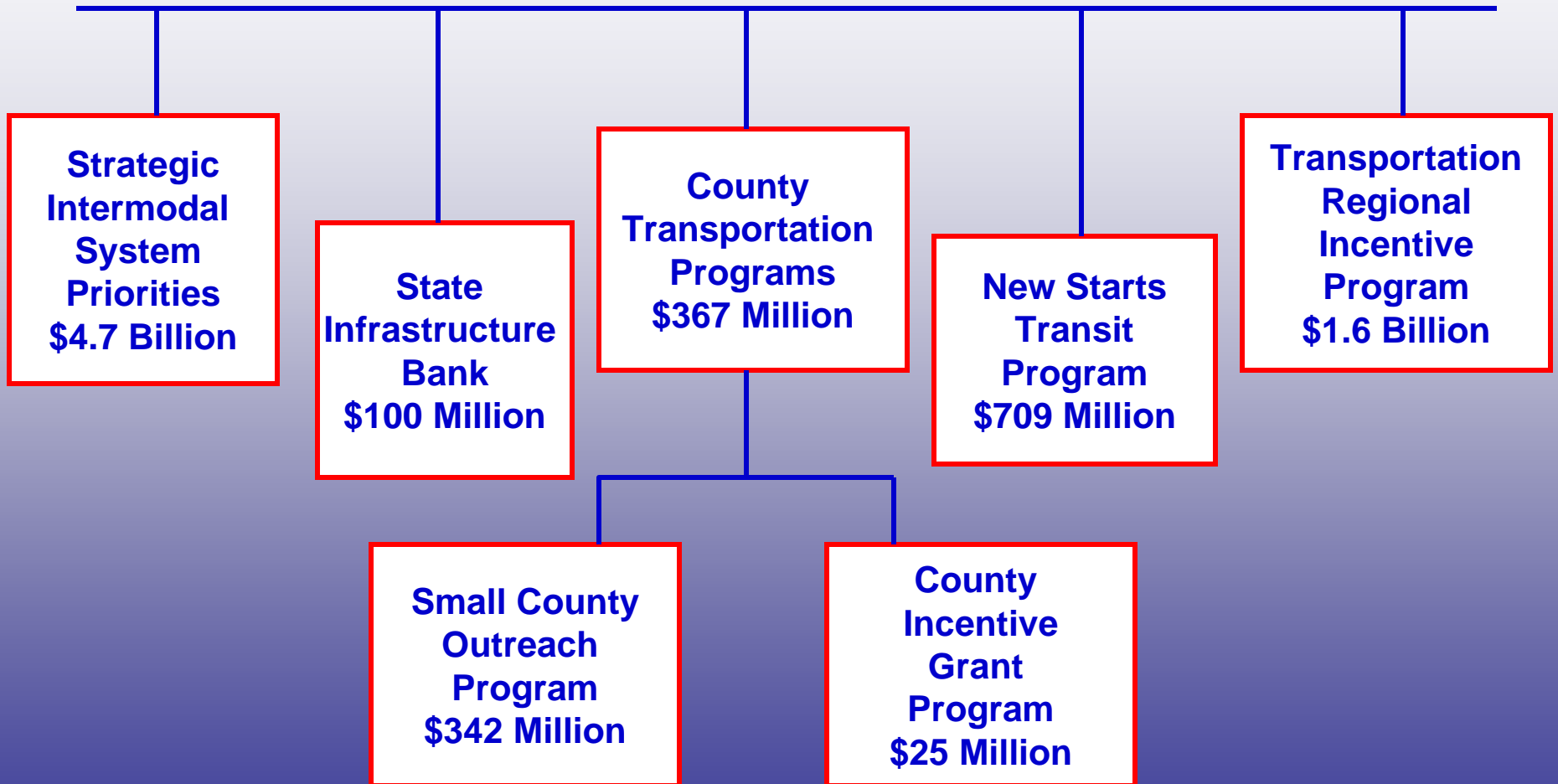


# Transportation Investments to Support Growth Management

\$6 Billion in General Revenue Cash Plus Interest Earnings  
Adds \$7.5 Billion in Product over the first 10 years



