

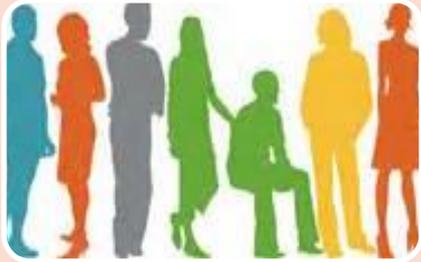


The Greater Warren County EDC

The Potential Impact of Tolling on I-70

What Warren County Needs to Know

EFFORTS OF THE EDC



Jobs:
318 new
80 retained



Wages:
135% of
county
average wage



Investments:
\$113.8M
confirmed

I-70 Economic Benefit

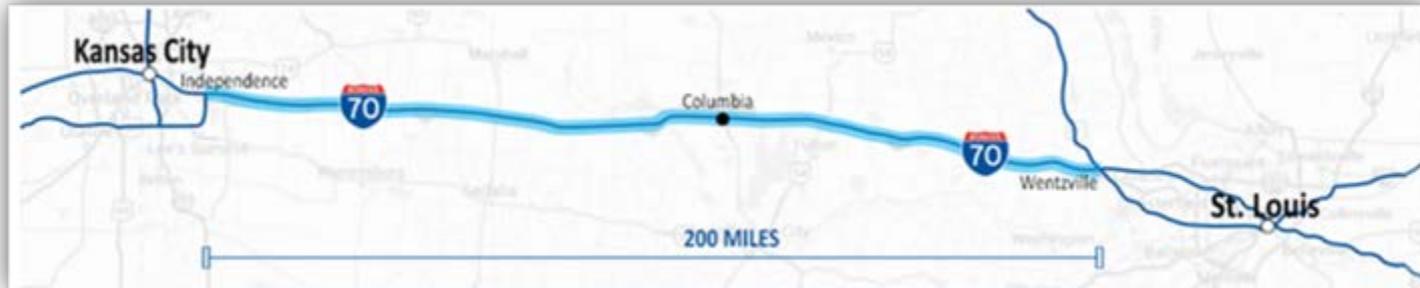
49%
of Missouri's
Employers

63%
of Missouri's
Jobs

61%
of Missouri's
Population

WITHIN 30 MILES OF INTERSTATE 70

The backbone of our State's economy



The Current Situation

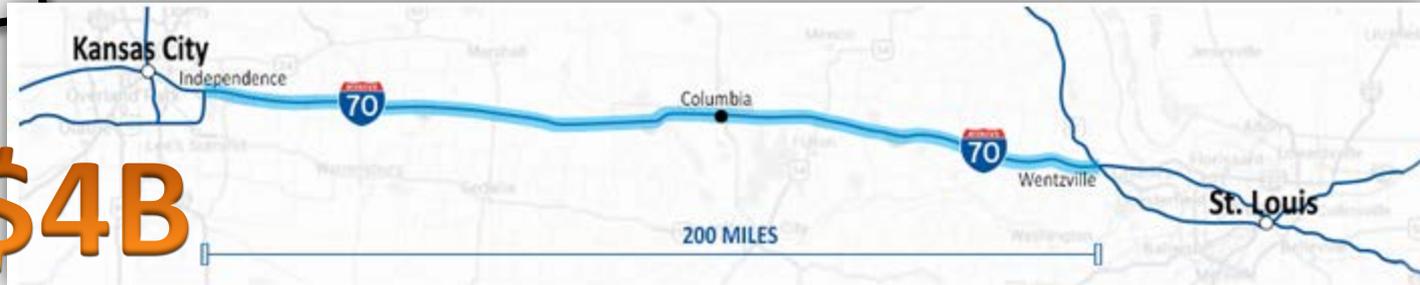
Options for Enacting Tolls

Legislative Authority

Voter Approval

Public Private Partnerships
PPP(P³)

\$2B to \$4B



The MoDOT Plan

- MoDOT received a waiver from the Federal Highway Administration in 2005 to impose and collect tolls on the I-70 corridor (MO,VA,NC)
- Governor Nixon requested in 2014 that MoDOT develop a plan for tolling I-70



Project	2015	2016	2017	2018	2019	2020	2021	2022	2023	
I-70 Corridor	◆	Toll Project Authorization								
		Investment Grade Study								
		EIS Re-evaluation								
		Private Sector Partner Procurement								
		Financing								
			◆	SELECTION						
			Preliminary (ROW) Plans							
				ROW Acquisition						
				Final Design						
										Construction

"This can only be accomplished "in concert with a private sector partner"
MoDOT



The Greater Warren County EDC

How Did We Get To This Point?

