

# **FLORIDA TRANSPORTATION COMMISSION**

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**REPORT ON RESULTS OF APPLYING  
CERTAIN AGREED-UPON PROCEDURES IN ACCORDANCE WITH  
PROVISO LANGUAGE CONTAINED IN SECTION 2.5  
OF THE  
89/90 GENERAL APPROPRIATIONS ACT  
October, 1989**

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**Ernst & Young**

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89/90 GENERAL APPROPRIATIONS ACT**

**October, 1989**

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**David Kerr, Chairman  
John P. Browning, Jr., Vice Chairman  
Arthur W. Kennedy, Secretary  
Wayne Mixson  
Wayne P. Reece  
Robert Wilhelm**

# FLORIDA TRANSPORTATION COMMISSION

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#### **Volume 2:**

- Attachment 2 - Listing of specific budgeted Highway and PTO projects and amounts included in the 89/90 Tentative and Adopted Five-Year Transportation Plans**
- Attachment 3 - Listing of specific projects and amounts contained in the budgeted Highway and PTO component of the 88/89 Adopted Five-Year Transportation Plan which were moved-out beyond 92/93.**

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## **Report of Independent Certified Public Accountants**

**Chairman and Members  
Florida Transportation Commission**

We have applied certain agreed-upon procedures, as discussed below, to certain Five-Year Transportation Plans of the Florida Department of Transportation (FDOT) for the purpose of:

1. Analyzing the impact of legislative proviso language regarding bonds for advanced acquisition of transportation right-of-way authorized by Section 17, Article VII of the Florida Constitution. Such analysis is based on the projects and right-of-way levels in the following plans:
  - 88/89 Adopted Five-Year Transportation Plan
  - 89/90 Tentative Five-Year Transportation Plan
  - 89/90 Adopted Five-Year Transportation Plan
2. Determining the additional revenue requirements to:
  - fully fund years two through five of the 88/89 Adopted Five-Year Transportation Plan; and
  - fully fund the 89/90 Tentative Five-Year Transportation Plan.
3. Estimating the cost effectiveness of utilizing bond financing for advanced acquisition of transportation right-of-way.
4. Identifying additional revenue sources available to fund the projects deferred in 2. above and developing an alternative approach to dealing with the impact of proviso language on the 89/90 Five-Year Transportation Plan.

It is understood that this report is solely for your information and that if adopted by the Commission will be the Commission's report to the Governor, President of the Senate and Speaker of the House of Representatives, as required under certain provisions of Section 2.5 of the 89/90 General Appropriations Act.

**Ernst & Young**

Because the procedures included in the report do not constitute an audit made in accordance with generally accepted auditing standards, we do not express an opinion on any of the items referred to herein. In connection with the procedures referred to in this report, except as mentioned herein, no other matters came to our attention that caused us to believe that the specified accounts or items should be adjusted. Had we performed additional procedures or had we made an audit of the financial statements in accordance with generally accepted auditing standards, matters might have come to our attention that would have been reported to you. This report relates only to the items specified above and does not extend to the financial statements of the State of Florida, Department of Transportation taken as a whole.

*Ernst & Young*

October 10, 1989

## Background

As provided under Section 339.135(5), Florida Statutes, the Five-Year Transportation Plan is a listing of the specific transportation projects scheduled for implementation by the FDOT during the five-year period beginning July 1 of each fiscal year. Prior to the start of each new fiscal year, the plan is revised and adopted by the Secretary of the Department.

A Tentative Five-Year Transportation Plan (a detailed listing of projects) is prepared by FDOT annually. Section 339.135(5) requires that FDOT submit the Tentative Five-Year Transportation Plan to the Legislature by January 15 of each year to document the legislative budget request. Section 339.135(7) requires that the final Five-Year Transportation Plan be adopted by FDOT prior to the beginning of each fiscal year in accordance with the General Appropriations Act.

During the past year there were several events which significantly impacted certain Five-Year Transportation Plans.

1. FDOT experienced substantial cash shortfalls during the fourth quarter of 1988, which caused the 88/89 Adopted Transportation Plan to be underfinanced and production was delayed.
2. In November, 1988, voters approved an amendment to the Florida Constitution, Article VII, Section 17 authorizing the issuance of bonds for acquisition of transportation right-of-way and bridge construction. FDOT submitted to the Legislature a 89/90 Tentative Five-Year Transportation Plan that used bond monies to fund right-of-way phases of projects that also had the construction phase scheduled within the five years.
3. The 1989 Legislature included certain proviso language in the General Appropriations Act which stipulated that bond program monies shall not be used for the purchase of any right-of-way which is to be used for construction of any transportation project contained in the Tentative or Adopted 89/90 Five-Year Transportation Plan. FDOT revised the work plan accordingly.

### Summary Data

We extracted certain summary data from the Florida Department of Transportation Five-Year Transportation Plans, as listed below.

Total estimated costs of the Five-Year Transportation Plans rounded to the nearest million are as follows:

	<b>Five-Year Transportation Plan</b>		
	<b>(Millions)</b>		
	<u>88/89</u> <u>Adopted</u>	<u>89/90</u> <u>Tentative</u>	<u>89/90</u> <u>Adopted</u>
<b>Total estimated costs:</b>			
Highway and PTO *	\$ 6,968	\$ 6,963	\$ 7,114
Fixed capital outlay	64	26	33
Planning	154	131	144
Maintenance	1,038	967	1,019
Research/testing	51	56	58
Turnpike	<u>810</u>	<u>1,842</u>	<u>577</u>
	<u>\$ 9,085</u>	<u>\$ 9,985</u>	<u>\$ 8,945</u>

\* Public transportation operations

The above costs consist of budgeted (State funds) and unbudgeted (federal aid and local matching funds) amounts rounded to the nearest million as follows:

	<b>Five-Year Transportation Plan</b>		
	<b>(Millions)</b>		
	<u>88/89</u> <u>Adopted</u>	<u>89/90</u> <u>Tentative</u>	<u>89/90</u> <u>Adopted</u>
<b>Budgeted costs (State funds):</b>			
Highway and PTO	\$ 5,307	\$ 5,225 <sup>1</sup>	\$ 5,321 <sup>1</sup>
Fixed capital outlay	64	26	33
Planning	145	122	134
Maintenance	1,038	967	1,019
Research/testing	51	56	58
Turnpike	<u>810</u>	<u>1,788 <sup>2</sup></u>	<u>577</u>
	<u>7,415</u>	<u>8,184</u>	<u>7,142</u>

<sup>1</sup> includes Amendment 4 projects.

