

Chapter 5:

Cost and Revenue Assumptions



Cost and Revenue Assumptions

INTRODUCTION

This chapter documents the assumptions that were used to develop unit costs and revenue estimates for the Charlotte County 2035 Long Range Transportation Plan. These assumptions provide documentation for revenues used to fund the multimodal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and access to intermodal facilities. This chapter is composed of three major sections:

1. Introduction and report overview.
2. Assumptions that were used to develop unit cost estimates for all types of improvements in the LRTP. Assumptions associated with unit costs for both capital costs, as well as operating and maintenance costs, which are presented by mode.
3. Assumptions that were used to develop revenue projections for the years 2015 to 2035. Federal, state, and local revenues are projected for both capacity expansion costs and capitalized maintenance costs. Revenue projections for federal and state revenue sources were developed by FDOT District 1.

UNIT COST ASSUMPTIONS

This section summarizes the unit cost assumptions used in the development of planning-level cost estimates for the MPO's 2035 LRTP. Cost assumptions are presented for each mode, including roadway, bicycle, pedestrian, and public transportation. The cost assumptions and resulting cost estimates were used in the development of the 2035 LRTP Needs Plan and Cost Feasible Plan.

The roadway costs for County and State roads in Charlotte County included in the LRTP were developed using local and statewide bid information, as well as Long Range Estimates (LRE) provided by the FDOT District 1.

County Roadway Costs

The unit costs for County roadways were developed based on a review of recent and planned local and statewide roadway expansion projects. Tables 5-1 and 5-2 illustrate the county roadway costs for Charlotte County with three different options for ROW costs.

Table 5-1 County Roadway Cost per Centerline Mile (Rural Design)

Component	New Construction			Lane Addition		
	0 to 2 Lanes	0 to 4 Lanes	0 to 6 Lanes	2 to 4 Lanes	2 to 6 Lanes	4 to 6 Lanes
Rural Design - Cost per Centerline Mile						
Design ⁽¹⁾	\$370,000	\$740,000	\$1,110,000	\$370,000	\$740,000	\$370,000
Construction ⁽²⁾	\$3,700,000	\$7,400,000	\$11,100,000	\$3,700,000	\$7,400,000	\$3,700,000
CEI ⁽³⁾	\$370,000	\$740,000	\$1,110,000	\$370,000	\$740,000	\$370,000
ROW - Option 1 (50%) ⁽⁴⁾	\$1,850,000	\$3,700,000	\$5,550,000	\$1,850,000	\$3,700,000	\$1,850,000
ROW - Option 1 (75%) ⁽⁵⁾	\$2,775,000	\$5,550,000	\$8,325,000	\$2,775,000	\$5,550,000	\$2,775,000
ROW - Option 1 (100%) ⁽⁶⁾	\$3,700,000	\$7,400,000	\$11,100,000	\$3,700,000	\$7,400,000	\$3,700,000
Total (Option 1, ROW @ 50%)	\$6,290,000	\$12,580,000	\$18,870,000	\$6,290,000	\$12,580,000	\$6,290,000
Total (Option 2, ROW @ 75%)	\$7,215,000	\$14,430,000	\$21,645,000	\$7,215,000	\$14,430,000	\$7,215,000
Total (Option 3, ROW @ 100%)	\$8,140,000	\$16,280,000	\$24,420,000	\$8,140,000	\$16,280,000	\$8,140,000

1. Design is assessed at 10 percent of the construction costs based on discussion with County staff.
2. Source: Based on local projects and the TOA Cost Database; Technical Appendix 5, Tables 5-A-4 and 5-A-5
3. CEI is assessed at 10 percent of the construction costs based on discussions with County staff.
4. Option 1 estimates Right-of-Way costs at 50 percent of construction costs
5. Option 2 estimates Right-of-Way costs at 75 percent of construction costs
6. Option 3 estimates Right-of-Way costs at 100 percent of construction costs



Table 5-2 County Roadway Cost per Centerline Mile (Urban Design)

Component	New Construction			Lane Addition		
	0 to 2 Lanes	0 to 4 Lanes	0 to 6 Lanes	2 to 4 Lanes	2 to 6 Lanes	4 to 6 Lanes
Urban Design - Cost per Centerline Mile						
Design ⁽¹⁾	\$460,000	\$920,000	\$1,380,000	\$460,000	\$920,000	\$460,000
Construction ⁽²⁾	\$4,600,000	\$9,200,000	\$13,800,000	\$4,600,000	\$9,200,000	\$4,600,000
CEI ⁽³⁾	\$460,000	\$920,000	\$1,380,000	\$460,000	\$920,000	\$460,000
ROW - Option 1 (50%) ⁽⁴⁾	\$2,300,000	\$4,600,000	\$6,900,000	\$2,300,000	\$4,600,000	\$2,300,000
ROW - Option 1 (75%) ⁽⁵⁾	\$3,450,000	\$6,900,000	\$10,350,000	\$3,450,000	\$6,900,000	\$3,450,000
ROW - Option 1 (100%) ⁽⁶⁾	\$4,600,000	\$9,200,000	\$13,800,000	\$4,600,000	\$9,200,000	\$4,600,000
Total (Option 1, ROW @ 50%)	\$7,820,000	\$15,640,000	\$23,460,000	\$7,820,000	\$15,640,000	\$7,820,000
Total (Option 2, ROW @ 75%)	\$8,970,000	\$17,940,000	\$26,910,000	\$8,970,000	\$17,940,000	\$8,970,000
Total (Option 3, ROW @ 100%)	\$10,120,000	\$20,240,000	\$30,360,000	\$10,120,000	\$20,240,000	\$10,120,000

