



TRANSPORTATION FUNDING

August 26, 2025

Present Transportation Infrastructure funding options for the Board's discussion and direction

- Current Funding Sources
- Funding Overview and Trends
- Road Resurfacing Needs
- Additional 5-cent Local Option Gas Tax
- Road Capacity Projects
- Additional Funding Options
- Board Discussion



CURRENT FUNDING SOURCES

GAS TAX: STATE ALLOCATED FUNDS



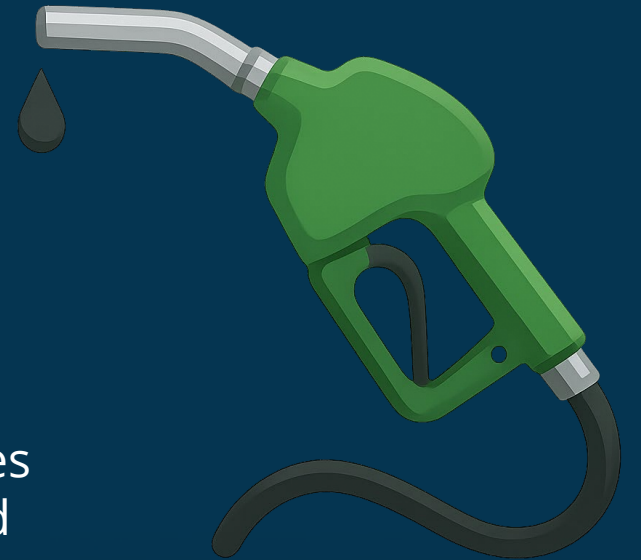
1¢ - COUNTY FUEL TAX

Section 206.41 (1)(b), Florida Statutes, enacted in 1941, allocates 1¢ per net gallon to Lake County of state tax on motor fuel for public transportation purposes



2¢ - CONSTITUTIONAL FUEL TAX

Section 206.41 (1)(a), Florida Statutes, enacted in 1943, allocates 2¢ per net gallon to Lake County of state tax on motor fuel and can be used for the construction, reconstruction, operation, maintenance, and repair of transportation infrastructure



GAS TAX: LOCALLY IMPOSED FUNDS



1 ¢ - "NINTH" CENT FUEL TAX

Section 206.41 (1)(d), Florida Statutes, enacted in 1972, passed by electorate in 1982, imposes 1¢ per net gallon on motor and diesel fuel to fund transportation expenditures, revenue shared 50/50 with the Municipalities

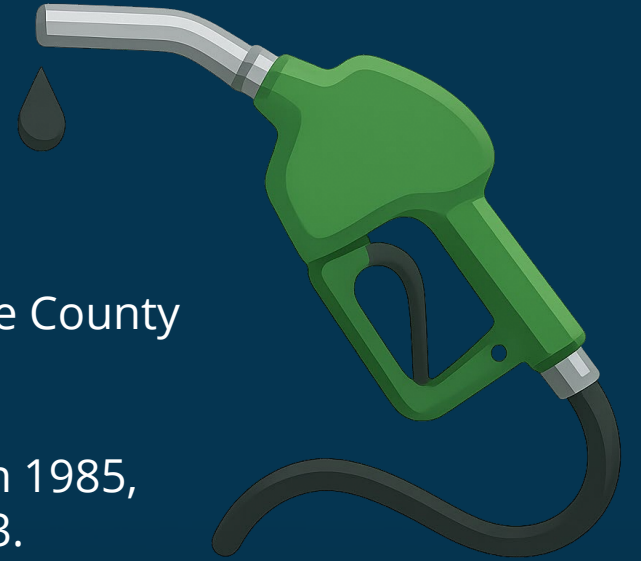
6 ¢ - LOCAL OPTION FUEL TAX

Section 206.41 (1)(e), Florida Statutes, authorized in 1983, allows the County to levy between 1¢ and 11¢ per net gallon on motor fuel.

Lake County levied first and second cent in 1984, third and fourth in 1985, and fifth and sixth in 1986. All 6¢ extended until December 31, 2043.

Proceeds are shared per Interlocal Agreement with municipalities. County share is 66.38%, Municipal share is 33.62% based on population and road miles.

Every Florida County has a minimum 6¢ Local Option imposed.

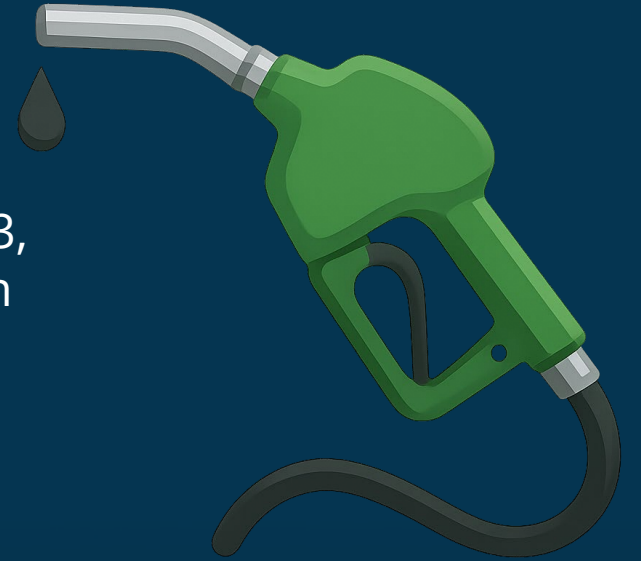


ADDITIONAL 5-CENT LOCAL OPTION GAS TAX



ADDITIONAL LOCAL OPTION FUEL TAX - 5¢ (NOT CURRENTLY IMPOSED)

Section 336.025 (b), Florida Statutes, authorized in 1993, allows each County to levy an additional 1¢ to 5¢ tax on motor fuel (not diesel) sold at retail within the County's jurisdiction can be levied.



INFRASTRUCTURE SALES TAX

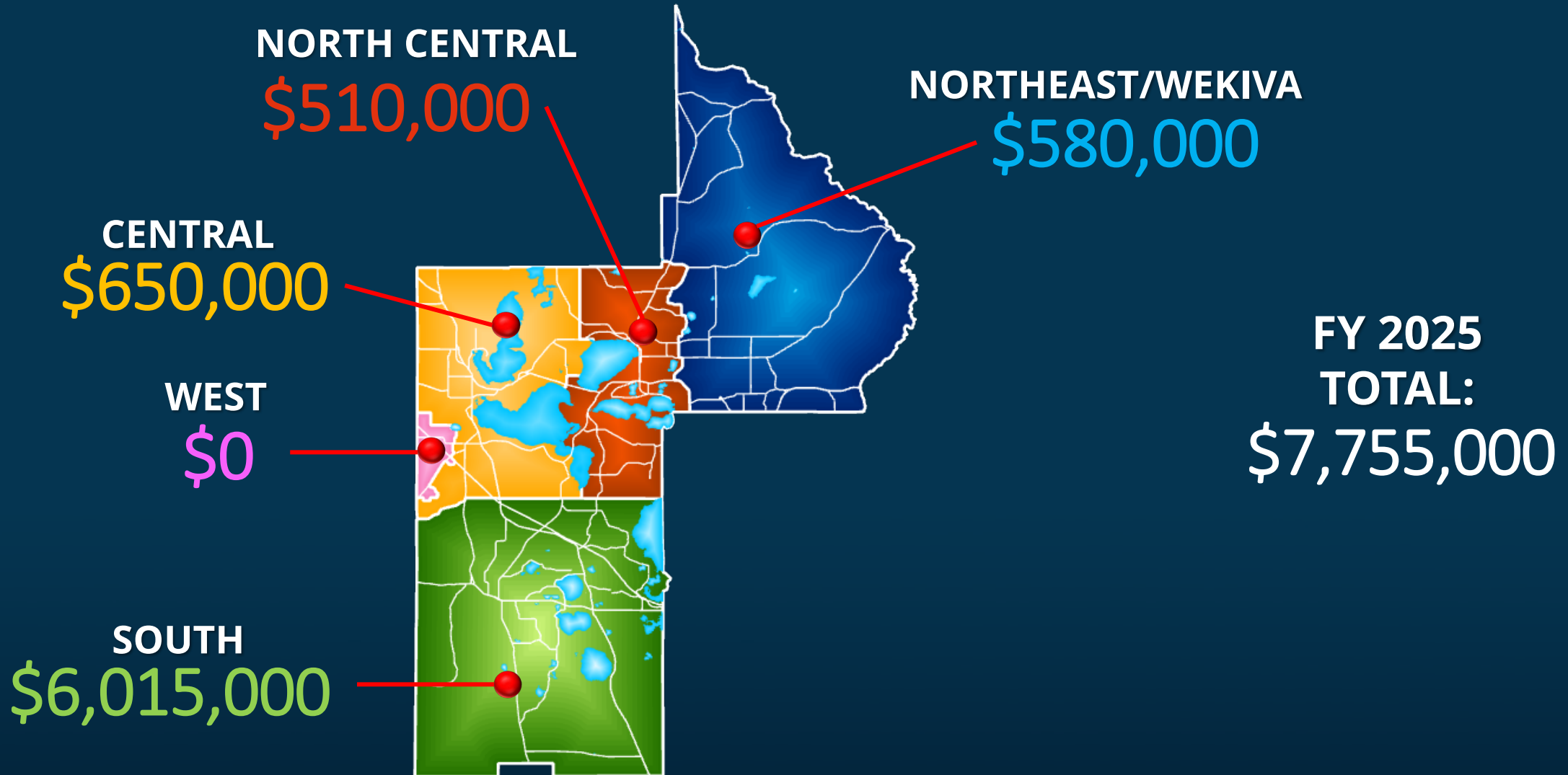
1% INFRASTRUCTURE SALES TAX (IST):

Section 212.055, Florida Statute, effective since 1988, authorizes Lake County to impose a 1% sales tax or 1¢ collected on every dollar spent by residents and visitors who purchase goods in Lake County. Currently authorized until **December 31, 2032.**

1¢ is split by thirds, with 1/3 to the Lake County School Board, 1/3 to all municipalities and 1/3 to BCC.