<sup>2</sup> includes turnpike bonded projects.



**Five-Year Transportation Plan  
(Millions)**

	<u>88/89 Adopted</u>	<u>89/90 Tentative</u>	<u>89/90 Adopted</u>
<b>Unbudgeted costs (federal aid and local matching funds):</b>			
Highway and PTO	1,661	1,738	1,793
Fixed capital outlay	—	—	—
Planning	9	9	10
Maintenance	—	—	—
Research/testing	—	—	—
Turnpike	—	54	—
	<u>1,670</u>	<u>1,801</u>	<u>1,803</u>
 Total estimated costs (budgeted and unbudgeted)	 <u>\$ 9,085</u>	 <u>\$ 9,985</u>	 <u>\$ 8,945</u>

The Highway and PTO component includes road construction, bridge construction, and public transportation operations. Highway and PTO category costs rounded to the nearest million are as follows:

**Five-Year Transportation Plan  
(Millions)**

	<u>88/89 Adopted</u>	<u>89/90 Tentative</u>	<u>89/90 Adopted</u>
<b>Phase:</b>			
Planning	5	14	18
Preliminary engineering	499	459	492
Right-of-way	1,070	1,182	1,420
Construction	3,268	3,156	2,939
Grants-in-aid/miscellaneous	2,126	2,152	2,245
	<u>\$ 6,968</u>	<u>\$ 6,963</u>	<u>\$ 7,114</u>

Right-of-way costs scheduled above consist of the following phases rounded to the nearest million as follows:

**Five-Year Transportation Plan  
(Millions)**

	<u>88/89 Adopted</u>	<u>89/90 Tentative</u>	<u>89/90 Adopted</u>
<b>Project phase:</b>			
Support/in-house	\$ 165	\$ 139	\$ 156
Land acquisition	849	910	1,118
Other personal services	—	88	102
Support/consulting	29	22	13
Relocation	16	19	26
Utilities relocation	11	4	5
	<u>\$ 1,070</u>	<u>\$ 1,182</u>	<u>\$ 1,420</u>

## Procedures

The following agreed-upon procedures, were applied to the budgeted Highway and PTO costs for each Transportation Plan. These budgeted costs in millions were – 88/89 Adopted, \$5,307; 89/90 Tentative, \$5,225; 89/90 Adopted, \$5,321.

Our agreed-upon procedures and findings were as follows:

### Analysis of Work Programs

**Analysis of the variance between the dollars and specific projects to be committed in the 88/89 Adopted Five-Year Transportation Plan and the dollars and specific projects to be committed in the 89/90 Adopted Five-Year Transportation Plan.**

1. We obtained a listing of specific projects and budgeted amounts committed for Highway and PTO projects contained in the 88/89 Adopted Five-Year Transportation Plan and the 89/90 Adopted Five-Year Transportation Plan (Variance Reports). We compared the level of commitment and analyzed variances between the plans.

Variances between the plans were analyzed and grouped into the following categories:

Cost changes	—	Changes to costs resulting from more current cost information
Year changes	—	Changes to costs resulting from shifts in timing of projects within the Five-Year Transportation Plan.
Additions/Moved-in	—	Projects programmed for 1989 which were not completed and were reprogrammed (moved-in) in the 89/90 Adopted Five-Year Transportation Plan
Additions/New Projects	—	Projects, not previously scheduled, added to the Transportation Plan
Deletions	—	Projects either completed in the prior year or which are no longer considered to be valid projects and are deleted from the Transportation Plan
Moved-out	—	Projects which are no longer scheduled within the Five-Year Transportation Plan; completion is intended at some specified future date

**Budgeted Highway and PTO projects****Commitment**

89/90	Adopted Five-Year Transportation Plan	\$ 5,371,795,600 <sup>1</sup>
88/89	Adopted Five-Year Transportation Plan	<u>5,308,472,765</u>
	Increase (which includes turnpike feeder roads as noted below)	<u>\$ 63,322,835</u>

<sup>1</sup> The variance reports at Attachments 1 and 2 include approximately \$50 million for turnpike feeder roads in the 89/90 Adopted Transportation Plan which are programmed using Turnpike funds.

**Variance analysis****Amount  
increase (decrease)**

Cost changes, net	\$ 35,484,840
Year changes, net	321,811,572
Additions/moved-in	23,015,304
Additions/new projects	1,567,341,468
Deletions	(1,051,740,720)
Moved-out	<u>(832,589,629)</u>
	<u>\$ 63,322,835</u>

An analysis of the above variances by county is included as Exhibit A. A listing of specific projects and amounts contained in the budgeted Highway and PTO component of the 88/89 and 89/90 Adopted Five-Year Transportation Plans is contained in Attachment 1. We reconciled total project amounts per the variance report to budget summaries per the applicable five-year transportation plan. We randomly selected 46 projects and traced item number, project description and amounts from the variance report to the applicable five-year transportation plan. No exceptions were noted.

Based on this variance analysis, the commitment level of budgeted Highway and PTO projects increased approximately \$13 million (net of the turnpike feeder roads) between the 88/89 and the 89/90 Adopted Five-Year Transportation Plans. In performing a variance comparison between the two plans, it should be noted that projects completed in the 88/89 year are treated as deletions when compared to the 89/90 Adopted Plan. Conversely, the 89/90 Adopted Plan includes a new fifth year. Projects programmed in such year are treated as additions. The 89/90 Adopted Plan also includes projects programmed using right-of-way bond funds.

**Analysis of the impact of proviso language in the General Appropriations Act on the 89/90 Tentative Five-Year Transportation Plan.**

2. We obtained a listing of specific projects and budgeted amounts committed for Highway and PTO projects contained in the 89/90 Tentative Five-Year Transportation Plan and the 89/90 Adopted Five-Year Transportation Plan (Variance Report). We compared the level of commitment and analyzed variances between the plans. The variances between the plans were categorized in the same manner as above.

