

TRANSPORTATION FUNDING SOURCES



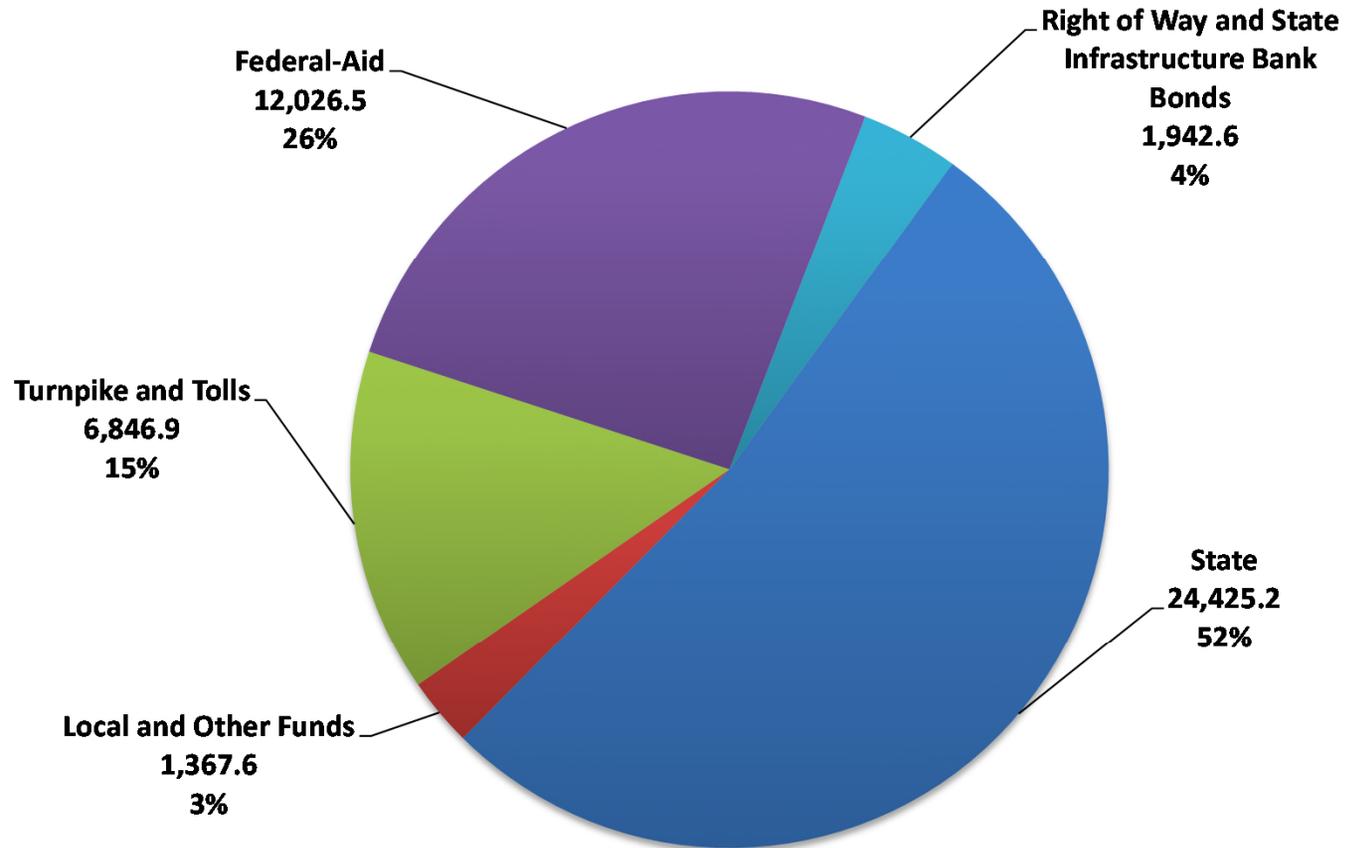
**Florida Department of Transportation
Office of Comptroller – General Accounting Office
Revenue Management Section
Spring 2017**

Overview

- Briefly outline transportation funding sources
- Federal sources
- State sources
- Local sources



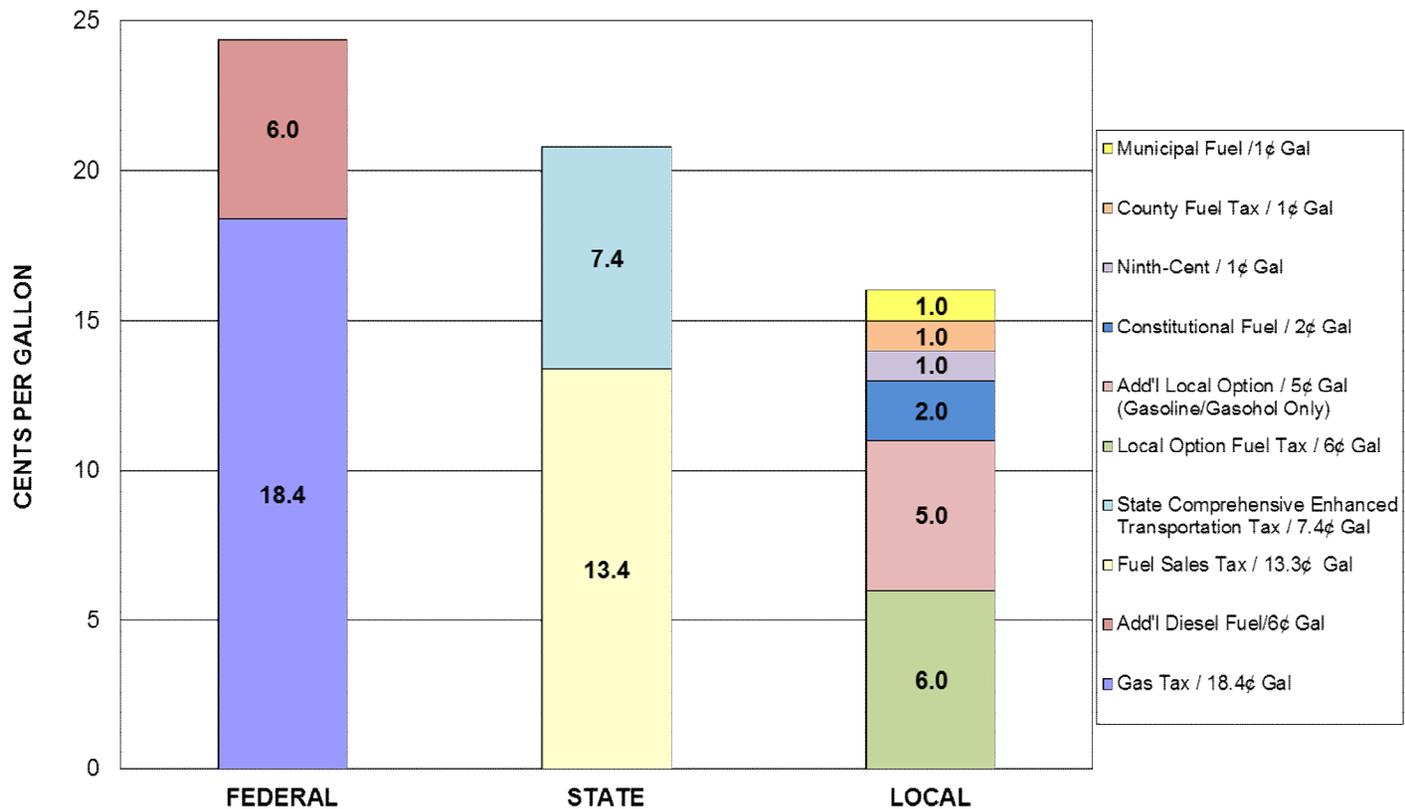
Five Year Work Program FY 2017-2021 Funding Sources for Commitments (in millions)



