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December 15, 2022

Joe Sullivan, Transportation Planning Specialist
FHWA-FL Division
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

RE: Florida-Alabama TPO 2045 Long Range Transportation Plan Modification #1

Dear Mr. Sullivan:

As per the Corrective Action from the on-site Federal Highway Administration/Federal Transit Administration Certification of the Florida-Alabama Transportation Planning Organization on July 19, 2022, the attachment titled "Fiscal Constraint Addendum to 2045 Long Range Transportation Plan for Florida-Alabama TPO" clearly demonstrates Fiscal Constraint as identified in Section XI Findings/Conclusion Part B of the FHWA's 2022 Certification Report for the Florida-Alabama TPO. In addition, you requested the following:

Describe a future plan to avoid the fiscal constraint issue from recurring.

Based upon guidance and review from FHWA and TPO staffs, the attachment was prepared to demonstrate fiscal constraint for the 2045 Florida-Alabama TPO's Long Range Transportation Plan and to avoid the fiscal constraint issue from recurring.

Outline a monitoring mechanism to keep this from happening in future LRTP documents.

Future LRTP Chapters for Fiscal Constraint will be comprised of the Sections in the Attachment for: Revenue Projections; Projects Costs; List of Projects, Maps and Spreadsheets; and a Fiscal Constraint Summary Spreadsheet. The Fiscal Constraint Memorandum will be reviewed and referenced as well. Please keep in mind the Fiscal Constraint Memorandum was issued after the 2045 LRTP was adopted.

Set up a date for the above to be completed and revisions to be in place

By the date identified in this letter, the 2045 Florida-Alabama TPO's Long Range Transportation Plan has been modified to include the "Fiscal Constraint Addendum to 2045 Long Range Transportation Plan for Florida-Alabama TPO."

December 15, 2022

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Should there be any questions or concerns about this 2045 Long Range Transportation Plan Modification, please contact me or Gary Kramer at gary.kramer@ecrc.org.

Sincerely,

Mary Beth Washnock

Mary Beth Washnock

Transportation Director

marybeth.washnock@ecrc.org.

Enclosures

Robert Bender, Chairman

Bryant Paulk, FDOT District III

Austin Mount, Chief Executive Officer

Gary Kramer, Transportation Planner

Cory Wilkinson, HDR

FISCAL CONSTRAINT ADDENDUM TO 2045 LONG RANGE TRANSPORTATION PLAN FOR FLORIDA-ALABAMA TPO

Based upon a recommendation by the Federal Highway Administration (FHWA) to illustrate how the 2045 Long Range Transportation Plan clearly demonstrates Fiscal Constraint in manner that is understood by the public, the following sections are provided: (1) Comments from FHWA as part of the Federal Certification and Florida-Alabama Transportation Planning Organization (TPO) staff's responses; (2) Revenue Projections; (3) Project Costs; (4) List of Projects, Maps and Spreadsheets; and (5) Fiscal Constraint Summary Spreadsheet.

FHWA COMMENTS

The financial plan must include information and documentation required that demonstrates the consistency between reasonably available funds and the costs of implementing the proposed transportation system.

1. Please provide a high-level overview of how the LRTP Cost Feasible Plan was developed.

The LRTP Cost Feasible Plan is developed based on Revenue projections and Year of Expenditure multipliers furnished by the two State DOTs. Needs are identified and project cost estimates are developed based on standard DOT cost-estimation methodology. Three alternatives were developed and presented to the Steering Committees and TPO and Advisory Committees (Project Priorities, Evaluation Criteria, and Multimodal), each showing in an easy-to-understand color coding projects in green that can be funded with available revenue, and projects in red that cannot be funded with available revenue. Ultimately, a hybrid alternative with an emphasis on the Project Priorities scenario was presented to the Public and approved by the TPO. A summary report map is provided to the TPO and public as the final project showing which projects are funded, and which projects are not funded. This process is further explained in chapter 7 of the 2045 LRTP report.

2. Please describe how the Cost Feasible Plan demonstrates fiscal constraint. The tables provided do not clearly show fiscal constraint.

Please note that the FDOT Fiscal Constraint Memorandum is dated December 2021 and the Florida-Alabama 2045 Long Range Transportation Plan was adopted on October 14, 2020 and amended on January 13, 2021. The Cost Feasible Plan demonstrates fiscal constraint by the Non-SIS, SIS, Alabama Projects in Appendix I of the Final Report. The project costs do not exceed the project revenue. This analysis is done separately for Right of Way and Construction, and PDE and Design phases. This is further explained in Section 7.7 of the 2045 LRT report. The tables in Appendix I of the 2045 LRTP show fiscal constraint by accounting for available revenue, project costs, and the remaining balance in each of the three timeframe bands of the LRTP: 2026-2030, 2031—2035, and 2036-2045.

3. Please clearly indicate how the Revenue & Expenditure tables show fiscal constraint. This is not clear.

Appendix I of the Final Report shows the Year of Expenditure multipliers used to calculate the Year of Expenditure Revenue for the time frames 2026-2030, 2031-2035, and 2036-2045. These multipliers are provided by FDOT and are used to provide the revenue totals for Right-of-Way and Construction. It has been agreed with DOT that 20 percent off the top goes to PD&E and Design revenue. The cost of the projects is based on DOT project cost or if more precise costs are able from DOT project managers. In each for Non-SIS, SIS, and Alabama, project costs do not exceed the project revenue which illustrates fiscal constraint. This is further explained in sections 7.7 of the LRTP.

4. How does the MPO identify revenue source(s) used for each project?

The revenue provided by DOT is included in the Cost Feasible Plan Tables listed Federal and State Revenue. The revenue from local governments is identified as local. Based upon the revenue projections and project costs provided by DOT, each project is costed out by project phase using the Year of Expenditure multipliers listed in the previous question. Same process occurs for local funded projects. Appendix F of the 2045 LRTP provides the FDOT Revenue Forecast, and the ALDOT equivalent, which form the basis for the available revenue. This is further explained in sections 5.2, 5.3, 7.2, and 7.7 of the LRTP.

5. How are project cost estimates developed for the entire LRTP, including the first 5 years?

The first years (2020-2025) are the TIP projects are listed in the Cost Feasible Plan Spreadsheet (Appendix I of the Final Report as 2020-2024 and 2021-2025). The costs listed in the TIP are listed in this spreadsheet. The cost estimates for 2026-2045 are based on typical costs provided by DOT or if more precise costs are provided by the DOT Project Manager. This is further explained in section 6.3.2, 7.7.3, and 7.9.4 of the LRTP. Section 6.3.2 provides a narrative discussion on development of the project costs.

6. How does the MPO coordinate with FDOT, ALDOT, ECAT, and Baldwin County to include project costs and revenue information into the Cost Feasible Plan?

DOT provides typical project cost of projects and projected revenue for projects to the TPO staff when developing the LRTP. ECAT and Baldwin County are contacted for potential projects as well. Both entities as well as DOT are members of the LRTP Steering Committee. ECAT directs corresponds with the Baldwin Regional Area Transportation for potential projects and revenue in the TIP. The State Urban Funds for Alabama are currently used for Bicycle/Pedestrian projects in the Lillian Area which are managed by Baldwin County. These costs are based on historical cost estimates and the revenue is projected out in Year of Expenditure which is 1% per year for Alabama.

7. For the LRTP Fiscal Constraint section, please be prepared to walk us through how the TPO demonstrates Fiscal Constraint. FHWA Florida Division Office did see that the TPO's LRTP is Fiscally constrained, however it would be difficult for members of the public interested in seeing this.

The information listed below has been organized and prepared in a manner that explains how the LRTP is Fiscally Constrained with step by step instruction illustrating where the information is contained in the Final Report. In addition, the final summary report map shows the projects which are funded, and not funded, and a short narrative that explains the overall process for the public. This large-scale folding map and summary narrative is what is widely distributed to the TPOs, local governments, and the public to summarize the overall process in an easy-to-understand narrative and map.

REVENUE PROJECTIONS

Documents for revenue forecasts that were provided by the Florida and Alabama Departments of Transportation are listed in Appendix F of the Final Report and the Financial Resources Technical Report and are listed below. The Year of Expenditure multiplier from the Revenue Forecasting Handbook are also listed below.

Summary of Federal and State Revenues for Florida

The Florida Department of Transportation (FDOT) District 3 Planning office provided estimates of state and federal transportation funding for the TPO for years 2020-2045. The forecast categorizes FDOT's major programs into capacity and non-capacity programs. It should be noted that this is not the total amount of funds that are spent on the transportation system. The vast majority of transportation funds are spent on operations and maintenance of the existing system. These are programs such as roadway surfacing and safety. Once all of the maintenance obligations are satisfied, the remaining funds are available for capacity projects.

Forecasted revenues for capacity programs are used to expand existing transportation systems that support economic competitiveness and improve quality of life.

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit).

SIS Highways Construction & ROW – 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). Eligible activities under this program include construction, improvement, and associated right-of-way for roads that are classified as part of the SIS. Examples of roadways that are part of the SIS include:

- Interstate 10
- Interstate 110
- Airport Boulevard
- State Road 87
- US Highway 29
- State Road 173 (Blue Angel Parkway)
- US Highway 98

Other Arterial Construction/ROW – Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. It also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).

Aviation – Financial and technical assistance to Florida’s airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.

Transit – Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.

Seaport Development – 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.

Transportation Management Area Funds (TMA) – Areas with a population over 200,000 qualify for TMA funds. These are areas that must comply with section transportation planning requirements.

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. In a typical Work Program cycle the non-capacity dollars make up approximately 50-60% of the Work Program’s budget.

