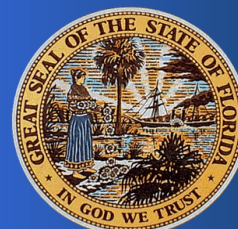
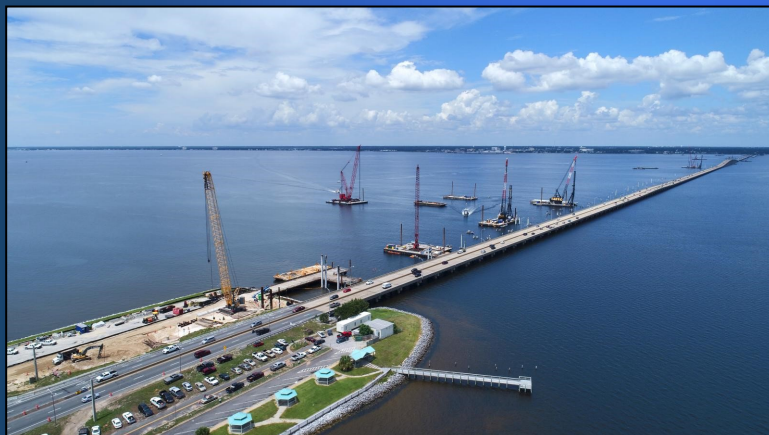


REVIEW OF THE DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM FY 2018/19 THROUGH 2022/23

A Report by the
Florida Transportation Commission

January 23, 2018



Commission Members



**Jay Trumbull
Chairman**



**Ken Wright
Vice Chairman**



**Beth Kigel
Secretary**



John Browning



Donnie Ellington



Maurice Ferré



Ronald Howse



Teresa Sarnoff



Jim Sebesta

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REVIEW OF THE DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM FY 2018/19 - 2022/23

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Commission**

January 23, 2018

[Cover Photos: Pensacola Bay Bridge in District 3, SR 44 Roundabout in District 5, SunRail at LYNX in District 5, and the Sunshine Skyway Bridge during the Crane Delivery for Port Tampa Bay in District 7.]



I-95 Concrete Replacement – District 6



727.520.8181
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FL/DOT: SunTrax Test Facility E8Q39

Image # 07
Date 08.30.17

SunTrax Test Facility Groundbreaking – Turnpike

FLORIDA TRANSPORTATION COMMISSION

Jay Trumbull, Chairman
Ken Wright, Vice-Chairman
Beth Kigel, Secretary
John Browning
Donnie Ellington
Maurice Ferré
Ronald Howse
Teresa Sarnoff
Jim Sebesta



Rick Scott
Governor

January 23, 2018

Honorable Rick Scott, Governor
Office of the Governor
The Capitol
400 South Monroe Street
Tallahassee, Florida 32399-0001

Dear Governor Scott:

On January 8, 2018, the Florida Transportation Commission conducted the annual Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2018/19 through FY 2022/23*. The Florida Department of Transportation Secretary, assistant secretaries, district secretaries, Turnpike/Rail Enterprise representatives, and key department managers were in attendance and participated in the review.

The Commission's review is statutorily limited to the policies and processes that govern the development of the Tentative Work Program, which is the Department's production plan for the next five years. By a unanimous vote, the Commission found that the *Tentative Work Program* was developed in compliance with applicable federal and state laws and policies. In order to provide you with a more comprehensive assessment, we feel there are certain areas that warrant further comment.

The Commission found this Tentative Work Program to be based on a balanced five-year financial plan and 36-month cash forecast of receipts and expenditures. Florida Statute 339.135(6)(b) requires the Department to maintain an available cash balance of not less than \$50 million, or five percent of the unpaid balance of all State Transportation Trust Fund (STTF) obligations, whichever is less, at the close of each quarter. The lowest end-of-quarter cash balance projected in the 36-month cash forecast is \$201.2 million and occurs in March of 2020. The average annual low point cash balance during the first three years of the Tentative Work Program period is projected to be 1.9 percent of the forecasted average outstanding obligation of \$10.8 billion. The cash balances reflected in the cash forecast demonstrate a work program that has been leveraged to the maximum extent possible to take advantage of

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The Honorable Rick Scott
January 23, 2018
Page 2

opportunities to make investments in the state's infrastructure that will stimulate the creation of jobs.

The \$47.2 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 24 percent in this Tentative Work Program. In regards to the Federal Surface Transportation program, the Department has built this Tentative Work Program based on funding commitments under the Fixing America's Surface Transportation (FAST) Act that was signed into law on December 4, 2015. This is the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act has five years funding (fiscal years 2016 through 2020) for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The Department will continue to assume a flat-line receipt of federal funding for the fiscal year beginning 2021 until it knows how much it will receive under the new law.

Federal rules require automakers to improve fuel economy to a combined industry-wide fleet average of 54.5 miles per gallon by the 2025 model year. Hybrid vehicles comprise an ever-increasing share of the market and appear to be moving more toward alternatively fueled vehicles which don't rely on gasoline or diesel fuel for power. Motor fuel tax revenues, that help fund Florida's transportation infrastructure, are projected to decline because of the influx of these higher mileage vehicles into the statewide fleet, although the recent fall in the price of gasoline and the corresponding rise in fuel consumption may slow this impact. The Commission will continue to monitor the impact that highly fuel-efficient vehicles will have on transportation revenue and will participate in the national discussions about a more sustainable funding alternative.

This Tentative Work Program totals approximately \$47.2 billion over the five year period - \$1.5 billion, or 3.3 percent larger than the previous one. The majority of the funds, \$39.0 billion or 82.7 percent of the work program, is dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 825 new lane miles of roadway, resurface/reconstruct 6,601 lane miles of existing roadway, repair 188 bridges and replace 84 others. Approximately \$5.4 billion is dedicated to the Freight Logistics and Passenger Operations program.

The Department's benchmark for stability is to have at least 80 percent of project phases remain unchanged or advanced when comparing the four common fiscal years in the Adopted Work Program to this Tentative Work Program. Stability of project schedules in this Tentative Work Program decreased 2.9 percentage points when compared to last year's stability, with 86.9 percent of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. For the 231 project phases deferred, deleted, or moved out of the work program, 57.1 percent were due to external influences, 15.2 percent to estimate increases, 13.4 percent to production or right of way schedule changes, 8.2 percent to Department priority changes, and the remaining 6.0 percent to other various reasons.

The Honorable Rick Scott
 January 23, 2018
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As part of the review of the Tentative Work Program, the Commission is also required to conduct an annual assessment of the progress made by the Department and its transportation partners in realizing the goals of the Strategic Intermodal System (SIS). These goals are: to support economic development; to improve mobility; and to increase intermodal connectivity. The Tentative Work Program has a total of \$15.4 billion programmed on the SIS for capacity improvements.

We are confident this Tentative Work Program was developed according to federal and state laws and departmental policies. Furthermore, we believe that the projects in the Tentative Work Program will continue to support your goal of putting Floridians back to work and expanding the state's economy.

We trust this evaluation will assist you and your staff as you review the Tentative Work Program. Documentation used to support the Commission's findings in each area of the Review is available upon request. Your comments and suggestions are always welcome. If you have questions, please call our staff at 850-414-4105.

Sincerely,



Jay Trumbull, Chairman
 Florida Transportation Commission

cc: Honorable Joe Negron, President, Florida Senate
 Honorable Richard Corcoran, Speaker, Florida House of Representatives
 Honorable George Gainer, Chairman, Senate Transportation Committee
 Honorable Wilton Simpson, Chairman, Senate Transportation, Tourism and
 Economic Development Appropriations Subcommittee
 Honorable Rob Bradley, Chairman, Senate Appropriations Committee
 Honorable Brad Drake, Chairman, House Transportation and Infrastructure
 Subcommittee
 Honorable Clay Ingram, Chairman, House Transportation and Tourism
 Appropriations Subcommittee
 Honorable Carlos Trujillo, Chairman, House Appropriations Committee
 Mr. Mike Dew, Secretary, Florida Department of Transportation
 Ms. Cynthia Kelly, State Budget Director, Executive Office of the Governor
 Mr. James Christian, Florida Division Administrator, Federal Highway
 Administration



I-95 Widening and System Interchange – District 5

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Tamiami Trail Bridge – District 6



US 41/Tamiami Trail Improvements – District 1

FLORIDA TRANSPORTATION COMMISSION REVIEW OF THE TENTATIVE WORK PROGRAM

The long-range policy framework for the transportation system of our state is established in the 2060 Florida Transportation Plan. The Department then produces a 10-year Cost Feasible Plan that coordinates the implementation of these long range policies with the estimated funding that will be available. From that process springs the five-year Tentative Work Program, which is a short range plan for construction of priority projects with the actual state and federal funding that will be available, according to a complex analysis of estimated revenues. These priorities are initially derived from citizen input to Metropolitan Planning Organizations and local county commissions.

KEY STATUTORY REQUIREMENTS

The Florida Transportation Commission is required by law to conduct a Statewide Public Hearing on the Department of Transportation Tentative Work Program and to advertise the time, place, and purpose of the hearing in the *Florida Administrative Register* at least seven days prior to the hearing.

Sections 20.23(2)(b)3 and 339.135(4)(g), of the Florida Statutes directs that, as part of the Statewide Public Hearing, the Commission must at a minimum:

- Conduct an in-depth evaluation of the Tentative Work Program for compliance with all applicable laws and departmental policies, reporting all findings and recommendations to the Legislature and the Governor. Special notation is made of any instance(s) of non-compliance.
- Hear all questions, suggestions, or other comments offered by the public.
- The Commission is prohibited by law from considering individual construction projects.

By no later than 14 days after the regular legislative session begins, the Commission must submit to the Executive Office of the Governor and the legislative appropriations committees a report that evaluates the Tentative Work Program for:

- a. Financial Soundness
- b. Stability
- c. Production Capacity
- d. Accomplishments, including compliance with program objectives in s. 334.046
- e. Compliance with Approved Local Government Comprehensive Plans
- f. Objections and Requests by Metropolitan Planning Organizations
- g. Policy Changes and Effects Thereof
- h. Identification of Statewide/Regional Projects
- i. Compliance with all Other Applicable Laws



Completed Krome Avenue – District 6

EXECUTIVE SUMMARY

On January 8, 2018, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2018/19 through FY 2022/23*. The Secretary of the Department of Transportation, assistant secretaries, district secretaries, Turnpike and Rail Enterprise executive directors and key Department managers, were in attendance and participated in the review.

The Commission's review is limited to the policies and processes that govern the development of the Tentative Work Program, which is the Department's production plan for the next five years. It does not address the effectiveness or efficiency of the Department in carrying out production activities including design, right of way acquisition, construction lettings, and construction contract adjustments. These production activities and other major areas of the Department are evaluated as part of the Commission's annual performance and production review, which is presented in September of each year.

Staff has concluded that the Tentative Work Program was developed in compliance with applicable federal and state laws and Department policies. However, despite record transportation budgets for the past five years, the Commission remains concerned about the long-term sustainability of the fuel tax as the primary source of transportation revenue. Growth in Florida has returned to pre-recession levels which places a great deal of stress on the state's transportation infrastructure. At the same time, vehicle fuel efficiency levels continue to increase thus limiting the growth in revenue being produced by the fuel tax at the federal, state, and local levels. The Commission will continue to monitor this issue and join in the discussions for alternative funding mechanisms.

The following areas of the Review are especially noteworthy:

Finance: Programming Capacity and Cash Management

This Tentative Work Program totals approximately \$47.2 billion over the five year period - \$1.5 billion, or 3.3% larger than the previous one. The majority of the funds, \$39.0 billion or 82.7% of the work program, is dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 825 new lane miles of roadway, resurface/reconstruct 6,601 lane miles of existing roadway, repair 188 bridges and replace 84 others. Approximately \$5.4 billion is dedicated to the Freight Logistics and Passenger Operations program.

The Commission found this Tentative Work Program to be based on a balanced five-year financial plan and 36-month cash forecast of receipts and expenditures. The Department is required to maintain an available cash balance of not less than \$50 million, or five percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever is less) at the close of each quarter. The lowest end-of-quarter cash balance projected in the 36-month cash forecast is \$201.2 million and occurs in March of 2020. The average *annual* low point cash balance during the first three years of the Tentative Work Program period is projected to be 1.9% of the forecasted average outstanding obligation of \$10.8 billion.

Policies/Issues Impacting the Tentative Work Program

The \$47.2 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 24% in this Tentative Work Program. In regards to the Federal Surface Transportation program, the Department has built this Tentative Work Program based on funding commitments through 2020 under the Fixing America's Surface Transportation (FAST) Act which was signed into law on December 4, 2015. The Department has assumed a flat-line receipt of federal funding for the fiscal year beginning 2021.

Public-Private Partnerships (P3s)

Public-private partnerships are contractual agreements formed between a public entity and private sector entity that allow for greater private sector participation in the delivery of transportation projects. The Department's commitment to P3s in this Tentative Work Program totals approximately \$1.9 billion in federal, state, and local funds.

Strategic Intermodal System (SIS) Assessment

The Commission is required to conduct an annual assessment of the progress that the Department and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the SIS. The SIS assessment is presented in Section Three, with District SIS maps and corresponding lists of projects in Appendix B. The Tentative Work Program has a total of \$15.4 billion programmed on the SIS for capacity improvements.

Stability of Project Schedules

The Department's benchmark for stability is to have at least 80% of project phases remain unchanged or advanced when comparing the four common fiscal years in the Adopted Work Program to this Tentative Work Program. Stability of project schedules in this Tentative Work Program decreased 2.9 percentage points when compared to last year's stability, with 86.9% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. For the 231 project phases deferred, deleted, or moved out of the work program, 57.1% were due to external influences, 15.2% to estimate increases, 13.4% to production or right of way schedule changes, 8.2% to Department priority changes, and the remaining 6.0% to other various reasons.

Linkage of 5-Year Work Program with Long Range Goals

Objectives contained in the 2016 Performance Report of the 2060 Florida Transportation Plan were used to demonstrate the linkage between this Tentative Work Program and the goals and objectives of the Florida Transportation Plan.

The Department has met the four objectives that are measured directly through the work program that include resurfacing, bridges, maintenance and the allocation of *new* discretionary capacity funding between Strategic Intermodal System (SIS) and non-SIS facilities. The remaining objectives in the Performance Report not covered in this review are measured in other ways, such as through the Commission's annual FDOT Performance and Production Review.

Compliance with Approved Local Government Comprehensive Plans

The Department of Economic Opportunity (DEO) reviews the Tentative Work Program for compliance with local government comprehensive plans and provides the Commission with a list of inconsistencies. DEO notified the Commission on December 8, 2017 that it had completed its review of the Tentative Work Program. Based on its review, DEO determined that all projects were found to be consistent with the local government comprehensive plans.

Compliance with Applicable Laws and Policies

Florida Statutes direct the Commission to conduct this review for compliance with applicable laws and Departmental policies. As part of its effort to verify this compliance, Commission staff developed a series of 87 questions keyed to particular work program requirements. Appendix A of this document provides a copy of the questions, complete with the Department's responses. (It should be noted that due to scheduling restrictions the responses to the questions in the Appendix are based on the November 6, 2017 "snapshot" of the Tentative Work Program, while the charts and graphs in the body of this Review are based on the December 7, 2017 snapshot; with some exceptions noted.)

Support documentation for Commission Findings in each area of the Review is available from the Commission Office upon request.



Southern Boulevard Bridge – District 4



Sisters Creek Bridge Replacement – District 2



Sisters Creek Bridge Replacement – District 2

1. OVERVIEW OF THE TENTATIVE WORK PROGRAM FOR FY 2018/19 THROUGH 2022/23

*Although not required by statute, the Commission reviews the tentative work program by individual program categories as part of its in-depth evaluation. This breakdown allows overall comparison of major components by **Product, Product Support, Operations and Maintenance, and Administration.***

COMMISSION FINDINGS

This Tentative Work Program totals \$47.2 billion, approximately \$1.5 billion, or 3.3%, larger than last year's Tentative Work Program.

The Tentative Work Program includes \$39.0 billion in the Product and Product Support program categories and will let contracts to:

- Construct 825 additional lane miles of roadway;
- Resurface/reconstruct 6,601 lane miles of existing roadway;
- Repair 188 bridges; and
- Replace 84 bridges.

The Tentative Work Program includes \$5.4 billion for Freight Logistics and Passenger Operations.

Illustrative statistics on the Tentative Work Program:

- Number of Active Fund Codes – 257
- Number of Projects – 6,854
- Number of Project Phases – 13,846

Please Note: Funding levels in graphs and tables throughout this report are rounded from data stored to six decimal places. Therefore, table sums may not add exactly. Funding levels in the charts and tables presented in Sections 1 and 3 are based on the December 7, 2017 “snapshot” of the Tentative Work Program. Some charts and graphs in other sections of the report are derived from Department responses to the questions in Appendix A and are based on the November 6, 2017 “snapshot.” The Strategic Intermodal System (SIS) maps in Appendix B are based on the December 7, 2017 “snapshot.”

1a. PROGRAMS/POLICIES/ISSUES IMPACTING THE TENTATIVE WORK PROGRAM

TRANSPORTATION REVENUE CHALLENGES

During the economic downturn, transportation revenue generated from fuel sales had declined because of impacts from both an economy in recession and the entry of more fuel-efficient vehicles into the statewide fleet. Fuel taxes are the primary revenue source for maintaining, preserving, and expanding our transportation infrastructure. Less fuel being consumed translated into less revenue for transportation infrastructure. Even though Florida's economy is squarely on the path to recovery and vehicle miles travelled has surpassed pre-recession levels, fuel consumption has only recently returned to their 2006 levels for both motor fuel and diesel fuel. We attribute this mostly to the increased fuel efficiency of the statewide fleet of vehicles. However, there are changes in personal driving habits, federal regulations, and the automobile manufacturing industry which are having a profound effect on the state's ability to raise sufficient revenue from the sale of fuel to support the state's transportation infrastructure in the long run.

The U.S. Department of Transportation and the U.S. Environmental Protection Agency jointly established new federal rules that significantly increased the fuel economy requirements of all new passenger cars and light trucks sold in the United States. The rules require automakers to improve fleet-wide fuel economy by approximately five percent every year; reaching a combined industry-wide fleet average of 54.5 miles per gallon by the 2025 model year. Hybrid vehicles comprise an ever-increasing share of the market. Automobile manufacturers appear to be moving more towards alternatively fueled vehicles which don't rely on gasoline or diesel fuel for power. Motor fuel tax revenues are projected to decline because of the influx of these higher mileage vehicles into the statewide fleet, though the recent fall in the price of gasoline and the corresponding rise in fuel consumption may slow this impact. Fuel tax revenues are not based on a percentage of the total amount of the sale, but are calculated on a cents-per-gallon basis.

To ensure Florida remains a national leader in addressing the needs of its transportation infrastructure to support its growing economy, we must continue to monitor the impact that highly fuel-efficient vehicles will have on our ability to raise sufficient transportation revenue. We will continue to participate in the national discussions about replacing the fuel tax with a more sustainable alternative.

SHARE OF FEDERAL FUNDING

The \$47.2 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 24% percent in this Tentative Work Program. In regards to the Federal Surface Transportation program, the Department has built this Tentative Work Program based on funding commitments under the Fixing America's Surface Transportation (FAST) Act that was signed into law on December 4, 2015. This is the first federal law in over a decade to provide long-term funding certainty for surface

transportation infrastructure planning and investment. The FAST Act has five years of funding (fiscal years 2016 through 2020) for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The Department will continue to assume a flat-line receipt of federal funding for the fiscal year beginning 2021 until it knows how much it will receive under the new law.

2017 LEGISLATIVE ACTIONS

There were no bills passed during the 2017 Legislative Session which had a significant impact on the development of the Tentative Work Program.