**Budgeted Highway and PTO projects**

**Commitment**

89/90	Adopted Five-Year Transportation Plan	\$ 5,371,795,600
89/90	Tentative Five-Year Transportation Plan	<u>5,224,415,603</u>
	Increase	<u>\$ 147,379,997</u>

**Variance analysis**

**Amount  
increase (decrease)**

Cost changes, net	\$ (15,612,856)
Year changes, net	26,560,703
Additions/moved-in	192,091,692
Additions/new projects	409,841,970
Deletions	(62,960,529)
Moved-out	<u>(402,540,983)</u>
	<u>\$ 147,379,997</u>

The impact of the proviso language resulted in approximately \$402.5 million projects being moved-out of the 89/90 Tentative Plan. These projects consisted primarily of construction projects or projects which contained both right-of-way and construction phases. New projects added to the Adopted Plan approximated \$409.8 million and consisted primarily of right-of-way phases.

An analysis of the above variances by county is included as Exhibit B. A listing of specific projects and amounts contained in the budgeted Highway and PTO component of the 89/90 Tentative and Adopted Five-Year Transportation Plans is contained in Attachment 2. We reconciled total project amounts per the variance report to budget summaries per the applicable five-year transportation plan. We randomly selected 46 projects and traced item numbers, project description and amounts from the variance report to the applicable five-year transportation plan. No exceptions were noted.

**Analysis to determine compliance of right-of-way projects with proviso language.**

3. Right-of-way expenditures approximating \$493.1 million were included in the 89/90 Adopted Five-Year Transportation Plan utilizing bond program funds. We obtained a listing of these projects to determine if they met the definition of advanced acquisition. Advanced right-of-way land acquisition is defined as right-of-way project phases for which there is no construction phase of the facility contained in the 89/90 Five-Year Transportation Plan. We reviewed the project phases for all items contained in the listing. We determined that no projects contained in the listing had construction programmed in the 89/90 Adopted Five-Year Transportation Plan.

**Additional Revenue Requirements**

**Additional revenues required to fully fund the 89/90 Tentative Five-Year Work Program.**

4. The variance analysis at 2. above indicates that projects totaling \$402.5 million were moved out of the 89/90 Tentative Five-Year Transportation Plan. In order to fully fund the 89/90 Tentative Five-Year Transportation Plan additional revenues would be required as follows:

	<u>(Millions)</u>
Amount moved-out per variance report	\$ 402.5
Less adjustment for Miami Port Tunnel which was programmed in year 1994 in the 89/90 Tentative Plan and eliminated in the 89/90 Adopted Plan	<u>174.9</u>
<b>Additional revenues required to fully fund 89/90 Tentative Five-Year Transportation Plan</b>	<b><u>\$ 227.6</u></b>

The projects moved-out were scheduled for commitment as follows:

<u>Year</u>	<u>Phase</u>		<u>Total</u>
	<u>Construction and Other</u>	<u>Right-of-Way</u>	
89/90	\$ 3.7	\$ 16.5	\$ 20.2
90/91	3.1	12.8	15.9
91/92	22.9	7.9	30.8
92/93	53.2	7.0	60.2
93/94	<u>58.1</u>	<u>42.4</u>	<u>100.5</u>
	<u>\$ 141.0</u>	<u>\$ 86.6</u>	<u>\$ 227.6</u>

**Additional revenues required to fully fund years two through five of the 88/89 Adopted Five-Year Work Program.**

5. Projects approximating \$1,131 million were moved-out of the 88/89 Adopted Five-Year Transportation Plan. A detailed listing of specific projects and amounts moved-out beyond June 30, 1993 is contained in Attachment 3. The projects moved-out were scheduled for commitment as follows:

<u>Year</u>	<u>(Millions)</u>
88/89	\$ 125
89/90	165
90/91	189
91/92	276
92/93	<u>376</u>
	<u>\$1,131</u>

However, of this amount, \$283 million is programmed for 1994 in the 89/90 Adopted Five-Year Transportation Plan. Additional revenues required to fully fund years two through five of the 88/89 Adopted Five-Year Transportation Plan are estimated as follows:

Assuming the projects could be completed through the time period July 1, 1990 to June 30, 1994, additional revenues required to fully fund years two through five of the 88/89 Adopted Five-Year Transportation Plan are estimated as follows:

	<u>Millions</u>
Amount moved-out per variance report	\$1,131
Less amount programmed for 1994	<u>283</u>
Additional revenues required	<u>\$ 848</u>

**Cost/Benefit Analysis of Using Bonds for Advanced Acquisition of Transportation Right-of-Way**

6. We performed the following analysis to determine the cost effectiveness of using bonds for advanced acquisition of transportation right-of-way. This analysis is based on the following assumptions:

**A. Project Assumptions**

1. The advanced right-of-way acquisition will be committed and purchased in the amount of \$493.1 million in the following fiscal years:

	(Millions)	
	<u>Committed</u>	<u>Purchased</u>
90/91	\$ 232.0	\$ 92.8
91/92	218.3	203.3
92/93	36.2	146.8
93/94	6.6	42.6
94/95	—	6.9
95/96	—	.7
	<u>\$ 493.1</u>	<u>\$ 493.1</u>

2. Right-of-way purchased will be disbursed equally throughout each fiscal year.
3. If right-of-way purchases above are delayed, it is assumed that costs will increase at 13% compounded annually.
4. Cost of right-of-way purchases is calculated based on specific projects in the 89/90 Adopted Five-Year Transportation Plan. These projects met the criteria of the General Appropriations Act.
5. The \$50 million gas tax revenue (Pledged Gas Tax) will begin to be used for debt service in fiscal year 1991. Any excess gas tax revenue over debt service will be used for transportation right-of-way land acquisition or bridge construction.
6. All bond proceeds available in the Construction Fund (as defined in the financing assumptions) will be used for advanced acquisition of transportation right-of-way.

**B. Financing Assumptions**

1. The bond issue will be sold on a serial basis as follows:

	<u>Millions</u>
July 1, 1990	\$ 90.0
July 1, 1991	197.0
July 1, 1992	142.0
July 1, 1993	40.5

2. The annual debt service will not exceed 90% of the Pledged Gas Tax; therefore, when total bonds are issued the debt service will not exceed \$45,000,000.

**B. Financing Assumptions (continued)**

3. Cost of issuance will represent \$.75 per bond and underwriters discount represents \$9.00 per bond.
4. The bond interest rate is 7.5% with a 22 year maturity.
5. Construction Fund earns interest at the bond rate of 7.5%.
6. Since bonds have State Government General Obligation pledge, no reserve requirement is assumed.
7. To determine the present value savings, a 7.5% discount rate compounded annually was utilized beginning July 1, 1990.

