

**INTERLOCAL AGREEMENT BETWEEN
CITY OF JACKSONVILLE AND JACKSONVILLE
TRANSPORTATION AUTHORITY FOR LOCAL OPTION GAS TAX
SALES TAX AND CONSTITUTIONAL GAS TAX ALLOCATIONS 2016-2036**

THIS INTERLOCAL AGREEMENT (the "Agreement") is made as of this 29 day of July, 2014, between the City of Jacksonville, Florida, a consolidated city and county governmental unit and political subdivision of the State of Florida (the "City") and the Jacksonville Transportation Authority, a body corporate and politic, and an agency of the State of Florida (the "JTA"), pursuant to the provisions of Chapter 163, *Florida Statutes* ("Chapter 163").

WHEREAS, pursuant to Florida Statute Section 336.025, the Jacksonville City Council enacted Resolution 83-499-179, which stated the City's intent to levy a local option gas tax for a five year period and authorized the execution of an interlocal agreement specifying a distribution formula for dividing tax proceeds levied for a multiyear local option gas tax; and

WHEREAS, in 1985, the Florida Legislature amended Section 336.025 to add a new paragraph (d), which allowed governments, which like Jacksonville, were already levying a local option gas tax to do so for up to 30 years; and

WHEREAS, in Ordinance 85-793-824, the City chose to levy a six cent local option gas tax (upon every gallon of motor fuel and diesel fuel sold in the General Services District and taxed under provisions of Chapter 206, *Florida Statutes*) for the ten year period September 1, 1986 through August 31, 1996; and

WHEREAS, in 1987, the Florida legislature removed any mention in regard to a particular date by which counties had to have been levying a local option gas tax, and allowed counties to simply extend the gas tax in multiyear increments; and

WHEREAS, the City by Ordinance 1991-819-411, extended the multiyear gas tax in 1991 to cover a 30 year period from August 31, 1996 to August 31, 2016, thereby establishing a combined

collection period totaling 30 years; and

WHEREAS, Ordinance 2000-671-E, as amended by Resolution 2003-512-A and Ordinance 2005-898-E, approved an interlocal agreement between the City and JTA which appropriated the proceeds of the local option gas tax to JTA subject to certain limitations and restrictions; and

WHEREAS, the City by Ordinance 2013-820-E has reissued the six-cent local option gas tax from September 1, 2016 through August 31, 2036; and

WHEREAS, the City has agreed to appropriate to the JTA 5 cents for every 6 cents collected of the local option gas tax, while retaining 1 cent of the local option gas tax for City use; and

WHEREAS, pursuant to Section 206.47, *Florida Statutes*, the City also receives a state tax of 2 cents per gallon on motor fuels from the constitutional fuel tax imposed under Section 9(c), Article XII, Florida Constitution, and Section 206.41(1) (a), *Florida Statutes*; and

WHEREAS, the interlocal agreement also took a portion of the ½ cent transportation discretionary sales surtax permitted pursuant to the authority contained in Section 212.055(1)(d)2, *Florida Statutes*, and approved by local referendum, for construction of roadway projects associated with the Better Jacksonville Plan, and formulated a distribution of the constitutional gas tax between the City and JTA to provide for debt service payments for existing bonds and for mass transit subsidies and additional funding for JTA programs; and

WHEREAS, the City and JTA entered into that certain Interlocal Agreement (Bonds) dated as of May 25, 2001 and recorded in Official Records Book 10006 at page 1576 of the Public Records of Duval County, Florida (the “Bond Interlocal Agreement”) creating a security interest in and lien upon the proceeds of the constitutional gas tax and the half cent transportation sales tax in order to secure payments required to be made under Ordinance 2000-672-E, as amended and restated by Ordinance 2001-432-E, (the “Bond Ordinance”).

WHEREAS, the City and JTA would like to enter into a new interlocal agreement to modify and restate the terms for distribution of the local option gas tax, ½ cent transportation discretionary sales tax, and constitutional gas tax, which would supersede the parties obligations under prior interlocal agreements and amendments thereto; provided however, that nothing herein shall be deemed to supersede the provisions of the Bond Interlocal Agreement; and

WHEREAS, the City and JTA desire to memorialize the terms of this arrangement in an agreement;

NOW THEREFORE, the parties agree as follows:

SECTION 1. RECITALS

The parties agree that all the foregoing recitals are true and correct and are hereby incorporated by reference herein.

