2040 Plan Summary

The following tables (Tables 1 through 4) summarize the 2040 Plan by cost and revenue by mode (in dollars and percent), and by Priority. Table 1 includes the cost and revenue for projects in the TIP, which is subset of the LRTP. Tables 2 through 4 include the cost and revenue for projects proposed for 2020 to 2040.

Table 1 | Expected Revenue and Cost of Plan (Millions in YOE $)

Transportation Mode	Cost	Revenue	Surplus/Deficit	Source
SIS	$6,543	$6,543	$0	SIS[1]
FTE	$866	$2,385	$1,519	FTE
MDX	$1,953	$1,954	$1	MDX
Other Roadways	$1,401	$1,399	-$2	Other Arterial Construction and ROW
	$14	$14	$0	TMA
	$917	$957	$40	PWWM New Capital
	$355	$397	$42	Set Asides (Bike/Ped, CMP, Freight)[2]
Subtotal Other Roadways	*$2,686*	*$2,767*	*$81*	
County Roads O&M	$1,657	$1,657	$0	PWWM Existing O&M
	$13	$13	$0	PWWM New O&M
Subtotal: Highway	*$13,718*	*$15,319*	*$1,600*	
Transit Capital	$615	$614	-$1	TMA
	$311	$312	$1	MDT New Cap
	$235	$235	$0	Other Arterial Construction and ROW
Transit O&M	$24,146	$24,146	$0	MDT O&M/Expenses
	$278	$278	$0	MDT New O&M
Subtotal: Transit	*$25,585*	*$25,585*	*$0*	
Other Projects[3]	$105	$105	$0	TALU, TALT, TRIP
Total	$39,408	$41,008	$1,600	

Note: Totals may not add due to rounding.

CMAQ – Per Revised Interim Guidance on CMAQ Operating Assistance under MAP-21, CMAQ funds can be used as start-up operating costs for incremental cost of expanding transit services. Therefore, this funding can be provided for eligible projects which reduce emissions and are consistent with Federal requirements. This can be programmed on a project by project basis in coordination with FDOT and other agencies. Current work program instructions show the annual amount is $1.6 million per year.

Notes:
[1] SIS is balanced to costs and revenues as provided by FDOT
[2] Set-Asides: Additional Bicycle/Pedestrian and Freight Specific project will be identified as opportunities arise to account for remain funding.
[3] Transportation Alternatives (TALU and TALT) funds are programmed through the MPO annual application program. TRIP funds are programmed for regional facilities and will fund 50% of project 3 costs. TRIP funds will be programmed in coordination with regional agencies and FDOT.

Table 2 | Expected Revenue and Cost of Plan (Millions in YOE $)

Transportation Mode	Cost	Revenue
Highway: Capital and O&M	$4,691	$4,691
Transit: Capital and O&M	$2,531	$2,531
Total	$7,221	$7,221

Table 3 | Expected Cost of Plan Years 2020-2040 (Billions YOE $)

Transportation Mode		Cost Feasible Plan	
Highway		$13.36	33.9%
Transit	Capital	$1.16	2.9%
	O&M	$24.42	62.0%
	Subtotal	$25.58	64.9%
Congestion Management		$0.17	0.4%
Bicycle/Pedestrian		$0.09	0.2%
Freight		$0.09	0.2%
Other Projects[3]		$0.11	0.3%
Total		$39.42	100%

Table 4 | Expected Revenue and Cost of Plan Years 2020-2040 (Billions YOE $)

Transportation Mode	Priority I 2020		Priority II 2021-2025		Priority III 2026-2030		Priority IV 2031-2040		Total YOE	
	Cost	Revenue	Cost	Revenue	Cost	Revenue	Cost	Revenue	Cost	Revenue
Highway Capital	$341	$341	$1,365	$1,366	$3,787	$3,802	$6,544	$8,141	$12,047	$13,649
County Roads O&M	$55	$55	$310	$310	$366	$366	$939	$939	$1,671	$1,671
Subtotal: Highway	$397	$396	$1,675	$1,676	$4,163	$4,168	$7,483	$9,080	$13,718	$1,5320
Transit Capital	$102	$102	$262	$262	$345	$345	$451	$451	$1,160	$1,160
Transit O&M	$794	$794	$4,457	$4,457	$5,258	$5,258	$13,915	$13,915	$24,424	$24,424
Subtotal: Transit	$896	$896	$4,720	$4,720	$5,603	$5,603	$14,366	$14,366	$25,585	$25,585
Subtotal: Highway & Transit	$1293	$1292	$6395	$6396	$9,766	$9,771	$21,849	$23,446	$29,303	$40,905
Other Projects[3]	$4	$4	$25	$25	$25	$25	$51	$51	$105	$105
Total	$1,297	$1,296	$6,420	$6,421	$9,791	$9,796	$21,900	$23,497	$39,409	$41,008

Note: Totals may not add due to rounding.