What Warren County Needs to Know

Recent History of Transportation Funding

2014

Amendment 7: three-quarters of one percent sales tax to be used solely to fund state and local highways, roads, bridges and transportation projects for ten years. Would produce \$480 million annually to the state's Transportation Safety and Job Creation Fund and \$54 million for local governments.

2004

Amendment 3, which requires all revenues collected from the sale of motor vehicles come to MoDOT. It requires the Missouri Highways and Transportation Commission to issue bonds for building highway and bridge projects and uses these additional revenues to pay back the bonds

2002

Legislation is passed extending the 6-cents-per-gallon motor-fuel tax, which was due to expire in 2008.
Proposition B-a 4-cent per gallon increase in fuel taxes and general sales tax of ½ % was defeated

2000

Legislation was passed allowing MoDOT to issue \$2.25 billion in bond financing to accelerate highway improvements. MoDOT can issue up to \$500 million per year in bond financing through the year 2006.

1992

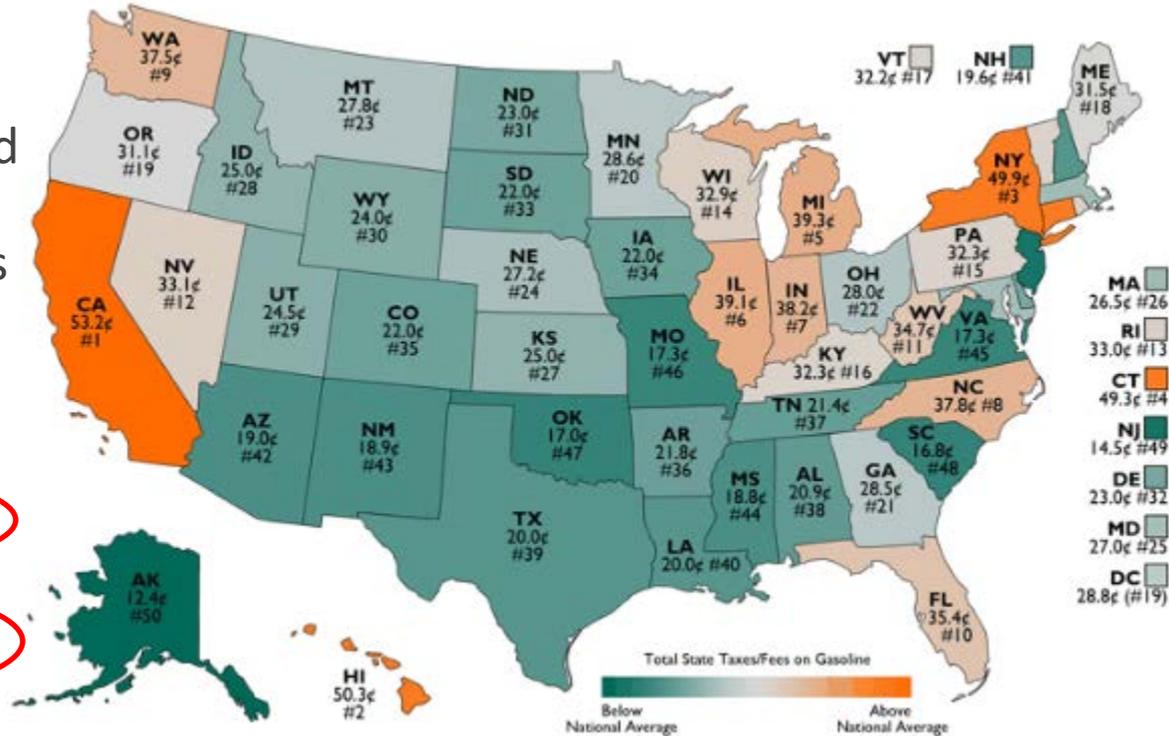
A 6-cent per gallon increase in the motor fuel tax is passed by the Legislature. The 6 cents is to be phased in over a 5-year period; 2 cents in 1992, 2 cents in 1994 and 2 cents in 1996.