SECTION 2. INTERLOCAL COOPERATION; CREATION OF JOINT COMMITTEES.

(a) Pursuant to Chapter 163, Florida Statutes, the applicable duly adopted City Ordinance (the “Ordinance”), and the applicable duly adopted JTA Resolution (the “Resolution”), the City and JTA do hereby enter into this Agreement as an “interlocal agreement” under such Chapter, for the purposes of jointly exercising as expressly set forth herein, the separate powers of each to the maximum extent allowable by law in the development, scheduling, financing, planning, permitting, design, construction, and implementation of the JTA Project List attached hereto as Exhibit 1, dated May 14, 2014.

(b) To the extent expressly provided below in this Agreement, the City and JTA each designates and appoints the other party as its agent and as the entity authorized thereby to carry out the joint exercise of powers specified in this Agreement, as provided in Chapter 163. Such

designation and appointment includes all such incidental powers reasonably necessary to carry out the terms and intent hereof in respect of the JTA Project List responsibilities so assigned. In addition, the City and JTA hereby create the following committees with such limitations on powers, and such membership, as are stated herein. Each of such committees shall exercise only such authority as expressly granted herein. The committees are to be comprised of the following members, or their designees: (i) Financial Management Committee: the JTA's Executive Director, the JEA's Managing Director and the City's Chief Administrative Officer, with the City's Council Auditor being an *ex officio* member; and (ii) the Work Program Administration Committee: the JTA's Executive Director, the City's Director of Public Works and JEA's Managing Director with the JTA's general engineering consultant being an *ex officio* member. The Public Works Department's general engineering consultant, if engaged by the City, may also service as an *ex officio* member. The Work Program Administration Committee shall oversee the JTA Project List.

(c) The Work Program Administration Committee and the Financial Management Committee shall prepare and present to the City Council and the Board of JTA a report of the progress made to date on the completion of the JTA Project List, including a summary of the financing undertaken to date, funds expended and planning, design, right-of-way acquisition, and construction completed. In addition, the Committees shall report on the degree of cooperation of the parties hereto, and on areas of concern for the timely and proper completion of the JTA Project List. Such reports shall be given on an annual basis, within 90 days of the end of each Fiscal Year occurring after the effective date of this Agreement.

SECTION 3. DEFINITIONS.

As used herein, the following terms are defined below:

(i) Bond Amounts means all payments required to be made under the Bond Ordinance with

respect to the City Bonds.

(ii) City Bonds shall have the definition assigned to “Bonds” in the Bond Ordinance.

(iii) Fiscal Year means each successive period of twelve months, beginning with October 1, 2016.

(iv) JTA Project List means each of the roadway development, construction and/or maintenance projects or other transportation projects listed on the JTA Project List, as attached as Exhibit 1 and incorporated herein by reference, and shall not be modified or amended without approval of City Council.

SECTION 4. ALLOCATION OF THE LOCAL OPTION GAS TAX.

(a) Pursuant to the authority contained in Section 336.025(1)(a), *Florida Statutes* (as amended from time to time, the “Local Option Gas Tax Act”), the City has levied a local option gas tax of 6 cents on every gallon sold of motor and diesel fuel in the City (such tax, or the collections thereof as applicable by the context of use herein, the “Local Option Gas Tax”). The Local Option Gas Tax is to be collected by vendors and remitted to the Florida Department of Revenue (“DOR”), which in turn remits the Local Option Gas Tax to the City as provided in the Local Option Gas Tax Act. Beginning on September 1, 2016 and continuing through August 31, 2036, the City hereby agrees to appropriate to the JTA 5 cents for every 6 cents collected of the Local Option Gas Tax, while retaining 1 cent of the Local Option Gas Tax for City use. The Local Option Gas Tax revenues shall be remitted by the City to the Fiscal Agent, as defined herein, for further allocation as provided in Section 7 of this Agreement. The Local Option Gas Tax shall have a term of twenty (20) years. The Local Option Gas Tax is scheduled to expire, in accordance with the terms of the Local Option Gas Tax Act, on August 31, 2036.

