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2035 Plan Post-Referendum Analysis Interagency Working Group

Friday, January 27, 2012

1:00 pm

18th Floor, Hillsborough County Center, 601 E. Kennedy Blvd.

I. Welcome & Introductions

Ray Chiaramonte, MPO Staff

II. Recommendations from Analysis Phase 2

Beth Alden, MPO Staff

III. Legislative News & MPOAC Recommendations

Ray Chiaramonte, MPO Staff

IV. Discussion of Recommendations & Next Steps

V. Adjournment

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January 16, 2012

After Hillsborough fails in bid for light rail, Pinellas proceeds cautiously

By Michael Van Sickler, Times Staff Writer

After Hillsborough's bid fails, Pinellas supporters take a cautious approach. A study on routes and finances will be widely presented to the public this year.

ST. PETERSBURG - Those pushing for light rail in Pinellas County closely watched how voters rejected a penny sales tax for transit in Hillsborough County - and took notes.

"I don't think (Hillsborough) was ready," said St. Petersburg City Council member Jeff Danner of the November 2010 vote. "It was more politically driven, and practical things, like routes and cost, hadn't been figured out yet. We're going about it much differently."

Hopes for a different outcome hinge on a newly released study by the Pinellas Suncoast Transit Authority, which recommends a 24-mile route that stretches south from downtown Clearwater along a CSX freight corridor, twists east toward the Gateway area, then south again to downtown St. Petersburg and Tropicana Field along Interstate 275.

Estimated to cost between \$1.5 billion and \$1.7 billion, the proposed system won't be sprung on an unsuspecting public. Instead, transportation officials will spend the next year holding meetings to discuss the project and collecting comments from residents. It's unclear when county commissioners will vote to put a tax on the ballot, but the earliest residents could decide would be 2013 or 2014.

That deliberate pace puts the project on a better track for success, said Pinellas County Commissioner Karen Seel.

"We are further along than Hillsborough was," Seel said. "We've already done a study. We've chosen the routes and looked at the financial feasibility. We've been very cautious in our approach. It hurt their case in Hillsborough that they didn't have the routes and costs. We are going to fully vet this."

Even with all that planning, success is far from certain. Tea party groups that opposed Hillsborough's efforts are already objecting to any rail planned in Pinellas. At least three county commissioners - Nancy Bostock, Neil Brickfield, and Norm Roche - are a long way from getting on board with a rail plan.

"Sounds expensive, \$1.7 billion," Brickfield said. "I don't know what it's like in your household, but in my household, that's a lot of money."

"I'll be interested in what they have to report," Bostock said. "But I'm skeptical that we have the passenger traffic to sustain a system."

Next Tuesday, commissioners will discuss the \$4 million study, which was paid for with state and federal

Department of Transportation grants.

Although no source of funding for light rail has been officially identified - and won't be decided until next year by county commissioners - the study examines a penny sales tax. Replacing the property tax that pays for PSTA bus service now, a penny sales tax would raise \$128 million a year, enough to pay for light rail and expand current bus service by 70 percent.

The study doesn't look at costs in a vacuum, pointing out that rail brings along many benefits - just like other transportation investments such as airports and highways. The study projects more than 67,000 jobs would be created over 30 years, with about 48,500 jobs created in the struggling construction industry. About 300 jobs, such as drivers and dispatchers, would be needed to operate the light rail system.

In all, the study says the system would pump \$4.2 billion into the Pinellas economy, a return of \$2.50 on every \$1 spent.

Most notably, it would spawn private investment along its tracks, an added enhancement that is expected to deliver an estimated \$4 billion windfall of investment around stations in Dallas and another \$800 million of investment along Denver's rail line, the study says.

It also would help lure companies to Pinellas that have cited the lack of adequate transit as a reason not to locate to Tampa Bay, according to the study.

A second DOT study is due soon that will look at the costs of replacing the Howard Frankland Bridge, which is near the end of its life span. A new structure could accommodate light rail, either by adding lanes or making it a double decker. That would link Pinellas rail to a future system in Hillsborough.

"That's how the ridership figures really come together," Seel said. "You have 139,000 average daily trips across the Howard Frankland, 28,098 over the Gandy (Bridge), and 55,000 over the Courtney Campbell (Parkway). You start adding that up, and that's a lot of people who would choose to ride this."

But none of it will happen if the study doesn't convince politicians and residents that rail is a worthy investment.

"There's going to be a lot of pushback," said County Commissioner Susan Latvala. "But it's very appropriate to have this discussion. We have to talk about what this area will be like 20 years from now. It's real easy to say that it will cost too much. But all these roads cost money, too."

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Tampa Bay Times



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MPOAC REVENUE STUDY



MPOAC Revenue Study
Governing Board and Staff Directors Joint
WORKSHOP
January 26, 2012
Tallahassee, FL

Study History

2008

- **Florida Senate Bill – 1688**
- Recommend funding mechanism
- 13 members- 3 governor's, 3 Senate, 3 House, FDOT, MPOAC, FL Association of Counties, League of Cities
- \$400,000 in non-recurring general funds to finance the study effort

2009

- **Florida Senate Bill – 582**
- Report due January 1, 2011 – 18 months +/-
- 13 members in SB 1688 plus labor
- \$450,000 in federal metropolitan planning funds

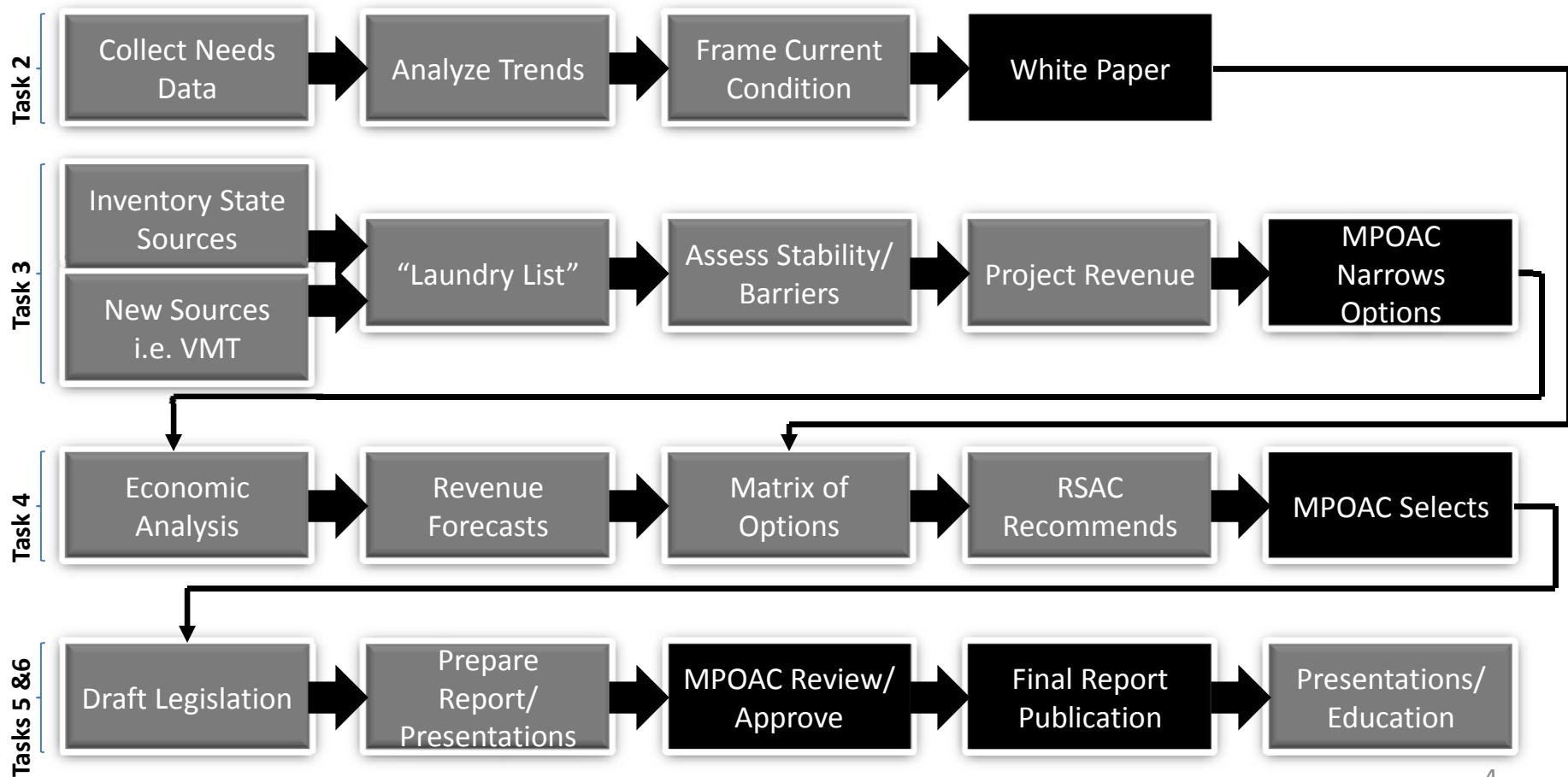
2010

- **Fall 2009 MPOAC Policy & Technical Subcommittee recommended proceeding w/o legislation**
- Subcommittee discussed and reviewed draft scope – December 2009
- Final Scope of Work reviewed and approved by Staff Directors and MPOAC Board – Orlando, January 28, 2010
- Work commenced – June 2010, RSAC established, met in September and December

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.