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

July 2016
Adopted Work Program

Calendar Year 2017 Fuel Tax Rates (cents per gallon)

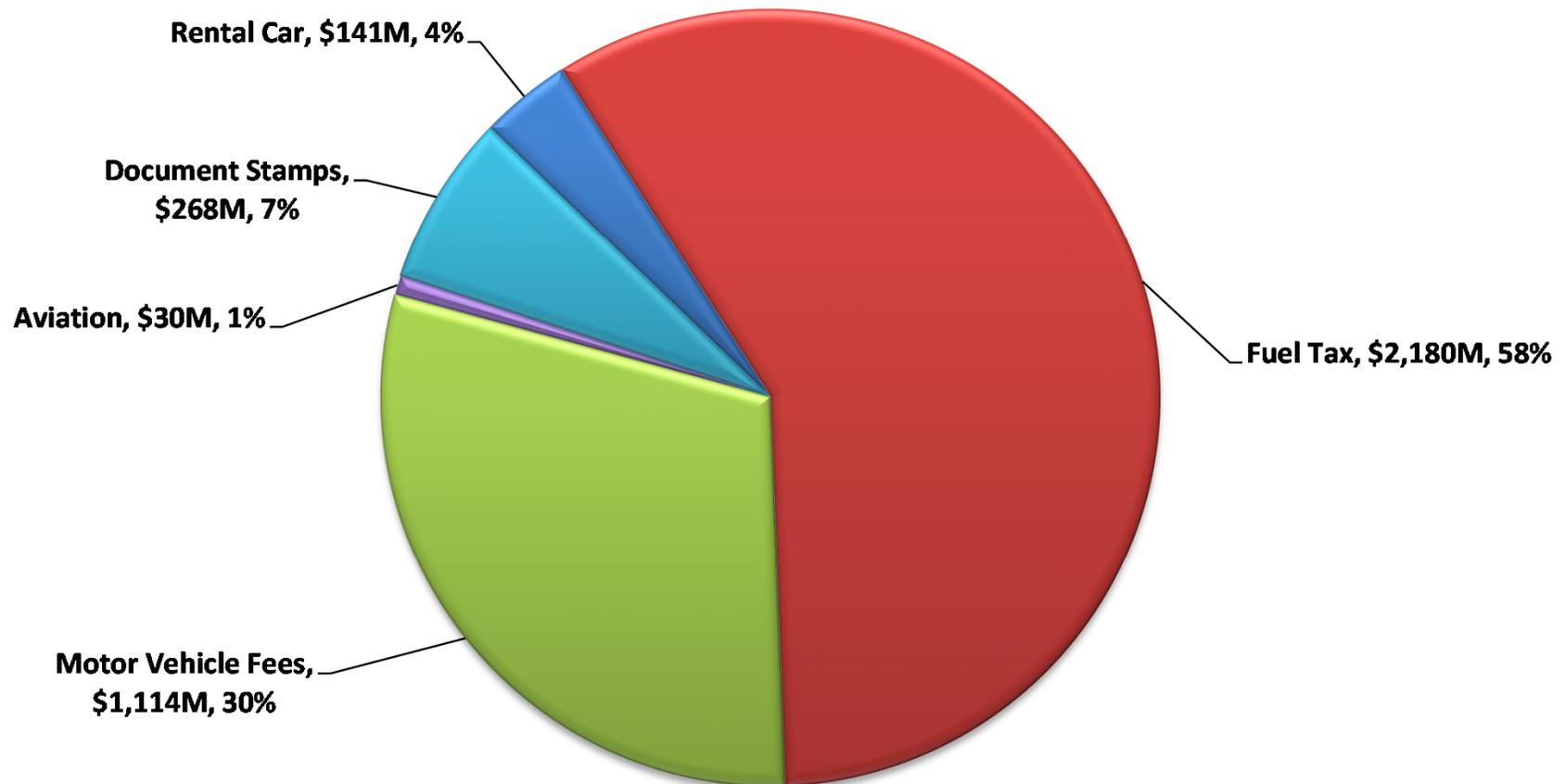


State Sources

- 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