**2005 Growth Management Legislation Related to Transportation  
Senate Bill 360 (Chapter 2005-290, Laws of Florida)**

**POLICY CHANGES**

**Cost-Feasible Local Plans: Sections 1 and 2**

- Financial feasibility is defined as revenues available or planned from committed sources in 5-year schedule of capital improvements.
- Linked to Metropolitan Planning Organization (MPO) planned improvements
- If Capital Improvement Element (CIE) is not updated annually, land use amendments not allowed. If CIE is not in compliance, sanctions may be imposed.
- Mitigation for impacts to Strategic Intermodal System (SIS) facilities requires concurrence of the Department of Transportation (DOT).

**Concurrency: Section 5**

- Requires transportation concurrency within 3 years of issuance of approval of building permit that results in traffic impact. 5-year requirement for FIHS was deleted.
- DOT to be consulted prior to designating transportation concurrency exception areas, concurrency management areas, and multimodal districts. DOT/local governments cooperatively develop plan for maintaining Level of Service (LOS) on SIS facilities within these areas.
- Exceptions areas must be examined and refined to adequately address mobility within the defined area, as part of the Evaluation and Appraisal Report process
- If Department of Community Affairs (DCA) determines that local governments are allowing excessive de minimis exceptions, no further exceptions will be allowed on a roadway until traffic volumes are reduced below the 110% de minimis threshold level.

**Proportionate-Share : Section 5**

- Allows a proportionate-share contributions to mitigate impacts of proposed new development. DOT to develop model ordinance by 12/1/05.
- Adopts a methodology to calculate proportionate-share mitigation (see s. 163.3180 (12)). By 12/1/06, local governments must adopt by ordinance a “transportation concurrency management system” with methodology for assessing proportionate-share contributions.
- Allows for capital improvement elements that contain proportionate-share contributions to be found in compliance (e.g. financially-feasible) if additional revenue sources, which are reasonably anticipated during a period of up to 10 years, will result in full mitigation.

**Level of Service Standards: Section 5**

- DOT sets LOS on SIS roadways. Local governments must adopt DOT LOS standards on regionally significant facilities funded by the new Transportation Regional Incentive Program (TRIP).
- “Good Neighbor” LOS. For multi-jurisdictional arterial or collector roads local governments are to consider compatibility with adjacent jurisdictions.