ROAD IMPACT FEES FY 2025 REVENUE

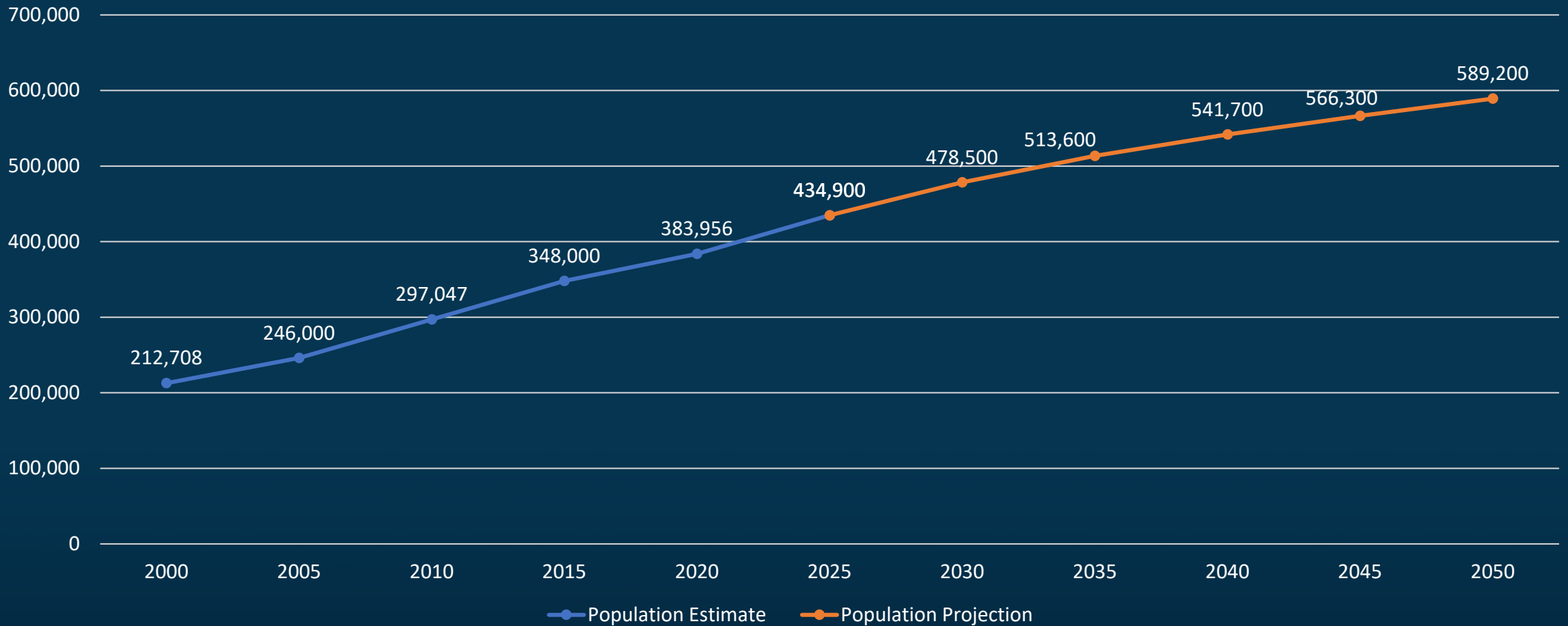




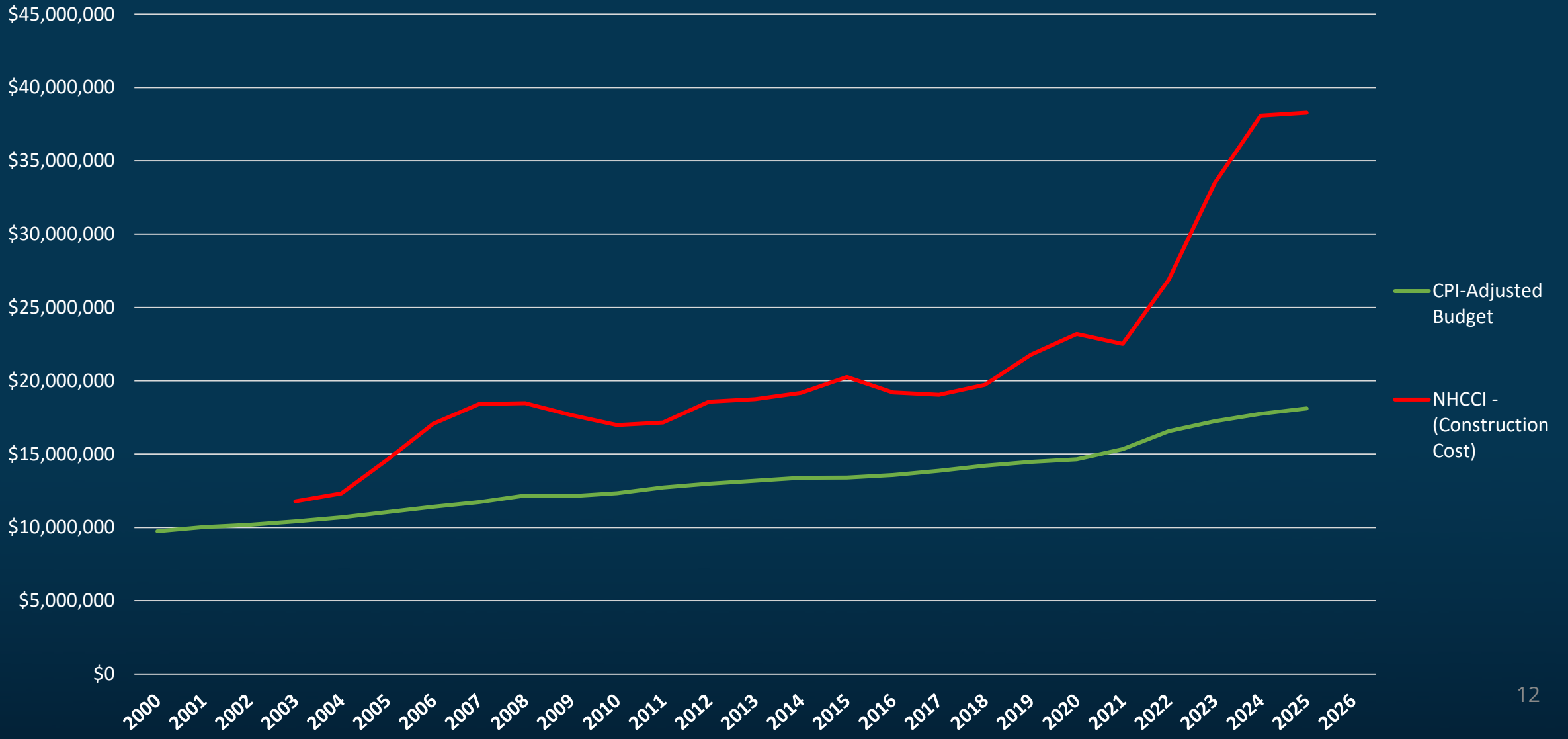
OVERVIEW AND TRENDS



POPULATION OUTLOOK

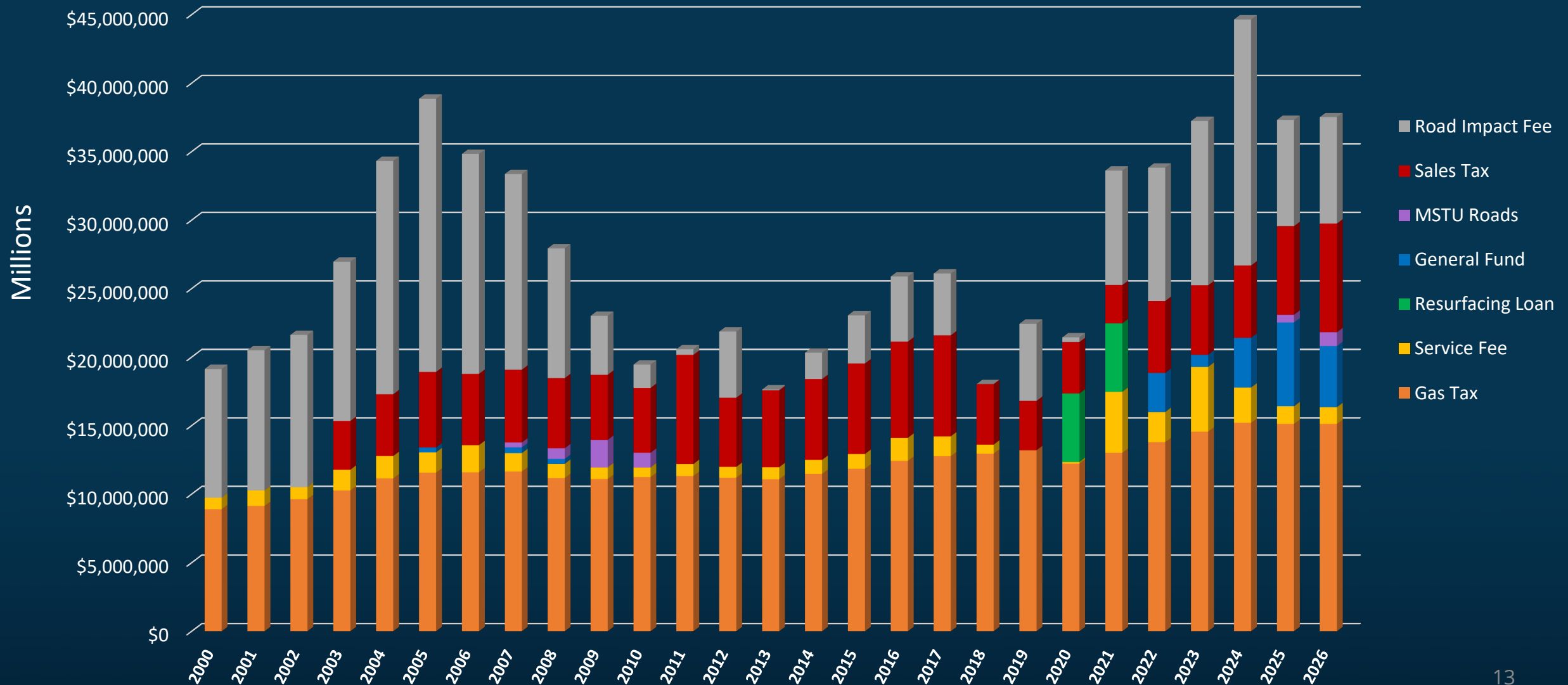


INFLATION TRENDS





PUBLIC WORKS FUNDING SOURCES



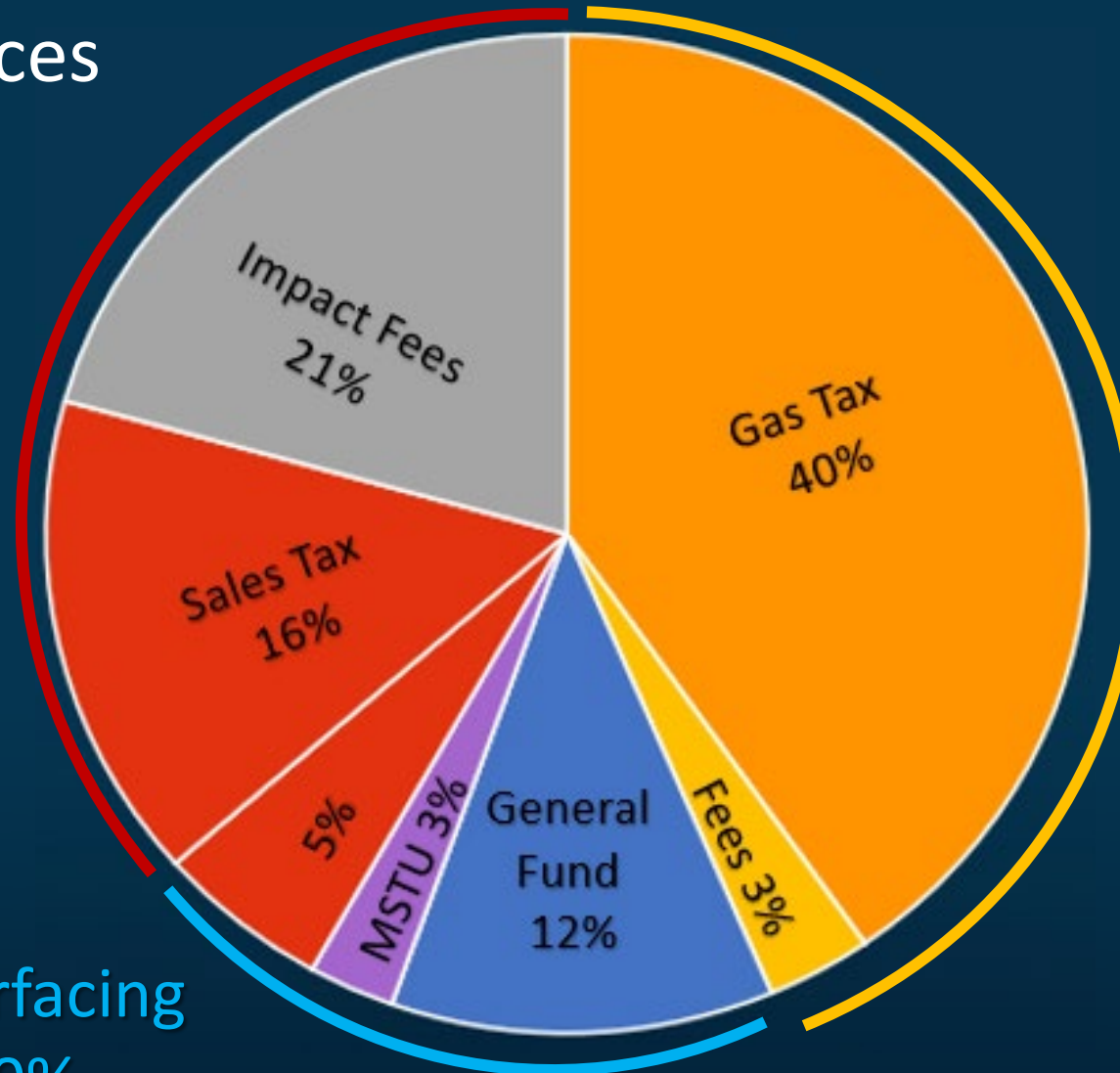
PUBLIC WORKS FUNDING ALLOCATIONS

2026 Funding Sources

Capacity Projects
37%

Resurfacing
20%

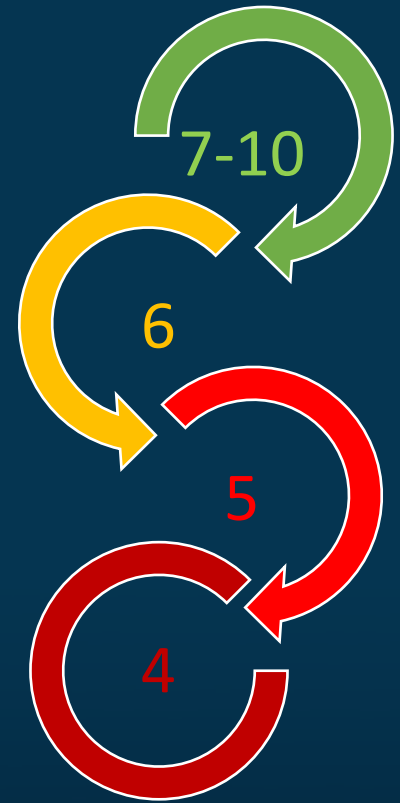
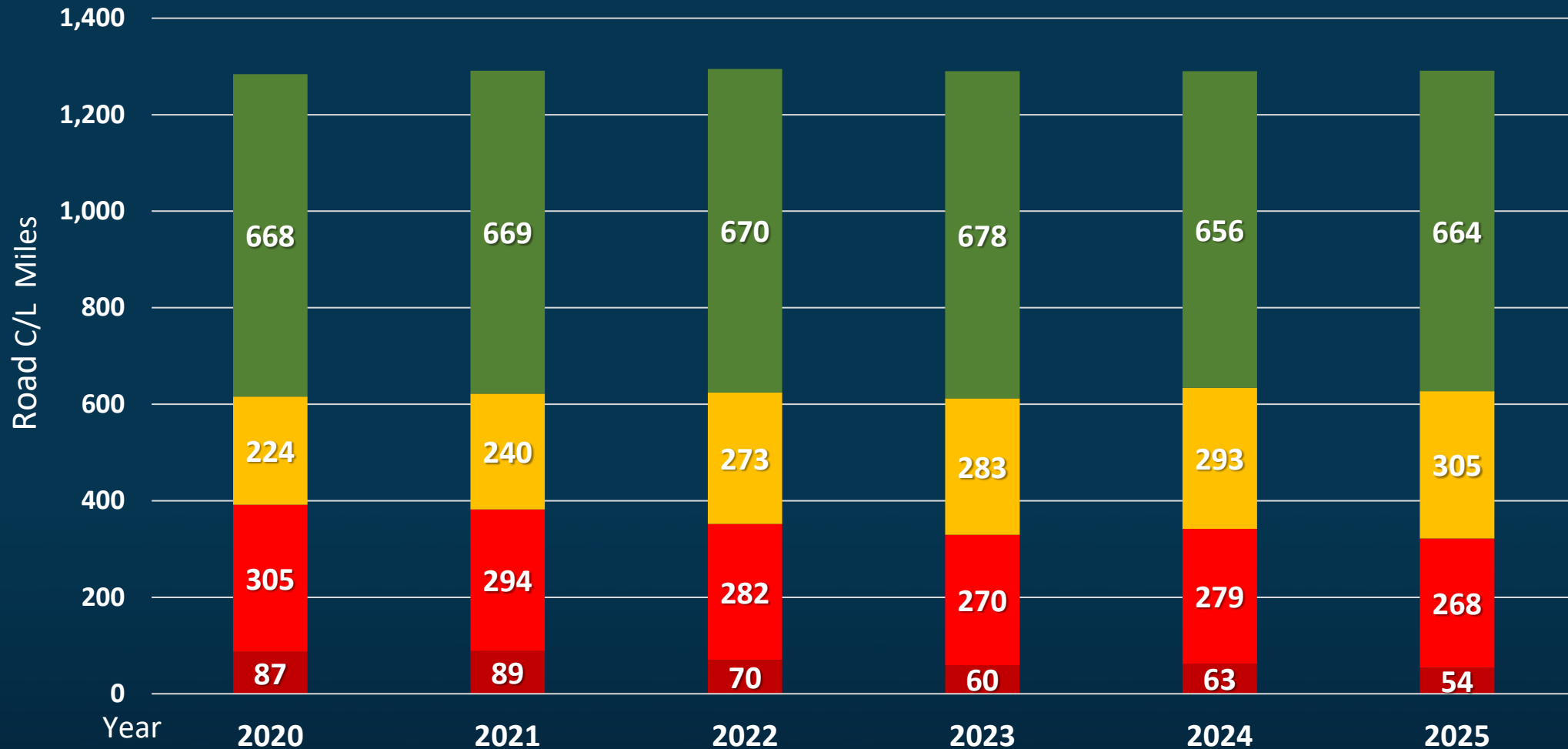