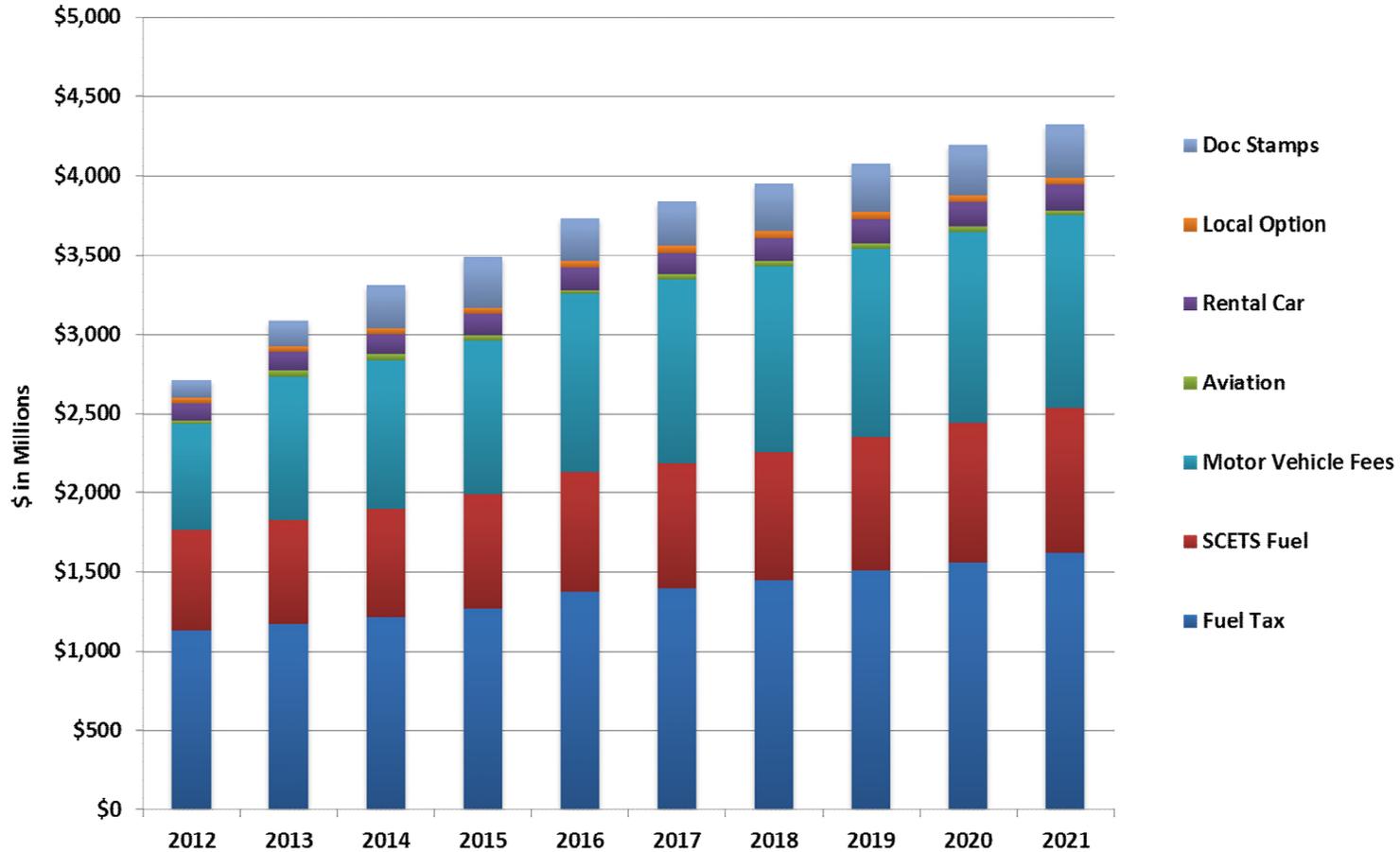
State Transportation Revenue

Fiscal Year 2015-16





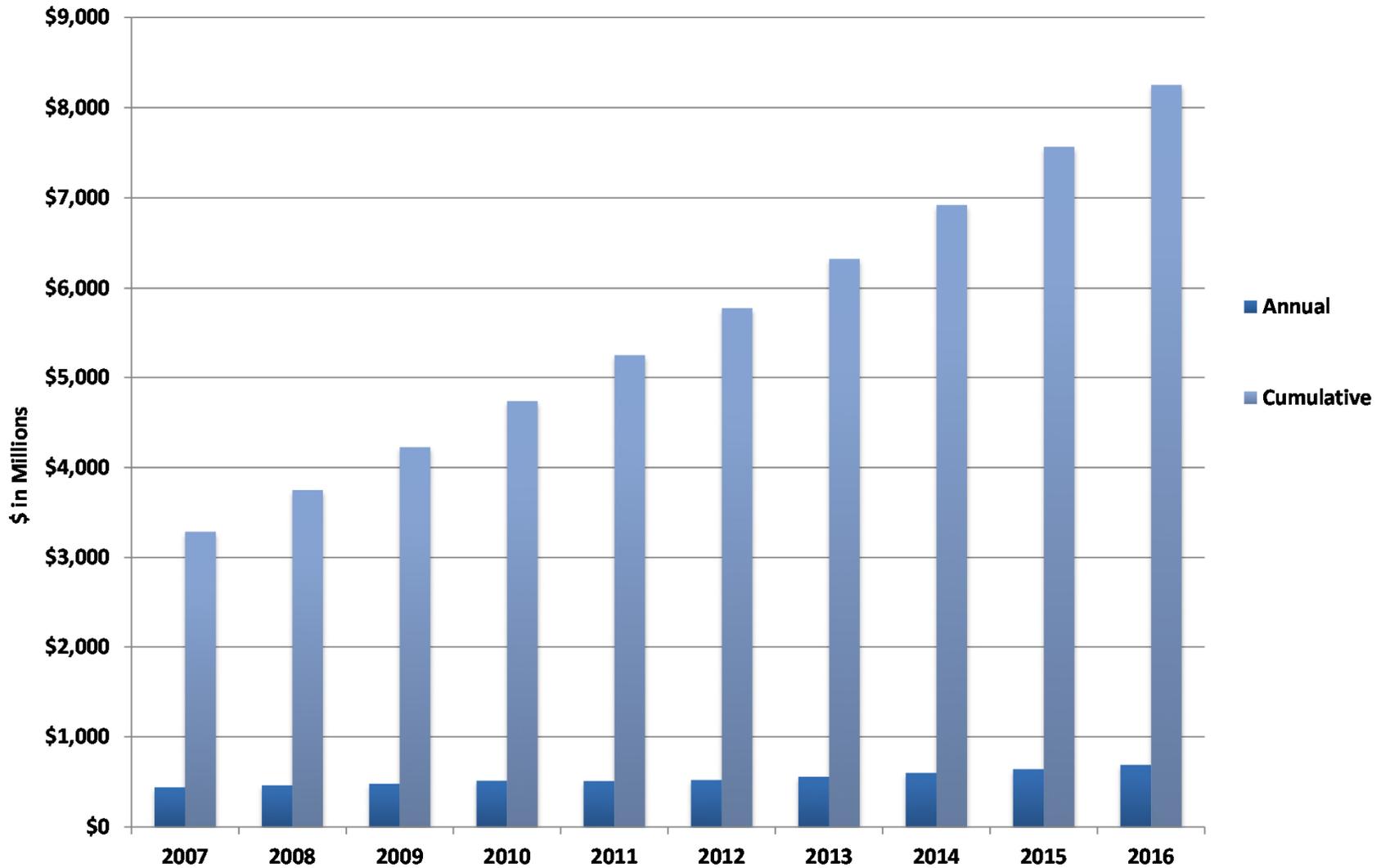
State Transportation Revenue



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