In adopting and forwarding this report, the Commission should understand that these cash flow projections present to the best of their knowledge and belief, as of such date of adoption, the cash flows for the projection period relating to the issuance of bonds for advanced acquisition of transportation right-of-way. The facts and assumptions disclosed herein are those that are considered significant to the projections. There will usually be differences between the projected and actual results, because events and circumstances frequently do not occur as expected, and those differences may be material.

We compared the present value cost of bond financing to the present value cost of acquiring right-of-way if purchase is delayed for five years or ten years.

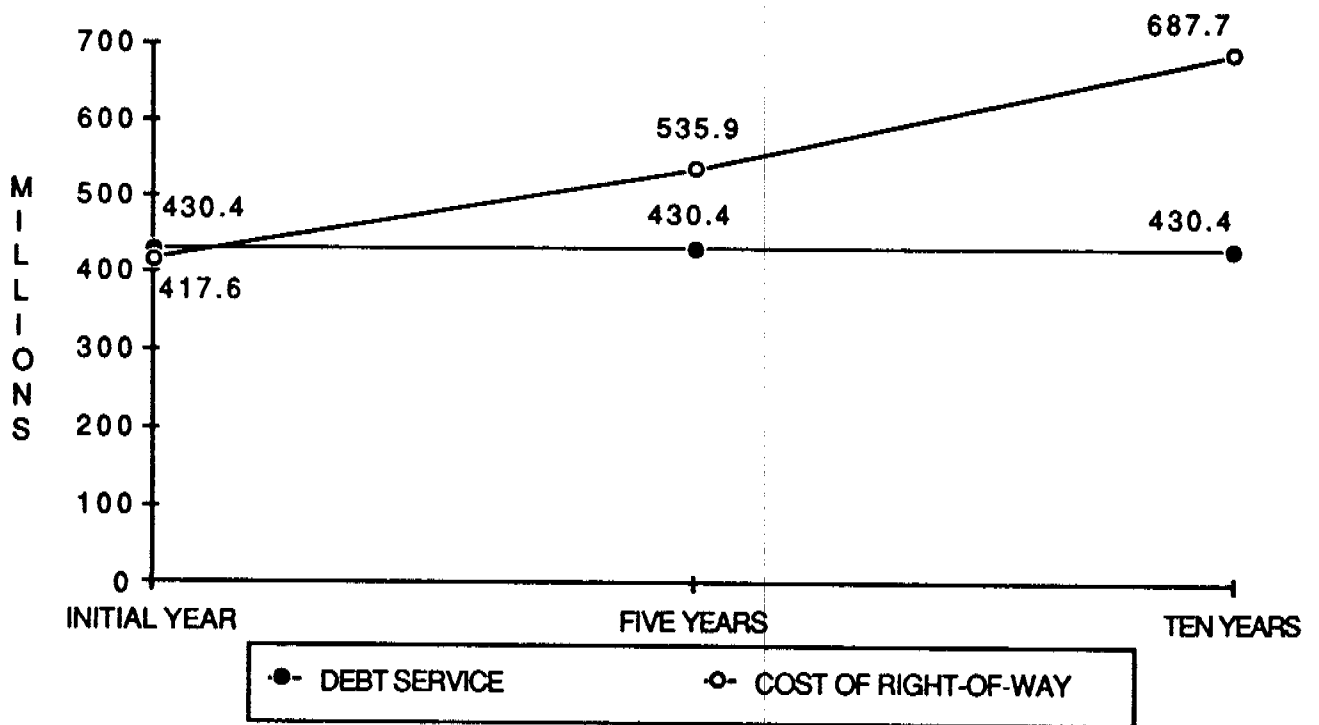
It was determined that, if the State were to finance right-of-way acquisitions five years prior to a pay-as-you-go scenario, the present value savings of bonding would be approximately \$105.5 million. If the State were not able to fund on a pay-as-you-go basis until ten years later, the present value savings of bonding would be \$257.3 million. This calculation is charted on the following page. Present value savings over ten years are graphed at page 14.



**Calculation of Present Value Savings by Bonding  
versus Delaying Right-of-way Purchases  
(in thousands)**

Fiscal Year Ending	Total Debt Service	Present Value (discounted at 7.5%)	Cost of Right-of-way (if purchased in 5 years)	Present Value (discounted at 7.5%)	Present Value Savings	Cost of Right-of-way (if purchased in 10 years)	Present Value (discounted at 7.5%)	Present Value Savings
1991	\$ 8,483	\$ 7,891	\$ —	\$ —	\$ (7,891)	\$ —	\$ —	\$ (7,891)
1992	27,063	23,419	—	—	(23,419)	—	—	(23,419)
1993	40,487	32,590	—	—	(32,590)	—	—	(32,590)
1994	44,457	33,289	—	—	(33,289)	—	—	(33,289)
1995	44,456	30,966	—	—	(30,966)	—	—	(30,966)
1996	44,454	28,804	170,978	110,787	81,983	—	—	(28,804)
1997	44,454	26,795	374,567	225,772	198,977	—	—	(26,795)
1998	44,457	24,927	270,469	151,653	126,726	—	—	(24,927)
1999	44,454	23,186	78,488	40,938	17,752	—	—	(23,186)
2000	42,458	20,600	12,713	6,168	(14,432)	—	—	(20,600)
2001	44,604	20,132	1,290	582	(19,550)	315,016	142,180	122,048
2002	44,607	18,728	—	—	(18,728)	690,116	289,748	271,020
2003	44,603	17,420	—	—	(17,420)	498,322	194,626	177,206
2004	44,601	16,204	—	—	(16,204)	144,609	52,539	36,335
2005	44,610	15,077	—	—	(15,077)	23,423	7,916	(7,161)
2006	44,608	14,024	—	—	(14,024)	2,376	747	(13,277)
2007	44,609	13,046	—	—	(13,046)	—	—	(13,046)
2008	44,606	12,135	—	—	(12,135)	—	—	(12,135)
2009	44,601	11,287	—	—	(11,287)	—	—	(11,287)
2010	44,608	10,501	—	—	(10,501)	—	—	(10,501)
2011	44,608	9,769	—	—	(9,769)	—	—	(9,769)
2012	44,604	9,086	—	—	(9,086)	—	—	(9,086)
2013	36,124	6,845	—	—	(6,845)	—	—	(6,845)
2014	17,397	3,067	—	—	(3,067)	—	—	(3,067)
2015	3,972	651	—	—	(651)	—	—	(651)
	<u>\$ 977,985</u>	<u>\$ 430,439</u>	<u>\$ 908,505</u>	<u>\$ 535,900</u>	<u>\$ 105,461</u>	<u>\$ 1,673,862</u>	<u>\$ 687,756</u>	<u>\$ 257,317</u>

