

## Connect 2045 Funding Scenarios

### Background

At the heart of developing Connect 2045 is the prioritization and selection of projects for funding within the constraints of forecasted revenues. For each round of LRTP updates, FDOT develops the forecast of funds on the state highway system that are expected to be available over the 25-year planning period. The forecast uses factors known at the time it is developed. As with any long-range financial projection, actual revenue may vary due to unanticipated changes in economic conditions, revenue sources, and other factors. The evaluation of funding scenarios provides a window on potential changes to the Cost Feasible Plan (CFP) set of projects that could be applied in the wake of differing revenue levels.

Within the categories of the revenue forecast, the TPO has the greatest influence over where funds will be prioritized under the *Other Arterials* funding category. This category is the prime focus of the Cost Feasible Plan (CFP) and the funding scenarios.

The scenarios consist of both a LOW and HIGH funding amount relative to the baseline revenue forecast used for development of the Connect 2045 CFP. These funding amounts provide opportunity to illustrate how alternative futures would potentially change the projects and priorities included in the CFP.

### Scenario Alternatives

Below is a summary of the baseline and two scenarios. The scenarios consist of three alternatives—two LOW alternatives and one HIGH alternative:

**BASELINE / 2045 Cost Feasible Plan** – This is the *Other Arterials* funding amount from the Connect 2045 Revenue Forecast being used to develop the CFP.

**The BASELINE 2045 CFP consists of \$497,226,138 in *Other Arterials* funds -- \$447,503,524 for State Highway System (SHS) projects and a maximum of \$49,772,614 for local or “off-system” projects.**

**LOW Scenario / 2040 Plan** – This is the *Other Arterials* funding amount from the 2040 LRTP Revenue Forecast. This funding amount acts as an appropriate surrogate for a more constrained financial situation. The potential factors that could drive a more constrained financial future include:

- growing shortfalls in federal transportation funding due to highway fuel tax remaining at the same level since 1993
- projected reductions in fuel tax revenue due to increasing vehicle fuel economy
- projected reductions in fuel tax revenue due to growth in sales of electric and other alternative fuel vehicles

**The LOW Scenario assumes \$233,696,285 in *Other Arterials* funds -- \$210,326,656 for SHS projects and a maximum of \$23,369,628 for local or “off-system” projects.**

*LOW Scenario A* assigns funding to the projects based on the rank as recommended by the LRTP Subcommittee. This scenario funds each of the SHS projects in the LOPP, \$40 million in SHS local initiatives (ITS and safety improvements), and the two highest-ranked projects. Of the two Old Kings Road projects included in the LOPP, the southern segment (Palm Harbor Village Way to Farnum Lane) can be fully funded. The remainder of the 10% *Other Arterials* funds earmarked for local projects is assigned to the other segment of Old Kings Road (Farnum Lane to Forest Grove Drive). This amount satisfies approximately 27% of the total needed funds. There is \$7,676,656 identified to fund operational improvements.

*LOW Scenario B* funds each of the SHS projects in the LOPP, \$40 million in SHS local initiatives (ITS and safety improvements), and approximately \$10 million (33%) of the highest-ranked SHS project (Tomoka River Bridge (LPGA Blvd)). This scenario enables a larger portion of funds to be used for smaller-scale operational projects to maintain system performance. Of the two Old Kings Road projects included in the LOPP, the southern segment (Palm Harbor Village Way to Farnum Lane) can be fully funded. The remainder of the 10% *Other Arterials* funds earmarked for local projects is assigned to the other segment of Old Kings Road (Farnum Lane to Forest Grove Drive). This amount satisfies approximately 27% of the total needed funds. There is \$39,026,656 identified to fund operational improvements.

**HIGH Scenario / 2045 + New Funding Source** – This is the *Other Arterials* funding amount from the Connect 2045 Revenue Forecast plus a hypothetical new source of funding. For purposes of developing the specific funding amount, the figure is based on the estimate of 25% of a 1 cent sales tax going to transportation. This is not a policy recommendation. This example is used for illustrative purposes. The potential factors that could drive a more abundant financial future include:

- increase in federal highway fuel tax
- a new local sales tax
- increase in state funding
- implementation of a new revenue source that based on miles driven rather than gallons of fuel sold

**The HIGH Scenario assumes \$770,700,514 in funding. This is \$273,474,376 in addition to the BASELINE *Other Arterials* funding. The additional funding may or may not be restricted to 10% “off-system”. For the purposes of this scenario alternative, we did not assume that restriction.**

In the HIGH Scenario, all *Other Arterials* projects receive full funding. There is \$37,569,129 identified to fund additional operational improvements.