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<p><b>Regional Transportation Plans: Section 21</b></p> <ul style="list-style-type: none"> <li>• Authorizes counties/regional MPOs or authorities to organize by interlocal agreement to develop regional plans and priorities.</li> <li>• Project priorities linked to TRIP program funding as described below</li> </ul>
<p><b>Boundary Study: Section 10</b></p> <ul style="list-style-type: none"> <li>• Requires OPPAGA to study possible boundary adjustments for Water Management Districts, Regional Planning Councils, and DOT Districts. Purpose is to create a more unified system of regional boundaries. Study is due to the Legislature by 1/15/06.</li> </ul>
<p><b>Developments of Regional Impact (DRIs): Section 17</b></p> <ul style="list-style-type: none"> <li>• DRIs are exempt in: <ul style="list-style-type: none"> <li>○ Urban service boundaries, rural land stewardship areas, and urban infill and redevelopment areas where a binding agreement has been executed with adjacent jurisdictions and DOT and a proportionate-share methodology has been adopted.</li> </ul> </li> </ul>
<b>ADDITIONAL FUNDING</b>
<p><b>General Revenue Funding: Sections 26, 27</b></p> <p>\$575M non-recurring GR in FY05-06, and \$541.75M recurring from Documentary Stamps Tax in FY05-06 and thereafter</p> <ul style="list-style-type: none"> <li>• DOT operates on a “cash flow”, commitment basis. Multi-year transportation projects are started before the total amount of cash is available to fund the entire project. Future year revenues are used to pay as actual expenditures occur.</li> <li>• Revenues deposited into the State Transportation Trust Fund (STTF) are converted to “work program commitments” through a balanced finance plan which forecasts estimates revenues, interest earnings and expenditures for the next ten years.</li> <li>• For the ten year period of FY05-06 through FY14-15, the \$6 billion dollars of recurring and non-recurring “cash” General Revenue to be deposited to the STTF will result in \$7.5 billion in “work program commitments”</li> </ul>
<p><b>New Starts Transit Program: Section 26, 34</b></p> <p>\$709 million in work program commitments FY05-06 through FY14-15</p> <ul style="list-style-type: none"> <li>• Transit capital projects in metropolitan areas</li> <li>• State funds up to 50% of the non-federal share</li> <li>• Generally requires dedicated local funding source</li> <li>• 10 percent of new recurring funding</li> </ul>
<p><b>Strategic Intermodal System: Sections 26, 27, 35</b></p> <p>\$4.7 billion in work program commitments FY05-06 through FY14-15</p> <ul style="list-style-type: none"> <li>• Priority projects for Florida’s major highways, airports, ports, rail facilities, and intermodal hubs</li> <li>• Projects solicited and selected through cooperative process with MPOs, and other transportation partners through comprehensive public involvement</li> <li>• <del>\$200</del>175M non-recurring revenues for FY 06 plus 75% of recurring revenues after allocations for New Starts and SCOP programs beginning in FY 06</li> </ul>

**2005 Growth Management Legislation Related to Transportation  
Senate Bill 360 (Chapter 2005-290, Laws of Florida)**

**Small County Outreach Program (SCOP): Section 26, 33**

\$342 million in additional work program commitments FY05-06 through FY14-15

- Funding in addition to existing program
- For counties under 150,000 population
- State funds 75% of project cost
- 5 percent of new recurring funding

**Transportation Regional Incentive Program: Section 12, 20, 26, 27**

\$1.6 billion in work program commitments FY05-06 through FY14-15

- Administered by FDOT
- Match ratio: TRIP funds of 50% on regional facilities, or up to 50% of non-federal share for transit programs
- Eligibility: regionally significant facilities identified in regional plans where the region has adopted an interlocal agreement. See section 21 for regional plan process.
- Entities in the interlocal agreement set the project priorities in cooperation with the DOT. Projects developed with DOT to include in a multi-year program of projects (Work Program).
- Establishes eligibility and priority criteria
- MPOs to recognize regional priorities in various plans and programs
- \$275M in non-recurring revenues for FY 06 plus 25% of recurring revenues after allocations for New Starts and SCOP programs beginning in FY 06

**County Incentive Grant Program: Section 27, 32**

Addition funding of \$25M in FY05-06 for existing program.

- To improve facilities, including transit, which are located on the State Highway System or relieve congestion on the State Highway System
- Match requirements changed to 50% for all eligible projects

**Right of Way and Bridge Bond Debt Service: Section 19**

- Debt service cap increased from \$200 million annually to \$275 million annually

**State Infrastructure Bank (SIB): Sections 23, 27**

\$100M non-recurring revenues in FY05-06

- SIB program revolves loan repayments to generate future loans
- TRIP projects eligible with 25% match

