

Appendix B:

Cost Feasible Plan



CRTPA Regional Mobility Plan 2045
Cost Feasible Plan

Other Arterials Revenues
 Costs
 Balance

 SIS Revenues
 Costs
 Balance

 Blueprint Revenues
 Costs
 Balance

2026-2030			2031-2035			2036-2045		
	\$	130,940,000		\$	143,191,954		\$	299,094,054
	\$	130,548,046		\$	142,807,900		\$	298,810,737
	\$	391,954		\$	384,054		\$	283,317
	\$	5,891,160		\$	7,850,750		\$	119,080,400
	\$	5,891,160		\$	7,850,750		\$	119,080,400
	\$	-		\$	-		\$	-
	\$	54,231,688		\$	145,235,071		\$	101,801,710
	\$	43,385,887		\$	43,433,361		\$	-
	\$	10,845,801		\$	101,801,710		\$	101,801,710

ID	Project Name	From	To	Strategy	Bike/Ped	Transit	County	OA	SIS	BP	Funded Project Phases	YOE Cost	OA	SIS	BP	Funded Project Phases	YOE Cost	OA	SIS	BP	Funded Project Phases	YOE Cost
7	Crawfordville Road	LL Wallace Road	Wakulla Springs Road	2 to 4 Lanes	Yes		Leon	x			CST	\$ 21,526,924					\$ -					\$ -
11.1*	Thomasville Road	Seventh Avenue	Monroe Street	Multimodal Operational	Yes	Yes	Leon	x		x	D/CST	\$ 4,514,400					\$ -					\$ -
11.2*	Thomasville Road	Bradford/Betton Rds	Seventh Avenue	Multimodal Operational	Yes	Yes	Leon	x		x	D/CST	\$ 6,545,880					\$ -					\$ -
12	Woodville Highway	Capital Circle SE	Paul Russell Road	2 to 4 Lanes		Yes	Leon	x			CST	\$ 36,828,000					\$ -					\$ -
45**	US 90 (Mahan Drive) at Capital Circle NE			Major Intersection Reconfiguration	Yes	Yes	Leon				PDE											
4.1	Crawfordville Road	East Ivan Road	Wakulla Arran Road	2 to 4 Lanes	Yes		Wakulla	x			ROW	\$ 20,280,996	x			CST	\$ 39,474,928					\$ -
21.1	Orange Avenue	Capital Circle SW	South Lake Bradford Road	Access Management and Multimodal Improvements	Yes	Yes	Leon	x			D	\$ 286,050	x			CST	\$ 2,239,280					\$ -
21.2	Orange Avenue	South Lake Bradford Road	Lake Bradford Road	2 to 4 Lanes	Yes	Yes	Leon	x			D/ROW	\$ 11,326,343	x			CST	\$ 15,609,153					\$ -
21.4	Orange Avenue	Lake Bradford Road	Monroe Street	2 to 4 Lanes	Yes	Yes	Leon	x			ROW	\$ 15,708,000	x			CST	\$ 12,120,403					\$ -
22.1	Pensacola Street	Capital Circle SW	Appleyard Drive	2 to 4 Lanes	Yes	Yes	Leon	x			PDE/D	\$ 3,787,345	x			CST	\$ 15,883,076					\$ -
23***	Tharpe Street	Capital Circle NW	Ocala Road	2 to 4 Lanes	Yes	Yes	Leon			x	D/ROW	\$ 33,205,915			x	CST	\$ 43,433,361					\$ -
4.2	Crawfordville Road	Wakulla Arran Road	Lost Creek Bridge	2 to 4 Lanes	Yes		Wakulla						x			ROW	\$ 11,257,908	x			ROW/CST	\$ 84,035,518
5	Crawfordville Road	Lost Creek Bridge	North of Alaska Way	2 to 4 Lanes	Yes		Wakulla						x			ROW	\$ 11,160,000	x			ROW/CST	\$ 122,795,000
6	Crawfordville Road	Wakulla County Line	LL Wallace Road	2 to 4 Lanes	Yes		Leon						x			ROW	\$ 12,929,152	x			CST	\$ 30,744,670
8	Interstate 10	(Midway) US 90 Interchange	Gadsden/Leon County Line	4 to 6 Lanes			Gadsden		x		PDE	\$ 3,812,160		x		D	\$ 4,092,000		x		CST	\$ 45,284,500
9	Interstate 10	Gadsden/Leon County Line	West of Capital Circle NW	4 to 6 Lanes			Leon		x		PDE	\$ 2,079,000		x		D/ROW	\$ 3,758,750		x		CST	\$ 73,795,900
100	ITS and Intersection Projects						General MPO	x			CST	\$ 17,284,060				CST	\$ 22,135,000				CST	\$ 61,236,000
300	Bike/Ped Projects				Yes		General MPO				CST	\$ 27,130,000				CST	\$ 33,290,000				CST	\$ 38,850,000