Some of the characteristic activities include the following:

- Safety Programs
- Resurfacing Programs
- Bridge Programs
- Product Support
- Operations & Maintenance Program
- Administration and Other.

Safety Programs – 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.

Resurfacing Programs – Resurfacing of pavements on the State Highway System and local roads as provided by state law.

Bridge Programs – 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).

Product Support – Planning and engineering required to “produce” FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).

Operations & Maintenance Program – Activities to support and maintain transportation infrastructure once it is constructed and in place.

Administration and Other – 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.

Alabama Revenue

ALDOT provided a Memorandum dated January 25, 2019. The memo is for the TPOs to use for development of their revenue forecasts for the Long Range Transportation Plans and is located in the Financial Resources Report and Appendix F.

Revenue Summaries for Florida and Alabama

Listed in the tables below are the projections provided by FDOT and ALDOT for the FL-AL TPO to use in development of the 2045 Florida – Alabama Long Range Transportation Plan. The TIP projects are from the FY 2020-2024 and 2021-2025 TIPs and the costs will equal the revenue. These tables are presented in the 2045 LRTP in section 5.2 as Tables 8 and 9, presented in Year of Expenditure dollars.

Table 1. State and Federal Funds from 2045 Revenue Forecast – Florida

State and Federal Funds from 2045 Revenue Forecast (*Millions of Dollars*)

Capacity Programs	Time Periods (Fiscal Years)				
	2020-2025 (TIP)	2026-2030	2031-2035	2036-2045	26-Year Total
SIS Highways Construction & ROW	\$630.82	\$311.53	\$459.51	\$1,305.11	\$2,706.98
Non-SIS	\$132.75	\$149.53	\$163.46	\$342.30	\$788.04
Transit	\$56.89	\$60.79	\$66.57	\$138.69	\$322.94
TMA / SU Funds	\$32.39	\$26.99	\$26.99	\$53.98	\$140.35
Total Capacity Programs*	\$852.85	\$548.84	\$716.53	\$1,840.08	\$3,958.31

*Estimates provided by the Florida Department of Transportation, which comes from the FDOT Revenue Forecast V2, Table 5 and Table 6. TIP totals have been combined. SIS revenues have been updated consistent with the 2045 LRTP Appendix I. SIS TIP years include the First and Second SIS Five Year Plans. SIS is **purple**. Non-SIS + TMA and SU is **blue**. Transit is **green**.

SIS projects and costs are obtained from the FDOT SIS Plans available at:

www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm

- SIS Adopted Five-Year Plan
- SIS Approved Second Five-Year Plan
- SIS 2029-2045 Long Range Cost Feasible Plan

Transportation Management Area (TMA) funds are federal funds provided to areas with a population over 200,000. The FL-AL TPO is a TMA and is eligible to receive TMA funds. Federal TMA and SU (planning) funding is identified in the FDOT Revenue Forecast, Table 6, which is provided in Appendix F of the 2045 LRTP.

Current funding identified in the Transportation Improvement Program (TIP) is from the adopted TIP available online at: <http://flaltpo.dtstiptool.com/>

Table 2. State and Federal Funds from 2045 Revenue Forecast – Alabama

State and Federal Funds from 2045 Revenue Forecast

Capacity Programs	Time Periods (Fiscal Years)				
	2020-2025 (TIP)	2026-2030	2031-2035	2036-2045	26-Year Total
Capacity	\$81,903,860	\$782,140	\$822,037	\$1,772,010	\$85,280,047
Operations and Maintenance	\$288,842	\$1,488,116	\$1,564,025	\$3,371,463	\$6,712,446
Transit	\$355,906	\$343,235	\$360,744	\$777,631	\$1,837,516
TMA / SU Funds	\$1,476,849	\$857,615	\$901,362	\$1,943,006	\$5,178,832
Total Capacity Programs*	\$84,025,456	\$3,471,106	\$3,648,168	\$7,864,110	\$99,008,841

*Estimates provided by the Alabama Department of Transportation-Montgomery Office.

The ALDOT funding memorandum (January 25, 2019), provided in Appendix F of the 2045 LRTP further explains the available funding for Alabama projects. AL capacity funding includes Construction, utilities, associated right-of-way, and design work that increases the vehicle capacity of highways in Alabama. AL Operations and Maintenance includes construction, utilities, associated right-of-way, and design work that improves the operation, improves the condition, or increases the longevity of highways in Alabama. ALDOT anticipates allocating \$6.7M in federal funds for Operations and Maintenance (O&M) through FY 2045. AL Transit funding includes FTA 5307 funding. Current funding identified in the Transportation Improvement Program (TIP) is from the adopted TIP available online at: <http://flaltpo.dtstiptool.com/>. Non-SIS + O&M + TMA and SU is **blue**. Transit is **green**. There are no SIS projects for AL.

Available revenue was adjusted to Present Day Cost in order to equally compare to project costs. This process was the result of Amendment 1 and is explained in Section 7.9 of the 2045 LRTP. This process was explained to the public in a public workshop (December 10, 2020) and the TPO meeting (January 13, 2021). These calculations are shown in the 2045 LRTP Appendix I, page I-18, and discussed in Section 7.9. Multipliers were applied consistent with the FDOT *Revenue Forecast Guidebook* Appendix C Table 8a.

Available Funds (non-SIS+TMA and SU)	YOE	Multiplier	Present Day Cost
FY 2026-2030	\$176,520,000	1.32	\$133,727,273
FY 2031-2035	\$190,450,000	1.55	\$122,870,968
FY 2036-2045	\$396,280,000	2.05	\$193,307,317
FY26-45	\$763,250,000		\$449,905,558
Available Funds (Transit)	YOE	Multiplier	Present Day Cost
FY 2026-2030	\$60,790,000	1.32	\$46,053,030
FY 2031-2035	\$66,570,000	1.55	\$42,948,387
FY 2036-2045	\$138,690,000	2.05	\$67,653,659
FY26-45	\$266,050,000		\$156,655,076
Available Funds (SIS)	YOE	Multiplier	Present Day Cost
FY 2026-2030	\$942,365,136	*	\$942,365,136
FY 2031-2035	\$459,508,350	1.55	\$296,457,000
FY 2036-2045	\$1,305,109,401	2.05	\$636,638,732
FY26-45	\$2,706,982,887		\$1,875,460,868
*SIS Plans First 5 and Second 5 are already YOE, so the YOE Multiplier is not applied			

PROJECT COSTS

The first years (2020-2025) are the TIP projects and are listed in the Cost Feasible Plan Spreadsheet (Appendix I of the Final Report as 2020-2024 and 2021-2025). The SIS Costs are derived from the FDOT SIS Cost Feasible Plan that was posted on the FDOT Web Site. The cost estimates for the Non-SIS, Alabama, and local projects for 2026-2045 are based on typical costs provided by DOT or if more precise costs are provided by the DOT Project Manager. The costs for 2026-2045 are expressed in Year of Expenditure by using a multiplier methodology as listed below.

Florida Costs

Consistent with federal planning regulations [23 CFR 450.324(f)(11)] and *Financial Guidelines for MPO 2045 Long Range Plans* to be adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in early 2017, the 2045 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from “Present Day Cost” dollars (typically 2015, 2016 or 2017 dollars for recent cost estimates) to future YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department’s forecast to YOE dollars, depending on how those revenue estimates were developed. When the TPO Staff discussed the revenue forecast with the FDOT District III Urban Liaison and the General Planning Consultant on August 4, 2020 at the General Planning Consultant’s office, it was decided for the TPO’s in the Florida Panhandle to use Revenue Projections in the Revenue Forecast Handbook as present year dollars since the SIS dollars are separated from the Non-SIS dollars. After a discussion with the previous General Planning Consultant by the Long Range Transportation Plan Project Manager, it was relayed a lot of TPOs in state are heading in this direction because the total projects funded are not much of a difference either way.

Table 1 assists the TPO in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in 2015 dollars and the project is planned to be implemented in the 2026-2030 time period, the TPO should multiply the cost estimate by 1.43 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table 1 are based on FDOT’s inflation factors associated with developing recent Work Programs. Factors for project cost estimates developed in fiscal years 2015, 2016, 2017 and 2018 are shown in Table 1 because required dates for the updates of long range metropolitan area transportation plans by Florida’s 27 MPOs may extend over those years.

Adjusting Local Revenue Estimates

Revenue forecasts are typically prepared in “current” or YOE dollars, which reflect the value of money at the time it will be collected (e.g., 2018) and reflect future growth in revenue. TPO plans include revenue forecasts for local sources of transportation revenues (e.g., local option gas taxes) that are not included in the FDOT’s 2045 Revenue Forecast. As a result, if any estimates of local revenues are not expressed in YOE dollars, TPOs will need to convert estimates of those revenues to YOE dollars to ensure a common basis for all revenues included in the MPO plans. The annual inflation rates in the lower part of Table 1 can be used to convert local revenue forecasts prepared in “today’s” dollars to YOE dollars. For example, if the forecast of local revenues is expressed in 2015 dollars, the MPO can estimate the amount in 2021 dollars as follows:

$$\text{2021 dollars} = (\text{2015 dollars}) * (\text{1.030}) * (\text{1.027}) * (\text{1.025}) * (\text{1.027}) * (\text{1.028}) * (\text{1.026})$$

for 2016 for 2017 for 2018 for 2019 for 2020 for 2021

Alabama Costs

Alabama project costs are estimated using a 1% inflation factor for projecting out-year costs as indicated by the Alabama Department of Transportation.

