

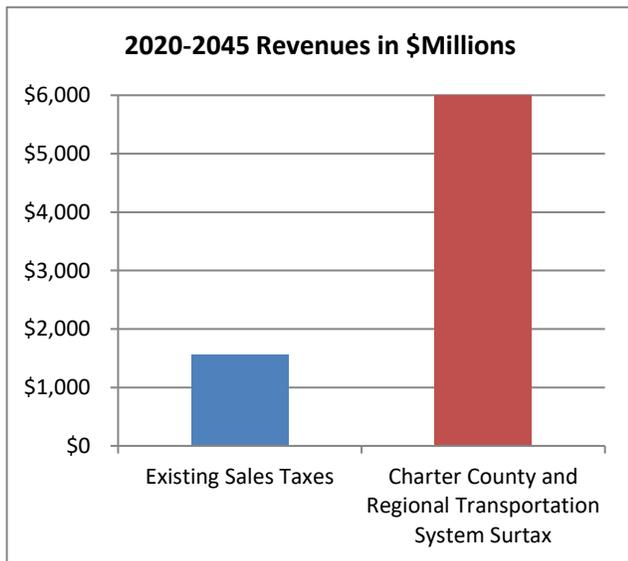
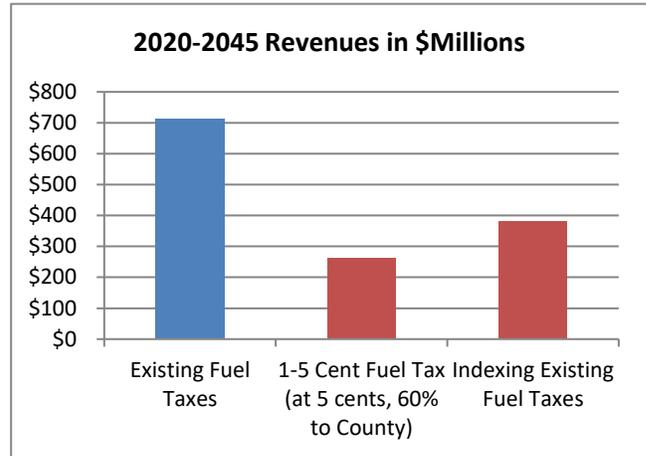
Pinellas County Revenues Summary

Existing Sources and Others with Potential for Implementation:

Existing sources shown in blue
Potential sources shown in red

Local Sources

Fuel Taxes – Pinellas County charges 7 of the possible 12 cents of Local Option Fuel Tax (LOFT) in addition to the 3 cents of State fuel tax for local use. The majority of fuel tax revenue is dedicated to transportation infrastructure maintenance and ITS. **The County could impose the 1-5 Cent Fuel Tax in increments of 1 cent per gallon on motor fuels; doing so would require a majority plus one vote of the Board of County Commissioners or voter approval in a referendum. Total estimated revenues 2020-2045: \$711.3 million (existing); \$263.7 million (1-5 Cent Fuel Tax at maximum 5 cents per gallon, assumes distribution of 60% to County)**



Sales Tax – Pinellas County charges a 1.0 percent Local Discretionary Sales Surtax, specifically the Local Government Infrastructure Sales Surtax, more commonly referred to as the “Penny for Pinellas.” This sales tax was first adopted in 1987 and will expire at the end of 2029. The Penny for Pinellas became effective February 1, 1990 for an initial period of 10 years and has been extended by referenda in 1997, 2007, and 2017 for additional 10-year periods. The tax is collected on the first \$5,000 of all purchases excluding medications and groceries. **The County could impose a Charter County and Regional Transportation System Surtax (Charter County) at up to 1 percent, with the revenues being dedicated to transportation projects. Total estimated revenues 2020-2045: \$1.6 billion (Penny); \$6.7 billion (Charter County) Note that the**

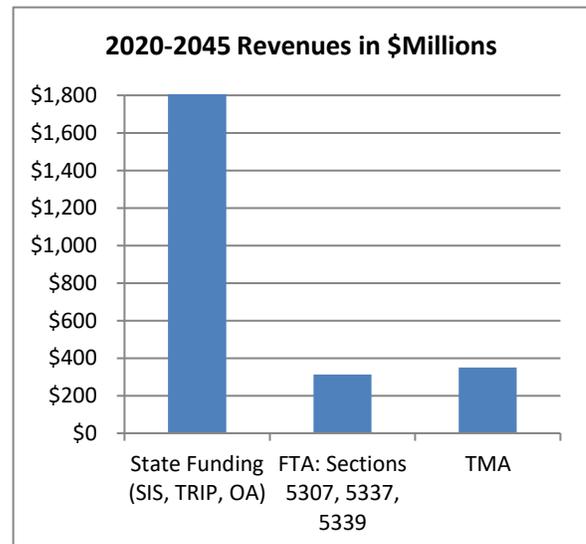
Penny for Pinellas reflects the funds available for transportation in Pinellas County. Charter County reflects the full 1%.