1. Design is assessed at 10 percent of the construction costs based on discussion with County staff.
2. Source: Based on local projects and the TOA Cost Database; Technical Appendix 5, Tables 5-A-4 and 5-A-5
3. CEI is assessed at 10 percent of the construction costs based on discussions with County staff.
4. Option 1 estimates Right-of-Way costs at 50 percent of construction costs
5. Option 2 estimates Right-of-Way costs at 75 percent of construction costs
6. Option 3 estimates Right-of-Way costs at 100 percent of construction costs

The unit costs in Tables 5-1 and 5-2 consist of the following components:

- **Design and Construction Engineering Inspection (CEI) Costs** - Based on recent trends observed throughout the State of Florida and discussions with County staff, both design and CEI costs were estimated to be equivalent to 10 percent of the construction cost per centerline mile for county roads.

Right-of-Way Costs (ROW) - Due to the wide degree of variation in recent ROW acquisition and the unique individual ROW needs for capacity expansion projects, three different ROW acquisition cost scenarios were developed.:

- High acquisition costs
- Medium acquisition costs
- Low acquisition costs

The high cost scenario estimates that ROW costs are equivalent to 100 percent of the construction costs for the project, while the medium and low cost scenarios estimate equivalent ROW percentages to be 75 and 50 percent of construction, respectively.

Each project in the long range plan will be classified by County Staff based on the unique ROW needs in order to accurately project roadway revenue needs for Charlotte County. Projects will be classified according to two criteria:

- Land cost (based on intensity of associated land uses)
- Availability of cross-section width needed

- **Construction** - To calculate a construction cost per centerline mile for county roads, a review of recently constructed and planned local and statewide roadway expansion projects was undertaken. Locally, Charlotte County has recently bid a project along Midway Boulevard (from Elkcam Boulevard to Sharpe St) and a project along Piper Road (from Jones Loop Road to US 17). In order to increase the sample size of cost data, the construction costs of the local projects were compared to recent data from the TOA cost database. The cost database contained 10 recently bid lane capacity expansion projects within the state of Florida. Based on the local and statewide projects, a construction cost of \$4.6 million per centerline mile was used for new construction and lane addition projects with an urban section design.

Due to the absence of local data for roadway projects with a rural section design, recent projects from the TOA cost database were used to develop cost estimates. The cost database contained five recently bid capacity expansion projects within the state of Florida. Based on these projects, a construction cost of \$3.7 million per lane mile was used for new construction and lane addition projects with a rural section design.



State Roadway Costs

The unit costs for state roadways were developed based on the District 1 Long Range Estimates Costing Tool for 2010 provided by FDOT. Tables 5-3 and 5-4 summarize the state roadway costs for Charlotte County with three different options for ROW costs.

The unit costs in Tables 5-3 and 5-4 consist of the following components:

- **Right-of-Way (ROW)** – similar to ROW acquisition cost estimates for county roads, three options were developed that estimate ROW are equivalent to 50, 75, and 100 percent of the construction costs for state roads.
- **Construction** – based on the centerline roadway construction costs from the District 1 LRE Costing Tool for 2010.

Table 5-4 State Roadway Cost per Centerline Mile (Urban Design)

Component	New Construction			Lane Addition	
	0 to 2 Lanes	0 to 4 Lanes	0 to 6 Lanes	2 to 4 Lanes	4 to 6 Lanes
Urban Design - Cost per Centerline Mile					
Construction ⁽¹⁾	\$6,100,000	\$8,500,000	\$10,400,000	\$5,800,000	\$6,300,000
ROW - Option 1 (50%) ⁽²⁾	\$3,050,000	\$4,250,000	\$5,200,000	\$2,900,000	\$3,150,000
ROW - Option 1 (75%) ⁽³⁾	\$4,575,000	\$6,375,000	\$7,800,000	\$4,350,000	\$4,725,000
ROW - Option 1 (100%) ⁽⁴⁾	\$6,100,000	\$8,500,000	\$10,400,000	\$5,800,000	\$6,300,000
Total (Option 1, ROW @ 50%)	\$9,150,000	\$12,750,000	\$15,600,000	\$8,700,000	\$9,450,000
Total (Option 2, ROW @ 75%)	\$10,675,000	\$14,875,000	\$18,200,000	\$10,150,000	\$11,025,000
Total (Option 3, ROW @ 100%)	\$12,200,000	\$17,000,000	\$20,800,000	\$11,600,000	\$12,600,000