Table 3: Inflation Factors to Convert Project Estimates to Year of Expenditure Dollars

Time Period for Planned Project or Project Phase Implementation	Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars																																																			
	Project Cost in 2015 PDC \$*	Project Cost in 2016 PDC \$*	Project Cost in 2017 PDC \$*	Project Cost in 2018 PDC \$*																																																
2024-2025	1.29	1.25	1.22	1.19																																																
2026-2030	1.43	1.39	1.35	1.32**																																																
2031-2035	1.69	1.64	1.59	1.55**																																																
2036-2045	2.22	2.16	2.10	2.05**																																																
Multipliers are based on the following annual inflation estimates: <table><thead><tr><th><u>From</u></th><th><u>To</u></th><th><u>Annual Rate</u></th></tr></thead><tbody><tr><td>2015 Dollars</td><td>2016 Dollars</td><td>3.0%</td></tr><tr><td>2016 Dollars</td><td>2017 Dollars</td><td>2.7%</td></tr><tr><td>2017 Dollars</td><td>2018 Dollars</td><td>2.5%</td></tr><tr><td>2018 Dollars</td><td>2019 Dollars</td><td>2.7%</td></tr><tr><td>2019 Dollars</td><td>2020 Dollars</td><td>2.8%</td></tr><tr><td>2020 Dollars</td><td>2021 Dollars</td><td>2.6%</td></tr><tr><td>2021 Dollars</td><td>2022 Dollars</td><td>2.5%</td></tr><tr><td>2022 Dollars</td><td>2023 Dollars</td><td>2.7%</td></tr><tr><td>2023 Dollars</td><td>2024 Dollars</td><td>2.8%</td></tr><tr><td>2024 Dollars</td><td>2025 Dollars</td><td>2.9%</td></tr><tr><td>2025 Dollars</td><td>2026 Dollars</td><td>3.0%</td></tr><tr><td>2026 Dollars</td><td>2027 Dollars</td><td>3.1%</td></tr><tr><td>2027 Dollars</td><td>2028 Dollars</td><td>3.2%</td></tr><tr><td>2028 Dollars</td><td>2029 Dollars</td><td>3.3%</td></tr><tr><td>2029 Dollars</td><td>2030 Dollars and Beyond</td><td>3.3 % each year</td></tr></tbody></table> Source FDOT Work Program Instructions					<u>From</u>	<u>To</u>	<u>Annual Rate</u>	2015 Dollars	2016 Dollars	3.0%	2016 Dollars	2017 Dollars	2.7%	2017 Dollars	2018 Dollars	2.5%	2018 Dollars	2019 Dollars	2.7%	2019 Dollars	2020 Dollars	2.8%	2020 Dollars	2021 Dollars	2.6%	2021 Dollars	2022 Dollars	2.5%	2022 Dollars	2023 Dollars	2.7%	2023 Dollars	2024 Dollars	2.8%	2024 Dollars	2025 Dollars	2.9%	2025 Dollars	2026 Dollars	3.0%	2026 Dollars	2027 Dollars	3.1%	2027 Dollars	2028 Dollars	3.2%	2028 Dollars	2029 Dollars	3.3%	2029 Dollars	2030 Dollars and Beyond	3.3 % each year
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*"PDC \$" means "Present Day Cost"

**Inflation factors used for converting projects to Year of Expenditure Dollars

Project Cost Summary

The 2045 Cost Feasible Plan Projects in Year of Expenditure dollars for three categories (Non-SIS, SIS, and Alabama Projects) are shown in the Final Report, section 7.9.4, page 7-61; and in Appendix I, page I-8 in the next section by the following four categories (2020-2025, 2026-2030, 2031-2035, and 2036-2045).

Florida 2045 Cost Feasible Plan Costs Shown by Project Category (including SIS)

Roadway Projects	\$ 3,579,634,342
Public Transportation Projects	\$ 10,455,000
Bicycle/Pedestrian Projects	\$ 19,167,500
Mobility Programs	\$ 87,427,200
Total	\$ 3,696,684,042

The FL **Roadway Projects** are calculated from the spreadsheet in the 2045 LRTP Appendix I (pages I-6, and I-7), as a summation of the FY20-45 totals, including the TIPs, for the following non-SIS projects:

- ITS Regional Implementation Plan (set-aside funds)
- CR 297 (Pine Forest Road) (ESC), 4410563, from US 90A (Nine Mile Rd.) to North of CR 297A
- US 90A (Nine Mile Road) (ESC), 2186055, from US 90 (Mobile Highway) to SR 297 (Pine Forest Road)
- Burgess Road (ESC), 2184291, from US 29 to Hilburn Road
- SR 99 Beulah Road to US 29 Connector (ESC), 4331132, 4331133, from Nine Mile Road to I-10 (new Beulah Road Interchange)
- US 29 Connector (ESC) [Segment 1], 4331132, 4331133, from I-10 (new Beulah Road Interchange) to Muscogee Road
- US 90 (Segment 1) (ESC), 2204362, from US 90 (Scenic Highway) to Escambia River Bridge (Santa Rosa Co line)
- US 90 (Segment 2) (SRC), 2204363, from Escambia River Bridge (Santa Rosa Co line)" to Simpson River Bridge
- US 90 (Segment 3) (SRC), 2204363, from Simpson River Bridge to Third Avenue
- US 90 (Segment 4) (SRC), 2204363, from Third Avenue to CR 197 (Bell Lane)
- US 90 (Segment 5) (SRC), 2204363, from CR 197 (Bell Lane) to Glover Lane
- US 90 (Caroline Street) (SRC), 4409151, from Glover Lane to SR 87N (Stewart St.)
- US 90 (Caroline Street) (SRC), 4409152, from SR 87N (Stewart St.) to CR 89 (Ward Basin)
- US 90 (SRC), 4409153, from CR 89 (Ward Basin Rd.) to SR 87S
- SR 87A New Connector (SRC), 4167488, from US 90 to CR 191 (Munson Hwy)
- SR 87A New Connector (SRC), 4167488, from CR 191 (Munson Hwy) to SR 87N
- SR 292 (Sorrento Road) (ESC), 4210112, from CR 297A (Innerarity Pt. Rd.) / Gulf Beach Hwy.) to SR 173 (S. Blue Angel Parkway)
- SR 292 (Sorrento Road / Gulf Beach Highway) (ESC), 2184933, from SR 173 (S. Blue Angel Parkway) to SR 727 (Fairfield Drive)
- SR 292 (Gulf Beach Highway) (ESC), 2184932, from SR 727 (Fairfield Drive), to SR 295 (Navy Boulevard)
- SR 289 (Ninth Avenue)/Langley/Tippin (ESC), at SR 289 (Ninth Avenue)/ Langley / Tippin

- SR 727 (Fairfield Drive) (ESC), 4318837, from US 90 (Mobile Highway) to SR 298 (Lillian Highway)
- Navarre Community Access Road (SRC), 4369021, from Edgewood Drive to Whispering Pines Road
- CR 184A (Berryhill Road) (SRC), from CR 197A (Woodbine Road) to West Spencer Field Road
- CR 197A (Woodbine Road) (SRC), from US 90 to Five Points **[Local funds]**
- CR 197 (Chumuckla Hwy) (SRC), from US 90 to Five Points
- Pea Ridge Connector (Phase 1) (SRC), from US 90 to Hamilton Bridge Road **[Local funds]**
- Longleaf Drive (Phase 1) (ESC), from Pine Forest Road to East of Wymart Road **[Local funds]**

SIS Roadway projects are identified in the 2045 LRTP Appendix I, page I-9. The project costs are from the FDOT SIS Plans, and are calculated in the spreadsheet in the 2045 LRTP Appendix I as a summation of the FY20-45 totals, including the TIPs for the following SIS Projects:

- I-10 and SR 99 (Beulah Road) Interchange (ESC) [SIS project 3322] 437905-1, 433113-1, from AL State Line to East of SR 99 (Beulah Road)
- I-10 and US 90 (Nine Mile Road) Interchange (ESC) [SIS projects 3322, 3448], 437905-2, from East of SR 99
- (Beulah Road) to East of US 90A (Nine Mile Road)
- I-10 and SR 297 (Pine Forest Road) Interchange (ESC) [SIS project 3322], 437905-3, from East of US 90A (Nine Mile Road) to West of US 29
- I-10 at US 29 Interchange (ESC) (Phase 2 Ultimate Improvements), 222476-1, at I-10 @ 29
- I-10 (SCR) [SIS project 3319], 413062-4, 413062-6, 413062-7, from SR 281 (Avalon Blvd.) to SR 87
- I-10 (SRC) [SIS project 3319], 413062-4, 413062-8, 413062-9, from SR 87 to Okaloosa County Line
- SR 173 (S. Blue Angel Parkway) (ESC), [SIS project 3323], 421012-1, from SR 292 (Sorrento Road) to US 98
- SR 297 (Pine Forest Road) (ESC), 441056-1, from SR 173 (Blue Angel Parkway) to SR 10 (Nine Mile Road)
- US 98 (SRC), [SIS project ID 3427], 220440-1, from Bayshore Road to Portside Drive
- US 98 (SRC), [SIS project ID 3490], 220426-3, from Portside Drive to Bergren Road
- US 98 (SRC), [SIS project ID 3461], 220426-4, from Bergren Road to Ramble Bay Lane
- US 98 (SRC), [SIS project ID 3462], 220426-6, from Ramble Bay Lane to Ortega Street
- US 98 (SRC), [SIS project ID 3462], 220426-5, from Ortega Street Okaloosa County Line.