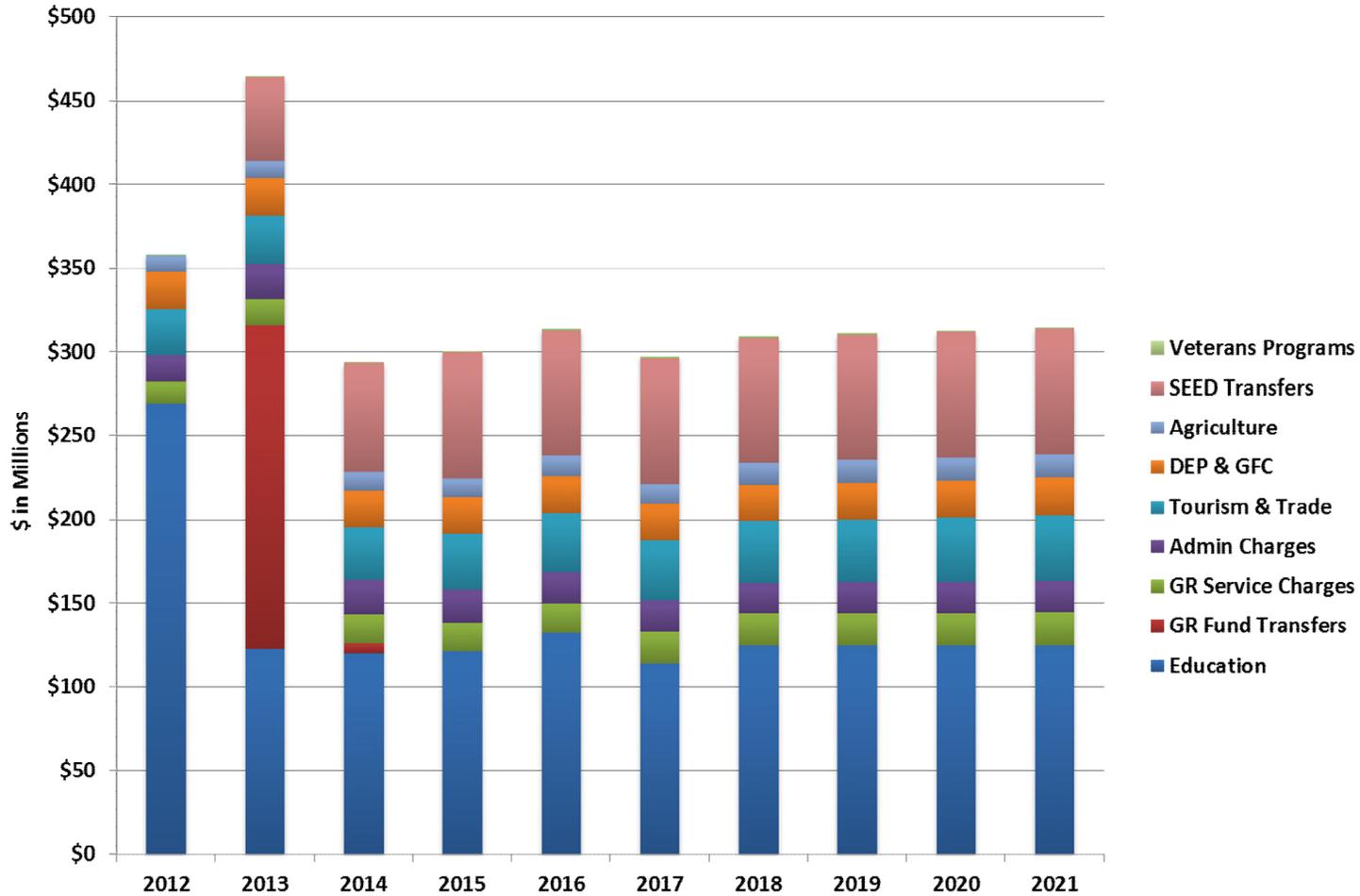


Impact of Indexing Fuel Sales Tax





Transportation Revenue Used For Non-Transportation Purposes



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