PUBLIC-PRIVATE PARTNERSHIPS

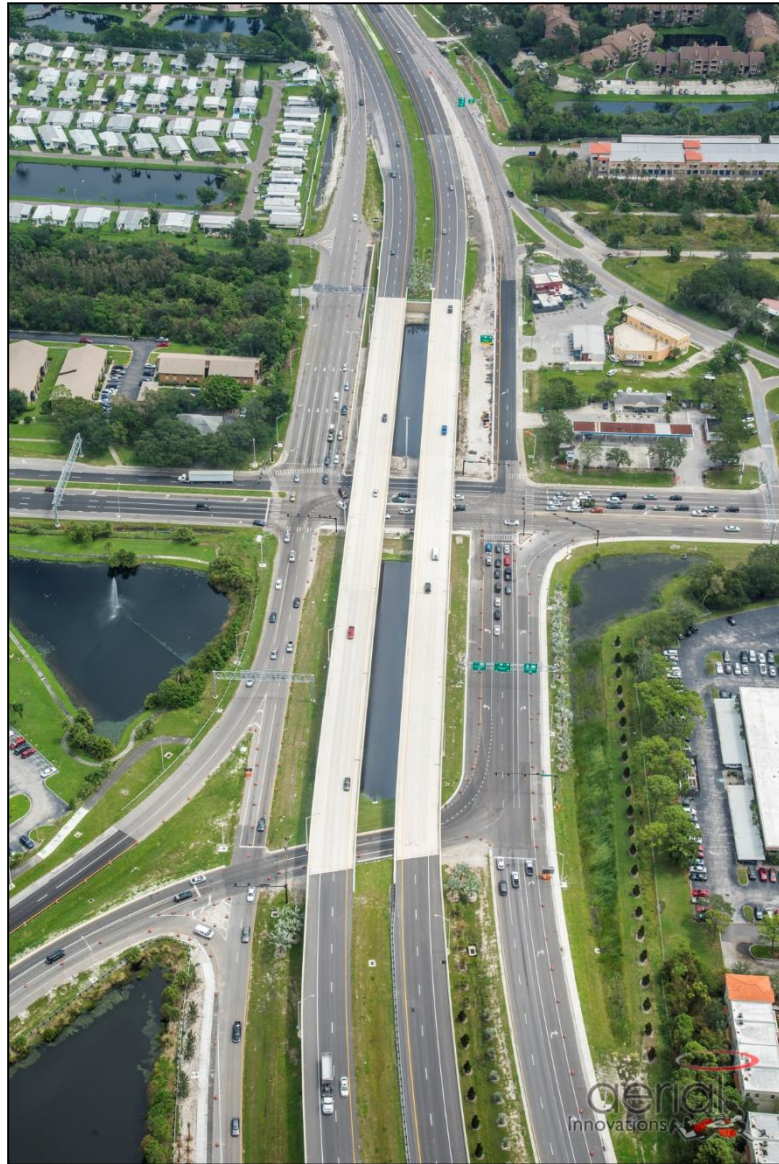
Public-private partnerships, or P3s, are contractual agreements formed between a public entity and private sector entity that allow for greater private sector participation in the delivery of transportation projects. The Department has an established track record with respect to partnering with private sector contracting, engineering and maintenance firms in the delivery of transportation projects throughout the state. The ability of the Department to utilize the P3 procurement approach gives it another option that can be applied to specific projects to advance or accelerate the delivery of vital transportation infrastructure to the public when compared to procuring that infrastructure using traditional pay-as-you-go methods. The Department continues its commitment to advancing projects using the P3 process in this Tentative Work Program totaling approximately \$1.9 billion in state, federal, local, and Turnpike funds for existing projects. Existing P3 projects being funded in this Tentative Work Program include: the Port of Miami Tunnel; I-595 Express; the I-4 Ultimate Improvements project, and I-395/I-95 Projects (currently in procurement). Funding decisions and procurement methods for the Tampa Bay Next and I-4 Beyond the Ultimate projects are currently under consideration.

REPORT ON THE IMPLEMENTATION OF THE STRATEGIC INTERMODAL SYSTEM

As part of the annual Tentative Work Program evaluation, the Commission must conduct an annual assessment of the progress that the Department and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the Strategic Intermodal System (SIS).

Baseline measures from which to assess progress towards the three goals of economic development, improved mobility, and increased intermodal connectivity are continuing to be a challenge to develop. The Department issued its 2025 Florida Transportation Plan Performance Report and its SIS Performance Report in October of 2010. This was the first step in developing performance measures for the SIS. The Department has since developed the 2016 Performance Report for the SIS. However, performance metrics which address the three SIS goals that can be measured through investments in the Work Program have not fully matured to the point where they can be used in this assessment. The Commission will continue working with the Department to identify baseline data and develop metrics which can be employed during future SIS assessments.

The Commission satisfies the requirement to conduct the annual assessment by presenting it as a section of this Tentative Work Program review document. The SIS assessment is presented in Section Three of this Review. District maps identifying SIS facilities and a listing of SIS projects programmed in this Tentative Work Program are presented in Appendix B.



Gandy Boulevard (SR 694) Widening and Elevation – District 7

1b. COMPARISON OF TENTATIVE WORK PROGRAMS

The tables below compare this Tentative Work Program with the one reviewed by the Commission last year.

TOTAL WORK PROGRAM

<i>(in Millions)</i>	18/19-22/23	17/18-21/22	\$ Difference	% Difference
Product	\$31,241.05	\$31,069.09	\$171.96	0.55%
Product Support	\$7,751.25	\$6,884.25	\$866.99	12.59%
Operations & Maintenance	\$7,197.54	\$6,792.97	\$404.57	5.96%
Administration/FCO	\$976.31	\$895.93	\$80.38	8.97%
Total	\$47,166.15	\$45,642.25	\$1,523.90	3.34%

PRODUCT

<i>(in Millions)</i>	18/19-22/23	17/18-21/22	\$ Difference	% Difference
Construction	\$22,471.63	\$22,263.38	\$208.25	0.94%
Right of Way	\$2,466.54	\$2,607.33	(\$140.78)	-5.40%
Freight Logistics/Passenger Operations	\$5,439.83	\$5,351.99	\$87.83	1.64%
Other *	\$863.06	\$846.39	\$16.66	1.97%
Total	\$31,241.05	\$31,069.09	\$171.96	0.55%

CONSTRUCTION

<i>(in Millions)</i>	18/19-22/23	17/18-21/22	\$ Difference	% Difference
Capacity Improvements and Other Enhancements	\$14,498.22	\$13,897.34	\$600.88	4.32%
Resurfacing	\$3,996.47	\$3,593.53	\$402.95	11.21%
Bridge	\$1,975.44	\$2,033.20	(\$57.76)	-2.84%
Safety	\$626.54	\$578.98	\$47.56	8.22%
Public Private Partnerships	\$1,374.95	\$2,160.34	(\$785.39)	-36.35%
Total	\$22,471.63	\$22,263.38	\$208.25	0.94%

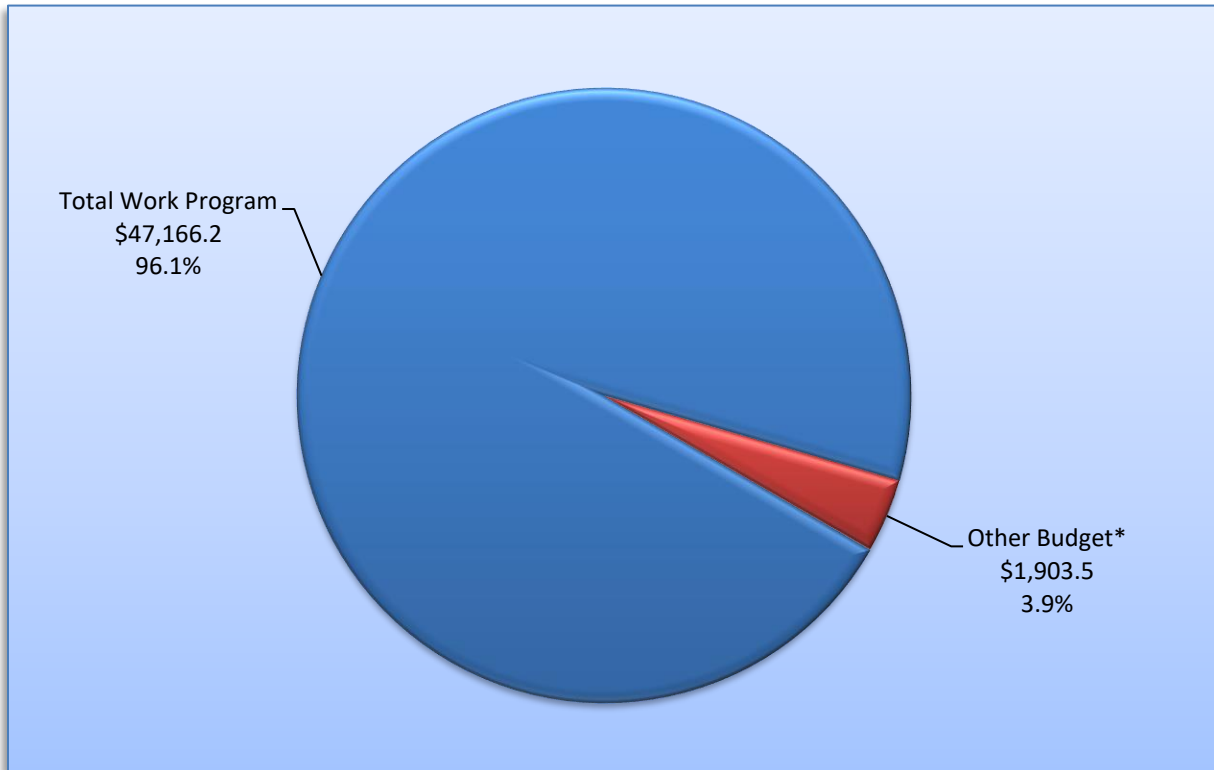
Note: *Includes County Incentive Grant Program, Small County Outreach Program, Small County Road Assistance Program, and Safety Grants.

1c. TOTAL BUDGET

\$49.070 Billion

The Tentative Work Program comprises nearly 96.1% of the Department’s total budget. The remainder consists of local government reimbursements and debt service related to various bond instruments.

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

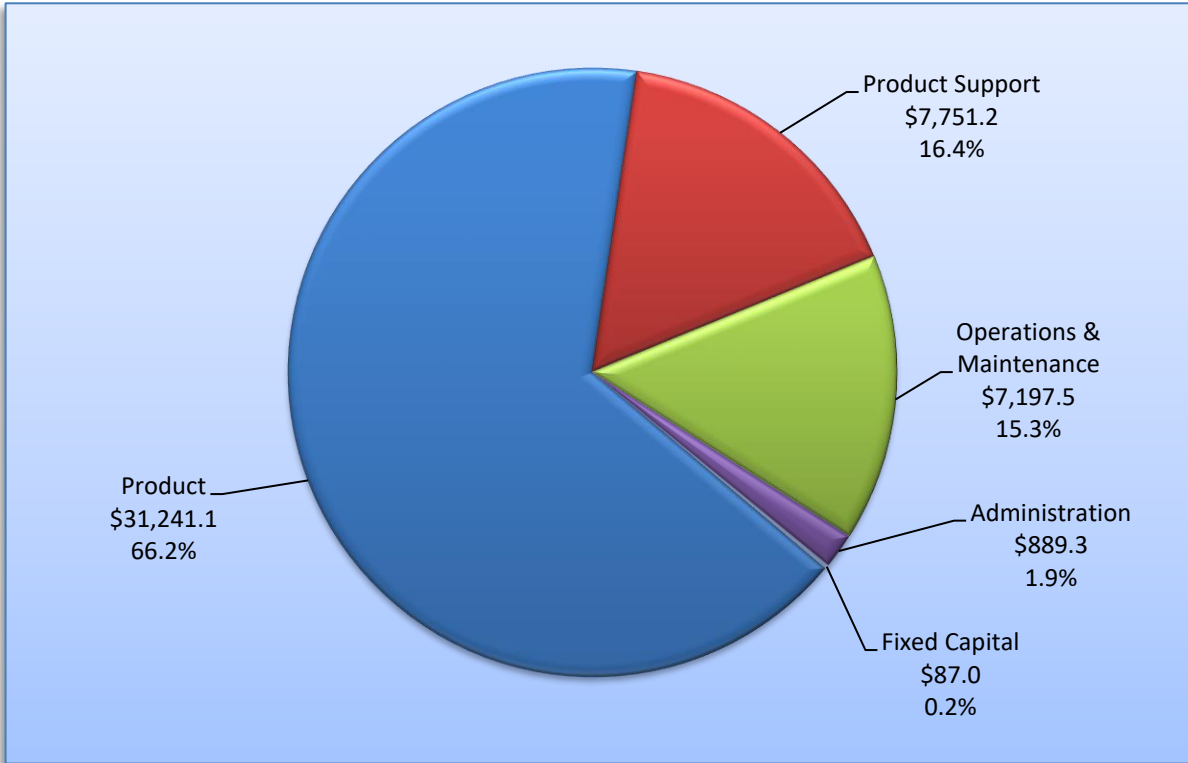
<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Total Work Program	\$10,630.45	\$9,416.90	\$8,923.45	\$9,048.96	\$9,146.39	\$47,166.2
Other Budget*	\$222.91	\$302.31	\$406.87	\$472.12	\$499.27	\$1,903.5
Total	\$10,853.4	\$9,719.2	\$9,330.3	\$9,521.1	\$9,645.7	\$49,069.6

Note: *Other Budget includes reimbursements to local governments and debt service related to Advanced Right of Way and Bridge Construction Bonds, and State Infrastructure Bank loans.

1d. TOTAL WORK PROGRAM

\$47.166 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

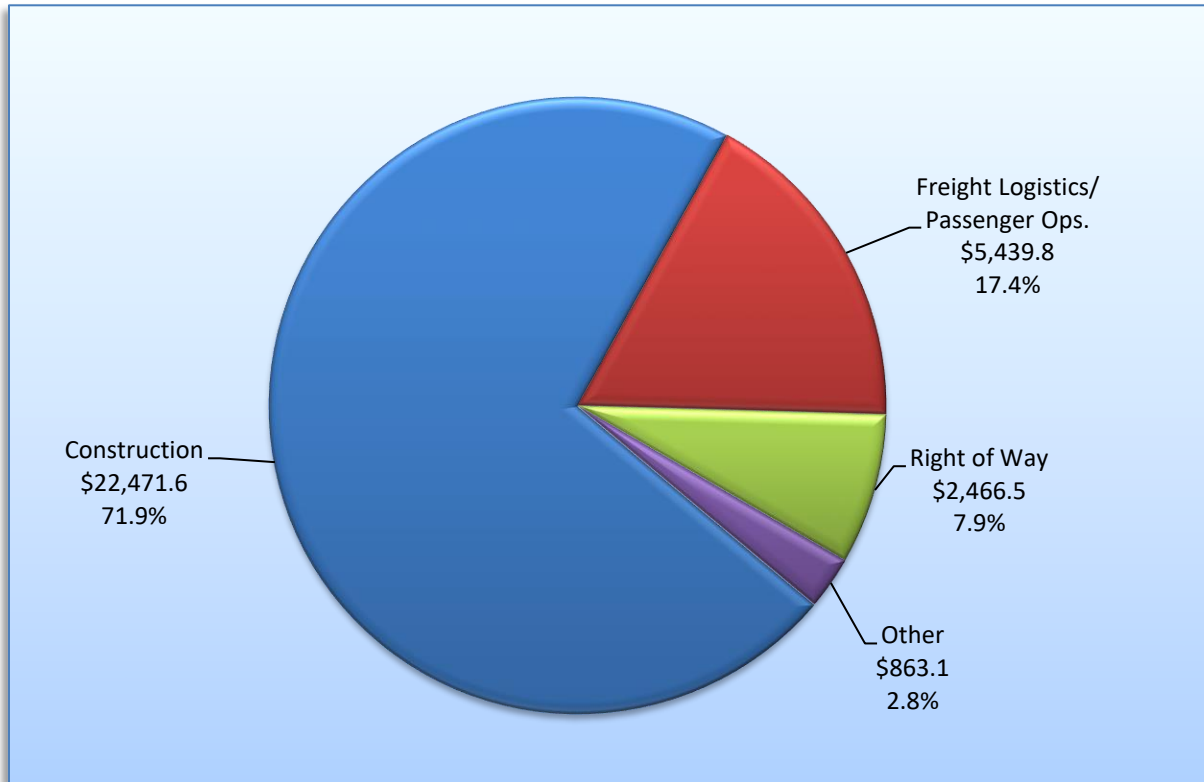
BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Product	\$7,113.67	\$6,297.66	\$5,892.88	\$6,008.12	\$5,928.72	\$31,241.1
Product Support	\$1,963.55	\$1,528.27	\$1,385.52	\$1,361.30	\$1,512.61	\$7,751.2
Operations & Maintenance	\$1,382.67	\$1,399.36	\$1,447.05	\$1,474.90	\$1,493.56	\$7,197.5
Administration	\$165.05	\$171.20	\$177.60	\$184.25	\$191.18	\$889.3
Fixed Capital	\$5.50	\$20.40	\$20.40	\$20.39	\$20.33	\$87.0
Total	\$10,630.4	\$9,416.9	\$8,923.5	\$9,049.0	\$9,146.4	\$47,166.2

1e. PRODUCT

\$31.241 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Construction	\$4,798.57	\$4,686.62	\$4,266.88	\$4,474.09	\$4,245.47	\$22,471.6
Freight Logistics/Passenger Ops.	\$1,519.41	\$961.60	\$992.11	\$936.92	\$1,029.79	\$5,439.8
Right of Way	\$589.27	\$486.12	\$469.09	\$433.91	\$488.16	\$2,466.5
Other*	\$206.41	\$163.33	\$164.80	\$163.21	\$165.30	\$863.1
Total	\$7,113.7	\$6,297.7	\$5,892.9	\$6,008.1	\$5,928.7	\$31,241.1

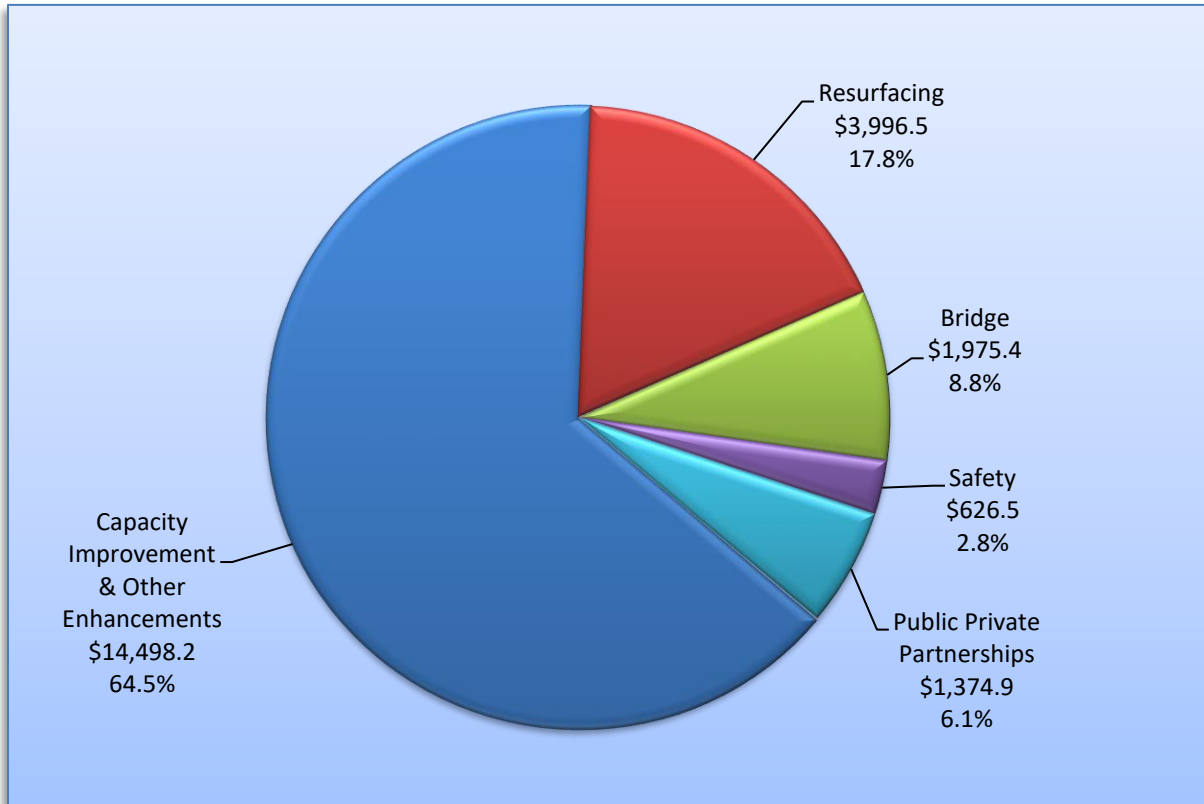
Note: *Other includes Economic Development Grants, County Incentive Grant Program, Small County Outreach Program, Small County Road Assistance Program, and Safety Grants.