The FL **Public Transportation Projects** are calculated from the spreadsheet in the 2045 LRTP Appendix I, as a summation of the FY20-45 totals for the following projects:

- Public Transportation Capital Improvements (set-aside funds)

The FL **Bicycle/Pedestrian Projects** are calculated from the spreadsheet in the 2045 LRTP Appendix I, as a summation of the FY20-45 totals for the following projects:

- Implementation of projects from FL-AL TPO Bicycle and Pedestrian Plan (set-aside funds)
- Develop Regional Trail System / Network (set-aside funds)

The FL **Mobility Projects** are calculated from the spreadsheet in the 2045 LRTP Appendix I, as a summation of the FY20-45 totals for the following projects:

- Implementation of projects from transportation studies / plans (set-aside funds)
- US 90 (W. Cervantes St.) Road Diet from Dominques Street to A Street
- Davis Highway / Martin Luther King Two-Way Conversion from E. Wright Street to SR 295
- W. Main Street Complete Street from Barrancas Avenue to Clubbs Street

Alabama 2045 Cost Feasible Plan Costs Shown by Project Category

Roadway Projects	\$	149,455,215
Public Transportation Projects	\$	0
Bicycle/Pedestrian Projects	\$	2,309,912
Mobility Programs	\$	0
Total	\$	151,765,127

The AL Roadway Projects are calculated from the spreadsheet in the 2045 LRTP Appendix I (page I-10), as a summation of the FY20-45 totals, including the TIPs, for the following projects:

- SR 180 (Canal Road) (BAL), 100040566 (RW), 100040567 (UT), 100040568 (CST), from SR 59 to Foley Beach Express
- SR 180 (Canal Road) (BAL) [04], from SR 180 (Canal Rd.) to SR 161 (Orange Beach Blvd.)
- US 98 (SR 42) (BAL), 100060027 (PE), 100060029 (CST), from Barclay Avenue to AL State Line
- US 98 (SR 42) (BAL) [01] 100063635 (PE) from Hillcrest Road to Barclay Avenue
- US 98 (SR 42) (BAL) [02] from CR 191 to Hillcrest
- CR 99 (BAL), 100063634 (PE), 100063640 (CST), from CR 191 to Carrier Drive
- CR 99 (BAL), 100063403 (PE), 100063404 (CST), from Carrier Drive to Spanish Cove Drive
- CR99 (BAL), [03], 100063403 (PE), from Carrier Drive Spanish Cove Drive
- Gulf Coast Intracostal Waterway Bridge (over water), 100063605 (CST), from SR 180 (Canal Road) to Foley Beach Express
- Gulf Coast Intracostal Waterway Bridge (over land), 100066950 (CST), from SR 180 (Canal Road) to Foley Beach Express
- Wolf Bay Bridge [Local Funds] (CST) [City of Orange Beach] from SR 180 (Canal Road) to CR 20.

There are no identified AL projects for the following:

- AL Public Transportation Projects
- AL Bicycle/Pedestrian Projects
- AL Mobility Projects.

Total 2045 Cost Feasible Plan Costs Shown by Project Category

Roadway Projects	\$ 3,729,089,557
Public Transportation Projects	\$ 10,455,000
Bicycle/Pedestrian Projects	\$ 21,477,412
Mobility Programs	\$ 87,427,200
Total	\$ 3,848,449,169

LIST OF PROJECTS, MAPS, AND SPREADSHEETS

Three alternatives for the 2045 Cost Feasible Plan were developed: (1) Project Priorities; (2) Evaluation Criteria, and (3) Multimodal. These three alternatives are explained in Section 7.2 of the 2045 LRTP beginning on page 7-2. Through input from the public and the Steering Committee, a hybrid alternative based on the Project Priorities Alternative was what was recommended to go forward for review and approval, as described in Section 7.2.4 of the 2045 LRTP beginning on page 7-17. Public input is described in Section 7.3 of the 2045 LRTP beginning on page 7-27. The adopted CFP is described in Section 7.4 beginning on page 7-30. The list of projects maps, and spreadsheets from the adopted 2045 Cost Feasible Plan is listed in:

- FL Non-SIS: Table 38 of the 2045 LRTP beginning on page 7-32.
- FL SIS: Table 39 of the 2045 LRTP beginning on page 7-35.
- AL: Table 40 of the 2045 LRTP beginning on page 7-36.
- Local: Table 41 of the 2045 LRTP beginning on page 7-37.

Florida-Alabama TPO 2045 Long Range Transportation Plan Adopted Cost Feasible Plan



Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects <i>Projects not shown in priority order</i>				
ID	Project Name	From	To	Improvement
1	Regional ITS Plan Projects			Regional Advanced Traffic Management System (ATMS) build-out
2	Corridor Management Complete Streets Studies			Corridor Management / Complete Streets Studies
3	Corridor Management Complete Streets Project			Corridor Management / Complete Streets Projects
4	Public Transportation Capital Improvements			Public Transportation Capital Improvements
5	Bike/Ped Improvements			Bicycle/Pedestrian Improvements
6	Regional Trails			Regional Trail Projects
7	Pine Forest Rd 441056-2	I-10	CR297A	Widen to 4 Lanes
8	US 90A (W. Nine Mile Road) 218605-5	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes
9	Burgess Road 218429-1	US 29	Hilburn Road	Widen to 4 Lanes
10	US 29 Connector [Segment 1] 433113-2 433113-3	I-10	Muscogee Road	New 4 Lane Capacity

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects <i>Projects not shown in priority order</i>				
ID	Project Name	From	To	Improvement
11	SR 99 Beulah Road to US 29 Connector 433113-2 433113-3	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes
12	SR 292 (Sorrento Road) 421011-2	CR 292A (Innerarity Point Rd) / (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes
13	SR 292 (Sorrento Rd / Gulf Beach Hwy) 218493-3	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Widen to 4 Lanes
14	SR 292 (Gulf Beach Highway) 218493-2	SR 727 Fairfield Drive	SR 295 Navy Boulevard	Widen to 4 Lanes
15	US 90 220436-2 (Segment 1)	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Widen to 6 Lanes
16	US 90 (Segment 2) 220436-3	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Widen to 6 Lanes
17	US 90 (Segment 3) 220436-3	Simpson River Bridge	Third Avenue	Widen to 6 Lanes
18	US 90 (Segment 4) 220436-3	Third Avenue	CR 197A Bell Lane	Widen to 6 Lanes

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects <i>Projects not shown in priority order</i>				
ID	Project Name	From	To	Improvement
19	US 90 (Segment 5) 220436-3	CR 197A Bell Lane	Glover Lane	Widen to 6 Lanes
20	US 90 (Caroline Street) 440915-1	Glover Lane / Old US 90	SR 87N Stewart St.	Widen to 6 Lanes
21	US 90 (Caroline Street) 440915-2	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Widen to 4 Lanes
22	US 90 440915-3	CR 89 / Ward Basin Rd.	SR 87S	Widen to 4 Lanes
23	SR 87A New Connector 416748-8	US 90	CR 191 (Munson Hwy)	Widen to 4 Lanes
24	SR 87A New Connector 416748-9	CR 191 (Munson Hwy)	SR 87N	Widen to 4 Lanes
25	SR 289 (Ninth Avenue)/Langley/Tippin	Major Intersection Improvement	Escambia	Intersection Improvement
26	SR 727 Fairfield Drive 431883-7	US 90 Mobile Highway	SR 298 Lillian Highway	Widen to 4 Lanes
27	Navarre Community Access Road 436902-1	Edgewood Drive	Whispering Pines Road	Construction 2 Lane Connectivity
28	CR 184A Berryhill Road	Five Points	West Spencer Field Road	Widen to 4 Lanes

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects <i>Projects not shown in priority order</i>				
ID	Project Name	From	To	Improvement
29	CR 197A (Woodbine Road)	US 90	Five Points	Widen to 4 Lanes
30	CR 197 (Chumuckla Hwy)	US 90	Five Points	Widen to 4 Lanes
31	US 90 (W. Cervantes St)	Dominques St	A Street	Road Diet
32	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Two-Way Restoration
33	Transit Funds for Existing Service Levels	System wide funding to maintain existing service.		

Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects <i>Projects not shown in priority order</i>				
ID	Project Name	From	To	Improvement
34	I-10 and SR 99 (Beulah Road) Interchange [SIS project 3322] 437905-1 and 433113-1	AL State Line	East of SR 99	Widen I-10 to 6 Lanes and Construct New Interchange at SR 99
35	I-10 and US 90 (Nine Mile Road) Interchange [SIS projects 3322, 3448] 437905-2	East of SR 99	East of Nine Mile Road	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange
36	I-10 and SR 297 (Pine Forest Road) Interchange [SIS project 3322] 437905-3	East of Nine Mile Road	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange
37	I-10 at US 29 Interchange (Phase 2 Ultimate Improvements) 222476-1	I-10 @ 29	I-10 @ 29	Interchange Reconstruction
38	I-10 [SIS project 3319] 413062-4, 413062-6, 413062-7	Avalon Blvd	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87
39	I-10 [SIS project 3319] 413062-4 413062-8, 413062-9	SR 87	Okaloosa County Line	Widen I-10 to 6 Lanes
40	Blue Angel Parkway [SIS project 3323] 421012-1	Sorrento Road	US 98	Widen to 4 Lanes

Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects <i>Projects not shown in priority order</i>				
ID	Project Name	From	To	Improvement
41	US 98 [SIS project ID 3427] 220440-1	Bayshore Road	Portside Drive	Widen to 6 Lanes
42	US 98 [SIS project ID 3490] 220426-3	Portside Drive	Bergren Road	Widen to 6 Lanes
43	US 98 [SIS project ID 3461] 220426-4	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes
44	US 98 [SIS project ID 3462] 220426-6	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes
45	US 98 [SIS project ID 3462] 220426-5	Ortega Street	Okaloosa County Line	Widen to 6 Lanes

