

# REVENUE STUDY ADVISORY COMMITTEE



Meeting Four  
September 15, 2011  
Florida League of Cities  
Tallahassee

# Meeting Agenda

**MPOAC Revenue Study Advisory Committee**  
**AGENDA – Meeting Four**  
**September 15, 2011 | 9:00 A.M.**  
Florida League of Cities – SITTIG Hall  
301 S. Bronough Street, Tallahassee, FL 32301

- ▶ Call to Order– 9:00 A.M. – Chairman Howe
- ▶ Introductions – Chairman Howe
- ▶ Approval of Minutes from March 3, 2011 Meeting
- ▶ Meeting Objectives – Chairman Howe
- ▶ Recap of “Situational Analysis” & 16 Revenue Options Analyzed – Steve Reich, CUTR
- ▶ Presentation of Analysis Results – Steve Reich, Brady Sneath, CUTR
- ▶ Lunch Break
- ▶ Discussion of Revenue Options – RSAC Members
- ▶ Revenue Options Recommendation for MPOAC Consideration – RSAC Members
- ▶ Next Steps
- ▶ Public Comment
- ▶ Adjournment – *target 4:00 P.M.*

# Meeting Objectives

» Michael Howe

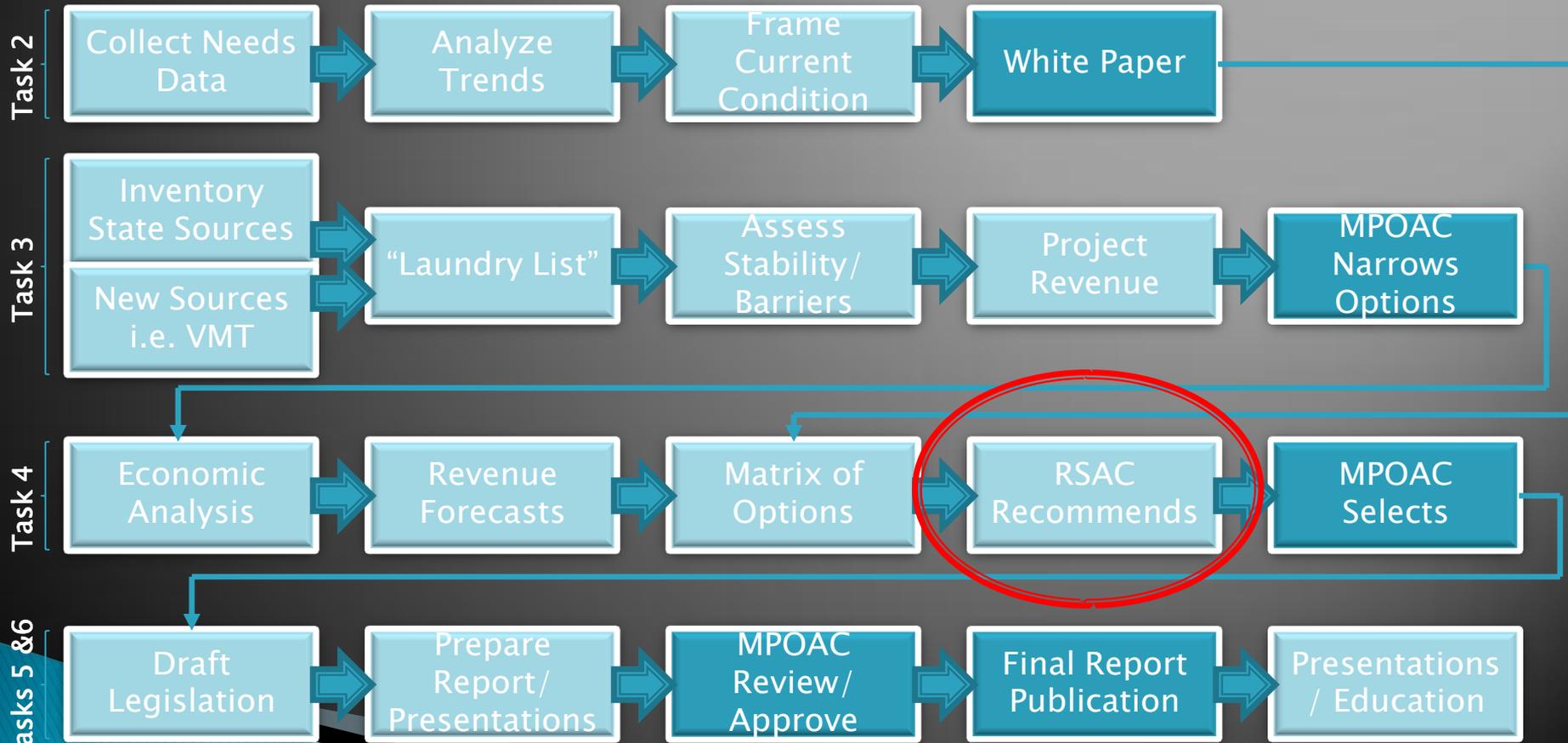
# Meeting Objectives

- ▶ Brief review of goals of the effort and the financial context of the transportation revenue situation
- ▶ Review and discuss analysis of 16 revenue options recommended for study
- ▶ Reach consensus on a set of actions for legislative proposal

# Recap of “Situational Analysis” & 16 Revenue Options Analyzed

»» Steve Reich

# Revenue Study Process



# Purpose

- ▶ Develop legislative approaches to implement a set of revenue measures that address transportation funding needs in Florida.
- ▶ Recommendations will focus on the identification of sustainable, innovative and politically acceptable measures to assist in meeting the mobility needs for Floridians.

# Sustainable

- ▶ Transportation Revenue Solutions that provide, to the maximum extent possible, revenues and financing strategies designed to meet current and on-going transportation needs, taking into consideration future inflationary cost pressures and technology advances.

# Innovative

- ▶ Revenue sources and strategies that provide the greatest benefit while minimizing unfair impacts to Florida's transportation users and the economy.
- ▶ Creative solutions that allow transportation officials take fullest advantage of available revenues while ensuring fiscal responsibility and conservative financial management practices.

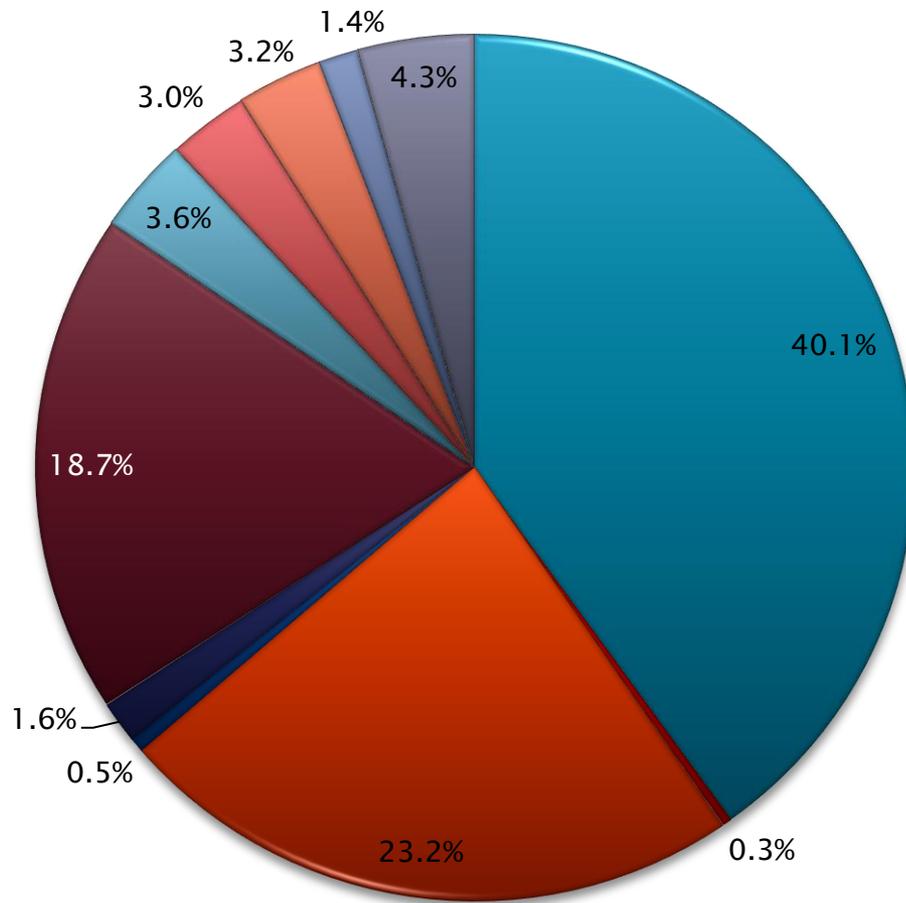
# Politically Acceptable

- ▶ Revenue & financial solutions that most closely match the payment for transportation costs with the direct benefits received by its users over time.
- ▶ Solutions that do not conflict with and do not compromise the State's revenue and financing policies and practices.

# Study Objectives

- ▶ Analyze and investigate 16 potential transportation revenue options consistent with the objectives the Transportation Revenue Study of the MPOAC.
- ▶ For each option, identify its revenue potential and economic impacts.

## Florida's State Transportation Taxes and Fees

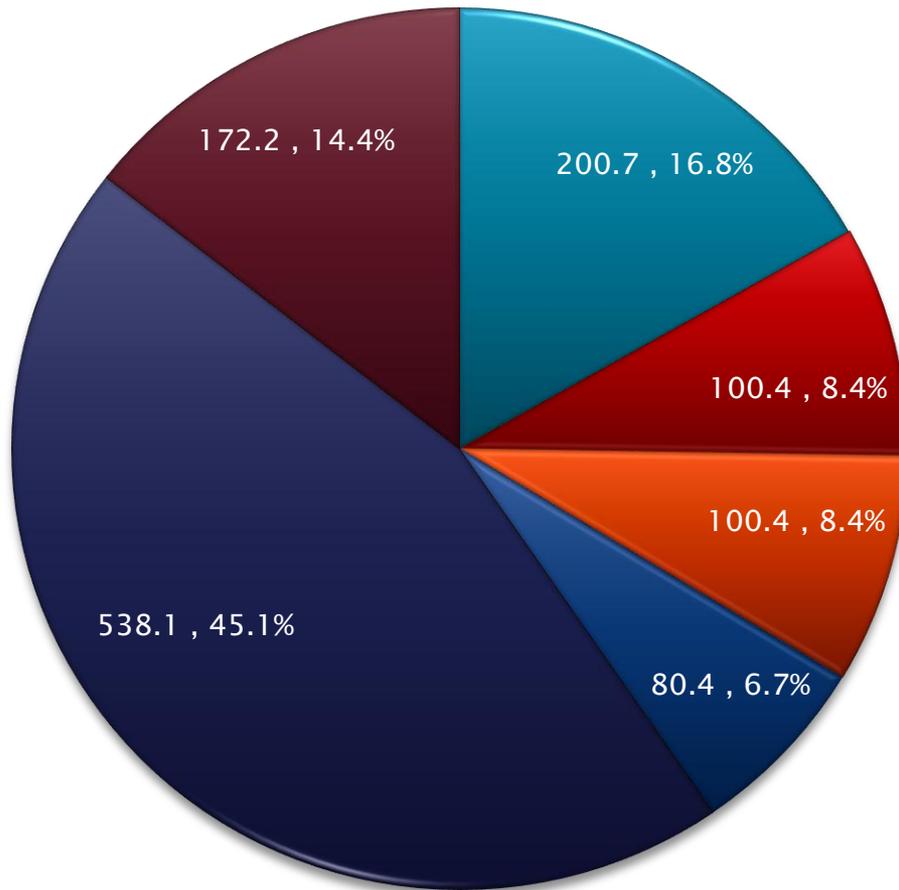


\$2.838 Billion Total in Fiscal Year

- Highway Fuels Sales Tax
- Off-Hwy Fuels Sales Tax
- SCETS Fuels Tax
- Fuel Use Taxes and Fees
- Aviation Fuels Tax
- MVL Fees
- Rental Car Surcharge
- Initial Registration Fee
- Title Fees
- Local Option Svc Chrg
- Documentary Stamp Tax

# Local Government Transportation Fuel Taxes

## All Are Not Indexed



- Constitutional Fuel Tax (2 cents)
- County Fuel Tax (1 cent)
- Municipal Fuel Tax (1 cent)
- Ninth-cent Fuel Tax (1 cent)
- 1-6 Cents Local Option Fuel Tax (6 cents diesel)
- 1-5 Cents Local Option Fuel Tax (no diesel)

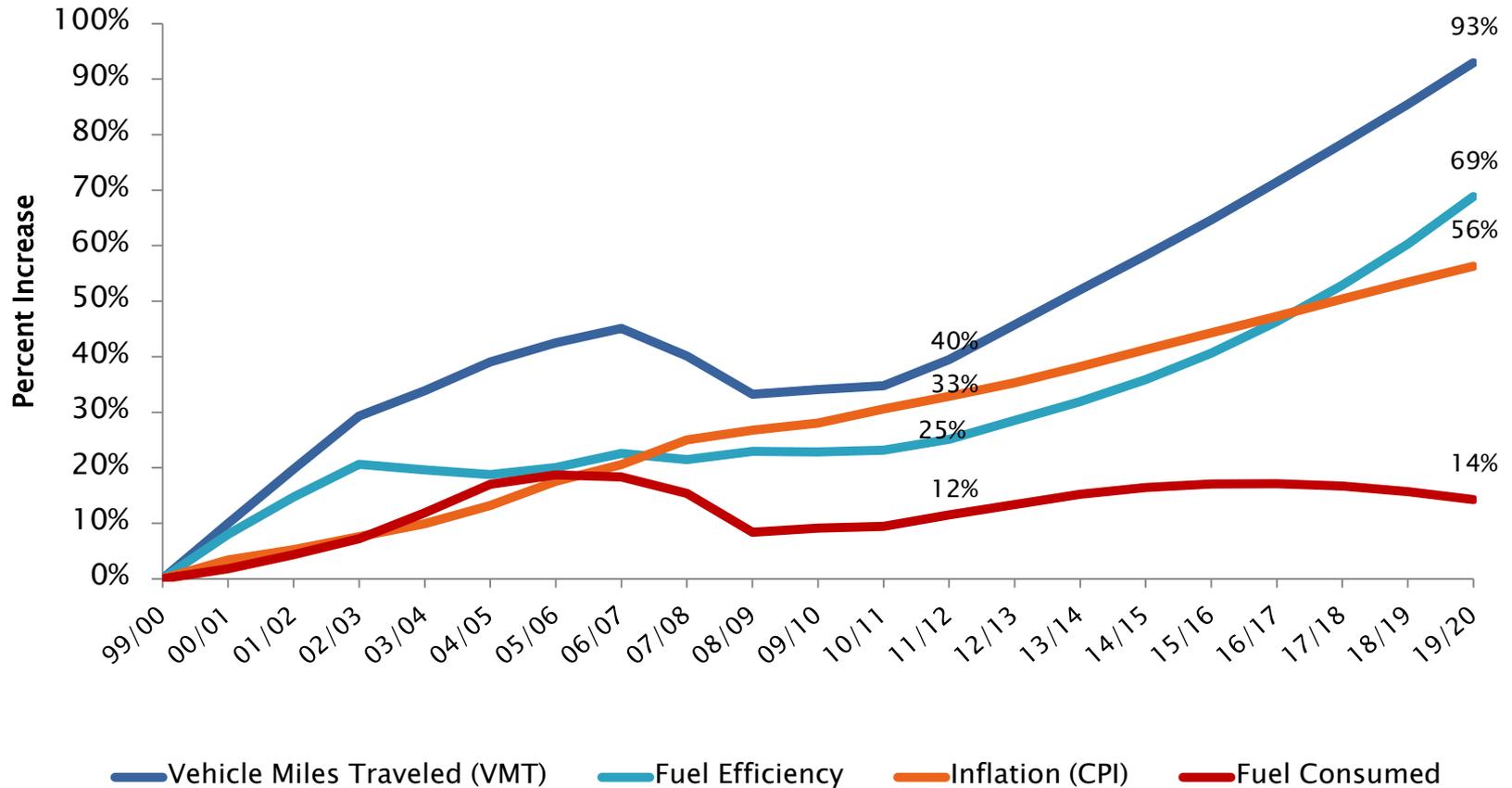
\$1.192 Billion Total in Fiscal Year 2011

# Existing Revenue Sources – Observations

- ▶ Since 1999–2000 state and local transportation funding needs, when measured in vehicle miles traveled, have increased by 40%. (93% by 2019–2020 per REC)
- ▶ Since 1999–2000 inflation has risen 33%. (56% by 2019–2020 per REC )
- ▶ Since 1999–2000 fuel efficiency improvements have increased 25%. (69% by 2019–2020 per REC with CAFE estimated adjustment)
- ▶ Since 1999–2000 motor fuel consumption increased 12%. (14% by 2019–2020 per REC with CAFE estimated adjustment)

# Variables Affecting the Purchasing Power of Transportation Revenues

Source: REC & 2012 – 2025 CAFE Preliminary Estimate

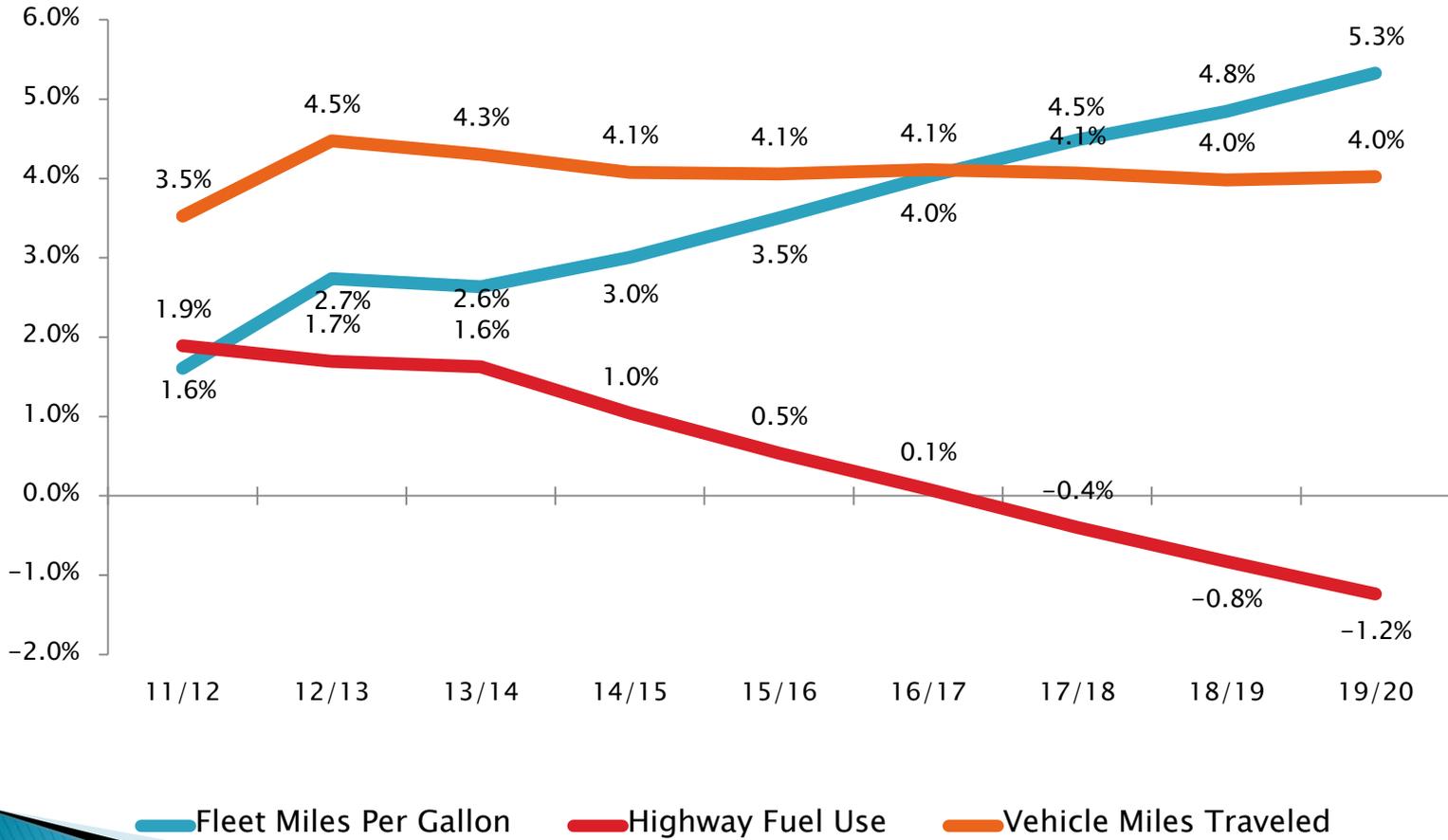


# Existing Revenue Sources – Observations

- ▶ Existing transportation revenue sources do not keep up with rising costs to build, preserve and maintain transportation systems.
- ▶ Inflation has eroded the real dollar purchasing power of non-indexed revenue sources.
- ▶ Higher fuel prices and efficiency standards are significantly reducing nominal & real \$ funding levels of fuel tax revenues.
- ▶ Traffic volumes and capacity requirements of State and local transportation systems are projected to continue to increase as the economy recovers.

# Estimated Annual Percent Change

Source: REC & 2012 – 2025 CAFE Preliminary Estimate

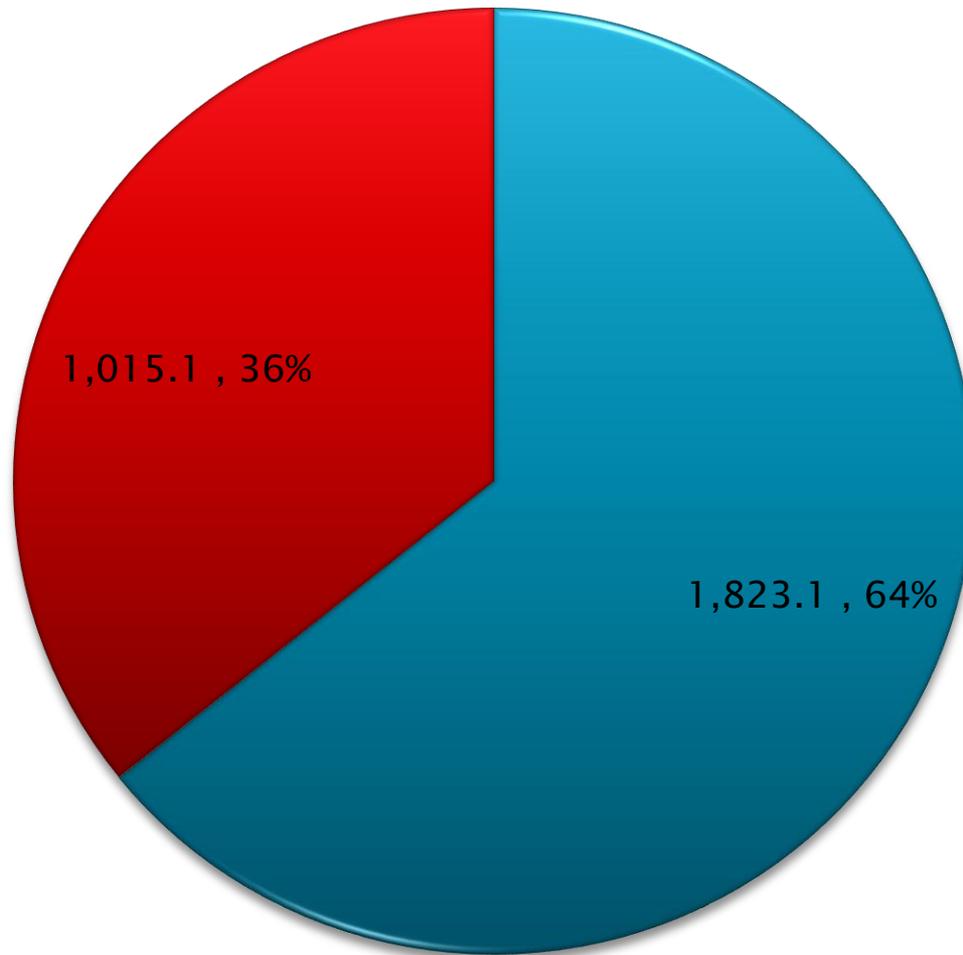


■ Fleet Miles Per Gallon    
 ■ Highway Fuel Use    
 ■ Vehicle Miles Traveled

# Existing Revenue Sources – Observations

- ▶ 36 percent of the state transportation tax and fee revenues and 100% of local fuel tax revenues are not indexed.
- ▶ With minor exceptions, the rates charged on the state transportation share of transportation licenses and fees have not increased in 20+ years.
- ▶ While significant fee increases were approved in 2009, the revenues were dedicated to General Revenue or other trust funds.