1987

Proposition A, a constitutional amendment to increase the motor fuel tax by 4 cents per gallon,

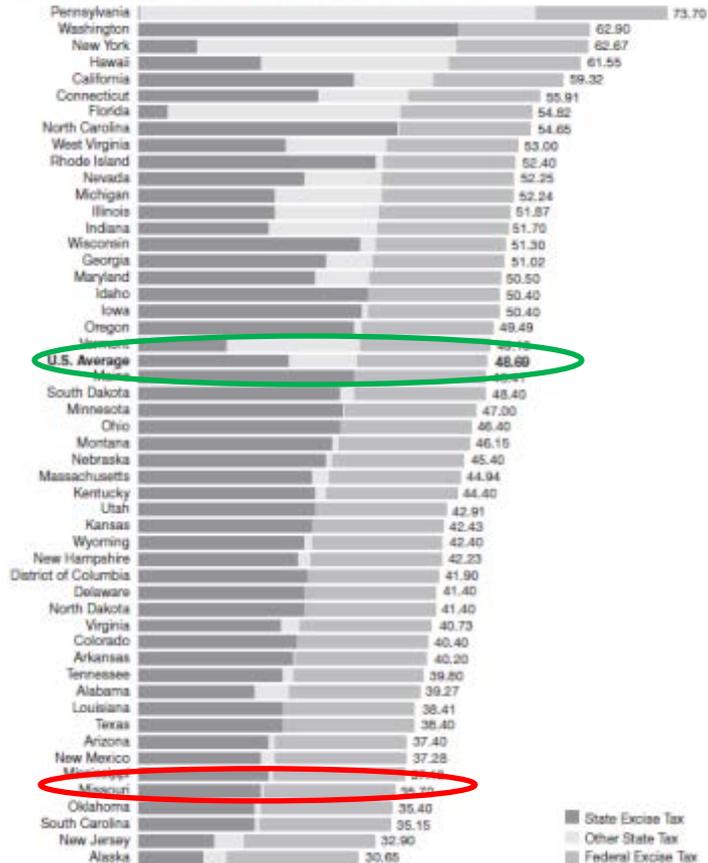
How Missouri Compares to Surrounding States

- Missouri has more than 34,000 miles of state-owned and maintained roads
- Missouri has 10,400 bridges to maintain
- Missouri has 268,201 lane miles of road surface
- Missouri is the 7th largest system in U.S.
- Missouri ranks **45th** in state gas tax rate (2014)



State Comparison of Fuel Taxes

Gasoline Motor Fuel Taxes as of October 1, 2015



Missouri (17c, State)