The Florida Department of Transportation (FDOT) is currently updating the SIS Needs and Cost Feasible Plans

Adopted Cost Feasible Plan: Alabama Projects
Projects not shown in priority order

ID	Project Name	From	To	Improvement
46	SR 42 / US 98	Hillcrest Road	Barclay Avenue	Add paved shoulders (bike / ped) *
47	SR 42 / US 98	Barclay Avenue	AL State Line	Add paved shoulders (bike / ped) *
48	SR 42 / US 98	CR 191	Hillcrest	Add paved shoulders (bike / ped) *
49	CR 99	CR 91	Carrier Dr.	Add paved shoulders (bike / ped) *
50	CR 99	Carrier Dr.	Spanish Cove Dr.	Add sidewalks*
51	CR 99	Carrier Dr.	Spanish Cove Dr.	Add paved shoulders (bike / ped) *
52	AL SR 180 (Canal Road Bypass)	SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Major Intersection Improvement - New bypass alignment Option A
53	AL SR 180	SR 59	Foley Beach Express	5-laning of SR 180 (Canal Road) from SR 59 to Foley Beach Express
54	Gulf Intracoastal Waterway Bridge (over water)	SR 180 (Canal Road)	Foley Beach Express	Construct 2-lane Intracoastal Waterway Bridge
55	Gulf Intracoastal Waterway Bridge (over land)	SR 180 (Canal Road)	Foley Beach Express	Construct 2-lane Intracoastal Waterway Bridge
* <i>These projects are funded 80% Federal and 20% Local.</i>				
56	Transit Funds for Existing Service Levels	System wide funding to maintain existing service.		

Adopted Cost Feasible Plan: Local Projects <i>Projects not shown in priority order</i>				
ID	Project Name	From	To	Improvement
57	AL Wolf Bay Bridge	SR 180 (Canal Road)	CR 20 / Harpoon Drive	New 2 Lane Bridge and Connecting Roads
58	CR 197A (Woodbine Road)	US 90	Five Points Intersection	4 Lanes of Capacity
59	Pea Ridge Connector Phase 1	US 90	Hamilton Bridge Road	4 Lanes of New Capacity

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)														
Project	FPID	From	To	Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Regional ITS Program	4280585	Implement Intelligent Transportation System (ITS) Regional Implementation Plan			ATMS	\$ 6,682,071	SU	\$ 6,682,071	\$ 77,639,666	\$ -	\$ -	\$ 77,639,666	\$ 84,321,737	\$ -
Traffic Signal Coordination	4125452	ITS Traffic Signal Coordination			OPS	\$ 1,800,000			\$ 3,300,000			\$ 3,300,000	\$ 5,100,000	
Corridor Mgmt / Complete Streets Studies	4393213	Complete mobility studies and plans throughout the TPO area			OPS	\$ -			\$ 990,000	\$ 1,162,500	\$ 3,075,000	\$ 5,227,500	\$ 5,227,500	\$ -
Corridor Mgmt / Complete Streets Projects		Implement projects in transportation studies/plans			OPS	\$ -			\$ 9,900,000	\$ 11,625,000	\$ 30,750,000	\$ 52,275,000	\$ 52,275,000	\$ -
Public Transportation Capital Improvements		Public Transportation Capital projects (may include purchase of replacement buses or shelter amenities)			OPS	\$ -			\$ 1,980,000	\$ 2,325,000	\$ 6,150,000	\$ 10,455,000	\$ 10,455,000	\$ -
Bicycle and Pedestrian Projects		Implement projects from FL-AL TPO bicycle and pedestrian plan			OPS	\$ -			\$ 2,310,000	\$ 2,712,500	\$ 7,175,000	\$ 12,197,500	\$ 12,197,500	\$ -
Regional Trail Program		Develop regional trail system/network			OPS	\$ -			\$ 1,320,000	\$ 1,550,000	\$ 4,100,000	\$ 6,970,000	\$ 6,970,000	\$ -
CR 297 (Pine Forest Road) (ESC)	4410563	US 90A (Nine Mile Rd.)	North of CR 297A	Widen to 4 Lanes	PD&E	\$ 110,000	SU	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -
					PE	\$ -			\$ 1,818,020	\$ -	\$ -	\$ 1,818,020	\$ 1,818,020	\$ -
					ROW	\$ -			\$ 5,616,993	\$ -	\$ -	\$ 5,616,993	\$ 5,616,993	\$ -
					CST/CEI	\$ -			\$ 12,919,087	\$ -	\$ -	\$ 12,919,087	\$ 12,919,087	\$ -
US 90A (Nine Mile Road) (ESC)	2186055	US 90 (Mobile Highway)	SR 297 (Pine Forest Road)	Widen to 6 Lanes	PD&E	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ -			\$ 6,728,267	\$ -	\$ -	\$ 6,728,267	\$ 6,728,267	\$ -
					ROW	\$ 1,500,000	SU, ACSU	\$ 1,490,000	\$ 20,447,554	\$ -	\$ -	\$ 20,447,554	\$ 21,947,554	\$ -
					CST/CEI	\$ -			\$ -	\$ 60,571,387	\$ -	\$ 60,571,387	\$ 60,571,387	\$ -
Burgess Road (ESC)	2184291	US 29	Hilburn Road	Widen to 4 Lanes	PE	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW	\$ 3,247,762			\$ -	\$ -	\$ -	\$ -	\$ 3,247,762	\$ -
					CST/CEI	\$ -			\$ 22,453,426	\$ -	\$ -	\$ 22,453,426	\$ 22,453,426	\$ -
					PD&E	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 99 Beulah Road to US 29 Connector (ESC)	4331132 4331133	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes	PE	\$ -			\$ 4,846,454	\$ -	\$ -	\$ 4,846,454	\$ 4,846,454	\$ -
					ROW	\$ -			\$ 6,942,875	\$ -	\$ -	\$ 6,942,875	\$ 6,942,875	\$ -
					CST/CEI	\$ -			\$ -	\$ 18,751,023	\$ -	\$ 18,751,023	\$ 18,751,023	\$ -
					PD&E	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US 29 Connector (ESC) [Segment 1]	4331132 4331133	I-10 (new Beulah Road Interchange)	Muscogee Road	Widen to 4 Lanes	PE	\$ -			\$ 1,425,600	\$ -	\$ -	\$ 1,425,600	\$ 1,425,600	\$ -
					ROW	\$ -			\$ -	\$ 13,301,640	\$ -	\$ 13,301,640	\$ 13,301,640	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 40,462,732	\$ 40,462,732	\$ 40,462,732	\$ -
					PE	\$ -			\$ -	\$ -	\$ 4,715,000	\$ 4,715,000	\$ 4,715,000	\$ -
US 90 (Segment 1) (ESC)	2204362	US 90 (Scenic Highway)	Escambia River Bridge (Santa Rosa Co line)	Widen to 6 Lanes	ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,300,000
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,400,000
					PE	\$ -			\$ -	\$ 13,330,000	\$ -	\$ 13,330,000	\$ 13,330,000	\$ -
US 90 (Segment 2) (SRC)	2204363	Escambia River Bridge (Santa Rosa Co line)	Simpson River Bridge	Widen to 6 Lanes	ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,700,000
					PE	\$ -			\$ 1,980,000	\$ -	\$ -	\$ 1,980,000	\$ 1,980,000	\$ -
US 90 (Segment 3) (SRC)	2204363	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	ROW	\$ -			\$ -	\$ 6,200,000	\$ -	\$ 6,200,000	\$ 6,200,000	\$ -
					CST/CEI	\$ -			\$ -	\$ 47,585,000	\$ -	\$ 47,585,000	\$ 47,585,000	\$ -
					PE	\$ -			\$ -	\$ -	\$ 13,530,000	\$ 13,530,000	\$ 13,530,000	\$ -
US 90 (Segment 4) (SRC)	2204363	Third Avenue	CR 197 (Bell Lane)	Widen to 6 Lanes	ROW	\$ -			\$ -	\$ -	\$ 107,215,000	\$ 107,215,000	\$ 107,215,000	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,500,000
					PE	\$ -			\$ -	\$ -	\$ 14,555,000	\$ 14,555,000	\$ 14,555,000	\$ -
US 90 (Segment 5) (SRC)	2204363	CR 197 (Bell Lane)	Glover Lane	Widen to 6 Lanes	ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,900,000
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,600,000
					PE	\$ -			\$ -	\$ 1,788,850	\$ -	\$ 1,788,850	\$ 1,788,850	\$ -
US 90 (Caroline Street) (SRC)	4409151	Glover Lane	SR 87N (Stewart St.)	Widen to 6 Lanes	ROW	\$ -			\$ -	\$ -	\$ 7,886,336	\$ 7,886,336	\$ 7,886,336	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 18,138,572	\$ 18,138,572	\$ 18,138,572	\$ -
					PE	\$ 2,750,000	SU	\$ 2,750,000	\$ -	\$ -	\$ -	\$ -	\$ 2,750,000	\$ -
US 90 (Caroline Street) (SRC)	4409152	SR 87N (Stewart St.)	CR 89 (Ward Basin)	Widen to 4 Lanes	ROW	\$ -			\$ 7,530,488	\$ -	\$ -	\$ 7,530,488	\$ 7,530,488	\$ -
					CST/CEI	\$ -			\$ -	\$ 20,338,021	\$ -	\$ 20,338,021	\$ 20,338,021	\$ -
					PE	\$ 1,700,000	SU	\$ 1,500,000	\$ 1,386,000	\$ -	\$ -	\$ 1,386,000	\$ 3,086,000	\$ -
US 90 (SRC)	4409153	CR 89 (Ward Basin Rd.)	SR 87S	Widen to 4 Lanes	ROW	\$ -			\$ -	\$ 8,766,312	\$ -	\$ 8,766,312	\$ 8,766,312	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 53,333,110	\$ 53,333,110	\$ 53,333,110	\$ -
					PE	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	US 90	CR 191 (Munson Hwy)	Create 4 Lanes	ROW	\$ -			\$ -	\$ -	\$ 9,373,106	\$ 9,373,106	\$ 9,373,106	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 43,116,287	\$ 43,116,287	\$ 43,116,287	\$ -
					PE	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	CR 191 (Munson Hwy)	SR 87N	Create 4 Lanes	ROW	\$ -			\$ 7,518,382	\$ -	\$ -	\$ 7,518,382	\$ 7,518,382	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 53,710,867	\$ 53,710,867	\$ 53,710,867	\$ -
					PD&E	\$ -			\$ -	\$ 2,856,704	\$ -	\$ 2,856,704	\$ 2,856,704	\$ -
SR 292 (Sorrento Road) (ESC)	4210112	CR 297A (Innerarity Pt. Rd.) / Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	PE	\$ -			\$ -	\$ -	\$ 15,039,085	\$ 15,039,085	\$ 15,039,085	\$ -
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,680,696
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,182,800
					PE	\$ -			\$ -	\$ -	\$ 10,102,400	\$ 10,102,400	\$ 10,102,400	\$ -
SR 292 (Sorrento Road / Gulf Beach Highway) (ESC)	2184933	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Widen to 4 Lanes	ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,632,768
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,913,981
					PE	\$ -			\$ -	\$ -	\$ 5,682,600	\$ 5,682,600	\$ 5,682,600	\$ -
SR 292 (Gulf Beach Highway) (ESC)	2184932	SR 727 (Fairfield Drive)	SR 295 (Navy Boulevard)	Widen to 4 Lanes	ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,793,432
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,628,114