* Assumed CRTPA/Blueprint Partnership

** Due to the complexity of this project, only PD&E is included in the CFP

*** Assumed Blueprint Project

PDE = Project Development and Environmental

D = Design

ROW = Right-of-way

CST = Construction

ITS =

YOE =

Intelligent Transportation System

Year of Expenditure



CRTPA Regional Mobility Plan 2045
Unfunded Needs

ID	Project Name	From	To	Strategy	2046 Cost	Bike/Ped	Transit	County
48	Welaunee Boulevard	I-10 Interchange		New Interchange	\$ 88,560,000			Leon
44	Stadium Drive / SR 366	Lake Bradford Road		Roundabout	\$ 6,270,130	Yes	Yes	Leon
1	Adams Street	Orange Avenue	Bronough/Duval	2 to 4 Lanes	\$ 47,517,835	Yes	Yes	Leon
2	Blountstown Highway	Geddie Road	Capital Circle NW	2 to 4 Lanes	\$ 88,041,767			Leon
3	Capital Circle NW	Interstate 10	Monroe Street (North)	2 to 4 Lanes	\$ 185,303,412	Yes		Leon
10	Interstate 10	Capital Circle NE	Gamble Road	4 to 6 Lanes	\$ 235,279,644			Leon/Jefferson
13	Woodville Highway	Capital Circle SE	Natural Bridge Road	2 to 4 Lanes	\$ 178,195,833			Leon
28	Capital Circle NE	Centerville Road/Welaunee Boulevard		Major Intersection Reconfiguration	\$ 531,360,000	Yes	Yes	Leon
52	Interstate 10 Thomasville EB Exit	Thomasville Road		Major Interchange Reconfiguration	\$ 531,360,000			Leon
53	Interstate 10 Thomasville WB Entrance	Thomasville Road		Major Interchange Reconfiguration	\$ 531,360,000			Leon
54	West Tennessee Street	Ocala Road to Magnolia		Signal improvements & Signing and Pavement Markings	\$ 6,369,311	Yes	Yes	Leon

2045 REVENUE FORECAST CAPITAL REGION TPA

WITH STATEWIDE, DISTRICTWIDE
AND COUNTY-SPECIFIC PROJECTIONS

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that “flow through” the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO) Long Range Transportation Plans (LRTPs) and related documents.

Background

In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida’s 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act¹) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department’s work program for 2018 through 2022, (2) the impact of the department’s objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose

This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not “flow through” the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida’s Transportation Tax Sources: A Primer*, and the *Local Government Financial Information Handbook*.²

¹ Fixing America’s Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

² FDOT’s tax source primer is available at <http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf>. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at <http://edr.state.fl.us/Content/local-government/reports/lgh17.pdf>.

This forecast features county level estimates for major FDOT capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO's boundary doesn't match county boundaries, the FDOT District will determine appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with our office. However, final responsibility rests with the appropriate District.