1f. PRODUCT

CONSTRUCTION

\$22.472 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Capacity Improvement and Other Enhancements	\$3,444.55	\$2,645.64	\$2,627.22	\$2,941.69	\$2,839.13	\$14,498.2
Resurfacing	\$604.93	\$594.83	\$876.97	\$939.01	\$980.73	\$3,996.5
Bridge	\$167.68	\$1,048.17	\$351.05	\$271.39	\$137.15	\$1,975.4
Safety	\$133.06	\$134.48	\$125.41	\$109.41	\$124.17	\$626.5
Public Private Partnerships	\$448.35	\$263.49	\$286.22	\$212.59	\$164.29	\$1,374.9
Total	\$4,798.6	\$4,686.6	\$4,266.9	\$4,474.1	\$4,245.5	\$22,471.6

Additional Construction phases totaling \$361 million are contained in the Freight Logistics and Passenger Operations Programs.

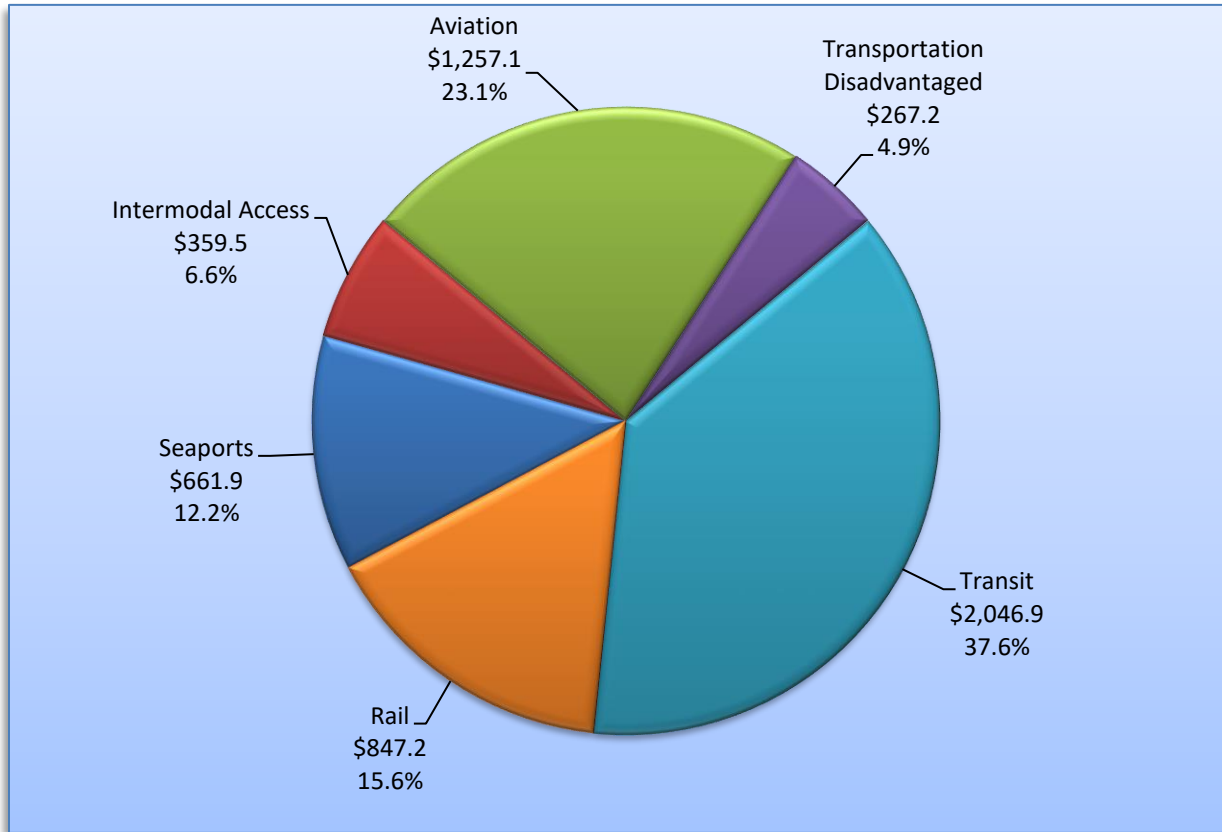
The \$626.5 million allocated to the Safety Program does not reflect the Department’s full commitment to improving safety. All “Product” categories include some measure of safety improvement due to current design standards which incorporate safety as a feature.

1g. PRODUCT

FREIGHT LOGISTICS AND PASSENGER OPERATIONS

\$5.440 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

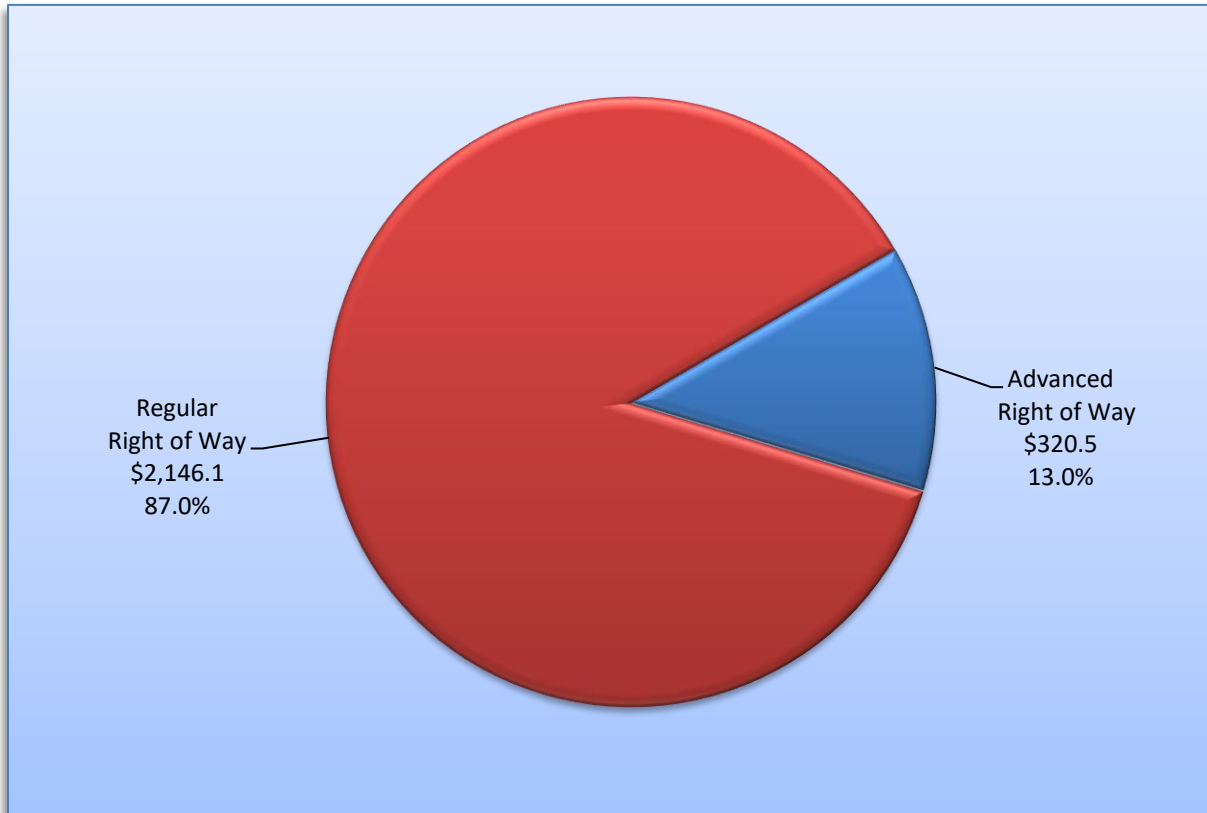
<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Seaports	\$169.78	\$125.87	\$132.63	\$116.52	\$117.11	\$661.9
Intermodal Access	\$70.83	\$35.70	\$69.79	\$92.67	\$90.47	\$359.5
Aviation	\$351.36	\$210.38	\$255.45	\$198.44	\$241.50	\$1,257.1
Trans. Disadvantaged Comm.	\$55.86	\$52.84	\$52.84	\$52.84	\$52.84	\$267.2
Transit	\$567.80	\$371.07	\$372.30	\$348.69	\$387.04	\$2,046.9
Rail	\$303.78	\$165.74	\$109.10	\$127.75	\$140.83	\$847.2
Total	\$1,519.4	\$961.6	\$992.1	\$936.9	\$1,029.8	\$5,439.8

1h. PRODUCT

RIGHT OF WAY

\$2.467 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

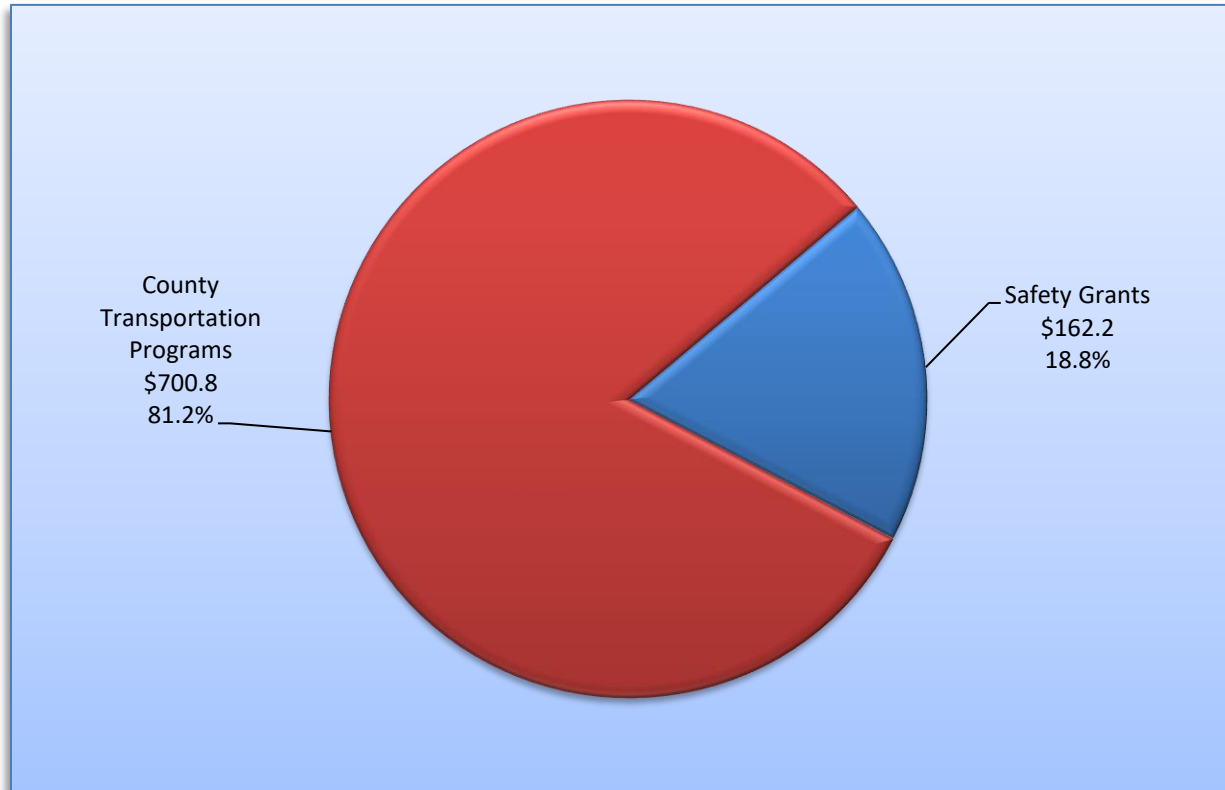
<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Advanced Right of Way	\$126.12	\$97.44	\$85.47	\$5.43	\$6.00	\$320.5
Regular Right of Way	\$463.15	\$388.67	\$383.62	\$428.47	\$482.16	\$2,146.1
Total	\$589.3	\$486.1	\$469.1	\$433.9	\$488.2	\$2,466.5

1i. PRODUCT

OTHER

\$863.1 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

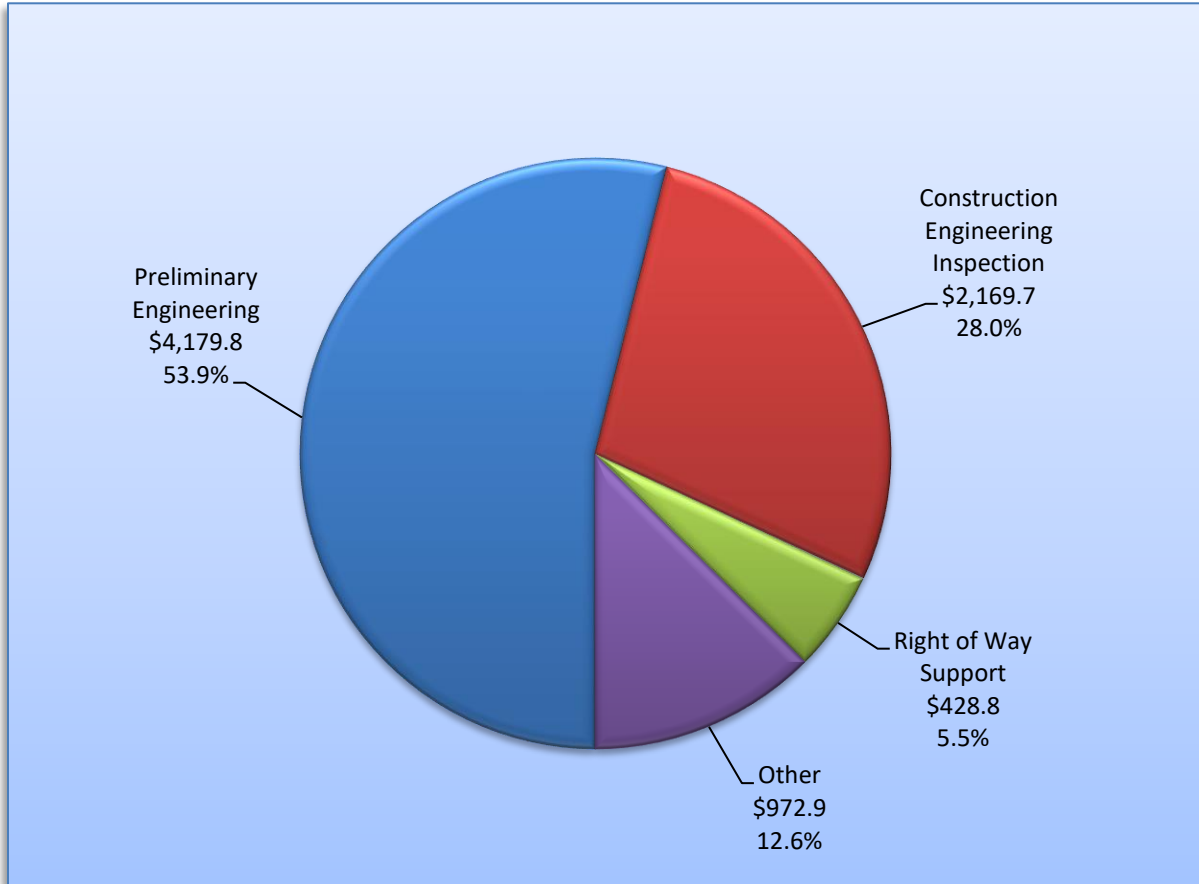
<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Safety Grants	\$42.04	\$30.08	\$30.20	\$29.96	\$29.96	\$162.2
Economic Development	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.0
County Transportation Prog.*	\$164.37	\$133.25	\$134.61	\$133.25	\$135.34	\$700.8
Transportation Outreach Prog.	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.0
Total	\$206.4	\$163.3	\$164.8	\$163.2	\$165.3	\$863.1

Note: *County Transportation Programs includes the County Incentive Grant Program, Small County Outreach Program, and Small County Road Assistance Program.

1j. PRODUCT SUPPORT

\$7.751 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Preliminary Engineering	\$1,106.72	\$800.89	\$750.45	\$716.17	\$805.59	\$4,179.8
Const. Eng. Inspection	\$536.04	\$446.55	\$378.56	\$370.30	\$438.28	\$2,169.7
Right of Way Support	\$95.60	\$91.69	\$76.97	\$84.20	\$80.31	\$428.8
Other*	\$225.19	\$189.14	\$179.54	\$190.62	\$188.42	\$972.9
Total	\$1,963.6	\$1,528.3	\$1,385.5	\$1,361.3	\$1,512.6	\$7,751.2

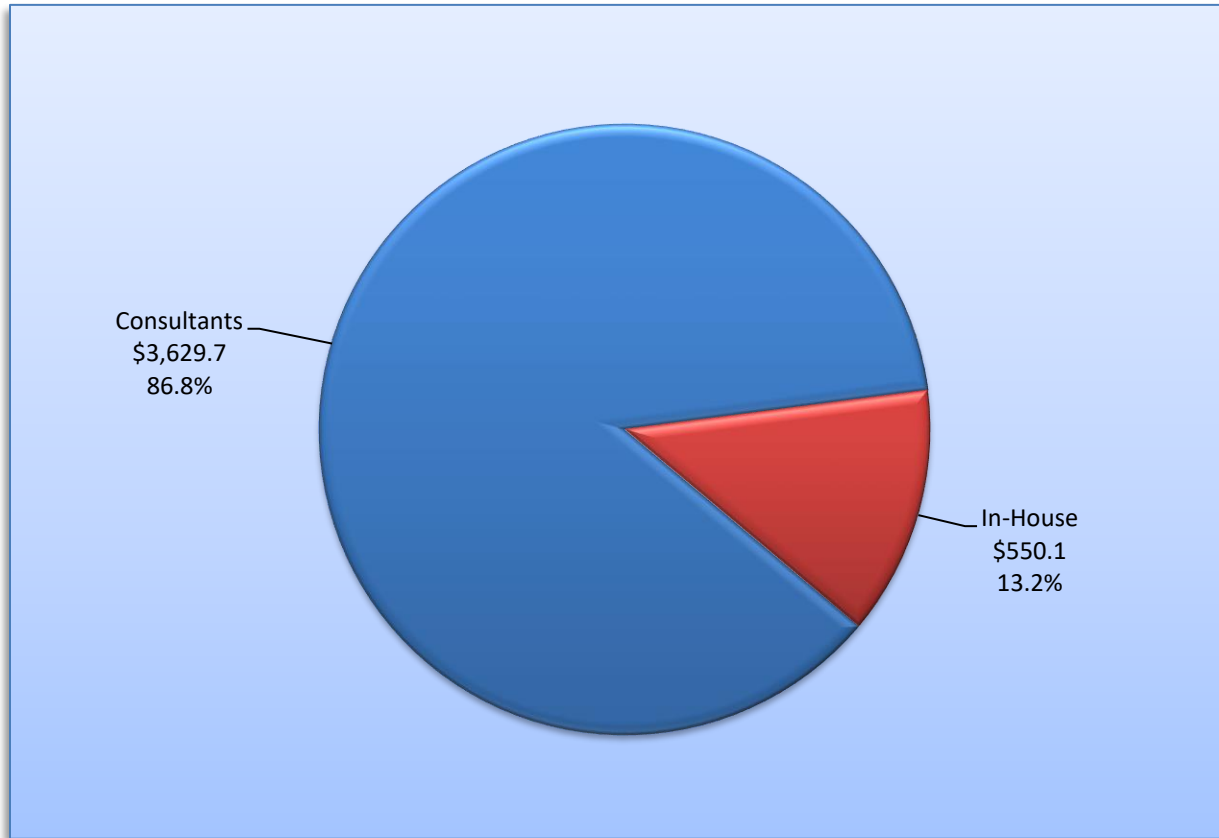
Note: *Other includes Environmental Mitigation, Materials and Research, Planning and Environment, and Public Transportation Operations support.

