$39.7	\$50.8	\$153.2
County Fuel (ops/mtc committed)	\$3.5	\$10.4	\$13.4	\$17.2	\$22.0	\$66.5
Ninth Cent (ops/mtc committed)	\$3.9	\$11.6	\$14.4	\$17.6	\$21.3	\$68.7
Local Option Fuel (debt committed)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Option Fuel (ops/mtc) (4)	\$14.5	\$42.6	\$53.0	\$64.9	\$78.4	\$253.3
Sales Surtax for Infrastructure (capacity) (4)	\$29.8	\$90.9	\$118.9	\$152.9	\$194.4	\$586.7
Roads MSTU (ops/mtc) (5)	\$3.0	\$8.4	\$9.9	\$11.7	\$13.7	\$46.7
<i>Subtotal Local Capacity</i>	<i>\$41.1</i>	<i>\$119.3</i>	<i>\$147.3</i>	<i>\$181.4</i>	<i>\$222.8</i>	<i>\$712.0</i>
<i>Subtotal Local Operations &amp; Maintenance</i>	<i>\$32.9</i>	<i>\$97.0</i>	<i>\$121.5</i>	<i>\$151.0</i>	<i>\$186.2</i>	<i>\$588.5</i>
<i>Subtotal Debt</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>
Transit Agency Local Capital	\$0.1	\$0.4	\$0.5	\$0.7	\$0.9	\$2.6
Transit Agency Local Operating	\$6.0	\$16.9	\$21.7	\$27.9	\$35.4	\$107.9
<b>TOTAL Local Capacity</b>	<b>\$41.3</b>	<b>\$119.7</b>	<b>\$147.8</b>	<b>\$182.0</b>	<b>\$223.7</b>	<b>\$714.6</b>
<b>TOTAL Local Ops &amp; Mtc</b>	<b>\$38.9</b>	<b>\$113.9</b>	<b>\$143.2</b>	<b>\$178.9</b>	<b>\$221.6</b>	<b>\$696.5</b>
<b>TOTAL Local Revenues</b>	<b>\$80.1</b>	<b>\$233.7</b>	<b>\$291.1</b>	<b>\$360.9</b>	<b>\$445.3</b>	<b>\$1,411.1</b>

**Notes:**

- (1) State/Federal Revenues from August 1, 2013 *Supplement to the 2040 Revenue Forecast Handbook, 2040 Revenue Forecast for Lake-Sumter Metropolitan Area*. Totals may not sum perfectly due to rounding. Revenues for SIS Highways are already programmed.
- (2) Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research. Municipal fuel tax distributions are not included. Fuel tax revenues projected decline 1% per year from the base assumption over time to account for declining fuel consumption trends.
- (3) Impact Fees revenues based on 2010-2040 household and employment forecasts, using current fee rates.
- (4) Includes County share of revenue collections only.
- (5) Assumes that one-third of MSTU revenue is devoted to road operations and maintenance.



# RENAISSANCE PLANNING

APPENDIX TABLE A-2: SUMTER COUNTY PROJECTED REVENUES, 2019-2040

PROJECTED REVENUES BY PLANNING PERIOD (in Millions of YOE Dollars)						
	2019-2020	2021-2025	2026-2030	2031-2035	2036-2040	Total
<b>STATE/FEDERAL REVENUES (1)</b>						
SIS Highways/FIHS Constr/ROW	n/a	n/a	n/a	n/a	n/a	n/a
Other Arterial Constr/ROW	\$33.9	\$75.6	\$71.5	\$78.2	\$78.2	\$337.4
Transit	\$16.5	\$42.5	\$44.7	\$46.9	\$46.9	\$197.4
TMA Funds	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>TOTAL State/Federal Capacity</b>	<b>\$50.4</b>	<b>\$118.1</b>	<b>\$116.2</b>	<b>\$125.1</b>	<b>\$125.1</b>	<b>\$534.8</b>
TALL (<200k pop., districtwide funds)	\$1.7	\$4.2	\$4.2	\$4.2	\$4.2	\$18.4
TALT (districtwide funds)	\$10.3	\$25.8	\$25.8	\$25.8	\$25.8	\$113.6
TRIP Funds (districtwide)	\$1.4	\$10.0	\$10.0	\$10.0	\$10.0	\$41.5
New Starts Funds (statewide)	\$63.0	\$174.0	\$174.0	\$174.5	\$174.5	\$760.0
<b>LOCAL REVENUES (2)</b>						
Impact Fees (capacity) (3)	\$17.4	\$43.5	\$43.5	\$43.5	\$43.5	\$191.4
Constitutional Fuel (debt committed)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Constitutional Fuel (ops/mtc committed)	\$11.1	\$14.3	\$18.4	\$23.6	\$71.2	\$138.6
County Fuel (ops/mtc committed)	\$1.6	\$4.8	\$6.2	\$7.9	\$10.1	\$30.6
Ninth Cent (ops/mtc committed)	\$2.6	\$7.9	\$10.3	\$13.1	\$16.4	\$50.4
Local Option Fuel (debt committed)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Option Fuel (ops/mtc) (4)	\$12.8	\$39.1	\$51.0	\$64.9	\$81.2	\$248.9
Sales Surtax for Infrastructure (capacity) (4)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<i>Subtotal Local Capacity</i>	<i>\$17.4</i>	<i>\$43.5</i>	<i>\$43.5</i>	<i>\$43.5</i>	<i>\$43.5</i>	<i>\$191.4</i>
<i>Subtotal Local Operations &amp; Maintenance</i>	<i>\$28.1</i>	<i>\$66.1</i>	<i>\$85.9</i>	<i>\$109.5</i>	<i>\$178.9</i>	<i>\$468.5</i>
<i>Subtotal Debt</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>
Transit Agency Local Capital	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Transit Agency Local Operating	\$1.2	\$3.3	\$4.5	\$6.1	\$8.0	\$23.0
<b>TOTAL Local Capacity</b>	<b>\$17.4</b>	<b>\$43.5</b>	<b>\$43.5</b>	<b>\$43.5</b>	<b>\$43.5</b>	<b>\$191.4</b>
<b>TOTAL Local Ops &amp; Mtc</b>	<b>\$29.3</b>	<b>\$69.4</b>	<b>\$90.4</b>	<b>\$115.6</b>	<b>\$186.9</b>	<b>\$491.5</b>
<b>TOTAL Local Revenues</b>	<b>\$46.7</b>	<b>\$112.9</b>	<b>\$133.9</b>	<b>\$159.1</b>	<b>\$230.4</b>	<b>\$682.9</b>

**Notes:**

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Municipal fuel tax distributions are not included.  
Fuel tax revenues projected decline 1% per year from the base assumption over time to account for declining fuel consumption trends.
- (3) Impact Fees revenues based on 2010-2040 household and employment forecasts, using current fee rates.
- (4) Includes County share of revenue collections only.