

# STATE SUMMARY OF COUNTY TRANSPORTATION FUNDING AND FINANCE

## MISSOURI COUNTIES

### FUNDING SOURCES FOR COUNTY TRANSPORTATION PROJECTS

#### From State Funds:

- The total state gas tax is set at 17 cents per gallon, and is expected to bring \$680 million in FY 2013. A portion of this tax revenue is deposited in the County Aid Road Trust (CART).
- For FY 2013, CART revenues are projected to be:
 

• County share of gas tax	\$79.4 million	77%
• County intake from motor vehicle sales/use tax	\$13.6 million	13%
• Vehicle fees	\$10.6 million	10%
• Total	\$103.6 million	100%

#### From Federal Funds:

- Counties receive federal funding through the Off-system Bridge Replacement and Rehabilitation (BRO) program. This program provides funding to counties for replacement and rehabilitation of deficient bridges.

#### From County Funds:

- Counties can establish Tax Increment Financing (TIF) districts and commissions. Fifty percent of additional revenues generated by TIFs are to be deposited into the special allocation fund for the TIF project
- Counties can create Transportation Development Districts (TDD) and impose a sales tax in increments of 1/8 percent up to one percent. TDD sales taxes have historically been collected by the district or local authority. Unlike TIF, the TDD imposes its own taxes to fund projects and does not divert or diminish the revenue of other taxing jurisdictions. Funding mechanisms include sales tax, property tax, special assessment and toll roads. Revenue can be applied to project costs including debt service on revenue bonds or refunding bonds issued by the district or the Commission.

### COUNTIES FACE THE FOLLOWING CHALLENGES IN FUNDING AND FINANCING TRANSPORTATION PROJECTS

- Revenue from the state gas tax is flattening and declining. As a result, counties are only able to maintain existing infrastructure and are not able to undertake new construction projects.
- It is not politically viable to raise additional revenue by increasing taxes.

Share of County Owned <b>Road Miles</b> Out of Public Roads Statewide	<b>56%</b>
Share of County Owned <b>Bridges</b> Out of Public Bridges Statewide	<b>52%</b>
Share of <b>Structurally Deficient Bridges</b> Out of County Owned Bridges	<b>17%</b>

### COUNTY FINANCIAL AUTHORITY

	County Authority	Limitations
<b>Levy Property Taxes</b>	X	Counties have limitations on property tax rates and may only raise tax rates above the limitation with two-thirds voter approval.
<b>Levy Personal Property Taxes</b>	X	Motor vehicles are subject to ad valorem personal property taxes.
<b>Levy Local Option Sales Taxes</b>	X	Counties may not levy general sales or use taxes, but may impose special purpose taxes with voter approval. Special purposes include transportation.
<b>Levy a Local Gas Tax</b>		
<b>Charge a Motor Vehicle License or Registration Fee</b>	X	
<b>Form Special Districts for Transportation</b>	X	Counties can create Transportation Development Districts and impose up to 1% sales tax in these districts.

## NEW FUNDING AND FINANCING SOLUTIONS FOR COUNTIES

- funded with TIF revenues, either because such improvements were not included as part of the TIF redevelopment project or because the budget limits identified in the TIF redevelopment plan preclude the use of TIF revenues to finance such improvements. TDD and TIF create a synergy that not only generates TDD revenue to fund the district's portion of the project but also generates additional TIF revenue to fund the project.