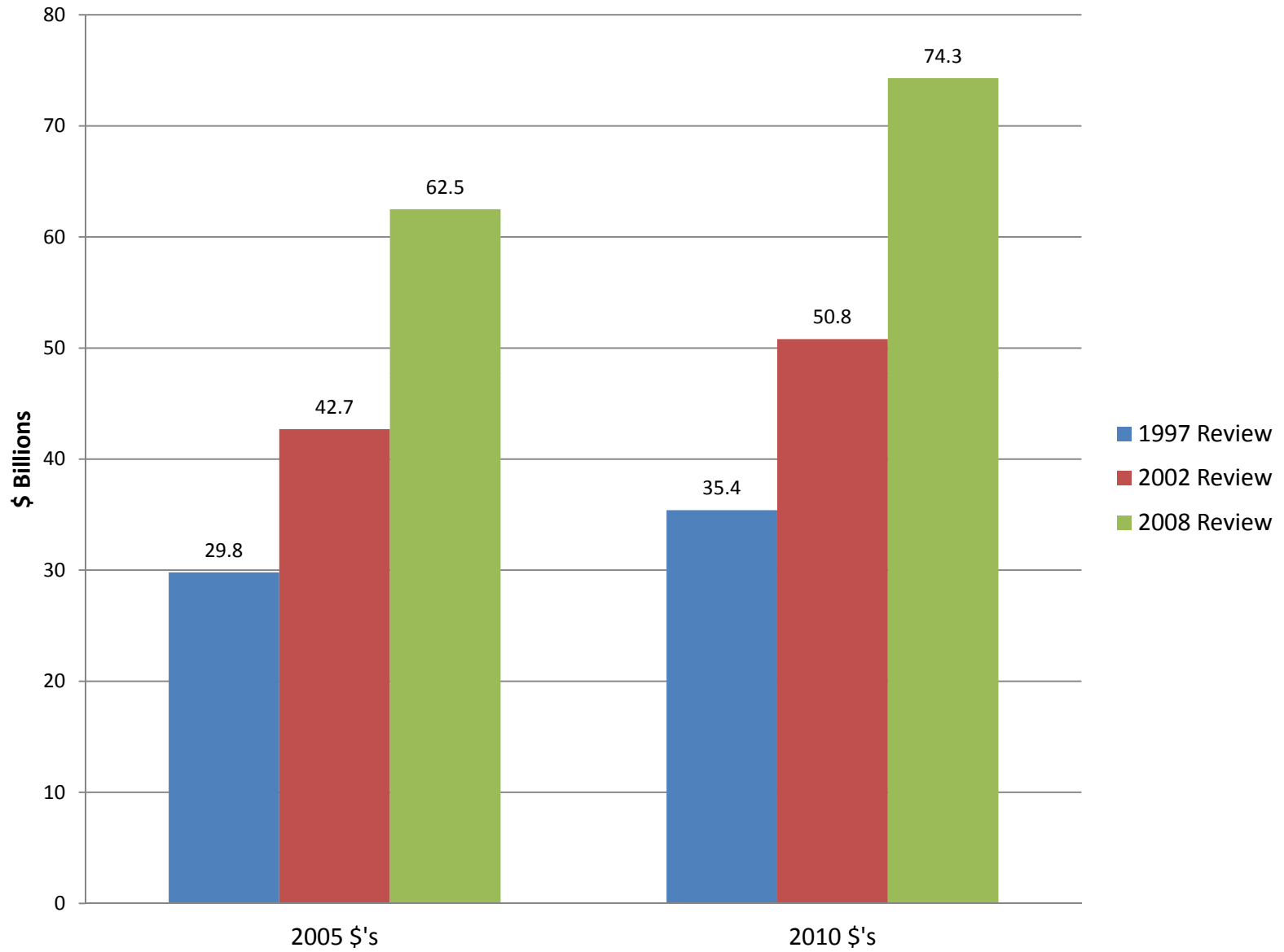
MPOAC Revenue Study Process



Revenue Study Advisory Committee

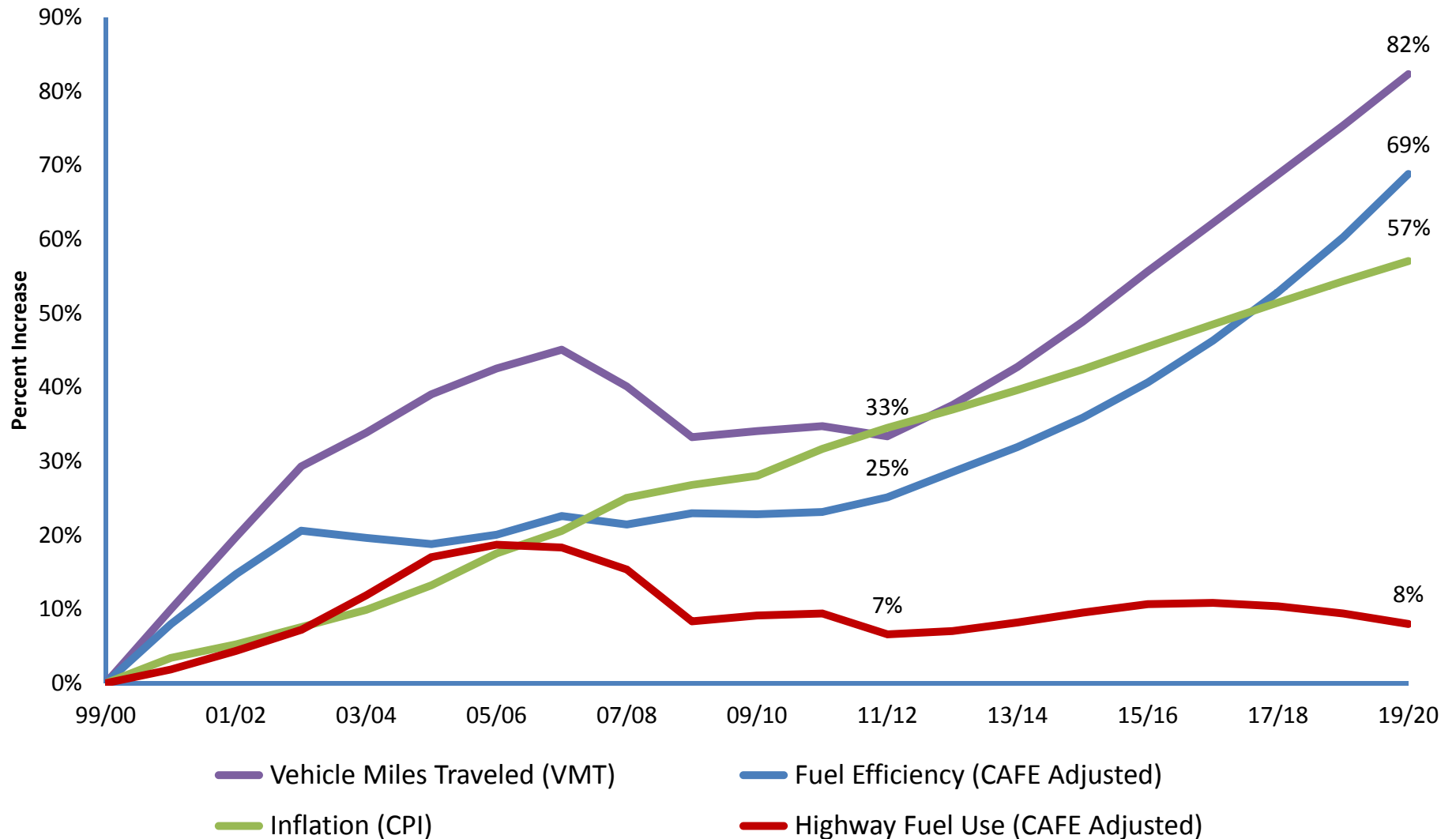
- Florida Airports Council
- Florida Transportation Builders Association
- Florida Chamber of Commerce
- Florida League of Cities
- Floridians for Better Transportation
- Florida Association of Counties
- The Nature Conservancy in Florida
- Florida Trucking Association
- MPOAC Staff Directors Representative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

Florida Metro Area Transportation Funding Shortfall Estimates



Variables Affecting The Purchasing Power of Transportation Revenues

Sources: FDOT 2009 Source Book of Florida Highway Data, Oct 2011 REC & 2012-2025 CAFE Preliminary Estimate



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

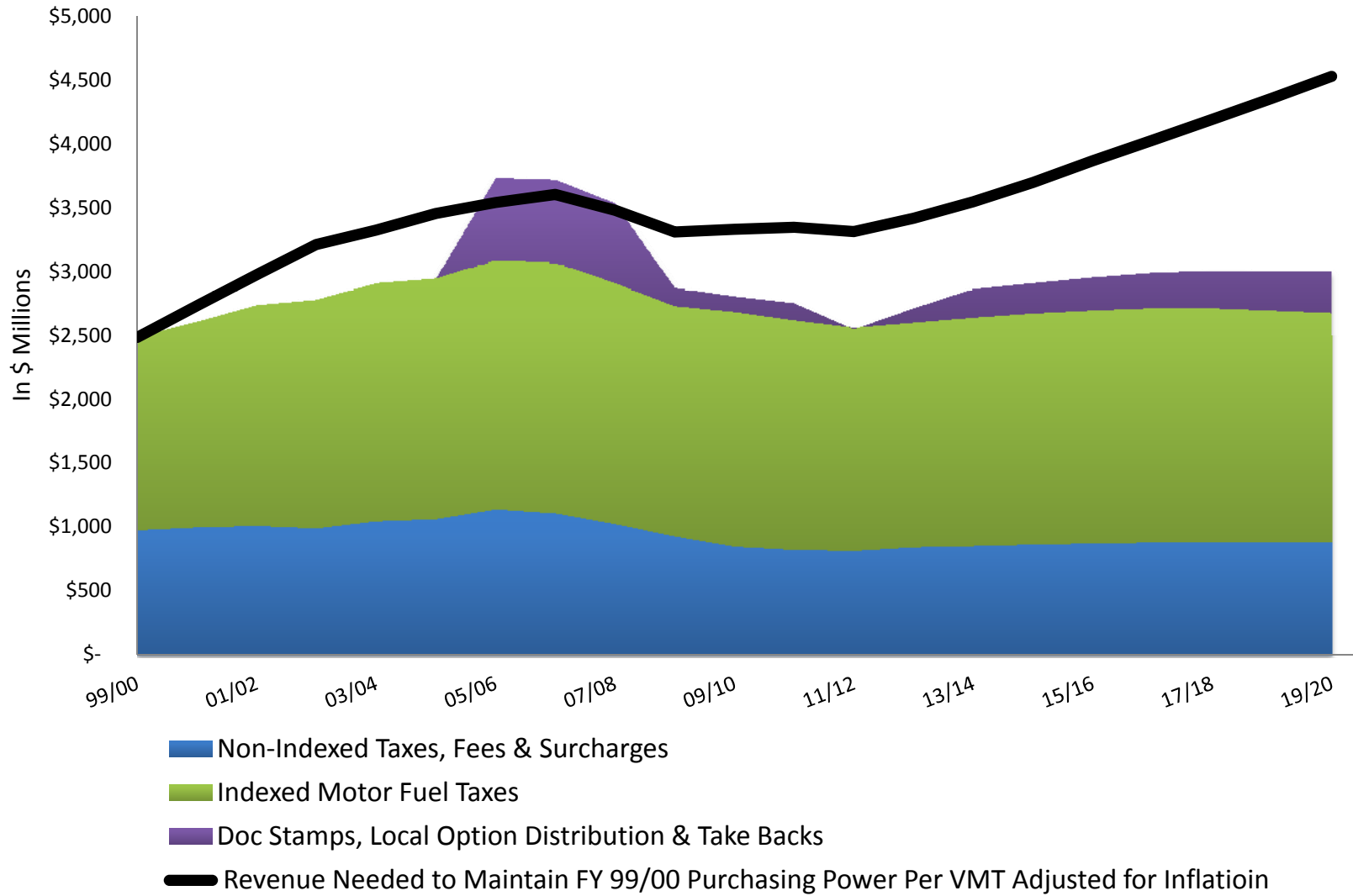
Purchasing Power Calculations for Non-Indexed Taxes & Fees Are Calculated Using April 2011 CPI Index of 224.9.

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.

State Transportation Taxes & Fees

\$12.1 Billion In Lost Purchasing Power

In Current \$ - Adjusted for Growth In Vehicle Miles Traveled



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

RSAC Recommendations for Consideration by MPOAC

- **Option 1.c** - Increase state motor fuel sales tax 2 cents per year for 5 years – indexed
- **Option 3.e** - State sales tax on all electric vehicles to State Transportation Trust Fund
- **Option 5.d** - Redirect 2009 General Revenue Motor Vehicle License Fee Surcharges and Initial Registration Fee Surcharges from the State General Fund to the State Transportation Trust Fund
- **Option 6.b** - Replace existing State Motor Fuels Sales Tax and the SCETS Tax with a 6% tax on motor fuels on the retail price – existing tax with index as a floor
- **Option 7** - VMT Study – Development of a “User-Fee Business Plan” to guide the implementation of a mileage based transportation funding mechanism.
- **Option 8.a** - Establish a 5 cent diesel fuel tax in each county (the 1 to 5 cent local option tax) for the purpose of investments in projects to enhance commercial traffic
- **Option 10.a** - Create a State Toll Rate Setting Commission to independently study evaluate and establish toll rates for State-owned toll facilities based upon criteria established by the Governor and Florida Legislature - Florida Transportation Commission is an option.
- **Option 11.** – Create and fund Regional Transportation Authorities with incremental new revenue sources
- **Option 12.b** - Shift Sales Tax on vehicle accessories, parts, repairs and service from General Revenue Fund to State Transportation Trust Fund
- **Option 13.** - One cent local option Municipal Sales Tax for Transportation for cities over 150,000 or for the largest municipality in a county with none larger than 150,000. Cannot exceed one cent in combination with the current County Option
- **Option 14.** - Optional County Vehicle Registration Fee for Public Transportation - \$10 per vehicle, each county can elect to implement, targeted for public transit (operating or capital) bondable revenue stream
- **Option 15.** - Expand current alternative fuel decal program to all vehicles using alternative fuels or not propelled via an internal combustion engine (e.g. electric) – pro rata for hybrid electric
- **Option 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. Use incremental new revenue.