# *Transportation Investments to Support Growth Management*

*Senate Bill 360 (Chapter 2005-290, Laws of Florida)  
(\$ in millions)*

Uses of Additional Funds	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	TOTAL
Strategic Intermodal System	\$300	\$475	\$500	\$500	\$500	\$500	\$500	\$485	\$485	\$485	\$4,730
State Infrastructure Bank	\$100										\$100
<b>Regional/Local Priorities</b>											
New Starts Program	\$54	\$65	\$70	\$70	\$75	\$75	\$75	\$75	\$75	\$75	\$709
Small County Outreach Program	\$27	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$35	\$342
Trans. Regional Incentive Program	\$275	\$200	\$135	\$135	\$135	\$135	\$135	\$135	\$135	\$135	\$1,555
County Incentive Grant Program	\$25										\$25
<b>Subtotal</b>	<b>\$381</b>	<b>\$300</b>	<b>\$240</b>	<b>\$240</b>	<b>\$245</b>	<b>\$245</b>	<b>\$245</b>	<b>\$245</b>	<b>\$245</b>	<b>\$245</b>	<b>\$2,631</b>
<b>Total</b>	<b>\$781</b>	<b>\$775</b>	<b>\$740</b>	<b>\$740</b>	<b>\$745</b>	<b>\$745</b>	<b>\$745</b>	<b>\$730</b>	<b>\$730</b>	<b>\$730</b>	<b>\$7,461</b>

**Note:**

These are funds that are new to transportation that will be added to the Florida DOT Work Program. The amounts above are Work Program "commitments" that would be generated from the cash from General Revenue nonrecurring of \$575 million in fiscal year 2005-06 and Documentary Stamps Tax of \$541.75 million annually beginning in fiscal year 2005-06 to be deposited in the State Transportation Trust Fund.

# **Transportation Investments to Support Growth Management**

**Senate Bill 360 (Chapter 2005-209 Laws of Florida)**

**Florida's strong economy has generated funds to help address infrastructure backlog and future transportation needs throughout Florida. During the first 10 years (FY05-06 through FY14-15), investment of these funds will provide \$7.5 billion in state funded improvements to our transportation system.**

**Florida's Department of Transportation operates on a "cash flow" basis. General Revenue "cash" deposited into the State Transportation Trust Fund has been converted to "work program commitments" through a balanced finance plan which forecasts revenues, interest earnings and expenditures for the next ten years.**

- General Revenue cash of \$6 billion
- Interest earnings on cash from General Revenue \$1.5 billion.

## **Strategic Intermodal System Priorities (\$4.7 billion)**

- Strategic Intermodal System priorities for Florida's major highways, airports, ports, rail facilities, and intermodal hubs.
- Projects solicited and selected through a cooperative public involvement process with MPOs and other transportation partners.
- Address transportation backlogs in growing urban areas so communities can continue to prosper.
- Improve connections between our major cities and regions to enhance regional economies.

## **Transportation Regional Incentive Program (\$1.6 billion)**

- Transportation Regional Incentive Program. For areas that form regional transportation areas and identify priorities for projects to improve regionally significant roads and other transportation facilities.
- Funding allocated to districts based on factor derived from equal parts of population and fuel tax collections for eligible counties in regional transportation areas.
- Matching funds of up to 50%, or up to 50% of the non-federal share for public transportation facilities.

### **State Infrastructure Bank (\$100 million)**

- State Infrastructure Bank Loan Program. Revolving loan program for projects eligible under the Transportation Regional Incentive Program.

### **New Starts Transit Program (\$709 million)**

- Major new transit capital projects in metropolitan areas.
- Competitive program that requires dedicated local funding sources for major transit improvements proposed by local/regional areas.
- Patterned after the federal program by the same name. Program to provide up to 50 percent of the non-federal share. Projects could be funded 50 percent federal, 25 percent state and 25 percent local/regional.

### **Small County Outreach Program (\$342 million)**

- Additional funding added to the existing program.
- Funding for assistance to small counties (under 150,000 in population) to improve county roads.
- Funding of 75% of project cost to resurface, reconstruct or make capacity or safety improvements.
- Priorities focused on the physical condition of the roadway, can also provide for capacity improvements.

### **County Incentive Grant Program (\$25 million)**

- Additional funding in Fiscal Year 2005-2006 added to existing program.
- To improve transportation facilities, including transit, which are located on the State Highway System (SHS), or relieves traffic congestion on the SHS.
- Funding of 50% of project costs for eligible projects.

### **Right of Way Bond Program**

- Increased debt service cap on bond program from \$200 million annually to \$275 million annually.