# PRESENTATION OF PRESENT VALUE SAVINGS FOR BOND FINANCING VERSUS PAY-AS-YOU-GO ACQUISITION OF RIGHT-OF-WAY



**Analysis of potential revenue sources sufficient to fund the amounts identified at 4. and 5. above.**

7. The following potential additional revenue sources have been identified for purposes of this analysis:

**I. Fuel Tax Alternatives:**

- A. Provides for a 1 cent per gallon tax.
- B. Provides for an increase in the fuel sales tax from 5% to 6%. Tax is applied at the wholesale point of distribution against a legislated retail base price of \$1.148 per gallon. The legislated retail price is adjusted each July based on the change in the gasoline component of the Consumer Price Index (CPI). A floor has been established by the Legislature which prevents it from falling below 5.7 cents per gallon.
- C. Provides for increasing the fuel sales tax rate from 5% to 6% and changing the base year to 88/89.
- D. Provides for increasing the fuel sales tax rate from 5% to 6% and changing the index to the CPI for all items, using 1983/84 as the base year.
- E. Provides for a 1 cent per gallon increase in the State Aviation Fuel Tax which is currently at 5.7 cents per gallon.

**II. Motor Vehicle License Fee Alternatives**

- A. Provides for standardization of personal vehicle fees at \$32.50 and elimination of fractional fees.
- B. Provides for standardization of personal vehicle fees at \$35.00 and elimination of fractional fees.
- C. Provides for standardization of personal vehicle fees at \$45.00 and elimination of fractional fees.
- D. Provides for imposition of selective increases on most vehicle classes — revised license taxes for automobiles for private use, trucks, school buses, wreckers, hearses and ambulances, motor vehicles for hire and certain recreational vehicle-type units.

**III. Other Alternatives:**

- A. "New Wheels on Road" - provides for raising fee from \$30 to \$100.
- B. Provides for increasing rental car surcharge from 50 cents to \$1.00 per day.
- C. Repeal of sales tax exemption for motor vehicle trade-ins.

The analyses on pages 17, 18 and 19 compare the estimated annual revenues from the potential sources listed above to the additional revenues required to fully fund:

- 1) The 89/90 Tentative Five-Year Transportation Plan.
- 2) Years two through five of the 88/89 Adopted Five-Year Transportation Plan.

## Analysis of Additional Revenue Requirements and Potential Revenue Sources

Year	Fuel Tax Alternatives (Millions)						
	Annual Requirement 1	Annual Requirement 2	Annual Revenue Alternatives**				
			A	B	C	D	E
90/91	\$ 36	\$ 189	\$ 67	\$ 32	\$ 124	\$ 200	\$ 8
91/92	31	276	69	36	136	234	8
92/93	60	376	70	50	152	268	9
93/94	<u>101</u>	<u>7</u>	<u>71</u>	<u>72</u>	<u>183</u>	<u>308</u>	<u>9</u>
	<u>\$ 228</u>	<u>\$ 848</u>	<u>\$ 277</u>	<u>\$ 190</u>	<u>\$ 595</u>	<u>\$1,010</u>	<u>\$ 34</u>

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Requirement 1 - Additional revenue required to fully fund 89/90 Tentative Five-Year Transportation Plan.

Requirement 2 - Additional revenue required to fully fund years two through five of the 88/89 Adopted Five-Year Transportation Plan.

Revenue Alternative A - 1¢ per gallon increase in fuel tax.

Revenue Alternative B - Increase fuel sales tax from 5% to 6%.

Revenue Alternative C - Increase fuel sales tax from 5% to 6% and change base year to 88/89.

Revenue Alternative D - Increase fuel sales tax from 5% to 6% and change index from CPI (gas) to CPI (all items), 83/84 base year.

\*Revenue Alternative E - Additional 1¢ per gallon increase in aviation fuel tax.

\*Historically, such revenues have been restricted by policy for aviation traffic needs.

\*\*Data provided by FDOT based on estimates consistent with the results of the Revenue Estimating Conference of April, 1989 as revised by the post-legislative conference of June, 1989. No allowance has been made for reduced consumption due to higher prices.

**Analysis of Additional Revenue Requirements and Potential Revenue Sources**

**Motor Vehicle License Fee Alternatives  
(Millions)**

Year	Annual Requirement 1	Annual Requirement 2	Annual Revenue Alternatives**			
			A	B	C	D
90/91	\$ 36	\$ 189	\$ 126	\$ 152	\$ 257	\$ 88
91/92	31	276	131	158	266	93
92/93	60	376	136	164	275	97
93/94	<u>101</u>	<u>7</u>	<u>141</u>	<u>170</u>	<u>284</u>	<u>101</u>
	<u>\$ 228</u>	<u>\$ 848</u>	<u>\$ 534</u>	<u>\$ 644</u>	<u>\$1,082</u>	<u>\$ 379</u>

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Requirement 1 - Additional revenue required to fully fund 89/90 Tentative Five-Year Transportation Plan.

Requirement 2 - Additional revenue required to fully fund years two through five of the 88/89 Adopted Five-Year Transportation Plan.

Revenue Alternative A - Standardize personal vehicle fees at \$32.50 and eliminate fractional fees.

Revenue Alternative B - Standardize personal vehicle fees at \$35.00 and eliminate fractional fees.

Revenue Alternative C - Standardize personal vehicle fees at \$45.00 and eliminate fractional fees.

Revenue Alternative D - Selective increases on most vehicle classes.

\*\*Data provided by FDOT based on estimates consistent with the results of the Revenue Estimating Conference of April, 1989 as revised by the post-legislative conference of June, 1989. No allowance has been made for reduced registrations due to higher prices.