(b) The 5 cents remitted to JTA by the City from the Local Option Gas Tax shall be

dedicated, in part, to the development, construction, operation and/or maintenance of certain roadway projects managed by JTA as illustrated in the JTA Project List attached hereto as Exhibit 1, dated May 14, 2014, which shall not be revised or amended without the approval of City Council. The projects listed on the JTA Project List shall be constructed in the order as prioritized in the list attached as Exhibit 1. While project scopes may be modified without approval of City Council, estimated construction costs have been provided for each prioritized project on Exhibit 1. City Council approval shall be required for project budgets that fluctuate in the aggregate from the original cost allocation, as shown in Exhibit 1, by $\pm 20\%$ or more. Formal project cost estimates (to include all components of the project) shall be performed at 60%, 90% and 100% design completion points. Should an estimate fluctuate in the aggregate from the original budget allocation in the JTA Project List by $\pm 20\%$ or more, the JTA shall be required to obtain City Council approval for the change in budget costs prior to proceeding with that particular project or projects.

(c) A portion of the funding for the JTA Project List may be funded by JTA, at its discretion and sole cost and expense, through the issuance of one or more new bonds; provided however, that the maximum final maturity of any such bond issuance(s) shall not exceed the term of this Agreement. Commencing September 1, 2016, JTA may pledge any portion of the 5 cent Local Option Gas Tax for repayment of debt service on such JTA issued bonds for the purpose of funding projects on the JTA Project List. These additional bonds may be issued by JTA solely to pay for the proper costs of the projects included within the JTA Project List. The 5 cent Local Option Gas Tax may be used by JTA for any legal purpose; provided however, JTA must give priority to repayment of debt service before using the proceeds of the 5 cent Local Option Gas Tax for any other legal purpose.

SECTION 5.

ALLOCATION OF TRANSPORTATION SALES TAX.

(a) Pursuant to the authority contained in Section 212.055(1)(d)2, *Florida Statutes* (as amended from time to time, the "Sales Tax Act"), the City, by referendum (codified in Chapter 774, *Ordinance Code* of the City of Jacksonville, the "Discretionary Sales Tax for Transportation Ordinance"), has levied a local option sales tax for transportation purposes (such tax, or the collections thereof as applicable by the context of use herein, the "Transportation Sales Tax"), the collections of which are required to be used for the development, construction, operation or maintenance of roads or bridges in the county, for the operation and maintenance of a bus system, or to pay debt service on bonds issued for construction of such roads or bridges or refinancing such bonds. The Sales Tax has been pledged to secure the Bond Amounts.

(b) Upon receipt of the Sales Tax by the City and after the payment of the Bond Amounts, the Sales Tax revenues shall be promptly remitted to the Fiscal Agent for further allocation as provided in Section 7 of this Agreement. The City and the JTA agree that the Sales Tax allocation shall be first utilized to pay the Bond Amounts. For any given period, if there remain residual monies collected from the Sales Tax after the payment of the Bond Amounts, those funds shall be used by JTA to defray in whole or in part the mass transit subsidy amount provided by the City for that particular period. Under this Agreement, the allocation of Sales Tax to payment of the Bond Amounts shall continue in full force and effect until all of the City Bonds have been duly paid in full or defeased in accordance with their terms. Once no City Bonds are no longer outstanding, the remaining Sales Tax collections over the term of this Agreement shall be allocated by the City to JTA for payment toward the mass transit subsidy amount.

(c) All of the Sales Tax remitted to either the City or the JTA hereunder shall be used by each thereof solely for the purposes established by applicable law for such types of revenues; provided however, that any use of such funds permitted to the City shall also be permitted to JTA.

for use under this Agreement, and any use of such funds permitted to the JTA shall also be permitted to the City for use under this Agreement, to the maximum extent provided by law under Chapter 163, *Florida Statutes*.

SECTION 6. ALLOCATION OF CONSTITUTIONAL GAS TAX.

Pursuant to Section 206.47, *Florida Statutes*, the City receives revenues from the constitutional fuel tax imposed under Section 9(c), Article XII, Florida Constitution, and Section 206.41(1) (a), *Florida Statutes*, and allocated to Duval County under such provisions of State law (the "Constitutional Gas Tax"). Upon receipt of the Constitutional Gas Tax by the City and after the application of such revenues to pay the Bond Amounts, the Constitutional Gas Tax revenues shall be promptly remitted to the Fiscal Agent for further allocation as provided in Section 7 of this Agreement. Beginning on September 1, 2016, after the application of such revenues to pay the Bond Amounts, the City shall retain 50% of the surplus fuel tax funds from the Constitutional Gas Tax and provide to JTA the remaining 50% of the surplus fuel tax funds from the Constitutional Gas Tax. The 50% City CGT and the 50% JTA CGT are also referred to collectively herein as the "Constitutional Gas Tax." The City and the JTA agree that this Agreement shall be construed and administered in such manner as to ensure full compliance with all legal requirements under Florida law for the use of moneys derived from the Constitutional Gas Tax.