# Florida Transportation Taxes and Fees

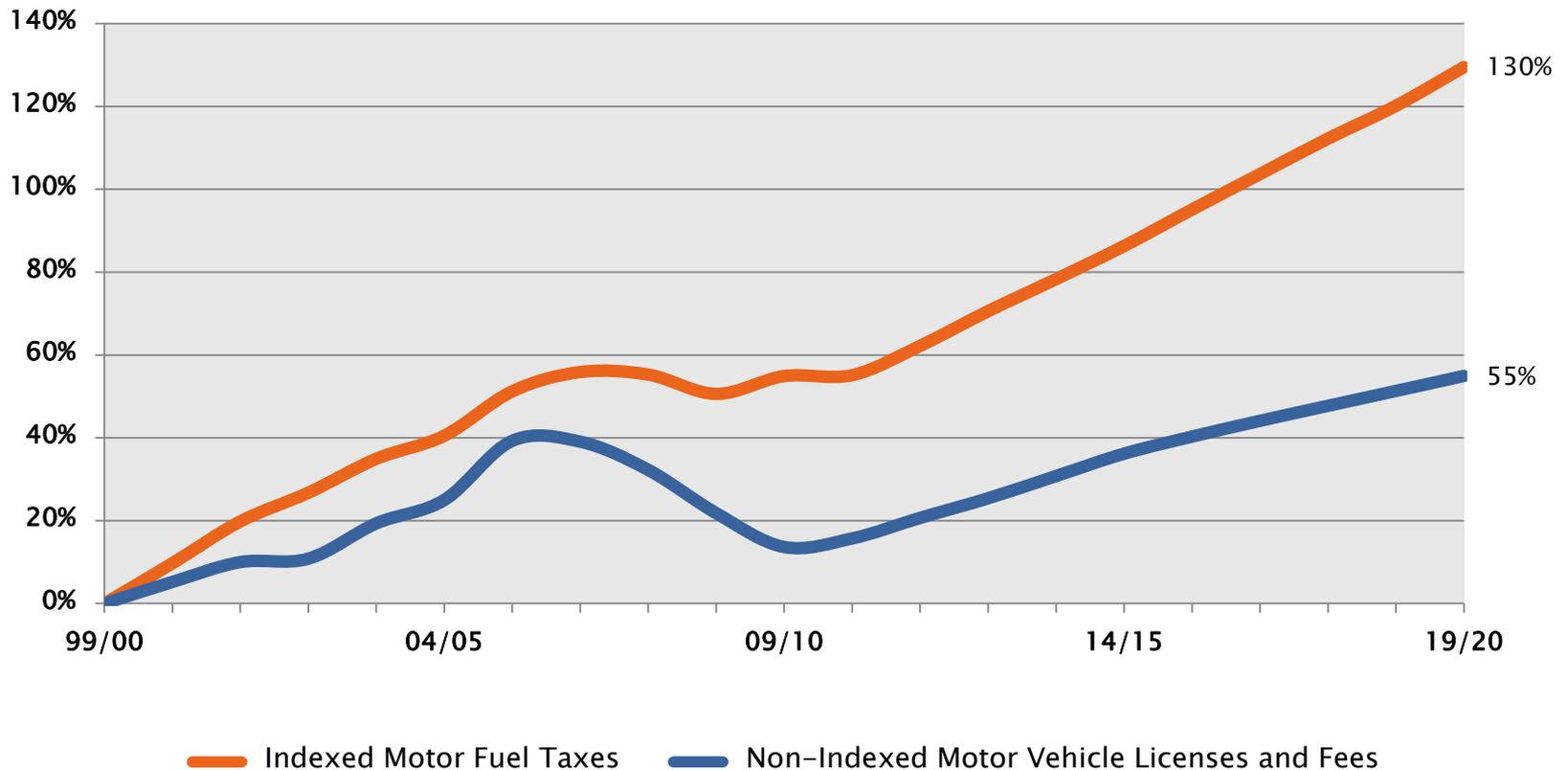


- Indexed
- Not Indexed

\$2.838 Billion Total in Fiscal Year 2011-2012

# Indexed Fuel Tax Revenues Are Growing More Rapidly than Non-Indexed Motor Vehicle License and Fees

Comparison of Indexed and Non-Indexed Revenues  
Cumulative Percent Growth from 2000 to 2020 (REC estimated)



**Transportation Taxes and Fees**  
**Purchasing Power Value Lost Due to Inflation**  
**Rate Increases Required to Restore Lost Purchasing Power**

Table Excludes the Surcharges to General Revenue Enacted in 2009

Tax/Fee	Rate (to STTF)	Unit of Measure	Last STTF Rate Increase	Years Since Last Increase	CPI-U Index Level	Inflation Adjusted Value of \$1.00	To Restore Original Purchasing Power		
							% Rate Increase Needed	Inflation Adjusted Rate	Rate Increase Needed
State Fuel Use	12.3	per gal	2011	0	224.9	\$1.00	0%	12.3	0.0
SCETS	6.8	per gal	2011	0	224.9	\$1.00	0%	6.8	0.0
Off Highway	12.0	per gal	2011	0	224.9	\$1.00	0%	12.0	0.0
Federal Highway Fuel	18.4	per gal	1997	14	160.5	\$0.71	40%	25.8	7.4
Federal Highway Diesel	24.4	per gal	1997	14	160.5	\$0.71	40%	34.2	9.8
Local Option Fuel	12.0	per gal	1993	18	144.5	\$0.64	56%	18.7	6.7
Title Fee	various	one time	1991	20	136.2	\$0.61	65%	various	various
Aviation Fuel	6.9	per gal	1990	21	130.7	\$0.58	72%	11.9	5.0
Initial Registration Fee	\$100.00	one time	1990	21	130.7	\$0.58	72%	\$172.07	\$72.07
Rental Car Surcharge	\$2.00	per day	1990	21	130.7	\$0.58	72%	\$3.44	\$1.44
MVL Fees	various	annual	1983	28	99.6	\$0.44	126%	various	various
Municipal Fuel	1.0	per gal	1971	40	40.5	\$0.18	455%	5.6	4.6
Constitutional Fuel	2.0	per gal	1943	68	17.3	\$0.08	1200%	26.0	24.0
County Fuel	1.0	per gal	1941	70	14.7	\$0.07	1430%	15.3	14.3

Purchasing Power Calculations for Non-Indexed Taxes & Fees Are Calculated Using April 2011 CPI Index of 224.9.

The 2010 General Revenue Surcharges imposed on MVL Fees, Initial Registration Fees, Title Fees and Rental Car Surcharges are excluded from this analysis since they did not impact the purchasing power of the respective share of revenues directed to the State Transportation Trust Fund.

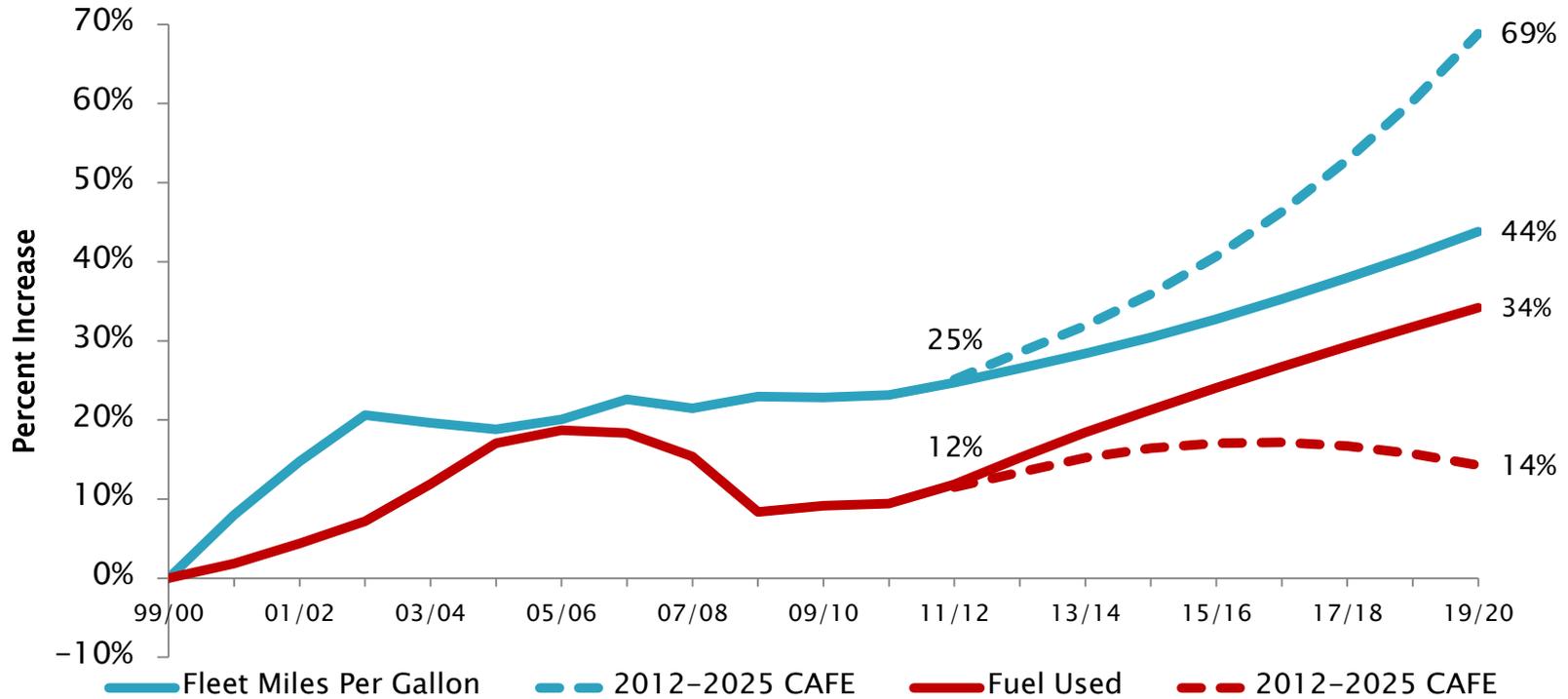
# Existing Revenue Sources – Observations

- ▶ The recently announced 2012 – 2025 CAFE standards will have a both a material and accelerating negative impact on future funding levels.
  - 54.5 combined average mpg for cars and light trucks by 2025
  - 20% increase for heavy trucks, 15% for heavy duty pick up trucks, 10% for delivery trucks, garbage truck & buses
- ▶ Transportation revenue estimates are likely to be reduced at the next REC due to fuel price increases and economic events since the March REC meeting.

# 2012 – 2025 CAFE Fuel Efficiency Standards

## Percentage Change in Fleet Miles Per Gallon and Fuel Used

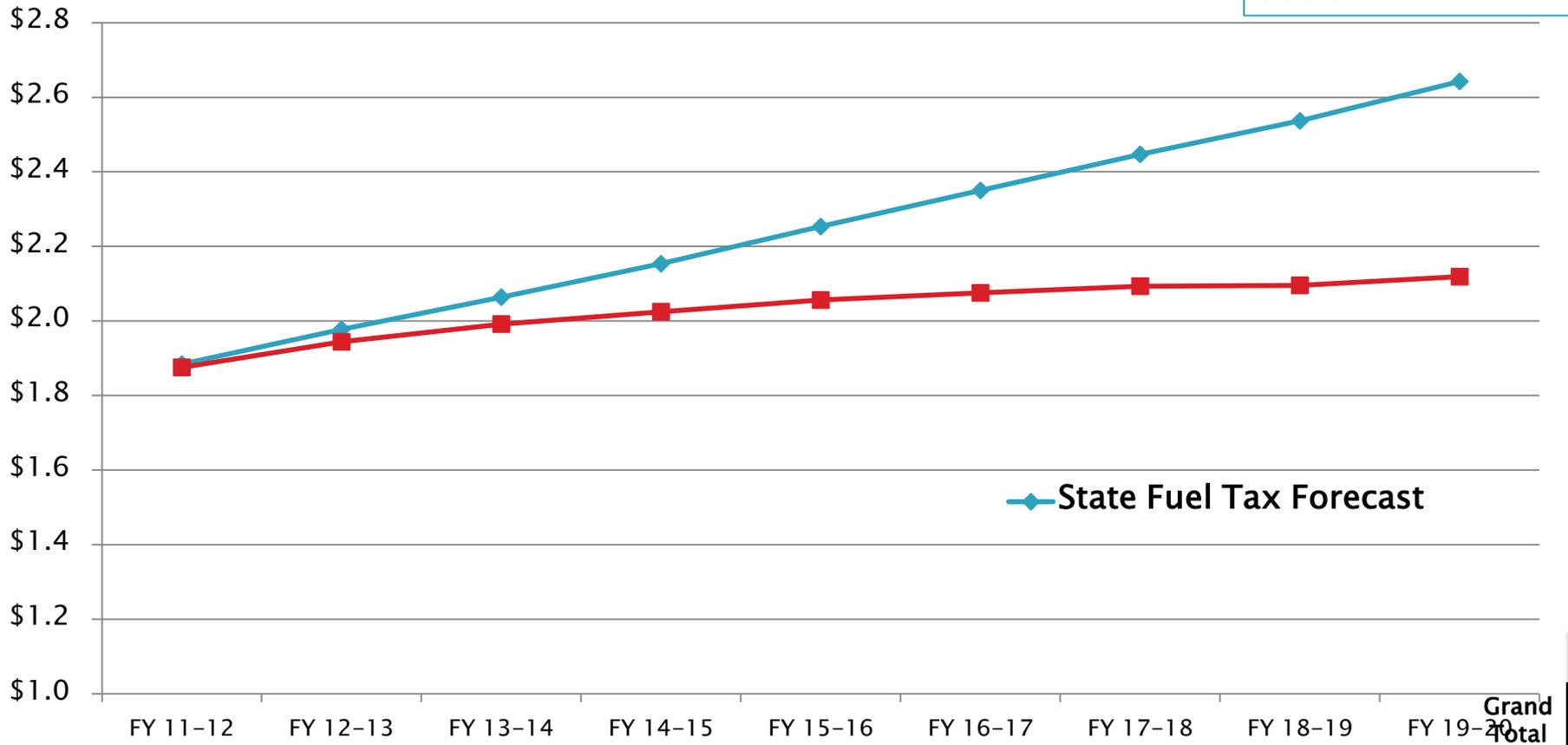
Source: REC & 2012 – 2025 CAFE Preliminary Estimate



New CAFE Fuel Efficiency Standards will reduce fuel tax collections and further lower the purchasing power of state transportation revenues.

# Impacts of Fuel Efficient Vehicles on State Fuel Tax Revenue (in Billions of \$)

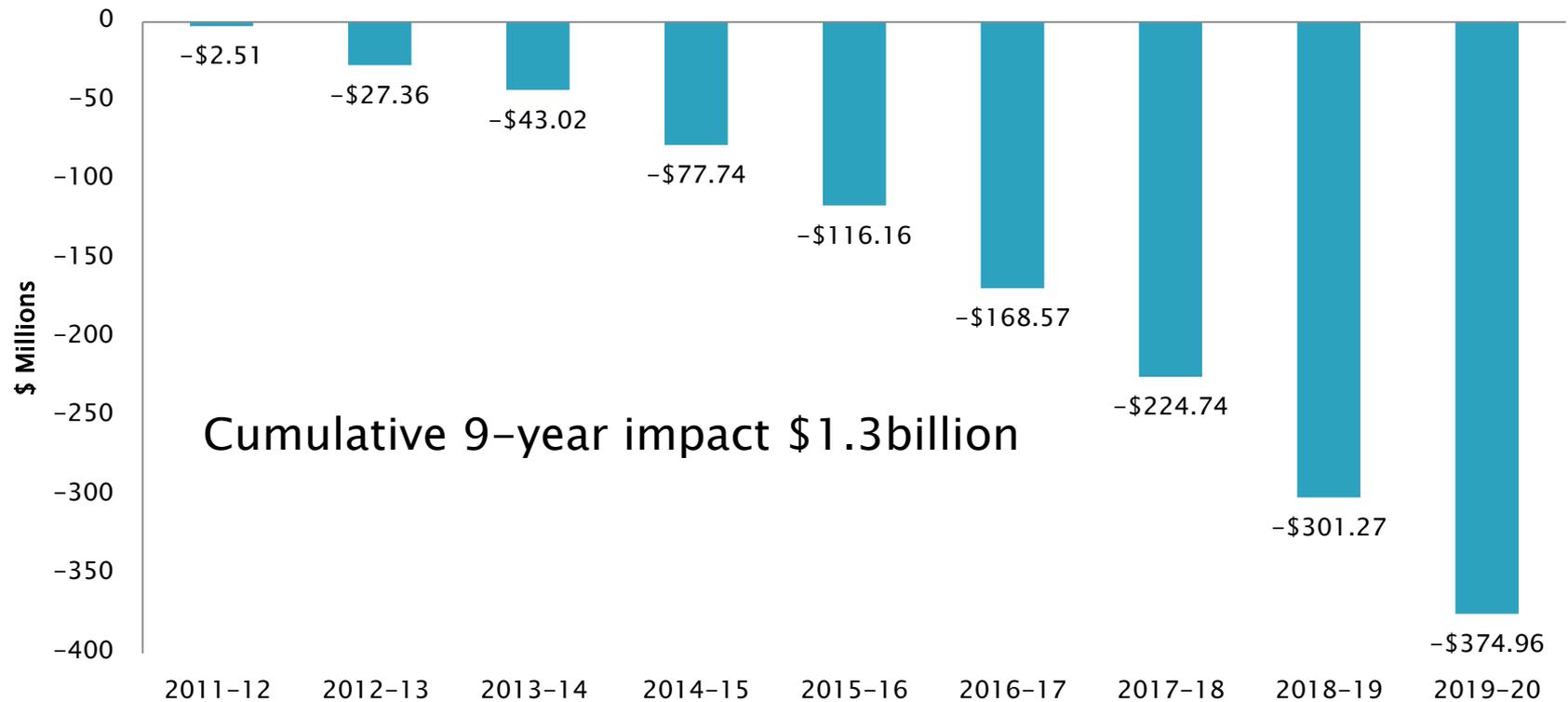
Note: Graph only illustrates the impact to State Transportation Revenue. Federal and Local revenue base-line data are not available.



	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Grand Total
Impact to State Fuel Tax Receipts	(\$8.57)	(\$33.39)	(\$72.28)	(\$128.62)	(\$196.86)	(\$274.71)	(\$353.47)	(\$441.02)	(\$523.53)	(\$2,032.45)
Impact to Federal Fuel Tax Receipts	(\$10.82)	(\$40.89)	(\$85.89)	(\$147.68)	(\$218.48)	(\$294.76)	(\$366.77)	(\$442.63)	(\$508.35)	(\$2,116.28)
Impact to Local Fuel Tax Receipts	(\$4.95)	(\$18.72)	(\$39.31)	(\$67.60)	(\$100.00)	(\$134.92)	(\$167.88)	(\$202.61)	(\$232.68)	(\$968.67)
Total	(\$24.34)	(\$93.00)	(\$197.48)	(\$343.90)	(\$515.34)	(\$704.38)	(\$888.13)	(\$1,086.26)	(\$1,264.56)	(\$5,117.40)

# CUTR Estimate of CAFE changes

Estimated STTF Revenue Impacts of July 27, 2011 CAFE regs on  
March REC Estimate



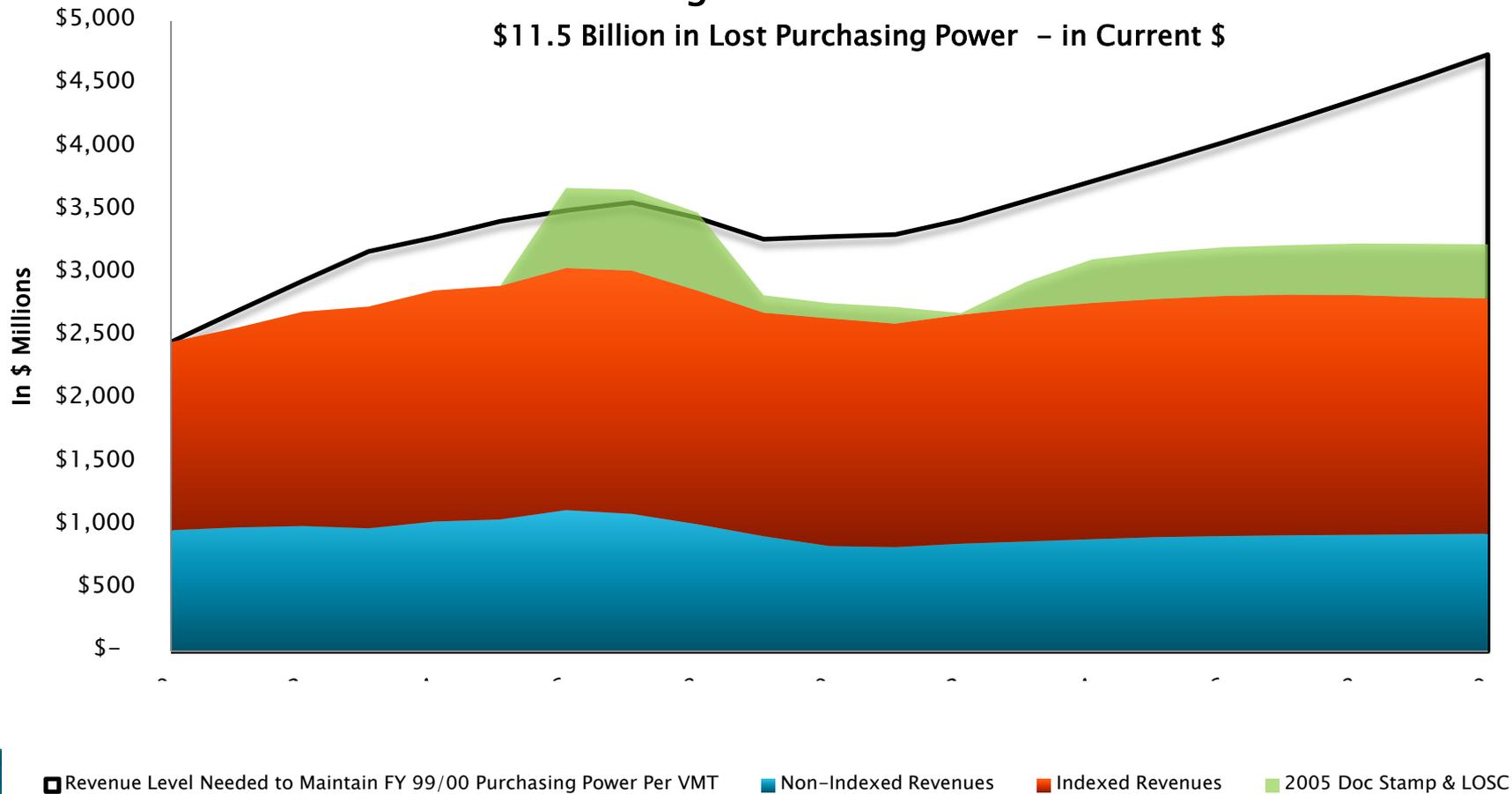
# Existing Revenue Sources – Observations

- ▶ The 2005 Legislative funding changes initially restored and preserved the purchasing power of state transportation revenues.
  - Documentary Stamp Taxes
  - Local Option Service Charges
- ▶ They have since fallen short of this goal due to economic conditions and competing needs.
- ▶ Economic circumstances since 2005 (housing & commercial construction) have reduced total Documentary Stamp Tax revenues.
- ▶ Competing needs (i.e. debt service requirements) resulted in a reduced allocation of these funds to the STTF.