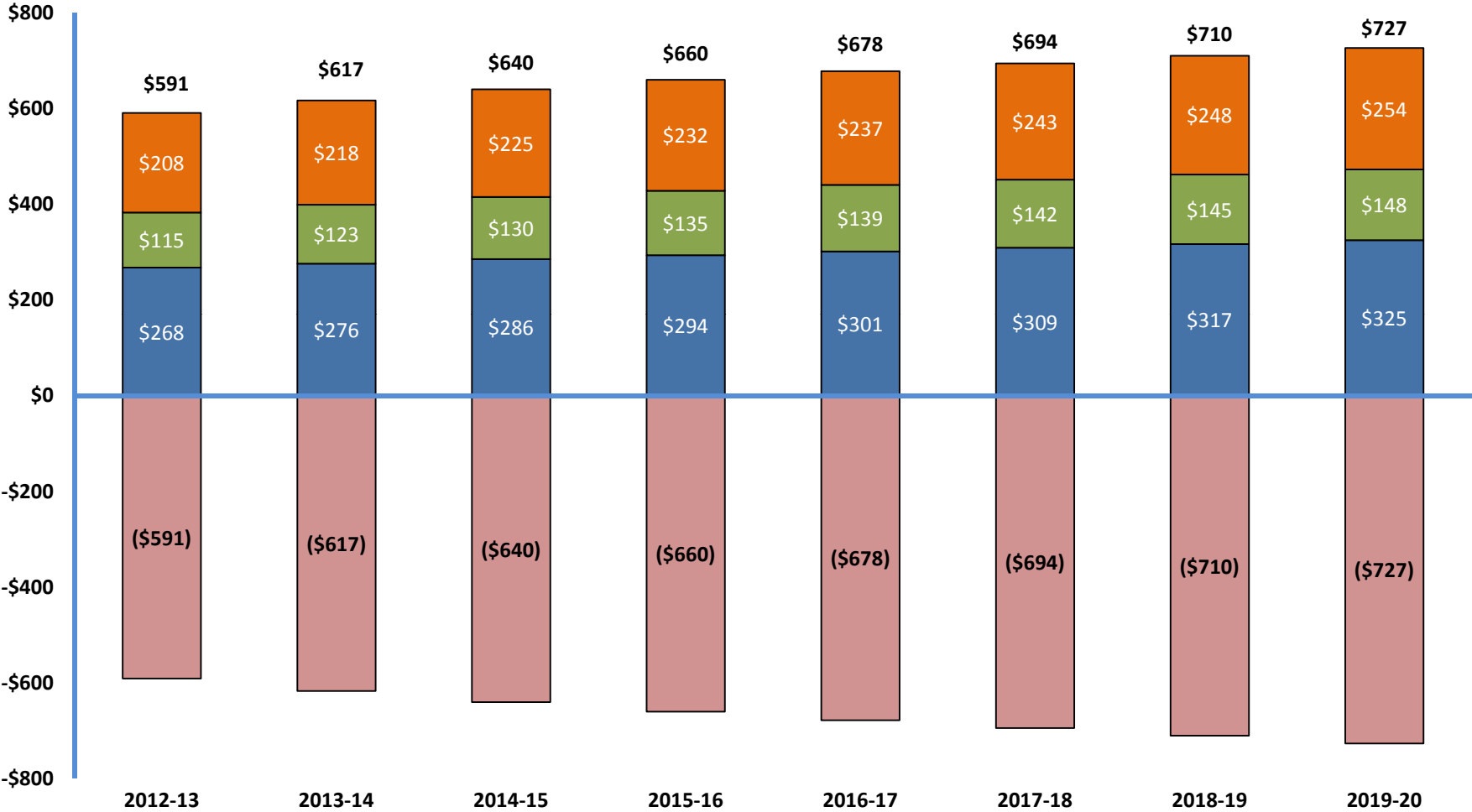
Options Analyzed by Type

- Restoration of Funds to Trust Fund
- Increased Flexibility for Local Governments
- Protection of existing funds
- Recommended uses for new, incremental funds
- New/ additional revenue sources
- Policy recommendations related to funding

Restoration of Funds to Trust Fund

- ✓ Return Fees to STTF – examine implications of returning fee increase revenues to STTF by 2014
- ✓ State sales tax on all electric vehicles to State Transportation Trust Fund
- ✓ Alternative Fuel Decal Program Changes – re-examine the existing state requirement for an alternative fuel decal and fee

5.d - Return Transportation Fees to STTF In \$ millions

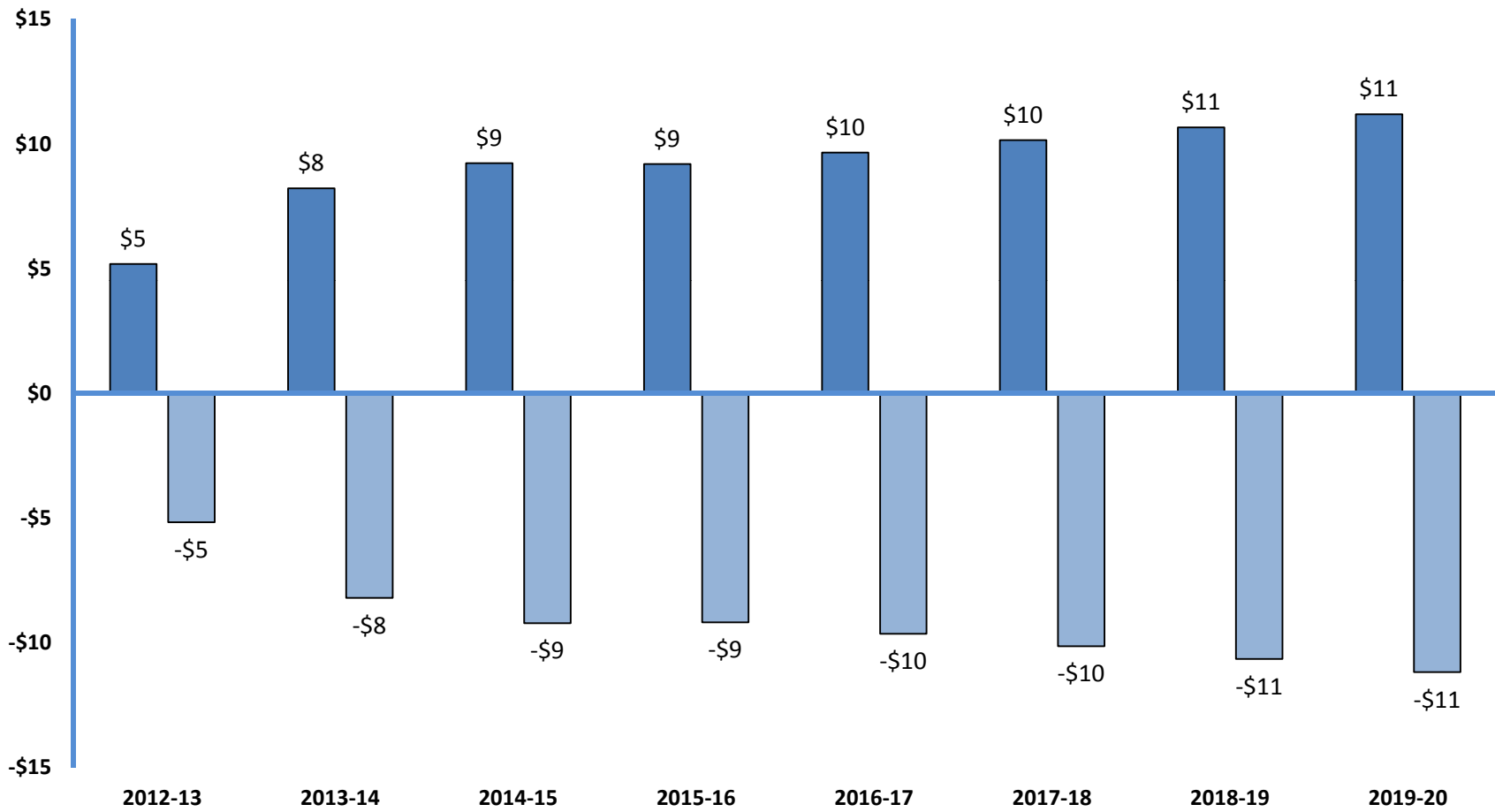


■ a. MVL Fees STTF
 ■ b. \$125 Initial Reg. Fee STTF
 ■ c. Title Fee (\$46) STTF
 ■ d. All Fees GR
 d. All Fees STTF