## Analysis of Additional Revenue Requirements and Potential Revenue Sources

### Other Alternatives (Millions)

Year	Annual Requirement 1	Annual Requirement 2	Annual Revenue Alternatives**		
			A	B	C
90/91	\$ 36	\$ 189	\$ 33	\$ 13	\$ 212
91/92	31	276	34	13	231
92/93	60	376	33	14	253
93/94	<u>101</u>	<u>7</u>	<u>33</u>	<u>14</u>	<u>265</u>
	<u>\$ 228</u>	<u>\$ 848</u>	<u>\$ 133</u>	<u>\$ 54</u>	<u>\$ 961</u>

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Requirement 1 - Additional revenue required to fully fund 89/90 Tentative Five-Year Transportation Plan.

Requirement 2 - Additional revenue required to fully fund years two through five of the 88/89 Adopted Five-Year Transportation Plan.

Revenue Alternative A - "New Wheels on Road" raise from \$30 to \$100.

Revenue Alternative B - Rental car surcharge raise from 50 cents to \$1.00/day.

Revenue Alternative C - Repeal sales tax exemption for motor vehicle trade-ins.

\*\*Data provided by FDOT based on estimates consistent with the results of the Revenue Estimating Conference of April, 1989 as revised by the post-legislative conference of June, 1989. No allowance has been made for reduced consumption/registrations due to higher prices.

FLORIDA DEPARTMENT OF TRANSPORTATION								
Comparison of the Highway and PTO Projects by amounts included in the								
the 1988/89 Adopted Work Program to the 1989/90 Adopted								
Work Program by County.								
COUNTY	88/89	COST	YEAR	ADDITIONS			89/90	89/90
	AWP	CHANGES	CHANGES	NEW PROJECTS	1989 MOVED-IN	DELETIONS	MOVED OUT	AWP
Alachua	61,830,183	(1,010,186)	6,545,984	13,526,015	297,984	(5,925,806)	(10,624,648)	64,639,526
Baker	3,648,634	6,000	519,208	489,944	0	(1,375,010)	(763,454)	2,525,322
Bay	36,950,317	57,312	1,003,654	4,154,593	196	(4,958,749)	(278,076)	36,929,247
Bradford	1,312,649	0	91,941	770,670	0	(129,770)	0	2,045,490
Brevard	63,865,023	85,265	13,336,866	6,421,573	49,585	(7,701,257)	(2,419,622)	73,637,433
Broward	550,454,088	1,343,891	(74,076,333)	88,651,752	1,222,128	(179,118,480)	(48,721,053)	339,755,993
Calhoun	4,663,882	0	1,029,094	906,150	0	(4,000)	(210,000)	6,385,126
Charlotte	23,359,144	(206,400)	(1,000,000)	12,808,401	1,040	(6,807,044)	(3,586,700)	24,568,441
Citrus	28,288,736	198,291	7,781,868	882,102	84,003	(5,512,424)	(59,900)	31,662,676
Clay	9,688,496	(138,820)	89,030	30,533,000	5,514	(3,552,596)	(148,900)	36,475,724
Collier	124,276,246	(695,700)	13,492,482	16,485,888	0	(70,693,214)	(5,890,000)	76,975,702
Columbia	20,966,948	(129,280)	464,499	4,691,980	2,303	(1,186,106)	(14,898,243)	9,912,101
Dade	669,658,648	8,991,890	12,166,564	194,842,687	2,380,757	(161,055,480)	(213,744,811)	513,240,255
DeSoto	14,845,750	(550,000)	2,012,000	2,182,000	0	(2,020,750)	(1,300,000)	15,169,000
Dist/State Wide	1,074,282,451	(9,744,322)	134,835,460	596,022,634	14,274,925	(207,645,211)	(70,969,315)	1,531,056,622
Dixie	1,625,135	179,133	(22,925)	5,184,634	0	(864,300)	(10,000)	6,091,677
Duval	306,248,435	(3,652,089)	47,465,776	93,922,570	1,281,886	(64,265,494)	(25,181,249)	355,819,835
Escambia	62,374,093	3,909,592	24,603,701	13,565,668	40	(12,803,796)	(392,803)	91,256,495
Flagler	12,358,076	(171,760)	(2,043,083)	6,026,418	0	(1,699,060)	(892,000)	13,578,591
Franklin	14,379,808	0	675,224	0	0	(1,697,481)	0	13,357,551
Gadsden	6,733,897	(1,972,400)	(52,440)	8,248,059	0	(864,115)	0	12,093,001
Gilchrist	2,690,515	0	740,791	33,320	65,545	(230,615)	0	3,299,556
Glades	8,395,127	0	(486,615)	100,000	0	(1,103,627)	0	6,904,885
Gulf	17,607,607	0	868,146	987,474	0	(30,000)	0	19,433,227
Hamilton	15,205,554	1,754,580	1,773,150	4,586,345	1,453	0	(499,529)	22,821,553
Hardee	7,490,000	(31,900)	1,000,500	277,400	0	(3,470,000)	(1,210,000)	4,056,000
Hendry	9,763,820	(598,300)	633,600	713,000	0	(1,715,820)	0	8,796,300
Hernando	14,108,898	1,567,385	426,543	6,068,741	135,410	(2,265,764)	(3,133,265)	16,907,948
Highlands	21,620,346	(270,000)	(1,256,500)	2,537,500	0	(2,499,371)	(5,236,000)	14,895,975
Hillsborough	299,508,330	3,118,476	3,390,094	62,545,298	119,078	(28,676,468)	(105,466,353)	234,538,455
Holmes	9,451,007	408,629	1,773,684	3,477,604	0	(1,434,600)	0	13,676,324
Indian River	23,918,905	18,500	5,468,624	16,638,882	1	(7,768,038)	(1,452,409)	36,824,465
Jackson	29,320,570	(7,011,574)	511,914	1,531,880	20,000	(1,931,768)	(4,252,309)	18,188,713
Jefferson	9,077,830	24,077	1,107,224	3,587,265	0	(623,729)	(2,270,327)	10,902,340