# The 2005 Legislative Actions that Restored the Purchasing Power of State Transportation Revenues Proved Temporary

## State Transportation Taxes & Fees Lost Purchasing Power Per Vehicle Mile Traveled

\$11.5 Billion in Lost Purchasing Power - in Current \$



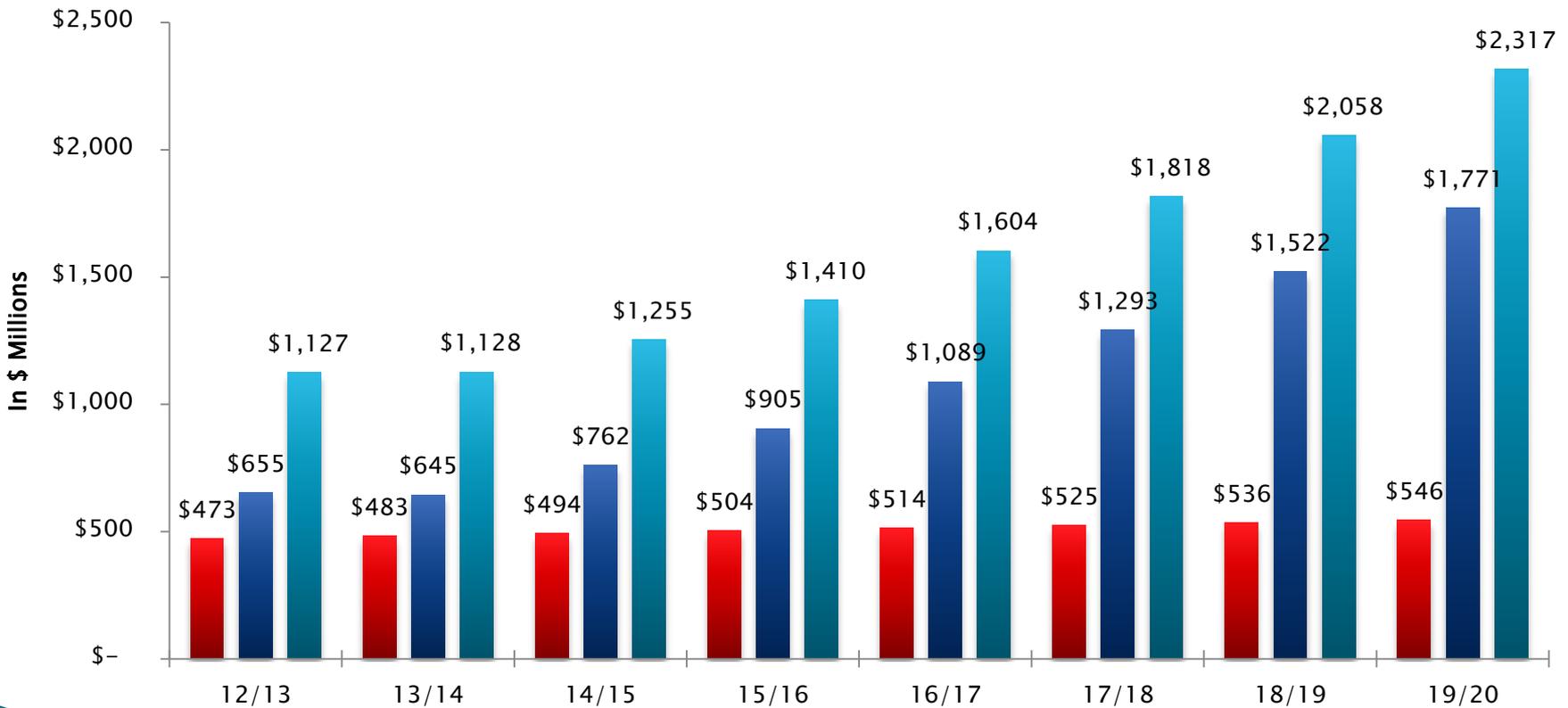
# Existing Revenue Sources – Observations

- ▶ By fiscal year 2019–2020, the state’s transportation revenue sources will have lost a combined total of **\$11.5 billion** in real dollar purchasing power when compared to the fiscal year 1999–2000 funding level.
  - \$3.7 Billion – 1999–2000 through 2011–2012
  - \$7.8 Billion – additional through 2019–2020

Based on March 2011 REC and the estimated impacts of 2012–2025 CAFE Standards. Measured in terms of present day dollars per vehicle mile traveled.

# Florida's State Transportation Taxes & Fees

## Revenue Increases Needed to Restore & Sustain Lost Purchasing Power



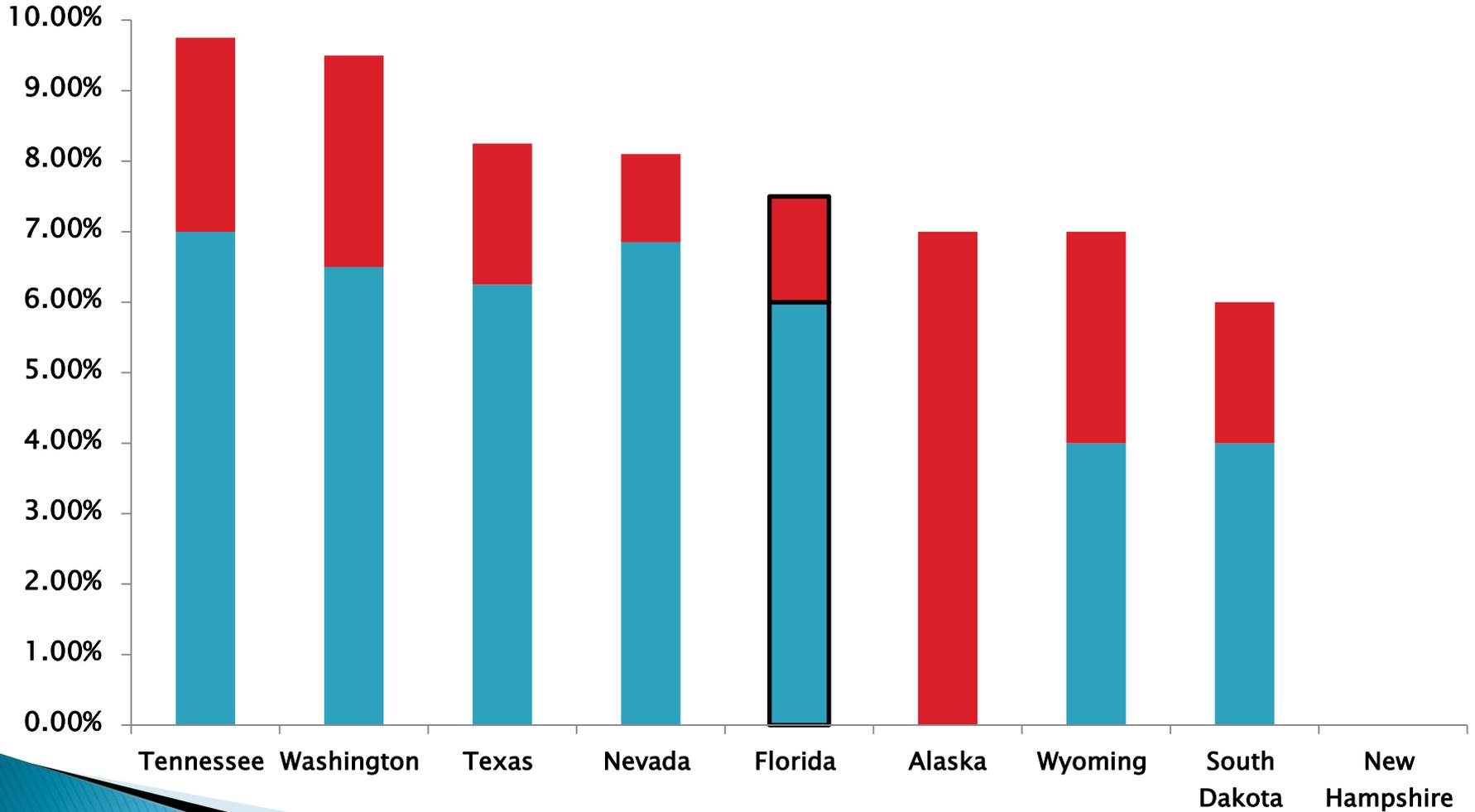
■ Make Up FY 99/00 through 11/12 Shortfall by FY 19/20

■ Return to FY 99/00 VMT Purchasing Power Level

# Sales Tax Rates

## For States Without Income Tax

■ Max Local Surtax      ■ General Sales Tax



# Options Considered March 2011

- ▶ Increasing Highway Fuel Taxes, State Motor Fuel Sales Tax
- ▶ State Comprehensive Enhanced Transportation System Tax
- ▶ Constitutional Fuel Tax, 9<sup>th</sup> Cent Fuel Tax, Aviation Fuel Tax, Motor Vehicle
- ▶ License Tax
- ▶ Initial Registration Fees
- ▶ Auto Title and Lien Fees
- ▶ Rental Car Surcharge
- ▶ Parking Fees
- ▶ Heavy Vehicle Use Fee
- ▶ Shifting portions of the Sales Tax on Vehicles to the Trust Fund
- ▶ Vehicle Miles Traveled (VMT) Charges
- ▶ Index all Fees
- ▶ Maximizing Existing Local Tax Options
- ▶ Shift all transportation related sources to the STTF
- ▶ Mobility Fees
- ▶ Property Taxes
- ▶ Expansion of Expressway Authorities,
- ▶ Implementation of Regional Transportation Financing Authorities

# RSAC recommendations for further analysis – MPOAC Adopted

1. Fuel Tax – examine various levels and indexing those not currently indexed
  - Analyze indexing of federal 18.4 cents for STTF
  - Investigate raising of Local Option Motor Fuel Tax
2. Fees – look at indexing of existing fees remitted to the State Transportation Trust Fund
3. Vehicle Sales Tax – currently not going to STTF. Research various levels to the Trust Fund
4. Cost Savings – investigate revisions to property acquisition procedures
5. Return Fees to STTF – examine implications of returning fee increase revenues to STTF by 2014
6. Sales Tax on Motor Fuels – research replacing cents per gallon state fuel tax with a percentage tax including a “floor”
7. VMT Charges – examine replacement of state motor fuel tax with a vehicle miles traveled charge that is basic in its implementation
8. Maximization of Local Option Taxes – research issues surrounding incentives to take advantage of existing avenues to raise transportation revenue
9. Mobility Fees – document previous research and analyze financial impacts of statewide adoption
10. Toll Rate Making – research options for authority to set toll rates on state facilities
11. Regional Transportation Financing Authorities – review legislative proposals on the concept and develop potential alternatives
12. Sales Tax on Motor Vehicle Parts/ Accessories – investigate revenue potential of assessing or dedicating an existing portion of sales tax on vehicle related goods and services to the STTF
13. Optional Municipal Sales Tax for Transportation – research and document the potential for broadening the Local Option Sales Tax to municipalities of a certain size
14. County Vehicle Registration Fee – investigate the issues surrounding and revenue potential of a county decal program
15. Alternative Fuel Decal Program Changes – re-examine the existing state requirement for an alternative fuel decal and fee
16. Expansion of Tolls and Increase Local Expressway Authority Role – explore options to increase contributions by existing or new expressway and transportation authorities

# Assumptions

- ▶ Based on March 2011 Revenue Estimating Conference Assumptions and Revenue Estimates
- ▶ Revenue Options are not Adjusted for 2012 – 2025 CAFE Standards
- ▶ Future Changes in Fuel Prices, Fleet MPG's and Economic Conditions May Result in Significant Future Adjustments to Existing Revenue and the Revenue Option Estimates.
- ▶ Certain Revenue Option Calculations Use Approximate Baseline Values When Specific Data Was Not Available. For Example, Municipal Taxable Sales Are Based On Pro-Rated County Sales.

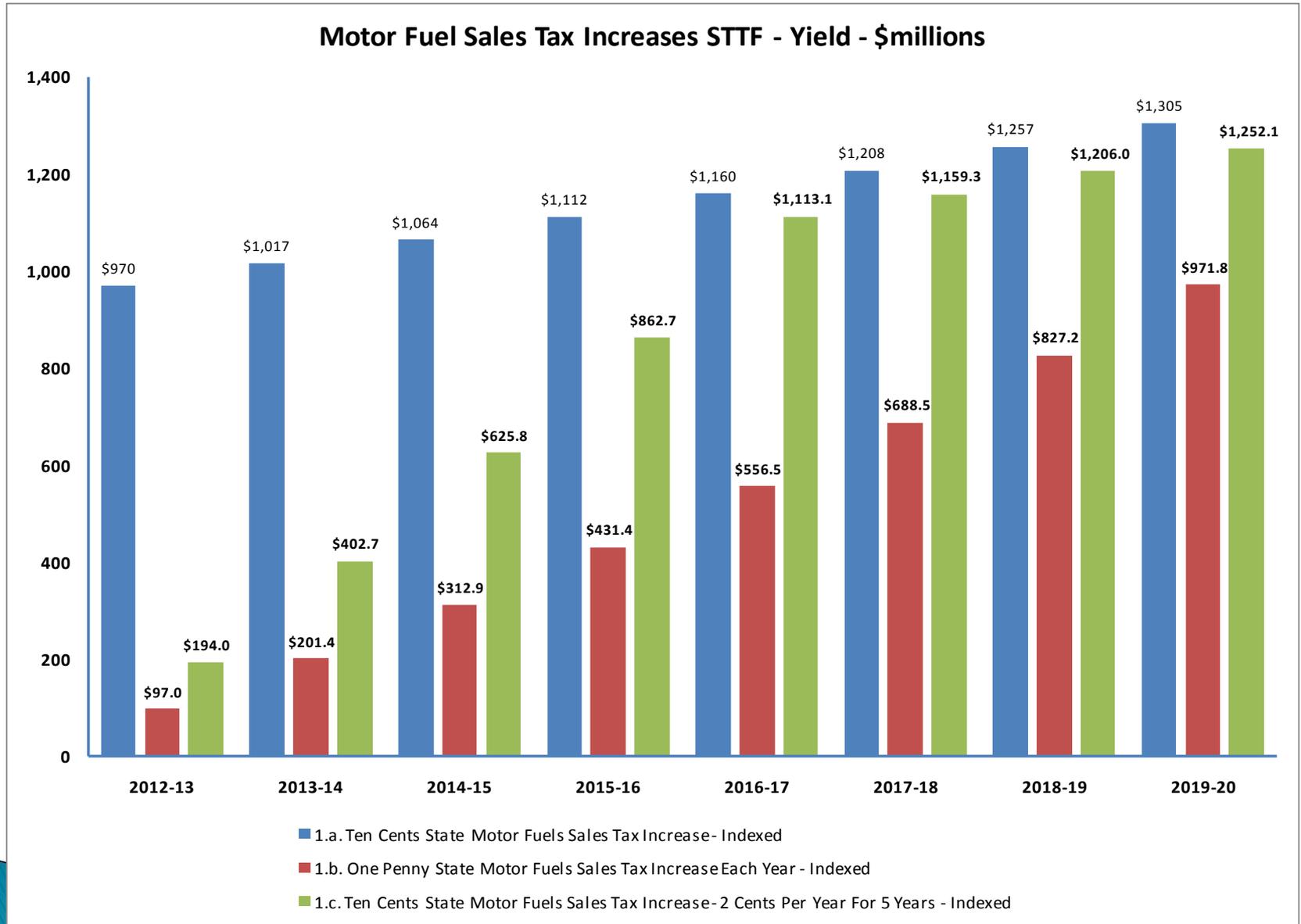
# Option 1

Fuel Tax – examine various levels and indexing those not currently indexed

Analyze indexing of federal 18.4 cents for STTF

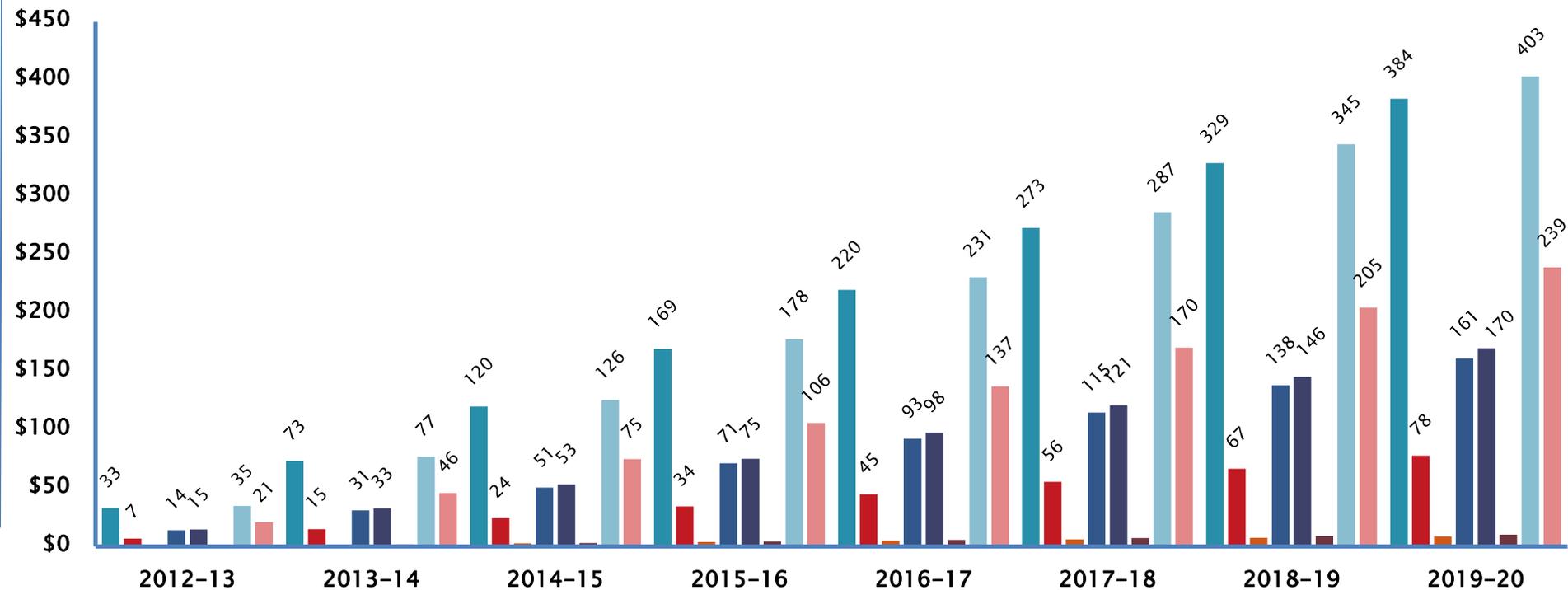
Investigate raising of Local Option Motor Fuel Tax

# Option #1 sub options a-c



# Option #1 sub options f-j

## Fuel Tax Indexing Options – \$millions



- 1.f. Index Federal Motor Fuel Taxes – Revenues to STTF STTF
- 1.g. Index Constitutional, County & Municipal Motor Fuel Taxes – Local Gov'ts (4¢/gal) LOCAL
- 1.h. Index Local Option Fuel Taxes STTF
- 1.h. Index Local Option Fuel Taxes LOCAL
- 1.i. Index Aviation Fuel Tax STTF
- 1.j. Index All Fuel Tax Sources That Currently Are Not Indexed (1f, 1g, 1h & 1i combined) STTF
- 1.j. Index All Fuel Tax Sources That Currently Are Not Indexed (1f, 1g, 1h & 1i combined) LOCAL

**1) Fuel Tax - examine various incremental increases in the State Motor Fuels Sales Tax, State Comprehensive Enhanced Transportation System Tax and other state imposed fuel taxes and indexing those not currently indexed**

<b>1.a. Ten Cents State Motor Fuels Sales Tax Increase - Indexed</b>								
Consumption does not reflect price elasticity impact from additional tax increase								
Amounts in \$ millions								
	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>
Fuel Tax Rate Increase (¢/gal.)	10.00	10.20	10.42	10.63	10.87	11.10	11.33	11.55
Annual CPI Adjustment per Mar11 REC	1.77%	2.00%	2.18%	2.18%	2.09%	2.09%	2.06%	1.94%
<b>CONSUMPTION (gal. in millions)</b>								
Motor Fuels	8,579.4	8,783.3	8,978.6	9,167.1	9,350.3	9,528.1	9,699.6	9,864.3
Diesel Fuel	1,563.3	1,641.8	1,703.0	1,756.0	1,808.3	1,856.2	1,904.2	1,953.1
Combined	10,144.7	10,427.1	10,681.6	10,923.1	11,158.8	11,384.3	11,603.9	11,817.6
Additional Gross Collections	\$ 1,014.5	\$ 1,063.6	\$ 1,113.3	\$ 1,163.3	\$ 1,213.2	\$ 1,263.5	\$ 1,314.5	\$ 1,364.8
<b>Deductions:</b>								
Refunds @ 2.8%	\$ (28.4)	\$ (29.8)	\$ (31.2)	\$ (32.6)	\$ (34.0)	\$ (35.4)	\$ (36.8)	\$ (38.2)
Dept. of Revenue Administration Charges @ 0.95% Rate	\$ (9.6)	\$ (10.1)	\$ (10.6)	\$ (11.1)	\$ (11.5)	\$ (12.0)	\$ (12.5)	\$ (13.0)
Agriculture Emergency Eradication Trust Fund @ 0.65%	\$ (6.6)	\$ (6.9)	\$ (7.2)	\$ (7.6)	\$ (7.9)	\$ (8.2)	\$ (8.5)	\$ (8.9)
Total Deductions	\$ (44.6)	\$ (46.8)	\$ (49.0)	\$ (51.2)	\$ (53.4)	\$ (55.6)	\$ (57.8)	\$ (60.0)
<b>Net Revenue to STTF</b>	<b>\$ 969.8</b>	<b>\$ 1,016.8</b>	<b>\$ 1,064.3</b>	<b>\$ 1,112.1</b>	<b>\$ 1,159.8</b>	<b>\$ 1,207.9</b>	<b>\$ 1,256.7</b>	<b>\$ 1,304.7</b>
<b>Percent Increase in State Revenue to STTF</b>	<b>32.1%</b>	<b>30.9%</b>	<b>30.8%</b>	<b>30.8%</b>	<b>31.0%</b>	<b>31.0%</b>	<b>31.2%</b>	<b>31.2%</b>

