

# **Northeast Florida Regional Transportation Commission Funding Options for Prioritized Projects**

## **PURPOSE:**

This paper identifies key funding options for projects prioritized by the Northeast Florida Regional Transportation Commission (RTC). Funding for transportation projects can seem a complex and confusing subject: This paper is designed to simplify this process and outline the most logical funding options for the RTC to move these projects forward. Most of these funding options exist today, but will require priority setting or action by a governing body such as the Northeast Florida Transportation Planning Organization (TPO), county, city or the Florida legislature.

## **BACKGROUND:**

Ownership and Designation- The funding for transportation improvements is determined by the ownership (state, county, city) of the transportation asset (road/bridge, transit system, seaport, airport, etc.) and the designation or “type” of the asset. Note that some designations may overlap: A roadway can be part of the Federal-aid system and also be part of the Florida Strategic Intermodal System (SIS) or Non-SIS State Highway System or a local road. For our purposes, transportation assets can generally be divided into the following categories:

- Federal-aid system – eligible for Federal funds;
- Florida Strategic Intermodal System (SIS) – eligible for State SIS funds;
- Non-SIS State Highway System – eligible for State funds other than SIS funds;
- Local road (county or city) that provides relief for state highways – eligible for State 50% Transportation Regional Incentive Grant program;
- New major transit system such as Bus Rapid Transit Corridor – eligible for State 50% of non-Federal share transit “New Starts” program.
- Local transit systems that are primarily locally funded but are also eligible for the state transit block grant program and depending on the structure these systems may also serve transportation disadvantaged with funding from the transportation disadvantaged program and health services programs like Medicaid.

## **MAJOR TRANSPORTATION FUNDING SOURCES:**

Major Funding Sources, Programs and Eligibility –Most transportation funding sources are very specific as to the purposes for which the funds can be used. A few others are more flexible, so long as the funds are used for a specified overall purpose such as transportation improvements or operations. The key transportation funding options are outlined below:

- **Federal Highway Administration (FHWA) funds** – these funds are allocated to the State Department of Transportation (FDOT) in “programs” set in Federal law. Each program has requirements that outline the type of transportation improvements for which the funds can be used during the term of that program. FDOT coordinates with the TPO on prioritizing the use of these funds and the TPO must include the transportation improvement project in their Transportation Improvement Plan (TIP) for the use of Federal Highway funds within their jurisdictional boundaries. In areas where there is not a TPO FDOT will coordinate with the county on priorities within that county. More details on the Federal Highway funds can be found at the FHWA internet site at: [www.fhwa.dot.gov/fastact/](http://www.fhwa.dot.gov/fastact/) (Note that the Fixing America's Surface Transportation Act or "FAST Act" became law in December 2015. Detailed information is a bit limited at this point and the internet site will add more information over time. Much of the program information is the same as the prior Transportation Act – “MAP-21” located at [www.fhwa.dot.gov/map21/](http://www.fhwa.dot.gov/map21/) )
- **Federal Transit Administration (FTA) funds** – these funds are in two major groupings: “formula funds” and “discretionary funds” as shown below. More information is available at the FTA internet site: [www.fta.dot.gov/grants.html](http://www.fta.dot.gov/grants.html)

  - Formula Funds –are allocated to applicable TPO areas and then to transit agencies such as the Jacksonville Transportation Authority and other transit agencies in the regional area of the TPO based on items like number of transit riders served, population, transit system miles, etc. In addition, there are formula funds for “rural areas” with population less than 50,000 that are allocated to eligible rural areas for transit systems. These formula funds are allocated annually to the transit agencies to fund federally eligible transit improvements and rehabilitation and to a limited extent operating assistance for rural areas.
  - Discretionary Funds are competitive grants managed by the FTA where eligible transit agencies must apply to the FTA for grant funds for projects like new bus or replacement bus purchases; new transit corridor improvements like Bus Rapid Transit and fixed rail public transit systems. These funds typically require some level of match from state and local funds.
- **State Transportation Funds** –are directed to FDOT by state laws such as the state motor fuel tax (commonly called “gas tax”) and state motor vehicle fees, and other fees and taxes as outlined in law. (more detailed information is located on the FDOT web at [www.dot.state.fl.us/officeofcomptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf](http://www.dot.state.fl.us/officeofcomptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf)) There are transportation “programs” in state law that direct certain defined portions of state transportation funds to specific uses such as the examples outlined in the bullets below. There are very detailed instructions provided by FDOT on the use of state funds in what is termed the “FDOT Work Program Instructions,” available on the FDOT web site: [www.dot.state.fl.us/OWPB/Development/WP\\_instructions.shtm](http://www.dot.state.fl.us/OWPB/Development/WP_instructions.shtm); There is also a less