Operations &
Maintenance
43%





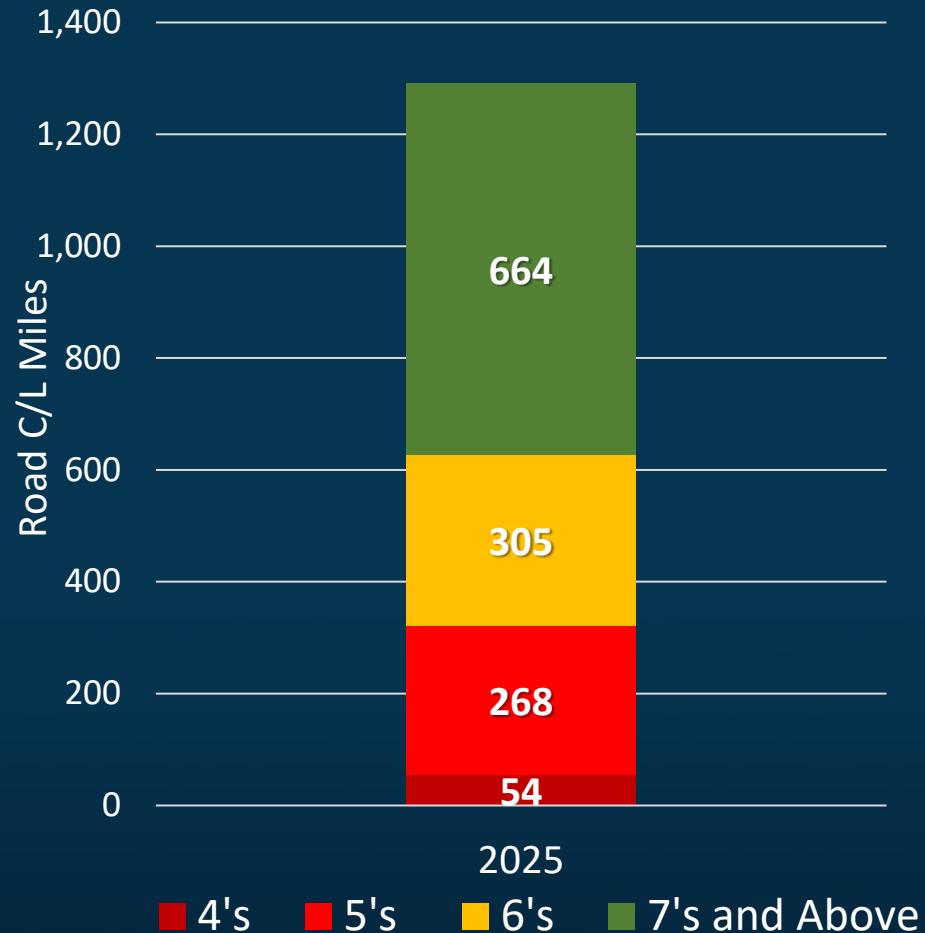
ROAD RESURFACING NEEDS

ROAD PAVEMENT RATINGS 2020-2025





PAVEMENT RATING OVERVIEW 2025

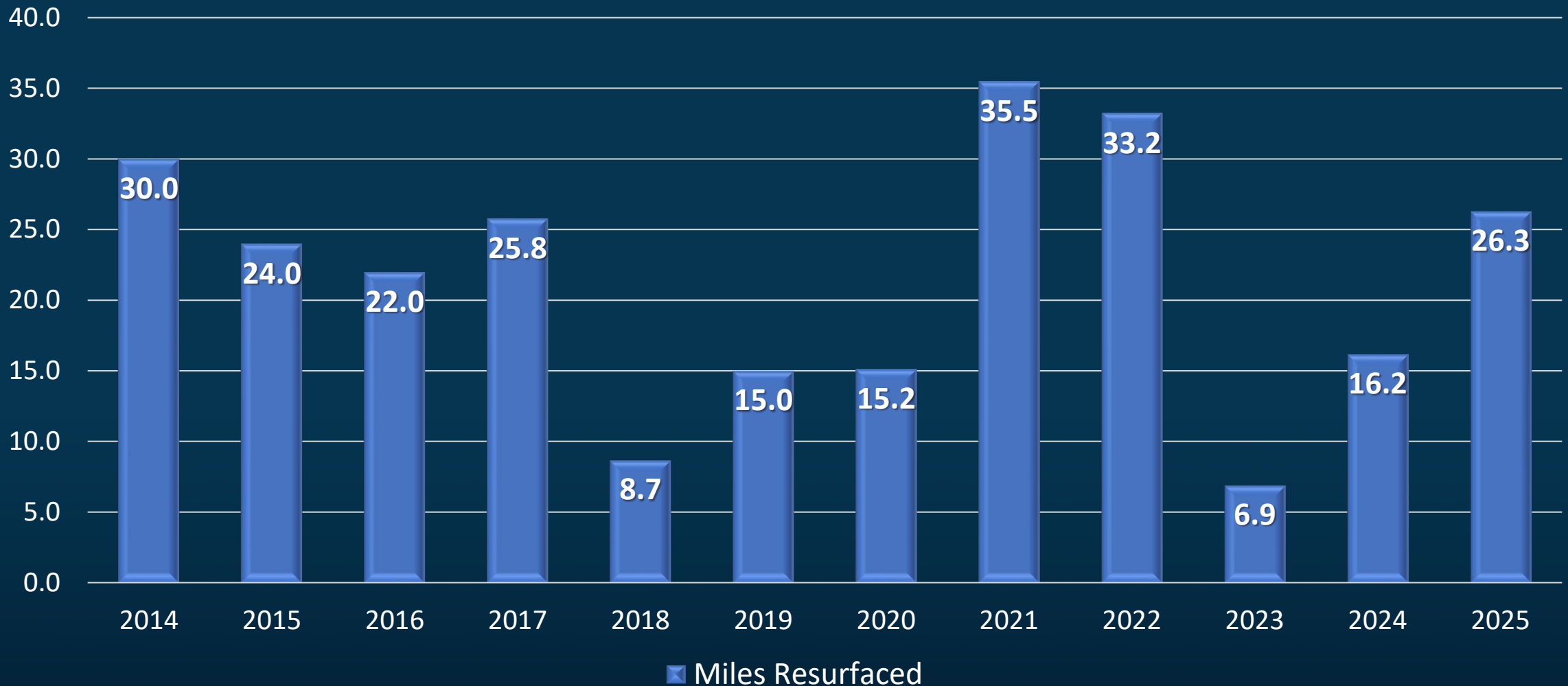


Road Rating	Cost to Resurface or Preserve (per mile)	Total Cost Based on Current Road Rating
7-10	\$50,000	\$33.3M
6	\$193,500 Local \$450,000 Collector	\$87.5M
5	\$223,500 Local \$500,000 Collector	\$75.7M
4	\$268,500 Local \$525,000 Collector	\$17.7M