There is a long-term goal to focus planning on metropolitan areas which do not correspond to county or city boundaries. In some cases, analyses and plans are based on census designated urbanized areas (UZAs). But for most sources of funding, it is more practical to define geographic areas by county boundaries.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is under preparation by the FDOT Systems Implementation Office.³ Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely, CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This Forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as "non-capacity programs" here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

2045 Revenue Forecast (State and Federal Funds)

The 2045 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
3. County level estimates for the Other Roads and Transit programs were developed, along with County, District or Statewide estimates for other funding categories that are of particular interest to the 27 Florida MPOs.

Forecast of State and Federal Revenues

The 2045 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimates revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program.

The forecast does not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference (REC) in September 2017 for state fiscal years (FYs) 2019 through 2028. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for FYs 2018 through 2027. Assumptions about revenue growth are shown in Table 1:

³ Formerly known as the Systems Planning Office.

Table 1
Revenue Sources and Assumptions

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamps taxes)	2019-2028	Florida REC Estimates; these average in the range from 2.5% to 3.0% per year
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045
Federal Distributions (Total Obligating Authority)	2018-2027	FDOT Federal Aid Forecast
	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045

* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, *an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.*

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The *2045 Revenue Forecast Guidebook* contains inflation factors that can be used to adjust project costs expressed in “present day cost” to “year of expenditure” dollars.

Table 2
Forecast of Revenues
2045 Revenue Forecast (Millions of Dollars)
(Percentages reflect percentage of total period funding produced by that source. For example, Federal funding is projected to provide 24% of all funding for the period of 2021 through 2025)

Major Revenue Sources	Time Periods (Fiscal Years)					26-Year Total ² 2020-2045
	2020 ¹	2021-2025 ¹	2026-2030	2031-2035	2036-2045	
Federal	2,353 28%	10,884 24%	11,878 23%	12,108 21%	24,217 20%	61,440 22%
State	5,263 62%	27,311 61%	34,040 65%	38,164 66%	80,399 66%	185,178 65%
Turnpike	814 10%	6,572 15%	6,688 13%	7,861 14%	16,518 14%	38,453 13%
Total²	8,430	44,768	52,606	58,133	121,134	285,071

¹ Based on the FDOT Adopted Work Program for 2018 through 2022.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on

safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the July 1, 2017 Adopted Work Program for 2018 through 2022. The forecast of funding levels for FDOT programs for 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the Adopted Work Program and planned funding for fiscal years 2023-2026. This Revenue Forecast provides information for Capacity and Non-Capacity state programs. The information is consistent with “Financial Guidelines for MPO Long Range Plans” moved forward by the Metropolitan Planning Organization Advisory Council Policy and Technical Committee on July 13, 2017.

The Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is delivered well in advance of the 5-year LRTP adoption schedule, roughly 18 months in advance of the first required adoption. This forecast is considered satisfactory for the remainder of the 5-year cycle; in other words, it is useful for MPOs whose adoptions come at the end of the cycle, about 3½ years after the first MPOs. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. \$285 billion is forecast for the entire state transportation program from 2020 through 2045; about \$149 billion (52%) is forecast for capacity programs.

Metropolitan Forecast for Capacity Programs

Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These 2 categories only apply to federally designated TMAs; 15 of the State’s 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current statutory formula.⁴ For planning purposes, transit program funds were divided between Districts and counties according to population.

⁴ The statutory formula is 50% population and 50% motor fuel tax collections.

TABLE 3
Major Capacity Programs Included in the 2045 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
<u>SIS Highways Construction & ROW</u> - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) SIS Advance Corridor Acquisition
<u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
<u>Aviation</u> - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
<u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
<u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service
<u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
<u>Seaport Development</u> - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
<u>SUN Trail</u> – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	Other State Highway Construction Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction SIS Highway ROW