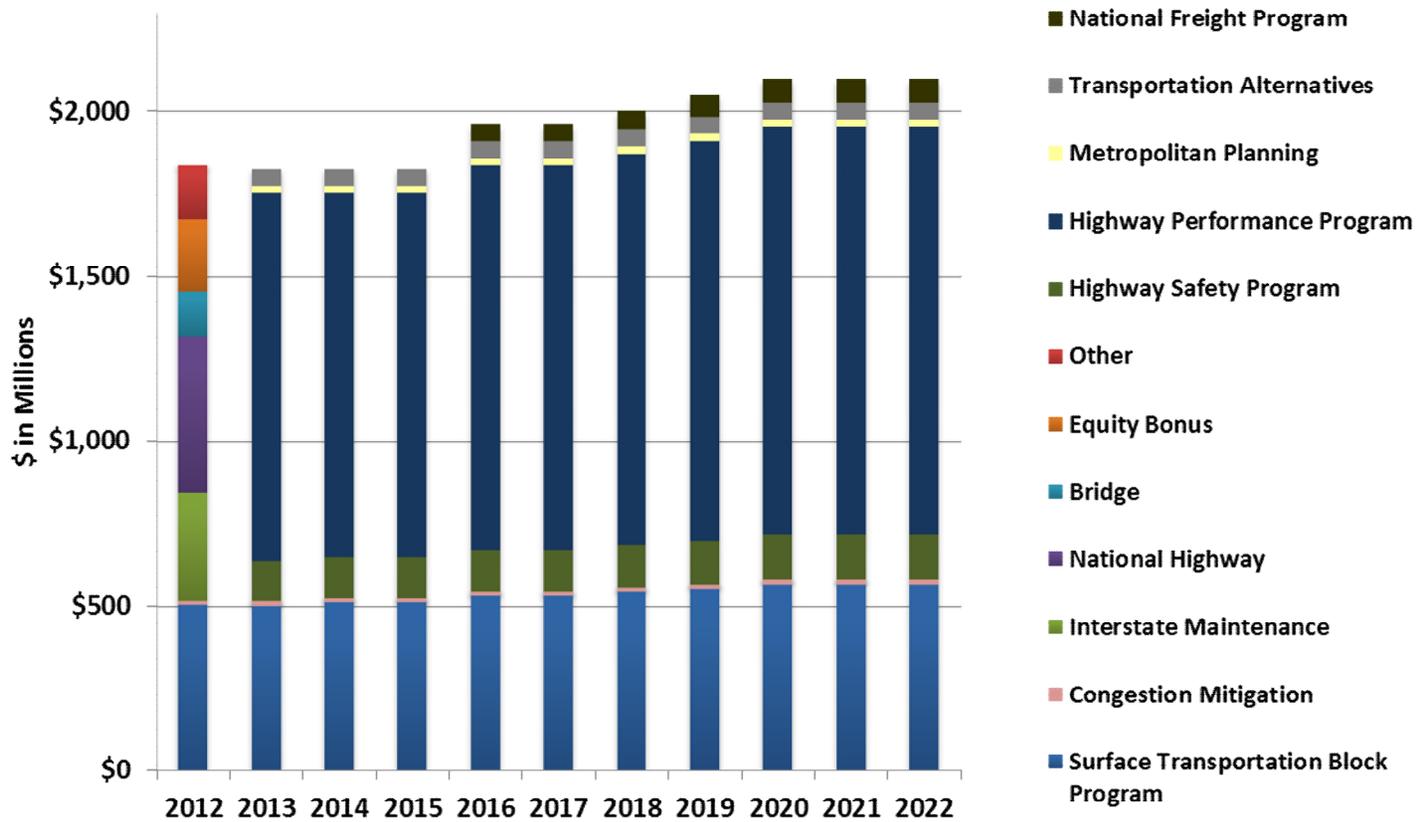
Federal Sources

- 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



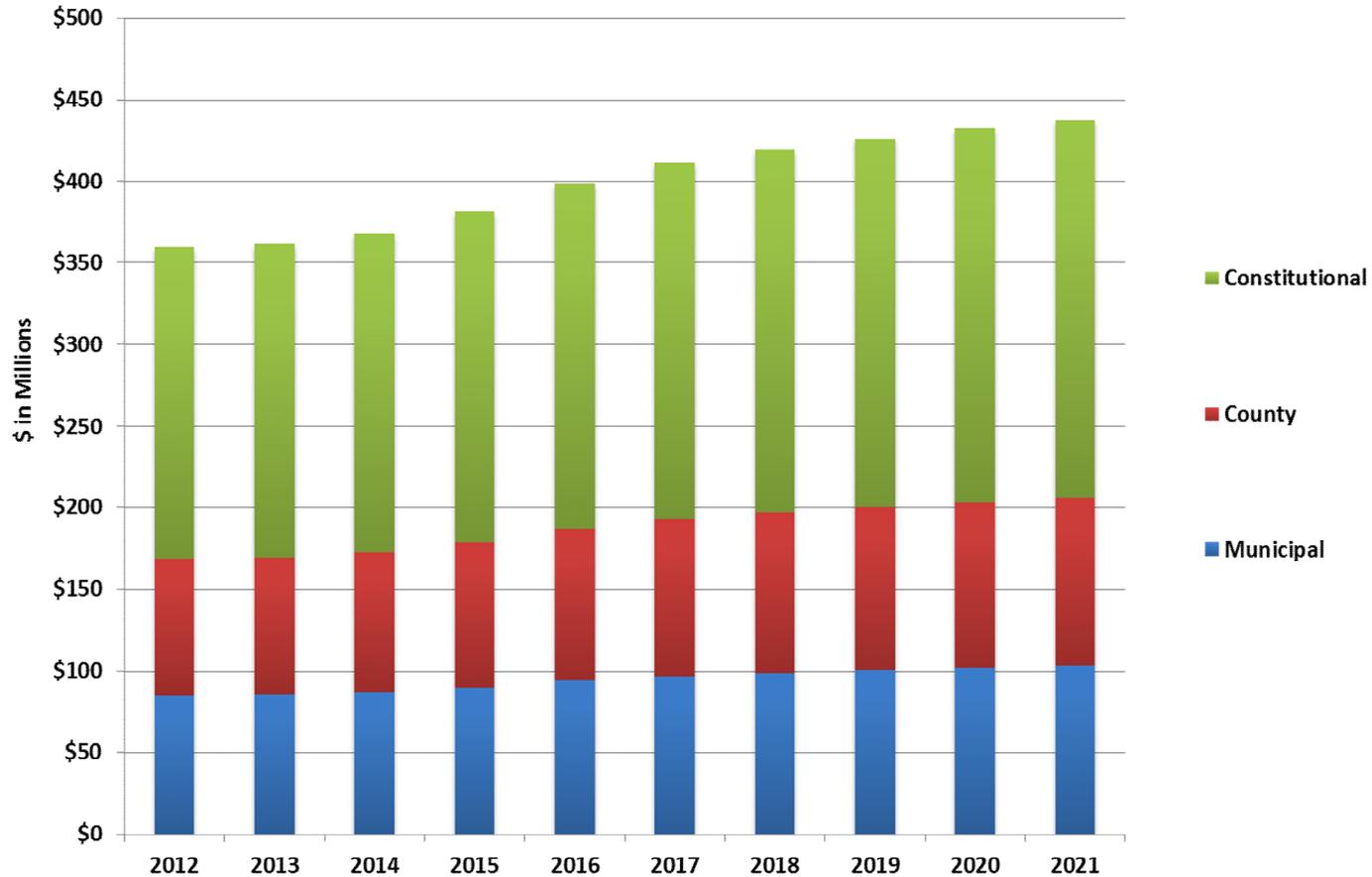
2012 per SAFETEA-LU; 2013-2015 per MAP-21; 2015-20 per FAST Act; held constant thereafter