<b>1.b. One Penny State Motor Fuels Sales Tax Increase Each Year - Indexed</b>								
Consumption does not reflect price elasticity impact from additional tax increase								
Amounts in \$ millions								
	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>
Fuel Tax Rate Increase (¢/gal.)	1.00	2.02	3.06	4.13	5.22	6.33	7.46	8.60
Annual CPI Adjustment per Mar11 REC	1.77%	2.00%	2.18%	2.18%	2.09%	2.09%	2.06%	1.94%
Additional Gross Collections	\$ 101.4	\$ 210.6	\$ 327.3	\$ 451.2	\$ 582.2	\$ 720.2	\$ 865.2	\$ 1,016.3
<b>Deductions:</b>								
Refunds @ 2.8%	\$ (2.8)	\$ (5.9)	\$ (9.2)	\$ (12.6)	\$ (16.3)	\$ (20.2)	\$ (24.2)	\$ (28.5)
Dept. of Revenue Administration Charges @ 0.95% Rate	\$ (1.0)	\$ (2.0)	\$ (3.1)	\$ (4.3)	\$ (5.5)	\$ (6.8)	\$ (8.2)	\$ (9.7)
Agriculture Emergency Eradication Trust Fund @ 0.65%	\$ (0.7)	\$ (1.4)	\$ (2.1)	\$ (2.9)	\$ (3.8)	\$ (4.7)	\$ (5.6)	\$ (6.6)
Total Deductions	\$ (4.5)	\$ (9.3)	\$ (14.4)	\$ (19.9)	\$ (25.6)	\$ (31.7)	\$ (38.1)	\$ (44.7)
<b>Net Revenue to STTF</b>	<b>\$ 97.0</b>	<b>\$ 201.4</b>	<b>\$ 312.9</b>	<b>\$ 431.4</b>	<b>\$ 556.5</b>	<b>\$ 688.5</b>	<b>\$ 827.2</b>	<b>\$ 971.8</b>
<b>Percent Increase in State Revenue to STTF</b>	<b>3.2%</b>	<b>6.1%</b>	<b>9.1%</b>	<b>12.0%</b>	<b>14.9%</b>	<b>17.7%</b>	<b>20.5%</b>	<b>23.2%</b>

**1) Fuel Tax - examine various incremental increases in the State Motor Fuels Sales Tax, State Comprehensive Enhanced Transportation System Tax and other state imposed fuel taxes and indexing those not currently indexed**

<b>1.c. Ten Cents State Motor Fuels Sales Tax Increase - 2 Cents Per Year For 5 Years - Indexed</b>								
Consumption does not reflect price elasticity impact from additional tax increase								
Amounts in \$ millions								
	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>
Fuel Tax Rate Increase (¢/gal.)	2.00	4.04	6.13	8.26	10.43	10.65	10.87	11.08
Annual CPI Adjustment per Mar11 REC	1.77%	2.00%	2.18%	2.18%	2.09%	2.09%	2.06%	1.94%
Additional Gross Collections	\$ 202.9	\$ 421.3	\$ 634.6	\$ 902.4	\$ 1,164.3	\$ 1,212.6	\$ 1,261.5	\$ 1,309.8
Deductions:								
Refunds @ 2.8%	\$ (3.7)	\$ (11.8)	\$ (18.3)	\$ (25.3)	\$ (32.6)	\$ (34.0)	\$ (35.3)	\$ (36.7)
Dept. of Revenue Administration Charges @ 0.95% Rate	\$ (1.9)	\$ (4.0)	\$ (6.2)	\$ (8.6)	\$ (11.1)	\$ (11.5)	\$ (12.0)	\$ (12.4)
Agriculture Emergency Eradication Trust Fund @ 0.65%	\$ (1.3)	\$ (2.7)	\$ (4.3)	\$ (5.9)	\$ (7.6)	\$ (7.9)	\$ (8.2)	\$ (8.5)
<b>Total Deductions</b>	<b>\$ (8.9)</b>	<b>\$ (18.5)</b>	<b>\$ (28.8)</b>	<b>\$ (39.7)</b>	<b>\$ (51.2)</b>	<b>\$ (53.4)</b>	<b>\$ (55.5)</b>	<b>\$ (57.6)</b>
<b>Net Revenue to STTF</b>	<b>\$ 194.0</b>	<b>\$ 402.7</b>	<b>\$ 625.8</b>	<b>\$ 862.7</b>	<b>\$ 1,113.1</b>	<b>\$ 1,159.3</b>	<b>\$ 1,206.0</b>	<b>\$ 1,252.1</b>
<b>Percent Increase in State Revenue to STTF</b>	<b>6.4%</b>	<b>12.2%</b>	<b>18.1%</b>	<b>23.9%</b>	<b>29.7%</b>	<b>29.8%</b>	<b>29.9%</b>	<b>30.0%</b>

<b>1.d. Equalize Local Option Fuel Taxes at 12 Cents Motor Fuels and 7 Cents Diesel</b>								
Consumption does not reflect price elasticity impact from additional tax increase								
Amounts in \$ millions								
	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>
<b>Local Option Average Fuel Tax Rates (¢/gal.)</b>								
Ninth-cent Fuel Tax (All)	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
1-6 Cents Local Option Fuel Tax (All)	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
1-5 Cents Local Option Fuel Tax (Motor Fuel)	2.29	2.29	2.29	2.29	2.29	2.29	2.29	2.29
<b>Unrealized Average Local Option Fuel Rates</b>								
Ninth-cent Fuel Tax (All)	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
1-6 Cents Local Option Fuel Tax (All)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1-5 Cents Local Option Fuel Tax (Motor Fuel)	2.71	2.71	2.71	2.71	2.71	2.71	2.71	2.71
<b>CONSUMPTION (gal. in millions)</b>								
Motor Fuels	8,579.4	8,785.3	8,978.6	9,167.1	9,350.5	9,528.1	9,699.6	9,864.5
Diesel Fuel	1,565.3	1,641.8	1,703.0	1,756.0	1,808.3	1,856.2	1,904.2	1,953.1
Combined Total	10,144.7	10,427.1	10,681.6	10,923.1	11,158.8	11,384.3	11,603.9	11,817.6
<b>Total Unrealized Local Option Tax Revenues</b>								
Ninth-cent Fuel Tax (All)	\$ 16.8	\$ 17.3	\$ 17.7	\$ 18.1	\$ 18.5	\$ 18.8	\$ 19.2	\$ 19.6
1-6 Cents Local Option Fuel Tax (All)	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1
1-5 Cents Local Option Fuel Tax (Motor Fuel)	\$ 232.8	\$ 238.4	\$ 243.7	\$ 248.8	\$ 253.8	\$ 258.6	\$ 263.2	\$ 267.7
<b>Total Unrealized Revenues</b>	<b>\$ 249.7</b>	<b>\$ 255.8</b>	<b>\$ 261.4</b>	<b>\$ 266.9</b>	<b>\$ 272.3</b>	<b>\$ 277.5</b>	<b>\$ 282.5</b>	<b>\$ 287.4</b>
<b>Less: Deductions @ 3.1% Combined</b>	<b>\$ (7.7)</b>	<b>\$ (7.9)</b>	<b>\$ (8.1)</b>	<b>\$ (8.3)</b>	<b>\$ (8.4)</b>	<b>\$ (8.6)</b>	<b>\$ (8.8)</b>	<b>\$ (8.9)</b>
<b>Total Net Revenue</b>	<b>\$ 242.0</b>	<b>\$ 247.8</b>	<b>\$ 253.3</b>	<b>\$ 258.7</b>	<b>\$ 263.9</b>	<b>\$ 268.9</b>	<b>\$ 273.8</b>	<b>\$ 278.4</b>
<b>Distributions</b>								
To GR ( 8% of 1-5 cents)	\$ 18.6	\$ 19.1	\$ 19.5	\$ 19.9	\$ 20.3	\$ 20.7	\$ 21.1	\$ 21.4
To STTF ( 7% of 1-6 cents)	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
<b>Net Revenue to Counties &amp; Cities</b>	<b>\$ 223.3</b>	<b>\$ 228.7</b>	<b>\$ 233.8</b>	<b>\$ 238.8</b>	<b>\$ 243.6</b>	<b>\$ 248.2</b>	<b>\$ 252.7</b>	<b>\$ 257.0</b>
<b>Percent Increase in Local Fuel Tax Revenues</b>	<b>18.2%</b>	<b>18.1%</b>	<b>18.1%</b>	<b>18.1%</b>	<b>18.1%</b>	<b>18.0%</b>	<b>18.0%</b>	<b>18.0%</b>

1) Fuel Tax - examine various incremental increases in the State Motor Fuels Sales Tax, State Comprehensive Enhanced Transportation System Tax and other state imposed fuel taxes and indexing those not currently indexed

1.e.		Equalize Local Option Motor Fuel Taxes Including Diesel at 12 Cents Per Gallon Consumption does not reflect price elasticity impact from additional tax increase Amounts in \$ millions							
		2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
<b>Local Option Average Fuel Tax Rates (¢/gal.)</b>									
Ninth-cent Fuel Tax (All)		0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
1-6 Cents Local Option Fuel Tax (All)		6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
1-3 Cents Local Option Fuel Tax (Motor Fuel)		2.29	2.29	2.29	2.29	2.29	2.29	2.29	2.29
1-3 Cents Local Option Fuel Tax (Diesel Fuel)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Unrealized Average Local Option Fuel Rates</b>									
Ninth-cent Fuel Tax (All)		0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
1-6 Cents Local Option Fuel Tax (All)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1-3 Cents Local Option Fuel Tax (Motor Fuel)		2.71	2.71	2.71	2.71	2.71	2.71	2.71	2.71
1-3 Cents Local Option Fuel Tax (Diesel Fuel)		5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
<b>CONSUMPTION (gal. in millions)</b>									
Motor Fuels		8,579.4	8,785.3	8,978.6	9,167.1	9,350.5	9,528.1	9,699.6	9,864.5
Diesel Fuel		1,565.3	1,641.8	1,703.0	1,736.0	1,808.3	1,856.2	1,904.2	1,953.1
Combined Total		10,144.7	10,427.1	10,681.6	10,923.1	11,158.8	11,384.3	11,603.9	11,817.6
<b>Total Unrealized Local Option Tax Revenues</b>									
Ninth-cent Fuel Tax (All)		\$ 16.8	\$ 17.3	\$ 17.7	\$ 18.1	\$ 18.5	\$ 18.8	\$ 19.2	\$ 19.6
1-6 Cents Local Option Fuel Tax (All)		\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1
1-3 Cents Local Option Fuel Tax (Motor Fuel)		\$ 232.8	\$ 238.4	\$ 243.7	\$ 248.8	\$ 253.8	\$ 258.6	\$ 263.2	\$ 267.7
1-3 Cents Local Option Fuel Tax (Diesel Fuel)		\$ 78.3	\$ 82.1	\$ 85.2	\$ 87.8	\$ 90.4	\$ 92.8	\$ 95.2	\$ 97.7
Total Unrealized Revenues		\$ 328.0	\$ 337.8	\$ 346.6	\$ 354.7	\$ 362.7	\$ 370.3	\$ 377.7	\$ 385.0
Less: Deductions @ 3.1% Combined		\$ (10.2)	\$ (10.5)	\$ (10.7)	\$ (11.0)	\$ (11.2)	\$ (11.5)	\$ (11.7)	\$ (11.9)
Total Net Revenue		\$ 317.8	\$ 327.4	\$ 335.8	\$ 343.7	\$ 351.5	\$ 358.8	\$ 366.0	\$ 373.1
<b>Distributions</b>									
To GR ( 8% of 1-3 cents)		\$ 24.9	\$ 25.6	\$ 26.3	\$ 26.9	\$ 27.5	\$ 28.1	\$ 28.7	\$ 29.2
To STTF ( 7% of 1-6 cents)		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
<b>Net Revenue to Counties &amp; Cities</b>		\$ 292.9	\$ 301.7	\$ 309.5	\$ 316.8	\$ 323.9	\$ 330.7	\$ 337.3	\$ 343.8
<b>Percent Increase in Local Fuel Tax Revenues</b>		23.9%	23.9%	24.0%	24.0%	24.0%	24.0%	24.1%	24.1%

1) Fuel Tax - examine various incremental increases in the State Motor Fuels Sales Tax, State Comprehensive Enhanced Transportation System Tax and other state imposed fuel taxes and indexing those not currently indexed

1.f.		Index Federal Motor Fuel Taxes - Revenues to STTF							
		Consumption does not reflect price elasticity impact from additional tax increase: Annual CPI Adjustments per Mar11 REC Amounts in \$ millions							
		2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
<b>FEDERAL FUEL TAX RATES</b>									
Motor Fuels (18.4¢/gal.) Indexed		18.73	19.10	19.52	19.94	20.36	20.78	21.21	21.63
Cumulative CPI Fuel Rate Adjustment		0.33	0.70	1.12	1.54	1.96	2.38	2.81	3.23
Diesel Fuel (24.4¢/gal.) Indexed		24.83	25.33	25.88	26.45	27.00	27.56	28.13	28.68
Cumulative CPI Fuel Rate Adjustment		0.43	0.93	1.48	2.05	2.60	3.16	3.73	4.28
Annual CPI Adjustment per Mar11 REC		1.77%	2.00%	2.18%	2.18%	2.09%	2.09%	2.06%	1.94%
<b>CONSUMPTION (gal. in millions)</b>									
Motor Fuels		8,579.4	8,785.3	8,978.6	9,167.1	9,350.5	9,528.1	9,699.6	9,864.5
Diesel Fuel		1,565.3	1,641.8	1,703.0	1,756.0	1,808.3	1,856.2	1,904.2	1,953.1
<b>Additional Gross Collections</b>									
Motor Fuels	\$	27.9	\$ 61.6	\$ 100.3	\$ 141.4	\$ 183.2	\$ 227.1	\$ 272.8	\$ 318.2
Diesel Fuel	\$	6.8	\$ 15.3	\$ 25.2	\$ 35.9	\$ 47.0	\$ 58.7	\$ 71.0	\$ 83.5
<b>Less: Deductions @ 4.4% Combined</b>									
Motor Fuels	\$	(1.2)	\$ (2.7)	\$ (4.4)	\$ (6.2)	\$ (8.1)	\$ (10.0)	\$ (12.0)	\$ (14.0)
Diesel Fuel	\$	(0.3)	\$ (0.7)	\$ (1.1)	\$ (1.6)	\$ (2.1)	\$ (2.6)	\$ (3.1)	\$ (3.7)
<b>Net Revenue to STTF</b>									
Motor Fuels	\$	26.7	\$ 58.9	\$ 95.9	\$ 135.2	\$ 175.1	\$ 217.1	\$ 260.8	\$ 304.2
Diesel Fuel	\$	6.5	\$ 14.6	\$ 24.1	\$ 34.3	\$ 44.9	\$ 56.1	\$ 67.9	\$ 79.9
<b>Net Revenue to STTF</b>	<b>\$</b>	<b>33.2</b>	<b>\$ 73.4</b>	<b>\$ 120.0</b>	<b>\$ 169.5</b>	<b>\$ 220.0</b>	<b>\$ 273.2</b>	<b>\$ 328.7</b>	<b>\$ 384.0</b>
<b>Percent Increase in State Revenue to STTF</b>		<b>1.1%</b>	<b>2.2%</b>	<b>3.5%</b>	<b>4.7%</b>	<b>5.9%</b>	<b>7.0%</b>	<b>8.1%</b>	<b>9.2%</b>

1.g.		Index Constitutional, County & Municipal Motor Fuel Taxes - Local Gov'ts (4¢/gal)							
		Consumption does not reflect price elasticity impact from additional tax increase: Annual CPI Adjustments per Mar11 REC Amounts in \$ millions							
		2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
<b>FUEL TAX RATES</b>									
All Motor Fuels (4.0¢/gal.)		4.07	4.15	4.24	4.34	4.43	4.52	4.61	4.70
Combined Cumulative CPI Fuel Rate Adjustment		0.07	0.15	0.24	0.34	0.43	0.52	0.61	0.70
<b>CONSUMPTION (gal. in millions)</b>									
		10,144.7	10,427.1	10,681.6	10,923.1	11,158.8	11,384.3	11,603.9	11,817.6
<b>Additional Gross Collections</b>									
	\$	7.2	\$ 15.9	\$ 25.9	\$ 36.6	\$ 47.5	\$ 59.0	\$ 71.0	\$ 82.9
<b>Less: Deductions @ 2.1% Combined</b>									
	\$	(0.2)	\$ (0.3)	\$ (0.6)	\$ (0.8)	\$ (1.0)	\$ (1.3)	\$ (1.5)	\$ (1.8)
<b>Total Net Revenue</b>	<b>\$</b>	<b>7.0</b>	<b>\$ 15.5</b>	<b>\$ 25.4</b>	<b>\$ 35.8</b>	<b>\$ 46.5</b>	<b>\$ 57.7</b>	<b>\$ 69.4</b>	<b>\$ 81.1</b>
<b>Distributions</b>									
To GR ( 3.8% of 4 cents)	\$	0.3	\$ 0.6	\$ 1.0	\$ 1.4	\$ 1.8	\$ 2.2	\$ 2.6	\$ 3.1
<b>Net Revenue to Counties &amp; Cities</b>	<b>\$</b>	<b>6.8</b>	<b>\$ 15.0</b>	<b>\$ 24.4</b>	<b>\$ 34.5</b>	<b>\$ 44.7</b>	<b>\$ 55.5</b>	<b>\$ 66.8</b>	<b>\$ 78.0</b>
<b>Percent Increase in Local Fuel Tax Revenues</b>		<b>0.6%</b>	<b>1.2%</b>	<b>1.9%</b>	<b>2.6%</b>	<b>3.3%</b>	<b>4.0%</b>	<b>4.8%</b>	<b>5.5%</b>

**1) Fuel Tax - examine various incremental increases in the State Motor Fuels Sales Tax, State Comprehensive Enhanced Transportation System Tax and other state imposed fuel taxes and indexing those not currently indexed**

<b>1.h. Index Local Option Fuel Taxes</b>								
Consumption does not reflect price elasticity impact from additional tax increase								
Annual CPI Adjustments per Mar11 REC								
Assumes Local Governments Maintain Existing Local Option Tax Rates								
Fuel Rates in Cents Per Gallon / Amounts in \$ millions								
	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>
<b>Local Option Average Fuel Tax Rates (¢/gal.)</b>								
Ninth-cent Fuel Tax (All)	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
1-6 Cents Local Option Fuel Tax (All)	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
1-3 Cents Local Option Fuel Tax (Motor Fuel)	2.29	2.29	2.29	2.29	2.29	2.29	2.29	2.29
<b>Annual CPI Adjustment per Mar11 REC</b>								
	1.77%	2.00%	2.18%	2.18%	2.09%	2.09%	2.06%	1.94%
<b>Cumulative Index</b>								
	1.0177	1.0381	1.0607	1.0838	1.1063	1.1293	1.1529	1.1733
<b>CPI Adjusted Local Option Average Fuel Tax Rate (¢/gal.)</b>								
Ninth-cent Fuel Tax (All)	0.83	0.87	0.89	0.90	0.92	0.94	0.96	0.98
1-6 Cents Local Option Fuel Tax (All)	6.11	6.23	6.36	6.30	6.64	6.78	6.92	7.05
1-3 Cents Local Option Fuel Tax (Motor Fuel)	2.33	2.37	2.42	2.48	2.53	2.58	2.64	2.69
<b>Cumulative CPI Fuel Rate Adjustment (¢/gal.)</b>								
Ninth-cent Fuel Tax (All)	0.01	0.03	0.05	0.07	0.09	0.11	0.13	0.15
1-6 Cents Local Option Fuel Tax (All)	0.11	0.23	0.36	0.30	0.64	0.78	0.92	1.05
1-3 Cents Local Option Fuel Tax (Motor Fuel)	0.04	0.09	0.14	0.19	0.24	0.30	0.33	0.40
<b>Combined Cumulative CPI Fuel Rate Adjustment</b>								
	0.16	0.35	0.55	0.76	0.97	1.18	1.39	1.60
<b>CONSUMPTION (gal. in millions)</b>								
Motor Fuels	8,379.4	8,783.3	8,978.6	9,167.1	9,350.5	9,528.1	9,699.6	9,864.5
Diesel Fuel	1,563.3	1,641.8	1,703.0	1,736.0	1,808.3	1,856.2	1,904.2	1,953.1
<b>Combined Total</b>								
	10,144.7	10,427.1	10,681.6	10,923.1	11,158.8	11,384.3	11,603.9	11,817.6
<b>Gross Collections - Current Rates (\$ millions)</b>								
Ninth-cent Fuel Tax (All)	84.7	87.0	89.1	91.2	93.1	95.0	96.8	98.6
1-6 Cents Local Option Fuel Tax (All)	608.6	625.6	640.8	653.3	669.3	683.0	696.2	709.0
1-3 Cents Local Option Fuel Tax (Motor Fuel)	196.1	200.8	205.2	209.6	213.7	217.8	221.7	225.5
<b>Combined Gross Collections - Current Rates</b>								
	\$ 889.4	\$ 913.4	\$ 935.2	\$ 956.0	\$ 976.3	\$ 993.8	\$ 1,014.7	\$ 1,033.1
<b>Gross Collections - Indexed Rates</b>								
Ninth-cent Fuel Tax (All)	86.2	90.3	94.6	98.8	103.0	107.3	111.6	115.9
1-6 Cents Local Option Fuel Tax (All)	619.4	649.4	679.7	710.2	740.7	771.5	802.6	833.3
1-3 Cents Local Option Fuel Tax (Motor Fuel)	199.6	208.5	217.7	227.1	236.3	246.0	255.6	265.0
<b>Combined Gross Collections - Indexed Rates</b>								
	\$ 905.1	\$ 948.2	\$ 992.0	\$ 1,036.2	\$ 1,080.3	\$ 1,124.8	\$ 1,169.8	\$ 1,214.2
<b>Additional Gross Collections from Indexing</b>								
Ninth-cent Fuel Tax (All)	1.5	3.3	5.4	7.6	9.9	12.3	14.8	17.3
1-6 Cents Local Option Fuel Tax (All)	10.8	23.8	38.9	54.9	71.3	88.3	106.4	124.3
1-3 Cents Local Option Fuel Tax (Motor Fuel)	3.3	7.6	12.5	17.6	22.8	28.2	33.9	39.5
<b>Combined Gross Collections from Indexing</b>								
	\$ 15.7	\$ 34.8	\$ 56.8	\$ 80.1	\$ 103.9	\$ 129.0	\$ 155.1	\$ 181.1
<b>Less: Deductions @ 4.4% Combined</b>								
	\$ (0.7)	\$ (1.5)	\$ (2.5)	\$ (3.3)	\$ (4.6)	\$ (5.7)	\$ (6.8)	\$ (8.0)
<b>Total Net Revenue</b>								
	\$ 15.1	\$ 33.3	\$ 54.3	\$ 76.6	\$ 99.4	\$ 123.3	\$ 148.3	\$ 173.1
<b>Distributions</b>								
To GR ( 8% of 1-3 cents)	\$ 0.3	\$ 0.6	\$ 1.0	\$ 1.4	\$ 1.8	\$ 2.3	\$ 2.7	\$ 3.2
To STTF ( 7% of 1-6 cents)	\$ 0.8	\$ 1.7	\$ 2.7	\$ 3.8	\$ 5.0	\$ 6.2	\$ 7.4	\$ 8.7
<b>Net Revenue to Counties &amp; Cities</b>								
	\$ 14.0	\$ 31.0	\$ 50.6	\$ 71.4	\$ 92.6	\$ 114.9	\$ 138.1	\$ 161.3
<b>Percent Increase in Local Fuel Tax Revenues</b>								
	1.1%	2.5%	3.9%	5.4%	6.9%	8.4%	9.9%	11.3%