Table 4
Statewide Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total ²
	2020 ¹	2021-25 ¹	2026-30	2031-35	2036-45	2020-2045
SIS Highways Construction & ROW	2,199	12,940	12,490	13,933	28,971	70,534
Other Roads Construction & ROW	885	6,483	7,918	8,550	17,783	41,618
Aviation	211	1,143	1,433	1,596	3,354	7,738
Transit	417	2,306	2,881	3,154	6,580	15,339
Rail	178	850	1,255	1,425	2,985	6,692
Intermodal Access	40	262	345	379	791	1,816
Seaports	114	622	837	938	1,970	4,481
SUN Trail	25	125	125	125	250	650
Total Capacity Programs	4,068	24,731	27,284	30,100	62,684	148,868
Statewide Total Forecast	8,430	44,768	52,606	58,133	121,134	285,071

¹ Based on the FDOT Tentative Work Program for 2018 through 2022.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

Table 5
County Level Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)
 Estimates for the Capital Region Transportation Planning Agency

Capacity Programs*	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	12.99	104.37	130.94	142.80	298.71	689.81
Transit	6.94	38.59	48.66	53.28	111.01	258.48
Total - Main Programs	19.93	142.95	179.59	196.09	409.72	948.29

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).

^ Transit estimates do not include projected funding for the Florida New Starts program.

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.

Table 6
Transportation Management Area (TMA) Funds Estimates
(Known as SU Funds in FDOT Work Program)
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Capital Region Metropolitan Area (Defined as Gadsden, Jefferson, Leon, and Wakulla Counties)	Time Periods (Fiscal Years)					26 Year Total ¹
	2020 ¹	2021-25	2026-30	2031-35	2036-45	2020-2045
TMA / SU Funds	3.89	19.43	19.43	19.43	38.85	101.01

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as “funded” in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as “illustrative” projects.⁵ If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for (1) Transportation Management Areas (TALU funds); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown further below in Table 9.

Table 7
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)					26-Year Total ²
	2020 ¹	2021-25	2026-30	2031-35	2036-2045	2020-2045
District 1	3.1	21.9	32.7	36.4	74.6	168.8
District 2	2.5	17.6	26.3	29.2	59.9	135.5
District 3	1.6	11.6	17.3	19.2	39.3	89.0
District 4	4.1	28.9	43.1	47.9	98.2	222.3
District 5	4.7	32.8	49.0	54.4	111.7	252.6
District 6	2.8	19.7	29.4	32.7	67.0	151.6
District 7	3.3	23.2	34.6	38.4	78.8	178.2
Statewide Total Forecast	22.2	155.8	232.3	258.2	529.5	1,197.9

¹ Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

² Columns and rows sometimes do not equal the totals due to rounding.

⁵ Other projects for which funding is uncertain may also be included as illustrative projects.

Table 8
Transit - Florida New Starts Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

Statewide Program	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Statewide Total Forecast	41.8	226.3	259.2	282.4	593.4	1,403.1

Table 9
Transportation Alternatives Funds Estimates
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Capital Region Metropolitan Area (Defined as Gadsden, Jefferson, Leon, and Wakulla Counties)	Time Periods (Fiscal Years)					26 Year Total ¹
	2020 ¹	2021-25	2026-30	2031-35	2036-45	2020-2045
TALU (Urban); Funds for TMA	0.31	1.57	1.57	1.57	3.14	8.16
TALL (<200,000 population); Entire FDOT District	0.61	3.04	3.04	3.04	6.08	15.81
TALT (Any Area); Entire FDOT District	1.84	9.21	9.21	9.21	18.42	47.89

¹ Rows sometimes do not equal the totals due to rounding.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 10 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each District and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each

TABLE 10
Major Non-Capacity Programs Included in the 2040 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	PRP Program Categories
<u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
<u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
<u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
<u>Product Support</u> - Planning and engineering required to “produce” FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
<u>Operations & Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
<u>Administration and Other</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The “Other” category consists primarily of debt service.	Administration Fixed Capital Outlay Office Information Systems Debt Service

District and metropolitan area. Table 11 identifies the statewide estimates for non-capacity programs. About \$136 billion (48% of total revenues) is forecast for non-capacity programs.