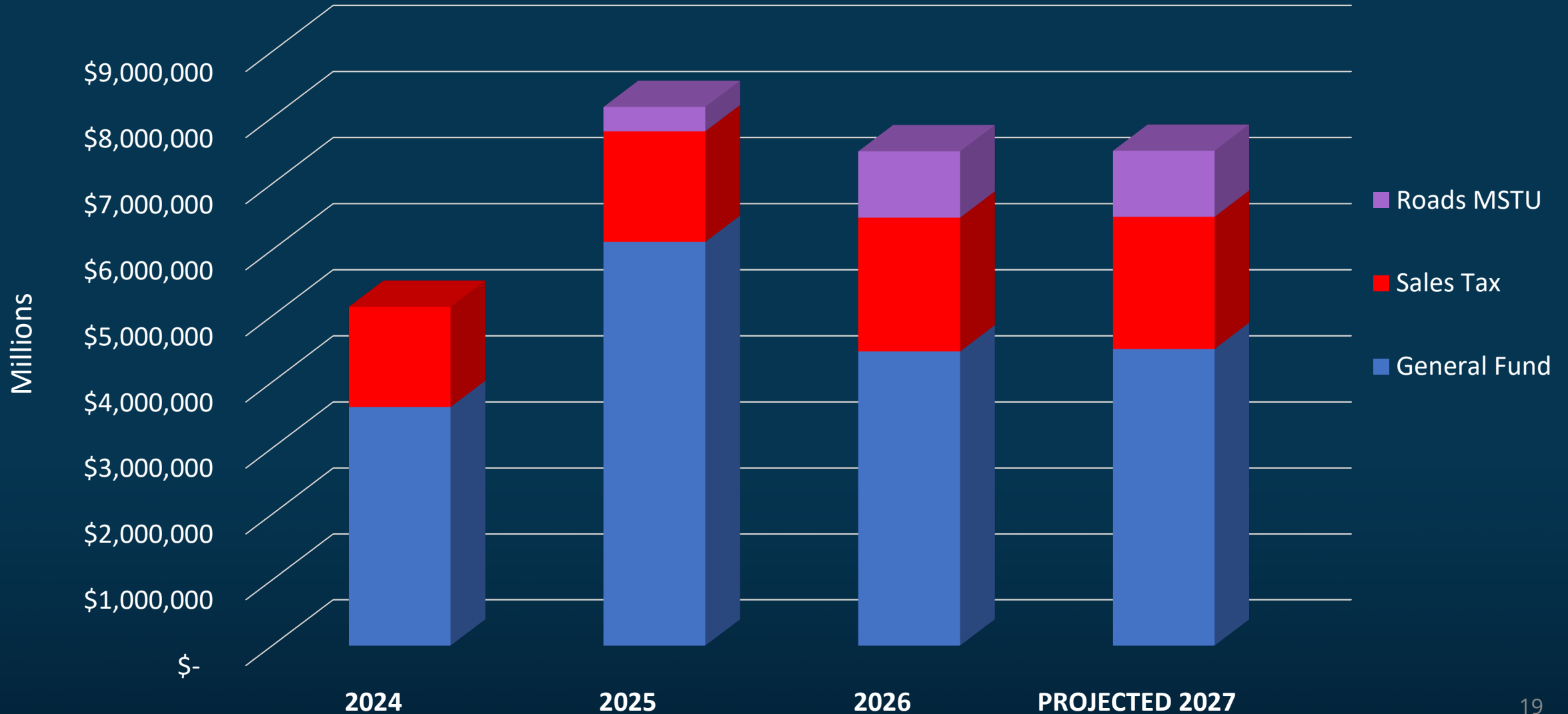
ROAD MILES RESURFACED HISTORY

C/L MILES RESURFACED



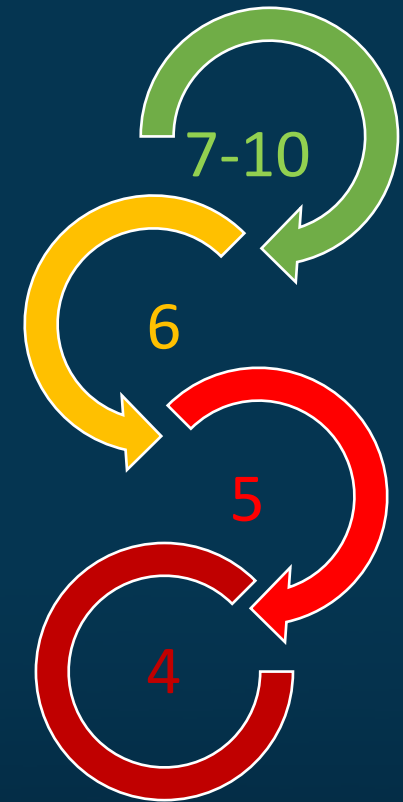
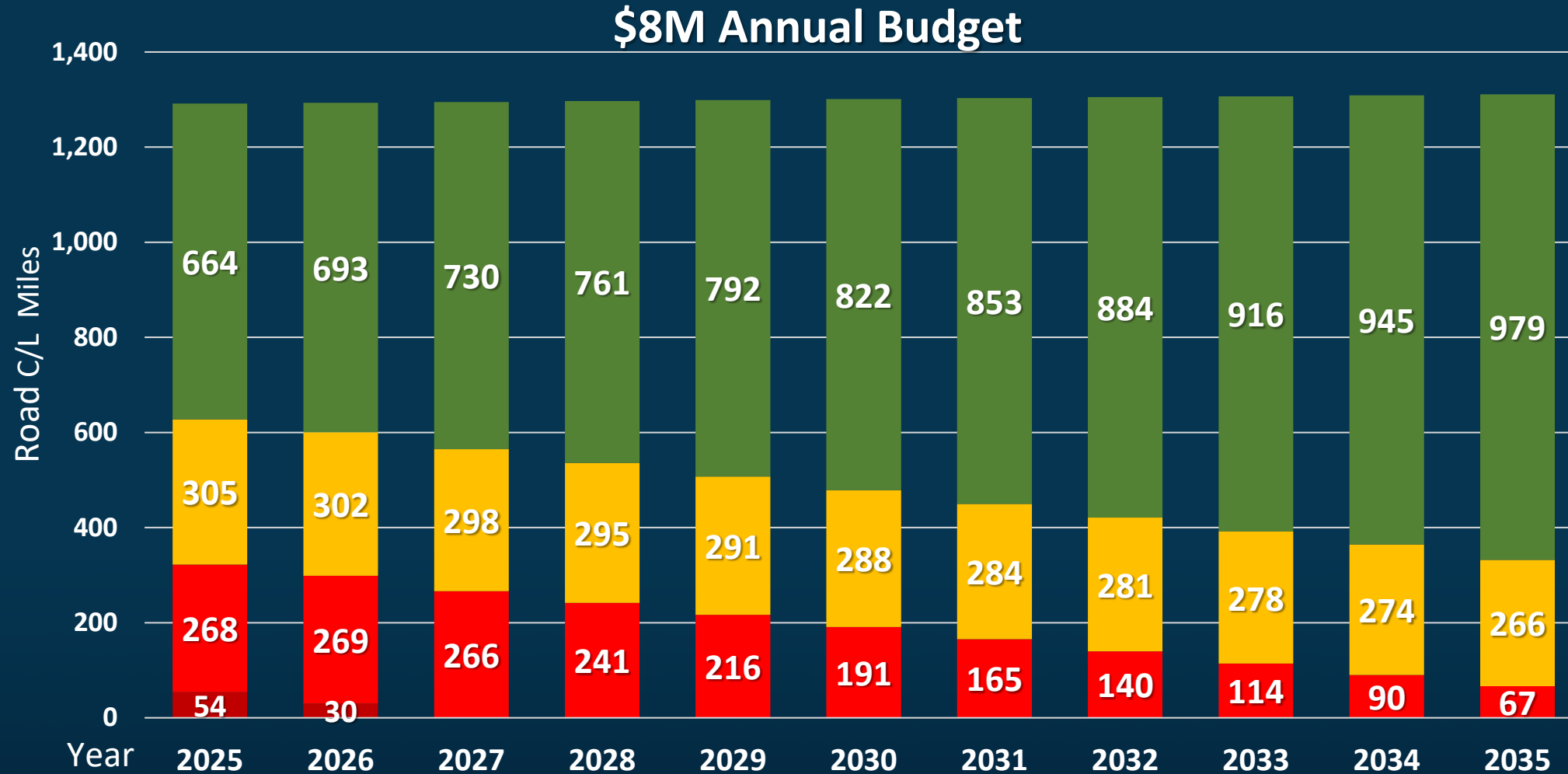