(b) Along with the Sales Tax, the Constitutional Gas Tax has been pledged to secure the Bond Amounts (together, the "City Bond Pledged Revenues"). The City and JTA further agree that the order of application of the City Bond Pledged Revenues for the payment of the Bond Amounts in any period shall be first, the Transportation Sales Tax, and second, the Constitutional Gas Tax. The Constitutional Gas Tax will only be utilized for Bond Amounts if the Sales Tax for that period is not sufficient to fulfill the Bond Amounts for that period. The Constitutional Gas Tax remaining

after the payment of the Bond Amounts, if any, shall be made available for allocation as described hereafter.

SECTION 7. APPOINTMENT OF FISCAL AGENT/ FISCAL AGENT AGREEMENT.

(a) The City and JTA hereby agree, on or before the effective date of this Agreement, to appoint a third-party fiscal agent (together with its successors and assigns, the "Fiscal Agent") to receive and accept all collections of i) Local Option Gas Tax, ii) Transportation Sales Tax, and iii) Constitutional Gas Tax pledged under this Agreement, and to remit to JTA and City such portions of such collections as provided herein and as agreed to by the parties in the Fiscal Agent Agreement.

(b) The Fiscal Agent shall maintain separate accounts for each the Local Option Gas Tax, Transportation Sales Tax and Constitutional Gas Tax transactions. The Fiscal Agent shall disburse said revenues only upon receipt of joint written direction from each the City and JTA. The City and JTA shall provide the Fiscal Agent with such written direction no less frequently than on a monthly basis. The joint written direction shall detail separate payment instructions for each account, respectively.

(c) The Fiscal Agent shall keep books and records of account(s) regarding the collections of the Local Option Gas Tax, Sales Tax, and Constitutional Gas Tax and the amounts distributed in accordance with this Agreement.

(d) The Fiscal Agent may be removed by either the City or JTA upon 30 days written notice as provided in the Fiscal Agent Agreement. No such removal may be effective until the City and JTA have agreed on the selection of a successor Fiscal Agent, and such successor has contracted to assume such duties and responsibilities. In the event that the Fiscal Agent resigns, which resignation must be in writing delivered to each the City and JTA at least 30 days prior to the effective date

thereof, the City and JTA shall jointly appoint a new Fiscal Agent. Any such successor shall be a financial institution with general trust powers and with reported capital and surplus of not less than \$100,000,000.

SECTION 8. CITY BONDS REAFFIRMED.

(a) The City and JTA, through the Bond Interlocal Agreement, authorized the issuance of up to \$750,000,000 of new money bonds (of which no more than \$550,000,000 in net proceed of new money bonds were issued) and additional notes and bonds in anticipation of the issuance thereof or for the refunding thereof, which have been referred to herein as the City Bonds. The purpose of the City Bonds was to provide funds on a timely basis to pay for the costs of planning, permitting, design, construction management and implementation of each of projects under the work program approved pursuant to Ordinance 2000-572-E (known as the "Better Jacksonville Plan") and for the funding of reserve, capitalized interest and other funds for the protection or payment of holders of the City Bonds from time to time. The issuance of the City Bonds is explicitly reaffirmed herein with the same parameters as prior, i.e.: (i) in no event shall the maturity of any series of City Bonds exceed 31 years; and (ii) the series of City Bonds shall be issued and held with such terms and priorities as the City shall determine, subject to the limitations contained herein. Credit enhancers, interest rate hedging counterparties, and other financial product providers so designated by the City or JTA as secured parties in connection with the issuance of the City Bonds shall have a collateral security interest in pledged revenues from the City Bonds, on a parity or junior basis to the holders of the City Bonds as the City shall determine (such designated parties being the "Other Secured Parties").

(b) Notwithstanding anything to the contrary herein, no provision of this Agreement shall amend the Bond Interlocal Agreement (including specifically Article II thereof) or be deemed to impair the obligations of the City to the holders of the City Bonds or have a material adverse effect

on the interest of the holders of the City Bonds.