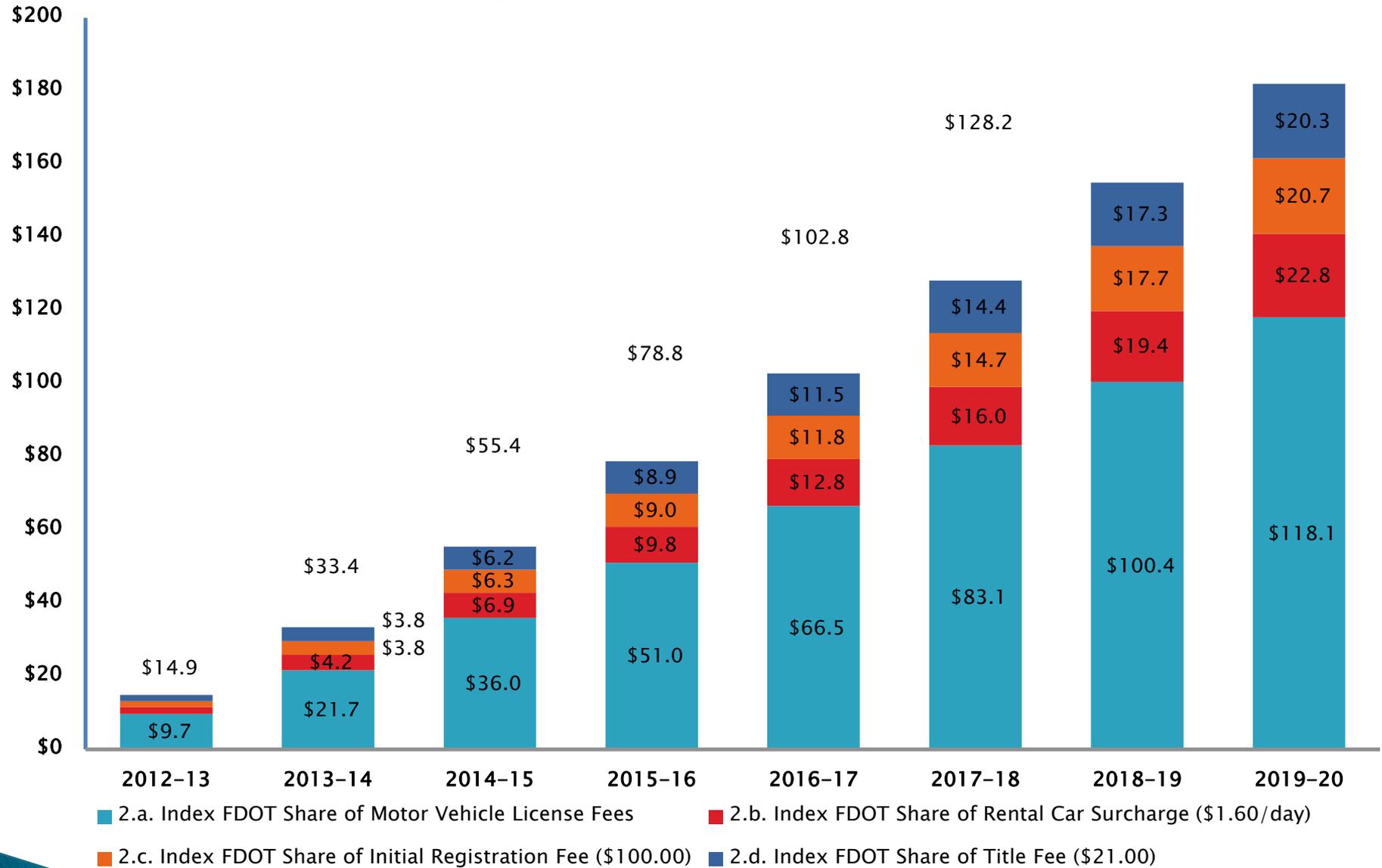
**1) Fuel Tax - examine various incremental increases in the State Motor Fuels Sales Tax, State Comprehensive Enhanced Transportation System Tax and other state imposed fuel taxes and indexing those not currently indexed**

1.1.	Index Aviation Fuel Tax Annual CPI Adjustments per Mar11 REC Amounts in \$ millions							
	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>
REC 03/11	46.50	48.50	50.60	52.50	54.10	55.60	57.20	58.60
REC 03/11 with CPI Adjusted	47.32	50.35	53.67	56.90	59.86	62.80	65.94	68.87
Additional Net Collections to STTF	\$ 0.8	\$ 1.8	\$ 3.1	\$ 4.4	\$ 3.8	\$ 7.2	\$ 8.7	\$ 10.3
<b>Distributions</b>								
To GR ( 8%)	\$ 0.1	\$ 0.2	\$ 0.3	\$ 0.4	\$ 0.5	\$ 0.6	\$ 0.8	\$ 0.9
<b>Net Revenue to STTF</b>	<b>\$ 0.8</b>	<b>\$ 1.8</b>	<b>\$ 3.1</b>	<b>\$ 4.4</b>	<b>\$ 5.8</b>	<b>\$ 7.2</b>	<b>\$ 8.7</b>	<b>\$ 10.3</b>
<b>Percent Increase in State Revenue to STTF</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>

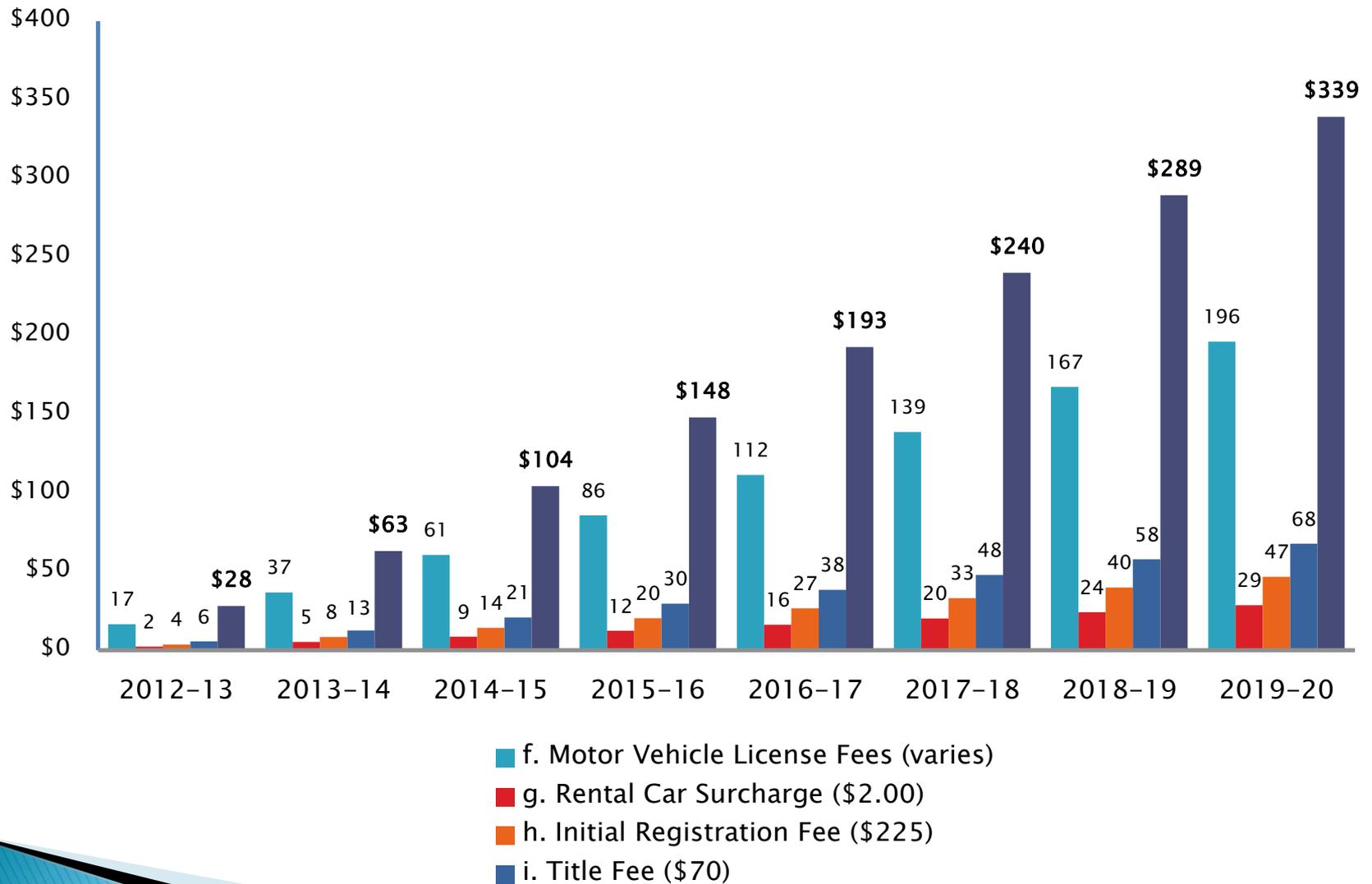
# Option 2

## Index Existing Fees

## 2.a–2.d Indexing Existing Fees – Yield to STTF – \$millions



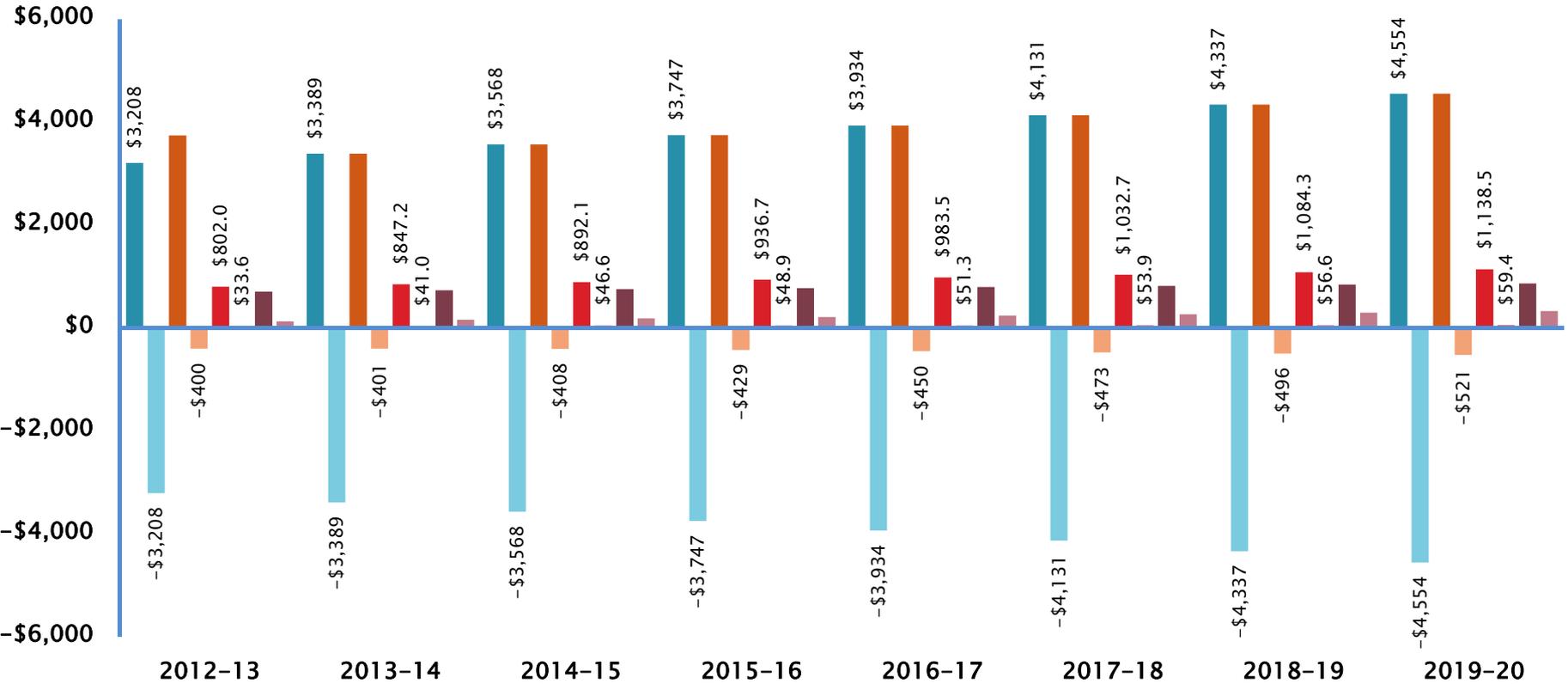
## 2.f– 2.j Index Existing Fees – Total Fee with Proceeds to STTF In \$ millions



# Option 3

## Vehicle Sales Tax Options

### 3.a-3.d Vehicle Sales Tax Options– STTF and GR Impacts – \$ millions



- 3.a. Shift Autos & Accessories Sales Tax Collections to STTF– Trust Fund
- 3.a. Shift Autos & Accessories Sales Tax Collections to STTF– General Fund
- 3.b. Shift Autos & Accessories Sales Tax Collections to STTF. Increase State Sales Tax One Percent – Trust Fund
- 3.b. Shift Autos & Accessories Sales Tax Collections to STTF. Increase State Sales Tax One Percent – General Fund
- 3.c. Shift 1/4 of Autos & Accessories Sales Tax to STTF. Increase State Sales Tax 1/4 Percent– Trust Fund
- 3.c. Shift 1/4 of Autos & Accessories Sales Tax to STTF. Increase State Sales Tax 1/4 Percent– General Fund
- 3.d. Transfer \$250 Sales Tax on each Vehicle Sale to STTF. Increase State Sales Tax 1/4 Percent– Trust Fund
- 3.d. Transfer \$250 Sales Tax on each Vehicle Sale to STTF. Increase State Sales Tax 1/4 Percent– General Fund

# Option 4 Potential Right of Way Cost Savings

## 4. Right-of-way Cost Savings – Investigate revisions to property acquisition procedures to reduce overall cost of right-of-way acquisition.

### 4.a. Right of Way Cost Savings Through Advanced Acquisition

	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>
Funds Used for Advance Acquisition	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0	\$ 100.0
Cost Savings Assuming Average 2 Year Advance Purchase	\$ (12.3)	\$ (12.3)	\$ (12.3)	\$ (12.3)	\$ (12.3)	\$ (12.3)	\$ (12.3)	\$ (12.3)
Present Value Land Costs	\$ 87.7	\$ 87.7	\$ 87.7	\$ 87.7	\$ 87.7	\$ 87.7	\$ 87.7	\$ 87.7
<b>Future Revenue Available for Other Uses</b>	<b>\$12.3</b>							

In certain instances Right of Way can be acquired approximately one to three years prior while maintaining compliance with various federal and state requirements. A two year average was used for this analysis.

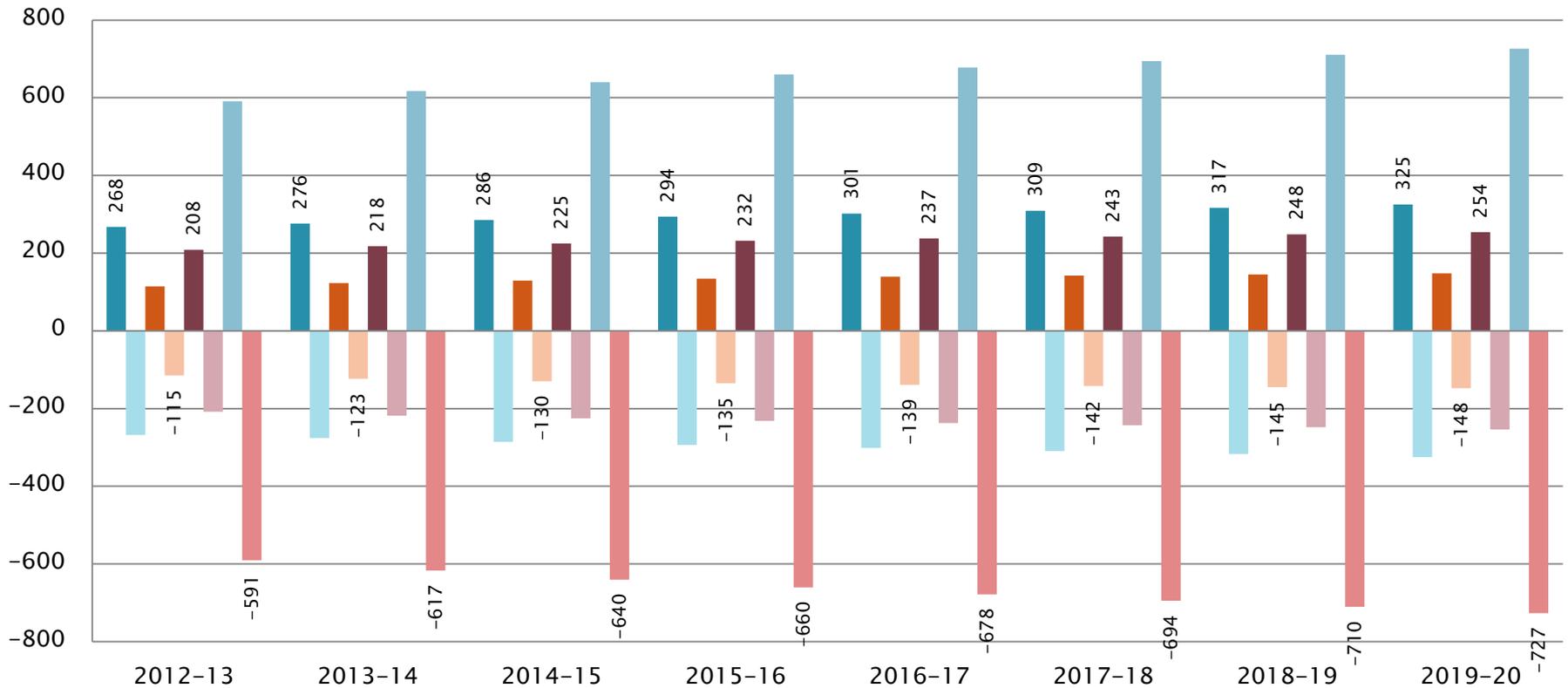
Historically urban right of way costs have increased by 12% to 15% annually, 9% to 12% higher than the general inflation rate.

For purposes of this analysis, it is assumed that future right of way costs will increase by 7% over the general inflation rate.

# Option 5

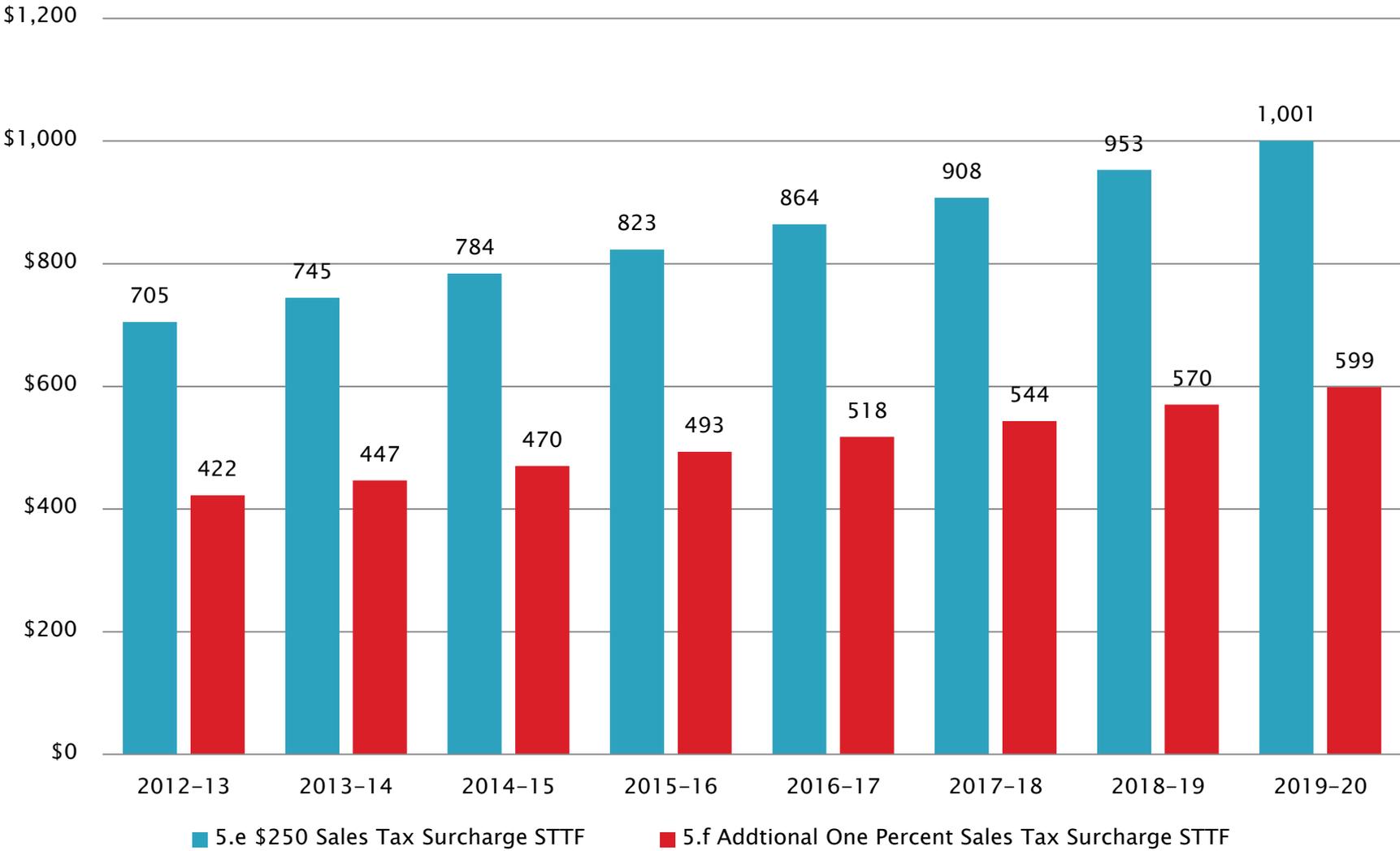
## Return Transportation-Related Fees to STTF

## 5.a-5.f Return Transportation Fees to STTF



- 5.a Redirect 2009 General Revenue Motor Vehicle License Fee Surcharges to STTF - Trust Fund
- General Fund
- 5.b Redirect 2009 \$125 Initial Registration Fee Surcharge from GR to STTF - Trust Fund
- General Fund
- 5.c Redirect 2009 Title Fee Increase from GR to STTF (\$46) - Trust Fund
- General Fund
- 5.d Redirect MVL, Initial Registration & Title Fees to STTF (5.a - 5.c)
- General Fund

