Transportation Summit
Sumter County Governments
Funding Concepts

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Presentation Overview

- Existing Revenue Sources

- Potential Revenue Sources

- Interlocal Service Boundary Agreements

- Next Steps

Existing Revenue Sources - County

Existing Sources - Capacity
County Transportation Trust (CTT) Fund
Secondary Trust (ST) Fund
Demand Based Impact Fees

CTT – Constitutional (20% of 2 cents), County, LOGT and Ninth Cent Gas Taxes

ST – Constitutional Gas Tax (80% of 2 cents)

Existing Revenue Sources - County

Existing Source - Maintenance
County Transportation Trust (CTT)
State/Federal Grant Funding

CTT – Constitutional (20% of 2 cents), County, LOGT and Ninth Cent Gas Taxes, and Ad Valorem Taxes

Existing Revenue Sources - Cities

Existing Sources - Maintenance	Bushnell*	Wildwood*
Local Option Gas Tax	Yes	Yes
Ninth Cent Gas Tax	Yes	Yes
Revenue Sharing	Yes	No
General Fund**	Yes	Yes

*No Reoccurring Roadway Capacity Expansion Funding

**Includes Ad Valorem Taxes

Potential Revenue Sources

Potential Additional/New Revenue Sources	County	Bushnell	Wildwood
Second Local Option Gas Tax	Yes	Yes	Yes
Ad Valorem Tax	Yes	Yes	Yes
MSBU Funding	No	No	Yes
Right of Way Franchise Fee	Yes	No	No
Consumption v. Demand Based Impact Fees	Yes	No	No
Proportionate Fair Share Agreements	Yes	Yes	Yes

Interlocal Service Boundary Agreements

- Establishes framework for public service responsibilities
    - County roads in cities, for example
- Cooperative management of growth
- Cooperative development of funding approaches for infrastructure
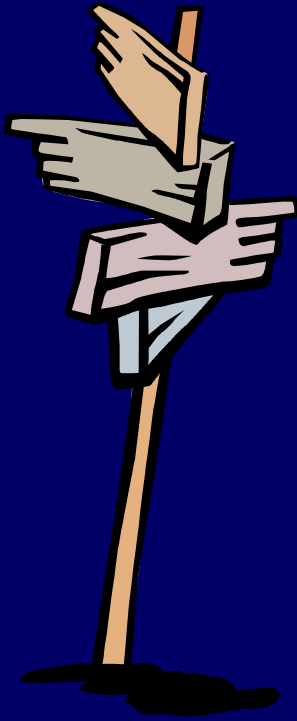- MPO Definition of Regionally Significant Roads

Next Steps

- Continue to:
  - Annually evaluate funding options and demand for revenue
  - Transition from Demand Based to Consumption Based Impact Fees
  - Fostering intergovernmental cooperation
  - Participating in MPO Long Range Transportation Plan

Thank You!