RESURFACING FUNDING SOURCES



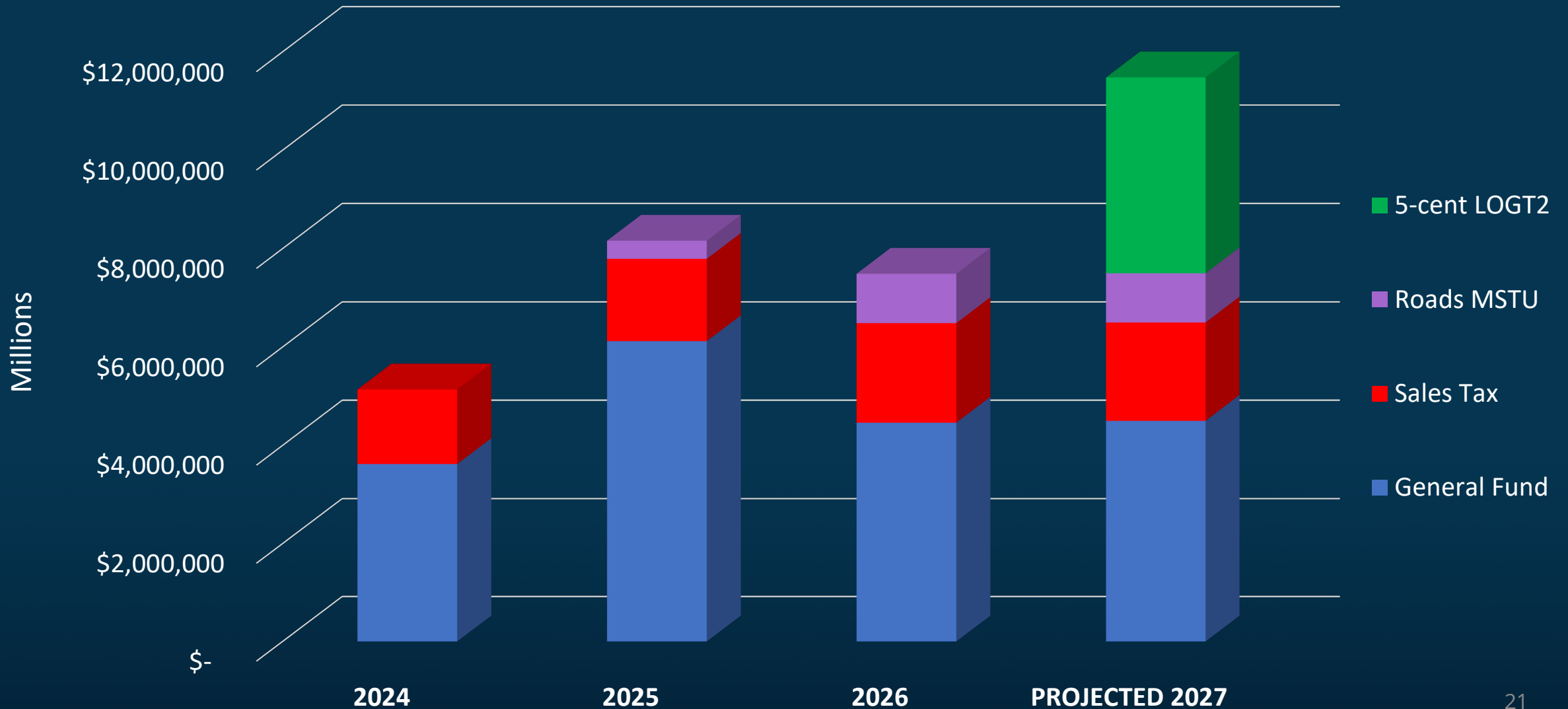


PAVEMENT RATING 10-YEAR OUTLOOK



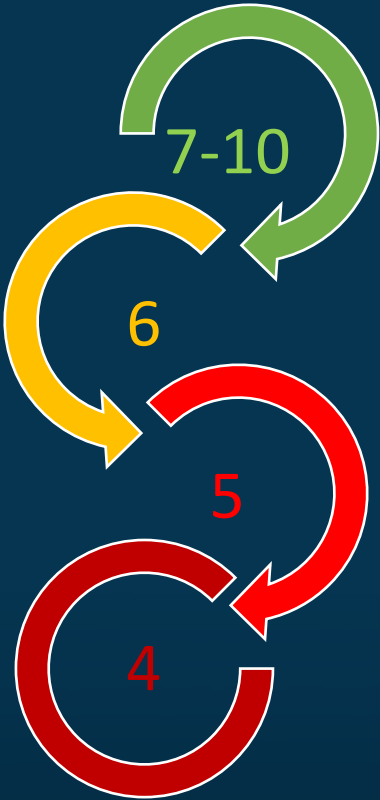
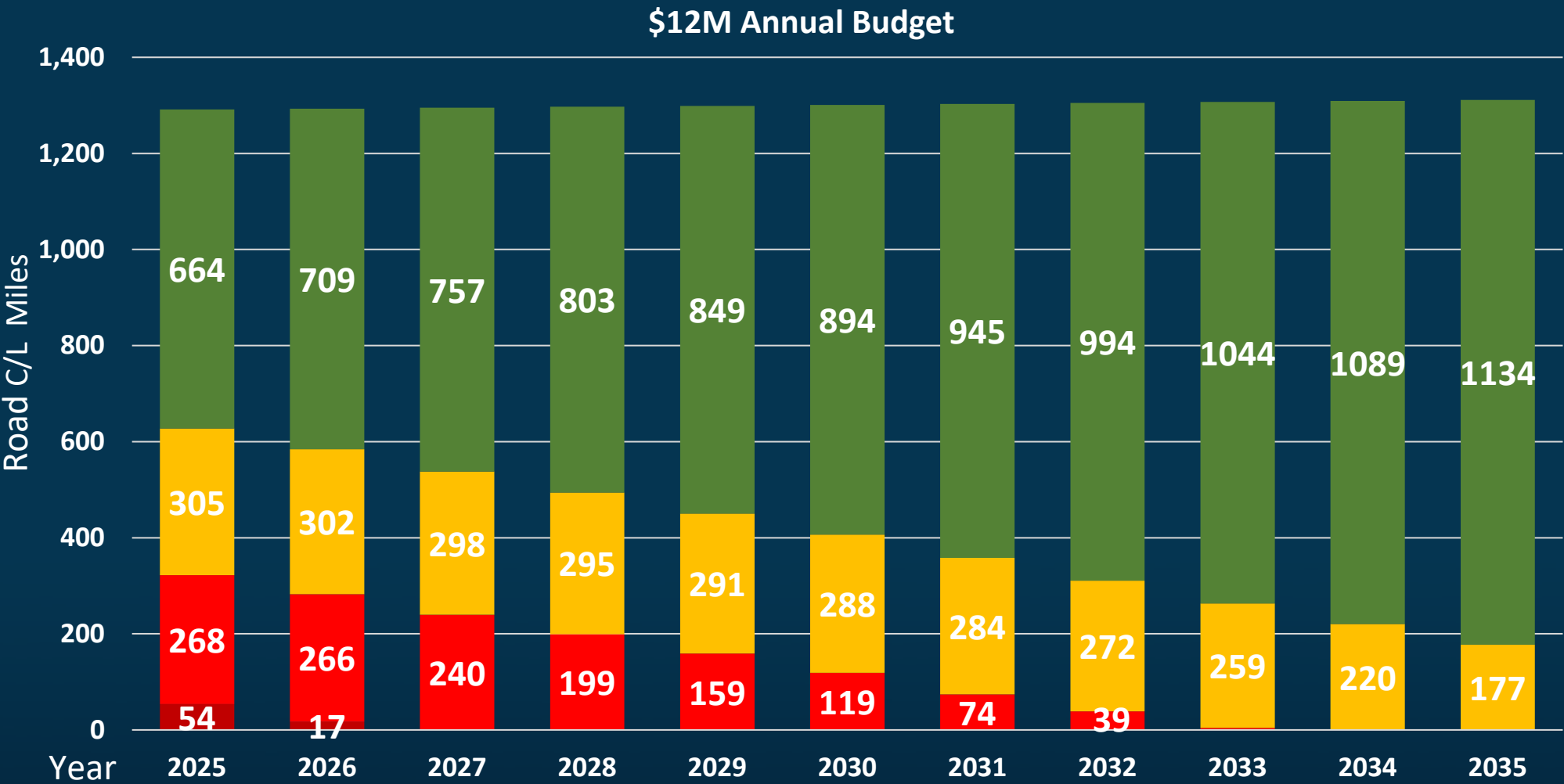


RESURFACING FUNDING WITH 5-CENT





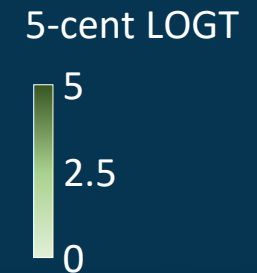
PAVEMENT RATING 10-YEAR OUTLOOK





ADDITIONAL 5-CENT LOCAL OPTION GAS TAX

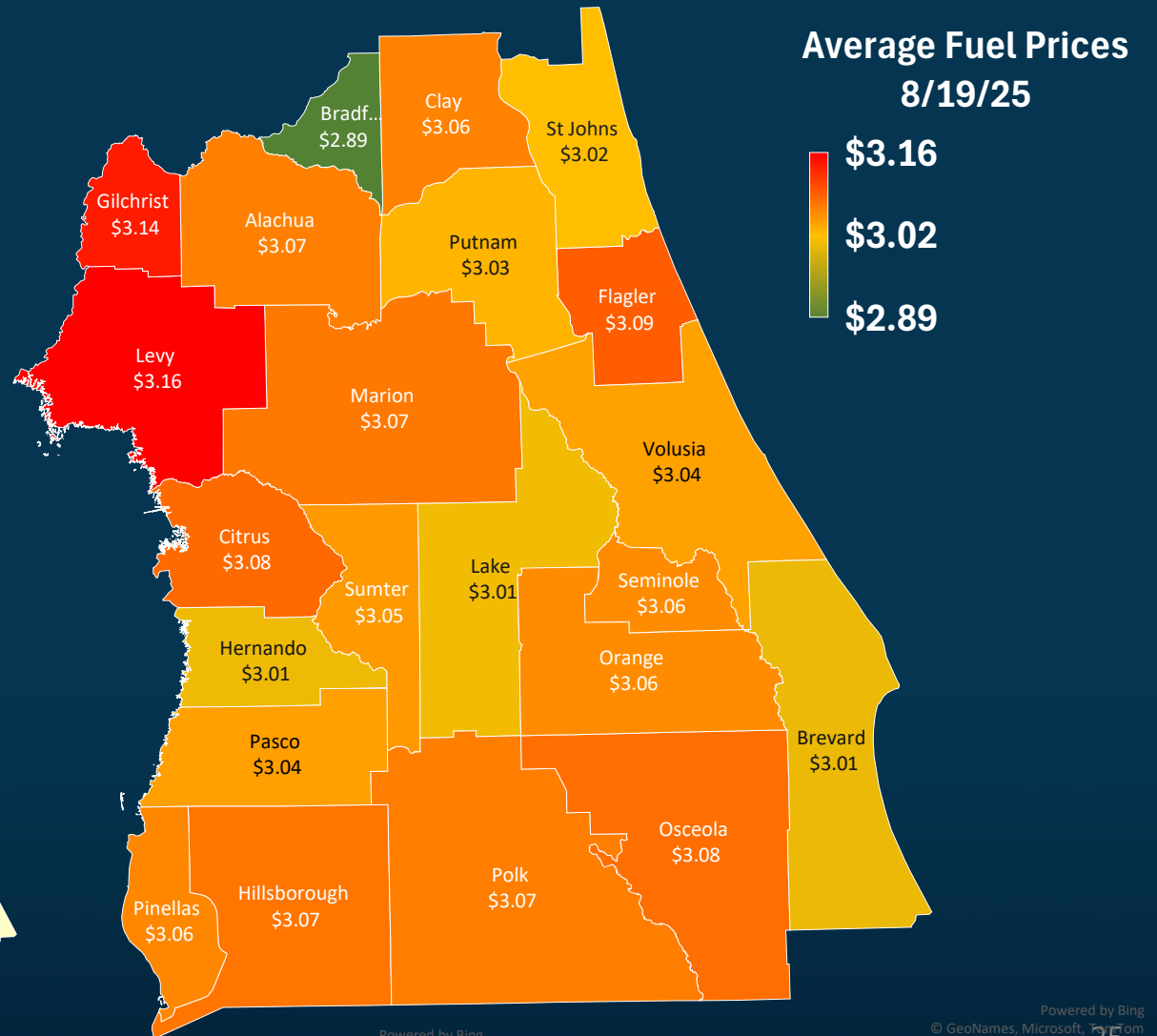
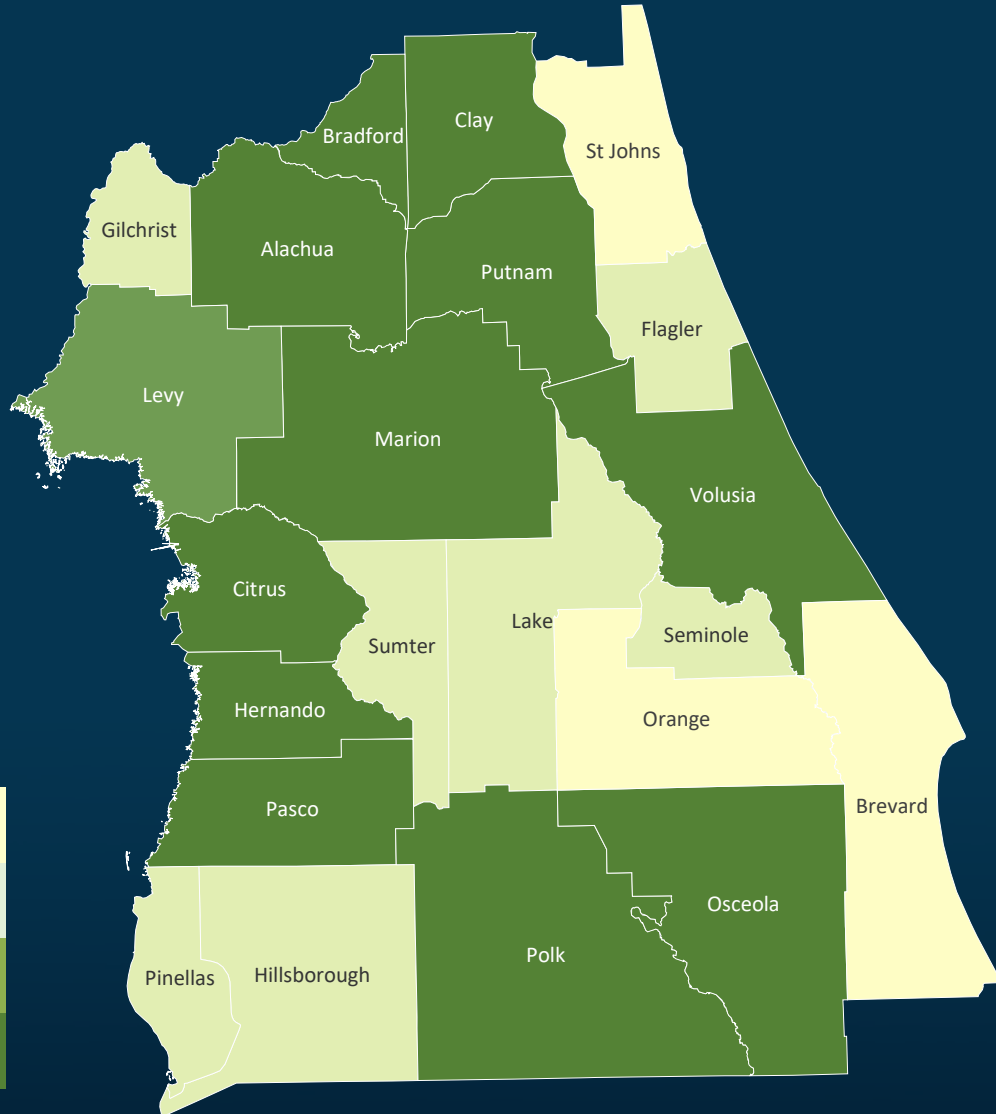
Road Resurfacing