# 5.e-5.f – Sales Tax Surcharge on Motor Vehicle Purchases in \$millions

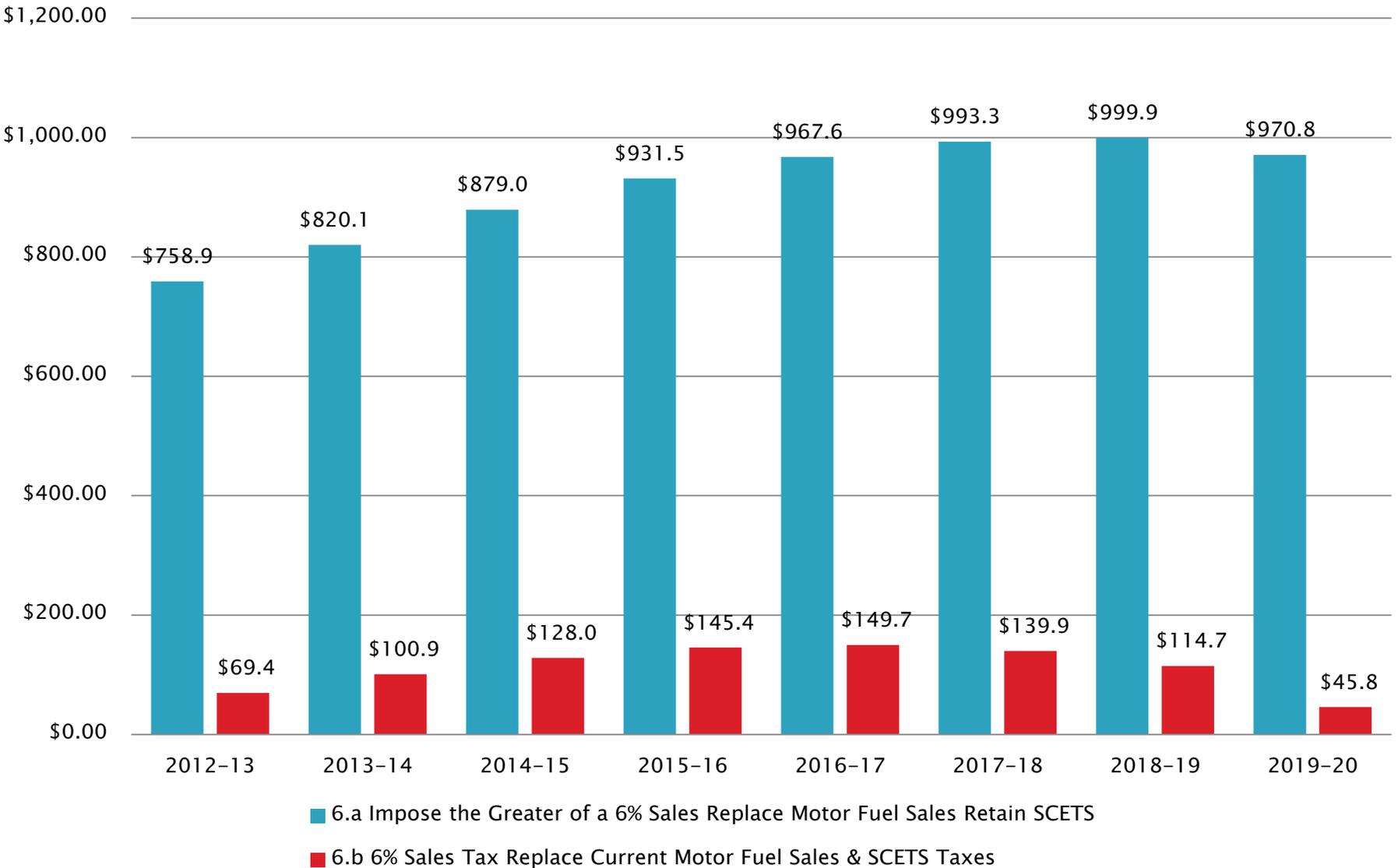


# Option 6

## General Sales Tax in Lieu of Fuel Tax – with “floor”

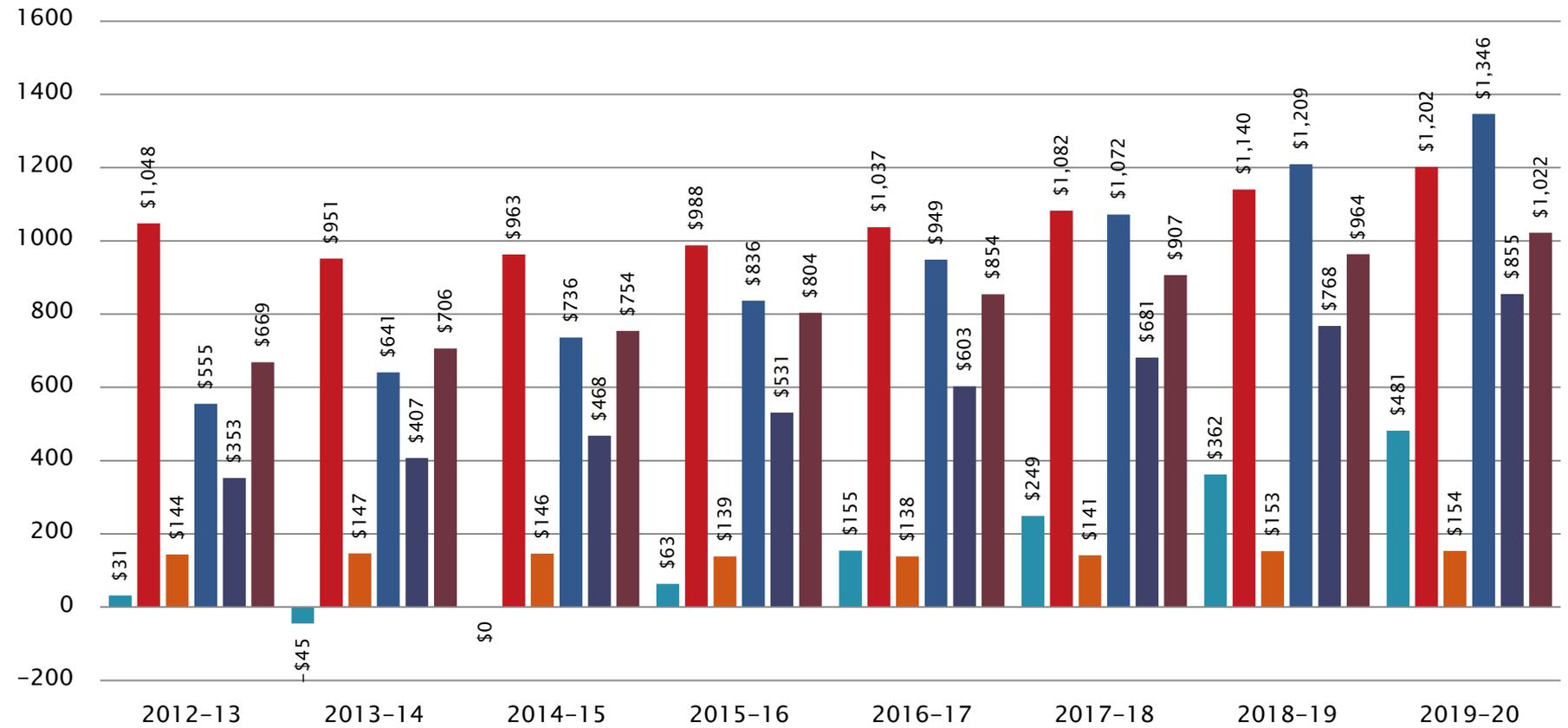
## 6. State Sales Tax with Existing Fuel Tax Rates as a "Floor"

### Net Revenue – In \$ Millions



# Option 7 VMT Charges

## 7.a-7.e – Vehicle Miles Traveled Charge

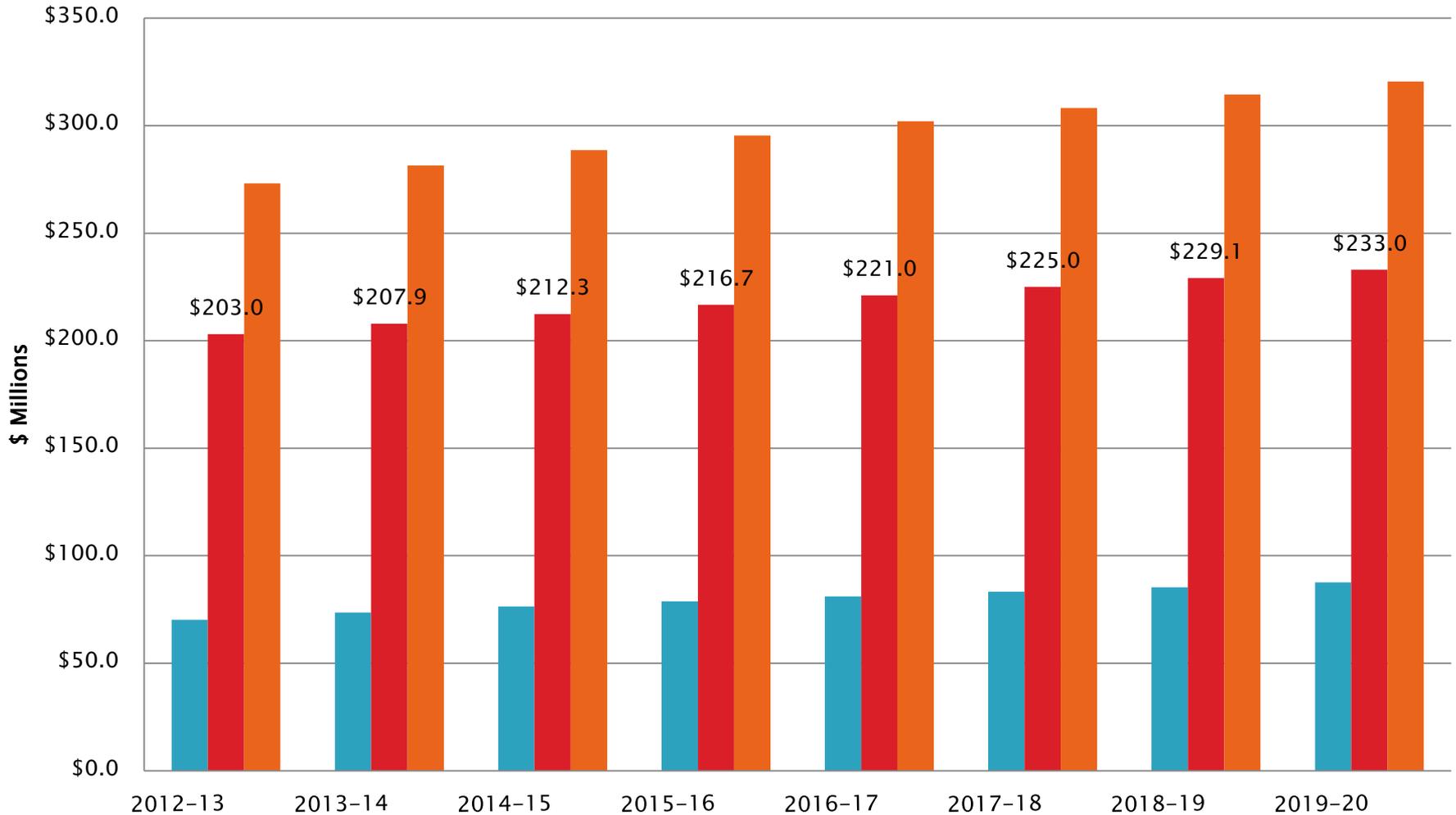


- 7.a Replace All State Transportation Taxes & Fees with a 1.5 Cent Per Mile VMT Charge (Indexed)
- 7.b Replace All State Transportation Taxes & Fees with a 2 Cents Per Mile VMT Charge
- 7.c Replace All State Highway Motor Fuel Taxes with a 1 Penny Per Mile VMT Charge
- 7.d Replace All State and Local Motor Fuel Taxes with a 2 Cents Per Mile VMT Charge (Indexed) STTF
- 7.d Local Funds
- 7.e Impose a 2 Cents Per Mile VMT Charge on the Interstate Highway System (Indexed)

# Option 8

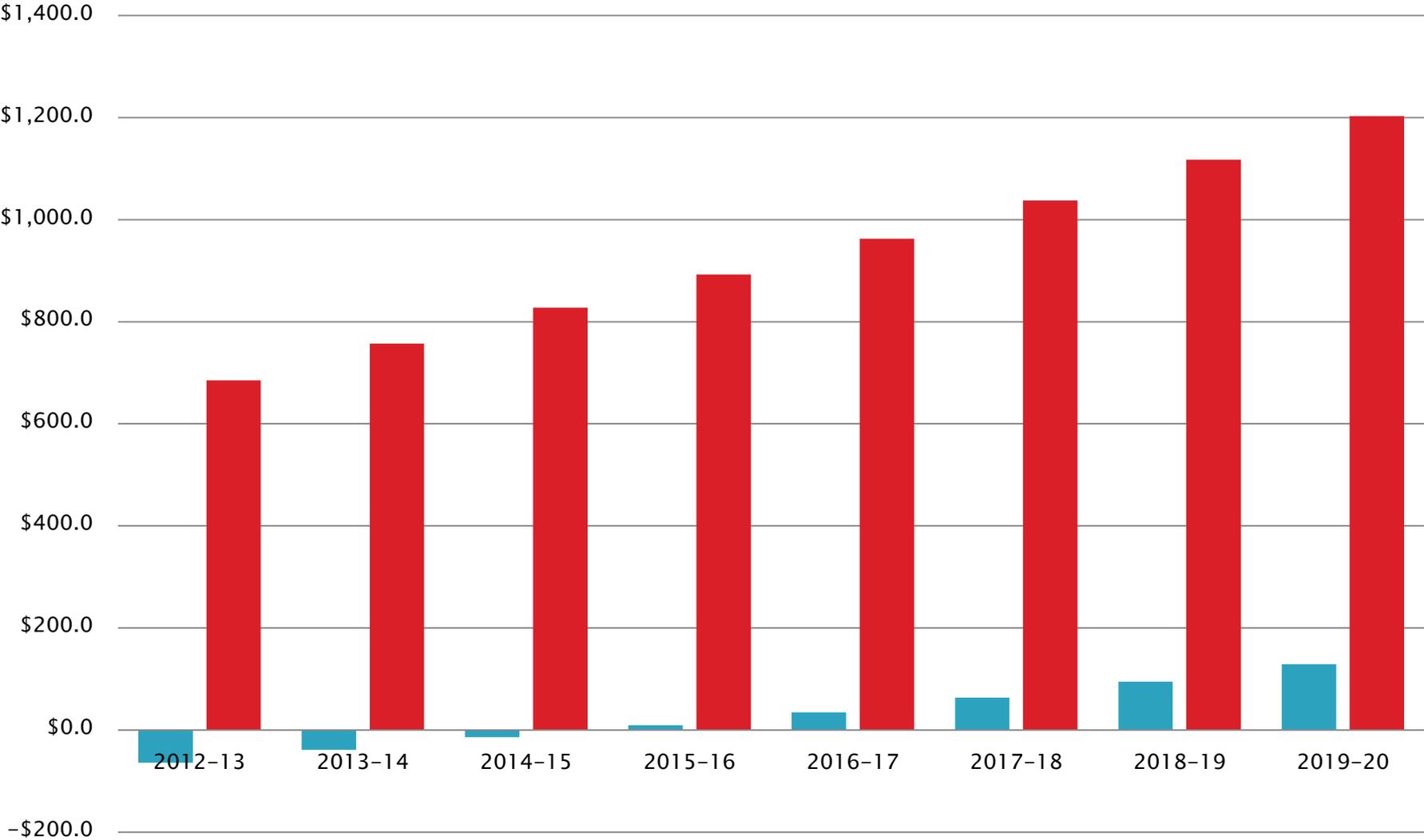
## Maximization of Local Option Taxes

## 8.a-8.b – Standardize Local Option Fuel Tax



- 8.a Apply the 1-5 Cents Local Option Fuel Tax to Diesel @ 5 Cents in all Counties
- 8.b Standardize Local Motor Fuel Taxes at 12 Cents for all Counties
- 8.a & 8.b Standardize All Local Motor Fuel Taxes at 12 Cents, including Diesel Fuels

# 8.c & 8.d – Local Tax Options



■ 8.c One Quarter Cent Local Sales Tax in Lieu of Local Option Fuel Taxes  
■ 8.d One Half Cent Local Sales Tax in Lieu of Local Option Fuel Taxes

# Option 9 Mobility Fees

## 9) Mobility Fees – document previous research and analyze financial impacts of statewide adoption.

- 9.a. Assess a Documentary Stamp Tax Surcharge for new construction put in place with exemptions or discounts as appropriate to encourage State policy objectives.**
- 9.b. Assess a state level impact fee for new construction put in place with exemptions or discounts as appropriate to encourage State policy objectives.**

# Option 10 Toll Rate Making

## 10) Toll Rate Making – Research options for independent authority to set toll rates on state facilities, e.g. public service model.

### Policy Options

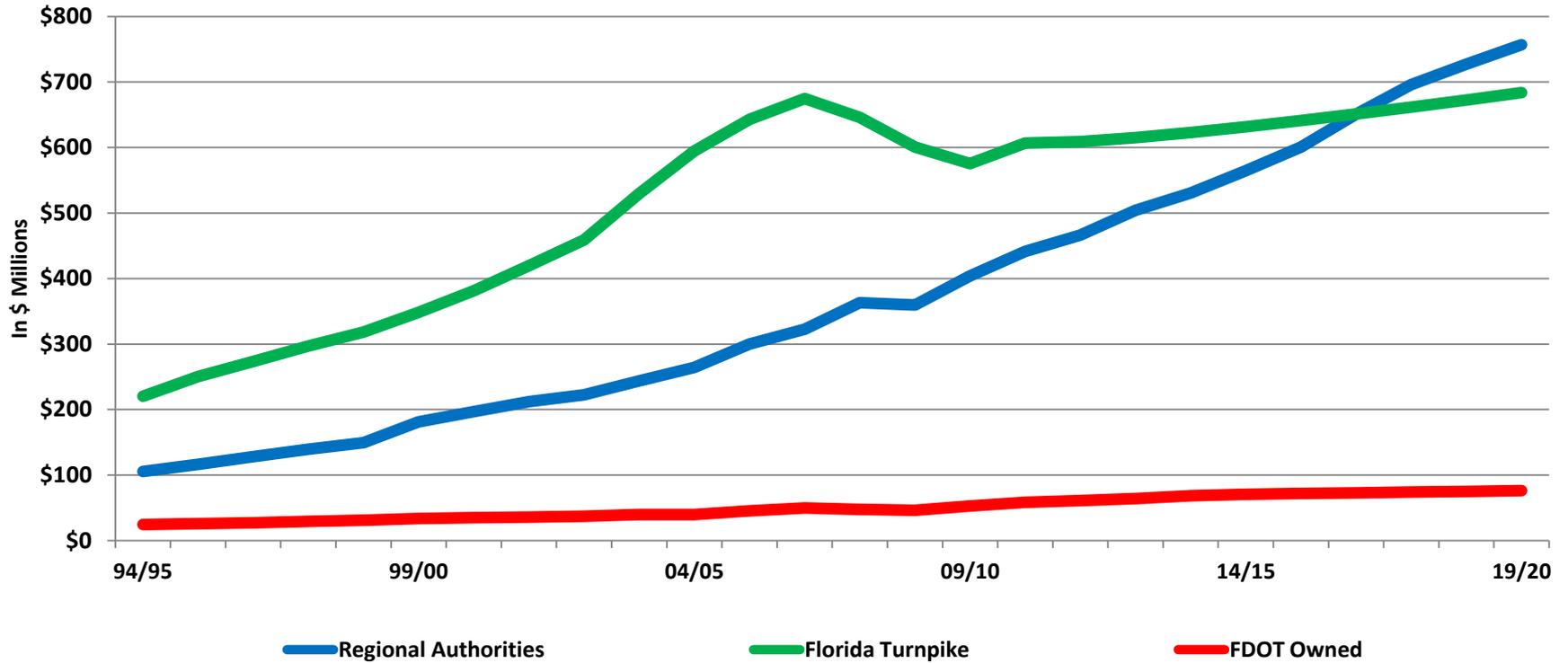
- 10.a. Create a State Toll Rate Setting Commission - along the lines of the Public Service Commission - to independently study, evaluate and establish toll rates for State-owned toll facilities, based upon criteria established by the Governor and Florida Legislature.**
- 10.b. Decentralize toll rate setting responsibility for State-owned toll facilities. Establish Regional Toll Agencies, using either existing toll authorities or by other means with the responsibility for setting toll rates on all facilities within their jurisdiction.**
- 10.c. Require Toll Rate Assessment Studies be completed for for each State owned toll facility. Specify that each study shall provide specific recommendations on appropriate local market-based toll rate schedules. Provide statutory criteria to implement toll rates consistent with the study recommendations upon completion of appropriate public hearing processes.**

**10) Toll Rate Making – Research options for independent authority to set toll rates on state facilities, e.g. public service model.**

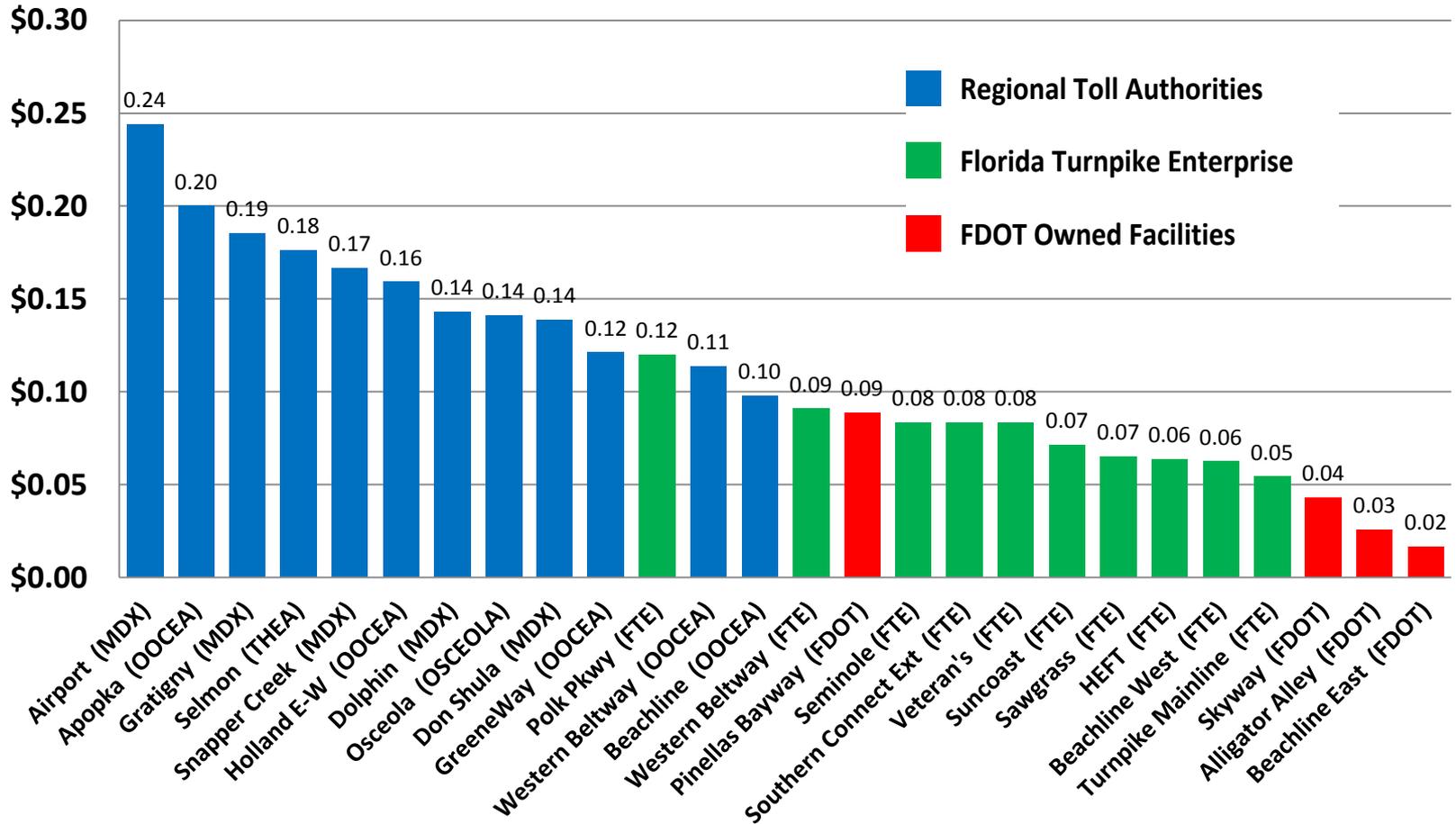
**Florida Toll Roads  
Comparative Passenger Car Toll Rates &  
Average Number of Years Since Last Toll Rate Increase  
As of December 31, 2010**

