



Funding the Future

Board of County Commissioners | 2/24/26

Agenda



Introduction



Current Local Revenue Sources



Additional Revenue Options



Next Steps



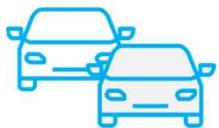
Introduction



- Current revenues cannot keep pace with infrastructure needs
- Understanding the sources of existing revenue funding is essential for long-term transportation planning
- Opportunities exist to leverage potential future local revenue to maximize state and federal funding options



Brevard County





From the SCTPO Board Strategic Plan



Expand and leverage regional and sustainable funding sources to increase priority project implementation

Problem: The current gas tax revenue is not a sustainable long term transportation funding source

Performance Measure: Governing Board members took an active role on the local, state, and federal level to expand and leverage transportation funding



Major Accomplishments – Last 25 Years



Widening Projects	New Interchanges	Intersection Improvements	New Trail Facilities
I-95 6-Laning	I-95 @ SJHP	Babcock St. @ Malabar Rd.	Brevard Zoo Linear Trail
US 1 6-Laning	I-95 @ Ellis Rd.	Babcock St. @ US 192	East Central Florida Regional Rail Trail
Palm Bay Rd. 6-Laning	I-95 @ Viera Blvd.	US 192 @ Wickham Rd. / Minton Rd. & Hollywood Blvd.	Space Coast Trail
Barnes Blvd. 4-Laning	I-95 @ Port St. John Parkway	Wickham Rd. @ NASA Blvd./Ellis Rd.	
Ellis Rd. 4-Laning (Upcoming)	I-95 @ Pineda Causeway	SR A1A @ SR 520	



Major Accomplishments – Last 25 Years



Design/PD&E Projects	Bridge Projects	Misc. Projects
SR 524 4-Laning Design	Pineda Causeway Bridge over FEC	SJHP New Alignment from Malabar Rd. to US 192
Clearlake Rd. 4-Laning Design	SR 528 WB Bridge Replacement (New EB Bridge)	Apollo Blvd. Extension
Malabar Rd. 4-Laning Design	Max Brewer Bridge	Annual County ITS O&M Support & TMC (Upcoming)
Babcock St. PD&E	NASA Causeway Bridge (partnership w/USDOT)	Intermodal Rail Station Support (Potential Future Project)