technical document, termed the “FDOT Program and Resource Plan” available at [www.dot.state.fl.us/OWPB/pr/ProgramAndResourcePlanDocument.pdf](http://www.dot.state.fl.us/OWPB/pr/ProgramAndResourcePlanDocument.pdf) .

- A minimum of 15% of state transportation revenues must be spent on “public transportation” systems such as public transit systems, public and private rail facilities, public aviation facilities, commercial seaports and intermodal transportation facilities. The funds are primarily for capital improvements for the various programs outlined with limited funds such as the public transit block grant program with more flexible uses for public transit systems;
- A minimum allocation amount to the SIS –FDOT, by policy, currently allocates 75% of available Federal Highway Administration and State funds for transportation improvements to the SIS and 25% to the Non-SIS. The rationale is that the SIS facilities such as the interstate system, major expressways, major US routes, commercial airports, commercial seaports, intercity rail, and major intermodal centers move the majority of people and goods in the State and thus should receive the majority of the available funding. This policy was developed over a period of years and has been in place for some time with the support of Governors, the Legislature, MPOs, the business community, and other interested parties. While this policy seems logical and has solid support, it leaves limited FDOT funds, typically used for resurfacing, maintenance and ongoing operations, for Non-SIS facilities.
- A minimum allocation of funds to the transit New Starts program that is patterned after the FTA New Starts Program for new public transit projects like fixed rail and bus rapid transit.
- Existing transportation assets on the State Highway System must be properly maintained on a “needs based system” for areas such as the major program areas below: Sufficient funds are allocated to these programs before remaining funds can be spent on new capacity projects.
  - Annual operations and routine maintenance of the roadway system such as road ranger, bridge operations, drainage roadway operations and landscape maintenance.
  - Resurfacing of roadways based on review of the roadway condition for items like ride, rutting, and cracking on the roadway section.
  - Repair or replacement of bridges based on bridge inspection reports that result in grading of the bridge condition.
  - Safety improvements based on analysis of roadway conditions.
- Certain funds must be allocated by “Statutory Formula” composed of 50% population and 50% motor fuel tax collected within each FDOT District. In fiscal year 2015-16 the share for FDOT District 2 (which covers a total of 18 counties, including all of the RTC counties) is approximately 12% out of the total statewide amount.
- Funds are allocated for competitive grant and loan programs such as the examples below:

- Transportation Regional Incentive Grant Program (TRIP) – provides up to 50% of project funding for eligible projects.
  - County Incentive Grant Program (CIGP) – provides up to 50% of project funding for eligible projects.
  - Small County Outreach Program (SCOP) – provides up to 75% of project funding for eligible projects in counties under 165,000 in population.
  - Small County Road Assistance Program (SCRAP) – provides 100% of project funding for resurfacing or reconstruction projects on county roads in counties under 75,000 in population.
  - State Infrastructure Bank (SIB) – provides loans and loan guarantees with flexible terms at attractive rates for eligible projects.
  