Table 11
Statewide Non-Capacity Expenditure Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Categories	Time Periods (Fiscal Years)					26-Year Total ¹
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Safety	141	820	826	825	1,659	4,271
Resurfacing	633	4,354	4,150	4,241	8,756	22,135
Bridge	1,035	1,051	2,403	2,946	6,122	13,556
Product Support	1,302	6,576	6,709	7,096	14,614	36,299
Operations and Maintenance	1,384	7,442	8,596	9,162	18,939	45,523
Administration and Other	429	2,770	2,891	2,819	5,559	14,468
Statewide Total Forecast	4,923	23,013	25,576	27,089	55,650	136,251

¹ Columns and rows sometimes do not equal the totals due to rounding.

Table 12 contains District-wide estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

Table 12
State Highway System Existing Facilities Estimates by District
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total ¹
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
District 1	457	1,922	2,267	2,446	5,060	12,151
District 2	606	2,551	3,009	3,247	6,716	16,129
District 3	495	2,084	2,458	2,652	5,487	13,176
District 4	410	1,728	2,038	2,199	4,549	10,924
District 5	561	2,362	2,785	3,006	6,217	14,931
District 6	203	854	1,007	1,087	2,248	5,399
District 7	319	1,345	1,586	1,712	3,541	8,503
Statewide Total Forecast	3,051	12,847	15,150	16,348	33,817	88,214

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

¹ Columns and rows sometimes do not equal the totals due to rounding.

Advisory Concerning Florida's Turnpike Enterprise

Within the framework of FDOT, Florida's Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike's traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant's official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by the FDOT Office of Policy Planning (OPP) for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (LRTPs).

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL	
3453	CR 2327 Transmitter Rd	SR 30A (US 98) 15th St	SR 75 (US 231)	2,005	0	2,005	0	0	0				0	A2-4
3385	East Avenue	Port Entrance	SR 30 (US 98B) 15th Street	788	1,050	1,838	0	0	0				0	A2-4
3322	I-10	E of Alabama State Line	W of SR 95 (US 29)	0	4,426	4,426	6,000	64,190	70,190				0	A2-6
3321	I-10	Santa Rosa County Line	SR 85 Ferdon Blvd	2,200	14,749	16,949	0	181,156	0				0	A2-6
3448	I-10	at US 90 West 9 Mile Rd Interchange		14,300	0	14,300	0	0	0				0	N-INCH
3464	I-10	W of SR 10 (US 90)	Leon Co Line / Ochlockonee River Bridge	2,888	2,640	5,528	0	22,090	22,090				0	A2-6
3320	I-10	CR 4 Antioch/PJ Adams Rd	N of Raspberry Rd	0	3,935	3,935	20,000	92,915	112,915				0	N-INCH
3319	I-10	SR 281 Avalon Blvd	Okaloosa County Line	3,300	21,913	25,213	0	233,241	233,241				0	A2-6
3465	I-10	Gadsden Co Line	West of 263 Capital Circle	1,575	1,925	3,500	500	35,998	36,498				0	A2-6
3323	SR 173 Blue Angel Pkwy	SR 292 Sorrento Rd	SR 30 (US 98)	0	0	0	15,450	44,125	59,575				0	A2-6
3452	SR 196 Main St/Bayfront Pkwy	Taragona St	SR 30 (US 98) E Chase	1,461	0	1,461	0	0	0				0	PDE
3325	SR 368 23rd St	US 98 Flyover	SR 390 St Andrews Blvd	1,100	3,025	4,125	36,240	23,621	59,861				0	A2-6
3386	SR 389 EAST AVE	SR 30 (US 98B)	CR 2337 SHERMAN AVENUE	1,575	2,100	3,675	0	0	0				0	A2-4
3326	SR 85 S Ferdon Blvd	SR 123 Roger J Clary Hwy	SR 8 (I-10)	1,870	13,090	14,960	18,500	108,716	127,216				0	A2-6
3245	US 231	SR 20	I-10	3,482	0	3,482	0	0	0				0	A2-6
3317	US 231	South of Pipe Line Road	North of Penny Road	0	0	0	0	121,853	121,853				0	A2-6
3490	US 98	Portside Dr	Bergen Rd	0	0	0	0	96,096	96,096				0	A2-6
3496	US 98	East of R. Jackson Blvd	Hathaway Bridge	0	0	0	8,000	0	8,000				0	A2-6
3494	US 98	County Road 30A	Bay County Line	0	19,250	19,250	10,000	173,080	183,080				0	A2-6
3489	US 98	Fallin Waters Dr	Mary Esther Blvd	0	0	0	20,000	63,094	83,094				0	A2-6
3493	US 98	CR 30A Calhoun Ave	Airport Rd	0	3,300	3,300	0	49,959	49,959				0	A2-6
3486	US 98	Mandy Lane	Nautilus St	0	0	0	5,000	27,836	32,836				0	A2-6
3487	US 98	Nautilus St.	R. Jackson Blvd	0	0	0	6,000	0	6,000				30,164	A2-6
3461	US 98	Bergren Rd	E of Ramble Bay Ln	0	4,400	4,400	0	0	0				0	A2-6
3454	US 98	CR 2327 Transmitter Rd	Tyndall Dr	3,505	0	3,505	0	0	0				0	A2-6
3446	US 98	@ SR 293 Danny Wuerffel Way Interchange		0	11,000	11,000	0	86,870	0				0	N-INCH
3495	US 98	Walton County Line	BSR 79 S. Arnold Rd	1,540	9,625	11,165	14,682	136,260	150,942				0	A2-6
3488	US 98	Santa Rosa County Line	Fallin Waters Dr	0	0	0	12,750	119,727	132,477				0	A2-6
3462	US 98	E of Ramble Bay Ln	Okaloosa County Line	0	0	0	12,000	0	12,000				0	A2-6
3427	US 98	Bayshore Rd	Portside Dr	0	0	0	0	85,224	85,224				0	A2-6

