Overview

- Briefly outline transportation funding sources
  - Federal sources
  - State sources
  - Local sources
Five Year Work Program FY 2017-2021
Funding Sources for Commitments (in millions)

- **Federal-Aid**: 12,026.5 (26%)
- **Right of Way and State Infrastructure Bank Bonds**: 1,942.6 (4%)
- **State**: 24,425.2 (52%)
- **Turnpike and Tolls**: 6,846.9 (15%)
- **Local and Other Funds**: 1,367.6 (3%)

Total Adopted 5-Year Work Program $46,609M

July 2016
Adopted Work Program
Calendar Year 2017 Fuel Tax Rates (cents per gallon)
State Sources

- Dedicated Sources for Transportation
- Deposited into the State Transportation Trust Fund
- State Revenue Estimating Conference (REC) forecast revenues
- Florida DOT converts into “Commitment” authority to “program” on specific projects
State Transportation Revenue
Fiscal Year 2015-16

- Fuel Tax, $2,180M, 58%
- Motor Vehicle Fees, $1,114M, 30%
- Aviation, $30M, 1%
- Document Stamps, $268M, 7%
- Rental Car, $141M, 4%
Actual through fiscal year 2016, 2017 through 2021 based on December 2016 Revenue Estimating Conference
Impact of Indexing Fuel Sales Tax

$ in Millions

- Annual
- Cumulative

2007: $1,000
2008: $1,500
2009: $2,000
2010: $2,500
2011: $3,000
2012: $3,500
2013: $4,000
2014: $4,500
2015: $5,000
2016: $9,000

Yearly and cumulative impact over the years.
Transportation Revenue Used For Non-Transportation Purposes

Actual through fiscal year 2016, 2017 through 2021 based on December 2016 Revenue Estimating Conference
Federal Sources

- Motor Fuel Tax – primary source of funding for both highway and transit
- Other Miscellaneous Sources – tires, new tractor/trailer purchases, etc.
- Deposited into Federal Highway Trust Fund
- Allocated via complex funding formulas in Federal Authorization Act
- Fixing America’s Surface Transportation (FAST) Act
Federal Aid Highway Apportionments
Average Annual Apportionment of $2 Billion

2012 per SAFETEA-LU; 2013-2015 per MAP-21; 2015-20 per FAST Act; held constant thereafter
Local Sources

- Constitutional and Legislative Motor Fuel Taxes (3 cents for county, 1 cent for cities)
- Local Option Fuel Taxes (1-12 cents)
- Local Option Infrastructure Sales Tax (.5 or 1 percent)
- Local Fees (impact fees, permits, etc.)
- General government contributions (property tax, development tax, etc.)
State Imposed Fuel Taxes Distributed to Local Governments

Actual through fiscal year 2016, 2017 through 2021 based on December 2016 Revenue Estimating Conference
Local Option Fuel Tax

- 1-6 cents approved by simple majority of County Commission or vote of citizens
- 1-5 cents approved by super majority of County Commission or vote of citizens
- “Ninth Cent” approved by super majority of County Commission or vote of citizens
- Local Option Fuel Tax for each county (Map shown on next page)
Locally Imposed Fuel Taxes
Distributed to Local Governments

Untapped Locally Imposed Fuel Taxes

Actual through fiscal year 2016, 2017 through 2021 based on December 2016 Revenue Estimating Conference
Local Option Sales Tax

- Charter County and Regional Transportation System Surtax – approved by vote of citizens
  - 31 counties are eligible to levy the surtax
  - Duval and Miami-Dade have enacted
- Local Government Infrastructure Surtax
  - All counties eligible to levy the surtax, 18 have enacted
- Small County Surtax
  - 31 counties eligible to levy the surtax, 29 have enacted
- [http://edr.state.fl.us/Content/](http://edr.state.fl.us/Content/) to find the Counties that have implemented the tax as of 2016
Toll Revenues

- State owned and operated toll facilities
- Various Local Expressway and Bridge Authorities
- County toll roads and bridges
- Revenues support improvement projects generally in the local area where the tolls are collected
Gross Toll Revenue By Facility

Actuals through fiscal year 2015, 2016 through 2025 forecasted
Revenue Stream Challenge: The Future of Fuel Tax

- Various market pressures are driving up average vehicular fuel efficiencies
- Corporate fuel economy standards for new cars will increase to 54.5 MPG in 2025
- The average driver will pay less for use of the roadway network in the future
  - Fuel taxes paid decrease as fuel efficiency increases
- The fuel tax will become a less sustainable and less equitable fee for road use
Conclusion

- Many transportation funding sources

- More information:
  - [http://www.dot.state.fl.us/officeofcomptroller/gao.shtm](http://www.dot.state.fl.us/officeofcomptroller/gao.shtm)
  - See Revenue Primer on website
  - Call 850-414-4451