Major Accomplishments – Last 25 Years



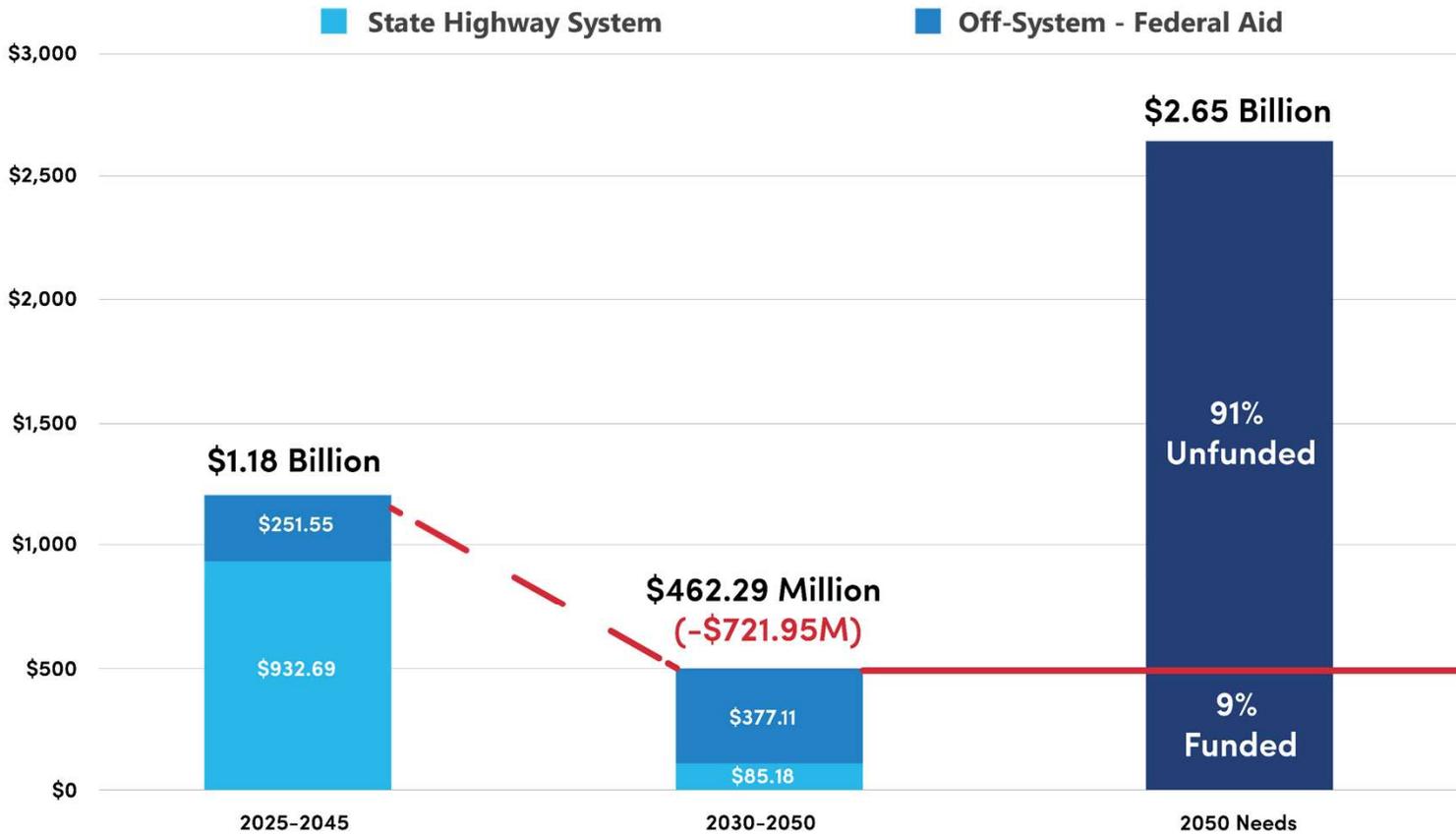
Design/PD&E Projects	Bridge Projects	Misc. Projects	
SR 524 4-Lane Design	<p style="text-align: center;"><u>Over \$1.1B Invested in Brevard County</u></p>	Malabar Rd. to	
Clearlake Rd. Laning Design		nsion	
Malabar Rd. Laning Design		Max Brewer Bridge	Intermodal County to U.S. A Support & TMC (Upcoming)
Babcock St. PD&E		NASA Causeway Bridge (partnership w/USDOT)	Intermodal Rail Station Support (Potential Future Project)



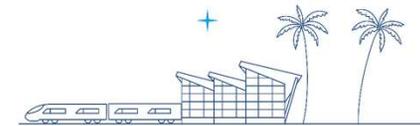
Measuring Unfunded Need



(MILLIONS - YEAR OF EXPENDITURE DOLLARS)



It is anticipated that only 9% of the \$2.65 billion in identified transportation needs will be funded within the Advance 2050 LRTP.