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)														
Project	FPID	From	To	Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
SR 289 (Ninth Avenue)/Langley/Tippin (ESC)	TBD	SR 289 (Ninth Avenue)/Langley/Tippin		Intersection Reconfiguration	PD&E	\$ -			\$ -	\$ -	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ -
					PE	\$ -			\$ -	\$ -	\$ 6,150,000	\$ 6,150,000	\$ 6,150,000	
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000,000
SR 727 (Fairfield Drive) (ESC)	4318837	US 90 (Mobile Highway)	SR 298 (Lillian Highway)	Widen to 4 Lanes	PD&E	\$ -			\$ -	\$ -	\$ 4,351,799	\$ 4,351,799	\$ 4,351,799	\$ -
					PE	\$ -			\$ -	\$ -	\$ 5,183,269	\$ 5,183,269	\$ 5,183,269	\$ 1,717,234
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,228,292
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,412,536
Navarre Community Access Road (SRC)	4369021	Edgewood Drive	Whispering Pines Road	2 Lane Connectivity	PD&E (TRIP)	\$ -			\$ -	\$ 1,292,075		\$ 1,292,075	\$ 1,292,075	
					PD&E (TRIP) LOCAL					\$ 1,292,075		\$ 1,292,075	\$ 1,292,075	
					PE	\$ -			\$ -	\$ 9,690,561	\$ -	\$ 9,690,561	\$ 9,690,561	\$ -
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,839,917
CR 184A (Berryhill Road) (SRC)	TBD	CR 197A (Woodbine Road)	West Spencer Field Road	Widen to 4 Lanes	CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,931,809
					PD&E	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,441,663
					PE	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,162,495
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,208,318
CR 197A (Woodbine Road) (SRC) [LOCAL FUNDS]	TBD	US 90	Five Points	Widen to 4 Lanes	CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,579,131
					PE	\$ -			\$ 3,181,818	\$ -	\$ -	\$ 3,181,818	\$ 3,181,818	\$ -
					ROW	\$ -			\$ 10,606,061	\$ -	\$ -	\$ 10,606,061	\$ 10,606,061	\$ -
					CST/CEI	\$ -			\$ 21,212,121	\$ -	\$ -	\$ 21,212,121	\$ 21,212,121	\$ -
CR 197 (Chumuckla Hwy) (SRC)	TBD	US 90	Five Points	Widen to 4 Lanes	PD&E	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,462,135
					PE	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,693,203
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,310,677
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,314,558
US 90 (W. Cervantes St.) (ESC)	TBD	Dominques St	A Street	Road Diet	PE	\$ -			\$ 2,178,000	\$ -	\$ -	\$ 2,178,000	\$ 2,178,000	\$ -
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 25,932,500	\$ 25,932,500	\$ 25,932,500	\$ -
					PE	\$ -			\$ 1,564,200	\$ -	\$ -	\$ 1,564,200	\$ 1,564,200	\$ -
Davis Hwy / Martin Luther King Two-Way Conversion (ESC)	TBD	E. Wright Street	SR 295 (E. Fairfield Dr.)	Two-Way Restoration	ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,085,000
					PE	\$ 250,000	SU	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -
					CST/CEI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
W. Main Street (ESC)	4409041	Barrancas Avenue	Clubbs Street	Complete Street	PE	\$ 1,500,000			\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI	\$ 13,000,000			\$ -	\$ -	\$ -	\$ -	\$ 13,000,000	\$ -
					PE	\$ 500,000			\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -
Pea Ridge Connector [Phase 1] (SRC) [LOCAL FUNDS]	TBD	US 90	Hamilton Bridge Road	Construct new 4 lane facility	ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Longleaf Drive [Phase 1] (ESC) [LOCAL FUNDS]	TBD	Pine Forest Road	East of Wymart Road	Corridor Improvement to 3 lanes (2 lanes plus Center Turn Lane)	PE	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI	\$ 5,000,000			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -

Color Code:
\$0,000.00 = State and Federal Funds
\$0,000.00 = PE Funds
\$0,000.00 = Local Funds
\$0,000.00 = Federal Funds Only (from TIP)
\$0,000.00 = PD&E

	Totals	\$ 38,039,833		\$ 12,782,071	\$ 237,795,012	\$ 225,138,647	\$ 493,827,663	\$ 956,761,323	\$ 994,801,156	\$ 692,618,759
	Box funds	\$ -			\$ 15,180,000	\$ 13,950,000	\$ 36,900,000	\$ 66,030,000	\$ 66,030,000	
	ATMS	\$ 6,682,071			\$ 77,639,666	\$ -	\$ -	\$ 77,639,666	\$ 84,321,737	
	ROW & CST	\$ 14,500,000			\$ 83,428,805	\$ 175,513,382	\$ 359,168,510	\$ 618,110,696	\$ 632,610,696	\$ 681,142,029
	subtotal Capacity Funds				\$ 176,248,471	\$ 189,463,382	\$ 396,068,510	\$ 761,780,363	\$ 761,780,363	tot r/w and CST
	R/W and CST/CEI Capacity Avail Revenue (Non SIS + TMA / SU 2026-2045) YOE	\$ -			\$ 176,520,000	\$ 190,450,000	\$ 396,280,000	\$ 763,250,000		
	Balance				\$ 271,529	\$ 1,258,148	\$ 1,469,638			
	Local Funds	\$ 20,000,000			\$ 35,000,000	\$ 1,292,075	\$ -	\$ 36,292,075		
	PE Funds	\$ 4,700,000			\$ 21,926,541	\$ 24,809,412	\$ 74,957,354	\$ 121,693,307		
	Box funds	\$ -			\$ 4,620,000	\$ 5,425,000	\$ 14,350,000	\$ 24,395,000		
	PD&E	\$ 110,000			\$ -	\$ 4,148,779	\$ 8,451,799	\$ 12,600,578		
	PE Funds	\$ 4,700,000			\$ 21,926,541	\$ 24,809,412	\$ 74,957,354	\$ 121,693,307		
	subtotal				\$ 21,926,541	\$ 28,958,190	\$ 83,409,154	\$ 134,293,885		
	PE and PD&E Avail Revenue (Non SIS + TMA / SU 2026-2045) YOE	\$ -			\$ 29,693,767	\$ 34,867,681	\$ 92,230,640	\$ 156,792,088		
	Balance				\$ 7,767,226	\$ 13,676,716	\$ 22,498,203			
					\$ 206,213,767	\$ 225,317,681	\$ 488,510,640			
					\$ 198,175,012	\$ 218,421,572	\$ 479,477,663			
					\$ 8,038,755	\$ 6,896,109	\$ 9,032,977			

For Table in Section 7.9.4 of LRTP Report		
FL 2045 CFP \$ to YOE		
Roadway (Capacity + Intersection + ATMS + SIS)	\$	3,579,634,342
Public Transportation (includes box funds)	\$	10,455,000
Bike / Ped (includes box funds)	\$	19,167,500
Mobility (Complete Streets)	\$	87,427,200
subtotal FL	\$	3,696,684,042
AL 2045 CFP \$ to YOE		
Roadway (Capacity + Intersection + ATMS)	\$	149,455,215
Public Transportation (includes box funds)	\$	-
Bike / Ped (includes box funds)	\$	2,309,912
Mobility (Complete Streets)	\$	-
subtotal AL	\$	151,765,127
Total 2045 CFP \$ to YOE		
Roadway (Capacity + Intersection + ATMS)	\$	3,729,089,557
Public Transportation (includes box funds)	\$	10,455,000
Bike / Ped (includes box funds)	\$	21,477,412
Mobility (Complete Streets)	\$	87,427,200
subtotal	\$	3,848,449,169