SECTION 9. THE ST. JOHNS RIVER FERRY.

The Parties agree that the ultimate intent of JTA is to fully fund and operate the Ferry for the duration of this Interlocal Agreement, and as an interim measure agree to operate as herein stated.

(a) On October 1, 2014, the JTA shall pay into the Mayport Ferry Subfund the sum of \$200,000 to offset Ferry expenses incurred by the City.

(b) Before October 1, 2015 the JTA and the St. Johns River Ferry Commission will negotiate in good faith for the purposes of entering into an agreement for the transition and operational responsibility of the Ferry by JTA.

(c) If the JTA and St. Johns River Ferry Commission fail to enter into an agreement on or before October 1, 2015 then on that date and each October 1st thereafter, for the Term of this agreement, the JTA will make an annual payment of \$400,000, increased annually beginning on October 1, 2016 by the Consumer Price Index (CPI), to the Mayport Ferry Subfund to offset Ferry expenses incurred by the City. This sum of \$400,000 shall be increased each fiscal year commencing with the fiscal year beginning October 1, 2016, by the percentage increase in the Consumer Price Index, All Urban Wage Earners, All Regions (or, if such index is no longer provided, by the nearest equivalent, index of changes in retail prices in the United States) over the immediately prior twelve months as of the date of the most recent value for such index on each adjustment date, but in no event shall such percentage increase be less than 0%.

(d) At any time with 120 days' notice the St. Johns River Ferry Commission may transfer the operation of the Ferry to JTA.

(e) JTA will immediately actively assist in seeking grants and participate in lobbying efforts for the same or any existing grants which have been submitted.

SECTION 10. REPORTING.

(a) Not later than March 1st of each year of this Agreement, the Fiscal Agent shall prepare and present to the City Council and the Board of JTA, a report summarizing the appropriations made to the City and the JTA under this Agreement made during the prior year. The report shall be forwarded to the Council Auditor's Office and Treasury Office at the time of presentment to the City Council.

(b) JTA shall provide a report of the progress made to date on the completion of the JTA Project List, including a summary of the financing undertaken to date, funds extended and planning, design, right-of-way acquisition, and construction, completed in a format agreed to by the Council Auditor's Office. Such report shall be given along with JTA's budget submission on or before June 1st of each year after the effective date of this Agreement.

SECTION 11. OBLIGATION LIMITED TO AMOUNT RECEIVED.

Any obligation for the appropriations by the City to JTA herein is limited to the amount of the Local Option Gas Tax collected by vendors and remitted to DOR that is actually received by the City, the actual revenues generated by the Sales Tax, in accordance with the Sales Tax Act, and the Constitutional Gas Tax collections made in accordance with state law.

SECTION 12. ENTIRE AGREEMENT.

This Agreement, together with exhibits and documents made part hereof by reference, contains the entire agreement of the parties and no representations or promises have been made except those that are specifically set out in the Agreement. All prior and contemporaneous conversations, negotiations, possible and alleged agreements and representations, covenants, and warranties with respect to the subject matter of the Agreement, and any part hereof, are waived,

merged herein and superseded hereby. Specifically, this Agreement supersedes all prior agreements between the City and JTA concerning the Local Option Gas Tax, the Sales Tax and the Constitutional Gas Tax, including that certain Interlocal Agreement between the City and JTA approved by City Council and adopted by Ordinance 2000-671-E, as amended by Resolution 2003-512-A and Ordinance 2005-898-E.

SECTION 13. GOVERNING LAW

This agreement shall be governed in all respect by the laws of the State of Florida.

SECTION 14. VENUE AND JURISDICTION

Venue for any and all actions arising out of or in any way related to the interpretation, validity, performance or breach of the Agreement shall lie exclusively in a state court of appropriate jurisdiction in Duval County, Florida.

SECTION 15. VOLUNTARY EXECUTION OF AGREEMENT.

Each party warrants and represents to the other: (i) that it understands all of the rights and obligations set forth in the Agreement and the Agreement accurately reflects the desires of said party; (ii) each provision of the Agreement has been negotiated fairly at arm's length; (iii) it fully understands the advantages and disadvantages of the Agreement and executes the Agreement freely and voluntarily of its own accord and not as a result of any duress, coercion, or undue influence; (iv) it had the opportunity to have independent legal counsel of its own choosing in the negotiation and execution of the Agreement.

SECTION 16. EXECUTION OF DOCUMENTS.