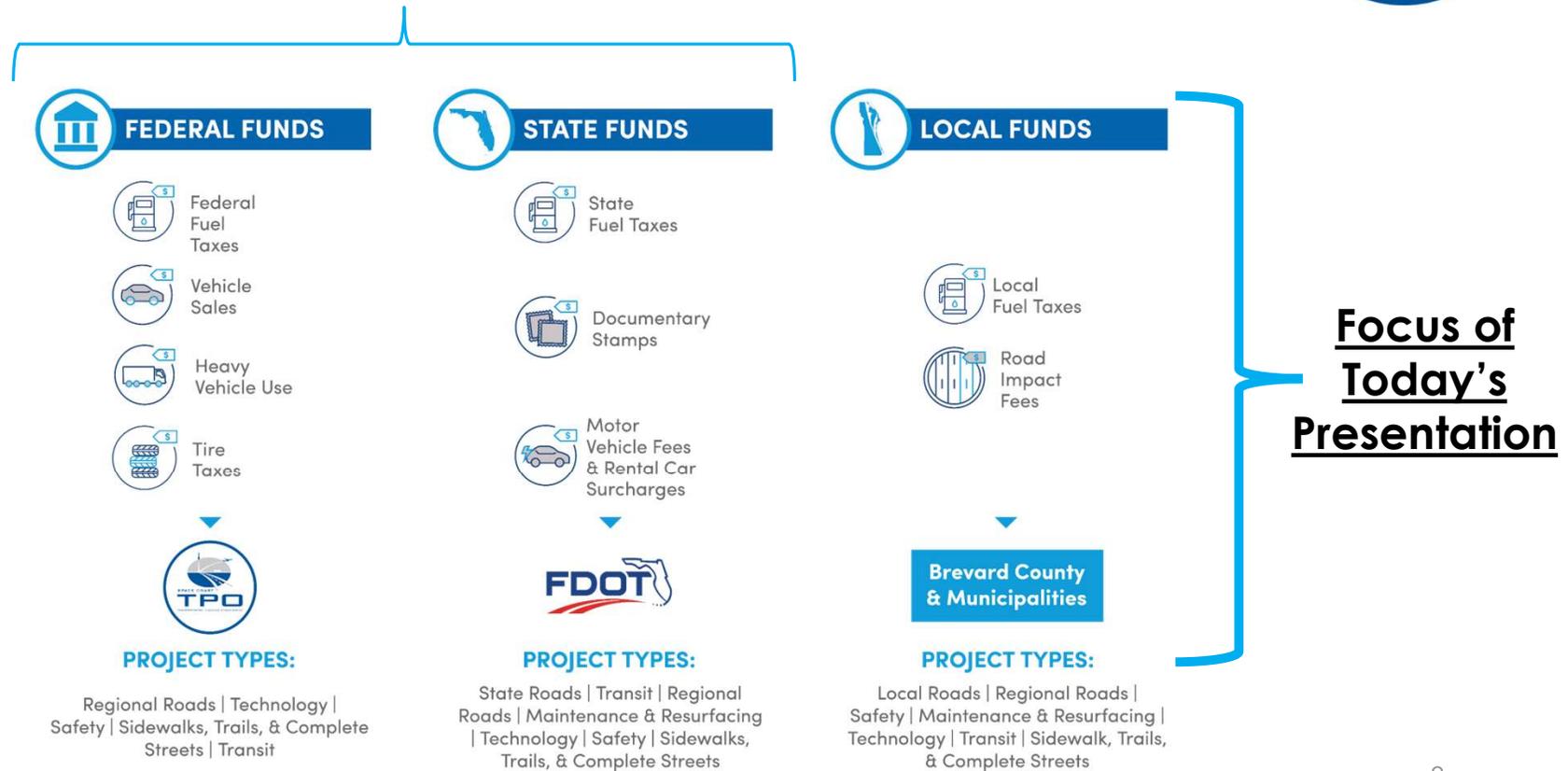




Transportation Funding Sources



Approved in SCTPO's LRTP & TIP





Current Local Revenue Sources



Constitutional Gas Tax (2-Cent)



20% Portion

Summary

Amount	0.4 Cents/Gallon
Description	Collected Statewide. Distributed to each county based on population
Authorization	Constitution
Revenue Generated (FY25-26)	\$1.5M

80% Portion

Summary

Amount	1.6 Cents/Gallon
Description	Repays transportation bonds issued through FDOT
Authorization	Constitution
Revenue Generated (FY25-26)	\$6.9M



Fuel Taxes



Local Option Gas Tax (6-Cent)

Summary	
Amount	6 Cents/Gallon
Description	Collected within Brevard County. Distributed to the County and municipalities based on interlocal agreement.
Authorization	Statute
Revenue Generated (FY25-26)	\$13.2M

Local Option Gas Tax (9th-Cent)

Summary	
Amount	1 Cent/Gallon
Description	Diesel portion collected statewide. Distributed to each county based on population.
Authorization	Statute
Revenue Generated (FY25-26)	\$2.2M (diesel only revenue)