1k. PRODUCT SUPPORT

PRELIMINARY ENGINEERING

\$4.180 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Consultants	\$1,005.16	\$695.26	\$640.60	\$601.93	\$686.78	\$3,629.7
In-House	\$101.56	\$105.63	\$109.85	\$114.25	\$118.82	\$550.1
Total	\$1,106.7	\$800.9	\$750.4	\$716.2	\$805.6	\$4,179.8

1I. PRODUCT SUPPORT

CONSTRUCTION ENGINEERING INSPECTION

\$2.170 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Consultants	\$536.04	\$446.55	\$378.56	\$370.30	\$438.28	\$2,169.7
In-House	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.0
Total	\$536.0	\$446.5	\$378.6	\$370.3	\$438.3	\$2,169.7

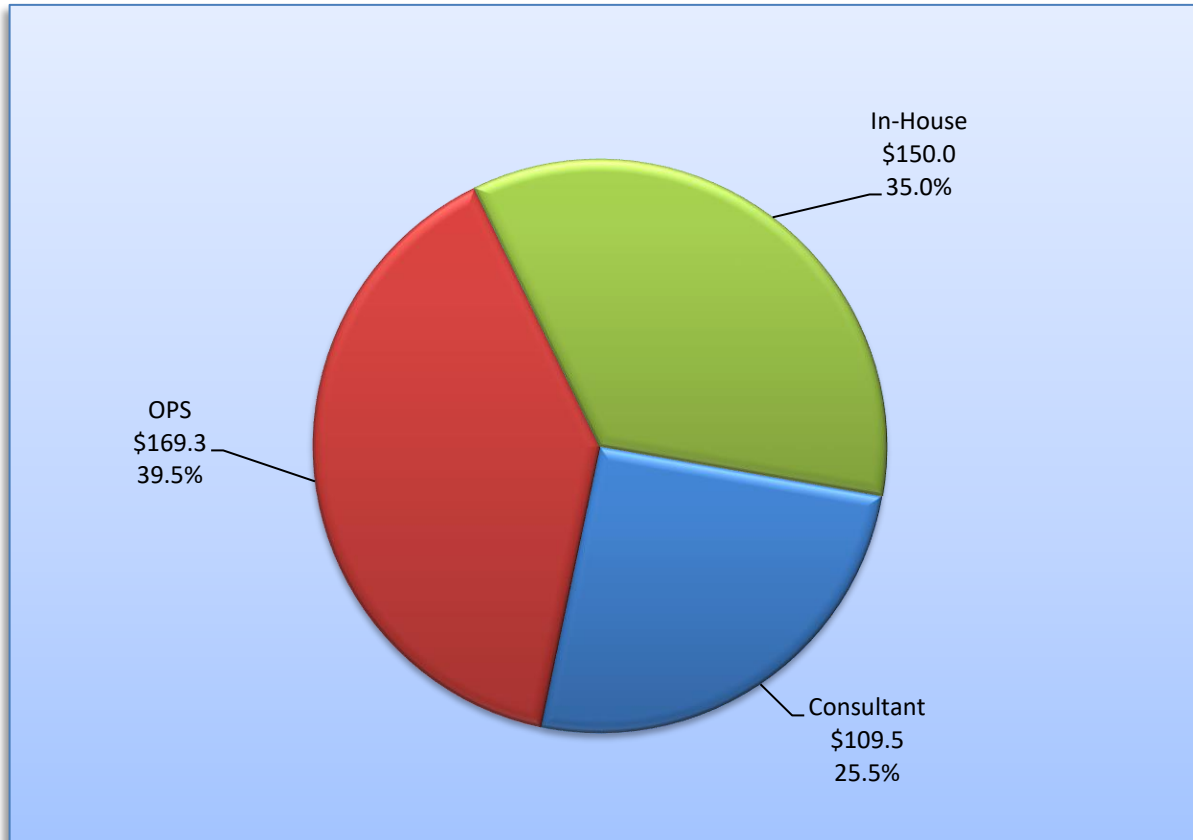
Note: Effective July 1, 2008, the In-House program component of the Construction Engineering Inspection Program Category was incorporated into the Operations and Maintenance program component of the Operations and Maintenance Program Category.

1m. PRODUCT SUPPORT

RIGHT OF WAY SUPPORT

\$428.8 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

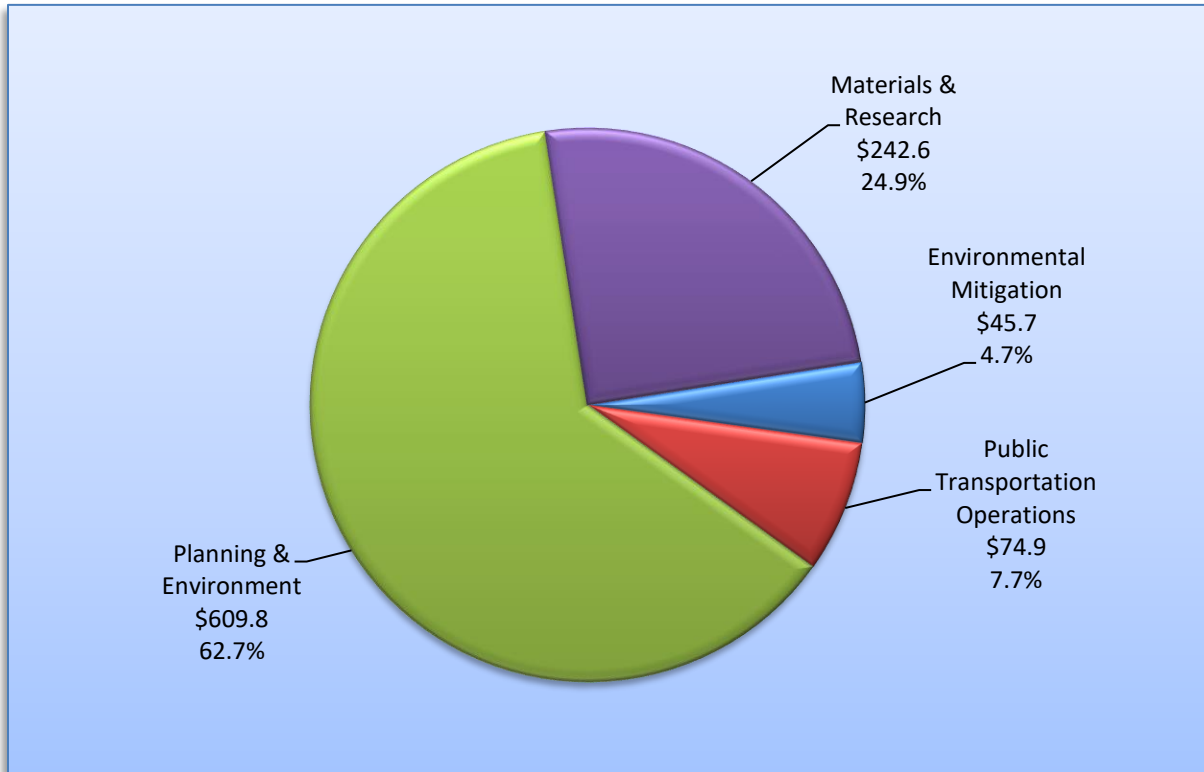
<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Consultant	\$24.39	\$27.49	\$18.50	\$22.84	\$16.27	\$109.5
OPS	\$43.52	\$35.40	\$28.51	\$30.20	\$31.64	\$169.3
In-House	\$27.70	\$28.81	\$29.96	\$31.16	\$32.40	\$150.0
Total	\$95.6	\$91.7	\$77.0	\$84.2	\$80.3	\$428.8

1n. PRODUCT SUPPORT

OTHER

\$972.9 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

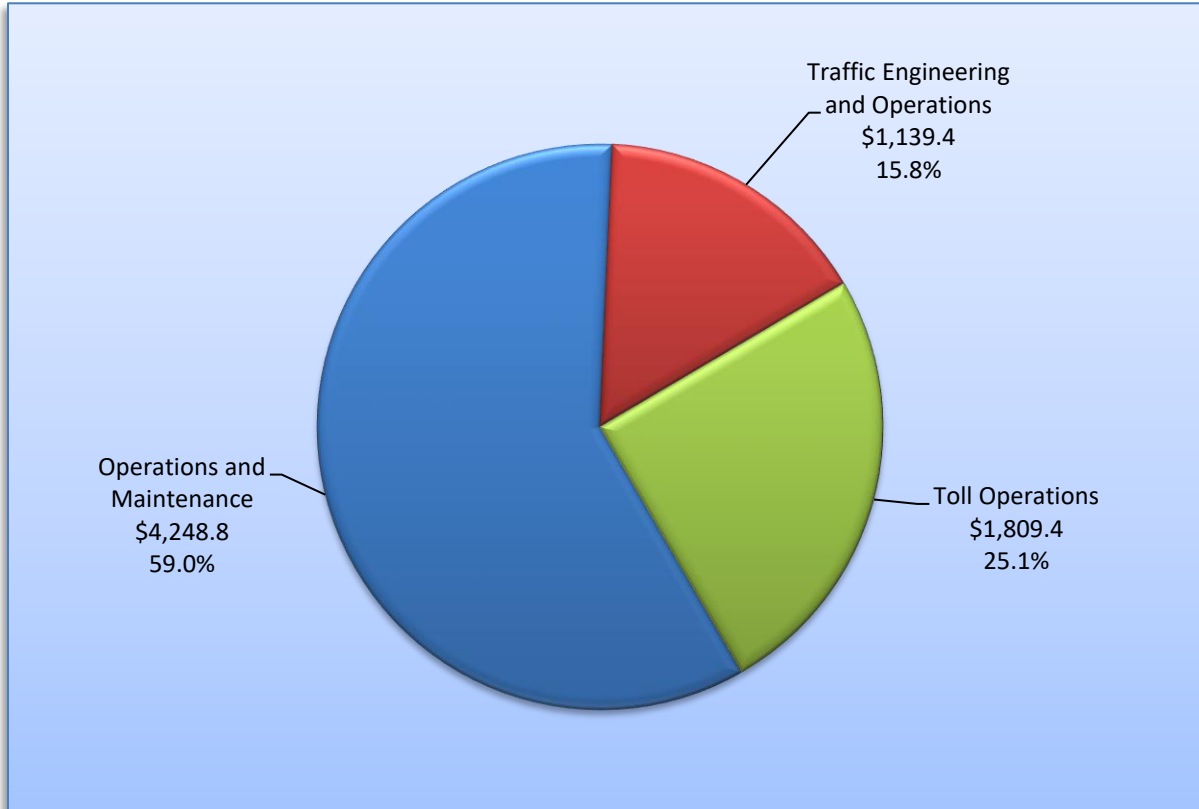
BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Environmental Mitigation	\$13.59	\$14.67	\$3.63	\$10.34	\$3.51	\$45.7
Public Transportation Ops.	\$13.82	\$14.37	\$14.95	\$15.55	\$16.17	\$74.9
Planning & Environment	\$149.54	\$113.88	\$112.96	\$115.39	\$118.00	\$609.8
Materials & Research	\$48.25	\$46.22	\$48.01	\$49.35	\$50.74	\$242.6
Total	\$225.2	\$189.1	\$179.5	\$190.6	\$188.4	\$972.9

1o. OPERATIONS & MAINTENANCE

\$7.198 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

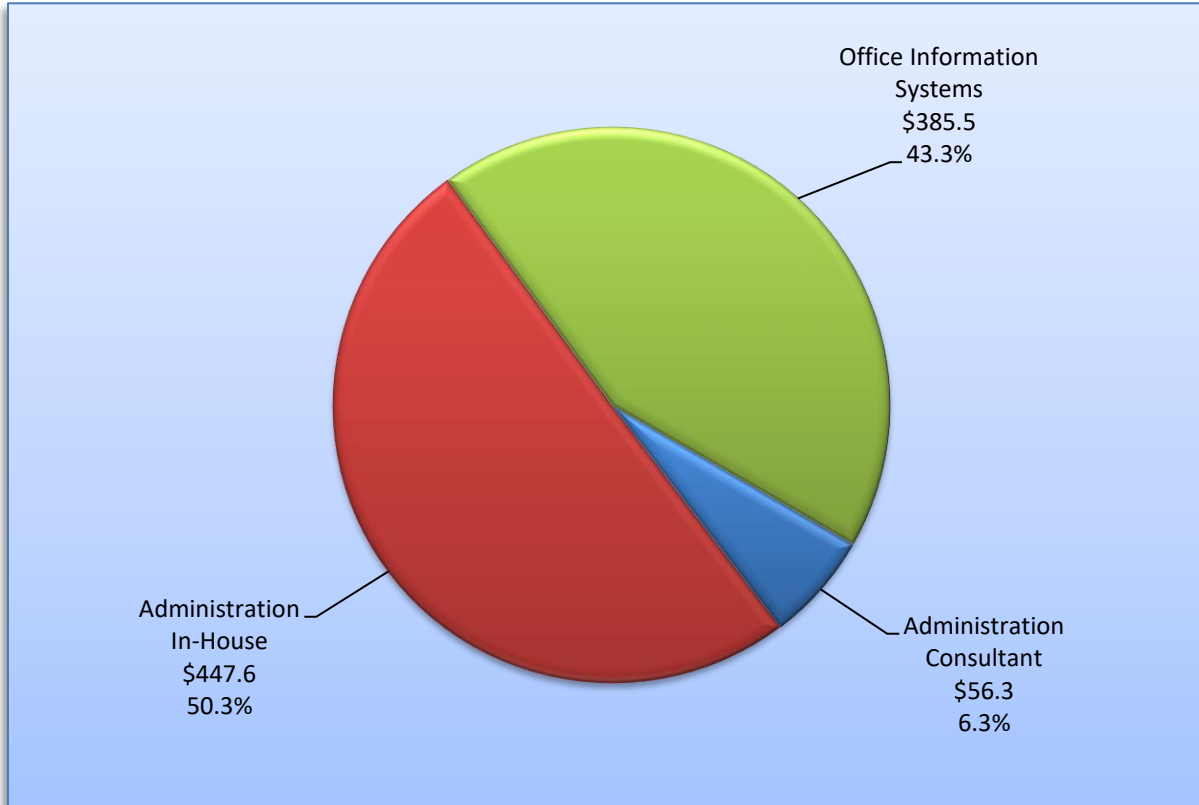
<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Operation and Maintenance	\$797.55	\$823.77	\$847.15	\$876.61	\$903.69	\$4,248.8
Traffic Engineering and Ops.	\$217.49	\$215.89	\$239.70	\$236.54	\$229.75	\$1,139.4
Toll Operations	\$367.63	\$359.70	\$360.21	\$361.74	\$360.11	\$1,809.4
Total	\$1,382.7	\$1,399.4	\$1,447.1	\$1,474.9	\$1,493.6	\$7,197.5

Note: Effective July 1, 2008, the In-House program component of the Construction Engineering Inspection Program Category was incorporated into the Operations and Maintenance program component of the Operations and Maintenance Program Category.

1p. ADMINISTRATION

\$889.3 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

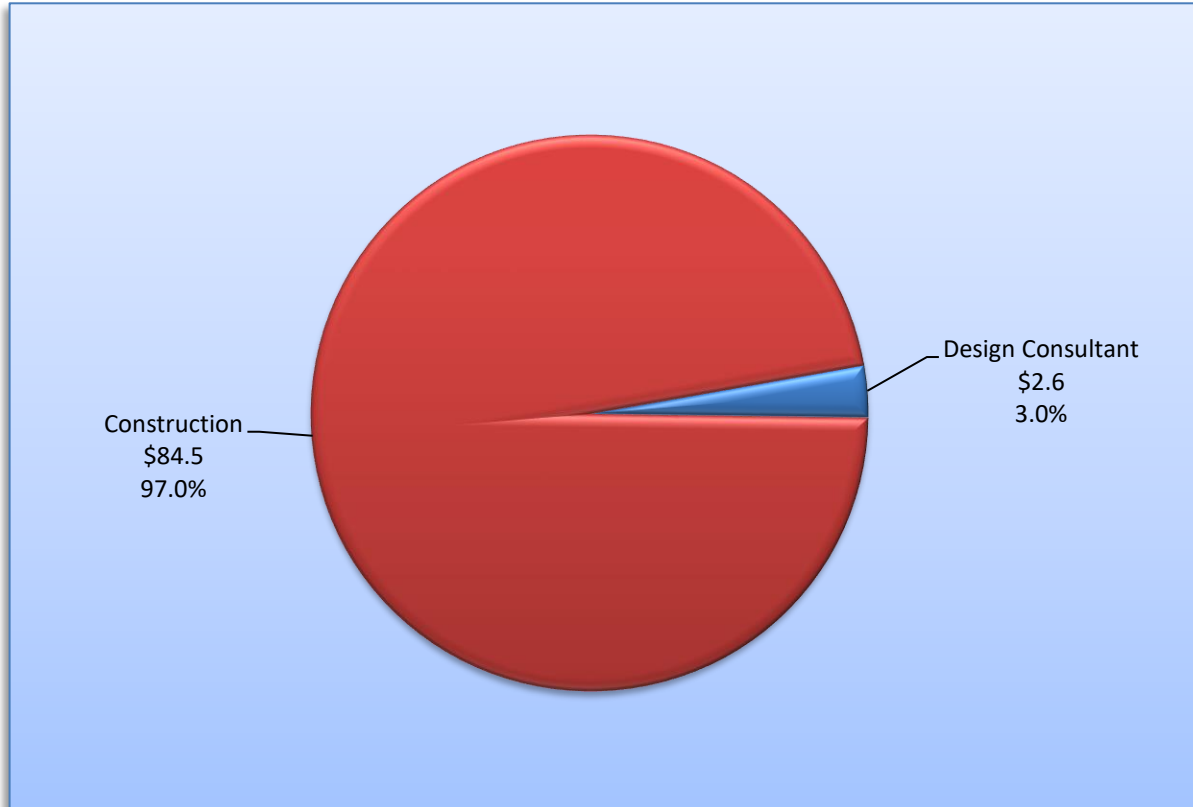
BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Administration Consultant	\$11.25	\$11.25	\$11.25	\$11.25	\$11.25	\$56.3
Administration In-House	\$82.63	\$85.94	\$89.37	\$92.95	\$96.67	\$447.6
Office Information Systems	\$71.17	\$74.02	\$76.98	\$80.06	\$83.26	\$385.5
Total	\$165.1	\$171.2	\$177.6	\$184.3	\$191.2	\$889.3

1q. FIXED CAPITAL OUTLAY

\$87.0 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Design Consultant	\$0.56	\$0.53	\$0.53	\$0.51	\$0.45	\$2.6
Construction	\$4.94	\$19.88	\$19.88	\$19.88	\$19.88	\$84.5
Total	\$5.5	\$20.4	\$20.4	\$20.4	\$20.3	\$87.0

2. FINANCIAL SOUNDNESS

KEY STATUTORY REQUIREMENTS

The tentative work program must include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan supporting the Tentative Work Program.