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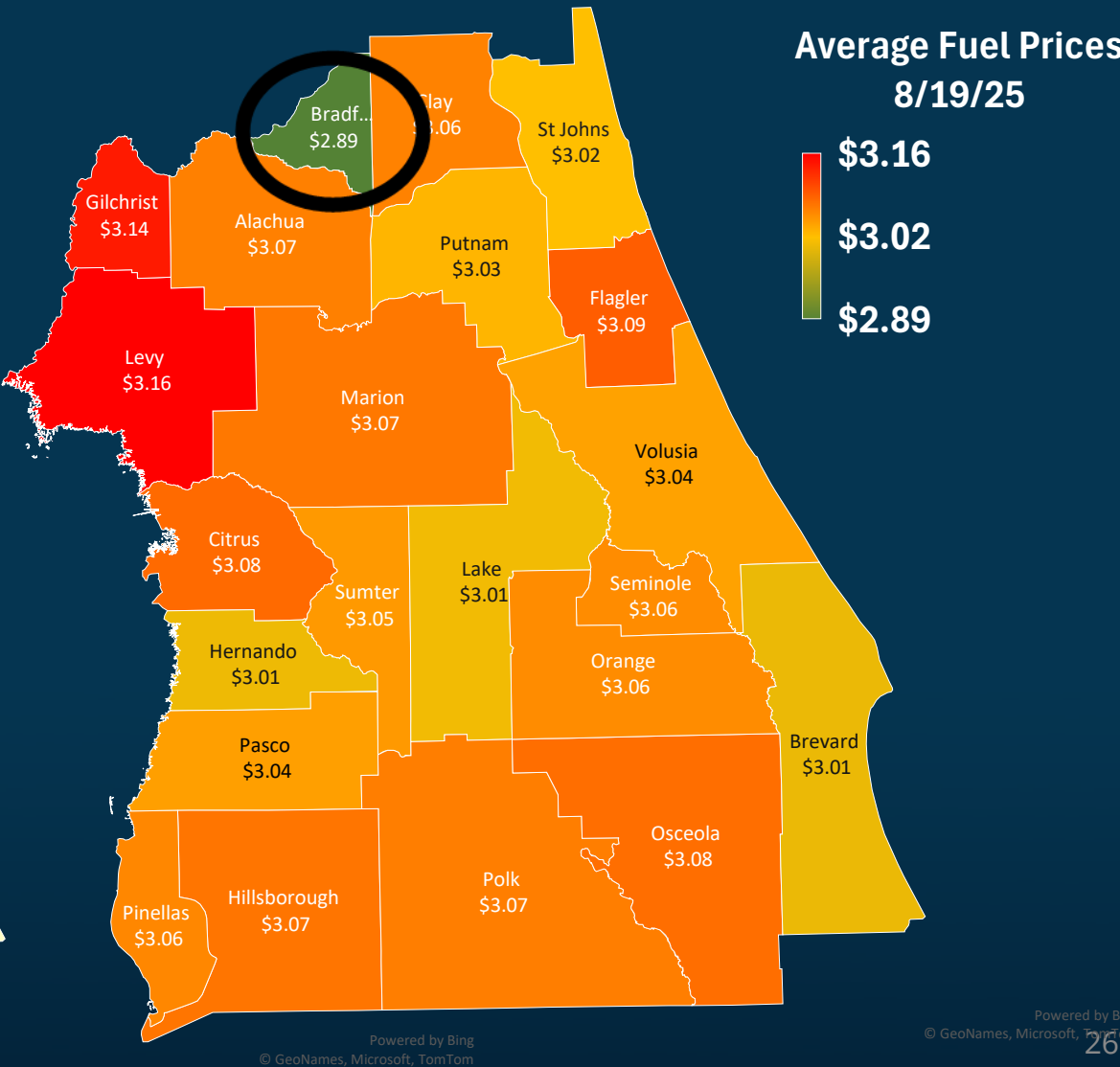