- 35.40 gas
- Last raised 1996
- 41.40 diesel
- Last raised 1997

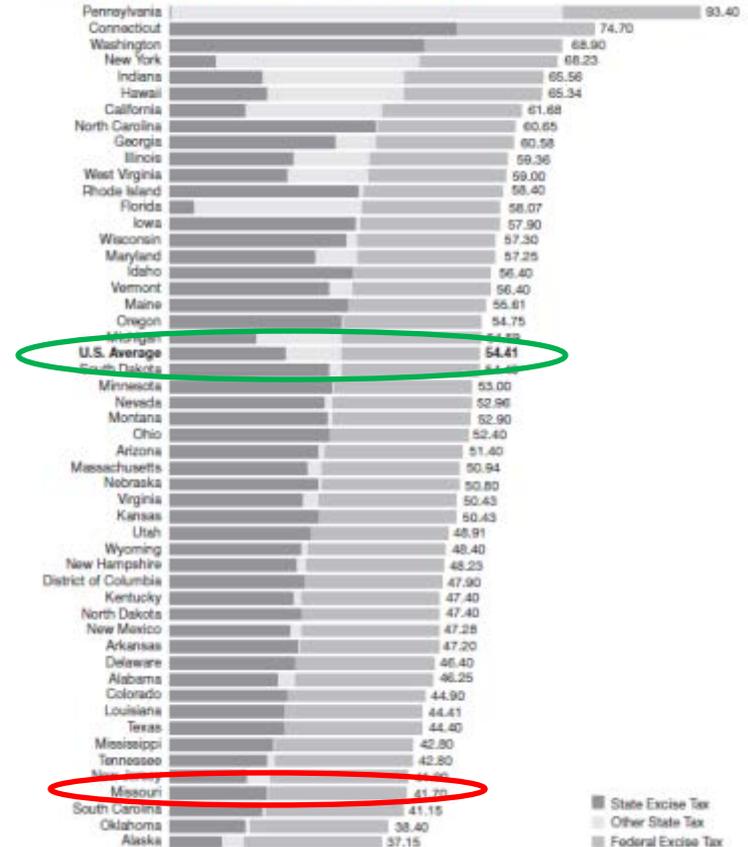
US Average

- 48.69 gas
- 54.41 diesel

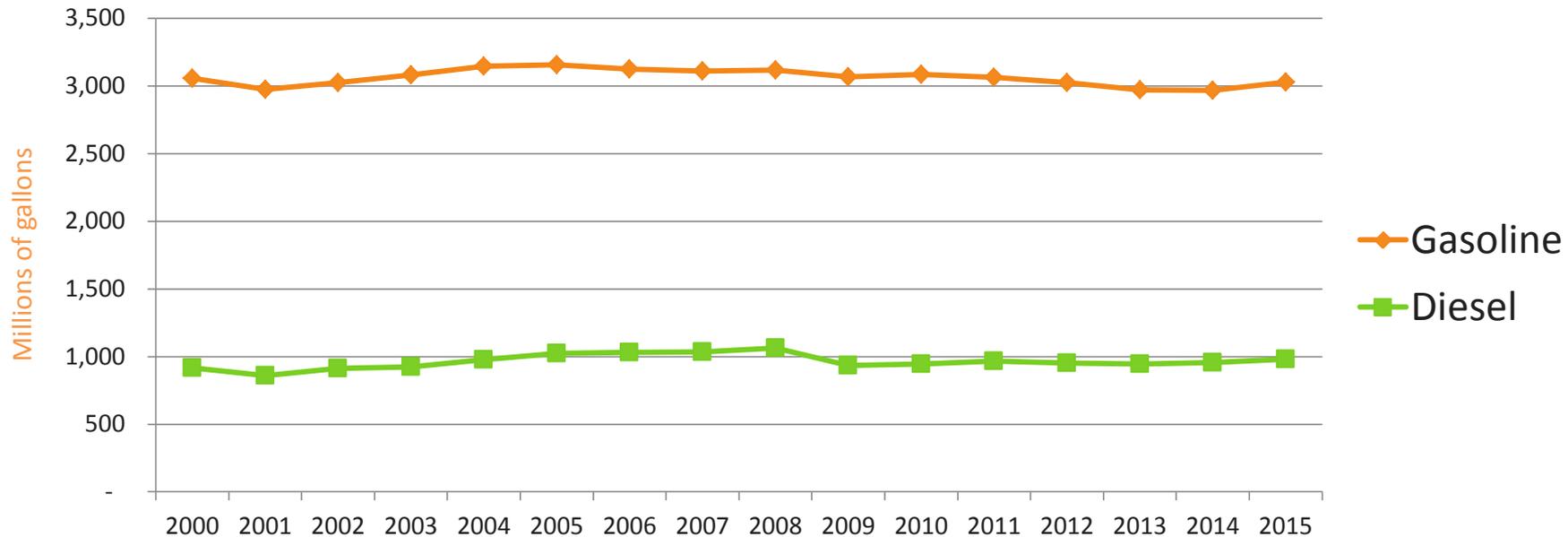
Federal Rates

- 18.40 gas
- 24.40 diesel

Diesel Motor Fuel Taxes as of October 1, 2015

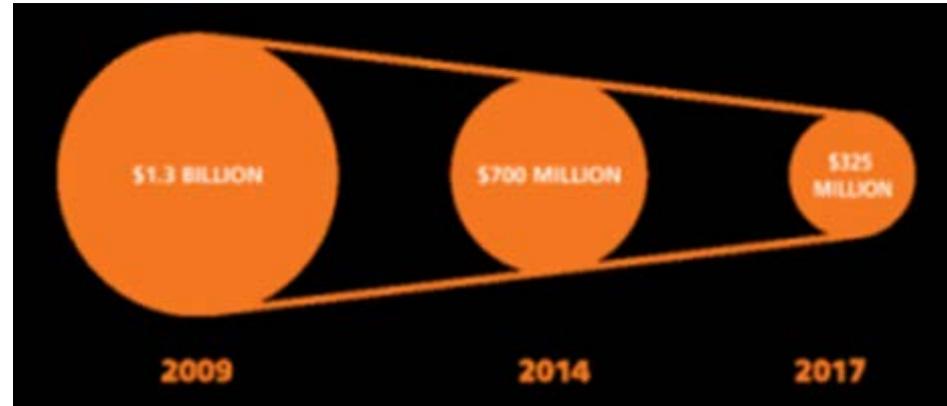


Fuel Consumption



The Result

- Revenue has not kept pace with construction costs
 - Consumption flat
 - No tax increase
- Debt service of 2000-2006 bonds and Amendment 3 using a portion of available funds
- Construction budget is projected to be $\frac{1}{4}$ of the high point in 2009.
- Construction funding primarily for maintenance of the existing system
- Looking for alternative funding and strategies for large projects, i.e I-70





The Greater Warren County EDC

Why Oppose Tolling on I-70?

What Warren County Needs to Know

The Potential Impact

- All merchandise shipped in will have a toll mark up.
- All workers entering & leaving the County (57% of workforce) will be tolled twice daily.