Available Funds (non-SIS+TMA and SU)		YOE	Multiplier	Present Day Cost
FY 2026-2030		\$176,520,000	1.32	\$133,727,273
FY 2031-2035		\$190,450,000	1.55	\$122,870,968
FY 2036-2045		\$396,280,000	2.05	\$193,307,317
FY26-45		\$763,250,000		\$449,905,558
Available Funds (Transit)		YOE	Multiplier	Present Day Cost
FY 2026-2030		\$60,790,000	1.32	\$46,053,030
FY 2031-2035		\$66,570,000	1.55	\$42,948,387
FY 2036-2045		\$138,690,000	2.05	\$67,653,659
FY26-45		\$266,050,000		\$156,655,076
Available Funds (SIS)		YOE	Multiplier	Present Day Cost
FY 2026-2030		\$942,365,136	*	\$942,365,136
FY 2031-2035		\$459,508,350	1.55	\$296,457,000
FY 2036-2045		\$1,305,109,401	2.05	\$636,638,732
FY26-45		\$2,706,982,887		\$1,875,460,868
*SIS Plans First 5 and Second 5 are already YOE, so the YOE Multiplier is not applied				

SIS Project Listing																	
Project	FPID	From	To	Improvement	Phase	TIP FY20-24	TIP FY21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030 YOY*	2031-2035 YOY*	2036-2045 YOY*	FY26-45 Totals	FY20-45 Totals	Beyond 2045
I-10 and SR 99 (Beulah Road) Interchange (ESC) [SIS project 3322]	437905-1 433113-1	Al State Line	East of SR 99 (Beulah Road)	Widen I-10 to 6 Lanes and New Interchange at SR 99	PD&E		\$ -	\$ 259,000	\$ -			\$ -	\$ -	\$ -	\$ -	\$ 259,000	\$ -
					PE	\$ -	\$ -	\$ -	\$ 9,327,000			\$ 3,800,000	\$ -	\$ -	\$ 13,127,000	\$ 13,127,000	\$ -
					ENV		\$ 1,920,000	\$ -	\$ 1,150,000						\$ 1,150,000	\$ 3,070,000	
					ROW		\$ 2,950,000	\$ 4,870,000	\$ -	ACNP	\$ 2,950,000	\$ 9,500,000	\$ -	\$ -	\$ 9,500,000	\$ 17,320,000	\$ -
					CST/CEI		\$ -	\$ -	\$ 161,367,000			\$ -	\$ 192,200,000	\$ -	\$ 353,567,000	\$ 353,567,000	\$ -
I-10 and US 90 (Nine Mile Road) Interchange (ESC) [SIS projects 3322, 3448]	437905-2	East of SR 99 (Beulah Road)	East of US 90A (Nine Mile Road)	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange	PD&E		\$ -	\$ 112,000				\$ -	\$ -	\$ -	\$ -	\$ 112,000	\$ -
					PE	\$ -	\$ 14,300,000					\$ -	\$ -	\$ -	\$ -	\$ 14,300,000	\$ -
					ROW		\$ -					\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ -
					CST/CEI		\$ -					\$ 99,797,000	\$ -	\$ -	\$ 99,797,000	\$ 99,797,000	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
I-10 and SR 297 (Pine Forest Road) Interchange (ESC) [SIS project 3322]	437905-3	East of US 90A (Nine Mile Road)	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange	ROW		\$ -					\$ 21,231,000	\$ -	\$ -	\$ 21,231,000	\$ 21,231,000	\$ -
					CST/CEI		\$ -					\$ 92,410,000	\$ -	\$ -	\$ 92,410,000	\$ 92,410,000	\$ -
					PE	\$ -	\$ -	\$ 5,399,000	\$ -			\$ -	\$ -	\$ -	\$ -	\$ 5,399,000	\$ -
					ENV		\$ 303,946	\$ 9,920,000		ACNP	\$ 303,946	\$ -	\$ -	\$ -	\$ -	\$ 10,223,946	\$ -
					RRU		\$ 564,500	\$ -							\$ -	\$ 564,500	\$ -
I-10 at US 29 Interchange (ESC) (Phase 2 Ultimate Improvements)	222476-1	I-10 @ 29	I-10 @ 29	Interchange Reconstruction	ROW		\$ 17,426,000	\$ 2,413,000		ACNP	\$ 4,969,000	\$ -	\$ -	\$ -	\$ -	\$ 19,839,000	\$ -
					CST/CEI		\$ 134,666,857	\$ 135,231,000		ACNP	\$ 1,948,601	\$ -	\$ -	\$ -	\$ -	\$ 269,897,857	\$ -
					PD&E		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ 20,663,959	\$ 20,663,959	\$ 20,663,959	\$ -
					ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
I-10 (SCR) [SIS project 3319]	413062-4, 413062-6, 413062-7	SR 281 (Avalon Blvd.)	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87	CST/CEI		\$ -					\$ -	\$ -	\$ 219,946,263	\$ 219,946,263	\$ 219,946,263	\$ -
					PD&E		\$ -	\$ 257,000	\$ -			\$ -	\$ -	\$ -	\$ -	\$ 257,000	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ 24,257,691	\$ 24,257,691	\$ 24,257,691	\$ -
					ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ 258,197,787	\$ 258,197,787	\$ 258,197,787	\$ -
SR 173 (S. Blue Angel Parkway) (ESC) [SIS project 3323]	421012-1	SR 292 (Sorrento Road)	US 98	Widen to 4 Lanes	PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW		\$ 5,000,000	\$ 5,000,000				\$ 10,300,000	\$ -	\$ -	\$ 10,300,000	\$ 20,300,000	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ 113,797,550	\$ 113,797,550	\$ 113,797,550	\$ -
					PD&E		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 297 (Pine Forest Road) (ESC) [SIS project xxxx]	441056-1	SR 173 (Blue Angel Parkway)	SR 10 (Nine Mile Road)	Feasibility Study	ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ 747,400	\$ -	\$ 7,126,000		ACNP	\$ 747,400	\$ -	\$ -	\$ -	\$ -	\$ 7,873,400	\$ -
					DSB	\$ 80,274,732	\$ -			ACNP	\$ 80,274,732	\$ -	\$ -	\$ -	\$ -	\$ 80,274,732	\$ -
					RRU	\$ 8,450,000	\$ -			ACNP	\$ 8,450,000	\$ -	\$ -	\$ -	\$ -	\$ 8,450,000	\$ -
US 98 (SRC) [SIS project ID 3427]	220440-1	Bayshore Road	Portside Drive	Widen to 6 Lanes	ENV	\$ 3,188,325	\$ 502,376	\$ 502,000		ACNP	\$ 3,690,701	\$ -	\$ -	\$ -	\$ -	\$ 4,192,701	\$ -
					ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ 164,563,201	\$ 164,563,201	\$ 164,563,201	\$ -
					PE	\$ -	\$ 4,950,000	\$ 4,950,000		SU	\$ 1,807,561	\$ -	\$ -	\$ -	\$ -	\$ 9,900,000	\$ -
					ROW		\$ -					\$ 11,000,000	\$ -	\$ -	\$ 11,000,000	\$ 11,000,000	\$ -
US 98 (SRC) [SIS project ID 3490]	220426-3	Portside Drive	Bergren Road	Widen to 6 Lanes	CST/CEI		\$ -					\$ -	\$ 149,666,450	\$ -	\$ 149,666,450	\$ 149,666,450	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW		\$ -					\$ 9,500,000	\$ -	\$ -	\$ 9,500,000	\$ 9,500,000	\$ -
					CST/CEI		\$ -					\$ -	\$ 117,641,900	\$ -	\$ 117,641,900	\$ 117,641,900	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US 98 (SRC) [SIS project ID 3461]	220426-4	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes	ROW		\$ -					\$ 44,100,000	\$ -	\$ -	\$ 44,100,000	\$ 44,100,000	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ 328,717,500	\$ 328,717,500	\$ 328,717,500	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US 98 (SRC) [SIS project ID 3462]	220426-6	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes	PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ -	\$ 3,850,000	\$ 3,850,000		SU	\$ 3,414,690	\$ -	\$ -	\$ -	\$ -	\$ 7,700,000	\$ -
					ROW		\$ -					\$ 9,650,000	\$ -	\$ -	\$ 9,650,000	\$ 9,650,000	\$ -
US 98 (SRC) [SIS project ID 3462]	220426-5	Ortega Street	Okaloosa County Line	Widen to 6 Lanes	CST/CEI		\$ -					\$ -	\$ -	\$ 174,965,450	\$ 174,965,450	\$ 174,965,450	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ 747,400	\$ 23,100,000	\$ 21,325,000	\$ 9,327,000		\$ 5,969,651	\$ 3,800,000	\$ -	\$ 44,921,650	\$ 48,721,650	\$ -	\$ -