1. Source: FDOT District 1 Roadway Costs, 2010; Technical Appendix 5, Table 5-A-7
 2. Option 1 estimates Right-of-Way costs at 50 percent of construction costs
 3. Option 2 estimates Right-of-Way costs at 75 percent of construction costs
 4. Option 3 estimates Right-of-Way costs at 100 percent of construction costs

Table 5-3 State Roadway Cost per Centerline Mile (Rural Design)

Component	New Construction			Lane Addition	
	0 to 2 Lanes	0 to 4 Lanes	0 to 6 Lanes	2 to 4 Lanes	4 to 6 Lanes
Rural Design - Cost per Centerline Mile					
Construction ⁽¹⁾	\$4,500,000	\$7,000,000	\$8,800,000	\$4,800,000	\$5,300,000
ROW - Option 1 (50%) ⁽²⁾	\$2,250,000	\$3,500,000	\$4,400,000	\$2,400,000	\$2,650,000
ROW - Option 1 (75%) ⁽³⁾	\$3,375,000	\$5,250,000	\$6,600,000	\$3,600,000	\$3,975,000
ROW - Option 1 (100%) ⁽⁴⁾	\$4,500,000	\$7,000,000	\$8,800,000	\$4,800,000	\$5,300,000
Total (Option 1, ROW @ 50%)	\$6,750,000	\$10,500,000	\$13,200,000	\$7,200,000	\$7,950,000
Total (Option 2, ROW @ 75%)	\$7,875,000	\$12,250,000	\$15,400,000	\$8,400,000	\$9,275,000
Total (Option 3, ROW @ 100%)	\$9,000,000	\$14,000,000	\$17,600,000	\$9,600,000	\$10,600,000

1. Source: FDOT District 1 Roadway Costs, 2010; Technical Appendix 5, Table 5-A-6
 2. Option 1 estimates Right-of-Way costs at 50 percent of construction costs
 3. Option 2 estimates Right-of-Way costs at 75 percent of construction costs
 4. Option 3 estimates Right-of-Way costs at 100 percent of construction costs



Non-Motorized Facility Costs

The unit costs for non-motorized transportation modes were developed using cost figures established in the *FDOT 2004 Transportation Costs Report, March 2005 (Technical Appendix 5, Section 5-B)* and the *FDOT District 7 Long Range Estimates (LRE) Roadway Costs, June 2009 (Technical Appendix 5, Section 5-C)*. These costs were used and indexed to current dollars using the most recent FDOT construction cost inflation factors from the *Advisory Inflation Factors for Previous Years (1987-2009) Report, May 2009 (Technical Appendix Section 5-D)*, produced by the FDOT Office of Policy Planning. Non-motorized modes include the following:

- Bicycle facilities
- Pedestrian facilities
- Paved shoulder facilities

Table 5-5 provides a breakdown cost for each transportation mode.

Transit Service and Facility Costs

A number of assumptions were made to support forecasting of public transportation costs for 2015 through 2035 in the Long Range Transportation Plan based on the FY 2010-2019 Charlotte County Transit Development Plan (TDP). Table 5-6 illustrates the assumptions from the Charlotte County TDP and additional assumptions include:

- Charlotte County assumes a three (3) percent annual inflation rate for all cost assumptions and other unit costs assumed in the TDP.

Inflation Factors

Table 5-7 summarizes the present-day-cost inflation factors for transportation costs in Charlotte County.

Table 5-5: Non-Motorized Transportation Facilities Costs

Facility	2004	2009
Bicycle Facilities Unit Costs⁽¹⁾		
Bike Path per Mile (12' width) Rail-to-Trail Conversion	\$515,500	\$840,265
Bike Lane per Mile (5' width - 2 sides) Pavement Extension, Rural	\$634,900	\$1,034,887
Bike Lane per Mile (4' width - 2 sides) when widening road, Urban	\$205,508	\$334,978
Pedestrian Facilities Unit Costs⁽²⁾		
Sidewalks per mile (5' width - 1 side)	n/a	\$187,465
Sidewalks per mile (6' width - 1 side)	n/a	\$224,958
Paved Shoulders Unit Costs⁽³⁾		
Paved Shoulder per Mile (4' width - 2 sides)	n/a	\$284,731

1. Source: FDOT 2004 Transportation costs. Costs have been inflated to 2009 dollars using recent FDOT roadway inflation factors (63% increase).
2. Source: FDOT District 7 LRE Roadway Costs, June 2009
3. Paved shoulders are assumed to cost 85 percent of the bike lane per mile (4' width) costs (Calculation: \$334,978 x 85% = \$284,731).