The parties agree that they shall promptly execute and deliver to the other all documents necessary to accomplish the intent and purpose of the Agreement and shall do all other acts to effectuate the Agreement.

SECTION 17. SUFFICIENCY OF CONSIDERATION.

By their signature below, the parties hereby acknowledge the receipt, adequacy and sufficiency of consideration provided in the Agreement and forever waive the right to object to or otherwise challenge the same.

SECTION 18. WAIVER.

The failure of either party to insist on the strict performance or compliance with any term or provision of the Agreement on one or more occasions shall not constitute a waiver or relinquishment thereof and all such terms and provisions shall remain in full force and effect unless waived or relinquished in writing.

SECTION 19. INTERPRETATION.

No term or provision of the Agreement shall be interpreted for or against any party because that party or that party's legal representative drafted the provision.

SECTION 20. CAPTIONS.

Paragraph title or captions contained herein are inserted as a matter of convenience and reference and in no way define, limit, extend or describe the scope of the Agreement, or any provision hereof.

SECTION 21. SEVERANCE.

If any section, paragraph, clause or provision of the Agreement is adjudged by a court, agency or authority of competent jurisdiction to be invalid, illegal or otherwise unenforceable, all remaining parts of the Agreement shall remain full force and effect and the parties shall be bound thereby so long as principle purposes of the Agreement remain enforceable.

SECTION 22. MODIFICATION OF AGREEMENT.

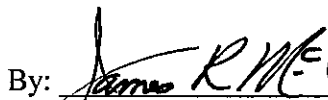
A modification or waiver of any of the provisions of the Agreement shall be effective only if

made in writing and executed with the same formality as the Agreement.

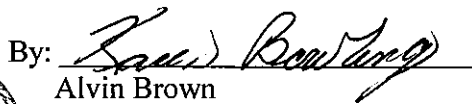
IN WITNESS WHEREOF, the parties hereto have caused their undersigned duly authorized representatives to execute and deliver this Agreement as of the date written beside the signatures thereof, respectively.

ATTEST:

CITY OF JACKSONVILLE, FLORIDA

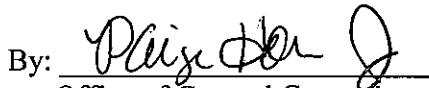
By: 
James R. McCain, Jr.
Corporation Secretary



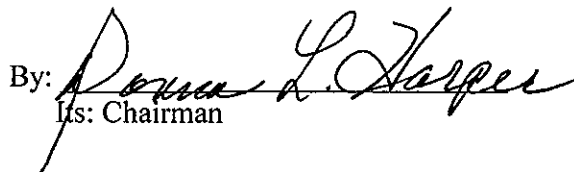
By: 
Alvin Brown
Its: Mayor

APPROVED AS TO FORM FOR
THE CITY OF JACKSONVILLE

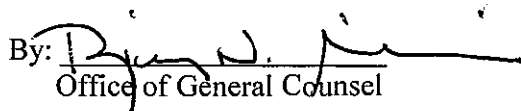
Karen Bowling
Chief Administrative Officer
For: Mayor Alvin Brown
Under Authority of:
Executive Order No. 2013-04

By: 
Office of General Counsel

JACKSONVILLE TRANSPORTATION
AUTHORITY

By: 
Its: Chairman

APPROVED AS TO FORM FOR
JACKSONVILLE TRANSPORTATION AUTHORITY:

By: 
Office of General Counsel

Project List - 5/14/14

| LOGT Projects | Scope | Est. Cost to Complete |
|--|--|-----------------------|
| 1 Old St. Augustine/Greenland Intersection | 1 lane urban with closed drainage collection system, bike lanes and sidewalks | \$ 600,000 |
| 2 Kernan Blvd (Atlantic to McCormick) | Reconstruct 4 lane to 6 lane divided urban with roadside ditches, bike lanes, and sidewalks | \$ 16,700,000 |
| 3 Southside/Atlantic Intersection (Design Only) | Construct intersection improvements at the Southside/Atlantic Intersection | \$ 2,000,000 |
| 4 Parramore Road Extension (Parramore to Youngerman Circle) | Construct a new, 2 lane sections with curb & gutter, sidewalks, and bike lanes on both sides | \$ 5,000,000 |
| 5 Girvin Road (Atlantic to Wonderwood) | Reconstruct to 5 lanes south of Amelisse & 3 lanes north of Ashley Melisse with bike lanes, sidewalks, and curb & gutter on both sides | \$ 13,100,000 |
| 6 County-Wide Corridor Mobility Improvements | Mobility and transit accessibility enhancements within 1/4 mile of transit corridors | \$ 15,000,000 |
| A. Arlington Expressway (Regency to Matthews Bridge) | Improvements may include (but not limited to): *bus shelters *sidewalks *lighting *bicycle enhancements *landscaping *safety projects *intelligent transportation systems Corridor enhancements identified through community engagement. | |
| B. Beach Blvd. (I-95 to Southside Blvd.) | | |
| C. Blanding Blvd. (Clay/Duval County Line to US-17) and Park St. (US-17 to I-95) | | |
| D. Dunn Avenue (I-295 to I-95) | | |
| E. Edgewood Ave. (Cassat Ave. to N. Main St.) | | |
| F. Lem Turner Blvd. (Downtown to I-295) | | |
| G. Main Street (State to Clark Road) | | |
| H. Moncrief/Myrtle/8th Street (Main to Myrtle) | | |
| I. New Kings Road / US 1 (I-95 to MLK) | | |
| J. Normandy/Cassat/Lenox (Normandy - I295 to Cassat); Cassat (Edgewood to Blanding) and Lenox - (Normandy to Cassat) | | |
| K. Phillips Highway (I-95 to Southside Blvd.) | | |
| L. University Blvd. (University - St. Augustine to Ft. Caroline) and Merrill Road -(University to Townsend) | | |
| M. Mandarin Rd. & Plummer Cove Rd. | | |
| 7 Blanding Blvd. Intersection Improvements (Design Only) | At-grade Intersection Improvements at Collins Road, 103rd Street, and Cedar Hills Boulevard | \$ 1,700,000 |
| 8 Soutel Transit Hub | Complete Phase II of Soutel transit hub, including park n ride transfer facility and connector road to Sibbald | \$ 2,800,000 |
| 9 Alta Drive (I-295 (South of Faye Road) north to Burkit Lane) | Reconstruct to 5 lane / 3 lane section with bike lanes, sidewalks, rail crossing improvements, and closed | \$ 8,850,000 |
| 10 Tinseltown Intersections (SS Blvd./Touchton/Hogan/Gate) [Design Only] | General Intersection Improvements at Touchton Blvd., Hogan Rd. and Gate Parkway | \$ 2,900,000 |
| 11 Collins Road (Shindler to Westport) | Reconstruct 2 lane to 4 lane divided urban roadway with closed drainage system, bike lanes and sidewalks | \$ 5,300,000 |
| 12 Collins Road (Blanding to Pine Verde) | Reconstruct 2 lane to 4 lane section with medians, bike lanes, sidewalks, and curb & gutter on both sides. | \$ 13,600,000 |
| 13 San Pablo Road (Beach to Atlantic) | 3 lane urban section with closed drainage collection system, bike lanes and sidewalks | \$ 10,900,000 |
| 14 McDuff & 5th Street Phase III | Widen from 2 to 3 lane urban with closed drainage system, bike lanes and sidewalks | \$ 2,100,000 |
| Subtotal | | \$ 100,550,000 |
| 15 County-Wide Transit Hubs | Improvements to Regency Hub; New Beaches Express Park and Ride Lot | \$ 4,000,000 |
| 16 Hartley Road (Old St. Augustine to San Jose) | 3 lane urban with closed drainage collection system, bike lanes, and sidewalks | \$ 8,400,000 |
| 17 Collins Road (Westport to Rampart) | Reconstruct 2 lane to 4 lane divided urban roadway with closed drainage system, bike lanes and sidewalks | \$ 6,000,000 |
| 18 Clark Road | Extension of Clark Road to Broward Road | \$ 900,000 |
| 19 Collins Road (Shindler to Old Middleburg) | Reconstruct 2 lane to 4 lane divided urban roadway with closed drainage system, bike lanes and sidewalks | \$ 4,100,000 |
| 20 Kernan Blvd/UNF (JTB to Glen Kernan) | 6 lane divided urban roadway with roadside ditches, bike lanes and sidewalks | \$ 4,500,000 |
| 21 Eastport Road (Zoo Pkwy to I-295) | Intersection improvements, realignment and widening | \$ 12,800,000 |
| Total - All Projects | | \$ 141,250,000 |