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



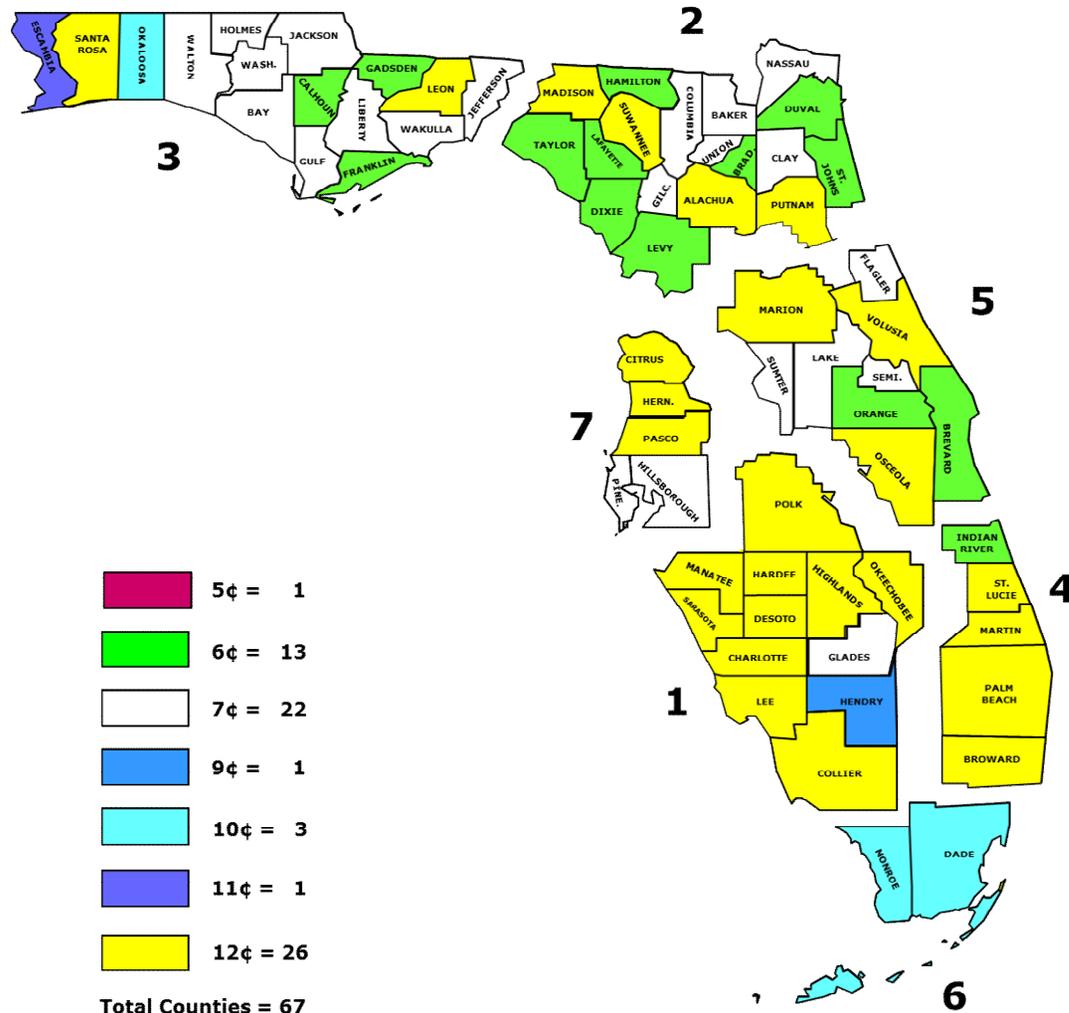
Actual through fiscal year 2016, 2017 through 2021 based on December 2016 Revenue Estimating Conference

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)