- **Local Transportation Funds** –are generated by the applicable local government (County, City, special districts) under tax and fee sources as briefly outlined below. The table below also outlines taxing authority that has not been enacted and the amount that could be generated for each source.
  - Local Option Motor Fuels Tax
    - County governments are authorized to levy up to 12 cents of local option motor fuel taxes in the form of three separate levies.
      - The first is a tax of 1 cent on every net gallon of motor and diesel fuel sold within a county. (“Ninth-Cent Fuel Tax”)
      - The second is a tax of 1 to 6 cents on every net gallon of motor and diesel fuel sold within a county.
      - The third tax is a 1 to 5 cent levy upon every net gallon of motor fuel sold within a county, and diesel fuel is not subject to this tax.
    - The first two taxes above can be authorized by an ordinance adopted by a majority vote of the governing body or voter approval in a countywide referendum, and the proceeds are used to fund specified transportation expenditures.
    - The third tax may be levied by an ordinance adopted by a majority plus one vote of the membership of the governing body or voter approval in a countywide referendum, and the proceeds are used for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted local government comprehensive plan.
  - Charter County and Regional Transportation System Surtax
    - Each charter county that has adopted a charter, each county the government of which is consolidated with that of one or more municipalities, and each county that is within or under an interlocal agreement with a regional transportation or transit authority, may levy the Charter County and Regional Transportation System Surtax (sales tax) at a rate of up to 1 percent.

- The levy is subject to approval by a majority vote of the county’s electorate or by a charter amendment approved by a majority vote of the county’s electorate.
  - Generally, the tax proceeds are for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.
  - Of the six counties under the RTC, only Clay and Duval counties are currently eligible for this surtax (Clay is a charter county and Duval is eligible both because of the Jacksonville Transportation Authority and it is a consolidated county with the City of Jacksonville)
- Local Government Infrastructure Surtax
  - This Surtax may be levied at the rate of 0.5 or 1 percent pursuant to an ordinance enacted by a majority vote of the county’s governing body and approved by voters in a countywide referendum.
  - Generally, the proceeds must be expended to finance, plan, and construct infrastructure; acquire land for public recreation, conservation, or protection of natural resources; or finance the closure of local government-owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection (DEP).
- Small County Surtax
  - Any county having a total population of 50,000 or less on April 1, 1992, may levy the Small County Surtax at the rate of 0.5 or 1 percent.
  - County governments may impose the levy by either an extraordinary vote of the governing body if the proceeds are to be expended for operating purposes or by voter approval in a countywide referendum if the proceeds are to be used to service bonded indebtedness.
  - Of the six counties under the RTC, only Baker and Nassau Counties are eligible.
- The table below provides the annual amounts being levied by each county for the categories discussed above. If a county does not levy a particular tax, the estimates below show the unrealized annual revenue that could be generated should the additional tax be enacted in that county. It should be noted that the maximum combined surtax for the Local Option Infrastructure Sales Tax and the Small County Surtax is 1%, so, if a county has already levied 1% surtax in either category, it cannot levy another 1% in the other category.

County	Local Option Gas Tax (Per Gallon)			Local Discretionary Sales Surtax		
	Ninth-Cent Tax	1-6 Cents	1-5 Cents	Local Option Infrastructure Sales Tax	Charter County Transit Surtax	Small County Surtax
<b>Baker</b>	1/1 - \$183K	6/6 - 1.03M	0/5 - \$721K unrealized	No – (1% Max already used)	N/A	Yes - 1.0% - \$2.1M
<b>Clay</b>	1/1 - \$830K	6/6 - \$4.68M	0/5 - \$3.5M unrealized	Yes -1.0% - \$19.8M	No, 1.0% \$19.8M unrealized	N/A
<b>Duval</b>	0/1 - \$4.25M unrealized	6/6 - \$29.74M	0/5 - \$19.92M unrealized	Yes - 0.5% - \$76.2M - 0.5% unrealized	Yes - 0.5% - \$76.2M, 0.5% unrealized	N/A
<b>Nassau</b>	1/1 - \$418K	6/6 - \$2.35M	0/5 - \$1.58M unrealized	No - (1% Max already used)	N/A	Yes - 1.0% - \$9.9M
<b>Putnam</b>	1/1 - \$331K	6/6 - \$1.87M	5/5 - \$1.24M	Yes - 1.0% - \$6.06M	N/A	N/A
<b>St. Johns</b>	0/1 - \$1.02M unrealized	6/6 - \$6.94M	0/5 - \$4.80M unrealized	No - \$26.1M unrealized	N/A	N/A

\*\*Amounts above based on FY 2015 estimates published by the Florida Office of Economic and Demographic Research and reflect the estimated annual amount generated for this source.