[s. 339.135(4)(b)4, F.S.]

The Tentative Work Program shall be based on a complete, balanced financial plan for the State Transportation Trust Fund (STTF) and other funds managed by the Department.

[s. 339.135(3)(a), F.S.]

The Department shall maintain an available cash balance equivalent to not less than \$50 million, or five percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever amount is less) at the close of each quarter. *[s. 339.135(6)(b), F.S.]*

The budget for the turnpike system shall be so planned as to provide for a cash reserve at the end of each fiscal year of not less than five percent of the unpaid balance of all turnpike system contractual obligations, excluding bond obligations, to be paid from revenues. *[s. 338.241, F.S.]*

A maximum of \$10.0 billion of bonds may be outstanding to fund approved turnpike projects.

[s. 338.2275(1), F.S.]

COMMISSION FINDINGS

The Tentative Work Program is based on a complete, balanced financial plan for the STTF.

According to the 36-month cash forecast used to develop this Tentative Work Program, the lowest end-of-quarter cash balance (in March of 2020) for the STTF is \$201.2 million, which complies with the statutory minimum. The average annual low point cash balance during the 36-month cash forecast period will be \$202.2 million, which is 1.9% of an estimated average outstanding obligation of \$10.8 *billion*.

The lowest end-of-fiscal year cash balance (in June of 2021) for the Turnpike General Reserve Fund is \$334.0 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, over \$3.0 billion of Turnpike bonds are projected to be outstanding.

2a. MAJOR FINANCIAL ASSUMPTIONS

BALANCING THE WORK PROGRAM

Unlike other state agencies, the Department is authorized to operate on a cash flow basis. It is authorized to build the work program based on a complete and balanced financial plan, meaning project phases can begin before the total amount of cash is available to fund the entire project. This allows the Department to maximize the use of funds over time and cover existing commitments as they occur. The Department can plan, budget, and commit state resources for more than one year. Because most projects take years to complete, budget does not revert back to the state at the end of the fiscal year.

The Department is charged with maintaining a balanced transportation program which is done through a five-year Annual Finance Plan and a three-year Monthly Cash Forecast. The Finance Plan and Cash Forecast are sophisticated models that convert the Program and Resource Plan, which contains project estimates and commitment authority, into projected cash disbursements and matches these disbursements against projected cash receipts. This ensures the Department's allocation of transportation dollars is fully funded by current and future transportation revenues. The Finance Plan and Cash Forecast have separate, but reliable processes of collecting the data required to develop projected receipts and disbursements, and are reconciled within a minimum tolerance. The Finance Plan and Cash Forecast are used within the Department to demonstrate the financial soundness of the Five-Year Work Program. To ensure the Department's short term financial obligations can be met throughout the year, the Cash Forecast is produced each month to reflect actual receipts and disbursements and revised assumptions due to changing economic conditions, outside influences, and modified revenue estimates.

STATE TRANSPORTATION TRUST FUND ASSUMPTIONS

Fuel Tax, Aviation Fuel and Motor Vehicle License Tag Fees, which provide the majority of transportation funding, are based on the Revenue Estimating Conference Forecast of August 2017.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act has 5 years of funding (fiscal years 2016-2020) for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The Department will continue to assume a flat-line receipt of federal funding for fiscal year beginning 2021 until it knows how much it will receive under the new law.

The following amounts from documentary stamp tax receipts are projected to be deposited into the STTF as part of the growth management legislation passed in 2005, and the numbers were updated based on the Revenue Estimating Conference forecast of August 2017.

<i>Fiscal Year</i>	<i>Amount</i>
18/19	\$314.3
19/20	\$328.8
20/21	\$343.4

\$ are in Millions

Annual transfer to Right of Way Acquisition and Bridge Construction Trust Fund for debt service.

<i>Fiscal Year</i>	<i>Debt Service</i>
18/19	\$181.3
19/20	\$192.7
20/21	\$203.2

\$ are in Millions

There are \$992.0 million of Grant Anticipation Revenue Vehicle (GARVEE) Bonds projected to be issued in Fiscal Years 2018/19 through 2020/21.

Total operating and maintenance costs of \$308.9 million will be paid from the STTF through FY 2020/21 for the following toll facilities: Alligator Alley, Mid Bay Bridge, Sunshine Skyway, Central Florida Expressway Authority, Tampa Hillsborough Expressway Authority, I-95 Express, I-595 Express, I-295 New Express, I-75 Express, Palmetto Express, Wekiva and Miami-Dade County Expressway (MDX) Authority.

The total amount of the revenue applied to the long-term receivables will be \$518.3 million from the following toll facilities for operating and maintenance costs through FY 2020/21: Garcon Point Bridge, Central Florida Expressway Authority, Tampa Hillsborough Expressway Authority, Miami-Dade County Expressway (MDX) Authority, Mid Bay Bridge, Pinellas Bayway, Alligator Alley, Sunshine Skyway, Wekiva, I-95 Express, I-75 Express, Palmetto Express, I-595 Express and I-295 Express.

The Advanced Construction (AC) Program – Statewide AC projects are converted to federal funds as needed to fund the work program based on current and projected expenditure levels. AC conversions are anticipated as follows:

FY 2018/19	FY 2019/20	FY 2020/21
\$1,418.0 M	\$1,635.3 M	\$1,674.7M

There is currently one federal funded State Infrastructure Bank (SIB) project with a total loan amount of \$91.8M in FY 2018/19 through FY 2020/21. There are currently two non-federal SIB projects with a total loan amount of \$80M in FY 2018/19 through FY 2020/21.

Public Private Partnerships/SunRail:

The Work Program period contains cash flows for major projects including SunRail and six existing Public-Private Partnerships (P3s). Combined, SunRail and P3 projects have projected expenditure payouts of \$566.4 million in FY 2018/19, \$689.0 million in FY 2019/20, and \$679.4 million in FY 2020/21. A brief description of the projects follows.

SunRail consists of a commuter rail transit project that will run along a 61-mile stretch of existing rail freight tracks in the four-county area of Orange, Seminole, Volusia and Osceola counties. SunRail is being built in two phases. Phase 1 is 32-miles from DeBary to Sand Lake Road in Orange County. Phase 2 will be built in two sections: the north section from DeBary to DeLand, and the south section from Sand Lake Road through Kissimmee to Poinciana.

Port of Miami Tunnel is a 35-year concession that consists of access improvements to and from the Port of Miami, serving as a dedicated roadway connector linking the Port with the MacArthur Causeway (SR A1A) and I-395. The project includes design and construction of a tunnel under Government Cut, roadway work on Dodge and Watson Islands and MacArthur Causeway Bridge widening. After the facility was open to traffic August 2014, the concessionaire is now responsible for operations and maintenance of the facility.

I-595 Express is a 35-year concession that consists of the reconstruction of the I-595 mainline including three reversible tolled express lanes and all associated improvements to frontage roads and ramps from the I-75/Sawgrass Expressway interchange to the I-595/I-95 interchange, for a total project length along I-595 of approximately 10.5 miles. After the facility was open to traffic March 2014, the concessionaire is now responsible for operations and maintenance of the facility.

I-95 from South of SR 406 to North of SR 44 consists of widening the existing four lanes to six lanes of I-95 for approximately 30 miles from south of SR 406 in Brevard County to north of SR 44 in Volusia County.

I-395/I-95 Projects consist of the reconstruction of Interstate 395 at the west of the I-95/Midtown Interchange (I-95/State Rd 836/I-395) to the West Channel Bridges of US 41/MacArthur Causeway. The reconstruction includes widening the roadway to include three eastbound and westbound lanes with the purpose of roadway enhancement, safety and capacity improvements. Project is currently under procurement.

SR 79 consists of widening the existing two-lane rural roadway to a four-lane divided facility from north of Mill Branch Bridge to I-10. The project begins south of the City of Vernon and ends in the City of Bonifay traversing through both Washington and Holmes Counties.

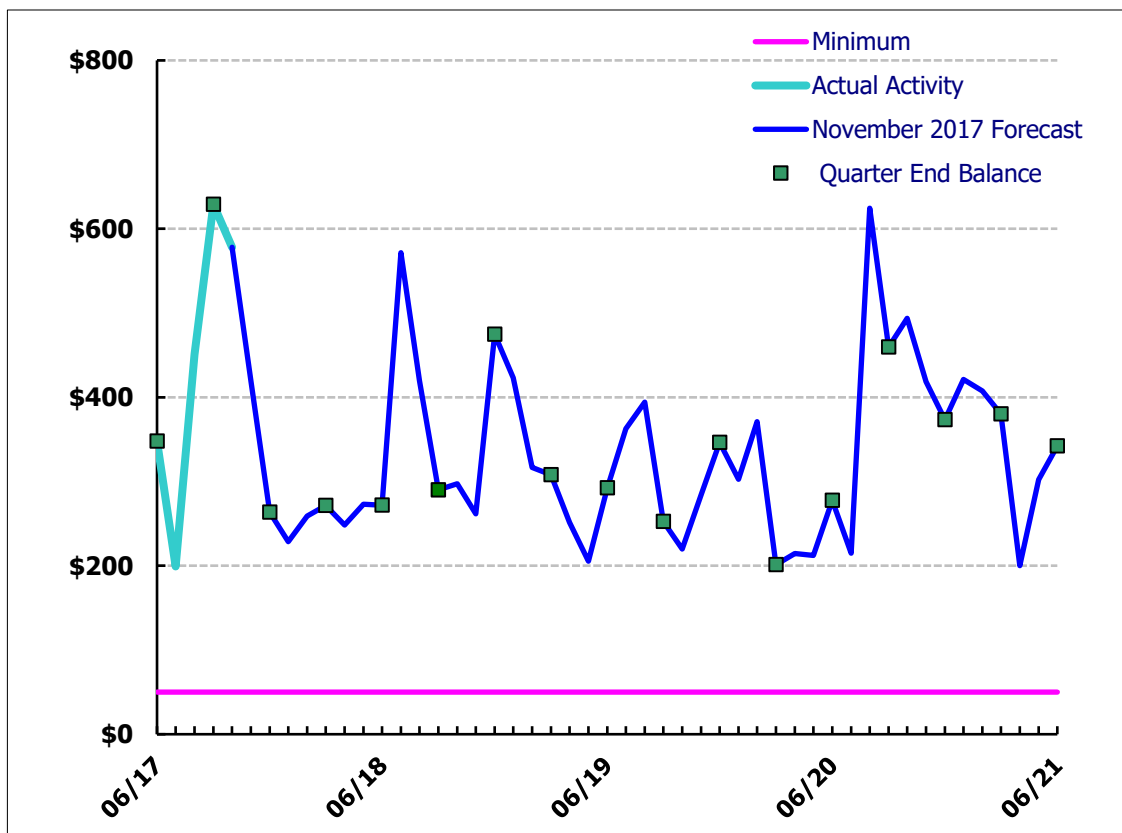
I-4 Ultimate consists of improvements for approximately 21 miles from Kirkman Road in Orange County to SR 434 in Seminole County. The project will add two Express Lanes in each direction, reconstruct existing lanes, and improve access to and from the interstate. There are numerous bridge replacements and major reconstruction at multiple interchanges including SR 434, SR 436, Maitland Blvd., SR 50, US 441, SR 408 and Kirkman Road.

2b. CASH FORECAST

End of Quarter Cash Balances

STATE TRANSPORTATION TRUST FUND

The Department is required to submit a balanced 36-month forecast of cash and expenditures supporting the work program. The forecast method is used to maximize revenues to fund transportation projects for multiple years. The Department must maintain an available cash balance equivalent to not less than \$50 million, or five percent of the unpaid balance of all State Transportation Trust Fund (STTF) obligations (whichever amount is less) at the close of each quarter. The lowest end-of-quarter cash balance projected in the 36-month cash forecast is \$201.2 million and occurs in March of 2020.



\$ are in Millions

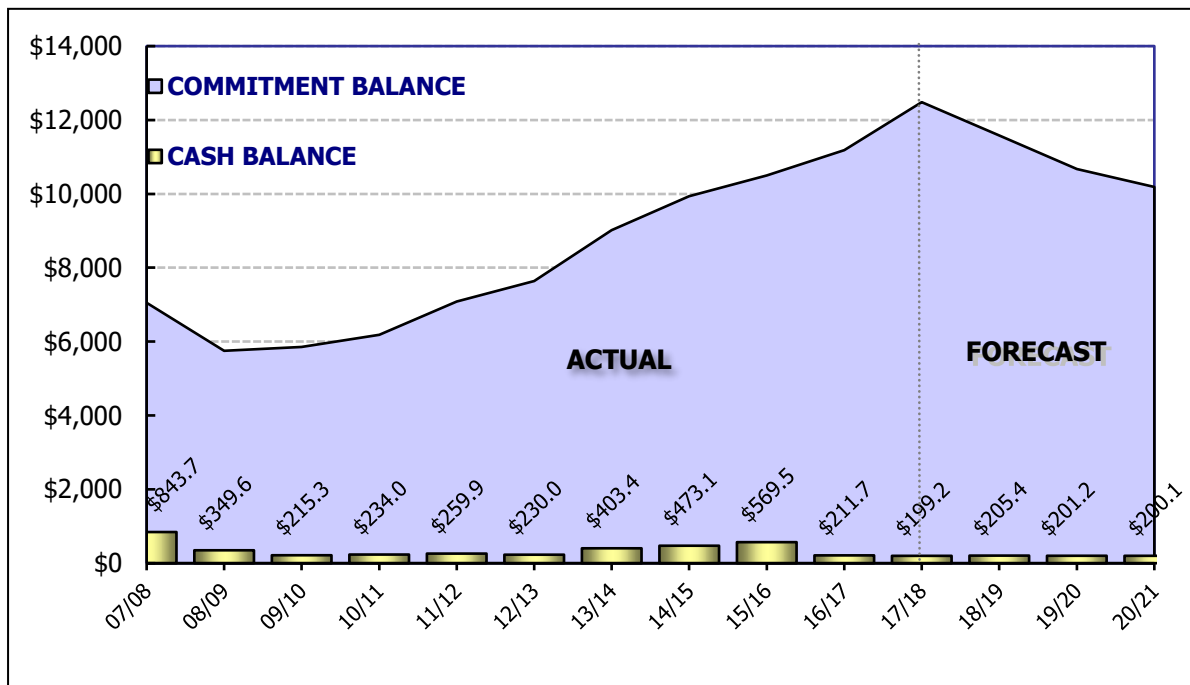
The forecast reflects a work program that has been leveraged to the maximum extent possible to take advantage of opportunities to make investments in the state’s infrastructure that will stimulate the creation of jobs. The balances also reflect the new transportation financing environment; including public-private partnership payouts which diverge from traditional models. However, the Commission has confidence in the Department’s ability to manage its cash.

2c. CASH FORECAST

Annual Low Point Cash Balance and Outstanding Obligations

STATE TRANSPORTATION TRUST FUND

The Florida Department of Transportation is the only state agency that operates on a “cash flow” basis; that is, the Department is not required to have funds “on hand” to cover all existing outstanding obligations. It may let contracts against revenue it expects to receive in the future. The chart below displays the 14-year period from FY 2007/08 through FY 2020/21 identifying the annual low point cash balances (represented by the bars) and the outstanding obligations (represented by the shaded area). During the first three years of the Tentative Work Program period of FY 2018/19 through FY 2020/21, the **average** annual low point cash balance is projected to be \$202.2 million and the **average** annual outstanding obligation is projected to be \$10.8 billion. That is, cash “on hand” is projected to average 1.9% of outstanding obligations.



\$ are in Millions

Although the Commission is confident in the Department’s ability to manage its cash, it may not be able to sustain the level of project commitments in this Tentative Work Program should any reductions of cash occur that are outside of the Department’s control.

2d. MAJOR FINANCIAL ASSUMPTIONS

TURNPIKE ENTERPRISE

TURNPIKE SYSTEM GENERAL RESERVE FUND ASSUMPTIONS

The Debt Service Coverage Ratio averages 3.35 on a net basis over Fiscal Year 18/19 through 20/21. The net basis over the 3-year period is: 3.24, 3.33, and 3.48.

Section 338.165(3) of the Florida Statutes requires the Department to index toll rates using an inflation factor, such as the CPI. Rate adjustments may be made no more frequently than annually, but no less frequently than once every five years. The current Tentative Work Plan assumes periodic indexing of toll rates.

Currently, the Turnpike has \$2.6 billion of bonds outstanding. A maximum of \$10 billion of bonds may be outstanding to fund approved projects. There is sufficient bond cap available to fully fund the new Turnpike Work Program and to provide for future capital improvements beyond the Work Program period contingent on the availability of additional revenues.

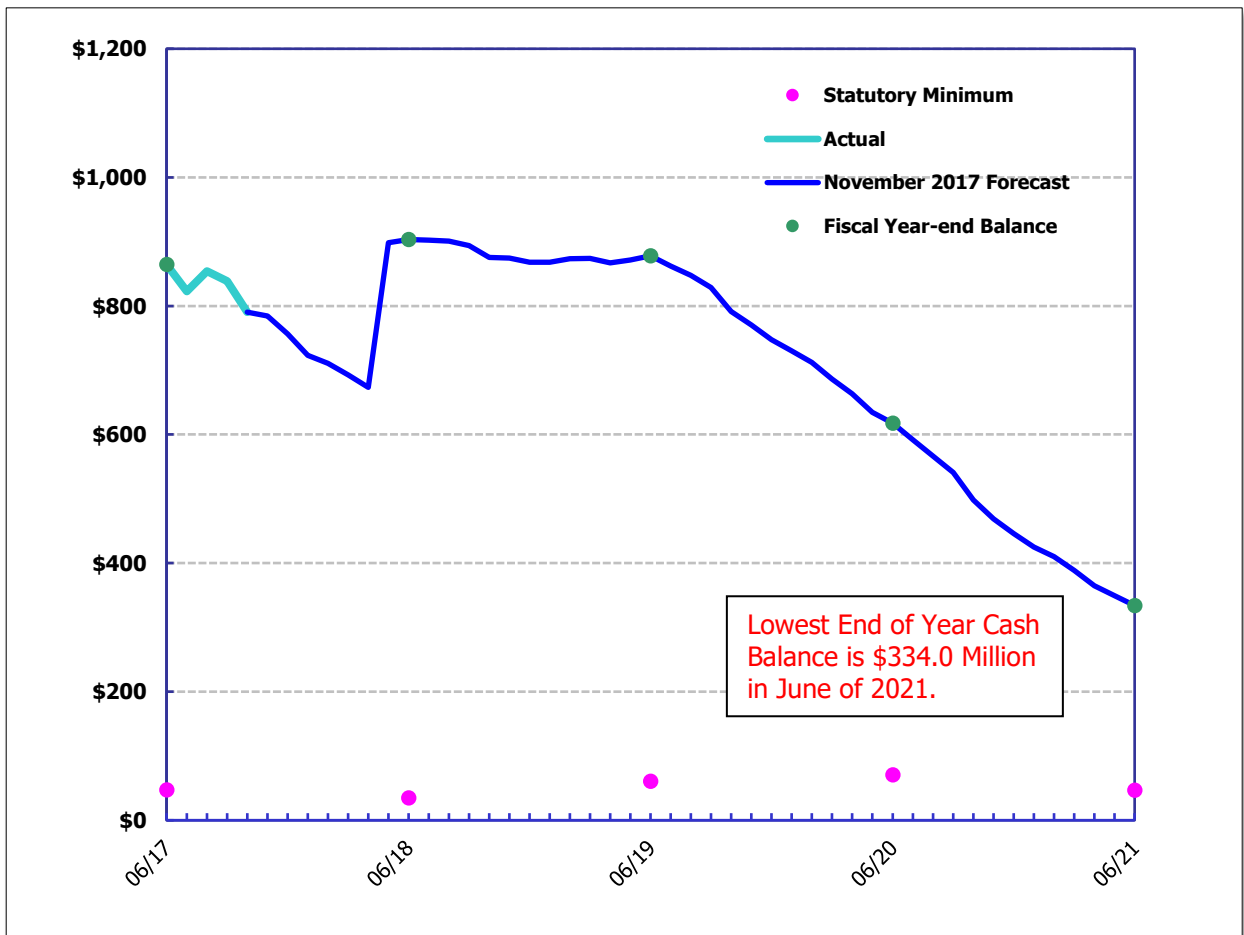
Turnpike Projects to be bond-funded during the Work Program period total \$1.5 billion and are made up of a mix of widening, interchange, and expansion projects as follows: widening of the Sawgrass Expressway from Atlantic Boulevard (Mile Post 8) to State Road 7 (MP 18) in Broward County, widening of the Mainline from State Road 50 (MP 272) to Hancock Road (MP 278) in Orange and Lake counties, improvements to the Golden Glades interchange in Miami-Dade County (MPOX), construction of a new interchange at Sand Lake Road on the Mainline (MP 257), extension of the First Coast Expressway from Blanding Boulevard to US 17 in Clay and Duval counties, and construction of the Suncoast Parkway 2 expansion project from US 98 to SR 44 in Hernando and Citrus counties.