County Motor Fuel Tax

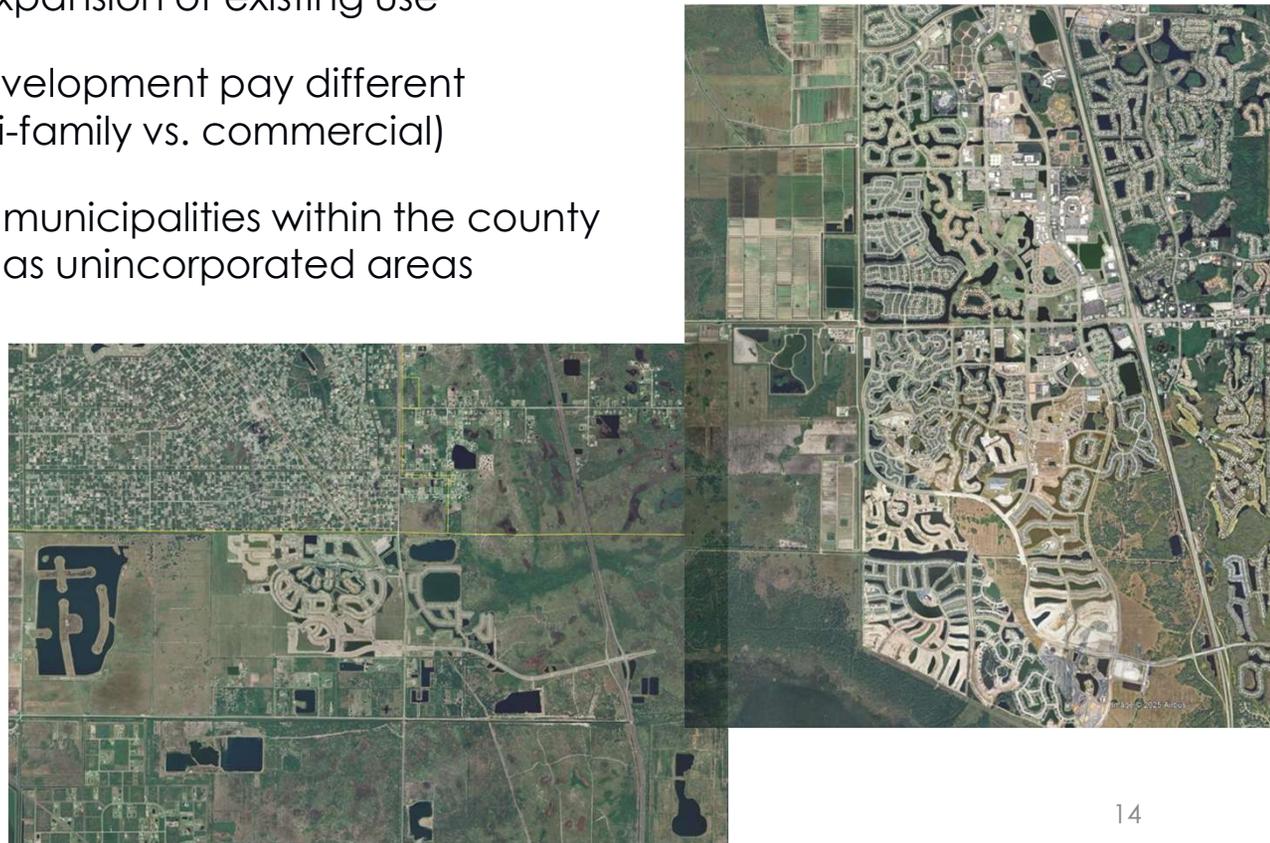
Summary	
Amount	1 Cent/Gallon
Description	Collected within Brevard County. Distributed entirely to Brevard County.
Authorization	Statute
Revenue Generated (FY25-26)	\$3.4M



Transportation Impact Fees



- Assessed at new development or expansion of existing use
- By land use, so different types of development pay different amounts (e.g., single-family vs. multi-family vs. commercial)
- Impact fees are collected for all 16 municipalities within the county (via inter-local agreements) as well as unincorporated areas
- \$10.5M average annual revenue; FY24 balance: \$15.9M
- Last adjusted for County in 2001
- Cities review and adjust their own