ADDITIONAL 5-CENT LOCAL OPTION GAS TAX SURROUNDING COUNTIES



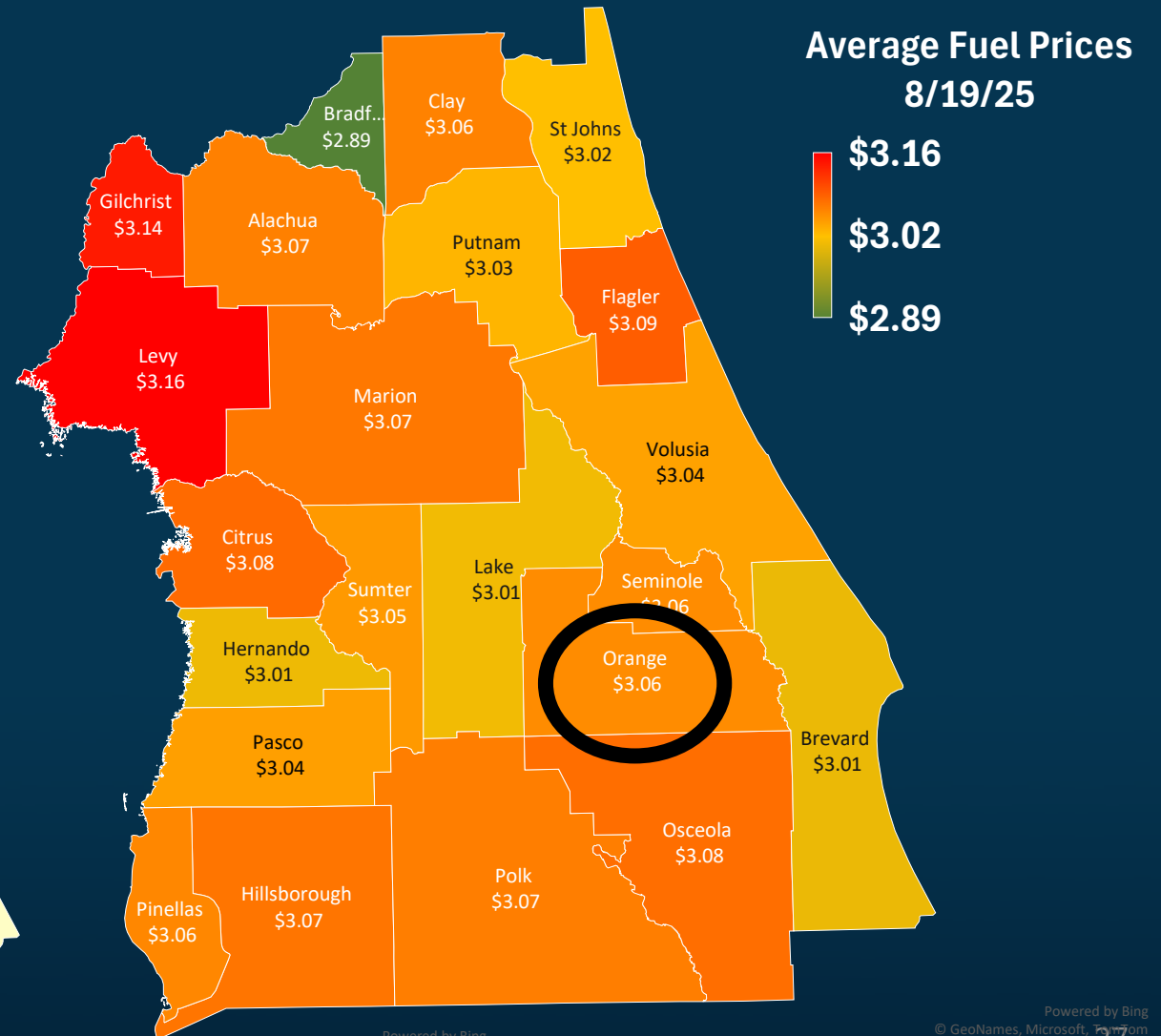


ADDITIONAL 5-CENT LOCAL OPTION GAS TAX SURROUNDING COUNTIES



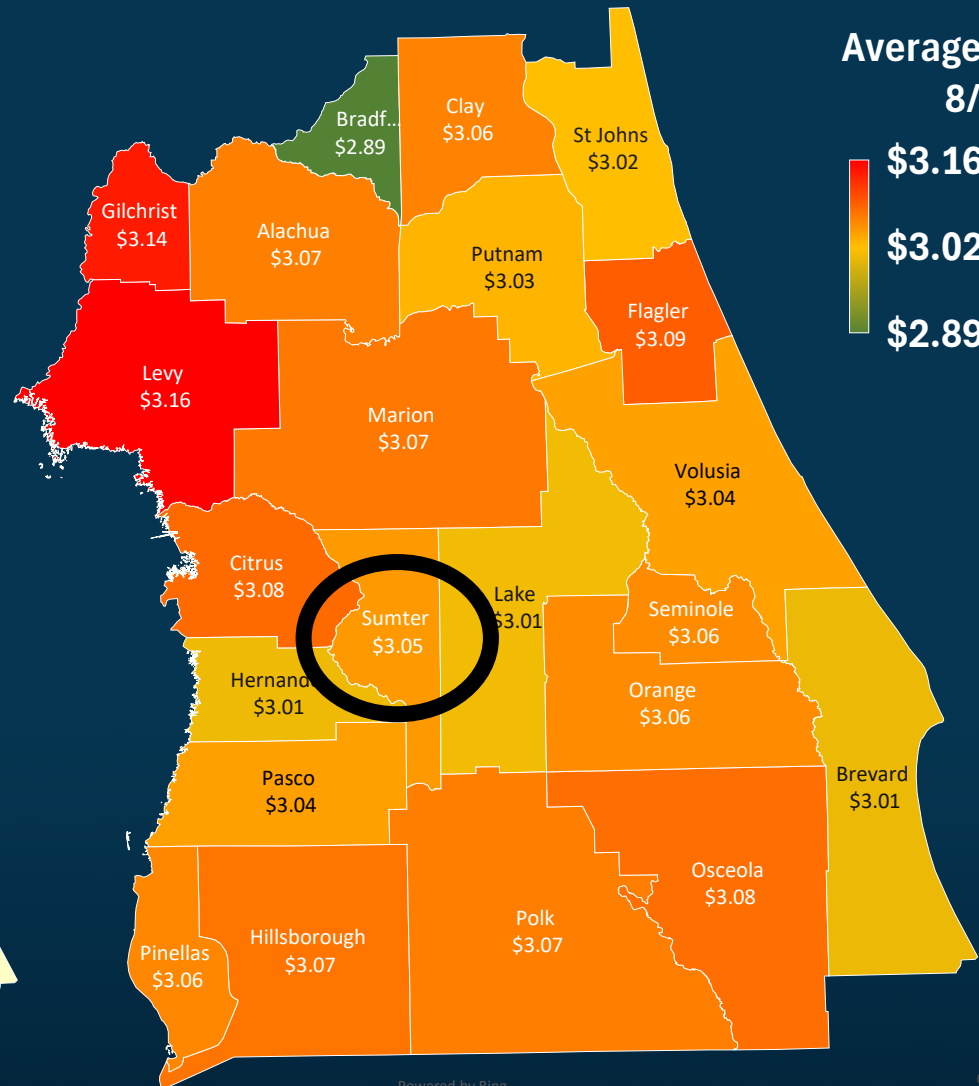
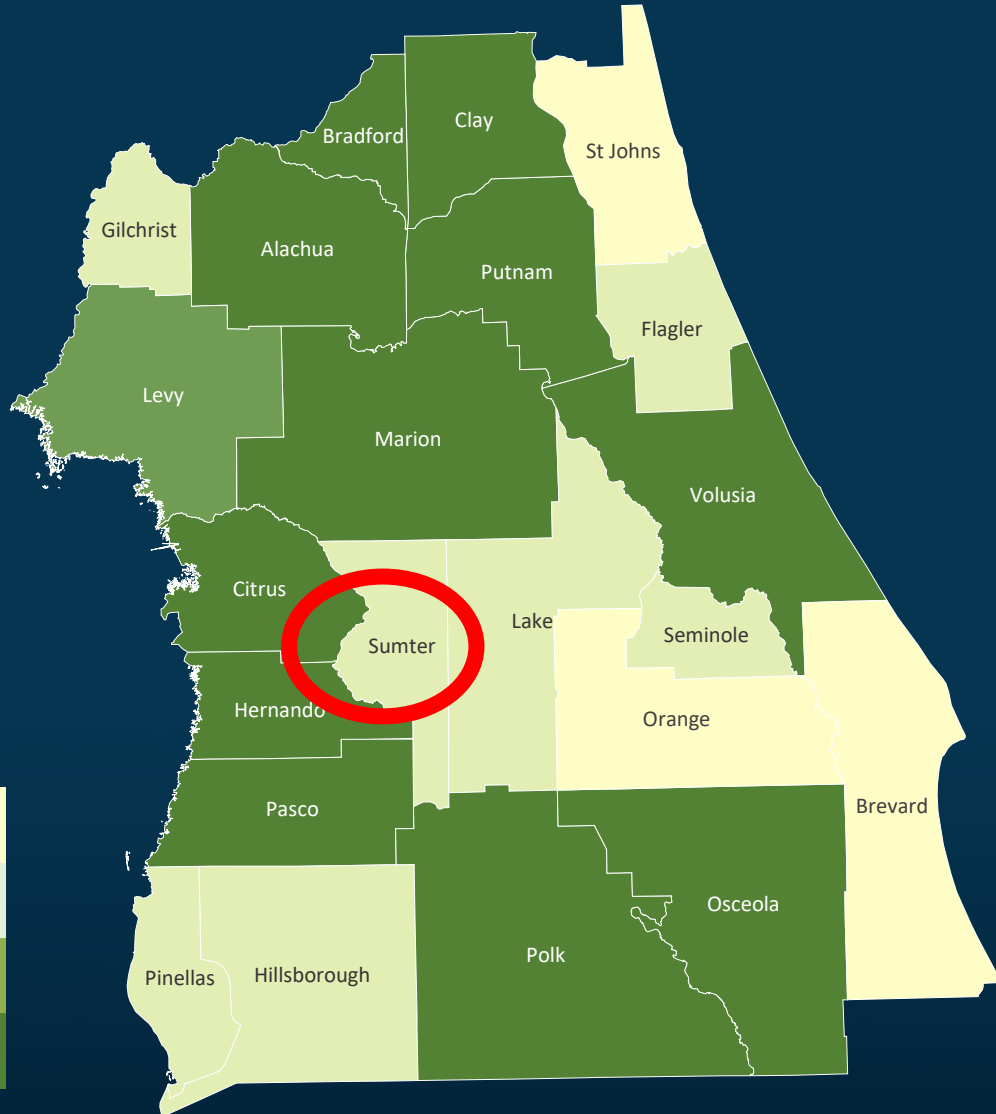


ADDITIONAL 5-CENT LOCAL OPTION GAS TAX SURROUNDING COUNTIES



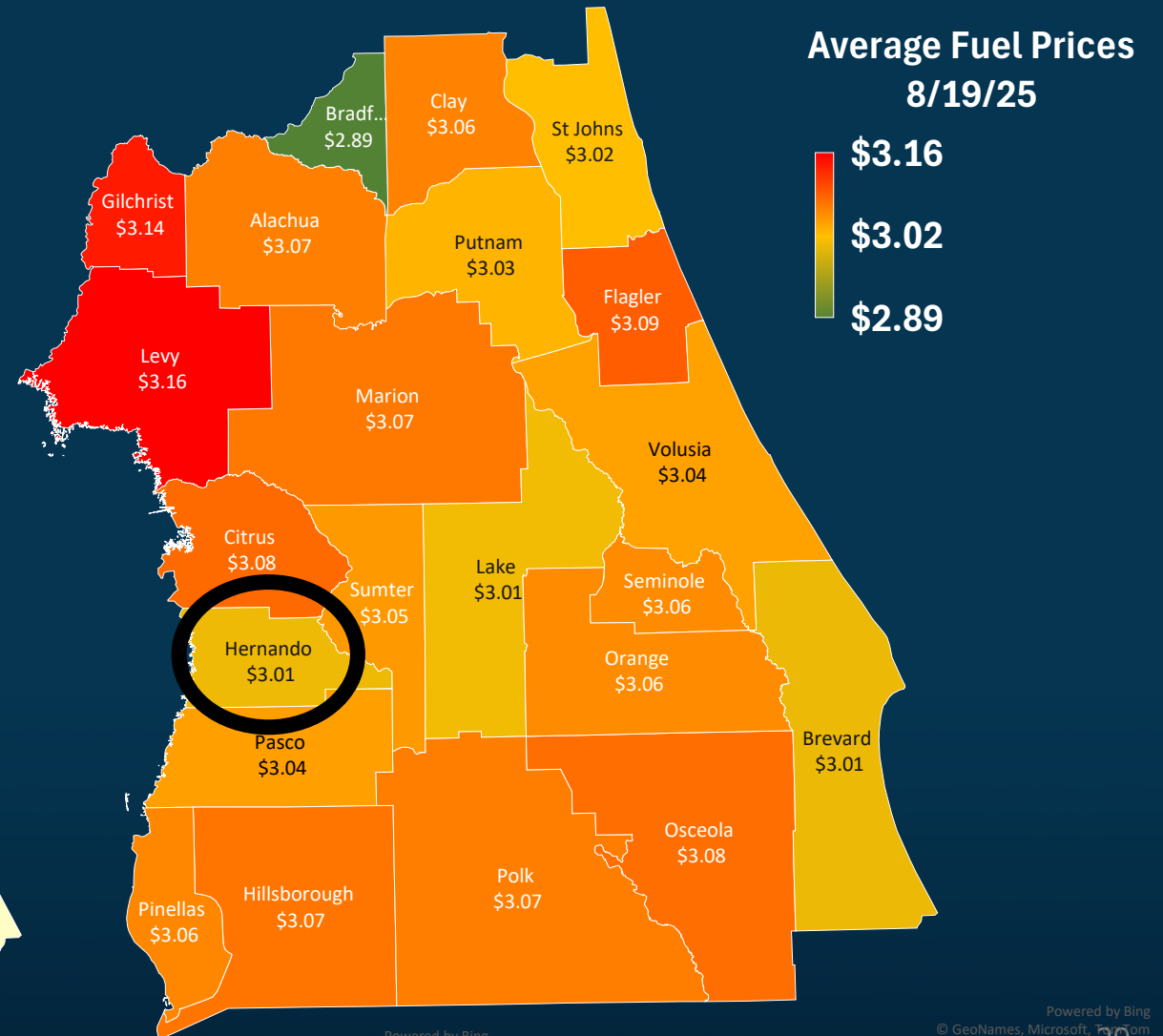


ADDITIONAL 5-CENT LOCAL OPTION GAS TAX SURROUNDING COUNTIES



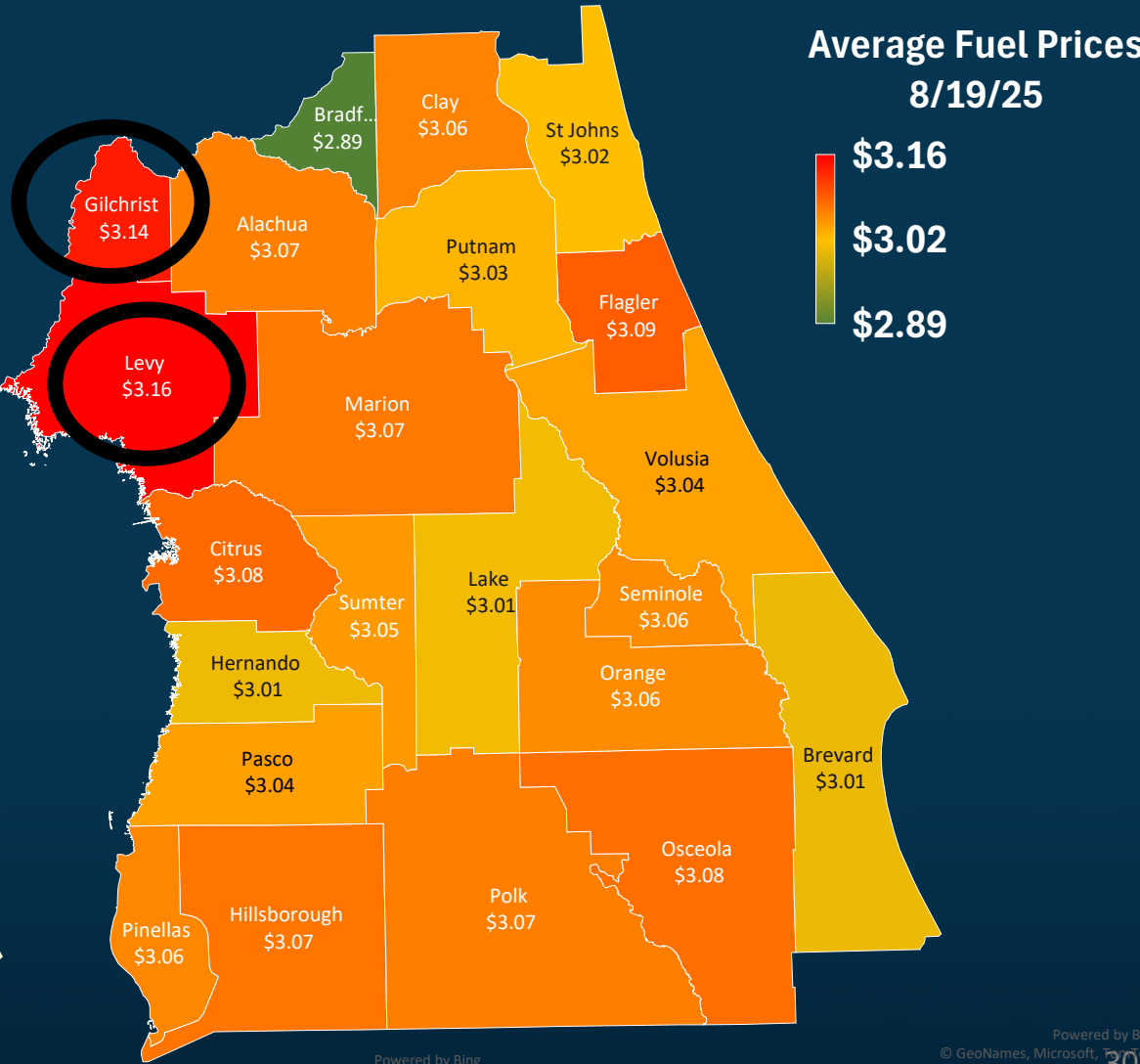


ADDITIONAL 5-CENT LOCAL OPTION GAS TAX SURROUNDING COUNTIES





ADDITIONAL 5-CENT LOCAL OPTION GAS TAX SURROUNDING COUNTIES





ADDITIONAL 5-CENT LOCAL OPTION GAS TAX IMPLEMENTATION OPTIONS

LOCAL OPTION FUEL TAX - 5¢



- Can be authorized by ordinance adopted by a majority plus one vote of the BCC or voter approval in a countywide referendum
- Must be levied before October 1 to be effective January 1 of the following year
- Proceeds split with Municipalities based on interlocal agreement