- Local County or City General Funds – Counties and cities may allocate General Funds for transportation purposes. Transportation uses must compete against many other top priorities and it is up to the governing body in the annual budget to allocate any General Funds for transportation purposes. This is generally based on a specific need and is not a routine amount of funds that can be outlined or projected for the future. This varies significantly by local government and the priorities for their respective jurisdiction.
- Regional Transportation Authority – Chapter 163, Part V, Florida Statutes provides that any two or more contiguous counties, municipalities, other political subdivisions, or combinations thereof are authorized and empowered to convene a charter committee for the purpose of developing a charter under which a regional transportation authority, hereinafter referred to as “authority,” may be constituted, composed, and operated as a Regional Transportation Authority. If created the Regional Transportation Authority may enact through a majority vote of the citizens in the region of the Authority for up to three mills. This section of law has been in place for many years and to date has not been used to create a regional transportation

authority. The existing regional transportation authorities in law were created for a specific purpose and region and none of the existing Authorities have been provided the ability to implement taxes. The Authorities created to date have been more focused on raising revenues through user fees such as tolls, transit fares and advertising sales. The tax funds provided to existing Authorities such as the Jacksonville Transportation Authority have been provided through existing taxing authority available to the county.

- **Transportation User Fees** – The state and local governments are authorized to collect user fees for the use of the transportation system. The different types of user fees vary by the mode of transportation and the benefit being generated by the user. Some key examples are outlined below:
  - Public Transit User Fees – Some form of fees (often term “Fares”) are in use in all counties in the region for use on the public transit system to help cover part of the cost of the annual operations. In addition, the public transit entities also normally charge for advertising and related fees such as for logos on a bus or bus shelter. These fees normally cover a percentage of the annual operating costs (a coverage rate of 25% of annual operating cost is considered as good in the transit industry) with the remainder of annual cost of operations and capital cost being funded through traditional transportation funding tax sources.
  - Toll Facilities – Many of the major bridges in Jacksonville including Butler Boulevard were originally funded through user tolls on these facilities. Primarily due to congestion caused by traditional toll collection methods (toll booths) the citizens of Duval County voted to eliminate the tolls and replace this with a 0.5% sales tax in Duval County. The first toll facility in the region since that time (late 1980s) is now being implemented by FDOT- Florida’s Turnpike for the first segment of the First Coast Outer Beltway. Beginning in the 1980s the majority of “new alignments” (meaning a new road or bridge, not replacement bridges or adding lanes to existing roads) in the State of Florida, both on the State Highway System and select major local roads and bridges have been built using tolled user fees. There are now many toll facilities in the State of Florida, owned by the State, expressway authorities and local governments.
  - Aviation and Port Fees – The Jacksonville Port Authority, the Jacksonville Aviation Authority, and the St. Augustine-St. Johns County Airport Authority are examples of entities created in law that have the authority to collect fees associated with the use of these transportation facilities. These fees are used to help fund the operations and capital needs of the respective facility. In general ports and aviation rely upon fees to fund annual operations and partner to match grants provided in partnership with State and Federal agencies for capital improvements.

- Local Impact Fees – Impact fees are a general term for a large grouping of fees that local governments may enact related to future development and the impact that development creates on in this case the transportation system. These fees also related to areas like schools, fire service, and other local government services. As an example, the City of Jacksonville has an array of fees related to new development and some of these funds may be directed to transportation. Most of the counties in region have some form of impact fees, but it varies on whether any of the funds collected are being direct to transportation. For example, it appears that Nassau County collects impact fees, but not for transportation uses. On the other hand, Clay County and Putnam County have specific impact fees dedicated to transportation. Impact fees are often controversial: Some counties implement impact fees and then repeal part or all of them. This recently occurred in Baker County as an initiative to “spur growth”. In general impact fees collected are used for improvements that are directly related to the development that generated the impact fees. In the case of larger developments a direct relationship can be shown where extensive roadway systems are required and sections of the roadway will be “turned over” to the local government for ongoing operations and maintenance. This can be more difficult for smaller developments where the use of the fee may become part of a “pot of money” where the funds are more generally used for improvements that support that development as well as other needs.
- Special Property Assessment Fees/Tax Increment – A common practice in major urban areas and high growth areas is the use of special project assessments and/or tax increments that are directed to a specific transportation improvement project (could be a transportation corridor or projects) that provides demonstrated benefit to the properties that are being assess or from which the tax increment (from growth in the property values) are collected and used to help fund the transportation improvement. Common examples are for major transportation and related improvements (landscaping, lighting, etc.) in public transit corridors (fixed rail systems or bus rapid transit corridors), for renovation of an existing transportation corridor in a redevelopment area of a city, or for a new major development such as a community development district that adds roads associated with the new development. Some of the roads in major developments are turned over to the local government and become part of the county or city road network and others remain part of the private development. There are examples in the region such as:
  - Redevelopment Agencies (property tax increment) such as the Keystone Heights Community Redevelopment Agency, Downtown Investment Authority in Jacksonville, Jacksonville Beach Community Redevelopment Agency, Fernandina Beach Redevelopment Agency, Crescent City Community Redevelopment Agency, Palatka Downtown Community Redevelopment Agency, St. Johns County Community Redevelopment



