Revenue Study History

2008
- *Florida Senate Bill 1688*
- 13 member Commission consisting of appointees and representatives of various statewide organizations
- State general revenue funds to finance the study

2009
- *Florida Senate Bill 582*
- 13 member Commission consisting of appointees and representatives of various statewide organizations
- Federal metropolitan planning funds to finance the study

2010
- *January 2010 MPOAC Governing Board agrees to proceed without state legislation*
- Study commenced June 2010 with the Center for Urban Transportation Research at the University of South Florida
- Revenue Study Advisory Committee established
- Federal metropolitan planning funds to finance the study
Purpose

- Develop 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 acceptable measures to assist in meeting the mobility needs for Floridians.
Revenue Study Advisory Committee

- Florida Airports Council
- Florida Transportation Builders Association
- Florida Chamber of Commerce
- Florida League of Cities
- Floridians for Better Transportation
- Florida Association of Counties
- The Nature Conservancy in Florida
- Florida Trucking Association
- MPOAC Staff Directors Representative - Chair
- Florida Ports Council
- Chair MPOAC Governing Board
- Florida Transportation Commission
- American Public Works Association, Florida Chapter
- Florida Public Transportation Association
- Florida Regional Councils Association
State Revenue Forecasts

Revenue Estimating Conference Forecast - August 2010

Forecast Annual Percent Change

- Highway Fuels Sales Tax
- SCETS Fuels Tax (inc. alt. fuels)
- Aviation Fuels Tax
- Motor Vehicle License Fees
- Rental Car Surcharge
- Initial Registration Fee
- Title Fees
- Local Option Fuel Tax
- Total Tax Revenues

MPOAC TRANSPORTATION REVENUE STUDY
Statewide Revenue Forecast

2040 Revenue Forecast
27 Year Total (2014 – 2040) = $216 Billion

Major Revenue Sources

- Federal ($53 B) 24.7%
- State ($145 B) 67.4%
- Turnpike ($17 B) 7.9%
Variables Affecting The Purchasing Power of Transportation Revenues


- Vehicle Miles Traveled (VMT)
- Fuel Efficiency (CAFE Adjusted)
- Inflation (CPI)
- Highway Fuel Use (CAFE Adjusted)
Florida Transportation Fund Diversion

Transportation Funds Used for Other Purposes

Years: 1998 to 2016

Dollars (millions)

- Education
- GR Fund Transfers
- GR Service Charges
- Admin Charges
- Tourism & Trade
- DEP & GFC
- Agriculture

Note: The graph shows the distribution of transportation funds used for other purposes over the years, with specific categories such as Education, GR Fund Transfers, GR Service Charges, and Admin Charges represented visually.
## 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

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


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.
Florida Metro Area Transportation Funding Shortfall Estimates

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 $'s</td>
<td>31.4</td>
<td>47</td>
<td>68.7</td>
<td>126.4</td>
</tr>
</tbody>
</table>
State Transportation Taxes & Fees
$12.1 Billion In Lost Purchasing Power
In Current $ – Adjusted for Growth In Vehicle Miles Traveled
Options Analyzed by Type

- Restoration of funds to State Transportation Trust Fund
- Increased flexibility for Local Governments
- Protect buying power of existing funds
- Recommended uses for new, incremental funds
- New/ additional revenue sources
- Policy recommendations related to funding
MPOAC Revenue Study Action

• At its April 26, 2012 meeting, the MPOAC took the following action:
  – Transmit to the Legislature / Governor information on the State’s unfunded transportation needs and the 14 options to reduce the funding shortfall.
  – Initiate legislative action on the top six revenue options to implement those items.
## MPOAC Revenue Study Selected Options

<table>
<thead>
<tr>
<th>Revenue Option</th>
<th>8 yr Total ($millions)</th>
<th>Annual Average ($millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Index All Fuel Taxes not Currently Indexed - Local</td>
<td>918</td>
<td>115</td>
</tr>
<tr>
<td>1 Cent Municipal Optional Sales Tax- Local</td>
<td>6,637</td>
<td>830</td>
</tr>
<tr>
<td>2 Cent Fuel Tax Increase per Year – 5 Years (10 cents) Indexed - State</td>
<td>6,424</td>
<td>803</td>
</tr>
<tr>
<td>VMT Study</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>5 Cent Local Diesel Tax - Local</td>
<td>576</td>
<td>72</td>
</tr>
<tr>
<td>Return MVL, Reg., Title increases to STTF (From GR to STTF)</td>
<td>3,301</td>
<td>413</td>
</tr>
<tr>
<td>State Sales Tax@ 6% in Lieu of Fuel Taxes, w/ floor State</td>
<td>1,087</td>
<td>136</td>
</tr>
<tr>
<td>Toll Rate Making</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Regional Trans Financing Authority @ $100mill/yr</td>
<td>3,200</td>
<td>400</td>
</tr>
<tr>
<td>Sales Tax on Motor Vehicle Parts &amp; Services (From GR to STTF)</td>
<td>5,331</td>
<td>666</td>
</tr>
<tr>
<td>Sales Tax BEV to STTF (From GR to STTF)</td>
<td>73</td>
<td>9</td>
</tr>
<tr>
<td>County $10 Reg. Fee - Local</td>
<td>1,242</td>
<td>155</td>
</tr>
<tr>
<td>Alt. Fuel Decal Expansion - State</td>
<td>204</td>
<td>26</td>
</tr>
<tr>
<td>$100 mill in New Toll Projects</td>
<td>2,450</td>
<td>306</td>
</tr>
</tbody>
</table>
Top 6 Revenue Options

• Index All Fuel Taxes not Currently Indexed
• One Cent Municipal Optional Sales Tax
• Two Cent Fuel Tax Increase per Year – 5 Years (10 cents) Indexed for Inflation
• Vehicle Miles Traveled Study (VMT)
• Five Cent Local Diesel Tax
• Return Motor Vehicle License, Registration and Titling Fee Increases to the STTF
Status Report

Patience & Partnerships
QUESTIONS
FOR MORE INFORMATION:

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