2e. TURNPIKE CASH FORECAST

Fiscal Year-end Balance

TURNPIKE GENERAL RESERVE FUND

The budget for the turnpike system must be planned to ensure there is a cash reserve at the end of each fiscal year of not less than five percent of the unpaid balance of all turnpike system contractual obligations, excluding bond obligations, to be paid from revenues.



\$ are in Millions

The lowest end of year cash balance in the Turnpike General Reserve Fund is \$334.0 million and occurs in June of 2021. Five percent of unpaid Turnpike obligations at that time is estimated to be \$46.8 million. The Turnpike General Reserve Fund is projected to maintain a cash reserve at the end of each fiscal year in excess of the five percent minimum requirement.

3. OVERVIEW OF THE FLORIDA STRATEGIC INTERMODAL SYSTEM (SIS)

KEY STATUTORY REQUIREMENTS

“There is hereby created the Florida Strategic Intermodal System. For purposes of funding projects under the system, the Department shall allocate from the State Transportation Trust Fund in its program and resource plan a minimum of \$60 million each year, beginning in the 2004-2005 fiscal year. This allocation of funds is in addition to any funding provided to this system by any other provision of law.” [s. 339.61(1), F.S.]

“The Legislature further finds that our transportation system must be designed and operated in such a way that it preserves the abundance of natural and manmade amenities that have been so successful in attracting new residents, businesses, and tourists to this state. Therefore, the Legislature declares that the designation of a Strategic Intermodal System, composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship. To that end, it is the intent of the Legislature that the Strategic Intermodal System consists of transportation facilities that meet a strategic and essential state interest and that limited resources available for the implementation of statewide and interregional transportation priorities be focused on that system.” [s. 339.61(2), F.S.]

“...the Department shall allocate at least 50 percent of any *new* discretionary highway capacity funds to the Florida Strategic Intermodal System created pursuant to s. 339.61. Any remaining new discretionary highway capacity funds shall be allocated to the districts for new construction as provided in subparagraph 1. For the purposes of this subparagraph, the term "new discretionary highway capacity funds" means any funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.” [s. 339.135(4)(a)2, F.S.]

COMMISSION FINDINGS

Established by the 2003 Legislature, the SIS is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. It includes the state's largest and most significant commercial service airports, the spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of our travelers and visitors, supports the movement of freight, and provides transportation links to external markets. There is also a secondary designation for “emerging SIS” facilities which do not currently meet adopted SIS criteria, but are experiencing growing levels of activity.

The SIS carries more than 99% of all enplaned commercial air passengers and cargo in the state, 100% of all waterborne freight tonnage and cruise passengers, 99% of all freight moving on the rail system, 89% of all interregional rail passengers, and more than 70% of all truck traffic and 59% of total traffic on the State Highway System.

Unfunded needs on the SIS were identified in the 2045 SIS Multi-Modal Unfunded Needs Plan Update (June 2017) as \$107.0 billion.

In accordance with s. 339.61(1), F.S., the Department has allocated \$60 million in each of the five years of the Tentative Work Program period which meets the minimum criteria.

Section 339.135(4)(a)2, F.S., requires the Department to allocate at least 50 percent of any *new* discretionary highway capacity funds to the SIS. In addition, the Department has adopted an enhanced investment policy, reflecting the Legislature's designation of the SIS as the state's highest transportation capacity investment priority, which provides for the allocation of 75 percent of any *new* discretionary highway capacity funds to projects on the SIS and Emerging SIS facilities. The Revenue Estimating Conference has reduced their estimate of revenues for transportation. As a result, the Department has reduced discretionary capacity fund allocations by \$144.0 million, \$108.0 million of which impacts the SIS (75 percent) in this Tentative Work Program.

The Tentative Work Program has a total of \$15.4 billion programmed on the SIS for capacity improvements. Of this \$15.4 billion, \$14.3 billion is programmed for highway capacity improvements, \$308.6 million for aviation, \$449.5 million for seaports, \$155.6 million for rail, \$109.2 million for intermodal capacity improvements and \$28.1 million for new starts transit projects. The charts on the following pages are based on programmed commitment levels over the five years of this Tentative Work Program. The Department operates on a *commitment budget*. That is, the appropriations received from the legislature each year are for the planned commitment of funds. The actual disbursement of the committed funds may occur over a period of months or years.

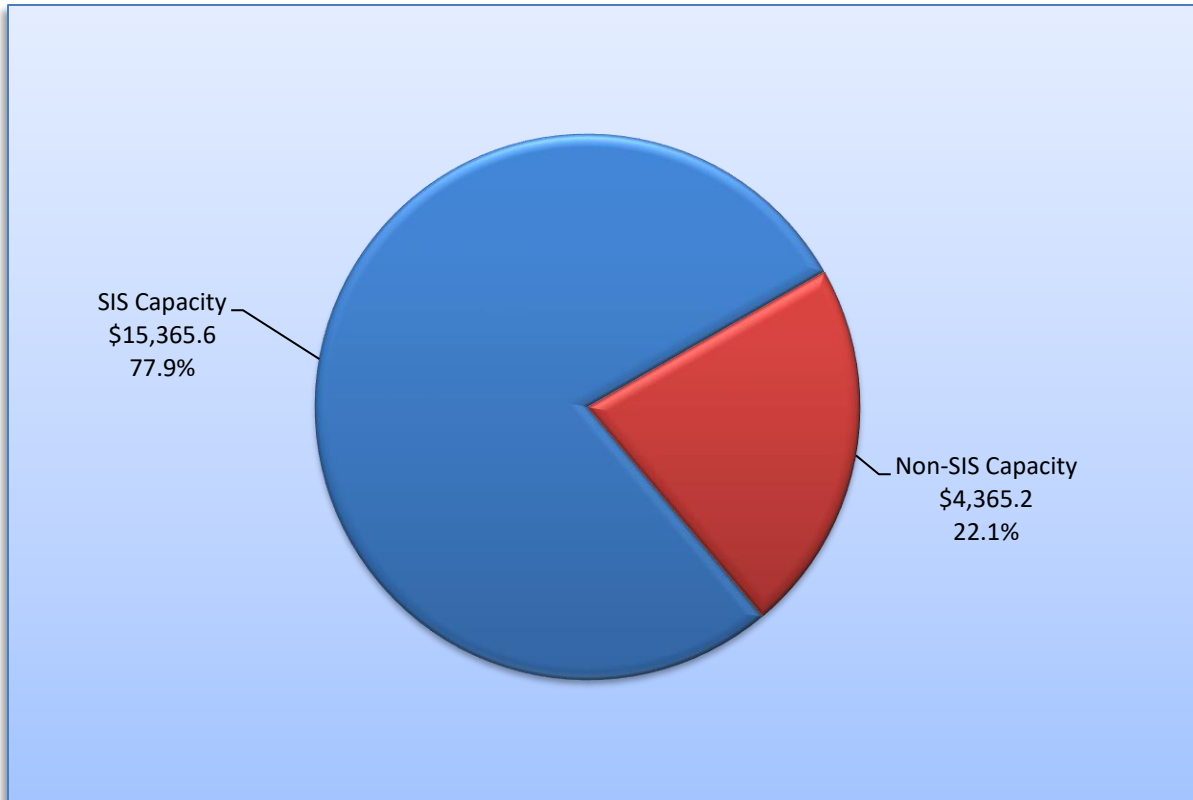
The Department adopted the 2010 Strategic Intermodal System Strategic Plan on January 29, 2010, which sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. In February 2016, the Department released the Strategic Intermodal System Policy Plan which identifies objectives and approaches to guide future SIS planning and investments. The SIS Policy Plan and implementation guidance provides directions for updating the SIS First 5 Year Plan, the SIS Second 5 Year Plan, the SIS Cost Feasible Plan, and the SIS Multimodal Unfunded Needs Plan.

Detailed district SIS maps and corresponding project lists are presented in Appendix B of this report.

3a. THE FLORIDA STRATEGIC INTERMODAL SYSTEM PROGRAM (SIS)

TOTAL CAPACITY IMPROVEMENTS AND OTHER ENHANCEMENTS
\$19.731 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

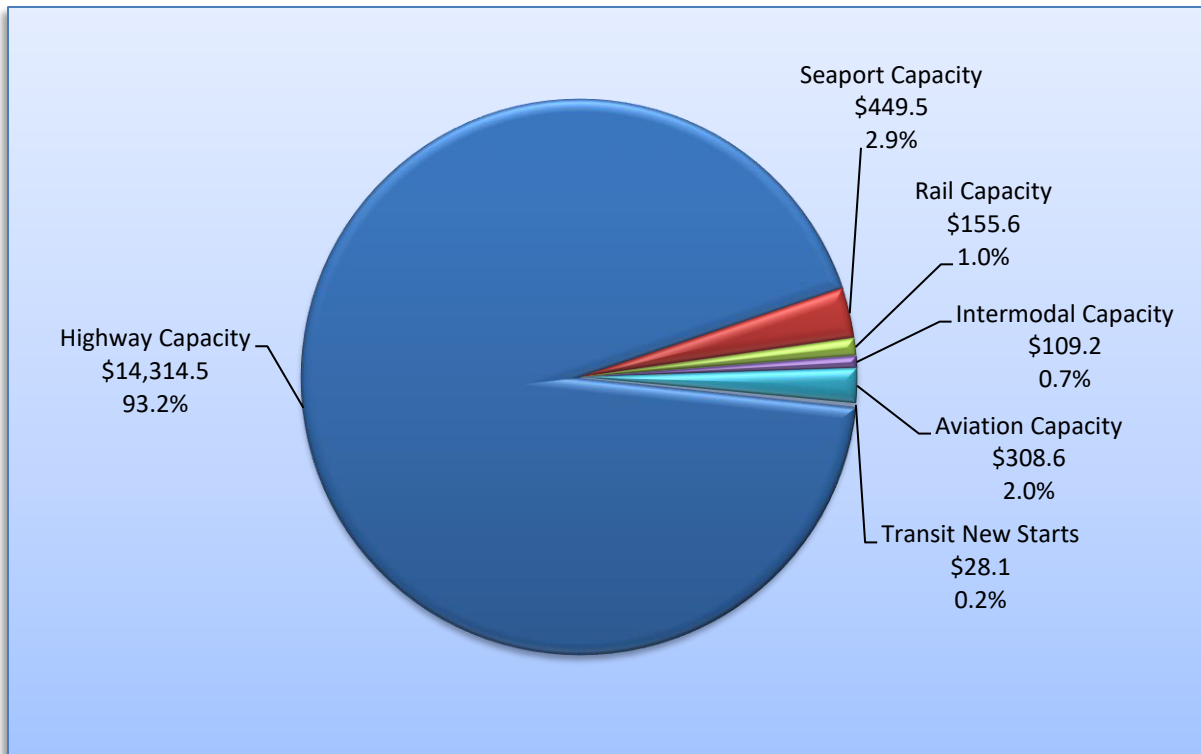
BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
SIS Capacity	\$3,625.95	\$2,792.66	\$2,987.38	\$2,989.07	\$2,970.54	\$15,365.6
Non-SIS Capacity	\$1,336.77	\$855.13	\$657.26	\$784.51	\$731.56	\$4,365.2
Total	\$4,962.7	\$3,647.8	\$3,644.6	\$3,773.6	\$3,702.1	\$19,730.8

3b. THE FLORIDA STRATEGIC INTERMODAL SYSTEM PROGRAM (SIS)

SIS CAPACITY IMPROVEMENTS BY PROGRAM FUND
\$15.366 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

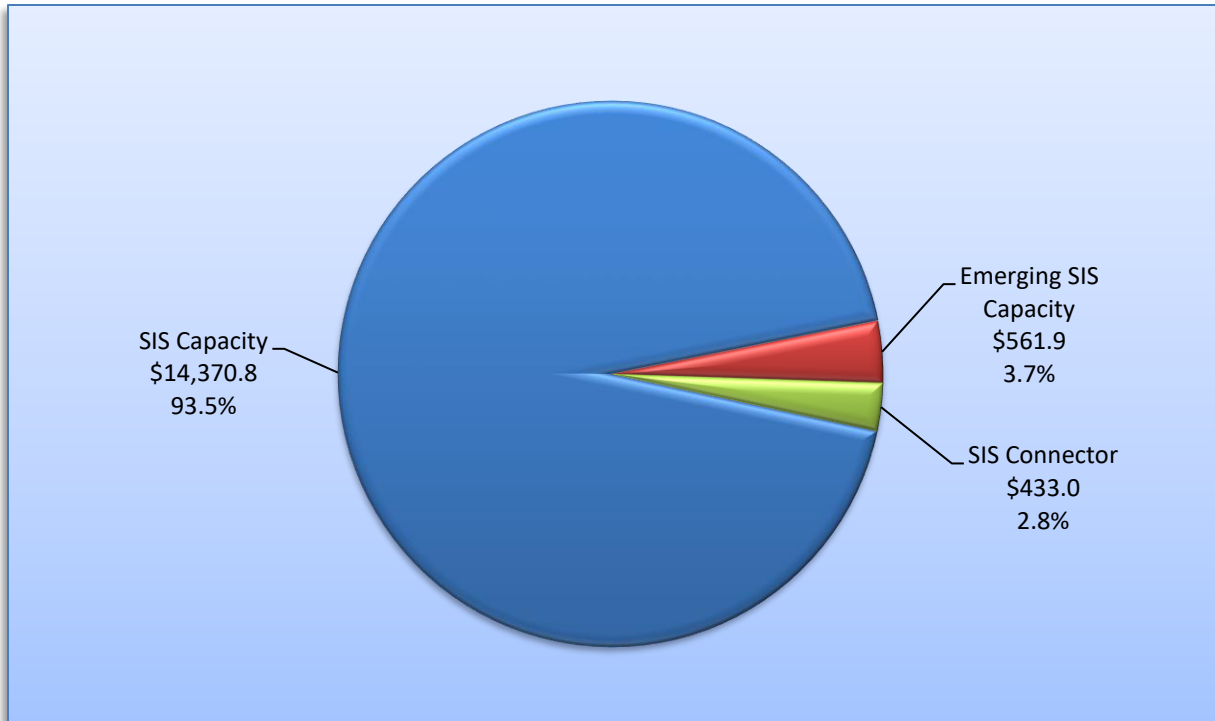
BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Aviation Capacity	\$112.13	\$34.94	\$83.72	\$34.95	\$42.91	\$308.6
Seaport Capacity	\$119.67	\$90.55	\$96.31	\$70.21	\$72.80	\$449.5
Rail Capacity	\$64.33	\$57.26	\$19.02	\$13.50	\$1.47	\$155.6
Intermodal Capacity	\$14.16	\$12.54	\$24.86	\$22.78	\$34.88	\$109.2
Highway Capacity	\$3,287.53	\$2,597.36	\$2,763.47	\$2,847.63	\$2,818.48	\$14,314.5
Transit New Starts	\$28.14	\$0.00	\$0.00	\$0.00	\$0.00	\$28.1
Total	\$3,626.0	\$2,792.7	\$2,987.4	\$2,989.1	\$2,970.5	\$15,365.6

3c. THE FLORIDA STRATEGIC INTERMODAL SYSTEM PROGRAM (SIS)

SIS CAPACITY IMPROVEMENTS – SIS vs. EMERGING SIS
\$15.366 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
SIS Capacity	\$3,429.90	\$2,534.64	\$2,763.29	\$2,865.76	\$2,777.20	\$14,370.8
Emerging SIS Capacity	\$95.95	\$194.86	\$100.11	\$36.18	\$134.76	\$561.9
SIS Connector	\$100.11	\$63.17	\$123.98	\$87.13	\$58.57	\$433.0
Total	\$3,626.0	\$2,792.7	\$2,987.4	\$2,989.1	\$2,970.5	\$15,365.6

4. OVERVIEW OF THE INTERMODAL DEVELOPMENT PROGRAM

PROGRAM

KEY STATUTORY REQUIREMENTS

Created within the Department of Transportation is the Intermodal Development Program which is to provide for major capital investments in fixed-guideway transportation systems, access to seaports, airports and other transportation terminals, providing for the construction of intermodal or multimodal terminals; and to otherwise facilitate the intermodal or multimodal movement of people and goods. [s. 341.053(1), F.S.]

The Department is authorized to fund projects within the Intermodal Development Program, which are consistent, to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the project is located. [s. 341.053(6), F.S.]

COMISSION FINDINGS

The Tentative Work Program has a total of \$359.5 million programmed for the Intermodal Development Program. Of that total, \$16.5 million is programmed for rail access, \$2.6 million for port access, \$21.1 million for airport access, \$276.6 million for multimodal terminals, and \$42.8 million for transit.