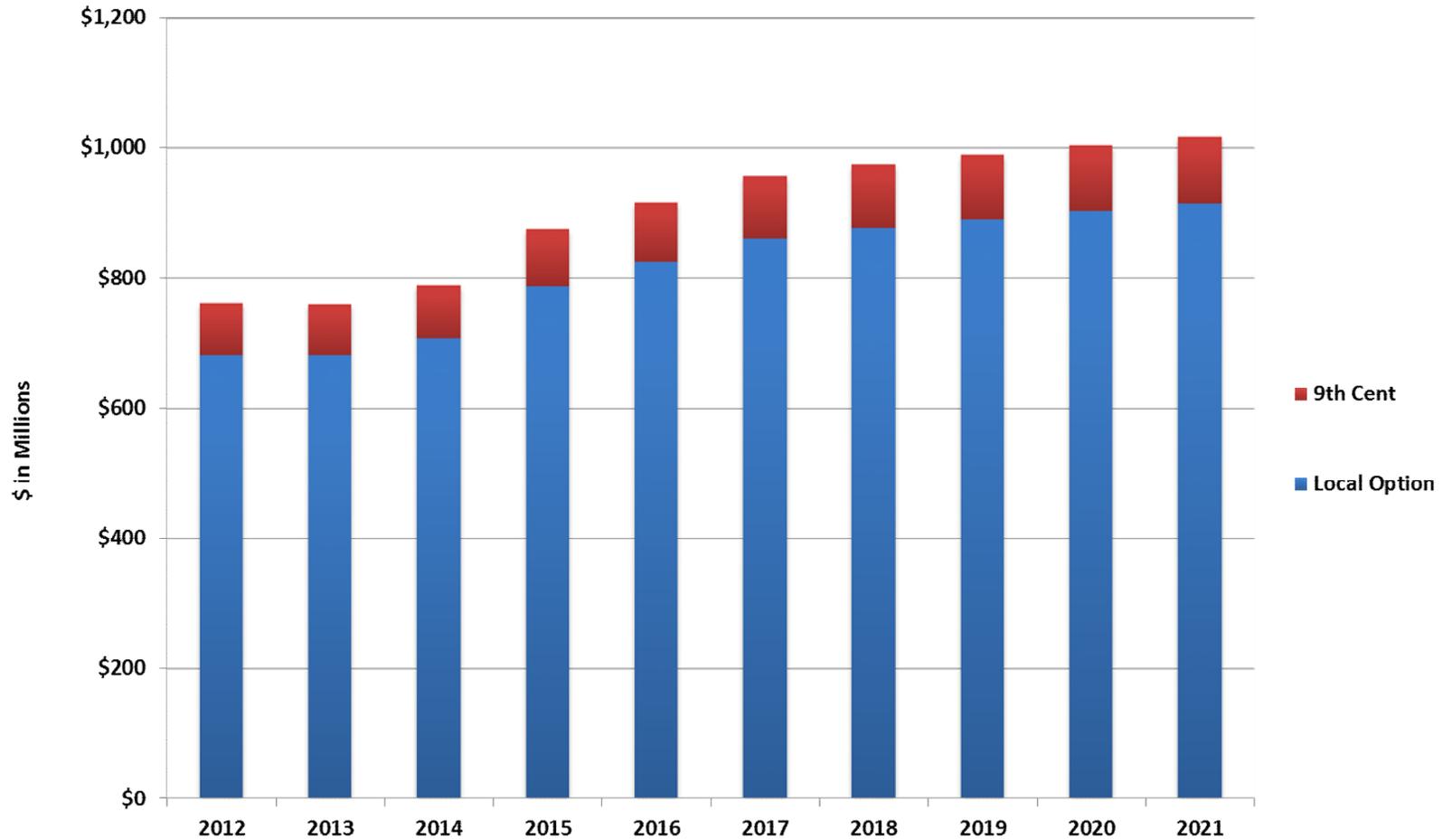
Locally Imposed Fuel Taxes

Fuel Tax Rates as of January 1, 2016





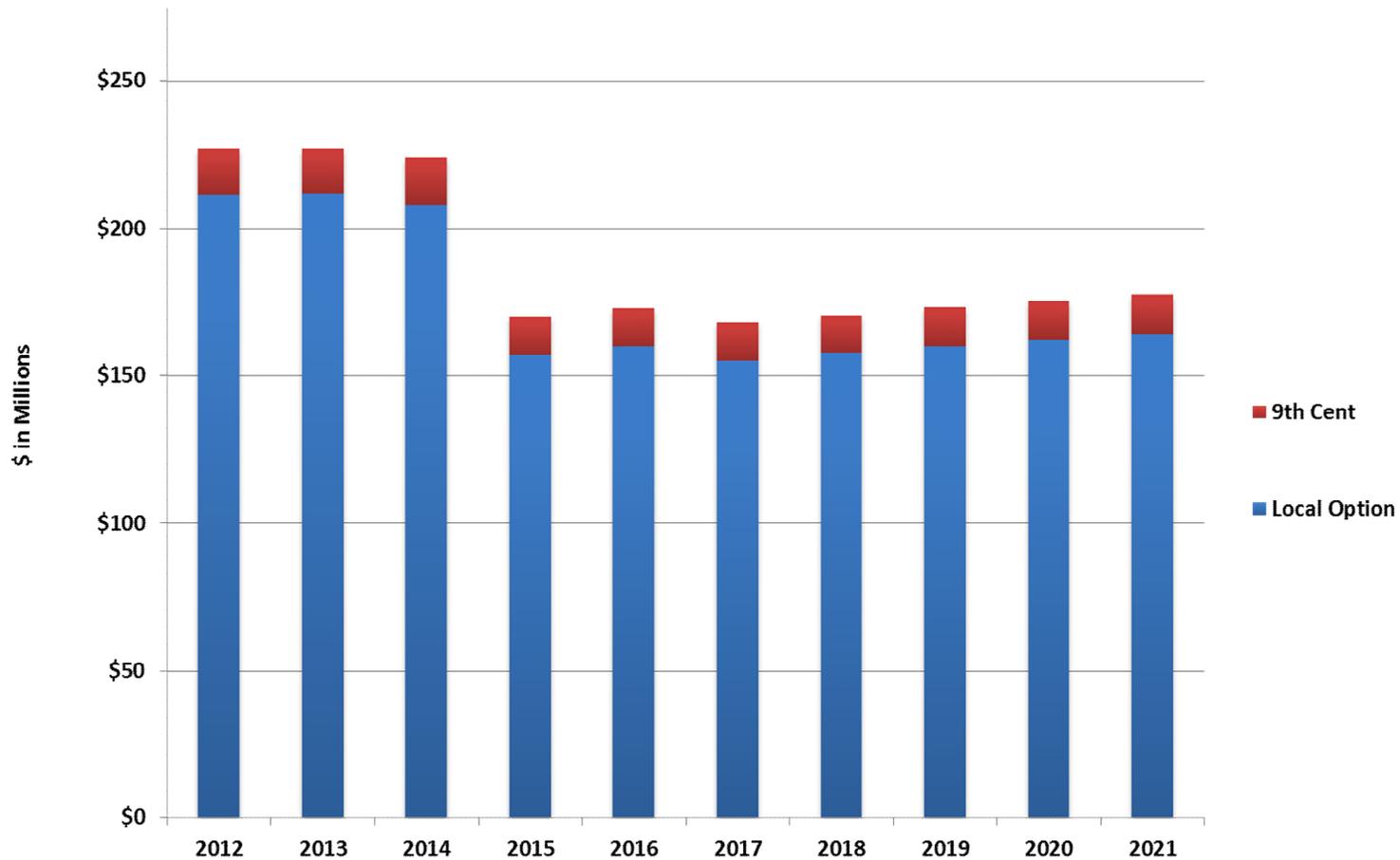
Locally Imposed Fuel Taxes Distributed to Local Governments