Table 5-6 Transit Facilities Cost Assumptions

Item	Unit	Base Year	Cost
Mid-Sized Hybrid Bus (7 yr. life)	per vehicle	2010	\$200,000
Maintenance and Miscellaneous Items	per year	2010	\$20,000
Additional Service	per bus hour	2010	\$35
Bus Wash System	per system	2010	\$150,000
Upgraded Scheduling/Reservation Software and the MDT System	per system	2010	\$175,000
Electronic Revenue Collection System	per system	2010	\$500,000

Source: FY 2010-2019 Charlotte County Transit Development Plan

Table 5-7: Charlotte County Present-Day-Cost Multiplier (Inflation Factors)⁽¹⁾

Year of Expenditure	Construction	PE / PD&E	Transit O&M	
			Inflation	Cumulative
2015	1.176	1.131	1.129	1.129
2016-2020	1.298	1.219	1.214	6.072
2021-2025	1.527	1.379	1.371	6.853
2026-2030	1.796	1.561	1.547	7.735
2031-2035	2.112	1.766	1.746	8.730

1. The base year for the inflation factors is 2010
Source: Florida Department of Transportation



REVENUE PROJECTIONS

The Charlotte County 2035 LRTP includes revenue projections from federal, state, and county sources. The following section describes the revenue sources used to develop the 2035 Cost Feasible Plan for the LRTP. Table 5-8 describes each source of transportation revenue for Charlotte County and where and how the revenues are expended. Between 2015 and 2035, Charlotte County will receive approximately \$1.0 billion in transportation funds from existing local, state, and federal revenue sources.

Figures 5-1 through 5-4 illustrate the baseline revenue projections developed for the Charlotte County LRTP. The figures are differentiated by revenues for each mode and by revenues available for capacity expansion and capitalized maintenance.



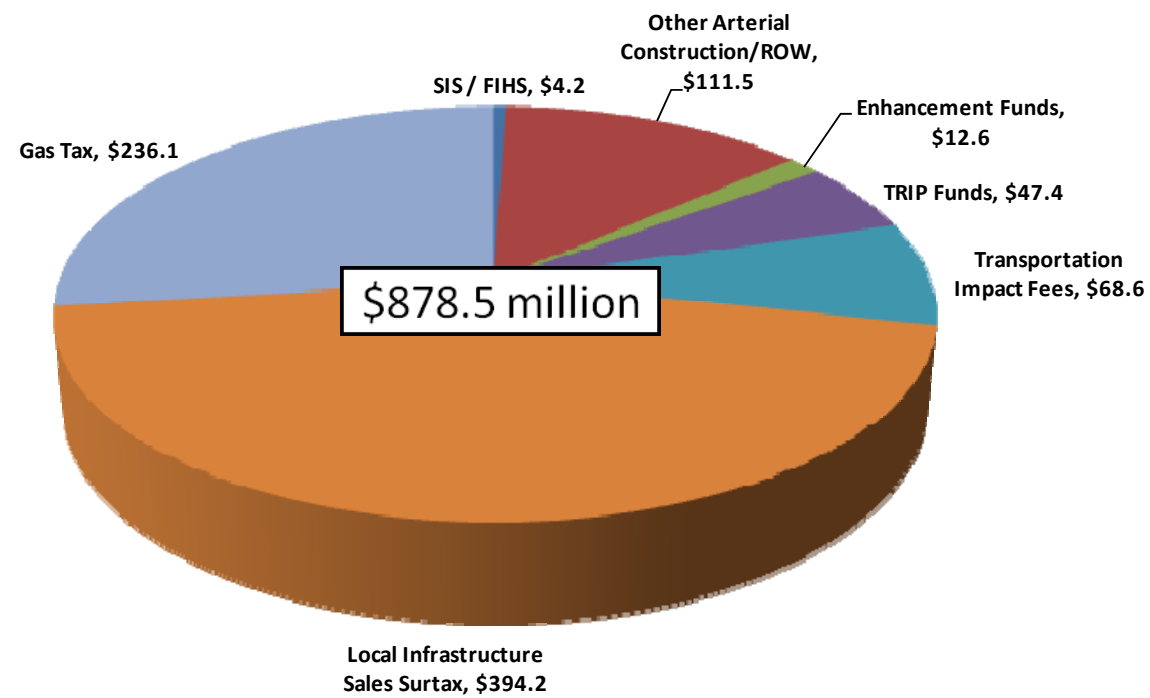
Table 5-8: Transportation Revenue Resources