Additional Revenue Options



Discretionary Sales Surtaxes



- **Charter County and Regional Transportation System Surtax** – Florida statute permits a sales surtax of up to 1.0%
 - Simple majority of Commissioners required for a referendum to be held at a general election
 - Can generate \$25.1M – \$100M (County Share) and \$34.4M – \$137.6M total
- **Local Government Infrastructure Surtax** – Florida statute permits a sales surtax of either 0.5% or 1.0%
 - Counties are only permitted one referendum
 - The Save Our Indian River Lagoon (SOIRL) Program (Lagoon Tax) currently levies 0.5%; scheduled to expire December 31, 2026. If the Lagoon Tax is renewed:
 - 0.5% still available to collect – would require modifying the above referendum
 - Can generate \$37.1M (County Share) and \$68.8M total



Local Option Gas Tax



- Up To 5-Cents/Gallon on Both Gas and Diesel (Orange Highlight) –
 - Can be adopted in addition to the 6-Cent LOGT by BOCC super majority or referendum
 - Requirement to distribute to cities based on 5-year transportation expenditure formula
 - Revenues can only be spent on capital improvements, not operations or maintenance
 - Can generate \$6.4M (County Share) annually
- 9th-Cent (1 Cent/Gallon) on Gasoline (Red Highlight) –
 - Counties can levy by local ordinance to support transportation expenditures
 - No requirement to distribute to Cities
 - Can generate \$2.7M annually

Cent	Levied for Gasoline	Levied for Diesel
1-6	Y	Y
7 th	N	N
8 th	N	N
9 th	N	Y
10 th	N	N
11 th	N	N
12 th	N	N



Other Revenue Sources



- Mobility Fees –
 - Alternative to traditional impact fees
 - Require a local mobility plan that identifies multimodal networks and priority projects across all travel modes
 - Provide greater flexibility to fund sidewalks, trails, transit, and complete streets projects
 - If implemented, a mobility fee would replace transportation impact fees; they cannot be charged together
- Public Services Tax –
 - 1–10% tax levied by counties and municipalities on purchase of electricity, natural gas, etc.
 - Provides long-term, reliable revenue source, as most residents pay utility bills
 - Revenue is deposited into the General Fund, but can be restricted for transportation projects if designated
 - Can generate \$3.3M to \$33.4M annually, depending on the adopted rate



Additional Revenue Projections



From 2045 Long Range Transportation – Projections for New Revenue Sources

Funding Source	2026-2030	2031-2035	2036-2040	2041-2045	Total
	Projected Revenues ¹				
(Theoretical) Half Cent Sales Surtax ²	\$177.8	\$219.5	\$269.8	\$330.5	\$997.6
(Theoretical) One Cent Sales Surtax ²	\$355.5	\$439.0	\$539.6	\$660.9	\$1,995.0
(Theoretical) 1 to 5 Cent LOFT ³	\$36.0	\$41.5	\$47.7	\$54.6	\$179.8
(Theoretical) Ninth-Cent Fuel Tax (on non-diesel fuel)	\$16.3	\$18.9	\$21.7	\$24.8	\$81.7
Total (Half Cent Surtax)	\$230.0	\$279.9	\$339.2	\$409.9	\$1,259.0
Total (One Cent Surtax)	\$407.8	\$499.4	\$609.0	\$740.4	\$2,256.6

(1) Dollar values are in Millions, inflated for Year of Expenditure

(2) Sales surtax based on distribution to County (not municipal) of current half cent distributed to all counties in Florida. The revenue currently distributed to Brevard County is not reflected in actual revenue estimates, as it is not committed to transportation expenditures.

(3) 1 to 5 cent LOFT reflects County share (net of municipal share).

Totals may not sum perfectly due to rounding.