Agency. Funds generated by the increase in property values (and the property tax increment associated with this increase) can be used for a range of improvements including transportation associated with the redevelopment activities.

- Community Development Districts (CDD's) are quasi-governmental entities created to collect property assessment fees from property owners within the District. There are a number of CDD's in Clay, Duval, Nassau and St. Johns Counties. CDDs are commonly used to help fund the infrastructure for major new developments, including roads and other transportation infrastructure. Roads funded by CDD's are considered public roads whether the roadways are owned and operated by local governments or by the CDD itself. A number of CDDs have experienced cash flow challenges related to the "Great Recession" when development slowed dramatically and in some cases was at a standstill. In situations where advances had been provided by debt (such as bonds) to fund infrastructure improvements (such as roads), the lack of growth led to the inability to make debt payments in full and on time. This led to "workout scenarios" that continue for some CDDs even today, over seven years after the beginning of the Great Recession. This makes the use of CDD's more challenging.

## **MATCHING TRANSPORTATION FUNDING SOURCES TO PROPOSED PROJECTS**

The key challenge in what is termed "programming" transportation projects is matching up transportation needs and projects with the potential funding. This is a complex process that can truly evolve into a "rocket science" activity. This section of the paper strives to take this from rocket science to more understandable options for funding the proposed projects. There are few easy choices, but there are options to consider as the Commission moves forward.

The projects are broken down by transportation ownership and system to help orient the reader to the best funding options. We then focus on the funding options from a standpoint of timing and best fit for each project. The attached matrix outlines the projects and the funding options for consideration by the Commission. The section below defines the key information in the matrix in more detail to clarify the intent of the matrix.

**Ownership and System Designation** - As discussed in the paper, transportation assets fall into two major "categories" that drive the funding sources available for use for the project. These are the "ownership" of the asset (State, County or local government) and the "designation" or "system" of the asset (Strategic Intermodal System, arterial highway, rail facility, etc.).

**Funding Category** - The funding is in two major groups, Primary and Secondary.

- Primary funding sources are those that, under law and by definition of the project, would be the most logical funding source for the project. That does not mean funds are available from this source, but rather that if funds become available then the projects would be considered for partial or full funding from these sources.
- Secondary funding sources are those that under law and definition of the project would be available to be used on the project. Secondary funding sources would normally be considered after Primary funding sources are determined not to be available (or only partially available) to fund the project.

**Funding Time Period** - The time period within which available funding is anticipated, shown in years. This is based on the fact that ALL available state funds are already allocated to projects in the FDOT Five-Year Work Program and the TPO has prioritized key projects for up to 20 years in their Cost Feasible Transportation Plan. That being said some fund uses are in major “blocks” of available funds beyond 10 to 15 years for projects that may be smaller in size as the projects may not yet be identified such as for safety improvements and interchange improvements. At the local level the counties and cities have multi-year capital improvement plans that normally range from five to ten years and could be even longer if key fund sources such as local option sales taxes are bonded for extended terms such as 20 to 30 years.