Funded CFP Totals

158,017

1,683,147

Total CFP Funds= 1,841,164

LEGEND

FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

NOTES

- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.

IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3
A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-12: Add 4 Lanes to Build 12
A1-AUX: Add 1 Auxilliary Lane
A4-SUL: Add 4 Special Use Lanes

ACCESS: Access
BRIDGE: Bridge
FRTCAP: Freight Capacity
GRASEP: Grade Separation
HWYCAP: Highway Capacity
PTERM: Passenger Terminal
ITS: Intelligent Transp. Sys
MGLANE: Managed Lanes

M-INCH: Modify Interchange
N-INCH: New Interchange
NR: New Road
PDE: Project Dev. Env.
SERVE: Add Svc/Front/CD System
STUDY: Study
UP: Ultimate Plan

2045 COST FEASIBLE PLAN

District 3

State of Florida Department of Transportation
Systems Implementation Office

FY 2028/2029 - FY 2044/2045

LEGEND

Bridge, Interchange, Intersection Improvements
(Project with highest phase funded)

●

Construction & Mega Projects (CON)

●

Right of Way (ROW)

●

Preliminary Engineering (PE)

●

Project Development and Environmental (PDE)

Add Lanes, New Roads, etc. Improvements
(Project with highest phase funded)

Construction & Mega Projects (CON)

Right of Way (ROW)

Preliminary Engineering (PE)

Project Development and Environmental (PDE)

1234

Green Band - FY 2028/2029 to FY 2034/2035

1234

Yellow Band - FY 2035/2036 to FY 2039/2040

1234

Blue Band - FY 2040/2041 to FY 2044/2045

1234

Mega Projects Phased Over Time

Interstate Highway

U.S. Highway

State Highway

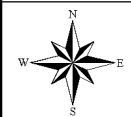
Toll Roads

Existing Conditions for SIS Highways

SIS Highways

Other State roads

Planned Add



2010020

Miles

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