Sources and Distribution of Highway Revenue
Highway User Revenues
Receipts & Distribution
Fiscal Year 2014
## Revenue Sources

### Fiscal Year 2014

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Receipts</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuel Taxes</td>
<td>$431,078,059</td>
<td>64.3%</td>
</tr>
<tr>
<td>Natural Gas Severance Tax</td>
<td>$72,075,051</td>
<td>10.8%</td>
</tr>
<tr>
<td>Title Transfer Fees</td>
<td>$3,811,165</td>
<td>0.6%</td>
</tr>
<tr>
<td>Other Income</td>
<td>$1,257,277</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$670,057,987</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Revenue Breakdown

- **Registration Fees**
  - Autos & Trucks: $118,177,336
  - Other *: $9,267,690
  - Total: $127,445,026 (19.0%)

- **Special Permit Fees**
  - Total: $17,697,301 (2.6%)

- **Other Revenue**
  - Storage Tank & Fuel Tax Refunds: $7,962,149 (1.1%)
  - Unified Carrier Registration Fees: $1,865,790 (0.3%)
  - SHD Fund Interest: $4,835,319 (0.7%)
Highway User Revenues
Receipts & Distribution
Fiscal Year 2014

Receipts $670,057,987

Distribution

Constitutional & Fiscal Agencies $20,841,928 (3.1%)
State Aid Roads $18,893,975 (2.8%)
County Roads $86,888,845 (13.0%)

Non-highway Uses $11,926,998 (1.8%)
State Aid Streets $18,888,175 (2.8%)
City Streets $86,888,845 (13.0%)

STATE HIGHWAYS $425,729,220 (63.5%)

* Includes driver search fees and motor carrier education.
Percent do not equal 100% due to rounding.
AHTD:FS/7/19/2014
Project Selection Process
## Projected Federal & State Revenue

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Funds</strong></td>
<td></td>
</tr>
<tr>
<td>Est. Avg. Annual Revenue from MAP 21</td>
<td>$490 million</td>
</tr>
<tr>
<td><strong>State Funds</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total Gross Available</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$900 million</td>
</tr>
</tbody>
</table>
## Funds Available for Construction

Less Federal Funds for the following

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Budgeted Expenditures Maintenance, Admin., Operations</td>
<td>$30 million</td>
</tr>
<tr>
<td>Non-AHTD Projects Trans. Alternatives, Counties, Cities, Urban Attributable, Metro Planning</td>
<td>$45 million</td>
</tr>
<tr>
<td>Non-Construction Programs State Planning &amp; Research</td>
<td>$9.9 million</td>
</tr>
<tr>
<td>Obligation Limitation</td>
<td>$49 million</td>
</tr>
<tr>
<td><strong>Total Federal Reduction</strong></td>
<td><strong>($134) million</strong></td>
</tr>
</tbody>
</table>
Funds Available for Construction

Less State Funds for the following

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Budgeted Expenditures Maintenance, Admin., Operations</td>
<td>$280 million</td>
</tr>
<tr>
<td>State Match for Non-Construction Programs State Planning &amp; Research</td>
<td>$2.5 million</td>
</tr>
<tr>
<td><strong>Total State Reduction</strong></td>
<td><strong>($282) million</strong></td>
</tr>
</tbody>
</table>
Funds Available for Construction

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Interstate Maintenance Funds</td>
<td>$58 million</td>
</tr>
<tr>
<td>4 cent Diesel Fuel Tax</td>
<td>$16.1 million</td>
</tr>
<tr>
<td><strong>Total IRP Reduction</strong></td>
<td><strong>($74) million</strong></td>
</tr>
</tbody>
</table>
Available Construction Revenue
State & Federal Funds

$410 million
<table>
<thead>
<tr>
<th>Description</th>
<th>Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridges (Historical Funding Level)</td>
<td>$90 million</td>
</tr>
<tr>
<td>Interstate Maintenance (Amt. Committed to IRP)</td>
<td>$42 million</td>
</tr>
<tr>
<td>Federal-Aid Safety</td>
<td>$47 million</td>
</tr>
<tr>
<td><strong>Total Reductions</strong></td>
<td><strong>($179) million</strong></td>
</tr>
</tbody>
</table>
Commission Discretion
Annual Funds for Construction

$230 million
Federal Transportation Legislation Impacts
Senate Bill

- 6-Year Authorization Bill
- Only have funding for 3 yrs.
- Withdrawn projects can be let to contract
- Continue with Current STIP
House Bill

- Reimbursements until end of year
- Reschedule 75 withdrawn projects
- 2016 Program Still Uncertain
Authorization Extended

- No additional Trust Fund Money
- Reschedule 75 withdrawn projects
- Can’t let any federal scheduled projects for 2016
Very Poor

No Authorization Bill

- No Additional Trust Fund Money
- AHTD Shuts Down Ongoing Federal Projects
Potential Revenue Targets
Immediate/Short-Term Target

$110 million annually (within 2 years)

- Critical needs
- Match federal aid
- Estimated $14 million to $83 million used as matching funds (depends upon final transportation bill)
- The remaining (est. at $27 million to $96 million) used for overlays, etc.
Mid-Term Target

$140 million annually (3-5 years)

- Would provide total of $250 million annually when combined with Short-Term target
- Match federal aid plus enhanced maintenance program.
- Overlay, seal, rehabilitate approx. 50% of the system every 15-20 years.
Long-Term Target

+ $150 million annually (6-10 years)

- Total of $400 million annually when combined previous targets
- Match federal aid, maintain existing system, enhance economic development
Ultimate Needs

$1.68 billion annually (10 years +)

- Represents the gap that exists between AHTD’s current funding levels and the identified functional and economic development needs over the next 10 years.
Ultimate Needs

$1.68 billion annually (10 years +)

- $1.68 billion in new revenue annually for 10 years would yield the following:
  - Completion of I-49 and I-69
  - Completion of the entire four-lane grid system, including all economic development corridors
  - No deficient or weight-restricted bridges or highways
  - Average age of AHTD equipment fleet at 8 years
  - Updated Department facilities statewide