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



Untapped Locally Imposed Fuel Taxes



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

Local Option Sales Tax

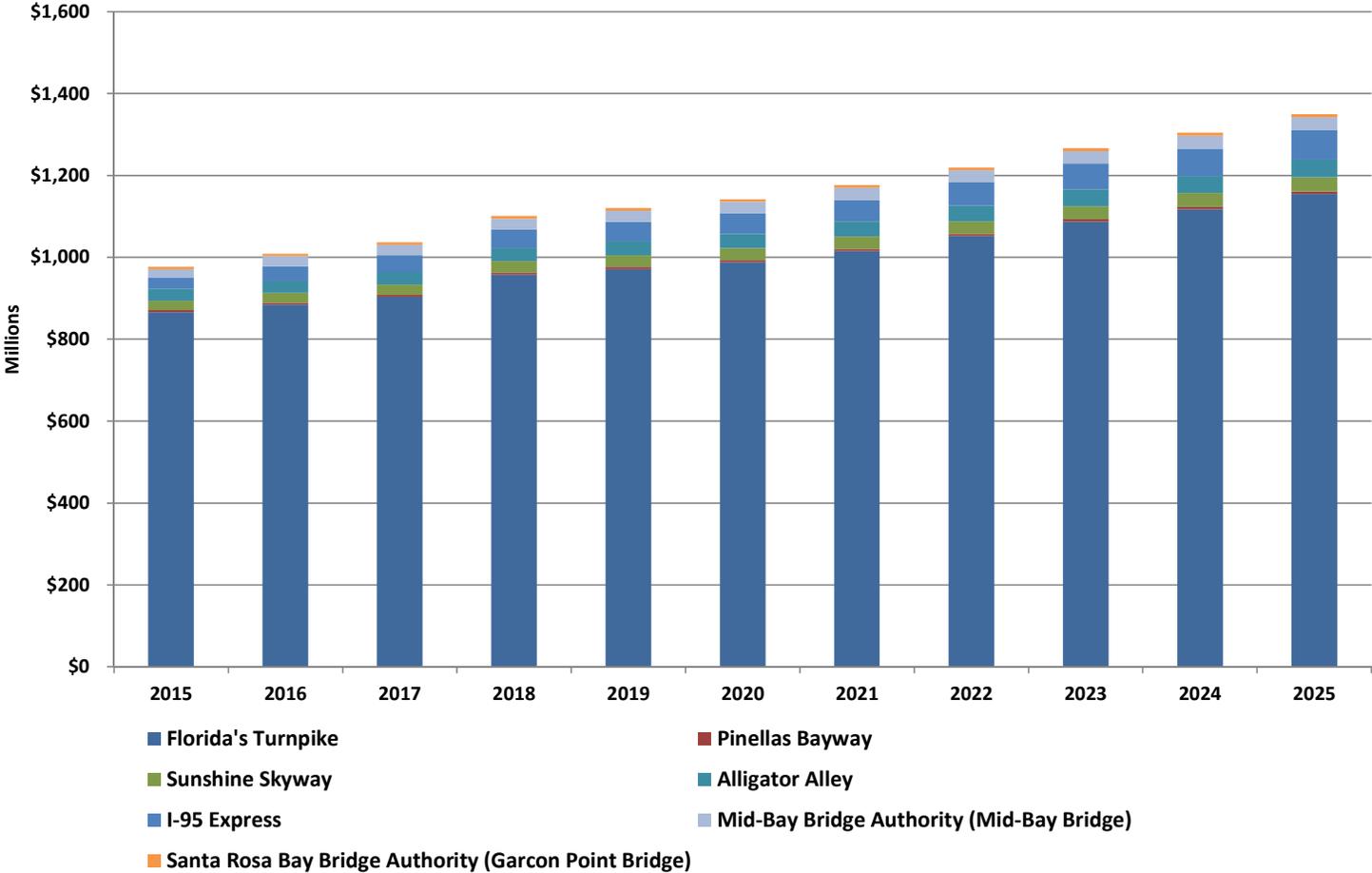
- Charter County and Regional Transportation System Surtax – approved by vote of citizens
 - 31 counties are eligible to levy the surtax
 - Duval and Miami-Dade have enacted
- Local Government Infrastructure Surtax
 - All counties eligible to levy the surtax, 18 have enacted
- Small County Surtax
 - 31 counties eligible to levy the surtax, 29 have enacted
- <http://edr.state.fl.us/Content/> 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>
 - See Revenue Primer on website
 - Call 850-414-4451