

MPOAC Revenue Study Advisory Committee

DRAFT Meeting Minutes

December 10, 2010

Florida Transportation Builder's Association, Boardroom
1007 DeSoto Park Drive, Tallahassee, FL 32301

Attendees:

Revenue Study Advisory Committee (RASC) Attendees:

Michael Howe, Chair RSAC, Sarasota-Manatee MPO
Richard Kaplan – MPOAC, Mayor, City of Lauderhill
Doug Callaway – Floridians for Better Transportation
Carrie Blanchard – Florida Chamber of Commerce Foundation
Sue Hann – American Public Works Association, Florida Chapter
Casey Cook – Florida League of Cities
Eric Poole – Florida Association of Counties
Janet Bowman – The Nature Conservancy in Florida
Wes Watson – Florida Public Transportation Association
Bob Burleson – Florida Transportation Builders Association
Mark Reichert – Florida Transportation Commission
John Johnston – Florida Airports Council
Matt Ubben – Florida Trucking Association
Richard Rubin – Florida Seaports Council

Other Attendees:

Howard Glassman – MPOAC
Stephen Reich – Center for Urban Transportation Research, USF
Jan Davis - Center for Urban Transportation Research, USF
Jeff Kramer - Center for Urban Transportation Research, USF
Bob Romig – Florida Department of Transportation
Kathy Neill- Florida Department of Transportation
Dave Lee – Florida Department of Transportation
Harry Reed – Capital Region Transportation Planning Agency
Stephanie Johnson – Florida House of Representatives
Dick Glaze, Glaze Associates, Inc.
Trish Thompson, Lockwood, Andrews and Newnam

Chairman Michael Howe called the meeting to order at 1:00 P.M. and welcomed attendees and guests. Chairman Michael Howe introduced new members from the Florida Airports Council, Florida Trucking Association, and the Florida Seaports Council and reiterated the objectives and purpose of the study in terms of identifying a stable and reliable funding source for transportation within Florida.

Following a motion to appoint Mayor Richard Kaplan as Vice Chair of RSAC that was seconded and unanimously approved, a motion to approve the September 2, 2010 RSAC meeting minutes was seconded and also unanimously approved.

Review of Situational Analysis and RSAC Discussion

CUTR presented a brief recap of the study schedule and process prior to a presentation of the critical elements of the situational analysis that was distributed in draft form to RSAC members for review. The situational analysis describes the current situation, is designed to serve as the basis for the deliberations for the MPOAC and MPOAC RSAC, and provides much of the foundation for the economic analysis in subsequent tasks.

Since the vast majority of federal transportation revenues are highway motor fuel taxes, the economic recession and improved fuel efficiency have had a compounding impact on the Highway Trust Fund, which is characterized by declining balances. Florida's transportation funding sources levied at the statewide level include a combination of fuel taxes and motor vehicle-related taxes and fees that are deposited into the State Transportation Trust Fund and used by the Florida Department of Transportation for transportation purposes. Unlike the Federal Highway Trust Fund, The State Transportation Trust Fund has a more diverse set of revenue sources other than motor fuel taxes, and unlike the federal motor fuel tax, Florida's State Fuel Sales Tax is indexed to the CPI. Other sources, however, are flat fees and their buying power diminishes over time. Transportation revenues used for non-transportation purposes routinely exceed in excess of \$200 million annually.

In terms of demographics, from 1990 to 2009, vehicle miles of travel, real personal income, and total population all grew by varying percentages, and Florida's per capita gasoline consumption tracked higher than the national average. By 2035, Florida's population is projected to grow 9.2 million or 1.6 times with respect to 2010 levels. By 2030, the share of working age population in Florida will decline, and 26.2 percent (compared to 17.7% in 2010) of the population is projected to be 65 and older, with more than a third of the population 65 and older in 20 counties.

Key findings and recommendations from four national revenue studies were shared with RSAC and detailed actions ranging from federal gasoline and diesel tax increases to the creation of a national infrastructure bank. A review of MPOAC/FDOT Studies from 1997 through 2008 identified Florida's unfunded metropolitan area needs at \$74.3 billion in 2010 dollars. Florida's 2030 Strategic Intermodal System multi-modal unfunded needs, as reported by FDOT in May 2006, total \$53.2 billion in addition to \$4.5 billion unfunded transit needs in support of the SIS during the same period, increasing SIS unfunded needs to \$57.7 billion. Since the FDOT Work Program adopted in fiscal year 2007, there has been a steady decline through and including the FY 2001 to 2015 adopted program. While not surprising given the economic conditions, it is critical when viewed in light of the growing backlog.

RSAC members engaged in a discussion of the material presented in the Situational Analysis and provided both specific and general comments on content and presentation that will be incorporated in the final version of the analysis.

2010 Ballot Initiative Recap

A total of 57 ballot initiatives were introduced within the U.S. All five of the bond initiatives that were introduced passed. Five of the seven vehicle fee increases ranging from +/- \$10 passed, as did 24 of 30 property tax initiatives. While four of 8 sales taxes passed, the maximum increase did not exceed ½%.

Florida Transportation Commission

Mark Reickert discussed the history of the Florida Transportation Commission's funding initiatives and relation to declining transportation revenue. As alternative options are identified, education will be required not only to increase the public's awareness of needs but also to help them in understanding the impact of potential solutions. Efforts are focused on finding a sustainable transportation funding source.

RSAC Members Discussion of Legislative Initiatives

All members participated in a discussion of legislative initiatives that were underway or under consideration for the next legislative session.

Next Steps and Meeting Schedule

The next meeting will be held from 11:00 A.M. to 3:00 P.M. in Tallahassee on March 3, 2011.

Public Comment - There were no comments for members of the public

Adjournment – The meeting was adjourned at 3:30 P.M.