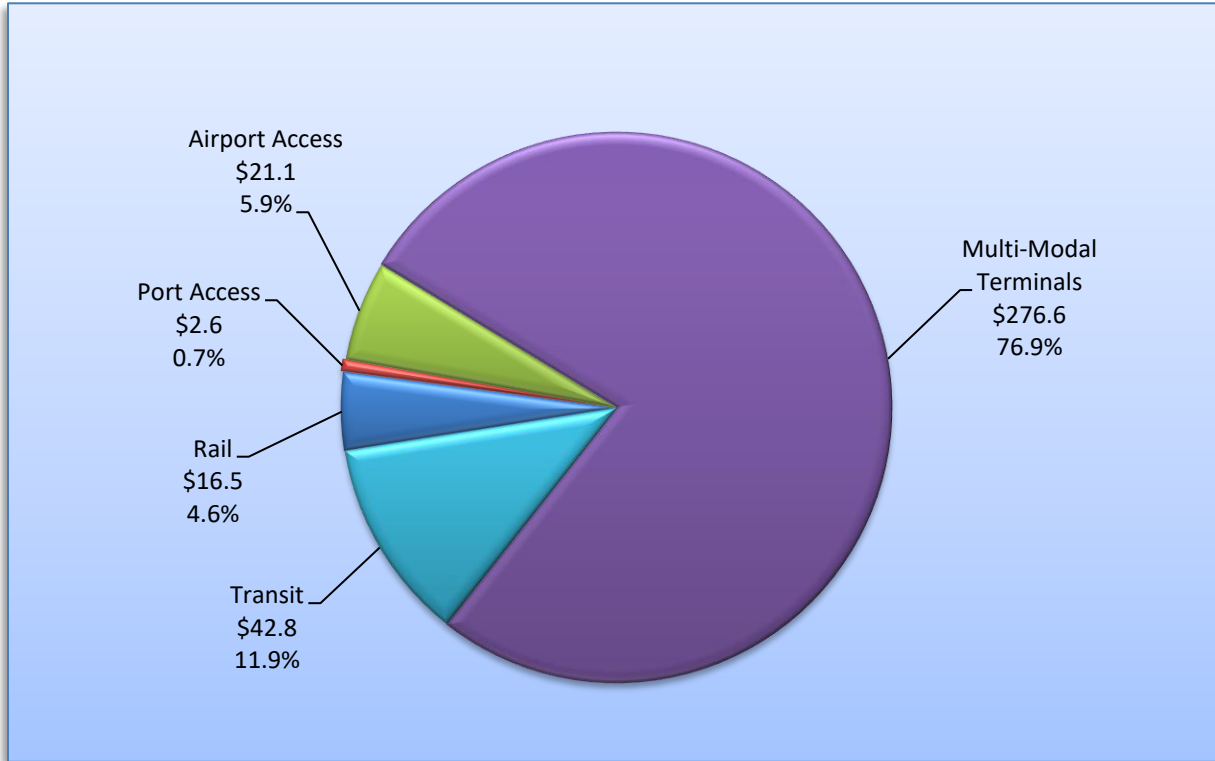


Miami Metromover

4a. INTERMODAL DEVELOPMENT PROGRAM

\$359.5 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	18/19	19/20	20/21	21/22	22/23	Total
Rail	\$10.5	\$2.3	\$0.0	\$0.0	\$3.7	\$16.5
Future Projects	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Port Access	\$1.6	\$0.0	\$1.0	\$0.0	\$0.0	\$2.6
Airport Access	\$7.7	\$4.3	\$4.1	\$3.8	\$1.2	\$21.1
Multi-Modal Terminals	\$33.1	\$21.8	\$59.6	\$82.4	\$79.6	\$276.6
Transit	\$18.0	\$7.3	\$5.0	\$6.5	\$6.0	\$42.8
Total	\$70.8	\$35.7	\$69.8	\$92.7	\$90.5	\$359.5

4b. SIGNIFICANT INTERMODAL PROJECTS

Projects over \$1,000,000

Fiscal Year	District	Item	Phase	Fund Source	Project Estimate	Description of Project	Scope of Work
2019	01	438836-1	94	State	1,300,000	LAKELAND LINDER REG ARPT SITE PREP/UTILITY INSTALL AT INTERMODAL CENTER	AVIATION CAPACITY PROJECT
2019	03	425617-2	94	State	1,048,109	BOB SIKES AIRPORT CONSTRUCT ACCESS ROADWAY	AVIATION PRESERVATION PROJECT
2019	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2019	04	437970-5	94	State	4,500,000	FT. LAUDERDALE/HOLLYWOOD INTERNATIONAL A/P, REHAB RUNWAY 10L-28R (NORTH)	AVIATION PRESERVATION PROJECT
2019	05&31	412994-2	22	State	1,500,000	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
			32		2,542,688		
2019	06	424147-2	94	State	1,258,000	MDT - ADDITIONAL ELEVATORS AT DADELAND NORTH METRORAIL STATION	INTERMODAL HUB CAPACITY
2019	06	435381-1	94	State	2,721,965	MDT - PALMETTO INTERMODAL TERMINAL	INTERMODAL HUB CAPACITY
2019	06	437143-1	94	State	5,000,000	DOLPHIN STATION AT HEFT AND NW 12TH STREET	PARK AND RIDE LOTS
2019	06	437782-1	32	Federal	4,069,107	SR 968/FLAGLER ST FROM SR 821/HEFT TO SR 5/BISCAYNE BLVD (BRT STUDY)	PD&E/EMO STUDY
				State	300,000		
2019	06	437784-1	32	Federal	4,069,107	SR 94/KENDALL DR FROM SR 997/KROME AVE TO SR 5/S DIXIE HWY (BRT STUDY)	PD&E/EMO STUDY
				State	300,000		
2019	06	438076-1	32	Federal	4,069,107	SR 9/NW 27 AVE FROM MIA INTRMDAL CTR TO NW 215 ST/UNITY STN (PTC STUDY)	PD&E/EMO STUDY
				State	300,000		
2019	07	440335-1	94	State	1,492,807	PORT TAMPA BAY - HOOKERS POINT INTERMODAL IMPROVEMENTS	SEAPORT CAPACITY PROJECT
2019 Total					36,219,282		
2020	01	438751-1	94	State	1,827,245	LEETRAN	PARK AND RIDE LOTS
2020	01	438836-1	94	State	1,400,000	LAKELAND LINDER REG ARPT SITE PREP/UTILITY INSTALL AT INTERMODAL CENTER	AVIATION CAPACITY PROJECT
2020	01	441677-1	94	State	1,181,704	SEBRING REGIONAL AIRPORT REHABILITATION OF RAILROAD INFRASTRUCTURE	AVIATION PRESERVATION PROJECT
2020	03	425635-3	94	State	1,084,038	DEFUNIAK SPRINGS AIRPORT CONSTRUCT TERMINAL BUILDING	AVIATION REVENUE/OPERATIONAL
2020	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2020	05&31	412994-2	22	State	1,500,000	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
			32		2,339,336		
2020	06	435381-1	94	Federal	674,808	MDT - PALMETTO INTERMODAL TERMINAL	INTERMODAL HUB CAPACITY
				State	1,060,523		
2020	06	438076-1	32	Federal	2,000,000	SR 9/NW 27 AVE FROM MIA INTRMDAL CTR TO NW 215 ST/UNITY STN(PTC STUDY)	PD&E/EMO STUDY
				State	300,000		
2020	07	440709-1	84	State	2,164,113	REGIONAL INTERMODAL ACCESS IMPROVEMENTS	INTERMODAL HUB CAPACITY
2020 Total					17,280,159		

2021	01	441677-1	94	State	1,546,536	SEBRING REGIONAL AIRPORT REHABILITATION OF RAILROAD INFRASTRUCTURE	AVIATION PRESERVATION PROJECT
2021	03	422301-8	94	State	1,121,009	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION	AVIATION REVENUE/OPERATIONAL
2021	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2021	05&31	412994-2	22	State	1,500,000	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
			32		2,438,787		
2021	06	435381-1	94	State	1,784,185	MDT - PALMETTO INTERMODAL TERMINAL	INTERMODAL HUB CAPACITY
2021	06	437782-1	32	Federal	1,400,000	SR 968/FLAGLER ST FROM SR 821/HEFT TO SR 5/BISCAYNE BLVD (BRT STUDY)	PD&E/EMO STUDY
2021	07	422799-2	12	State	1,236,754	REGIONAL TRANSIT CORRIDOR EVALUATIONS	PD&E/EMO STUDY
2021	07	433240-1	94	State	1,000,000	PORT TAMPA BAY - EASTPORT BERTH DEVELOPMENT	SEAPORT CAPACITY PROJECT
2021 Total					13,775,663		
2022	01	441677-1	94	State	2,148,033	SEBRING REGIONAL AIRPORT REHABILITATION OF RAILROAD INFRASTRUCTURE	AVIATION PRESERVATION PROJECT
2022	03	442109-5	94	State	1,159,052	TALLAHASSEE INTERNATIONAL AIRPORT MULTI-MODAL TRANSPORTATION CENTER	AVIATION PRESERVATION PROJECT
2022	06	431077-2	94	State	1,250,000	MDT - SR 836 EBS PARK AND RIDE LOT AT SW 8 ST AND SW 147 AVE	PARK AND RIDE LOTS
2022 Total					4,557,085		
2023	06	431077-2	94	State	1,250,000	MDT - SR 836 EBS PARK AND RIDE LOT AT SW 8 ST AND SW 147 AVE	PARK AND RIDE LOTS
2023 Total					1,250,000		



Sunrail Service – District Five

5. STABILITY OF PROJECT SCHEDULES

KEY STATUTORY REQUIREMENTS

The Department shall stabilize the work program to ensure the timely and systematic completion of projects. *[s. 337.015(4), F.S.]*

The Department shall minimize changes and adjustments that affect the scheduling of project phases in the four common fiscal years contained in the previous adopted work program and the tentative work program. *[s. 339.135(4)(b)3, F.S.]*

The Department shall advance by one fiscal year all projects included in the second year of the previous year's adopted work program. *[s. 339.135(4)(b)3, F.S.]*

It is the intent of the Legislature that the first three years of the adopted work program stand as the commitment of the state to undertake transportation projects that local governments may rely on for planning and concurrency purposes and in the development and amendment of the capital improvements elements of their local government comprehensive plans. *[s. 339.135(4)(b)3, F.S.]*

COMMISSION FINDINGS

For the four common fiscal years (2018/19 to 2021/22) changes from the Adopted Work Program to the Tentative Work Program were as follows: 86.90% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (FDOT objective is at least 80%); 8.51% of project phases were deferred to a later fiscal year within the four common fiscal years or moved out to a fiscal year beyond FY 2021/22; and 4.59% of project phases were deleted. Stability of the individual districts and Turnpike/Rail Enterprise Work Programs ranged from 57.14% to 96.54%. *Note: The Stability Report includes construction, right of way land, and freight logistics and passenger operations product phases only.*

For the four common fiscal years, 91.47% of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the four common fiscal years, 75.30% of Freight Logistics and Passenger Operations project phases experienced no change in schedule or were advanced to an earlier fiscal year.

Compared to last year's Tentative Work Program, stability of this Tentative Work Program decreased by 2.90 percentage points (from 89.80% last year to 86.90% this year).

If those project phases deferred, deleted, or moved out at the request of local governments or other funding entities are excluded from the analysis, then 94.4% of project phases experienced no change in schedule or were advanced to an earlier year. For the 231 projects deferred, deleted, or moved out of the work program, 57.1% were due to external influences, 15.2% to estimate increases, 13.4% to production/RW schedule changes, 8.2% to Department priority changes, and the remaining 6.0% for other various reasons.

5a. STABILITY REPORT

CHANGES FROM ADOPTED WORK PROGRAM TO THE TENTATIVE WORK PROGRAM

(Construction, Right of Way Land, and Freight Logistics and Passenger Operations Phases Only)

SUMMARY TOTAL

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes/Advances	1,533	86.90%
	Defers	107	6.07%
	Deletions	81	4.59%
	Moved Out	43	2.44%
Total		1,764	100.00%

ROADS AND BRIDGES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes/Advances	1,158	91.47%
	Defers	65	5.13%
	Deletions	21	1.66%
	Moved Out	22	1.74%
Total		1,266	100.00%

FREIGHT LOGISTICS AND PASSENGER OPERATIONS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes/Advances	375	75.30%
	Defers	42	8.43%
	Deletions	60	12.05%
	Moved Out	21	4.22%
Total		498	100.00%

LEGEND:

NO CHANGES: No change in scheduled fiscal year.

ADVANCES: Advanced to an earlier fiscal year.

DEFERS: Deferred to a later fiscal year, but remained in the four common fiscal years.

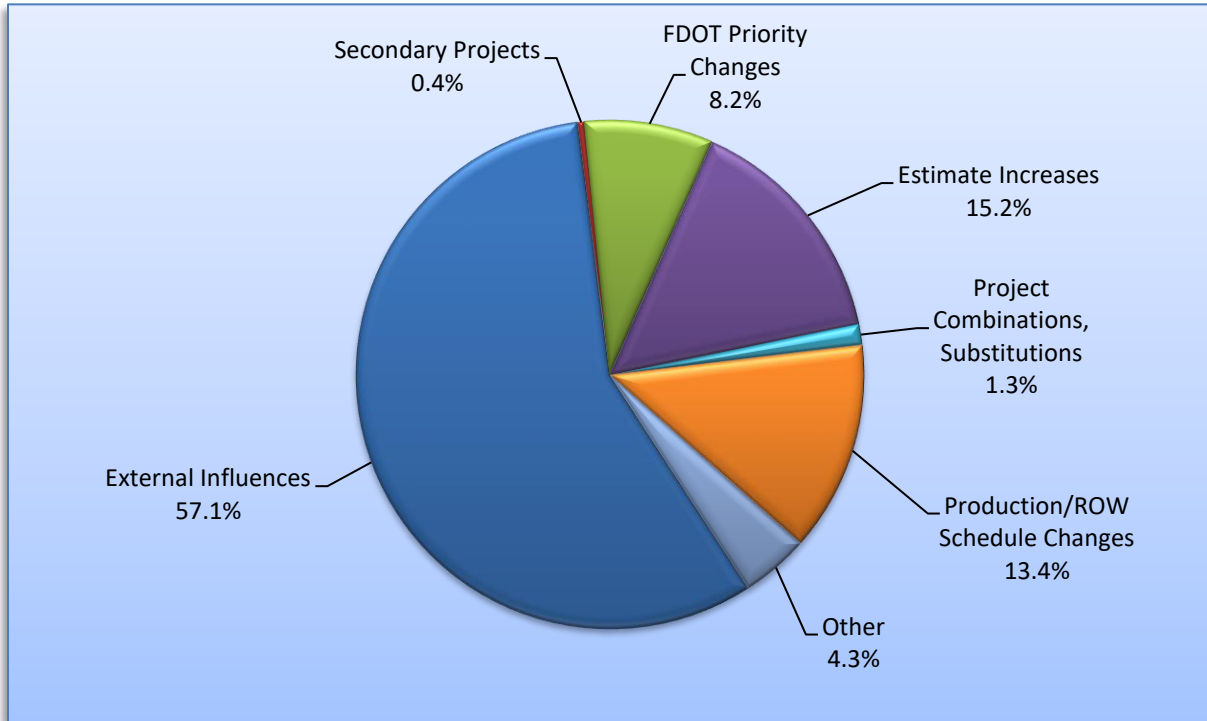
DELETIONS: Deleted from Tentative Work Program or moved out to a year beyond the Tentative Work Program.

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5b. STABILITY REPORT

STATEWIDE WORK PROGRAM

REASONS FOR 231 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	1,453	82.37%
	Advances	80	4.54%
	Defers	107	6.07%
	Deletions	81	4.59%
	Moved Out	43	2.44%
Total		1,764	100.00%

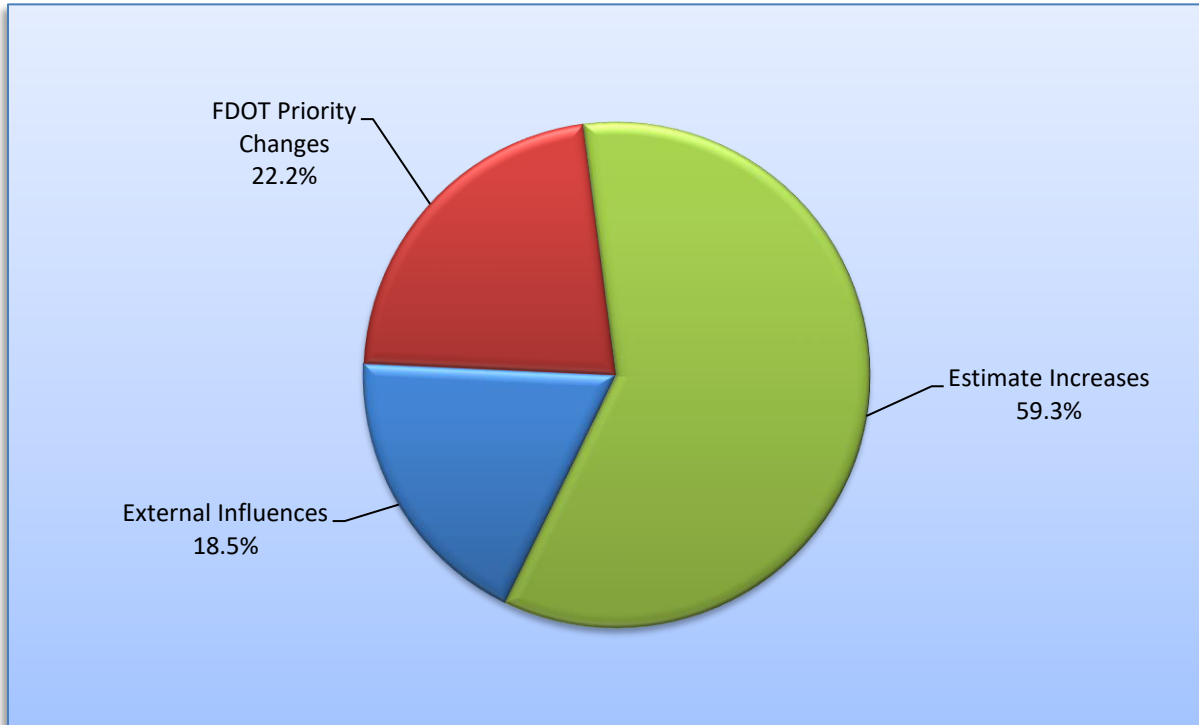
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	1,585	89.85%
	Advances	80	4.54%
	Defers	64	3.63%
	Deletions	16	0.91%
	Moved Out	19	1.08%
Total		1,764	100.00%

5c. STABILITY REPORT

DISTRICT 1 WORK PROGRAM

REASONS FOR 27 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	189	81.47%
	Advances	16	6.90%
	Defers	14	6.03%
	Deletions	7	3.02%
	Moved Out	6	2.59%
Total		232	100.00%

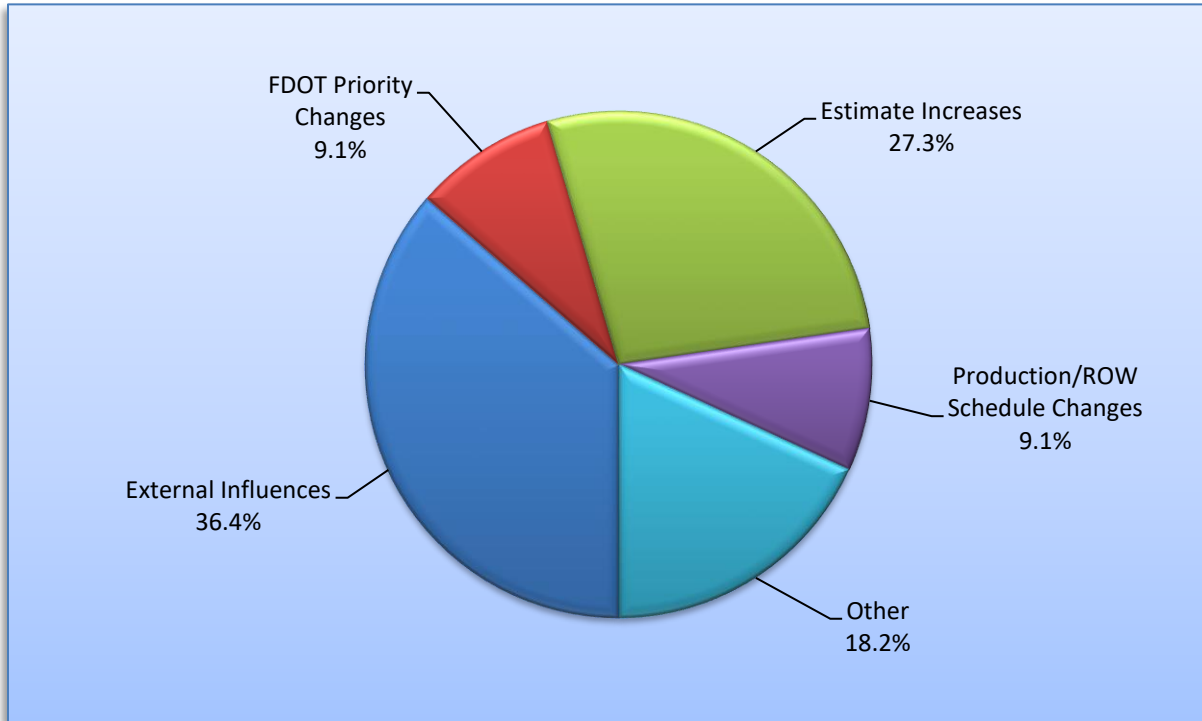
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	194	83.62%
	Advances	16	6.90%
	Defers	12	5.17%
	Deletions	5	2.16%
	Moved out	5	2.16%
Total		232	100.00%