**Funding Feasibility** – The feasibility of the funding option is shown in the following categories:

- **Excellent** means the project is already in the cost feasible plan, so this does not apply to the RTC’s priority projects, which by definition are not currently funded.
- **Good** means the project has a solid chance of being funded from the funding source in the time period shown with consistent advocacy.
- **Average** means the project could be funded from the funding source, but it will be more of a challenge and it will take more assertive advocacy and/or that the funding source may be more constrained to fund the project due to limited available funds from the fund source. This also applies to funding sources that would require approvals from elected officials or a vote of the citizens to implement the funding source.
- **Poor** means the project could be funded from the funding source but it will be an uphill challenge to advocate for this fund source for the project and/or the available funds from the fund source are very limited compared to the funds needed for the project. This also may apply to fund sources that would require approvals from elected officials or a vote of the citizens to implement the funding source.

Ultimately the feasibility of these funding options will come down to elected officials and policy makers making hard choices about which, if any, of the funding sources will be considered and implemented to fund these needed but currently not funded transportation improvements.

Prioritized Projects - Funding Options Matrix  
Jan-16

Corridor	Facility	Map ID	From	To	Type	Present Day Cost (millions)	Criteria Met	Average by Corridor	Transportation		Primary Funding Source	Timing	Feasibility	Primary Funding		Secondary		Secondary		Timing	Feasibility	
									Asset Ownership	Transportation Asset System				Source	Source	Funding Source	Funding Source	Timing	Feasibility			
<b>ADVOCACY</b>																						
RC5	SR 23 First Coast Expressway Future Corridor	8202	SR 21 Blanding Boulevard	I-95	New 4 Lane Road	\$1,951	6	6.00	SHS	SIS	FDOT - Tolls	10-20 years	Average	FDOT-SIS	10-20 Years	Good	FDOT - Bridge	10-20 Years	Good	ROW Donations	10-20 Years	Good
FC		721	Tampa	Jacksonville	New Connector or Widen Existing Roads	\$2,000	5	5.00	Likely SHS	? likely SIS	FDOT - Tolls	20-30 years	Average	FDOT-SIS	20-30 Years	Average	ROW Donations	20-30 Years	Average	Local Gas Tax	10 plus years	Poor
RC1B	FEC	2327	St. Augustine	Jacksonville	Commuter Rail	\$255	4	4.67	Private	Rail/Transit/SIS?	FTA - New Starts	10-20 Years	Poor	FDOT - Transit/Rail	10-20 Years	Average	Local - Sales Tax	10 plus years	Average	Local Gas Tax	10 plus years	Poor
RC4/RC10	Southwest Commuter Rail	2358	Green Cove Springs	Jacksonville	Commuter Rail	\$294	2	3.50	?	Rail/Transit/SIS?	FTA - New Starts	10-20 Years	Poor	FDOT - Transit/Rail	10-20 Years	Average	Local - Sales Tax	10 plus years	Average	Local Gas Tax	10 plus years	Poor
RC1A	CSX	2240	Yulee	Jacksonville	Commuter Rail	\$271	4	3.50	Private	Rail/Transit/SIS?	FTA - New Starts	10-20 Years	Poor	FDOT - Transit/Rail	10-20 Years	Average	Local - Sales Tax	10 plus years	Average	Local Gas Tax	10 plus years	Poor
<b>PROJECTS FOR FUNDING ANALYSIS</b>																						
RC3	US 17	428	West of Dunn Creek Bridge	Horse Landing Road	Widen to 4 Lanes	\$51	5	SHS	Emerging SIS	FDOT - SIS	15 plus years	Average	FDOT - Non-SIS	20 plus years	Poor	Local Sales Tax	20 plus years	Poor	RTA Property Tax	10 plus years	Poor	