- Warren County will become non-competitive with surrounding counties for attracting jobs
- Warren County will no longer be considered a “location of choice” for new residential development
- A toll will have a negative impact on economic growth, businesses, jobs, housing values, and retail sales which will impact the tax base
- All personal, social, family, sports, lake, Mizzou trips will be affected by tolls.
- Impact on secondary roads and communities will be significant



The Potential Costs

- Cost of Commuting to/from St. Charles
 - **\$3.00/day**
 - **\$780/year**
- Cost to attend Mizzou game
 - **\$19.50**
- Cost to go to Lake of Ozarks
 - **\$13.50**
- Cost to go to Montgomery City
 - **\$5.40**
- Cost to/from Warrenton to Wright City
 - **\$2.10**
- Cost to go to St. Louis
 - **\$3.00**
- Cost to go to Kansas City
 - **\$57.00**

**PLUS YOU
STILL WILL
PAY FUEL
TAXES**



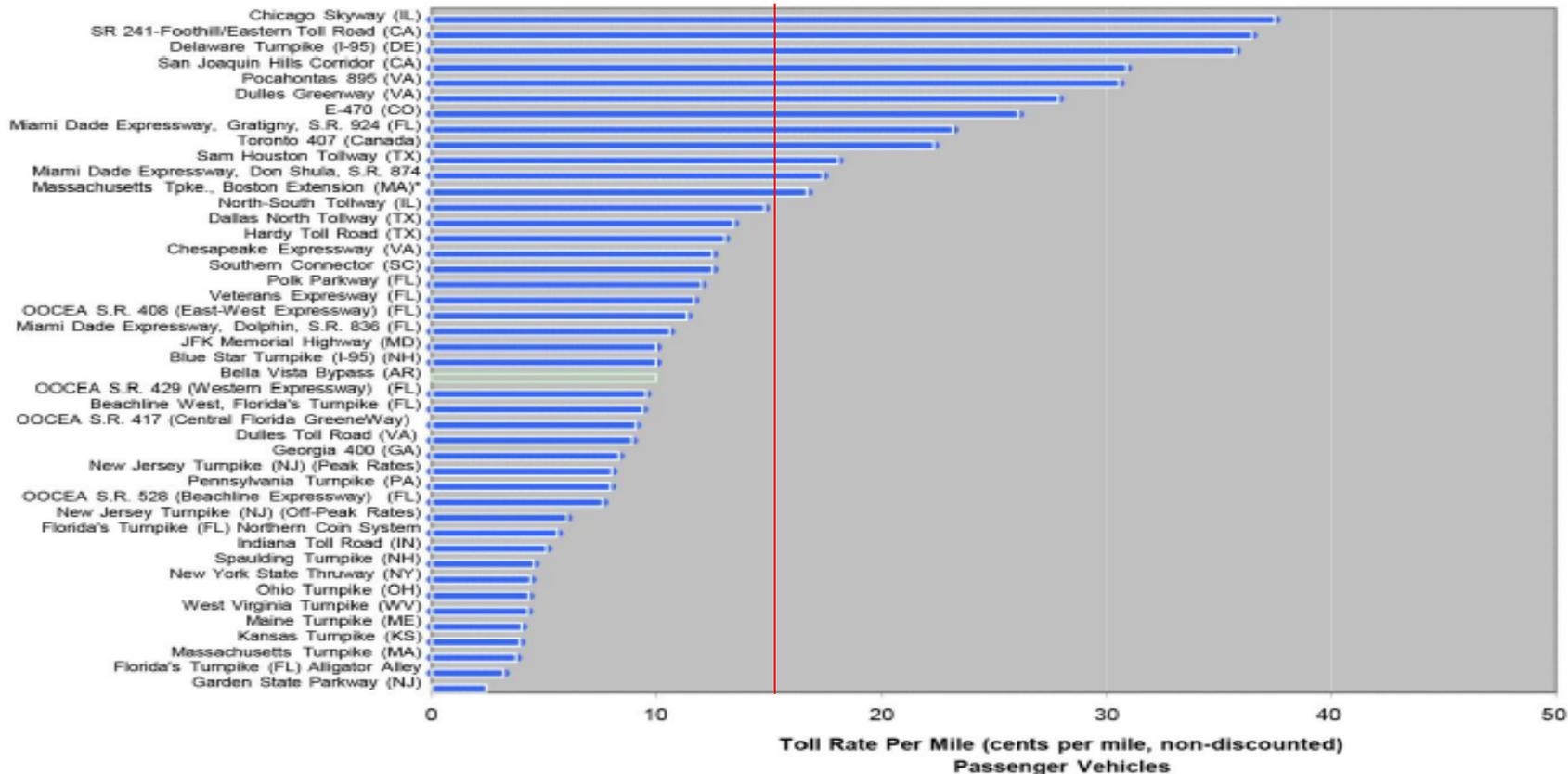
- Truck toll to deliver to/from St. Louis
 - **\$9.00**
- Truck toll to deliver to/from Columbia
 - **\$58.50**
- Truck toll to deliver to/from Kansas City
 - **\$153.00**