## EXHIBIT A (continued)

Lafayette	3,114,073	(554)	917,765	185,424	12,826	(289,400)	0	3,940,134
Lake	15,122,480	72,700	1,332,345	1,262,839	0	(2,398,718)	(567,207)	14,824,439
Lee	96,376,700	1,467,119	8,619,129	33,680,896	78,352	(22,961,624)	(13,808,001)	103,452,571
Leon	84,524,748	(87,842)	13,304,136	18,680,869	0	(6,698,937)	(22,283,028)	87,439,946
Levy	1,254,559	(17,677)	1,166	2,031,399	0	(241,700)	(644,988)	2,382,759
Liberty	2,727,998	0	(3,000)	63,400	0	(2,519,998)	(60,000)	208,400
Madison	2,238,145	695,641	3,523	2,194,147	0	(98,126)	(226,698)	4,806,632
Manatee	72,674,023	1,262,773	5,633,372	14,883,154	0	(15,736,444)	(19,872,758)	58,844,120
Marion	46,536,789	2,532,500	4,414,177	3,058,687	72,952	(2,984,896)	(1,024,893)	52,605,316
Martin	87,957,415	9,069,352	(14,013,871)	33,005,058	46,874	(6,996,629)	(20,331,646)	88,736,553
Monroe	51,725,191	655,951	3,498,210	6,312,596	0	(5,039,573)	(15,467,519)	41,684,856
Nassau	17,178,652	105,827	7,918,335	2,742,315	83,487	(5,000,166)	(907,328)	22,121,122
Okaloosa	19,720,989	333,870	3,275,516	7,068,714	0	(3,493,663)	(2,372,011)	24,533,415
Okeechobee	11,392,073	0	1,266,777	180,600	0	(1,068,235)	(6,387,600)	5,383,615
Orange	141,002,173	6,581,348	13,145,814	38,952,317	432,856	(30,579,617)	(20,394,010)	149,140,881
Osceola	19,925,312	(151,600)	701,747	152,448	0	(4,924,377)	(11,139,176)	4,564,354
Palm Beach	206,751,826	2,047,947	9,588,321	51,924,375	149,602	(53,682,275)	(18,279,539)	198,500,257
Pasco	49,272,528	35,007	4,396,441	15,837,788	268,846	(3,139,169)	(19,265,201)	47,406,240
Pinellas	206,250,320	5,068,471	24,166,431	64,702,075	905,624	(26,697,492)	(54,278,923)	220,116,506
Polk	104,040,002	(1,637,845)	13,972,851	31,380,396	8,438	(9,976,886)	(13,660,200)	124,126,756
Putnam	25,121,729	(2,614,530)	2,611,052	1,688,823	96,845	(1,304,929)	(93,120)	25,505,870
Santa Rosa	14,463,311	18,000	(3,046,179)	0	0	(2,270,414)	(1,690,447)	7,474,271
Sarasota	91,151,386	4,043,632	7,695,566	6,553,861	304,489	(11,504,499)	(11,689,089)	86,555,346
Seminole	81,024,710	569,704	(13,324,941)	10,736,708	342,946	(5,811,653)	(13,125,873)	60,411,601
St. Johns	95,147,757	(7,565,134)	98,712	6,508,003	50,879	(8,040,138)	(22,673,740)	63,526,339
St. Lucie	57,394,973	2,111,106	2,889,772	1,319,051	0	(13,829,782)	(9,858,535)	40,026,585
Sumter	15,597,959	2,892,175	655,388	987,543	165,275	(1,669,183)	(343,400)	18,286,757
Suwanee	11,411,908	366,611	1,099,576	602,560	13,354	(852,240)	(1,060,600)	11,591,169
Taylor	4,331,929	61,338	578,359	2,509,880	0	(190,403)	0	7,291,103
Union	2,726,312	0	567,179	816,484	0	(104,524)	0	4,005,451
Volusia	136,147,398	12,256,494	8,969,168	14,043,192	39,811	(30,644,112)	(21,498,166)	119,313,785
Wakulla	3,106,993	0	120,474	0	0	(1,219,063)	(275,645)	1,732,759
Walton	14,701,482	(9,500)	4,028,122	9,968,565	0	(1,941,849)	(729,885)	26,016,935
Washington	11,824,860	140,873	(3,398,476)	1,333,213	0	(59,000)	0	9,841,470
Subtotal	5,363,907,851	35,784,047	316,552,682	1,588,768,827	23,015,304	(1,075,599,657)	(847,610,192)	5,404,818,862
Less Misc. FCO								
Construction								
Projects	(55,435,086)	(299,207)	5,258,890	(21,427,359)	0	23,858,937	15,020,563	(33,023,262)
TOTAL	5,308,472,765	35,484,840	321,811,572	1,567,341,468	23,015,304	(1,051,740,720)	(832,589,629)	5,371,795,600
* The 89/90 AWP amounts include approximately \$50,000,000 programmed expenditures on "feeder roads" to the turnpike system which are to be funded from turnpike tolls.								

FLORIDA DEPARTMENT OF TRANSPORTATION								
Comparison of the Highway and PTO Projects by amounts included in the								
the 1989/90 Tentative Work Program to the 1989/90 Adopted								
Work Program by County.								
	89/90	COST	YEAR	ADDITIONS				89/90
COUNTY	TWP	CHANGES	CHANGES	NEW PROJECTS	1989 MOVED-IN	DELETIONS	MOVED OUT	AWP
Alachua	59,851,674	(231,386)	875,793	1,168,735	3,010,810	0	(36,100)	64,639,526
Baker	2,508,617	0	0	0	16,705	0	0	2,525,322
Bay	31,977,525	1,329,701	411,206	3,437,197	521,412	(364,000)	(383,794)	36,929,247
Bradford	1,964,801	67,089	0	13,600	0	0	0	2,045,490
Brevard	65,910,155	3,586,541	522,410	1,205,349	2,412,978	0	0	73,637,433
Broward	261,848,461	1,066,049	2,894,192	35,676,981	44,547,356	(711,000)	(5,566,046)	339,755,993
Calhoun	5,853,976	315,150	0	216,000	0	0	0	6,385,126
Charlotte	24,957,500	(86,400)	(390,000)	136,301	71,040	0	(120,000)	24,568,441
Citrus	30,793,436	7,704	301,358	52,000	508,178	0	0	31,662,676
Clay	37,119,666	(3,300,000)	1,178,459	4,014,914	777,085	0	(3,314,400)	36,475,724
Collier	56,285,450	2,351,000	(11,799)	990,987	20,008,064	0	(2,648,000)	76,975,702
Columbia	6,040,370	544,453	0	2,453,800	873,478	0	0	9,912,101
Dade	656,356,437	9,828,340	5,292,501	40,369,857	7,511,254	(13,238,276)	(192,879,858)	513,240,255
DeSoto	13,958,000	1,136,000	125,000	50,000	0	(100,000)	0	15,169,000
Dist/State Wide	1,483,865,539	(59,535,299)	(16,084,566)	120,261,988	20,819,262	(14,020,240)	(4,250,062)	1,531,056,622
Dixie	6,076,302	(10,700)	0	24,000	2,075	0	0	6,091,677
Duval	322,447,260	(8,926,831)	721,343	36,753,762	5,797,976	(320,375)	(653,300)	355,819,835
Escambia	71,578,121	9,133,490	(48,182)	9,450,900	2,590,429	(1,020,413)	(427,850)	91,256,495
Flagler	13,544,576	(145,905)	90,000	78,440	50,000	(38,520)	0	13,578,591
Franklin	12,914,764	442,787	0	0	0	0	0	13,357,551
Gadsden	13,934,047	(2,002,966)	(123,764)	206,000	79,684	0	0	12,093,001
Gilchrist	3,369,850	0	(156,860)	5,000	81,566	0	0	3,299,556
Glades	6,668,000	0	148,000	0	88,885	0	0	6,904,885
Gulf	19,002,131	1,823	270,755	0	158,518	0	0	19,433,227
Hamilton	20,982,404	13,100	0	1,724,596	101,453	0	0	22,821,553
Hardee	5,170,800	0	139,900	200	0	0	(1,254,900)	4,056,000
Hendry	8,638,300	(12,000)	110,000	50,000	10,000	0	0	8,796,300
Hernando	18,977,033	297,569	115,264	1,664,090	137,732	(34,500)	(4,249,240)	16,907,948
Highlands	14,472,800	(1,800)	354,000	25,000	45,975	0	0	14,895,975
Hillsborough	230,105,372	11,130,148	6,708,638	34,575,254	5,347,455	(3,148,435)	(50,179,977)	234,538,455
Holmes	13,244,041	215,904	17,069	110,000	89,310	0	0	13,676,324
Indian River	31,822,824	3,598,100	424,317	100,000	879,224	0	0	36,824,465
Jackson	16,172,905	414,947	(23,830)	26,380	1,635,311	(37,000)	0	18,188,713
Jefferson	10,577,156	302,184	0	1,000	22,000	0	0	10,902,340