3.e - Vehicle Sales Tax Options

Transfer State Sales Tax on All-Electric Vehicles to STTF

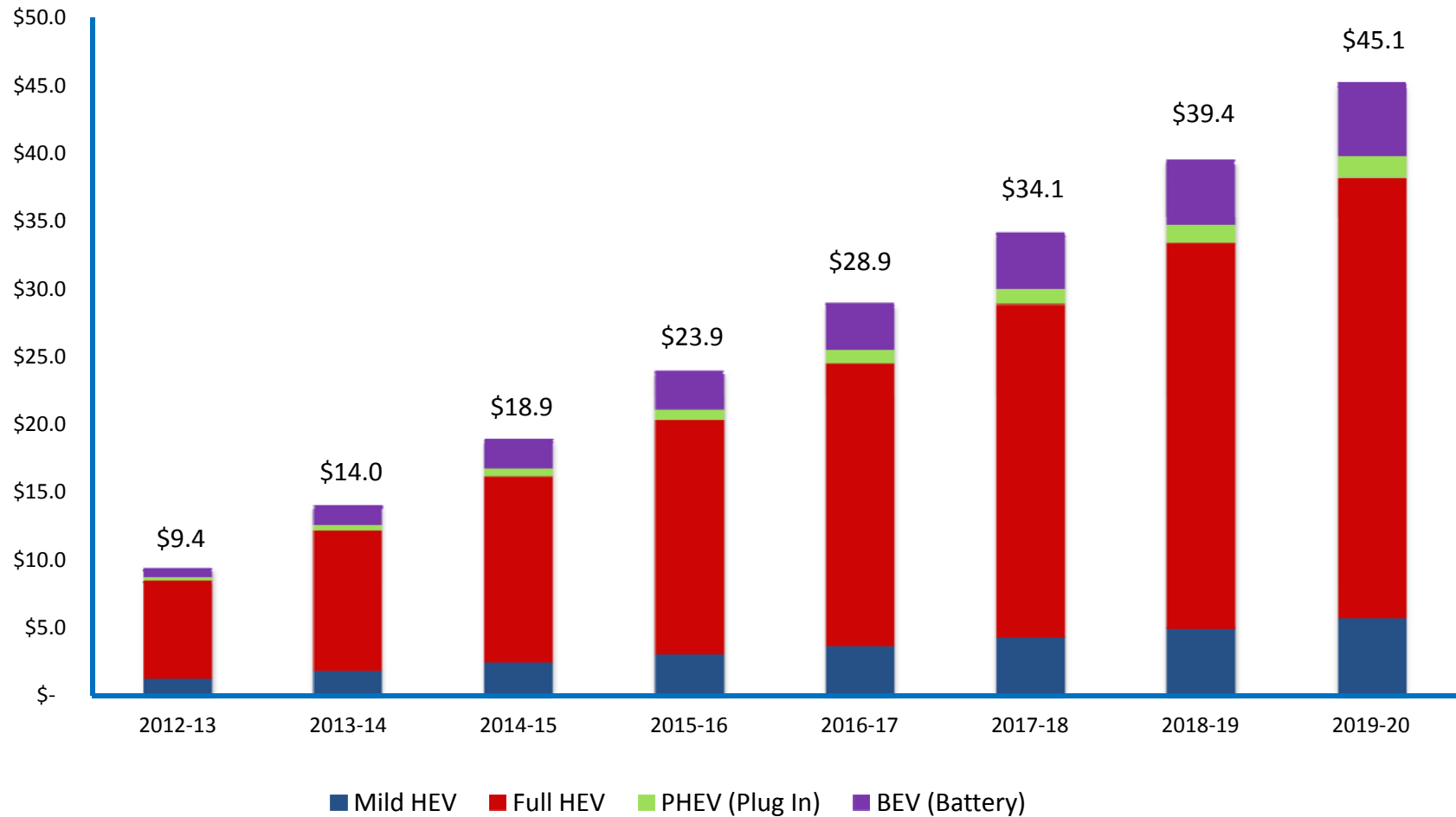
STTF and GR Impacts - \$ millions



■ 3.e. State sales tax on all-electric vehicles - STTF

■ 3.e. State sales tax on all-electric vehicles - GR Fund

15. - Expand Current Alternative Fuel Decal Program Pro Rated for Hybrid Electric - \$ Millions



Summary of Revenue Yields - \$millions

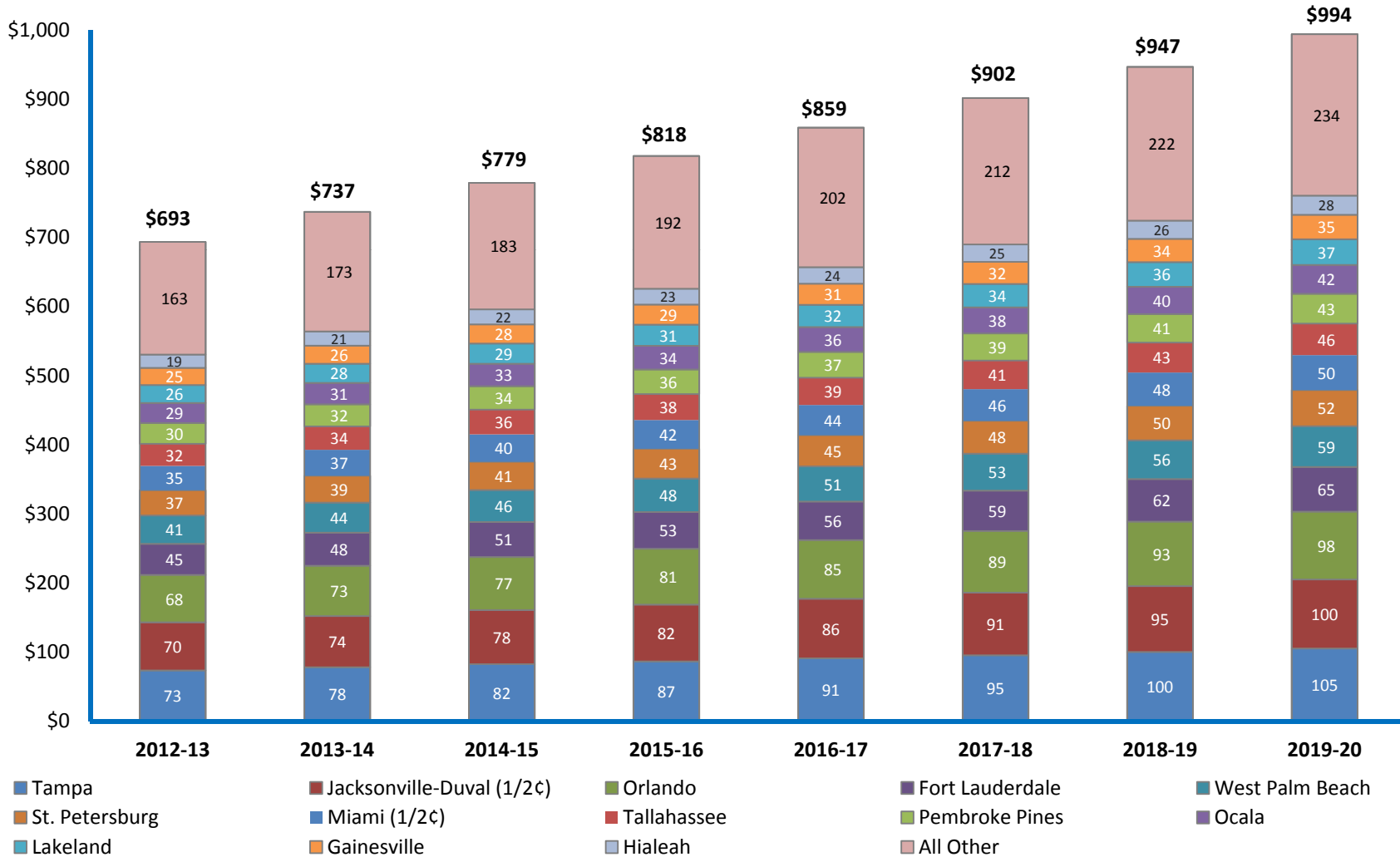
Restoration of Funds to Trust Fund

Revenue Option	8 yr Total	Annual Average
Sales Tax Battery Electric Vehicles to STTF (GR)	73.5	9.2
Return MVL, Reg., Title increases to STTF (GR)	5318.3	664.8
Alternative Fuel Decal Expansion	213.7	26.7

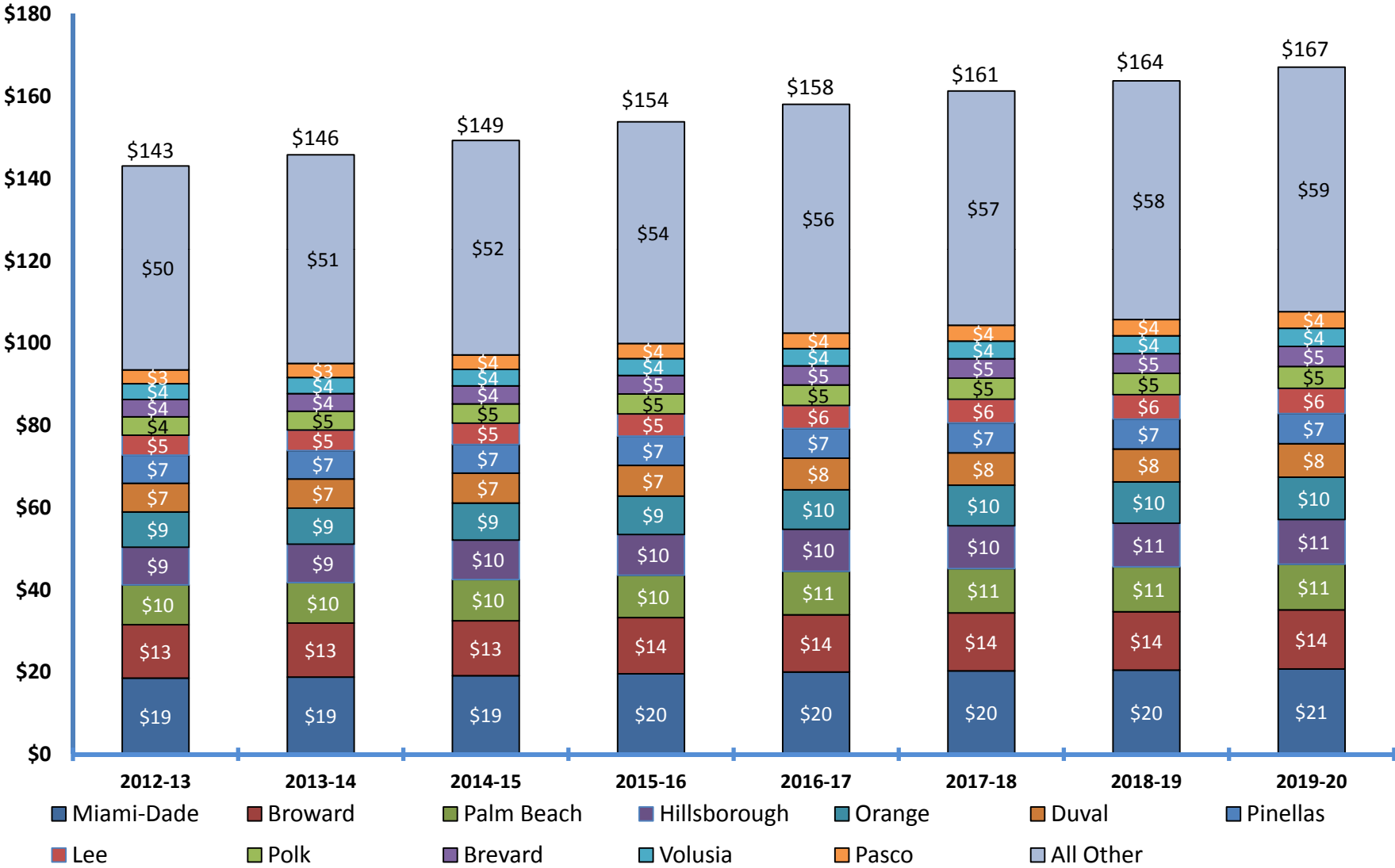
Increased Flexibility for Local Governments

- ✓ Optional Municipal Sales Tax for Transportation – research and document the potential for broadening the Local Option Sales Tax to municipalities of a certain size
- ✓ County Vehicle Registration Fee – investigate the issues surrounding and revenue potential of a county decal program

13. - One Cent Local Option Municipal Sales Tax (approximate) For Cities With Population > 150,000 and Largest City in County Net Revenue - In \$ Millions



14. \$10 Annual County Vehicle Registration Decal Fee Net Revenue - In \$ Millions