Type	Fund	Description	Total (2015-2035)
Federal	Strategic Intermodal System / Florida Interstate Highway System	Revenues go towards construction, improvements, and associated ROW on SIS highways and the FIHS (interstate, turnpike, toll roads)	\$4,220,000
State	Other Arterial Construction/ROW	Revenues go towards construction, improvements, and associated ROW on State Highway System roadways not designated as part of the SIS or FIHS	\$115,350,000
State	Enhancement Funds	As defined by SAFETEA-LU, enhancement funds are taken "off-the-top" of other arterial construction/ROW revenues to assist MPO's in developing their plans	\$12,600,000
State	Transportation Regional Incentive Program	Growth Management funding for regional transportation projects in "regional transportation areas." TRIP funds must support transportation facilities that serve national, statewide, or regional functions and function as an integrated regional transportation system	\$47,400,000
Local	Transportation Impact Fees	Charge per unit of new development and is available to fund roadway capacity expansion improvements	\$68,560,877
Local	Local Infrastructure Sales Surtax	Charlotte County charges a 1 percent infrastructure sales surtax which is used to fund infrastructure needs associated with roadway capacity expansion improvements	\$394,239,053
Local	Gas Tax	Charlotte County collects 15 pennies of gas tax and dedicates approximately 84 percent of the revenues to roadway capacity expansion and 16 percent to the capitalized maintenance of roadways	\$283,428,789
Local, State, Federal	Transit Revenues	Transit revenue sources include Federal funds, FDOT and State grants, local fees, ARRA funds and miscellaneous local funds for capacity expansion and capitalized maintenance projects	\$77,401,800
Total			\$1,003,200,519

Source: Table 5-11 and Technical Appendix 5, Table 5-A-9

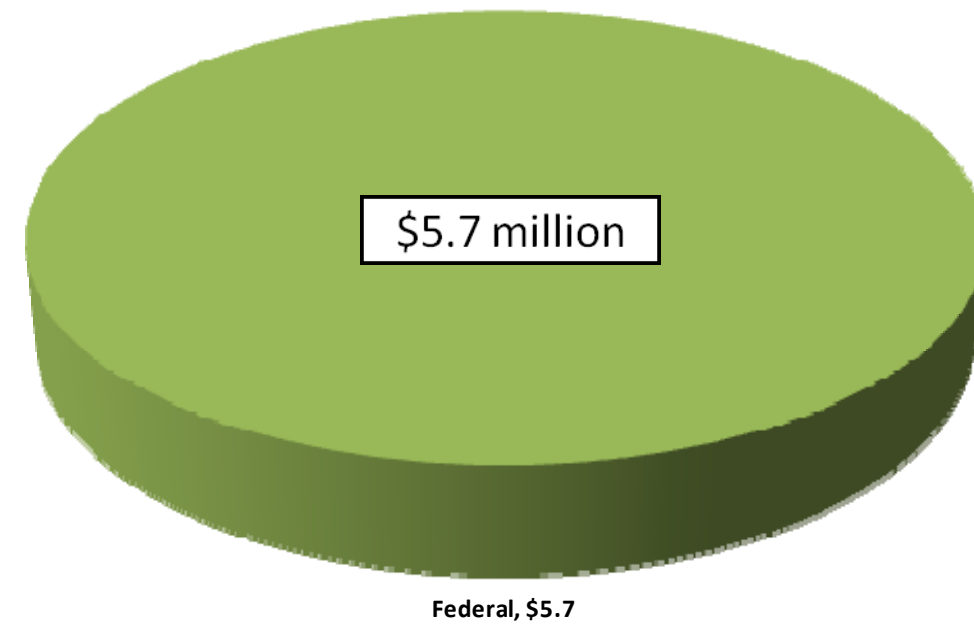
Note: The Safe Routes to School Program is another revenue source that can be utilized for pedestrian facilities.





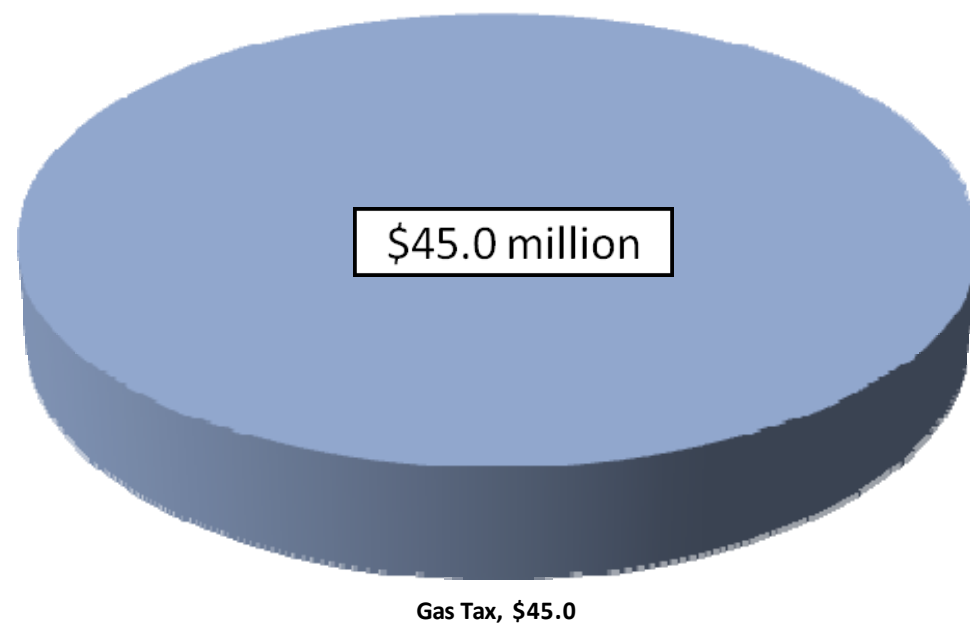
Note: Figure 5-1 provides a breakdown of the roadway revenue projections for Charlotte County. This figure represents the collection of revenues available to fund capacity expansion within the County.