## WORKING DRAFT

River to Sea TPO 2045 Other Arterial Needs — Alternative Funding Scenarios - Local Roadways							Baseline	Low Scenario A	Low Scenario B	High Scenario		
ID	Jurisdiction	On Street	From Street	To Street	Improvement	Cost	Percent Funded	Percent Funded	Percent Funded	Percent Funded	2040 Status	Criteria Score**
E	Local	Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	\$ 18,650,000	100%	100%	100%	100%	COST FEASIBLE	N/A
F	Local	Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	\$ 17,450,000	100%	27%	27%	100%	COST FEASIBLE	N/A
K	Local	Old Kings Road - Extension Roadway (Phase II)	Matanzas Woods Pkwy	Old Kings Rd	00-2U	\$ 7,381,000	100%	0%	0%	100%	COST FEASIBLE	10.0
L	Local	Commerce Pkwy Connector Road	SR 5 (US 1)	SR 100	00-2U	\$ 9,680,000	64%	0%	0%	100%	COST FEASIBLE	10.0
Y	Local	Williamson Blvd	Summer Trees Rd	SR 400 (Beville Rd)	2LN - 4LN	\$ 6,700,000	0%	0%	0%	100%	--	32.5
X	Local	Veterans Memorial Pkwy	Harley Strickland	Graves Ave	2LN - 4LN	\$ 9,800,000	0%	0%	0%	100%	--	30.0
J	Local	Matanzas Woods Pkwy	SR 5 (US1)	I-95	2U-4D	\$ 14,796,900	0%	0%	0%	100%	COST FEASIBLE	20.0
I	Local	LPGA Blvd	Nova Rd	US-1	2U-3D	\$ 12,950,000	0%	0%	0%	100%	COST FEASIBLE	19.5
V	Local	Hand Ave	Clyde Morris Blvd	SR 5A (Nova Rd)	2LN - 4LN	\$ 7,000,000	0%	0%	0%	100%	--	17.5
W	Local	Josephine St	Old Mission	Tatum	2LN - 4LN	\$ 4,950,000	0%	0%	0%	100%	--	10.0
M	Local	North Entrance DeLand Airport (Industrial Park)	Industrial Dr	SR 11	00-2U	\$ 2,263,000	0%	0%	0%	100%	COST FEASIBLE	4.5

# WORKING DRAFT

River to Sea TPO 2045 Other Arterial Needs — Alternative Funding Scenarios - State Highway System							Baseline	Low Scenario A	Low Scenario B	High Scenario		
ID	Jurisdiction	On Street	From Street	To Street	Improvement	Cost	Percent Funded	Percent Funded	Percent Funded	Percent Funded	2040 Status	Criteria Score**
A	SHS	US-1	At Park Ave	Intersection	Intersection Improvement	\$ 6,300,000	100%	100%	100%	100%	COST FEASIBLE	N/A
B	SHS	US-92	I-4 EB RAMP	CR 415 (Tomoka Farms Rd.)	4D-6D	\$ 32,000,000	100%	100%	100%	100%	COST FEASIBLE	N/A
C	SHS	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	4D-6D	\$ 63,900,000	100%	100%	100%	100%	COST FEASIBLE	N/A
D	SHS	SR 44	Graves Ave	SR 15A	2U-4D	\$ 19,100,000	100%	100%	100%	100%	COST FEASIBLE	N/A
Q	SHS	Tomoka River Bridge (LPGA Blvd)***	West of Champions Dr	E of Tomoka Farms Rd	Bridge	\$ 10,000,000	100%	100%	100%	100%	--	34.5
G	SHS	Local Initiatives	N/A	N/A	N/A	\$ 40,000,000	100%	100%	100%	100%	COST FEASIBLE	N/A
H	SHS	US 17/92	SR 472	SR 15A (Taylor Rd)	6D-6D (ITS)	\$ 31,350,000	100%	100%	0%	100%	COST FEASIBLE	65.0
N	SHS	SR 44	I-4	Prevatt Ave.	4D-6D	\$ 6,623,038	100%	0%	0%	100%	--	52.5
O	SHS	US 1	Nova Rd. (N)	I-95	4D-6D	\$ 34,463,484	100%	0%	0%	100%	--	52.5
R	SHS	SR 415 (Tomoka Farms Rd)	Howland Dr	SR 44	2U-4D	\$ 112,925,935	75%	0%	0%	100%	--	32.5
S	SHS	SR 44	SR 415	Glencoe Rd.	4D-6D	\$ 54,291,449	100%	0%	0%	100%	--	27.0
U	SHS	SR 44	Lake County	SR 15A	2U-4D	\$ 38,656,527	100%	0%	0%	100%	--	25.0
(SIS E)	SHS	SR 15 (US 17)***	Deleon Springs	SR 40	2U-4D	\$ 10,000,000	100%	0%	0%	100%	COST FEASIBLE	N/A
P	SHS	SR 415 (Tomoka Farms Rd) - excludes bridge	Seminole C/L	Howland Dr	4D-6D	\$ 54,551,711	0%	0%	0%	100%	--	42.5
T	SHS	SR 11	N. Woodland Blvd.	Flagler County	2U-4D	\$ 141,899,190	0%	0%	0%	100%	--	30.0
	SHS	SHS Operational Improvements <sup>§</sup>	N/A	N/A	N/A		\$16,124,575	\$7,676,656	\$39,026,656	\$37,569,129	--	N/A

	Total Revenues	Total Revenues	Total Revenues	Total Revenues
SHS	\$447,503,524	\$210,326,656	\$210,326,656	\$693,630,463
Local	\$49,722,614	\$23,369,628	\$23,369,628	\$77,070,051
<b>TOTAL</b>	<b>\$497,226,138</b>	<b>\$233,696,285</b>	<b>\$233,696,285</b>	<b>\$770,700,514</b>

\* Revenue Forecast and project costs are estimated at a planning level using historic data and FDOT guidance.

\*\* Criteria Score is just one factor to consider in determining project prioritization.

\*\*\* LPGA Blvd Tomoka River Bridge project is included in the SIS needs list as well.

§ In lieu of additional capacity projects, funding is identified to support smaller-scale operational to maintain system performance.

Projects are listed in priority order as recommended by the L RTP Subcommittee on June 1, 2020.

LOPP = List of Priority Projects; SHS = State Highway System; OA = Other Arterials on State Highway System;

U = Undivided; D = Divided; F = Freeway; LN = Lanes

Projects included in the 2040 L RTP Cost Feasible Plan; Per TPO Policy (Resolution 2019-02) projects 1-5 on the Other Arterials List are protected and remain until they are completed and drop out of the work program.

2045 Fully Funded Projects
2045 Partially Funded Projects
2045 Unfunded Projects