Totals	\$ 92,660,457	\$ 186,433,679	\$ 179,889,000	\$ 171,844,000		\$ 108,556,631	\$ 311,538,000	\$ 459,508,350	\$ 1,305,109,401	\$ 2,247,999,751	\$ 2,706,982,887	\$ -
				\$ 630,827,136			\$ 942,365,136					
PD&E	\$ -	\$ -	\$ 628,000	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -		
ROW & CST	\$ -	\$ 155,042,857	\$ 142,514,000	\$ 161,367,000		\$ 9,867,601	\$ 307,738,000	\$ 459,508,350	\$ 1,260,187,751	\$ 2,027,434,101		\$ -
DSB, ENV, Other	\$ 91,913,057	\$ 3,290,822	\$ 10,422,000	\$ 1,150,000		\$ 92,719,379	\$ -	\$ -	\$ -	\$ -		
subtotal							\$ 307,738,000	\$ 459,508,350	\$ 1,260,187,751	\$ 2,027,434,101		
Local Funds		\$ 5,000,000	\$ 5,000,000	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
PE Funds	\$ 747,400	\$ 23,100,000	\$ 21,325,000	\$ 9,327,000		\$ 5,969,651	\$ 3,800,000	\$ -	\$ 44,921,650	\$ 48,721,650		\$ -

Alabama Project Listing																
Project	Project Number	From	To	Improvement	Phase	TIP 2020-2024	TIP 2021-2025	Fed Fund Codes	Fed Fund Amt	2026-2030	2031-2035	2036-2045	Beyond 2045	FY26-45 Totals	FY20-45 Totals	
SR180 (Canal Road) (BAL)	100040566 (RW), 100040567 (UT), 100040568 (CST)	SR 59	Foley Beach Express	Capacity	PE	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					ROW	\$ -	\$ 4,239,193	STPAA	\$ 3,391,355	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,239,193	
					UT	\$ -	\$ 1,397,148	STPAA	\$ 1,117,719	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,397,148	
					CN	\$ -	\$ 13,347,495	BPF	\$ 10,303,010	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,347,495	
					Local	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
SR180 (Canal Road) (BAL) [04]		SR 180 (Canal Rd.)	SR 161 (Orange Beach Blvd.)	Major Intersection Improvement	PE	\$ -	\$ -			\$ 1,117,995	\$ -	\$ -	\$ -	\$ 1,117,995	\$ 1,117,995	
					ROW	\$ -	\$ -			\$ 1,350,000	\$ -	\$ -	\$ -	\$ 1,350,000	\$ 1,350,000	
					UT	\$ -	\$ -			\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 250,000	
					CN	\$ -	\$ -			\$ -	\$ -	\$ -	\$ 6,504,126	\$ -	\$ -	
					Local	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
US98 (SR42) (BAL)	100060027 (PE) 100060029 (CST)	Barclay Avenue	AL State Line	Add paved shoulders	PE	\$ -	\$ 20,000	STPLL	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	
					CN	\$ -	\$ 277,930	STPLL	\$ 277,930	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 277,930	
					Local	\$ -	\$ 74,483			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,483	
US98 (SR42) (BAL) [01]	100063635 (PE)	Hillcrest Road	Barclay Avenue	Add paved shoulders	PE	\$ -	\$ 20,000	STPLL	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	
					CN	\$ -	\$ -			\$ -	\$ 163,529	\$ -	\$ -	\$ 163,529	\$ 163,529	
					Local	\$ -	\$ 5,000			\$ -	\$ 32,706	\$ -	\$ -	\$ 32,706	\$ 37,706	
US98 (SR42) (BAL) [02]		CR 191	Hillcrest	Add paved shoulders	PE	\$ -	\$ -			\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000	
					CN	\$ -	\$ -			\$ -	\$ 221,286	\$ -	\$ -	\$ 221,286	\$ 221,286	
					Local	\$ -	\$ -			\$ -	\$ 49,257	\$ -	\$ -	\$ 49,257	\$ 49,257	
CR99 (BAL)	100063634 (PE) 100063640 (CST)	CR 191	Carrier Drive	Add paved shoulders	PE	\$ -	\$ 75,000	STPLL	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000	
					CN	\$ -	\$ 463,273	STPLL	\$ 463,273	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 463,273	
					Local	\$ -	\$ 134,568			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,568	
CR99 (BAL)	100063403 (PE) 100063404 (CST)	Carrier Drive	Spanish Cove Drive	Add paved shoulders	PE	\$ 50,000	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	
					CN	\$ 407,970	\$ -	STPLL	\$ 407,970	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 407,970	
					Local	\$ 101,993	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,993	
CR99 (BAL) [03]	100063403 (PE)	Carrier Drive	Spanish Cove Drive	Add sidewalk	PE	\$ -	\$ -			\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000	
					CN	\$ -	\$ -			\$ 123,660	\$ -	\$ -	\$ -	\$ 123,660	\$ 123,660	
					Local	\$ -	\$ -			\$ 49,257	\$ -	\$ -	\$ -	\$ 49,257	\$ 49,257	
Gulf Coast Intracostal Waterway Bridge (over water)	100063605 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					CN	\$ 42,768,212	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,768,212	
					Local	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Gulf Coast Intracostal Waterway Bridge (over land)	100066950 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					CN	\$ 20,185,172	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,185,172	
					Local	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Wolf Bay Bridge	LOCAL (CST) [City of Orange Beach]	SR 180 (Canal Road)	CR 20	New 2 lane Bridge	PE	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					CN	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					Local	\$ -	\$ 64,800,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,800,000	

*YOE Inflation Factor 1% per year for AL	
AL 2045 CFP \$ to YOE	
Roadway	\$ 149,455,215
Public Transportation (includes box funds)	\$ -
Bike / Ped (includes box funds)	\$ 2,309,912
Mobility (Complete Streets)	\$ -
subtotal AL	\$ 151,765,127

	Totals	\$ 63,513,347	\$ 84,854,090	\$ 148,367,437	\$ 16,076,257	\$ 2,660,912	\$ 736,778	\$ -	\$ 6,504,126	\$ 3,397,690	\$ 151,765,127
	ROW & CST	\$ 63,361,354	\$ 18,327,891		\$ 14,843,538	\$ 1,473,660	\$ 384,815	\$ -	\$ 6,504,126	\$ 1,858,475	\$ 83,547,720
	UT	\$ -	\$ 1,397,148		\$ 1,117,719	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 1,647,148
	Local Funds	\$ 101,993	\$ 65,014,051	\$ 65,116,044	\$ -	\$ 49,257	\$ 81,963	\$ -	\$ -	\$ 131,220	\$ 65,247,264
	subtotal	\$ 63,463,347	\$ 84,739,090	\$ 83,251,393	\$ 15,961,257	\$ 1,522,917	\$ 716,778	\$ -	\$ 6,504,126	\$ 2,239,695	\$ 150,442,132
	Available Revenue			\$ 83,251,393		\$ 1,591,370	\$ 1,591,370	\$ 3,182,740	\$ 3,329,240	\$ 6,365,480	\$ 6,365,480
	Balance					\$ 68,453	\$ 943,045	\$ 4,125,785			
	PE Funds	\$ 50,000	\$ 115,000	\$ -	\$ 115,000	\$ 1,137,995	\$ 20,000	\$ -	\$ -	\$ 1,157,995	\$ 1,322,995
	Transit Funds	\$ -	\$ -			\$ 370,403	\$ 370,403	\$ 740,805	\$ -	\$ 1,481,610	\$ 1,111,208
	Balance					\$ 68,453	\$ 874,592	\$ 3,182,740			

FISCAL CONSTRAINT SUMMARY SPREADSHEET

After review of the above information, a Fiscal Constraint Summary Spreadsheet was prepared and is listed below to demonstrate fiscal constraint for the 2045 Florida-Alabama Long Range Transportation Plan Cost Feasible Plan as recommended by FWHA.

2045 Florida-Alabama Long Range Transportation Plan Cost Feasible Plan Fiscal Constraint Documentation								
Florida Year of Expenditure								
		2020-2025			2026-2030		2031-2035	2036-2045
NonSIS	Revenues	25,992,071			206,213,767		225,317,681	488,510,640
	Costs	25,992,071			198,175,012		218,421,572	479,477,664
	Balance	0			8,038,755		6,896,109	9,032,976
SIS	Revenues	630,827,136			942,365,136		459,508,350	1,305,109,401
	Costs	630,827,136			942,365,136		459,508,350	1,305,109,401
	Balance	0			0		0	0
Esc Co.	Revenues	20,000,000			0		0	0
	Costs	20,000,000			0		0	0
	Balance	0			0		0	0
SR Co.	Revenues	0			35,000,000		1,292,075	0
	Costs	0			35,000,000		1,292,075	0
	Balance	0			0		0	0
Alabama Year of Expenditure								
		2020-2025			2026-2030		2031-2035	2036-2045
ALDOT	Revenues	83,251,393			1,591,370		1,591,370	3,182,740
	Costs	83,251,393			1,522,917		716,778	0
	Balance	0			68,453		874,592	3,182,740
Orange Beach	Revenues	64,800,000			0		0	0
	Costs	64,800,000			0		0	0
	Balance	0			0		0	0
Baldwin Co.	Revenues	316,044			49,257		81,963	0
	Costs	316,044			49,257		81,963	0
	Balance	0			0		0	0

Non-SIS + TMA and SU is blue. SIS is purple. Local is tan.

FL Notes:

Non-SIS revenue is a combination of PD&E, design, right-of-way and construction.

Non-SIS costs are from the project cost estimates.

The balance is the difference.

SIS revenue is equal to the cost, based on the FDOT SIS Plans.

Escambia County, locally funded project is Longleaf Drive Phase I.

Santa Rosa County, locally funded projects are CR 197A Woodbine Road and Pea Ridge Connector.

AL Notes:

AL revenue is calculated from AL capacity funding for FY 26-45 (\$3,376,188), adjusted by 1% YOE for each of the funding periods.

AL costs are calculated from ALDOT project cost sheets.

City of Orange Beach, locally funded project is Wolf Bay Bridge.

Baldwin County, locally funded projects are CR 99, US 98 (SR 42).