Summary of Revenue Yields - \$millions

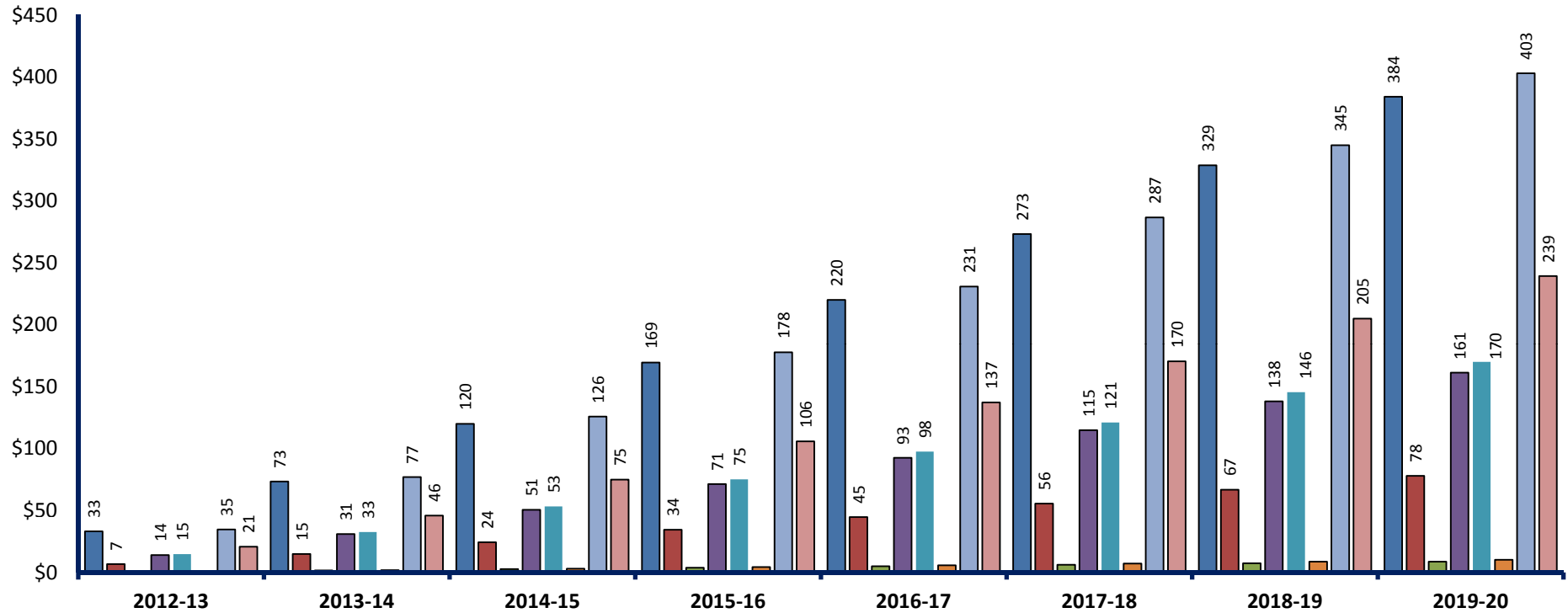
Increased Flexibility for Local Governments

Revenue Option	8 yr Total	Annual Average
1 cent Municipal Optional Sales Tax	6729.2	841.2
County \$10 Annual Vehicle Registration Fee	1242.2	155.3

Protection of existing funds

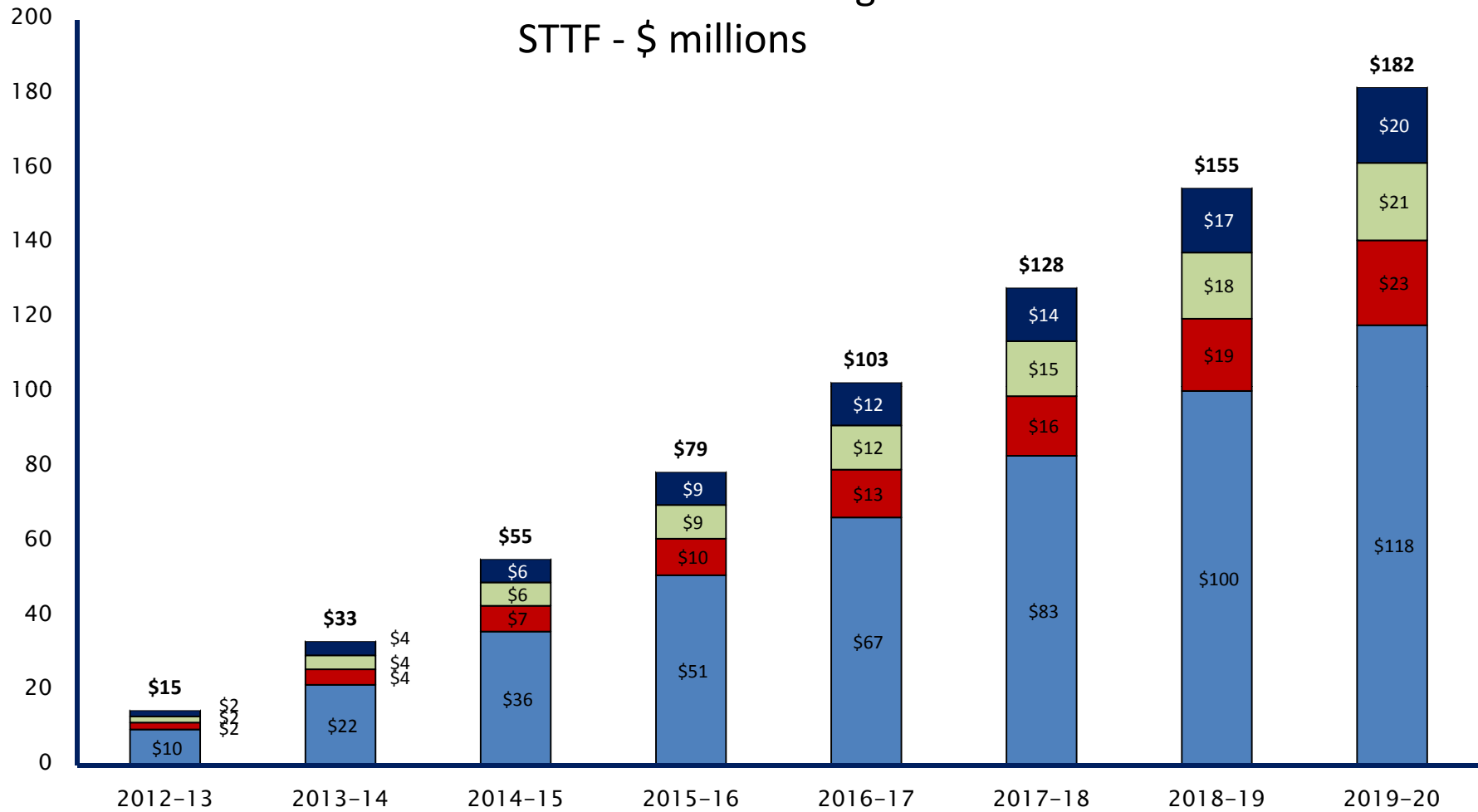
- Fuel Tax – examine indexing of those not indexed
- Fees – indexing of existing fees remitted to the State Transportation Trust Fund
- ✓ VMT Charges – examine replacement of state motor fuel tax with a vehicle miles traveled charge that is basic in its implementation

1.f – 1.i Indexing Options 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

2.a - 2.d Index FDOT Share of Existing Fees- Yield to STTF - \$ millions



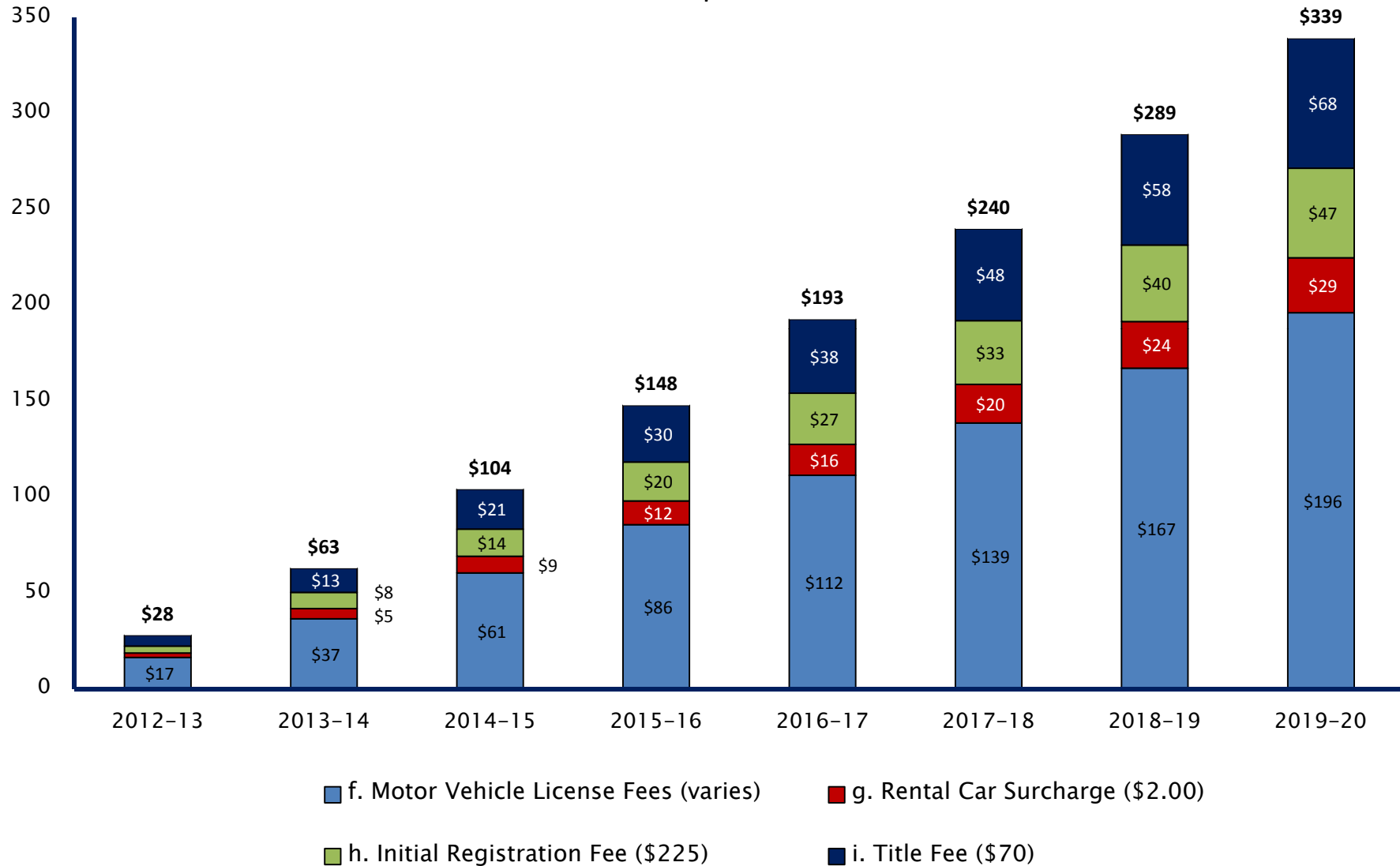
■ a. Motor Vehicle License Fees (varies)

■ b. Rental Car Surcharge (\$1.60/day)

■ c. Initial Registration Fee (\$100.00)

■ d. Title Fee (\$21.00)