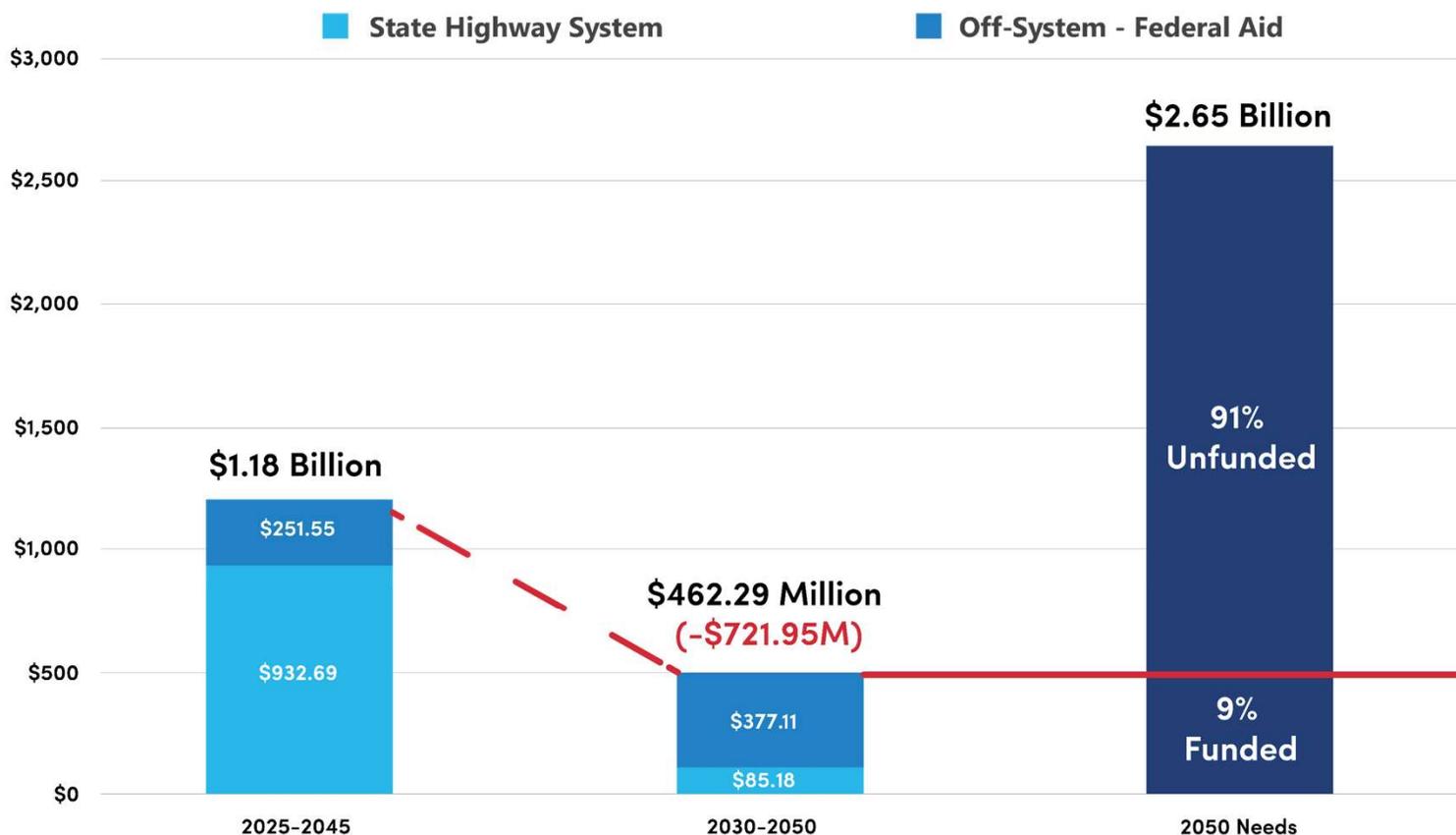
Note: Projected revenues do not include Mobility Fees or Public Services Tax. Half Cent or One Cent sales surtax could apply to either the Charter County and Regional Transportation System Surtax or the Local Government Infrastructure Surtax.