	US 17	429	CR 309 in Satsuma	West of Dunn Creek Bridge	Widen to 4 Lanes	\$19	6	SHS	Emerging SIS	FDOT - SIS	15 plus years	Average	FDOT - Non-SIS	20 plus years	Poor	Local Sales Tax	20 plus years	Poor	RTA Property Tax	10 plus years	Poor	
	US 17	430	Volusia County Line	Pamona Park	Widen to 4 Lanes	\$67	6	SHS	Emerging SIS	FDOT - SIS	15 plus years	Average	FDOT - Non-SIS	20 plus years	Poor	Local Sales Tax	20 plus years	Poor	RTA Property Tax	10 plus years	Poor	
	US 17	452	Pamona Park	Satsuma	Widen to 4 Lanes	\$7	6	5.75	SHS	Emerging SIS	FDOT - SIS	15 plus years	Average	FDOT - Non-SIS	20 plus years	Poor	Local Sales Tax	20 plus years	Poor	RTA Property Tax	10 plus years	Poor
RC2	US 90	720	I-10 US 90 Parallel Reliever	US 90 East Baldwin	SR 21 South Macclenny	\$7	5	5.00	SHS	Non-SIS	FDOT - Non-SIS	20 plus years	Poor	FDOT - TRIP/CGOP	10 plus years	Average	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor
RC1B	US 1	131	SR 313	International Golf Parkway	Widen to 6 Lanes	\$23	5	SHS	Non-SIS	FDOT - Non-SIS	20 plus years	Average	FDOT - TRIP/CGOP	10 plus years	Average	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor	
	US 1	132	International Golf Parkway	Racetrack Road	Widen to 6 Lanes	\$61	5	SHS	Non-SIS	FDOT - Non-SIS	20 plus years	Average	FDOT - TRIP/CGOP	10 plus years	Average	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor	
NONE	North Rail Corridor Phase 1	2205	CSX	CSX	New Multimodal Corridor	\$138	4	?	Rail/Intermodal	FDOT Rail	10 plus years	Average	FDOT - Intermodal	10 plus years	Poor	RTA Property Tax	10 plus years	Poor				
	North Rail Corridor Phase 2	2260	CSX	Norfolk Southern	New Multimodal Corridor	\$21	4	1.00	?	Rail/Intermodal	FDOT Rail	10 plus years	Average	FDOT - Intermodal	10 plus years	Poor	RTA Property Tax	10 plus years	Poor			
RC1A	US 17	707	Harts Road	SR 200	Widen to 4 Lanes	\$3	3	SHS	Emerging SIS	FDOT - SIS	15 plus years	Average	FDOT - Non-SIS	20 plus years	Poor	Local Sales Tax	20 plus years	Poor	RTA Property Tax	10 plus years	Poor	
RC4/RC10	SR 21 Blanding Boulevard	114	SR 16	CR 215	Widen to 4 Lanes	\$34	5	SHS	Non-SIS	FDOT - Non-SIS	20 plus years	Average				Local Sales Tax	20 plus years	Average	RTA Property Tax	10 plus years	Poor	
RC1B	CR 2209 / CR 305	818	CR 204	CR 206	New 2 Lane Road	\$10	3	County	Arterial	Local Sales Tax	20 plus years	Average	Local Gas Tax	10 plus years	Average	ROW Donations	10 plus years	Average	RTA Property Tax	10 plus years	Poor	
	CR 2209/ CR 305	850	CR 206	CR 207	Widen to 4 Lanes	\$36	3	County	Arterial	Local Sales Tax	20 plus years	Average	Local Gas Tax	10 plus years	Average	ROW Donations	10 plus years	Average	RTA Property Tax	10 plus years	Poor	
	CR 2209	814	CR 207	CR 214	New 4 Lane Road	\$40	3	County	Arterial	Local Sales Tax	20 plus years	Average	Local Gas Tax	10 plus years	Average	ROW Donations	10 plus years	Average	RTA Property Tax	10 plus years	Poor	
	CR 2209	813	CR 214	CR 208	New 4 Lane Road	\$27	3	County	Arterial	Local Sales Tax	20 plus years	Average	Local Gas Tax	10 plus years	Average	ROW Donations	10 plus years	Average	RTA Property Tax	10 plus years	Poor	
	CR 2209	816	CR 208	SR 16A	New 4 Lane Road	\$26	3	County	Arterial	Local Sales Tax	20 plus years	Average	Local Gas Tax	10 plus years	Average	ROW Donations	10 plus years	Average	RTA Property Tax	10 plus years	Poor	
	CR 2209	815	SR 16	International Golf Parkway	New 4 Lane Road	\$12	3	County	Arterial	Local Sales Tax	20 plus years	Average	Local Gas Tax	10 plus years	Average	ROW Donations	10 plus years	Average	RTA Property Tax	10 plus years	Poor	