2.f - 2.i Index Total Existing Fees – All Proceeds to STTF - \$ millions



Summary of Revenue Yields - \$millions

Protection of Existing Funds

<u>Indexing Options</u>	<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>
1.f. Index Federal Motor Fuel Taxes (Equivalent Rate)	STTF \$	33.2	\$ 73.4	\$ 120.0	\$ 169.5	\$ 220.0	\$ 273.2	\$ 328.7	\$ 384.0
1.g. Index Constitutional, County & Municipal Fuel Taxes (4¢/gal)	LOCAL \$	6.8	\$ 15.0	\$ 24.4	\$ 34.5	\$ 44.7	\$ 55.5	\$ 66.8	\$ 78.0
1.h. Index Local Option Fuel Taxes	LOCAL \$	14.0	\$ 31.0	\$ 50.6	\$ 71.4	\$ 92.6	\$ 114.9	\$ 138.1	\$ 161.3
<u>Indexing Options</u>	<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>
<i>FDOT Share of Fee Only</i>									
2.a. Index FDOT Share of Motor Vehicle License Fees	STTF \$	9.7	\$ 21.7	\$ 36.0	\$ 51.0	\$ 66.5	\$ 83.1	\$ 100.4	\$ 118.1
2.b. Index FDOT Share of Rental Car Surcharge (\$1.60/day)	STTF \$	1.9	\$ 4.2	\$ 6.9	\$ 9.8	\$ 12.8	\$ 16.0	\$ 19.4	\$ 22.8
2.c. Index FDOT Share of Initial Registration Fee (\$100.00)	STTF \$	1.6	\$ 3.8	\$ 6.3	\$ 9.0	\$ 11.8	\$ 14.7	\$ 17.7	\$ 20.7
2.d. Index FDOT Share of Title Fee (\$21.00)	STTF \$	1.7	\$ 3.8	\$ 6.2	\$ 8.9	\$ 11.5	\$ 14.4	\$ 17.3	\$ 20.3
2.e. Index All MVL Related Fees and Rental Car Surcharge (2.a - 2.d above)	STTF \$	14.9	\$ 33.4	\$ 55.4	\$ 78.8	\$ 102.8	\$ 128.2	\$ 154.9	\$ 181.9
<u>Indexing Options</u>	<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>
<i>Total Fee - Revenue to STTF</i>									
2.f. Index Total Motor Vehicle License Fees	STTF \$	16.6	\$ 36.8	\$ 60.7	\$ 85.8	\$ 111.5	\$ 138.8	\$ 167.4	\$ 196.3
2.g. Index Total Rental Car Surcharge (\$2.00)	STTF \$	2.3	\$ 5.3	\$ 8.7	\$ 12.4	\$ 16.2	\$ 20.2	\$ 24.2	\$ 28.7
2.h. Index Total Initial Registration Fee (\$225)	STTF \$	3.7	\$ 8.4	\$ 14.2	\$ 20.3	\$ 26.7	\$ 33.2	\$ 39.9	\$ 46.7
2.i. Index Total Title Fee (\$70)	STTF \$	5.6	\$ 12.6	\$ 20.8	\$ 29.6	\$ 38.5	\$ 47.9	\$ 57.8	\$ 67.7
2.j. Index All MVL Related Total Fees and Rental Car Surcharge (2.f - 2.i above)	STTF \$	28.2	\$ 63.1	\$ 104.3	\$ 148.1	\$ 192.9	\$ 240.0	\$ 289.4	\$ 339.4

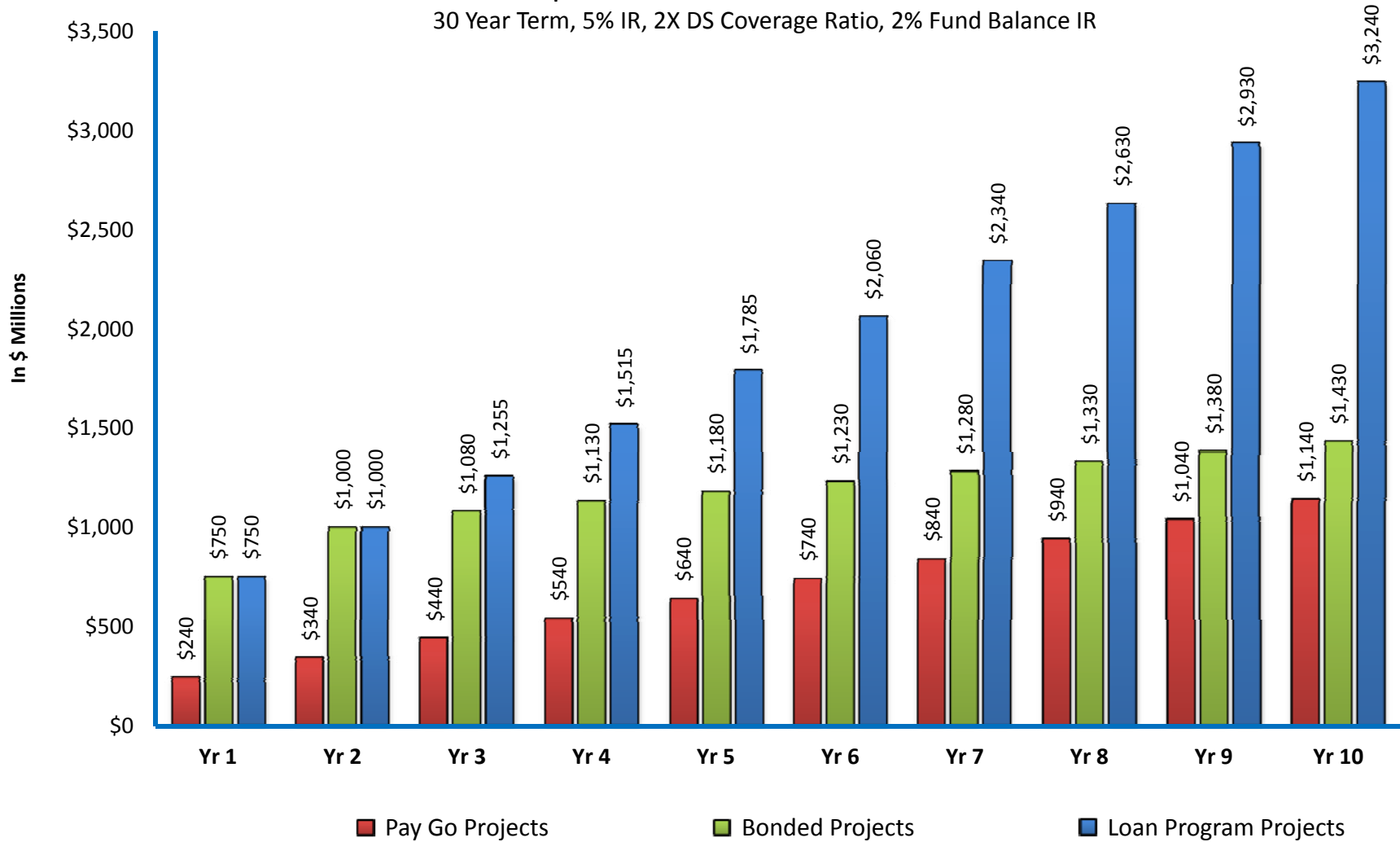
Recommended uses for new, incremental funds

- ✓ Regional Transportation Financing Authorities
– review legislative proposals on the concept and develop potential alternatives
- ✓ Expansion of Tolls and Increase Local Expressway Authority Role – explore options to increase contributions by existing or new expressway and transportation authorities

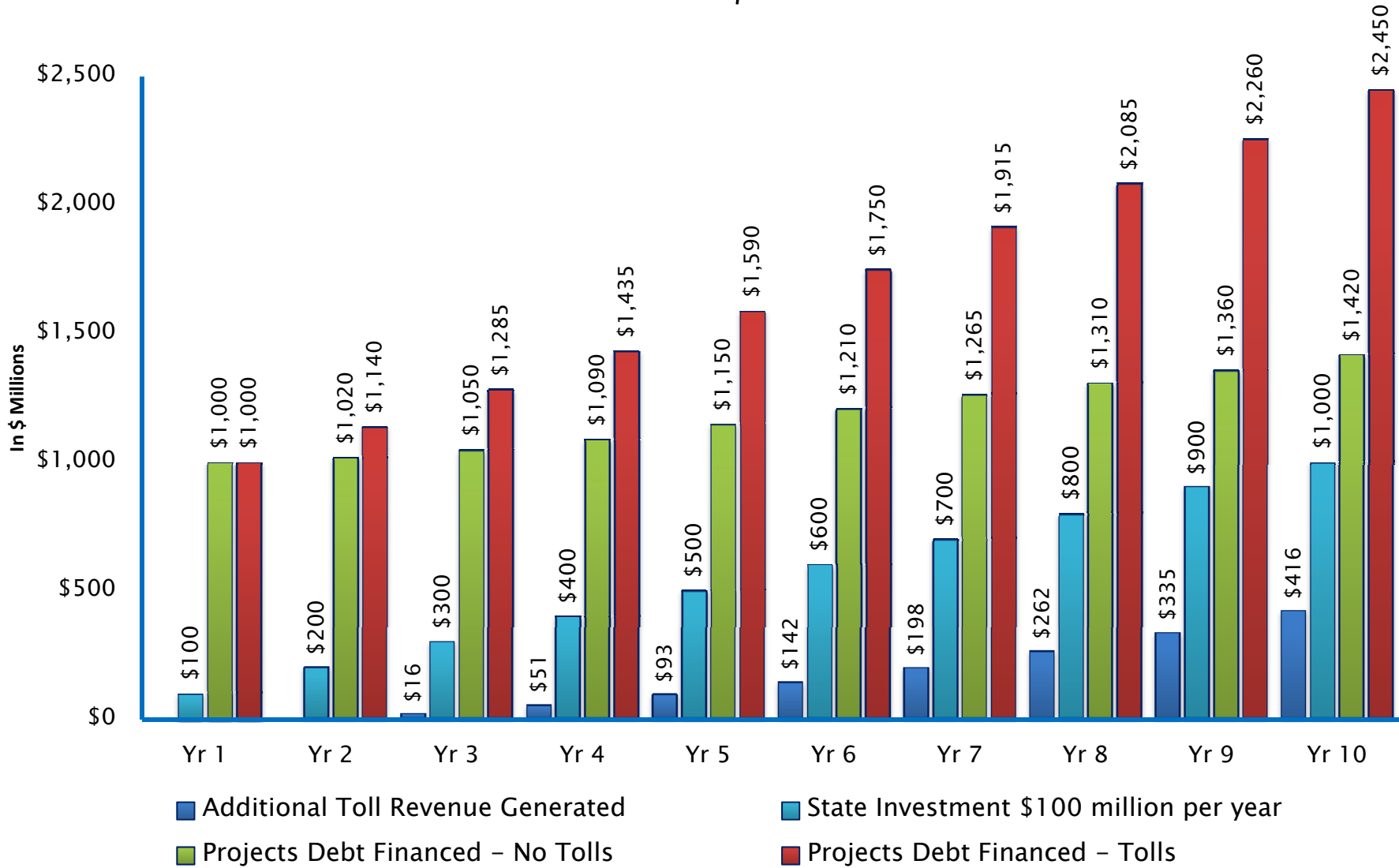
11. - Regional Transportation Financing Authority "Pay Go", Debt Financing & Loan Program Comparison

Cumulative Dollar Value of New Project Starts
Capitalized at \$100 Million Per Year

30 Year Term, 5% IR, 2X DS Coverage Ratio, 2% Fund Balance IR



16.a - Invest \$100 Million Per Year In New Toll Projects Comparative Dollar Value of Projects Debt Financed Cumulative - In \$ Millions