Tolling Agency	Number of Facilities	Total Length (CL Miles)	Total Facility Tolls		Average Rate Per Mile		Ave. Years Since Last Toll Increase
			Cash	Electronic	Cash ¢/mile	Electronic ¢/mile	
<b>Regional Toll Authorities</b>	11	152.9	\$23.55	\$21.25	15.4	<b>13.9 ¢</b>	<b>2.4</b>
<b>Turnpike Regional Facilities</b>	7	140.0	\$13.50	\$11.75	9.6	<b>8.4 ¢</b>	<b>14.6</b>
<b>Turnpike Mainline</b>	3	320.0	\$22.95	\$17.90	7.2	<b>5.6 ¢</b>	<b>18.7</b>
<b>FDOT Owned Toll Facilities</b>	4	125.6	\$5.10	\$4.35	4.1	<b>3.5 ¢</b>	<b>18.5</b>
<b>TOTALS</b>	25	738.5	\$65.10	\$55.25	8.8	<b>7.5 ¢</b>	<b>10.3</b>

## Florida Toll Revenue Growth - Projected to Year 2020 (In \$ Millions)

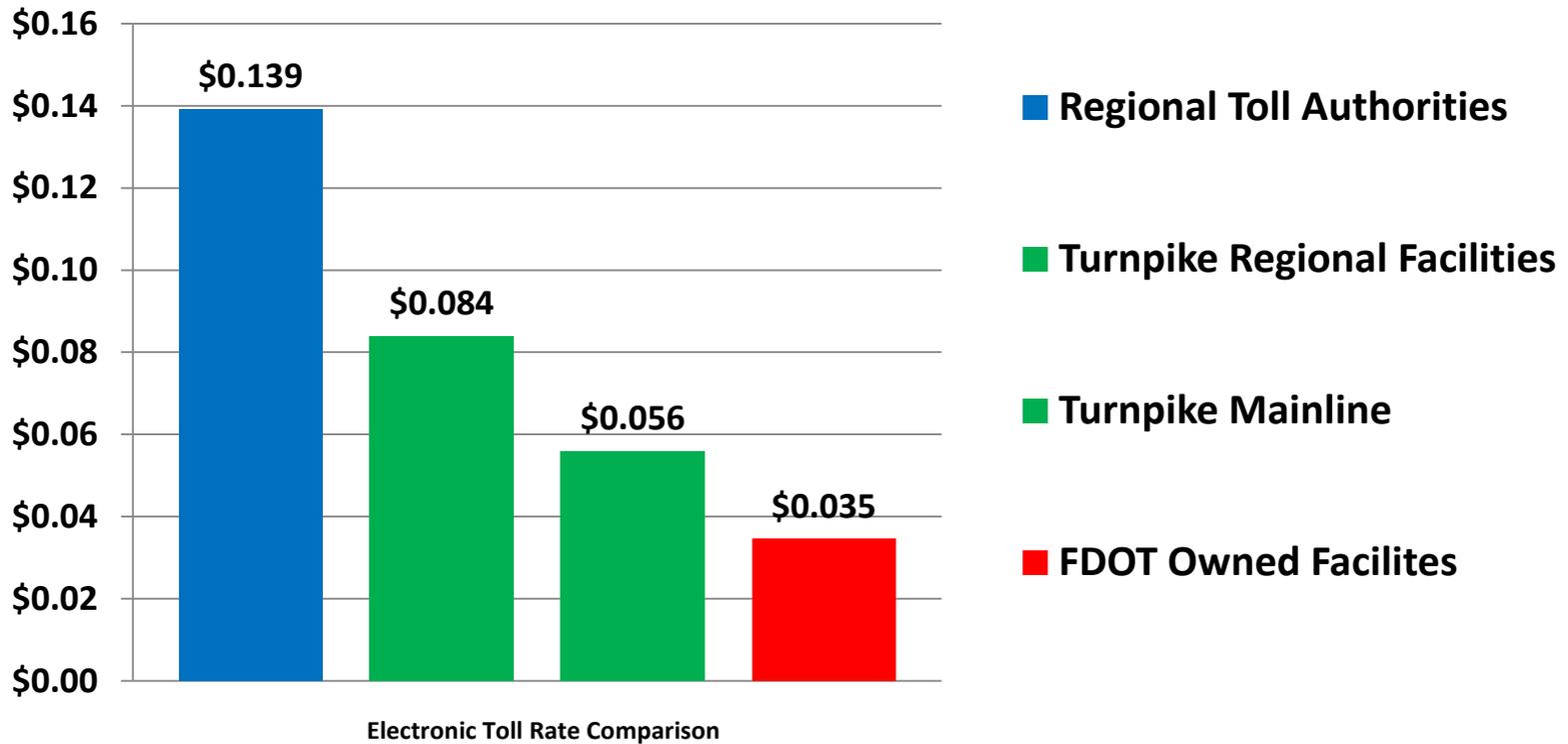


# Passenger Car Toll Rates Per Mile



# Average Toll Rate Per Mile

As of December 30, 2010



# Option 11 Regional Transportation Financing Authorities

# 11) Regional Transportation Financing Authorities – Review legislative proposals on the concept and develop potential alternatives.

## Policy Options

- a. Create a Statewide or Regional Transportation Financing Authorities (TFA) to finance transportation projects while protecting and preserving the State's debt financing policies and bonding capacity.

### TFA Debt Financing Examples                      \$ TO: 2012-13 2013-14 2014-15 2015-16 2016-17 2017-18 2018-19 2019-20

- b. TFA issues bonds backed by the proceeds from a one penny per year motor fuel tax increase to direct finance transportation projects.

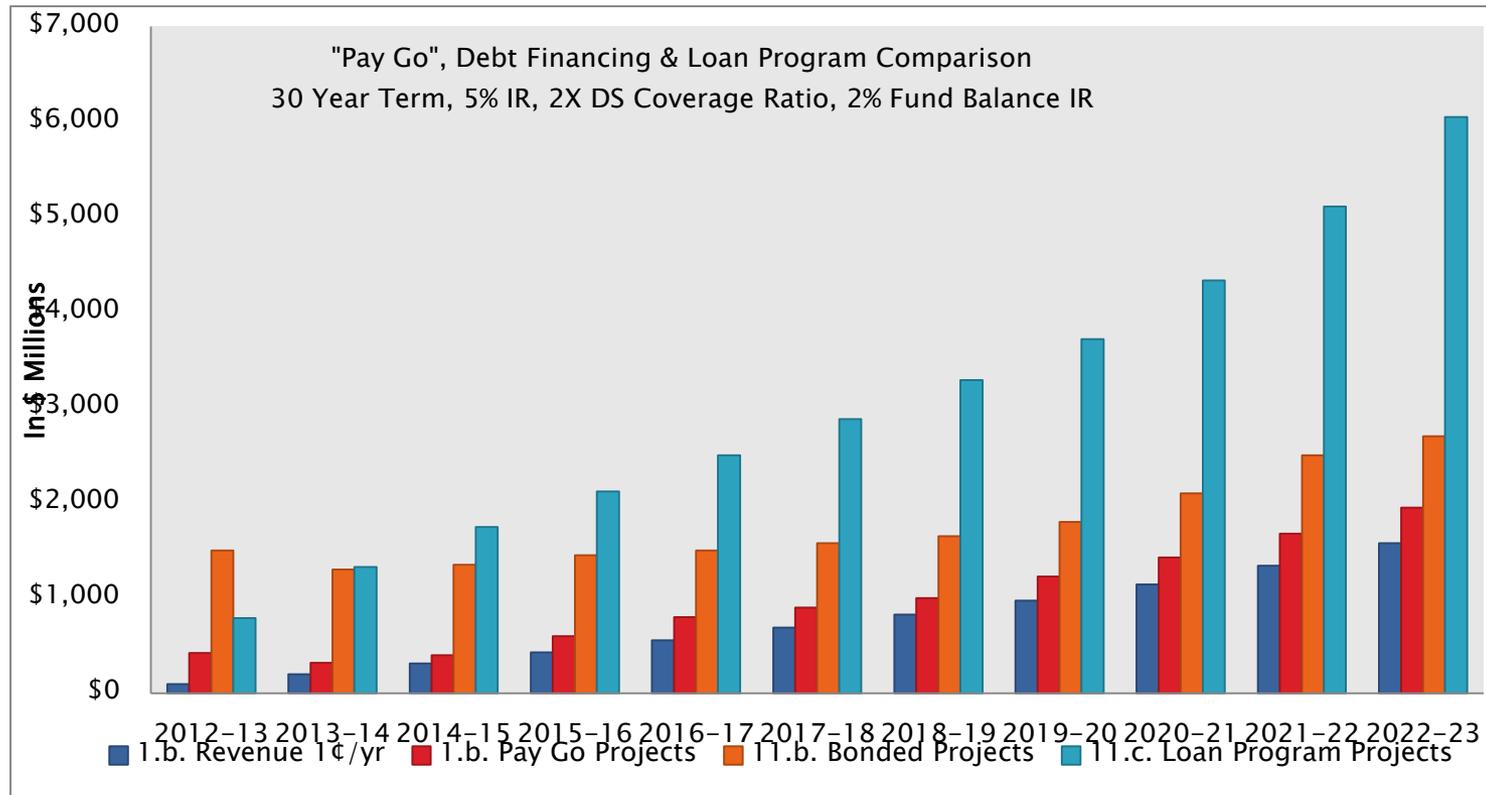
One Cent Per Year Fuel Tax Increase	TFA	\$ 97	\$ 201	\$ 313	\$ 431	\$ 557	\$ 688	\$ 827	\$ 972
Project Starts Using Debt Financing	ANY	\$1,500	\$1,300	\$1,350	\$1,450	\$1,500	\$ 1,575	\$1,650	\$1,800
Project Starts Using "Pay As You Go"	ANY	\$ 425	\$ 320	\$ 400	\$ 600	\$ 800	\$ 900	\$1,000	\$1,225
<b>Net Increase in Project Starts</b>	<b>TOTAL</b>	<b>\$1,075</b>	<b>\$ 980</b>	<b>\$ 950</b>	<b>\$ 850</b>	<b>\$ 700</b>	<b>\$ 675</b>	<b>\$ 650</b>	<b>\$ 575</b>

- c. TFA uses proceeds from a one penny per year motor fuel tax increase to capitalize a transportation infrastructure loan program.

One Cent Per Year Fuel Tax Increase	TFA	\$ 97	\$ 201	\$ 313	\$ 431	\$ 557	\$ 688	\$ 827	\$ 972
Project Starts Using Loan Program	ANY	\$ 790	\$1,325	\$1,745	\$2,120	\$2,500	\$ 2,880	\$3,290	\$3,720
Project Starts Using "Pay As You Go"	ANY	\$ 425	\$ 320	\$ 400	\$ 600	\$ 800	\$ 900	\$1,000	\$1,225
<b>Net Increase in Project Starts</b>	<b>TOTAL</b>	<b>\$ 365</b>	<b>\$1,005</b>	<b>\$1,345</b>	<b>\$1,520</b>	<b>\$1,700</b>	<b>\$ 1,980</b>	<b>\$2,290</b>	<b>\$2,495</b>

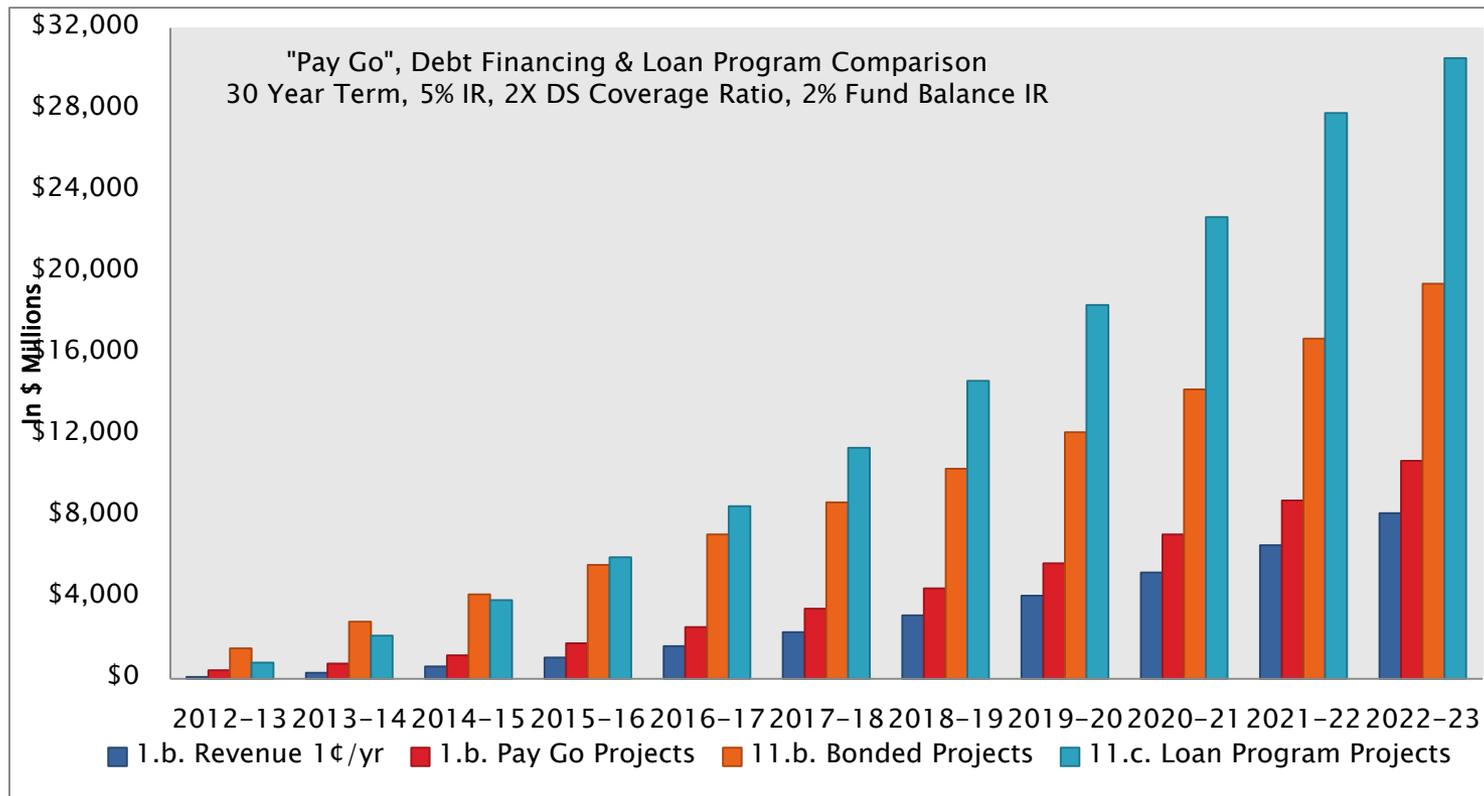
## Transportation Financing Authority – Project Financing Capacity Examples Annual Dollar Value of New Project Starts

Assuming TFA Capitalized with One Cent Per Year Annual Fuel Tax Increases (Option 1. b.)



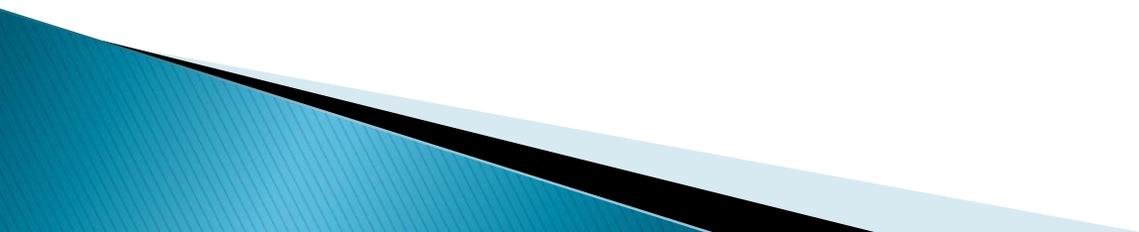
## Transportation Financing Authority – Project Financing Capacity Examples Cumulative Dollar Value of New Project Starts

Assuming TFA Capitalized with One Cent Per Year Annual Fuel Tax Increases (Option 1. b.)



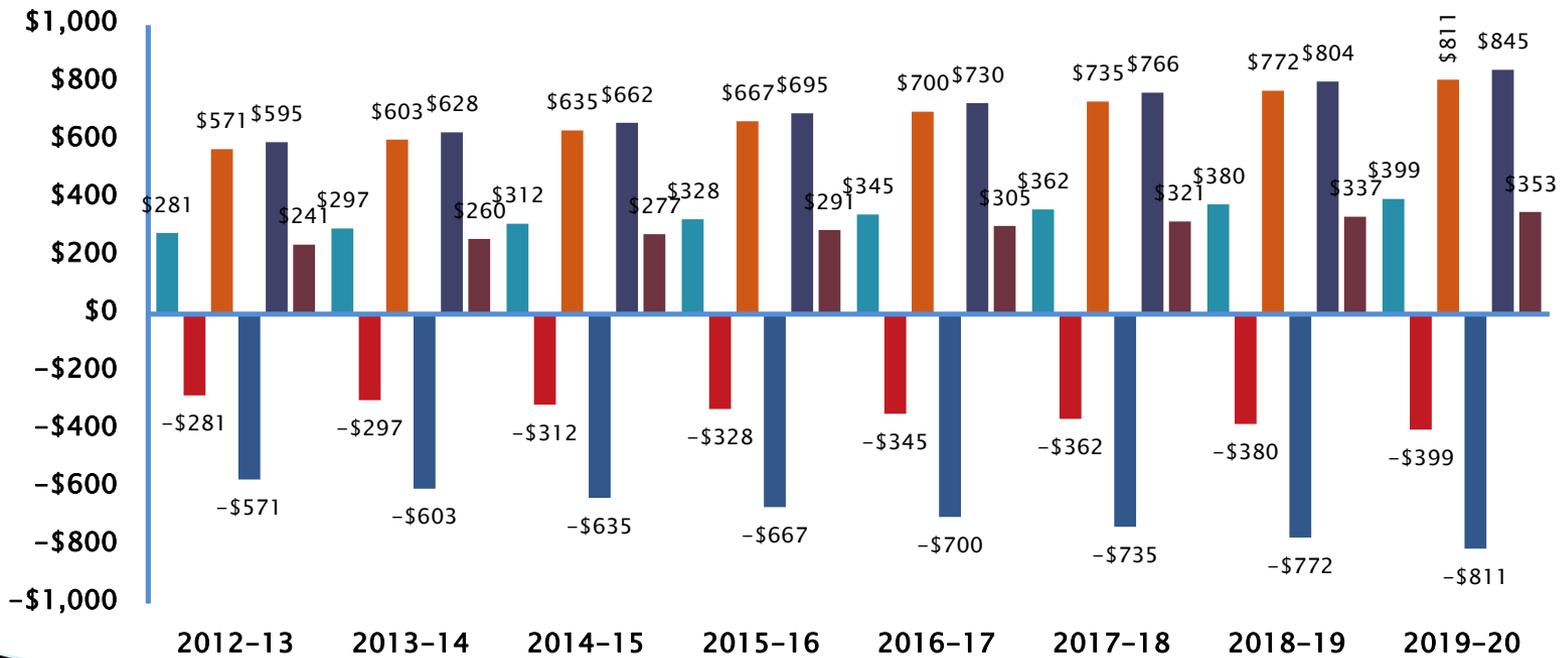
# Option 12

## Sales Tax on Auto Parts and Accessories



## 12. Sales Tax Options – Vehicle Parts & Accessories STTF and GR Impacts – In \$ millions

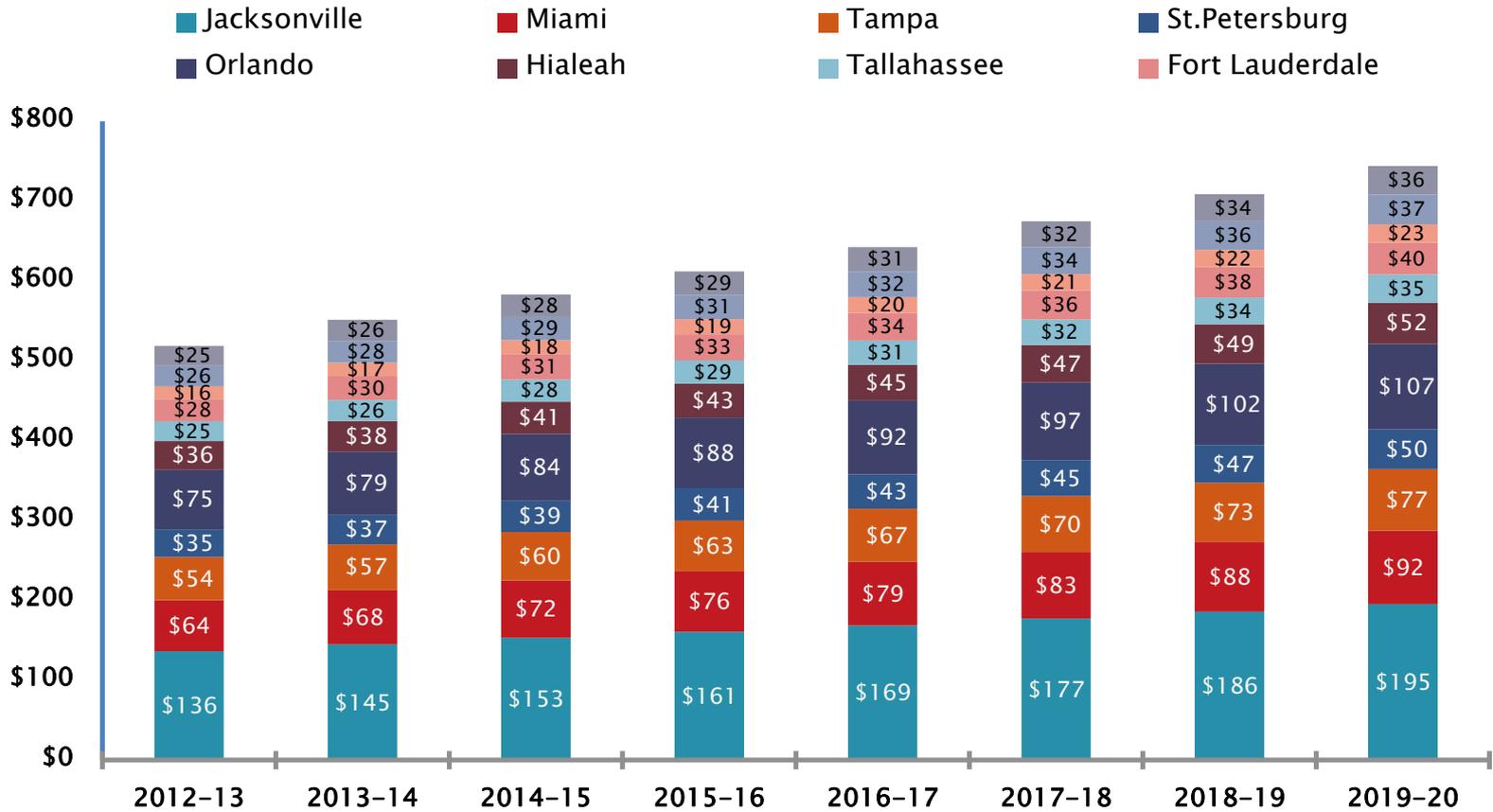
- 12.a. Shift Sales Tax on Vehicle Accessories & Parts STTF
- 12.a. Shift Sales Tax on Vehicle Accessories & Parts GR
- 12.b. Shift Sales Tax on Vehicle Accessories, Parts, Repairs & Services STTF