	CR 2209	812	International Golf Parkway	SR 16 Connector	New 6 Lane Road	\$12	3	3.00	County	Arterial	Local Sales Tax	20 plus years	Average	Local Gas Tax	10 plus years	Average	ROW Donations	10 plus years	Average	RTA Property Tax	10 plus years	Poor
NONE	Intermodal Logistics Center	To be determined			Intermodal Logistics Center	\$65	2		Likely SIS	Intermodal	FDOT - SIS	10 plus years	Average	FDOT - Intermodal	10 plus years	Average	RTA Property Tax	10 plus years	Poor			
MULTI	Northeast Florida Loop	2503	Palatka	Etonia Creek State Forest	New Multiuse Path	\$6	1		Likely County	Trails	FDOT - Trails	5 plus years	Average	Local Sales Tax	5 plus years	Average	RTA Property Tax	10 plus years	Poor			
	Northeast Florida Loop	2502	Palatka	St. Augustine Gap	New Multiuse Path	\$6	1		Likely County	Trails	FDOT - Trails	5 plus years	Average	Local Sales Tax	5 plus years	Average	RTA Property Tax	10 plus years	Poor			
	Northeast Florida Loop	2501	Baldwin	Jacksonville	New Multiuse Path	\$4	1	1.00	Likely County	Trails	FDOT - Trails	5 plus years	Average	Local Sales Tax	5 plus years	Average	RTA Property Tax	10 plus years	Poor			
ALL	Regional Coordinated Transit	To be determined			Coordinated Transit Services		1	1.00	County	Transit	Local Sales Tax	20 plus years	Average	Local Gas Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor			
RC9	St. Johns Ferry	2331			Site Improvements (Short and Long-Term)	\$9	1		County	Ferry	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor	FDOT	10 plus years	Poor			
	St. Johns Ferry	2331			Relocation of Ferry Office	\$0	1		County	Ferry	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor						
	St. Johns Ferry	2331			Service and Capital Improvements	\$7	1		County	Ferry	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor	FDOT	10 plus years	Poor			
	St. Johns Ferry	2331			Drydock Repairs	\$13	1	1.00	County	Ferry	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor	FDOT	10 plus years	Poor			
					<b>Sub Total</b>	<b>\$4,485</b>																
<b>TPO Priorities Not Fully Funded</b>																						
RC1B	SR 313	831	SR 207	SR 16	New 6 lane road	\$66.50	2020-2030		SHS or County	Non-SIS	FDOT - Non-SIS	20 plus years	Average	FDOT - TRIP/CGOP	10 plus years	Average	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor
RC1B	SR 313	832	SR 16	US 1 Dixie Highway	New 4 lane road	\$98.21	2021-2025 ROW		SHS or County	Non-SIS	FDOT - Non-SIS	20 plus years	Average	FDOT - TRIP/CGOP	10 plus years	Average	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor
RC1B	US 1 Phillips Highway	94	SR 9B	I-295	Widen to 6 lanes	\$15.23	2031-2040		SHS	Non-SIS	FDOT - Non-SIS	20 plus years	Average	FDOT - TRIP/CGOP	10 plus years	Average	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor
RC1B	US 1 Phillips Highway	95	I-9 5 @ the Avenues	SR 202 J.T. Butler Blvd	Widen to 6 lanes	\$15.23	2031-2040		SHS	Non-SIS	FDOT - Non-SIS	20 plus years	Average	FDOT - TRIP/CGOP	10 plus years	Average	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor
RC1B	US 1	845	At CR 210		Modify interchange	\$43.20	2021-2025		SHS	Non-SIS	FDOT - Non-SIS	20 plus years	Average	FDOT - TRIP/CGOP	10 plus years	Average	Local Sales Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor
???	CR 218		Cosmos Ave	US 301	Widen to 4 lanes	\$122.82	2031-2040		County	Arterial	Local Sales Tax	20 plus years	Average	Local Gas Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor			
???	CR 220	34	College Dr	US 17	Widen to 6 Lanes	\$64.77	2026-2030		County	Arterial	Local Sales Tax	20 plus years	Average	Local Gas Tax	10 plus years	Average	RTA Property Tax	10 plus years	Poor			