Summary of Revenue Yields - \$millions

Recommended uses for new, incremental funds

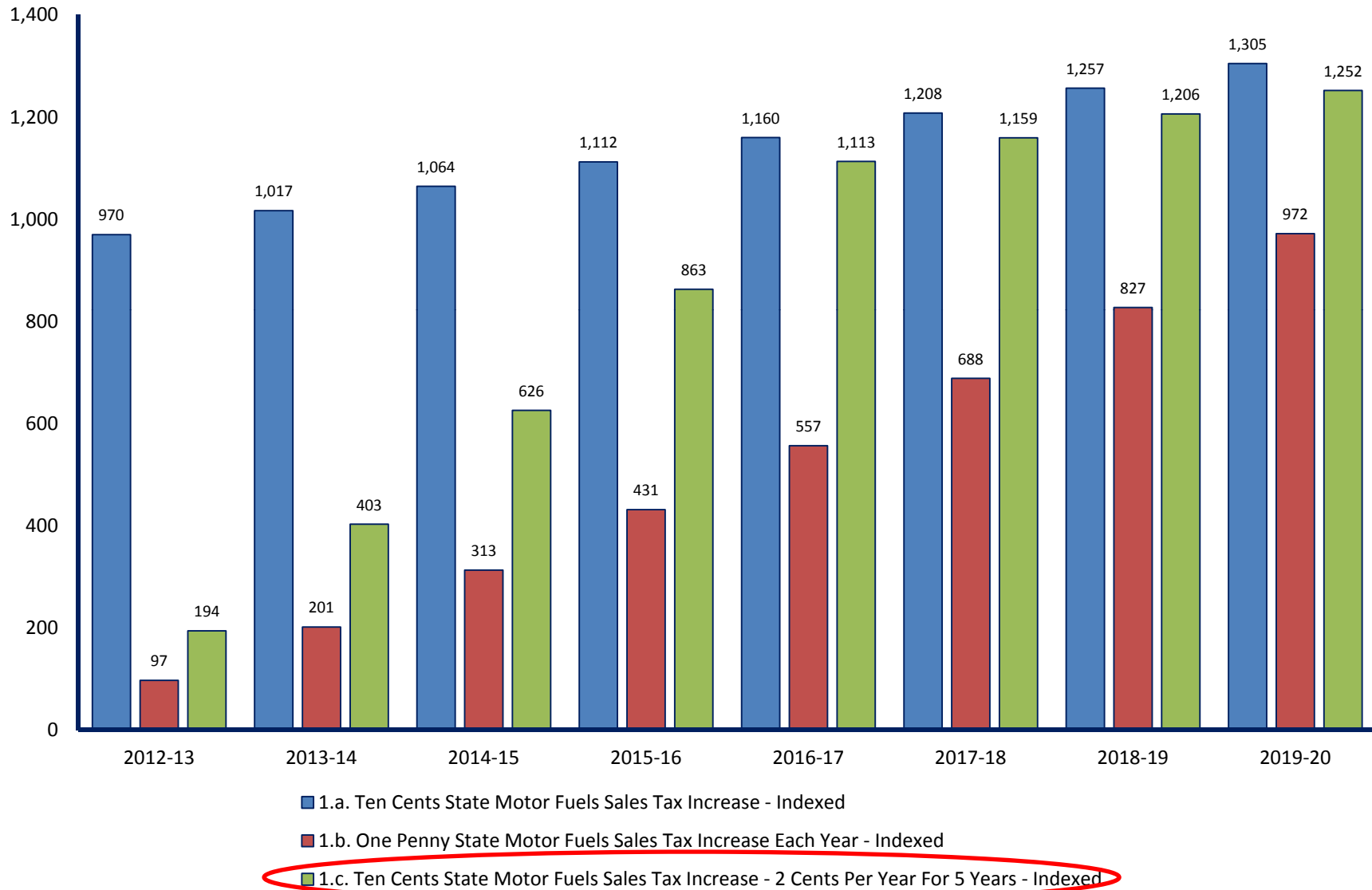
Revenue Option	8 yr Total	Annual Average
Fund Regional Transportation Financing Authorities @ \$100mill/ yr	3200.0	400.0
Fund \$100 mill in new toll projects/ year	2450.0	306.3

New/ additional revenue sources

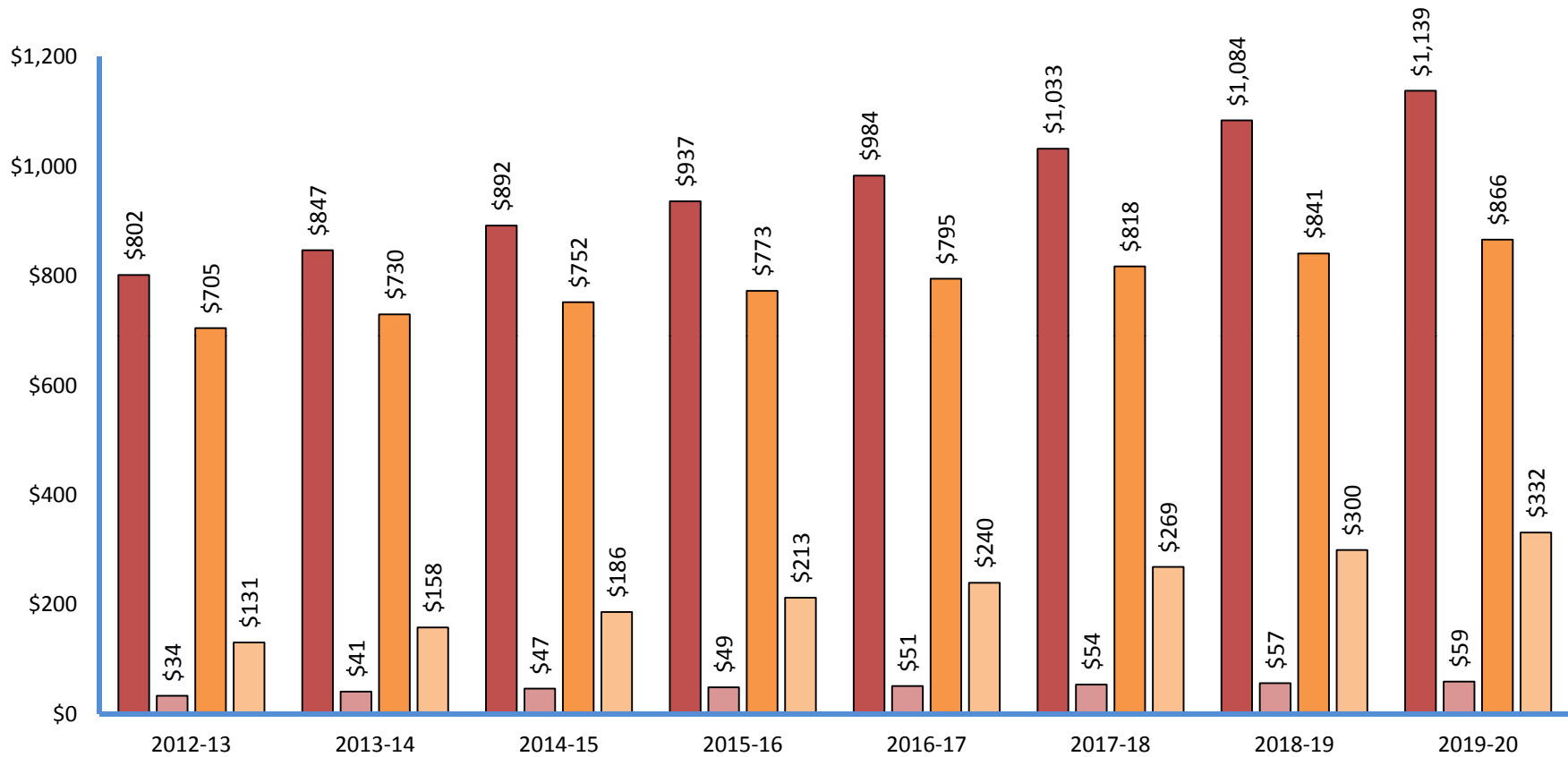
- ✓ Fuel Tax – examine various levels
- Vehicle Sales Tax – currently not going to STTF. Research various levels to the Trust Fund
- ✓ Sales Tax on Motor Fuels - research replacing cents per gallon state fuel tax with a percentage tax including a “floor”
- ✓ Establish a 5 cent diesel fuel tax in each county (the 1 to 5 cent local option tax) for the purpose of investments in projects to enhance commercial traffic
- 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