# Option 13

## Municipal Sales Tax

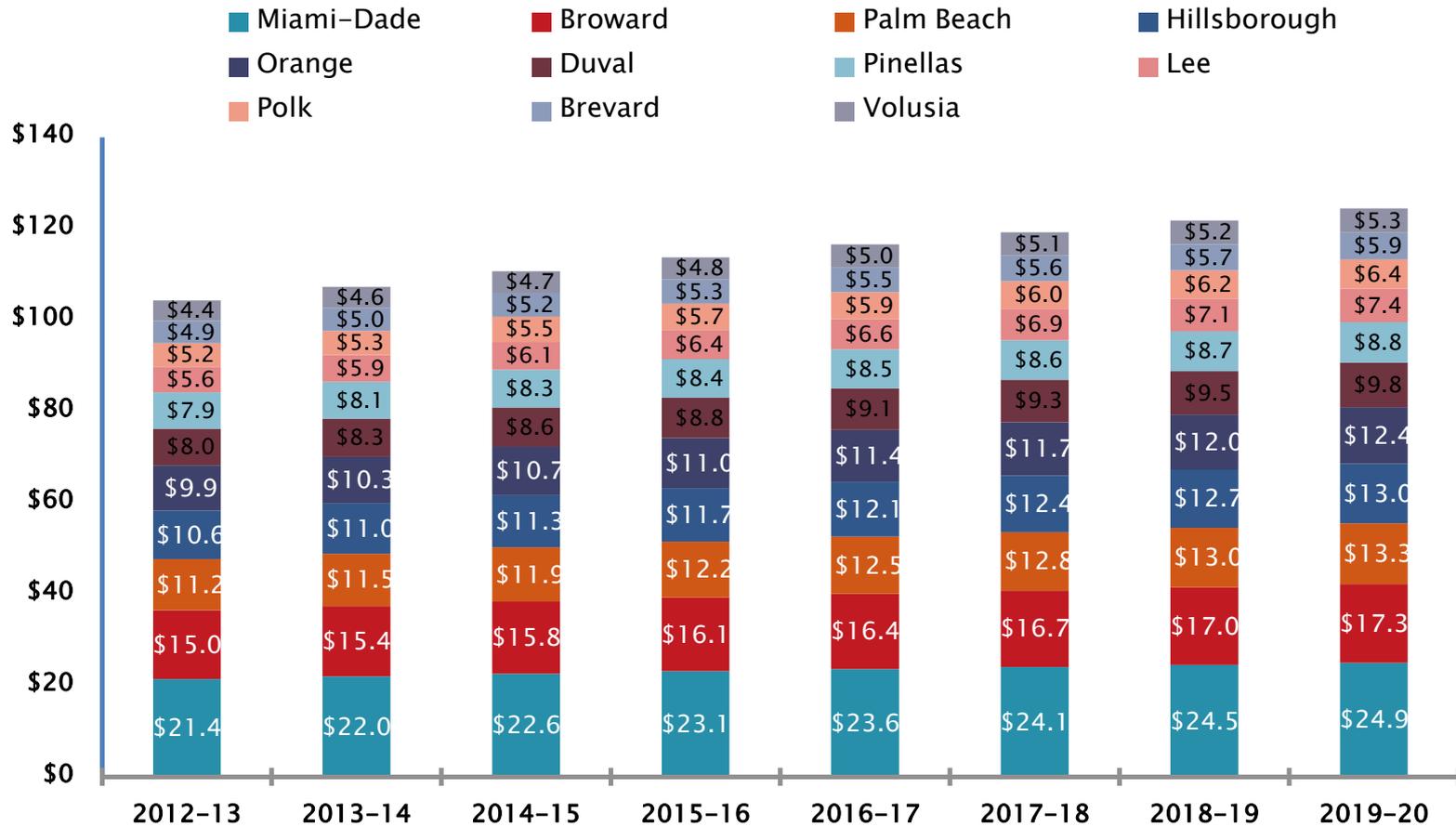
### 13. One Cent Local Option Municipal Sales Tax (approximate) For 11 Cities With Population > 150,000 Net Revenue – In \$ Millions



# Option 14

## County Vehicle Registration Fee

# 14. \$10 Annual County Vehicle Registration Decal Fee For Counties @ \$5 Million per Year or Greater Net Revenue – In \$ Millions



Potential Revenue Sources Or Actions to Enhance State Transportation Revenue

Net Additional Revenues Generated

Amounts In \$ Millions, Beginning July 1, 2012

14) County Vehicle Registration Fee - investigate the issues surrounding and revenue potential of a county decal program

14.a. Allow Counties to Assess Annual Vehicle Registration Decal Fees

@ \$10 per Vehicle

	\$ TO:	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Miami-Dade	LOCAL \$	21.4 \$	22.0 \$	22.6 \$	23.1 \$	23.6 \$	24.1 \$	24.5 \$	24.9
Broward	LOCAL \$	15.0 \$	15.4 \$	15.8 \$	16.1 \$	16.4 \$	16.7 \$	17.0 \$	17.3
Palm Beach	LOCAL \$	11.2 \$	11.5 \$	11.9 \$	12.2 \$	12.5 \$	12.8 \$	13.0 \$	13.3
Hillsborough	LOCAL \$	10.6 \$	11.0 \$	11.3 \$	11.7 \$	12.1 \$	12.4 \$	12.7 \$	13.0
Orange	LOCAL \$	9.9 \$	10.3 \$	10.7 \$	11.0 \$	11.4 \$	11.7 \$	12.0 \$	12.4
Duval	LOCAL \$	8.0 \$	8.3 \$	8.6 \$	8.8 \$	9.1 \$	9.3 \$	9.5 \$	9.8
Pinellas	LOCAL \$	7.9 \$	8.1 \$	8.3 \$	8.4 \$	8.5 \$	8.6 \$	8.7 \$	8.8
Lee	LOCAL \$	5.6 \$	5.9 \$	6.1 \$	6.4 \$	6.6 \$	6.9 \$	7.1 \$	7.4
Polk	LOCAL \$	5.2 \$	5.3 \$	5.5 \$	5.7 \$	5.9 \$	6.0 \$	6.2 \$	6.4
Brevard	LOCAL \$	4.9 \$	5.0 \$	5.2 \$	5.3 \$	5.5 \$	5.6 \$	5.7 \$	5.9
Volusia	LOCAL \$	4.4 \$	4.6 \$	4.7 \$	4.8 \$	5.0 \$	5.1 \$	5.2 \$	5.3
Pasco	LOCAL \$	3.9 \$	4.0 \$	4.2 \$	4.3 \$	4.5 \$	4.6 \$	4.7 \$	4.9
Seminole	LOCAL \$	3.7 \$	3.8 \$	3.9 \$	4.1 \$	4.2 \$	4.3 \$	4.3 \$	4.4
Sarasota	LOCAL \$	3.5 \$	3.6 \$	3.7 \$	3.9 \$	4.0 \$	4.1 \$	4.2 \$	4.3
Collier	LOCAL \$	3.0 \$	3.1 \$	3.2 \$	3.3 \$	3.4 \$	3.5 \$	3.6 \$	3.7
Marion	LOCAL \$	3.0 \$	3.1 \$	3.2 \$	3.3 \$	3.4 \$	3.5 \$	3.6 \$	3.7
Manatee	LOCAL \$	2.8 \$	2.9 \$	3.0 \$	3.1 \$	3.2 \$	3.3 \$	3.4 \$	3.4
Escambia	LOCAL \$	2.7 \$	2.8 \$	2.9 \$	2.9 \$	3.0 \$	3.1 \$	3.1 \$	3.2
Lake	LOCAL \$	2.6 \$	2.8 \$	2.9 \$	3.0 \$	3.1 \$	3.2 \$	3.3 \$	3.4
Osceola	LOCAL \$	2.6 \$	2.7 \$	2.9 \$	3.0 \$	3.1 \$	3.3 \$	3.4 \$	3.5
St. Lucie	LOCAL \$	2.5 \$	2.6 \$	2.7 \$	2.9 \$	3.0 \$	3.1 \$	3.2 \$	3.3
Leon	LOCAL \$	2.4 \$	2.5 \$	2.5 \$	2.6 \$	2.7 \$	2.7 \$	2.8 \$	2.8
Alachua	LOCAL \$	2.2 \$	2.3 \$	2.4 \$	2.4 \$	2.5 \$	2.6 \$	2.6 \$	2.7
St. Johns	LOCAL \$	1.8 \$	1.9 \$	2.0 \$	2.0 \$	2.1 \$	2.2 \$	2.3 \$	2.4
Okaloosa	LOCAL \$	1.7 \$	1.8 \$	1.8 \$	1.9 \$	1.9 \$	2.0 \$	2.0 \$	2.1
Clay	LOCAL \$	1.7 \$	1.7 \$	1.8 \$	1.9 \$	1.9 \$	2.0 \$	2.1 \$	2.1
Hernando	LOCAL \$	1.5 \$	1.6 \$	1.6 \$	1.7 \$	1.8 \$	1.8 \$	1.9 \$	1.9
Bay	LOCAL \$	1.5 \$	1.5 \$	1.6 \$	1.6 \$	1.7 \$	1.7 \$	1.8 \$	1.8
Charlotte	LOCAL \$	1.5 \$	1.5 \$	1.6 \$	1.6 \$	1.7 \$	1.7 \$	1.8 \$	1.8
Santa Rosa	LOCAL \$	1.3 \$	1.3 \$	1.4 \$	1.4 \$	1.5 \$	1.5 \$	1.6 \$	1.6
Citrus	LOCAL \$	1.3 \$	1.3 \$	1.4 \$	1.4 \$	1.5 \$	1.5 \$	1.5 \$	1.6
Indian River	LOCAL \$	1.3 \$	1.3 \$	1.4 \$	1.4 \$	1.5 \$	1.5 \$	1.5 \$	1.6
Martin	LOCAL \$	1.2 \$	1.3 \$	1.3 \$	1.4 \$	1.4 \$	1.4 \$	1.4 \$	1.5
Sumter	LOCAL \$	0.9 \$	1.0 \$	1.0 \$	1.1 \$	1.1 \$	1.2 \$	1.2 \$	1.3
Flagler	LOCAL \$	0.9 \$	0.9 \$	1.0 \$	1.1 \$	1.1 \$	1.2 \$	1.2 \$	1.3

Potential Revenue Sources Or Actions to Enhance State Transportation Revenue

Net Additional Revenues Generated

Amounts In \$ Millions, Beginning July 1, 2012

Highlands	LOCAL	\$ 0.9	\$ 0.9	\$ 1.0	\$ 1.0	\$ 1.0	\$ 1.0	\$ 1.1	\$ 1.1
Nassau	LOCAL	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.9	\$ 0.9
Putnam	LOCAL	\$ 0.6	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7
Monroe	LOCAL	\$ 0.6	\$ 0.6	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7
Columbia	LOCAL	\$ 0.6	\$ 0.6	\$ 0.6	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7
Walton	LOCAL	\$ 0.5	\$ 0.5	\$ 0.6	\$ 0.6	\$ 0.6	\$ 0.6	\$ 0.7	\$ 0.7
Jackson	LOCAL	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.6	\$ 0.6
Gadsden	LOCAL	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5
Suwannee	LOCAL	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5
Hendry	LOCAL	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.5
Levy	LOCAL	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.5
Okeechobee	LOCAL	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4
DeSoto	LOCAL	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.4	\$ 0.4
Wakulla	LOCAL	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.4	\$ 0.4	\$ 0.4
Bradford	LOCAL	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3
Hardee	LOCAL	\$ 0.2	\$ 0.2	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3
Baker	LOCAL	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3
Washington	LOCAL	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3	\$ 0.3
Taylor	LOCAL	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Madison	LOCAL	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Holmes	LOCAL	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Gilchrist	LOCAL	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Gulf	LOCAL	\$ 0.1	\$ 0.1	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Dixie	LOCAL	\$ 0.1	\$ 0.1	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Union	LOCAL	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Jefferson	LOCAL	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1
Hamilton	LOCAL	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1
Calhoun	LOCAL	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1
Franklin	LOCAL	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1
Glades	LOCAL	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1
Lafayette	LOCAL	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1
Liberty	LOCAL	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1
Statewide	TOTAL	\$ 165.5	\$ 170.7	\$ 176.5	\$ 181.8	\$ 186.7	\$ 191.4	\$ 196.0	\$ 200.7

# Option 15 Alternative Fuel Decal

15) Alternative Fuel Decal Program Changes - re-examine the existing state requirement for an alternative fuel decal and fee

Tax imposed by	Description (Diesel and Other Fuels)	2011-12	Alternative Fuel Tax Rates			2012-13	Alternative Fuel Tax Rates		
		Tax Level	Autos	Buses & Equip	Heavy Trucks	Tax Level	Autos	Buses & Equip	Heavy Trucks
			\$ 11.00	\$ 15.00	\$ 21.00		\$ 11.00	\$ 15.00	\$ 21.00
s.206.87(1)(a)	4 Cent diesel excise tax	4.0	\$ 44.00	\$ 60.00	\$ 84.00	4.0	\$ 44.00	\$ 60.00	\$ 84.00
s.206.87(1)(d)	SCETS Tax	6.8	\$ 74.80	\$ 102.00	\$ 142.80	6.9	\$ 75.90	\$ 103.50	\$ 144.90
s.206.87(1)(b)	1 Cent "9th Cent" Local Option Tax	1.0	\$ 11.00	\$ 15.00	\$ 21.00	1.0	\$ 11.00	\$ 15.00	\$ 21.00
s.206.87(1)(c)	6 Cents Local Option Tax	6.0	\$ 66.00	\$ 90.00	\$ 126.00	6.0	\$ 66.00	\$ 90.00	\$ 126.00
<b>Annual Alternative Fuel Decal Fee</b>		<b>17.8</b>	<b>\$ 206.80</b>	<b>\$ 282.00</b>	<b>\$ 394.80</b>	<b>\$ 207.90</b>	<b>\$ 283.50</b>	<b>\$ 396.90</b>	
			195.8	267	373.8				
			\$ 11.00	\$ 15.00	\$ 21.00				
			0.0531915	0.0531915	0.053191489				

Alternative Fuel Tax Rates (Per Penny)	MPG	Gallons	Miles Driven
Autos & Light Trucks	\$ 11.00	25	1100 27500
Motor Homes & Buses	\$ 15.00		
Heavy Trucks	\$ 21.00		

Reasonableness Test

Annual Fee	195.8
Maximum State & Local Tax Rate (Diesel)	0.3
Equivalent Gallons Usage	652.66667
Miles Per Gallon	22
Equivalent Miles Driven	14358.667

# Option 16

## Expand Toll Agencies' Roles

## Potential Revenue Sources Or Actions to Enhance State Transportation Revenue

### Net Additional Revenues Generated

Amounts In \$ Millions, Beginning July 1, 2012

#### 16) Expansion of Tolls and Increase Local Expressway Authority Role - explore options to increase contributions by existing or new expressway and transportation authorities

##### Revenue & Debt Financing Options

- 16.a. Increase the levels of State Funding Invested in the Florida Turnpike Enterprise and Regional Expressway Authorities in order to leverage new project toll revenues and increase total transportation infrastructure financing capacity.

	<u>\$ TO:</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>
State Investment @ \$100 Million Per Year	STTF \$	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)
Increase in Financing Capacity to Florida Toll Agencies	TAs \$	900.0	140.0	145.0	150.0	155.0	165.0	175.0	185.0
Net Increase in Transportation Project Financing	TOTAL	\$800.0	\$40.0	\$45.0	\$50.0	\$55.0	\$65.0	\$75.0	\$85.0
Net Increase in Toll Revenues Generated	TOLL	\$0.0	\$0.0	\$14.6	\$31.5	\$38.4	\$45.1	\$52.3	\$60.1

- 16.b. Provide a State Contribution to Toll Agencies equal to the value of motor fuel taxes generated by motorists while driving on Florida's toll roads.

	<u>\$ TO:</u>	<u>2012-13</u>	<u>2013-14</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>
State Investment	STTF \$	(302.8)	(311.2)	(318.8)	(326.0)	(333.1)	(339.8)	(346.4)	(352.7)
Increase in Financing Capacity to Florida Toll Agencies	TAs \$	2,500.0	1,500.0	450.0	475.0	505.0	540.0	580.0	625.0
Net Increase in Transportation Project Financing	TOTAL	\$2,197.2	\$1,188.8	\$131.2	\$149.0	\$171.9	\$200.2	\$233.6	\$272.3
Net Increase in Toll Revenues Generated	TOLL	\$0.0	\$0.0	\$40.7	\$105.7	\$143.5	\$166.6	\$190.8	\$217.4

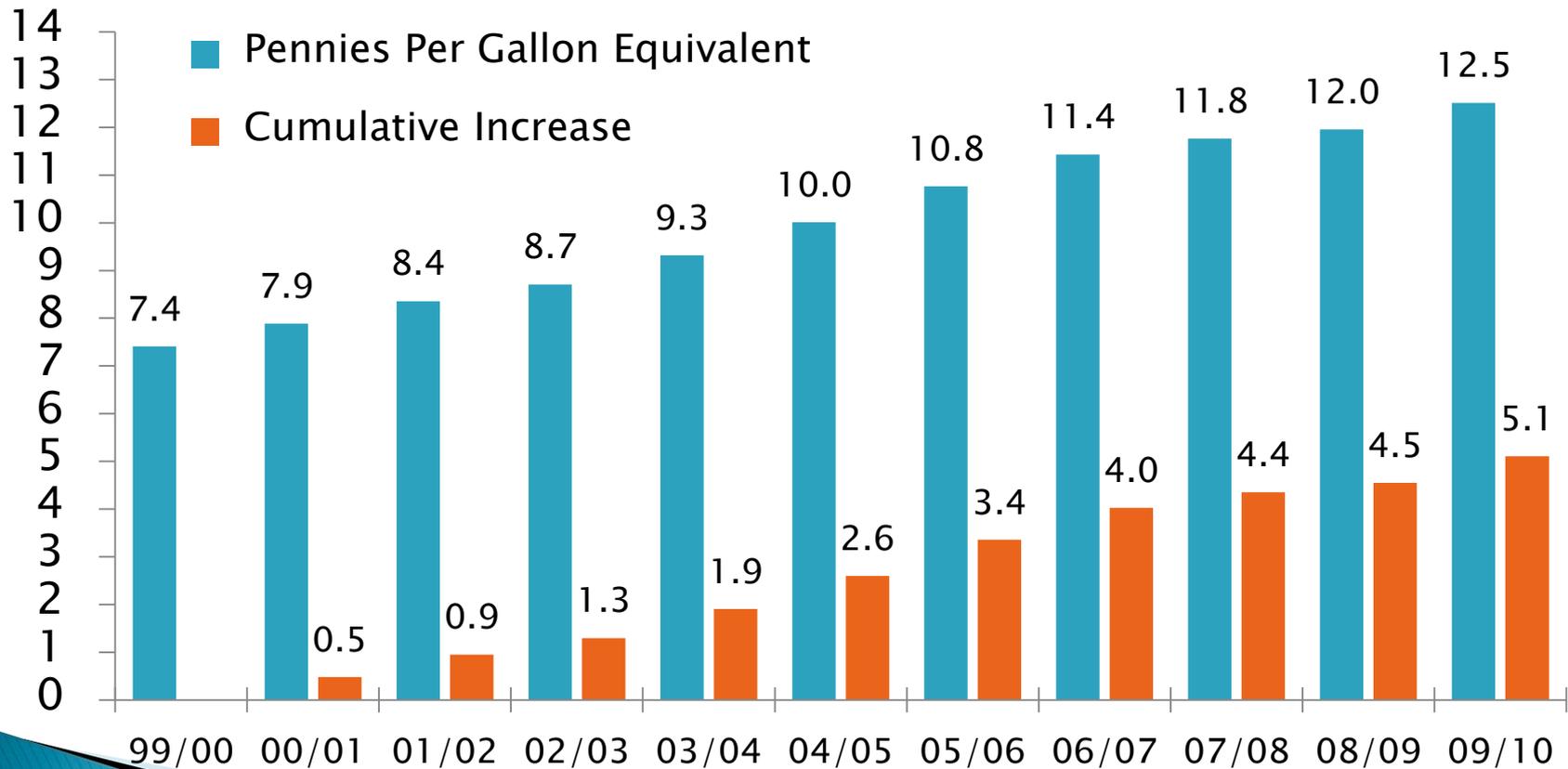
##### Revenue & Policy Options

- 16.c. Equalize the levels of State Funding Investments between the Florida Turnpike Enterprise and Regional Expressway Authorities in order to establish a level playing field and increase the total District Expressway Authority financing capacity.

- 16.d. Authorize District Expressway Authorities to purchase from FDOT and the Florida Turnpike Enterprise those urban expressway facilities that are contained within existing or expanded regional boundaries in order to increase State transportation revenues as well as increase the financing capacity from the transferred

	<u>\$ TO:</u>	<u>Low Estimate</u>	<u>High Estimate</u>
Potential Cash to FDOT	STTF	\$ 449.8	\$ 749.7
Potential Cash to Florida Turnpike Enterprise	FTE	\$ 2,774.8	\$ 4,624.7
Potential Financing Capacity Increase - Regional Expressway Authorities	LOCAL	\$ 1,612.3	\$ 2,687.2

## Florida Toll Revenue Collections Converted into Equivalent Pennies Per Gallon of Motor Fuel Tax



# Discussion Next Steps Public Comment