Figure 5-1: 2015-2035 Roadway Revenues—Capacity Expansion (in millions)



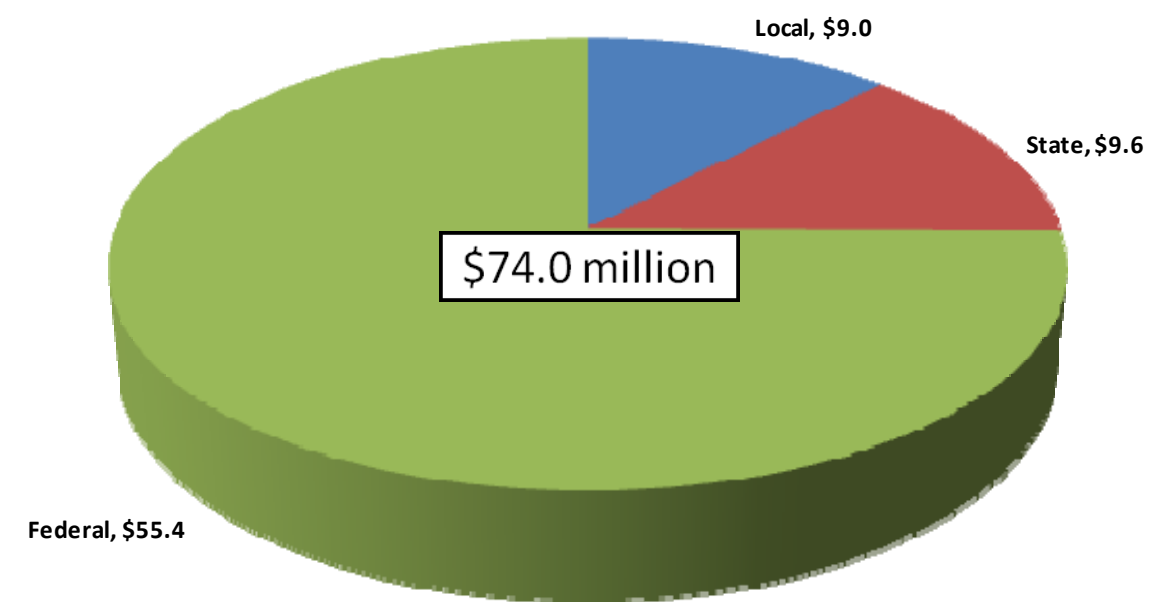
Note: Figure 5-3 provides a breakdown of the transit facilities revenue projections for Charlotte County. This figure represents the collection of revenues available to fund capacity expansion within the County.

Figure 5-3: 2015-2035 Transit Facilities Revenues—Capacity Expansion (in millions)



Note: Figure 5-2 provides a breakdown of the roadway revenue projections for Charlotte County. This figure represents the collection of revenues available to fund capitalized maintenance within the County.

Figure 5-2: 2015-2035 Roadways Revenues—Capitalized Maintenance (in millions)



Note: Figure 5-4 provides a breakdown of the transit facilities revenue projections for Charlotte County. This figure represents the collection of revenues available to fund transit operations within the County.

Figure 5-4: 2015-2035 Transit Facilities Revenues—Operating (in millions)



Table 5-9: Charlotte County Roadway and Transit Funding (2015-2035)

Fund Type	Fund	Roadway Capacity Expansion ⁽¹⁾	Roadway Capitalized Maintenance ⁽¹⁾	Transit Capacity Expansion	Transit Operating	Total (2015-2035)
Local	Transportation Impact Fees	\$68,560,877				\$68,560,877
Local	Local Infrastructure Sales Surtax	\$394,239,053				\$394,239,053
Local	Gas Tax	\$236,058,592	\$44,963,557	\$0	\$2,406,640	\$283,428,789
Local	Transit Revenues			\$0	\$6,625,693	\$6,625,693
State	Other Arterial Construction/ROW	\$115,350,000				\$115,350,000
State	Enhancement Funds	\$12,600,000				\$12,600,000
State	Transportation Regional Incentive Program	\$47,400,000		\$0	\$0	\$47,400,000
State	Transit Revenues			\$0	\$9,633,713	\$9,633,713
Federal	SIS / FIHS	\$4,220,000				\$4,220,000
Federal	Transit Revenues			\$5,705,348	\$55,437,046	\$61,142,394
Total		\$878,428,522	\$44,963,557	\$5,705,348	\$74,103,092	\$1,003,200,519
Total	Local funds only	\$698,858,522	\$44,963,557	\$0	\$9,032,333	\$752,854,412
Total	State funds only	\$175,350,000	\$0	\$0	\$9,633,713	\$184,983,713
Total	Federal funds only	\$4,220,000	\$0	\$5,705,348	\$55,437,046	\$65,362,394

