

Appendix H: Fiscal Analysis of Key Elements of the FY 22-26 Transportation Improvement Program (TIP)

Goal 5.E of the Palm Beach Transportation Planning Agency's (TPA) Strategic Plan directed staff to monitor and report on the collections of key transportation revenue sources and their expenditures to understand their impacts on the TPA's Priority Projects. The summary below the revenue sources identified in the TPA's strategic plan.

State Comprehensive Enhanced Transportation System (SCETS) Tax

The SCETS tax is represented by the District Dedicated Revenue (DDR) fund code in the TIP. The SCETS tax is an indexed state tax on gas and diesel to go towards transportation projects. Pursuant to [Section 206.608\(2\), F.S.](#), the proceeds "may be used only for projects in the adopted work program in the district in which the tax proceeds are collected and, *to the maximum extent feasible*, such moneys shall be programmed for use in the county where collected."

The TPA tracks DDR funds to ensure the collections within Palm Beach County are used for projects within Palm Beach County. In FY 22-26, FDOT is projected to collect \$275.2 million¹ and the TIP programs \$264.7 million of DDR on projects in Palm Beach County over this same period. The major TIP sections DDR funding is going towards include State Road Modifications, operations and maintenance, and Other FDOT projects as shown in the table below. Although \$10.5 M of DDR funding collected in Palm Beach County is not directly programmed on projects in Palm Beach County, there is roughly \$159 M in district-wide expenditures that the additional funding is going towards.

District Dedicated Revenue & Expenditures within Palm Beach County

	2022	2023	2024	2025	2026	Total
Revenue	\$51,270,324	\$53,644,801	\$55,415,437	\$56,727,834	\$58,174,860	\$275,233,256
Expenditure	\$66,083,055	\$54,815,554	\$54,817,272	\$55,978,934	\$33,016,703	\$264,711,518
State Road Modifications	\$22,008,844	\$6,218,644	\$21,114,032	\$20,183,688	\$10,274,270	\$79,799,478
SIS Capacity	\$3,964,058	\$11,636,020	\$6,825,382	\$1,100,000	\$13,427,335	\$36,952,795
Local Initiatives Program	\$1,548,946	\$0	\$0	\$0	\$0	\$1,548,946
Transportation Alternatives	\$512,684	\$0	\$0	\$0	\$0	\$512,684
Other FDOT & Local Projects	\$19,948,473	\$588,131	\$4,476,386	\$1,477,286	\$1,183,677	\$27,673,953
Major Maintenance	\$10,381,410	\$18,812,476	\$14,349,854	\$22,333,284	\$0	\$65,877,024
O&M - Roadways	\$6,295,878	\$10,652,467	\$7,658,918	\$5,044,634	\$3,836,421	\$33,488,318
O&M - Transit	\$696,843	\$4,907,816	\$117,297	\$5,840,042	\$4,295,000	\$15,856,998
Airports	\$725,919	\$2,000,000	\$275,403	\$0	\$0	\$3,001,322
Expected revenue minus expenditures						\$10,521,738
<i>District-wide expenditures (not broken out by county)</i>	\$ 13,630,290	\$19,689,713	\$ 25,393,063	\$ 26,214,452	\$73,770,083	\$158,697,601

Managed Lane Revenues

Managed lanes on the I-95 corridor in Southern Palm Beach County between the Broward County Line and Glades Rd are anticipated to open in late 2021 and the portion from Glades Rd to Linton Blvd are anticipated to open in the middle of 2023. The TPA will begin tracking collected revenues once open. The use of managed lane revenue is regulated by [Section 338.166, F.S.](#) After the discharge of any bond indebtedness related to the project, toll revenues are to be used as follows:

- Annual cost of operation, maintenance, and improvement of the express lanes,

¹ [FDOT Work Program Instructions, Appendix A7 - District Dedicated Revenue](#)

- Construction, maintenance, or improvement of any road on the State Highway System within the county or counties in which the toll revenues were collected, or to support express bus service on the facility where the toll revenues were collected

For more information, see <http://floridaexpresslanes.com/resources/>

Multi-use Corridors of Regional Economic Significance (M-CORES)

The Florida Legislature created the M-CORES Program ([Section 338.2278, F.S.](#)) in 2019, directing FDOT to create three task forces to research three regional corridors that are to be tolled facilities that accommodate multiple modes of transportation and multiple types of infrastructure. These corridors are not located in Southeast Florida. However, the TPA is tracking the funding of these corridors and their impact on transportation funding throughout the state.

The M-CORES legislation redirects an estimated \$132 million annually of motor vehicle license tax revenues that were going to the General Revenue Fund to the State Transportation Trust Fund (STTF) to go towards the planning, design, and construction of these facilities. Additionally, funding for M-CORES projects could be programmed with turnpike revenue bonds, right-of-way and bridge construction bonds, the FDOT Financing Corporation, and the use of public-private partnerships.

The 2021 Florida Senate Bill 100 repeals the M-CORES Program and related provisions and instead creates programs related to arterial highway projects. The original funding redirected to the STTF will remain in the STTF. In summary, the new bill:

- Authorizes the Florida Department of Transportation (FDOT) to upgrade existing arterial roadways with targeted improvements, such as adding new tolled or non-tolled limited access alignments to manage congestion points and retrofitting roadways with tolled or non-tolled grade separations that provide alternatives to a signalized intersection for through traffic.
- Prohibits a reduction of any non-tolled general use lanes of an existing facility, requires maintenance of existing access points, and limits the location of any tolling points such that a non-tolled alternative exists for local traffic.
- Provides that all existing applicable requirements relating to FDOT or turnpike projects apply to any projects undertaken. Further, the FDOT and the Florida Turnpike Enterprise (FTE) must take into consideration the guidance and recommendations of any previous studies or reports relevant to the projects.
- Directs the FDOT to develop, by December 31, 2035, and include in the work program, construction of controlled access facilities to achieve free flow of traffic on U.S. 19 and requires the facility to be developed using existing or portions of existing roadway by specified improvements.
- Directs the FDOT to identify and include in the work program projects to widen certain two lane arterial rural roads serving high volumes of truck traffic to four lanes.
- Directs the FDOT to begin the project development and environmental phase for a project to extend the Florida Turnpike from its current terminus in Wildwood to a terminus as determined by the FDOT, and to submit a summary report by December 31, 2022. but will now be dedicated to fund the authorized controlled access facility projects and widening projects on Strategic Intermodal System (SIS) arterial roadways.

For more information, see www.flsenate.gov/Session/Bill/2021/100/

The TPA will continue to track the status of these actions and the potential statewide impacts on programming.