Lafayette	4,064,383	0	(177,320)	0	53,071	0	0	3,940,134
Lake	14,178,581	185,785	6,000	224,368	371,307	(141,602)	0	14,824,439
Lee	101,304,924	2,706,701	1,126,000	436,595	198,352	(40,000)	(2,280,001)	103,452,571
Leon	90,874,563	1,455,310	203,691	6,625,000	12,395,448	(166,000)	(23,948,066)	87,439,946
Levy	2,412,686	(16,400)	0	38,399	3,074	0	(55,000)	2,382,799
Liberty	208,400	(3,000)	0	3,000	0	0	0	208,400
Madison	4,772,511	0	0	0	34,121	0	0	4,806,632
Manatee	68,509,078	(5,969,420)	348,400	555,954	952,463	(124,000)	(5,428,355)	58,844,120
Marion	50,656,906	(190,136)	1,092,000	265,000	820,066	(38,520)	0	52,605,316
Martin	90,546,769	3,760,571	63,762	813,606	2,071,187	(259,342)	(8,260,000)	88,736,553
Monroe	33,784,798	(223,886)	407,792	12,217,639	1,464,654	0	(5,966,141)	41,684,856
Nassau	21,854,029	205,045	(133,416)	82,830	112,634	0	0	22,121,122
Okaloosa	22,140,603	547,607	(3,420,283)	5,023,810	241,678	0	0	24,533,415
Okeechobee	5,143,251	126,800	10,000	0	108,964	(5,400)	0	5,383,615
Orange	134,390,048	(3,320,427)	2,363,550	11,583,552	5,230,550	(1,106,392)	0	149,140,881
Osceola	4,755,200	15,408	(133,890)	0	43,000	(15,364)	(100,000)	4,564,354
Palm Beach	170,760,349	1,250,436	1,737,290	31,098,956	11,416,196	(17,762,970)	0	198,500,257
Pasco	51,982,603	3,165,450	460,748	6,376,615	486,896	0	(15,066,072)	47,406,240
Pinellas	224,669,281	2,830,087	14,982,602	30,853,553	1,502,610	(2,695,150)	(52,026,477)	220,116,506
Polk	113,339,117	6,133,004	1,643,901	1,336,245	4,780,683	(313,310)	(2,792,884)	124,126,756
Putnam	25,445,723	29,521	(134,387)	70,000	109,413	0	(14,400)	25,505,870
Santa Rosa	7,855,158	18,000	(408,595)	0	9,708	0	0	7,474,271
Sarasota	87,161,962	2,501,836	(433,000)	1,076,561	3,297,987	(1,000,000)	(6,050,000)	86,555,346
Seminole	53,630,227	(1,928,143)	60,000	350,500	8,349,017	(50,000)	0	60,411,601
St. Johns	75,928,612	(874,580)	197,047	680,600	813,820	(70,800)	(13,148,360)	63,526,339
St. Lucie	41,094,128	706,823	613,800	65,000	3,634,694	(6,087,860)	0	40,026,585
Sumter	17,638,339	12,000	247,805	186,000	211,613	(10,000)	0	18,285,757
Suwanee	11,265,577	28,800	0	30,000	266,792	0	0	11,591,169
Taylor	7,206,055	0	0	21,400	77,808	(14,160)	0	7,291,103
Union	4,003,536	(66,766)	46,530	0	22,151	0	0	4,005,451
Volusia	101,350,084	(787,909)	1,138,300	2,562,083	15,108,127	(26,900)	(30,000)	119,313,785
Wakulla	1,919,422	68,308	0	0	0	0	(254,971)	1,732,759
Walton	17,896,080	17,000	458,069	5,188,215	3,614,300	0	(1,156,729)	26,016,935
Washington	8,970,181	398,347	333,103	2,000	137,839	0	0	9,841,470
Subtotal	5,250,703,457	(15,689,036)	26,560,703	412,609,812	196,135,438	(62,960,529)	(402,540,983)	5,404,818,862
Less Misc. FCO								
Construction								
Projects	(26,287,854)	76,180	0	(2,767,842)	(4,043,746)	0	0	(33,023,262)
TOTAL	5,224,415,603	(15,612,856)	26,560,703	409,841,970	192,091,692	(62,960,529)	(402,540,983)	5,371,795,600
* The 89/90 AWP amounts include approximately \$50,000,000 programmed expenditures on "feeder roads" to the turnpike system which are to be funded from turnpike tolls.								