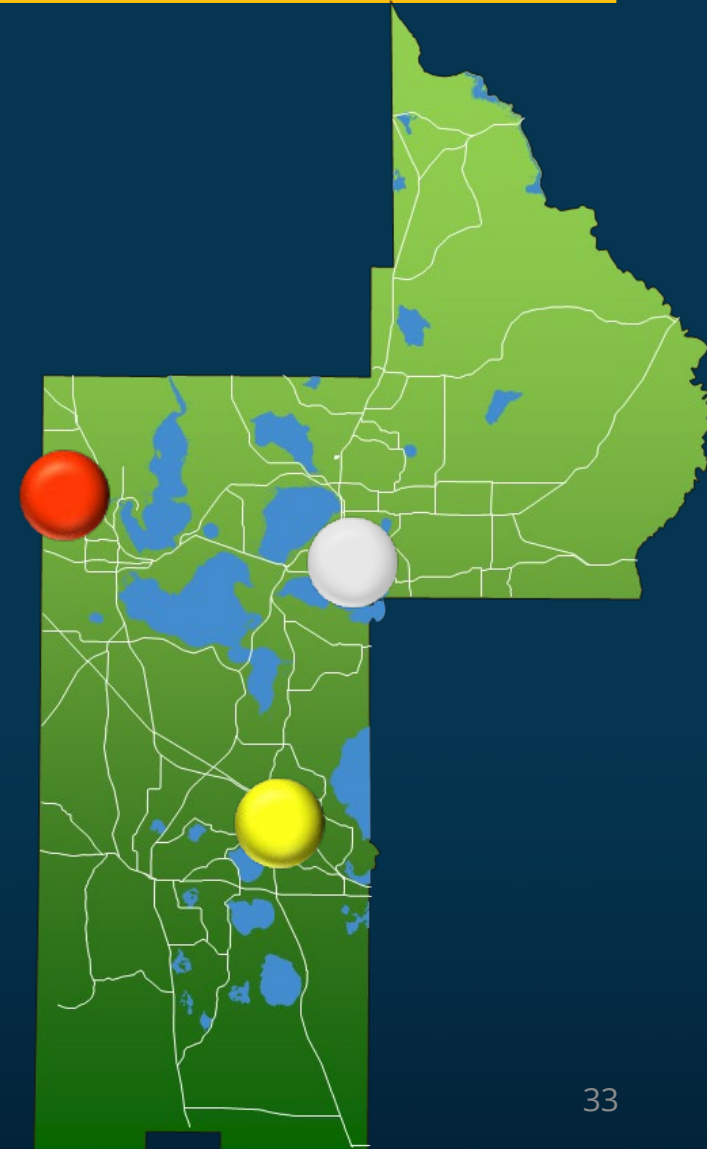


CAPACITY ROAD PROJECTS

5-YEAR TRANSPORTATION PROGRAM CAPACITY PROJECTS

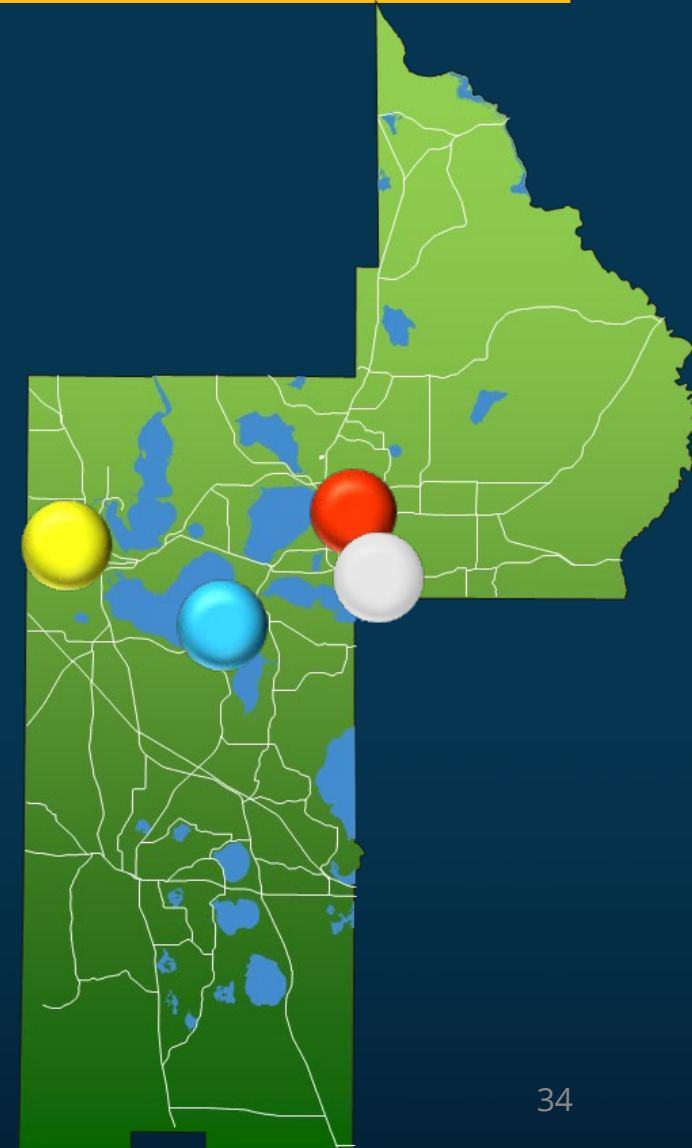
Funded Projects on the 5-Year Transportation Program

- CR 466A from Timbertop to Poinsettia (1 mile) ~ \$15M
- Citrus Grove Road Phase II from Grassy Lake to just west of Scrub Jay (1.3 miles)~ \$25M
- Eudora/Old 441/19A Roundabout ~ \$8.1M










LOPP CAPACITY PROJECTS

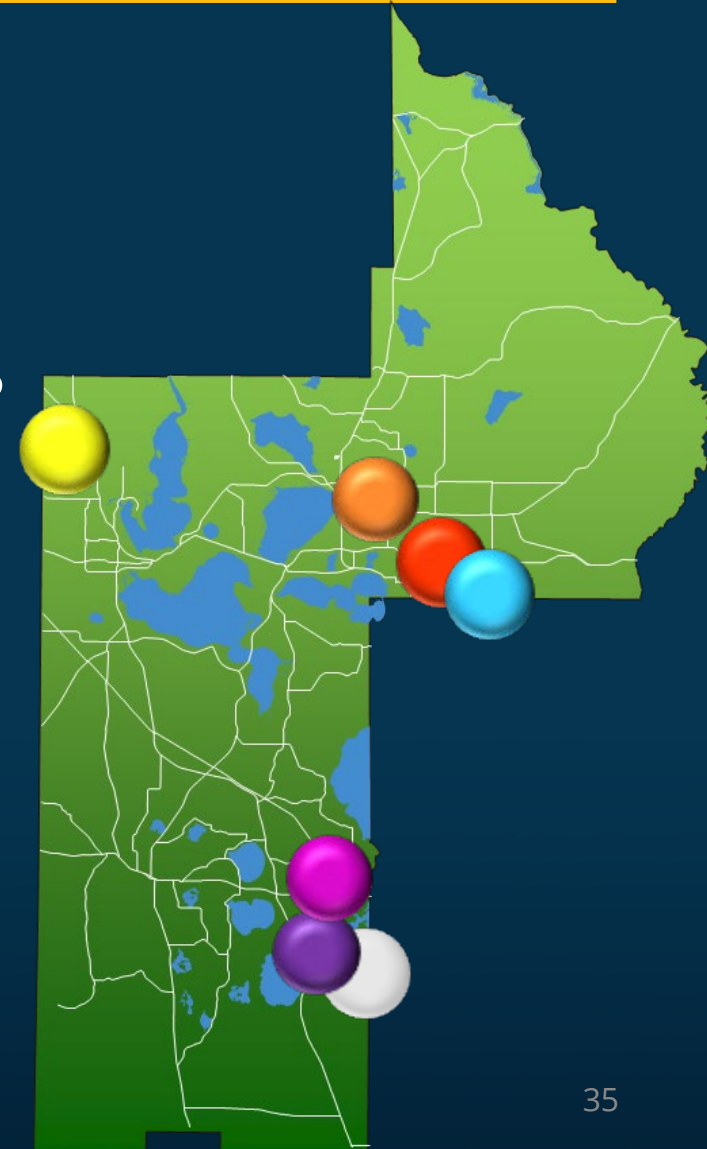
- List of Priority Projects (LOPP)
 - The first 3 projects listed below are part of the 2045 Long Range Transportation Plan
- SR 44 (CR 44B) from US 441 to SR 44 (2.1 miles) ~ \$43.6M
 - US 441 from Perkins St. to SR 44 (1.7 miles) ~ \$19.1M
 - US 441 from SR 44 to SR 46 (2.5 miles) ~ \$28.7M
 - SR 19 from CR 561 to Lake Harris Bridge (3.3 miles)~ \$104.9M



LOPP CAPACITY PROJECTS

List of Priority Projects (LOPP)

-  Round Lake Road from SR 44 to Orange County Line (4.5 miles) ~ \$105M
-  Rolling Acres Road from West Lady Lake Blvd to Griffin Avenue ~ (1.5 miles) \$114M
-  CR 455 from Lost Lake Rd to Schofield Rd (8.5 miles) ~ \$213.9M
-  CR 437 Realignment (0.7 miles) ~ \$13.2M
-  Hartwood Marsh Road from US 27 to Floating Fin Dr (3 miles) ~ \$114M
-  CR 44 from Orange Ave to Cypress Grove Dr (15.2 miles) ~ \$426.4 M
-  Hooks Street from Hancock Rd to CR 455 (1.4 miles)~ \$37.9M





ADDITIONAL FUNDING OPTIONS

Capacity Road Projects

- Section 125.01(1)(q), Florida Statutes, authorizes counties to establish a Municipal Service Taxing Unit (MSTU) for the provision of services, including transportation infrastructure improvements.
- To collect revenue countywide, municipalities must “opt-in” to the MSTU.

- MSTU revenue could be used to increase road capacity, improve intersections and add traffic signalization on the countywide transportation network.
- Funding could be utilized as a match for state road projects to accelerate the timing of improvements and stretching the value of every MSTU dollar further.
- ½ mil would generate approximately \$20 million annually (based on current property values).



FINANCING FOR CRITICAL INFRASTRUCTURE IMPROVEMENTS

- Leveraging infrastructure financing would accelerate the most critical road projects by providing immediate funding.
- Financing now would be more cost-effective than paying higher construction costs in future years.
- Priority projects could include SR 44 (44B), Hartwood Marsh Road, and the SR 19 project.
- Staff would work with the County's financial advisor to evaluate and recommend the most cost-effective financing options.

Board Discussion and Direction

- Additional 5¢ of Local Option Gas Tax to increase funding for resurfacing projects – October 1, 2025 deadline
- Countywide MSTU for capital infrastructure improvement projects – December 31, 2025 deadline
- Financing for critical infrastructure improvements