State Sources

Strategic Intermodal System/Florida Intrastate Highway System (SIS) provides funding and project information to MPOs. FDOT allocates and plans for funding for capacity improvement projects over the next 25 years.

Transportation Regional Incentive Program (TRIP)

TRIP funds are allocated by formula to FDOT Districts based on population and fuel tax collections. The program is intended to encourage regional planning through matching funds for improvements to regionally significant transportation facilities. Projects must meet eligibility requirements and have a 50% local match.



Other Arterial Construction (OA) Funding for construction, improvements, and associated right of way (ROW) on state highway system roads not part of the SIS. OA funding is distributed by FDOT through a statutory formula based on 50% population and 50% motor fuel tax collections.

Total estimated revenues for state sources 2020-2045: \$3.0 billion

Federal Sources

A minimum 20% non-Federal match is required for all of these grants.

FTA Section 5307 funds are available for urbanized areas with populations over 50,000. Funds are for public transit systems including capital, planning, job access and reverse commute projects, and certain operating expenses. Funds are apportioned based on a formula based on demographic and service factors.

FTA Section 5337 capital assistance funds for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems. The funds help maintain a state of good repair and are apportioned by statutory formulas.

FTA Section 5339 funds are for capital projects for replacement, rehabilitation, and purchases of buses and related equipment, and to construct bus-related facilities. Funds are available through formula allocation and competitive grants.

Total estimated revenues 2020-2045 for the above three sources: \$313.4 million

SU/Transportation Management Area (TMA) Urbanized areas with populations over 200,000 are designated as TMAs and receive funding from FHWA through FDOT based on population estimates.

Total estimated revenues 2020-2045: \$350.0 million

Descriptions of Other Sources:

Developer Fees are fees charged to new development within pre-defined geographic areas and can be collected based on metrics such as value, square footage, frontage length, and others. The revenues could be dedicated to specific uses including transportation or utilities. Impact fees and mobility fees are developer fees historically used in the area, with the one-time fees helping to pay for local transportation improvements that serve the new development.

Tax Increment Financing (TIF) TIF is a value capture tool used to encourage redevelopment in blighted areas. Transportation investments are paid for with the incremental property tax revenues of new development.

Special Assessment Districts are created to impose a fee on properties within the assessment area to fund improvements in that area. The County uses special assessment districts to fund local street paving, drainage, and lighting projects.

Millage Property taxes (ad valorem taxes) are made up of a number of local tax rates assessed on real property. A portion of the Countywide millage rate (in dollars per thousand) and the transit district rate (currently at the statutory maximum) are eligible for transportation uses.

Public Private Partnership (PPP or P3) An organizational structure or agreement between public and private entity(ies), P3s can provide a source of funding to pay the return on investment to the private sector. The benefits of the arrangement include better allocation of risk, faster implementation, and lower costs through private sector innovation.

Index Fuel Taxes The state indexes the state gas taxes to the Consumer Price Index (CPI) every January, meaning that prices motorists pay rise in proportion to inflation. Local fuel taxes are not indexed. Indexing local fuel taxes to the CPI requires an act of the Florida Legislature. Indexing fuel taxes are important to local governments because it allows revenues to be adjusted as costs for materials and services rise with inflation. *Total estimated revenues 2020-2045 (in addition to existing fuel taxes): \$382.7 million*

Commercial Off-Street Parking Fee An additional tax or fee on parking in public and/or commercial spaces could be collected for transportation uses.

Airport Car Rental Fees An additional tax or fee on rental car transactions at the St. Pete-Clearwater International Airport could be dedicated to transportation uses. However, FAA restrictions prohibit levying any tax on a business at an airport "that is not generally imposed on sales or services by that State, political subdivision, or authority unless wholly utilized for airport or aeronautical purposes." As such, an amendment to the FAA law would be needed to make the funds available to the County.

Existing sources are generally limited to current uses or require a policy shift to spend on new projects.