1. Includes bicycle and pedestrian facilities
 Gray cells indicate that a specific revenue source may not be used to fund a certain type of improvement
 Source: Technical Appendix 5, Tables 5-A-11 through 5-A-15

Table 5-9 describes each source of transportation revenue for Charlotte County its allocation by transportation mode and improvement type. Certain funds can be spent on Roadway, bicycle, pedestrian, and transit improvements, while other funds are specific to one mode. In addition to the mode distribution, estimated revenues were also allocated based on their ability to be spent on capacity expansion or capitalized maintenance projects.

Federal Revenue Sources - Capacity Expansion

Annual federal revenue projections for the Strategic Intermodal System were established by the Strategic Intermodal System Long Range Highway Capacity Plan (Technical Appendix 5, Section 5-E):

- Strategic Intermodal System (SIS)/Florida Interstate Highway System (FIHS) – Capacity program providing funds for construction, improvements, and associated right-of-way on the State Highway System roadways designated as part of the SIS or FIHS. Between 2015 and 2035,

approximately \$4.2 million is identified to fund the US-17 (from Copley Dr to CR-74) SIS/FIHS project in Charlotte County.

State Revenue Sources – Capacity Expansion

Annual state revenue projections for the 2035 LRTP were established in the Appendix for the Metropolitan Long Range Plan, Charlotte County (Technical Appendix 5, Section 5-H) for the following categories:

- Other Arterial (OA) Construction/Right-of-Way (ROW) - Capacity program providing funds for construction, improvements, and associated ROW on the State Highway System roadways not designated as part of the SIS or FIHS. Includes additional funding for the Economic Development Program, the County Incentive Grant Program, and the Small County Outreach Program. Between 2015 and 2035, approximately \$115.4 million will be available for roadway infrastructure projects.
- Enhancement Funds - Between 2015 and 2035, it is estimated that Charlotte County will receive approximately \$12.6 million in Transportation Enhancement funds for roadway capacity expansion projects. Enhancement funds are taken “off-the-top” of other arterial construction/ROW revenues to assist the MPO’s in developing their plans
- Transportation Regional Incentive Program (TRIP) Funds - Between 2015 and 2035, it is estimated that Charlotte County will receive approximately \$47.4 million in TRIP funds for roadway capital expenditures based on an allocation process developed in conjunction with staff from MPO’s throughout FDOT District 1. TRIP funds are used to support those transportation facilities that serve national, statewide, or regional functions and functions as an integrated regional transportation system. Also, TRIP funds should have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.

Local Revenue Sources – Capacity Expansion

Local revenue sources that could potentially fund the 2035 Needs Plan projects also were provided by Charlotte County. The 2035 LRTP Cost Affordable Plan



will be funded primarily with revenues from transportation impact fees, local option infrastructure sales tax, and local option gas tax. The development of these local revenue sources are discussed in more detail in the remainder of this section.

Transportation Impact Fees

Transportation impact fees are assessed to provide revenue for financing the expansion of roadway facilities needed to accommodate new growth and development. Charlotte County has established four individual impact fee zones with fee rates ranging from \$2,188 to \$11,277 per single family home (1,501-2,499 sq ft category). The districts include:

- Urban district (includes the City of Punta Gorda)
- Rural 1 district
- Rural 2 district
- Babcock DRI (currently does not collect impact fees)

Revenues generated by the transportation impact fee program are a main source of funding for the County’s Cost Feasible Roadway Plan. However, transportation impact fees can be used only for the expansion of roadway facilities or similar capacity-adding projects and may not be used to fund renovation, maintenance projects, or operations.

To project available transportation impact fee revenue through 2035, revenues are calculated using building permit projections. Future building permits were projected using 2035 socioeconomic population data estimates and average residents per household data from the US Census. The permit estimates were adjusted to account for the current period of slower-than-average growth before leveling off at an approximately two percent annual growth rate through 2035.

Due to continuing growth in Charlotte County, it is expected that the transportation impact fee will continue to generate revenue for the County. Under the assumption that the fee rate is indexed every five years, transportation impact fees will generate \$68.6 million for capital roadway projects from 2015 through 2035 as shown in Table 5-10. All projected transportation im-

pact fee revenues are applied to the County’s roadway capacity expansion program.