1.a – 1.c Fuel Tax Options

Motor Fuel Sales Tax Increases STTF - Yield - \$millions

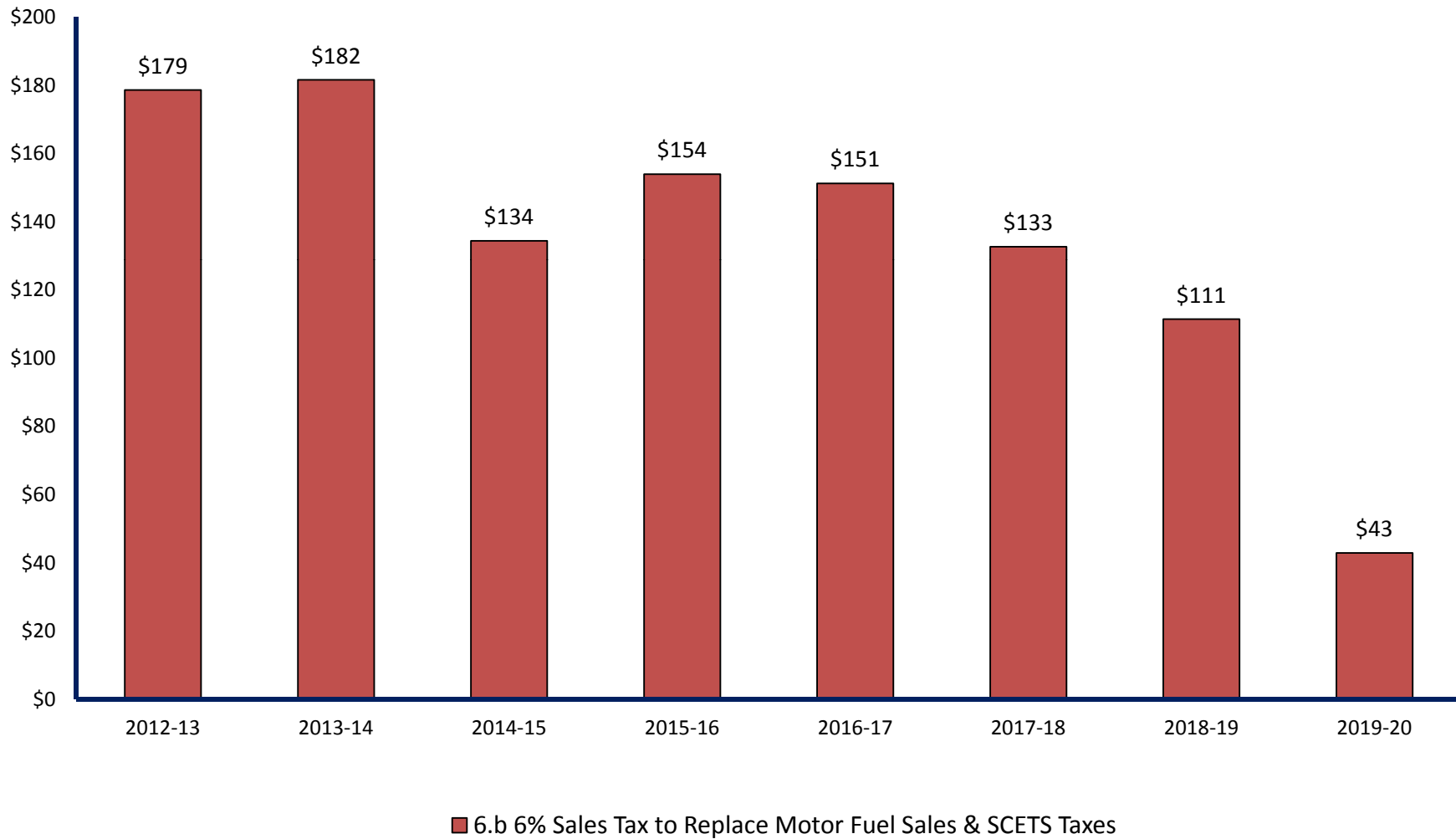


3.c - 3.d - Vehicle Sales Tax Options- STTF and GR Impacts - \$ millions

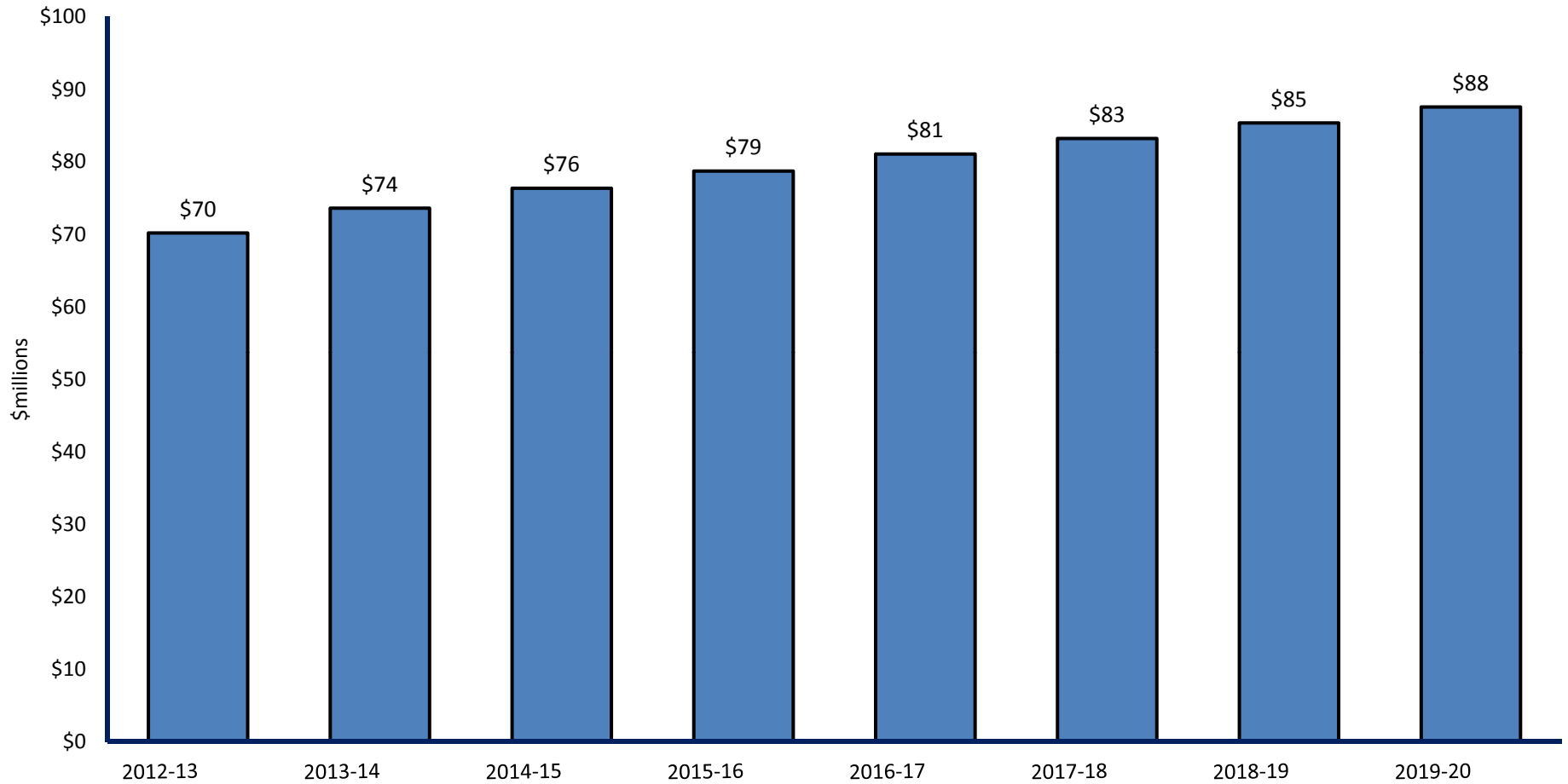


- 3.c. Shift 1/4 of Autos & Accessories Sales Tax to STTF. Increase State Sales Tax 1/4 Percent- Trust Fund
- 3.c. Shift 1/4 of Autos & Accessories Sales Tax to STTF. Increase State Sales Tax 1/4 Percent- General Fund
- 3.d. Transfer \$250 Sales Tax on each Vehicle Sale to STTF. Increase State Sales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

6.b. State Sales Tax with Existing Fuel Tax Rates as a "Floor" Net Revenue - \$millions

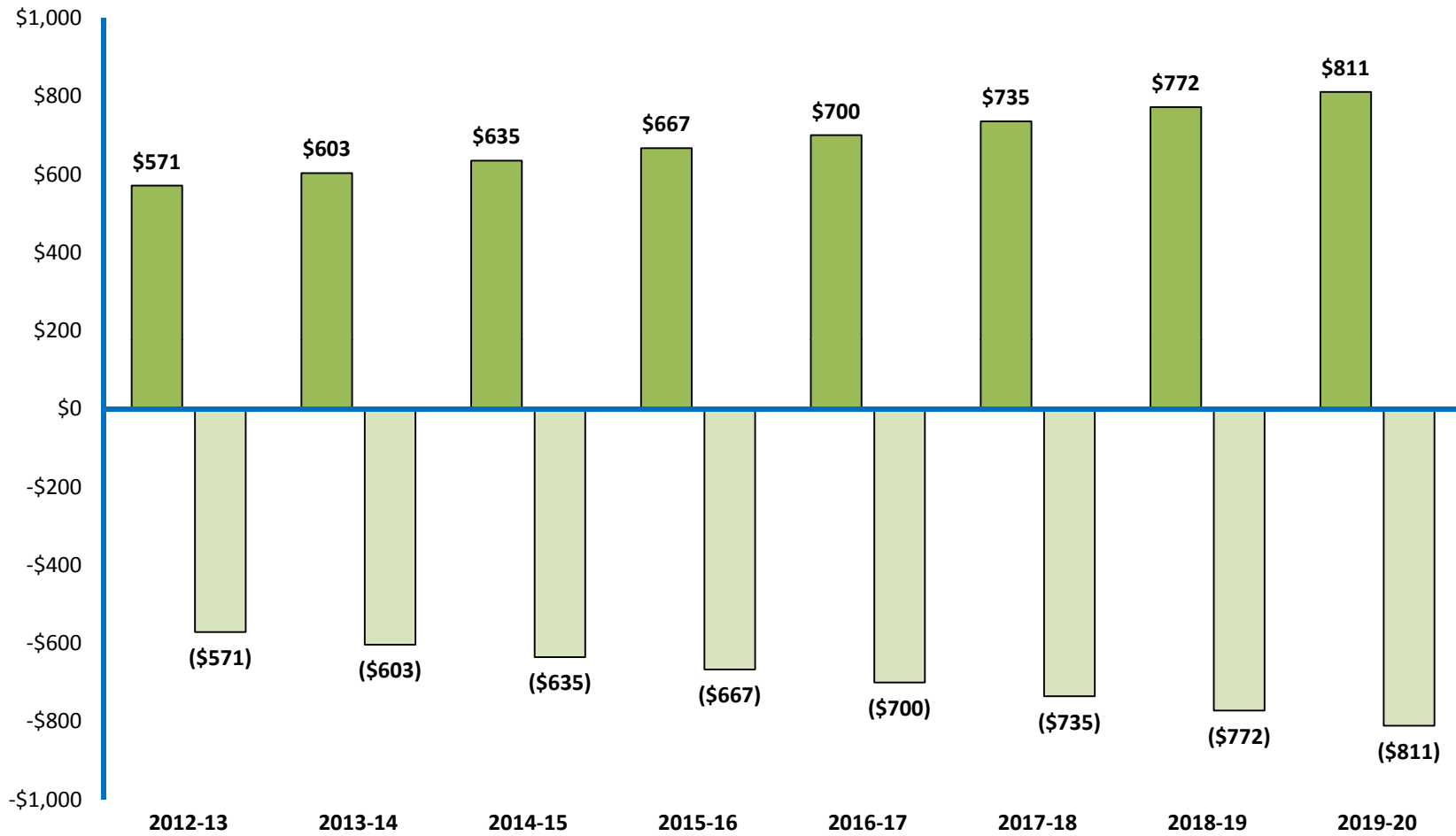


8.a - Standardize Local Option Fuel Tax



■ 8.a Apply the 1-5 Cents Local Option Fuel Tax to Diesel @ 5 Cents in all Counties

12.b - Sales Tax Options - Vehicle Parts & Accessories STTF and GR Impacts - \$millions



■ 12.b. Shift Sales Tax on Vehicle Accessories, Parts, Repairs & Services STTF

□ 12.b. Shift Sales Tax on Vehicle Accessories, Parts, Repairs & Services GR

Summary of Revenue Yields - \$millions

New/ additional revenue sources

Revenue Option	8 yr Total	Annual Average
2 cent increase for 5 years state motor fuel indexed STTF	6815.7	852.0
State Sales Tax@ 6% in lieu of fuel taxes, w/ floor	1086.6	135.8
5 cent local diesel tax for commercial traffic improvements	636.0	79.5

Policy recommendations related to funding

- Toll Rate Making – research options for authority to set toll rates on state facilities
- Expansion of Tolls and Increase Local Expressway Authority Role – explore options to increase contributions by existing or new expressway and transportation authorities

Policy Recommendations

- 10.a. Create a State Toll Rate Setting Commission - perhaps within the Florida Transportation Commission - to study, evaluate and propose or establish toll rates for FDOT and FTE toll facilities, based upon criteria established by the Governor and Florida Legislature.**

- 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.**

Summary of Revenue Yields - \$millions

Revenue Option	8 yr Total	Annual Average	
1.c - 2 cent increase indexed STTF	6815.7	State	852.0
3.e - Sales Tax BEV to STTF (GR)	73.5	State	9.2
5.d - Return MVL, Reg., Title increases to STTF (GR)	5318.3	State	664.8
6.b - State Sales Tax@ 6% in lieu of fuel taxes, w/ floor	1086.6	State	135.8
7. - VMT Study			
8.a - 5 cent local diesel tax	636.0	Local	79.5
10. - Toll Rate Making			
11. - Regional Trans Financing Auth @ \$100mill/ yr	3200.0	State & Local	400.0
12.b - Sales tax on MV parts & Services (GR)	5495.5		686.9
13. - 1 cent Muni Optional Sales Tax	6729.2	Local	841.2
14. - County \$10 Reg. Fee	1242.2	Local	155.3
15. – Alt. Fuel Decal Expansion	213.7	State	26.7
16.A - \$100 mill in new toll projects	2450.0	State & Local	306.3

MPOAC REVENUE STUDY

The logo for MPOAC, consisting of the letters "MPOAC" in white, uppercase font, centered within a dark blue oval. This oval is set against a yellow rectangular background.

MPOAC

QUESTIONS/ DISCUSSION