* Based on MoDOT estimate of \$.15 per mile—roundtrip estimate

* Based on MoDOT estimate of \$.45 per mile

Toll Rates Comparison

Toll Rate Per-Mile Cost Comparison – AUTOMOBILES



Public Private Partnerships

- What they are:

Private firms that finance, design, build, operate and maintain publicly owned assets

- How they work:

They control a publicly owned asset through a long term lease and charge a fee to use the asset that will recover their costs plus profits

- Who are they:

Often times they are conglomerates that are largely funded by foreign interests.

Through 2013, 5 long term lease agreements (P3s) have been executed in the U.S.

Facility	Length	Terms	Costs	Notes
Chicago Skyway-IL	7.8 miles	99 years	\$.57 to \$4.52 per mile	Existing toll road
Pocahontas Parkway-VA	8.8 miles	99 years	\$.36 to \$.82 per mile	New roadway
Indiana Toll Road-IN	157 miles	75 years	\$.03 to \$.55 per mile	Existing toll road Bankruptcy-2013
Northwest Parkway-CO	8 miles	99 years	\$.43 to \$.86 per mile	Existing toll road
PR-22	54.5 miles	40 years	\$.17 to \$.72 per mile	New roadway

Solutions the EDC Supports

- **INCREASE** the current **STATE** fuel tax
 - A one cent gas tax increase in MO will generate \$30M/year
 - A one cent diesel fuel tax increase in MO will generate \$9.8M/year
- **INCREASE** the current **FEDERAL** fuel tax
- Levee a **SALES TAX** dedicated to transportation
- Create a **BONDING** mechanism for transportation projects
- Assess a **USER FEE** based on miles driven
- Tax **ALL MOTOR FUELS** equally- natural gas, electric, hydrogen, propane, and others
- Dedicate a percent of **STATE REVENUE GROWTH** to transportation
- Increase **VEHICLE REGISTRATION** and **LICENSE FEES**

Our Plan for Moving Forward

- Build a Coalition against tolling
- Develop a grassroots network
- Educate residents and business owners on the impact of tolling
- Lobby policymakers to prevent tolling
- EDC Day at the Capitol
- Support fair, equitable and viable transportation funding solutions



What You Can Do to Help



- Unify around the issue
- Row in the same direction
- Educate yourself, family members, customers, and neighbors on the impact of tolling
- Join the grassroots movement
- Spread the word with your constituents





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Questions?