Local Infrastructure Sales Surtax

In addition to transportation impact fees, Charlotte County receives transportation revenues from the local option sales tax program. Revenues from a one cent sales tax are used to fund infrastructure needs associated with roadway capacity expansion improvements. For projection purposes, it was assumed that the sales tax revenues would increase each year at the same rate as the population and that 100 percent of the revenues would be available to fund roadway capacity expansion.

Gas Tax

Charlotte County receives a portion of its roadway revenues from local and state gas taxes imposed in the county. Listed below are the County’s current gas tax collections:

- Constitutional Gas Tax - 2 cents per gallon
- County Fuel Tax - 1 cent per gallon
- Ninth-Cent - 1 cent per gallon
- 1st Local Option Fuel Tax - 6 cents per gallon
- 2nd Local Option Fuel Tax - 5 cents per gallon

Table 5-10: 2015-2035 Transportation Revenues in 5-Year Increments

Source	2015	2016-2020	2021-2025	2026-2030	2031-2035	Total (2015-2035)
SIS / FIHS	\$0	\$0	\$0	\$0	\$4,220,000	\$4,220,000
Other Arterial Construction/ROW (OA)	\$3,850,000	\$23,900,000	\$26,900,000	\$29,000,000	\$31,700,000	\$115,350,000
Enhancement Funds	\$600,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,600,000
Transportation Regional Incentive Program	\$2,600,000	\$11,500,000	\$11,100,000	\$11,100,000	\$11,100,000	\$47,400,000
Transportation Impact Fees	\$3,745,292	\$17,322,580	\$12,051,945	\$16,466,290	\$18,974,770	\$68,560,877
Local Infrastructure Sales Surtax	\$16,482,844	\$85,940,910	\$91,852,859	\$97,396,771	\$102,565,669	\$394,239,053
Gas Tax	\$11,849,946	\$61,785,165	\$66,035,428	\$70,021,093	\$73,737,157	\$283,428,789
Transit Revenues	\$2,769,547	\$15,219,256	\$17,067,744	\$18,951,500	\$23,393,753	\$77,401,800
Total	\$41,897,629	\$218,667,911	\$228,007,976	\$245,935,654	\$268,691,349	\$1,003,200,519

Source: Technical Appendix 5, Tables 5-A-11 through 5-A-15



Based on discussions with County staff, the County currently applies 84 percent of the revenue generated from gas taxes to the roadway capacity expansion program (i.e., lane widening, new road construction, turn lane additions, traffic signal installation, and intersection improvements). Assuming that gas annual gas tax collections increase each year at the same rate as the population (approximately 1.2%), the County will have approximately \$236.1 million available for capital improvement projects between 2015 and 2035.

Local Revenue Sources – Capitalized Maintenance

Local revenue sources that could potentially fund operating costs associated with the 2035 Needs Plan were also considered, as summarized below:

Gas Tax

As previously mentioned, Charlotte County currently collects 15 cents per gallon of gas tax. Based on discussions with County Staff, the County currently applies 16 percent of the revenue generated from gas taxes to the roadway capitalized maintenance program. As shown in Figure 5-2, under the assumption that the County gas tax collections will increase at the same rate as the population, the County will have approximately \$45.0 million available for roadway operating and maintenance (i.e., paving and resurfacing) projects between 2015 and 2035 to accommodate new growth and development.

Transit Facilities Revenue Sources

Transit revenue projections for the LRTP were prepared for Charlotte County using information available in the FY 2010—FY 2010 TDP. The capital and operating revenue projections developed for the door-to-door paratransit services (Sunshine Ride), Dial-A-Ride Service, and fixed-route service are summarized in Technical Appendix 5, Table 5-A-15. A description of each available transit revenue source is presented below.

Federal Revenue Sources - Transit Capacity Expansion

Federal funds available for transit capacity expansion include Federal grant funds and will provide approximately \$5.7 million between 2015 and 2035.

Federal Revenue Sources - Transit Operating

Federal funds available for capitalized maintenance expenditures include Federal grant funds and will provide approximately \$55.4 million between 2015 and 2035.

State Revenue Sources - Transit Operating

FDOT and State grant funds will provide approximately \$9.6 million in revenues for capitalized maintenance between 2015 and 2035.

Local Revenue Sources – Transit Operating

Local fees and miscellaneous funds will provide approximately \$6.6 million in revenues for capitalized maintenance between 2015 and 2035. Additionally, approximately \$2.4 million of local gas tax collections will be used to fund transit operating.

Table 5-11: 2015-2035 Transportation Revenues (Capital versus Operating)

Source	Capacity Expansion	Capitalized Maintenance / Operating	Total (2015-2035)
Roadways, other Multi-Modal Facilities ⁽¹⁾	\$878,428,522	\$44,963,557	\$923,392,079
Transit Facilities	\$5,705,348	\$74,103,092	\$79,808,440
Total	\$884,133,870	\$119,066,649	\$1,003,200,519

1. Includes bicycle and pedestrian facilities
 Source: Technical Appendix 5, Tables 5-A-10 through 5-A-14