Measuring Unfunded Need



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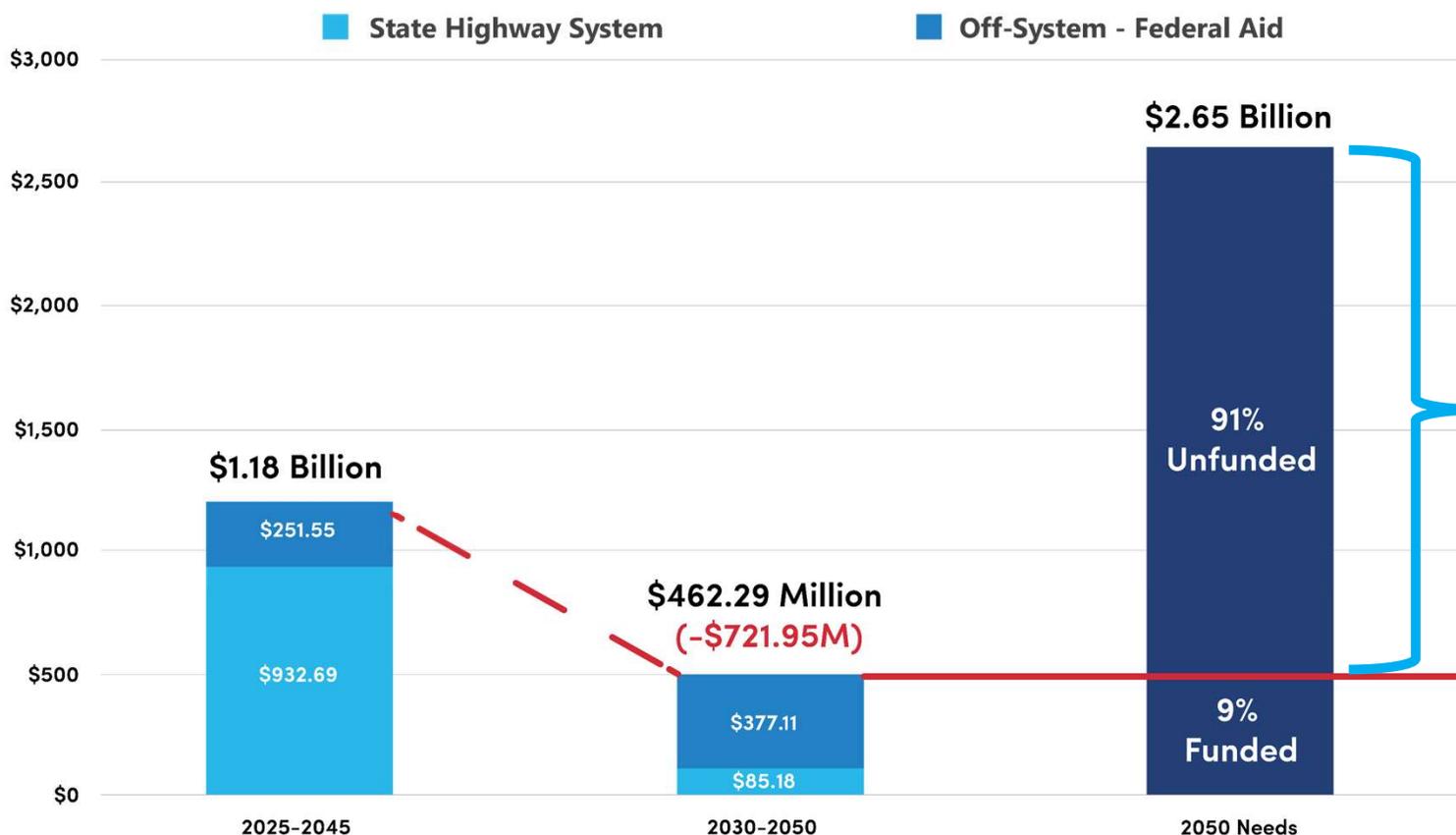




Measuring Unfunded Need



(MILLIONS - YEAR OF EXPENDITURE DOLLARS)



\$2.3B funding gap could be closed with the additional **\$1.3B-\$2.3B** from other revenue sources



The Cost of Inaction



- **SR 524 Widening**
 - London Boulevard to Industry Road in the 2036 – 2040 time band is the only segment fully funded in the 2050 LRTP
 - With inflation construction is estimated to be \$4M more
- **A1A Cape Canaveral Complete Street**
 - Not funded until 2046 – 2050 time band
 - With inflation construction is estimated to be \$26M more
- **Hollywood Boulevard Widening** (unfunded need only)
- **Minton Road Intersection Improvements**
 - Not funded until 2046 – 2050 time band
 - With inflation construction is estimated to be \$11M more
- **Malabar Road Widening**
 - Construction is not funded in 2050 LRTP
- **S. Babcock Street Widening**
 - Convair Street SE to Malabar Road SE is the only segment fully funded in the 2050 LRTP
- **Micco Road Widening** (unfunded need only)



Thank You!