5d. STABILITY REPORT

DISTRICT 2 WORK PROGRAM

REASONS FOR 22 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	198	86.09%
	Advances	10	4.35%
	Defers	14	6.09%
	Deletions	2	0.87%
	Moved Out	6	2.61%
Total		230	100.00%

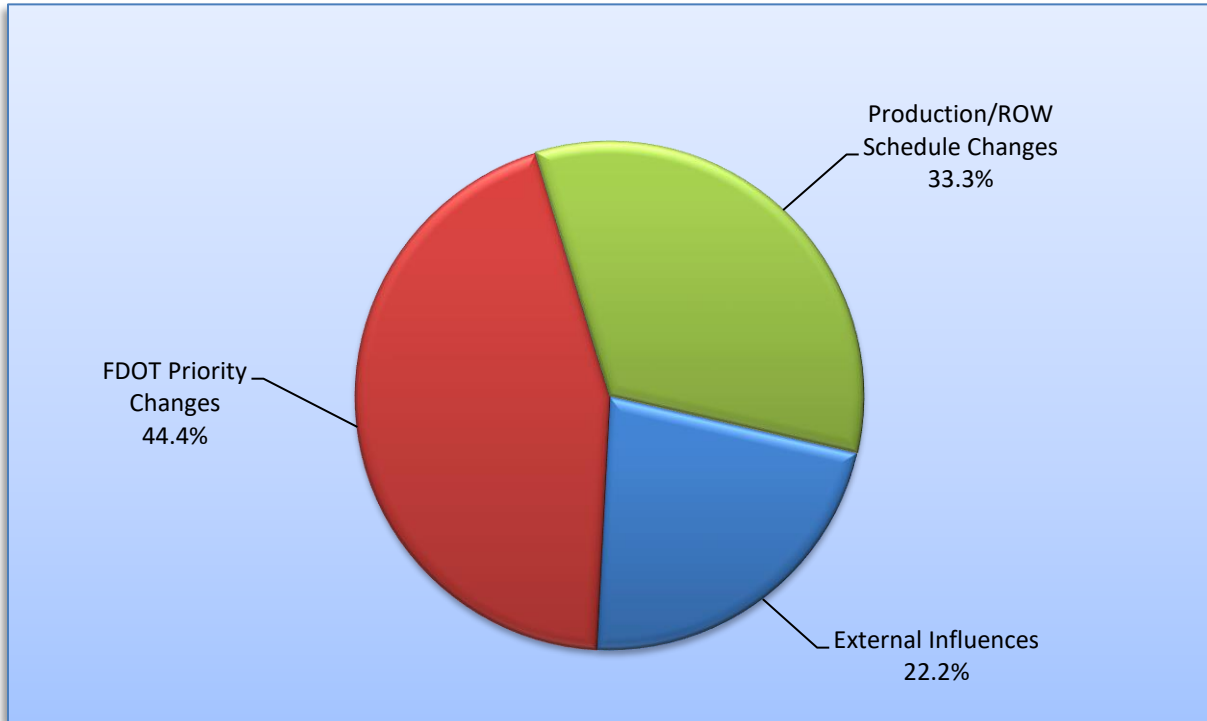
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	206	89.57%
	Advances	10	4.35%
	Defers	10	4.35%
	Deletions	1	0.43%
	Moved Out	3	1.30%
Total		230	100.00%

5e. STABILITY REPORT

DISTRICT 3 WORK PROGRAM

REASONS FOR 9 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	240	92.31%
	Advances	11	4.23%
	Defers	1	0.38%
	Deletions	7	2.69%
	Moved Out	1	0.38%
Total		260	100.00%

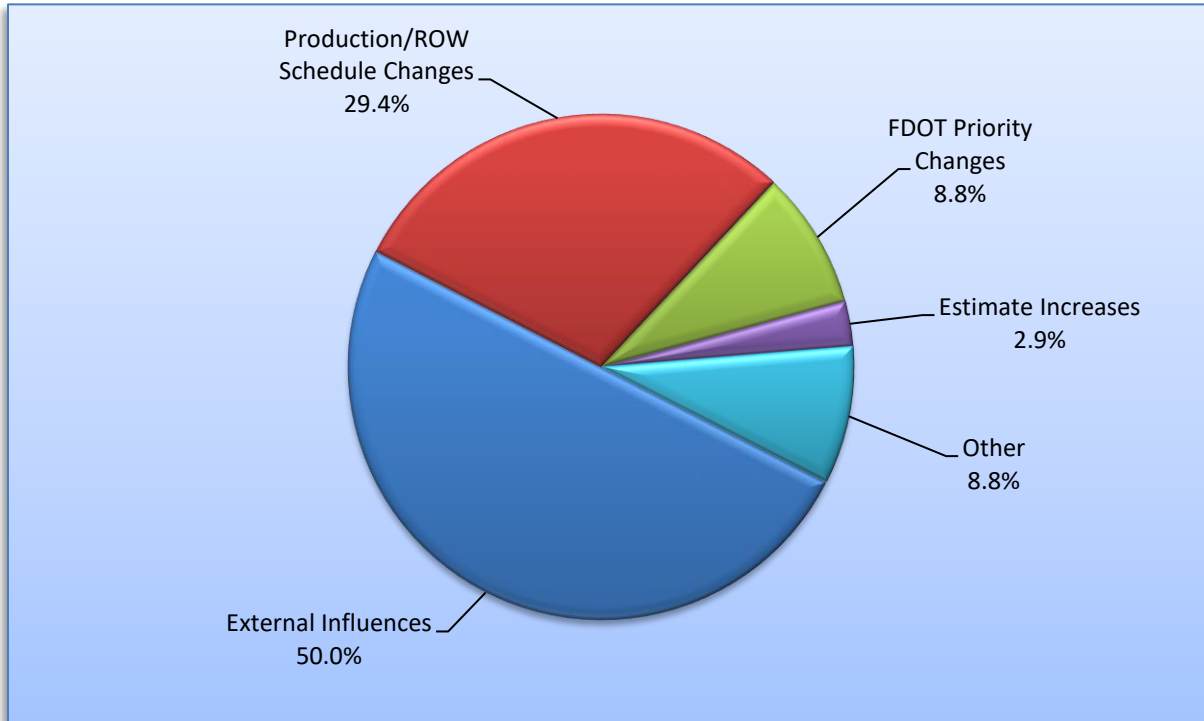
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	242	93.08%
	Advances	11	4.23%
	Defers	1	0.38%
	Deletions	5	1.92%
	Moved Out	1	0.38%
Total		260	100.00%

5f. STABILITY REPORT

DISTRICT 4 WORK PROGRAM

REASONS FOR 34 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	258	86.00%
	Advances	8	2.67%
	Defers	20	6.67%
	Deletions	10	3.33%
	Moved Out	4	1.33%
Total		300	100.00%

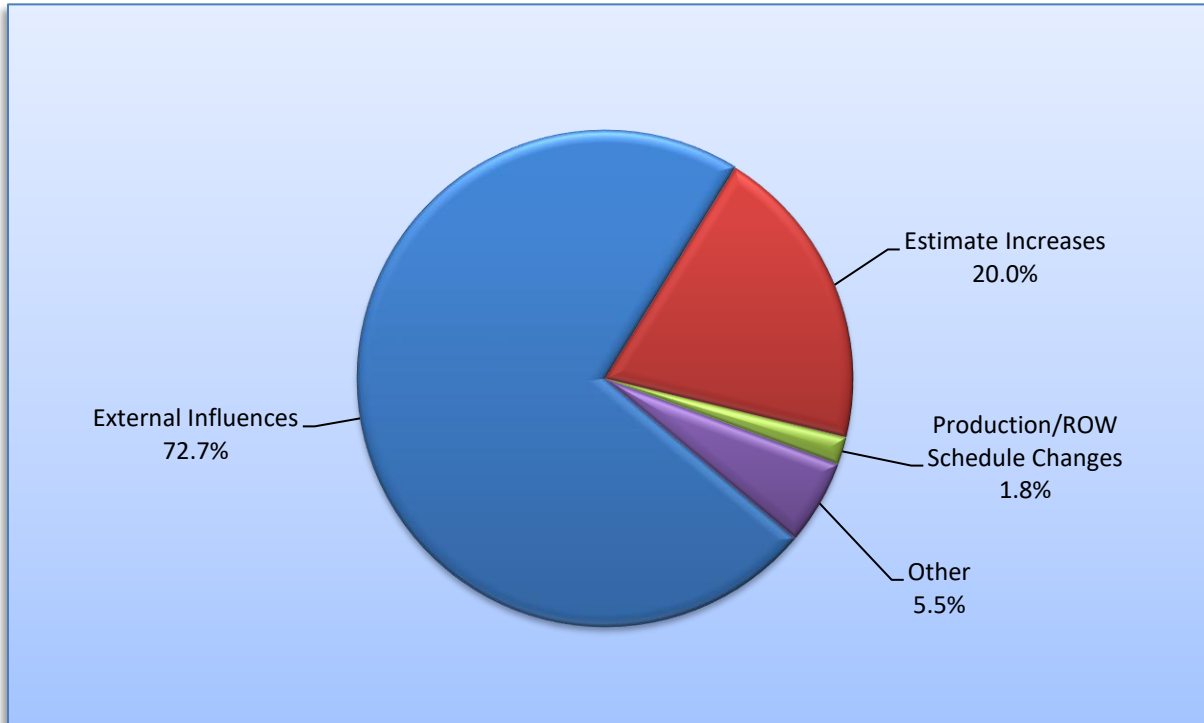
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	275	91.67%
	Advances	8	2.67%
	Defers	13	4.33%
	Deletions	1	0.33%
	Moved Out	3	1.00%
Total		300	100.00%

5g. STABILITY REPORT

DISTRICT 5 WORK PROGRAM

REASONS FOR 55 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	161	70.93%
	Advances	11	4.85%
	Defers	30	13.22%
	Deletions	8	3.52%
	Moved Out	17	7.49%
Total		227	100.00%

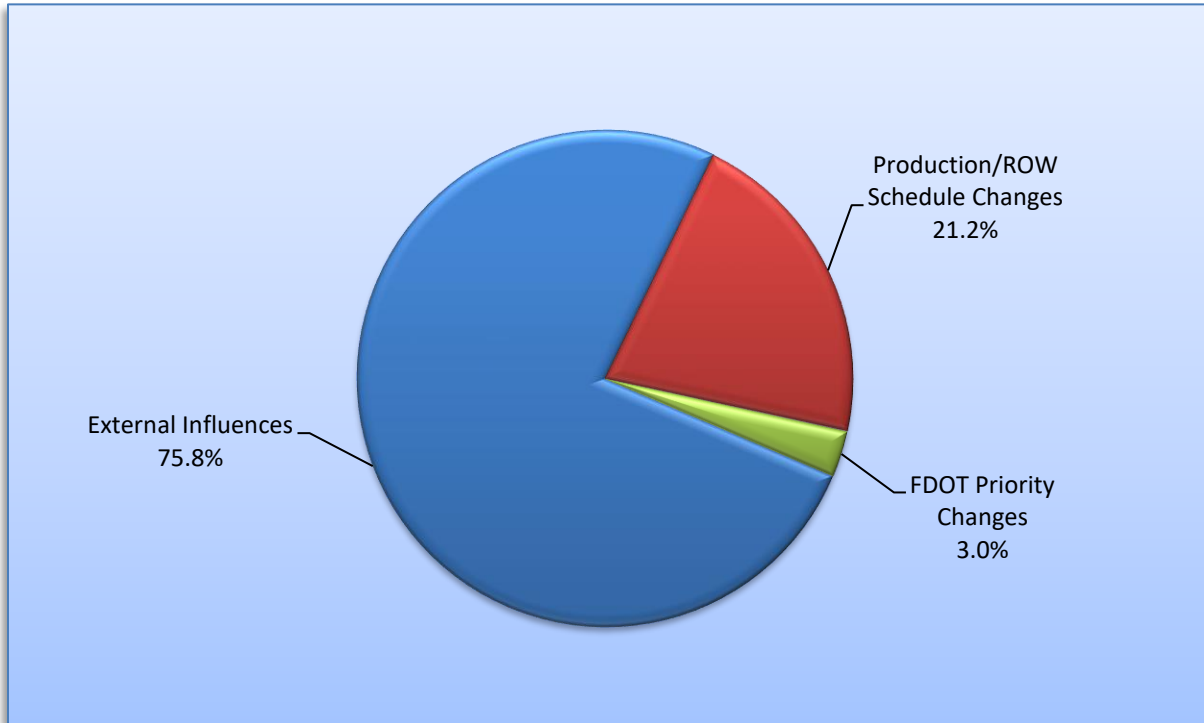
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	201	88.55%
	Advances	11	4.85%
	Defers	10	4.41%
	Deletions	3	1.32%
	Moved Out	2	0.88%
Total		227	100.00%

5h. STABILITY REPORT

DISTRICT 6 WORK PROGRAM

REASONS FOR 33 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	191	80.59%
	Advances	13	5.49%
	Defers	10	4.22%
	Deletions	22	9.28%
	Moved Out	1	0.42%
Total		237	100.00%

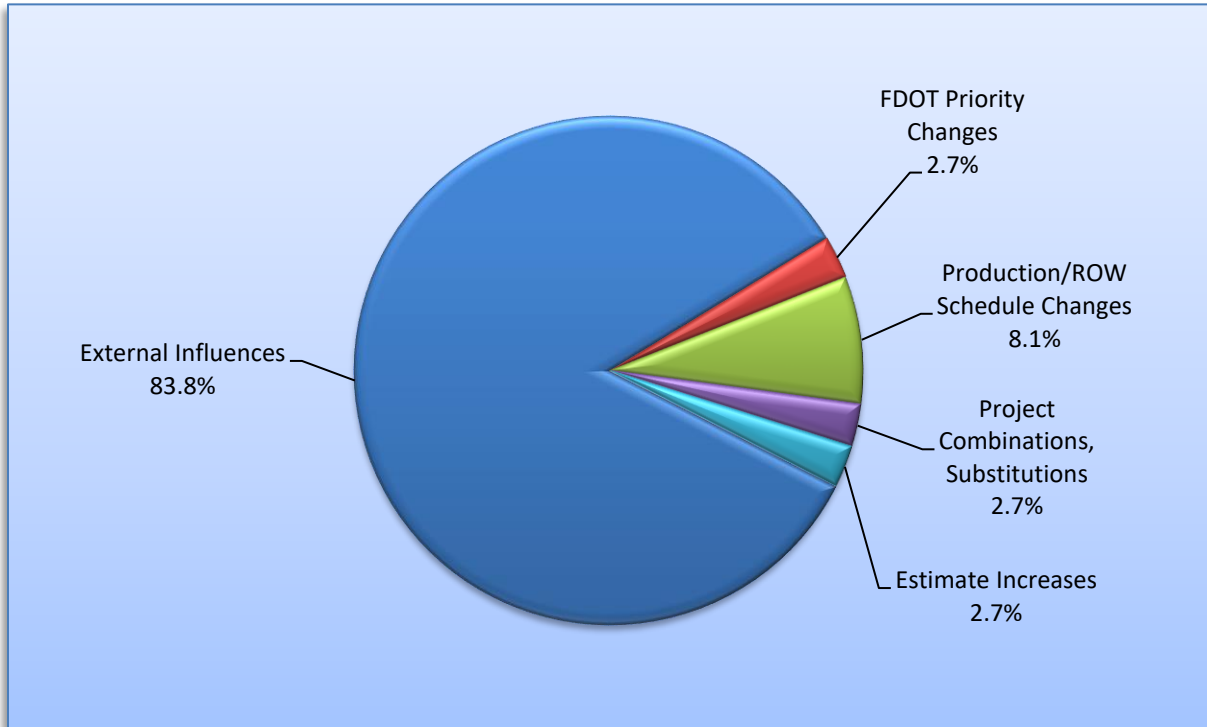
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	216	91.14%
	Advances	13	5.49%
	Defers	8	3.38%
	Deletions	0	0.00%
	Moved Out	0	0.00%
Total		237	100.00%

5i. STABILITY REPORT

DISTRICT 7 WORK PROGRAM

REASONS FOR 37 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	156	77.23%
	Advances	9	4.46%
	Defers	10	4.95%
	Deletions	23	11.39%
	Moved Out	4	1.98%
Total		202	100.00%

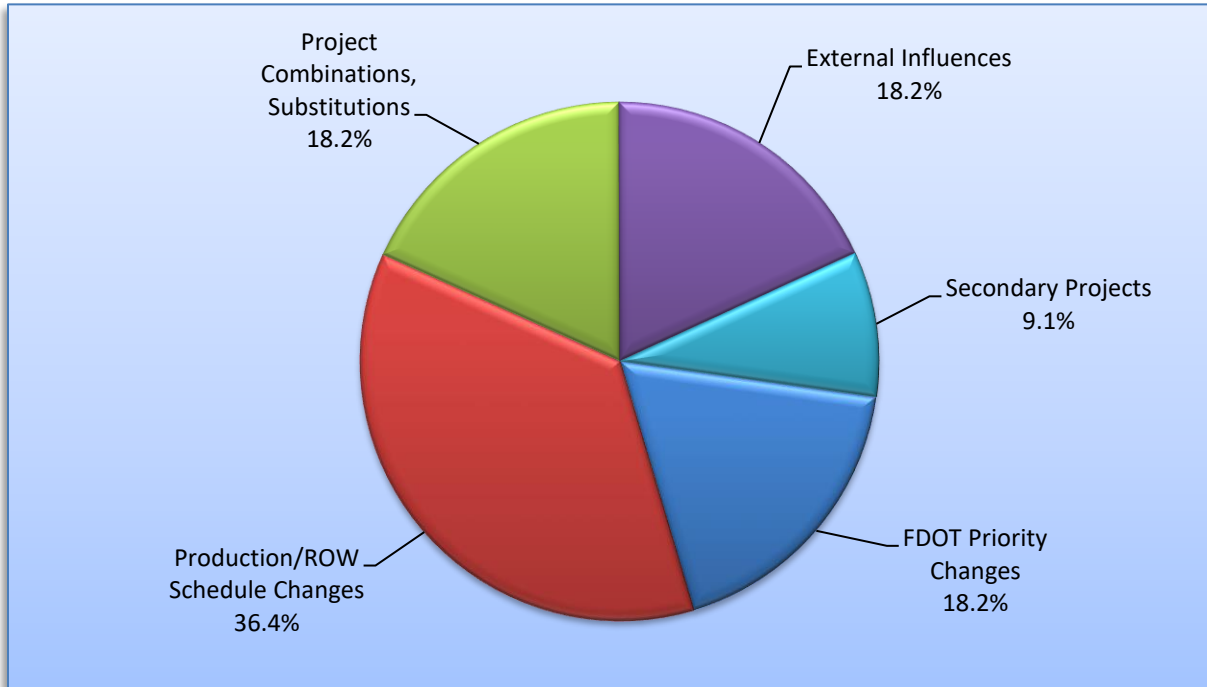
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	187	92.57%
	Advances	9	4.46%
	Defers	2	0.99%
	Deletions	1	0.50%
	Moved Out	3	1.49%
Total		202	100.00%

5j. STABILITY REPORT

TURNPIKE ENTERPRISE WORK PROGRAM

REASONS FOR 11 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19- 21/22)	No Changes	51	79.69%
	Advances	2	3.13%
	Defers	7	10.94%
	Deletions	0	0.00%
	Moved Out	4	6.25%
Total		64	100.00%

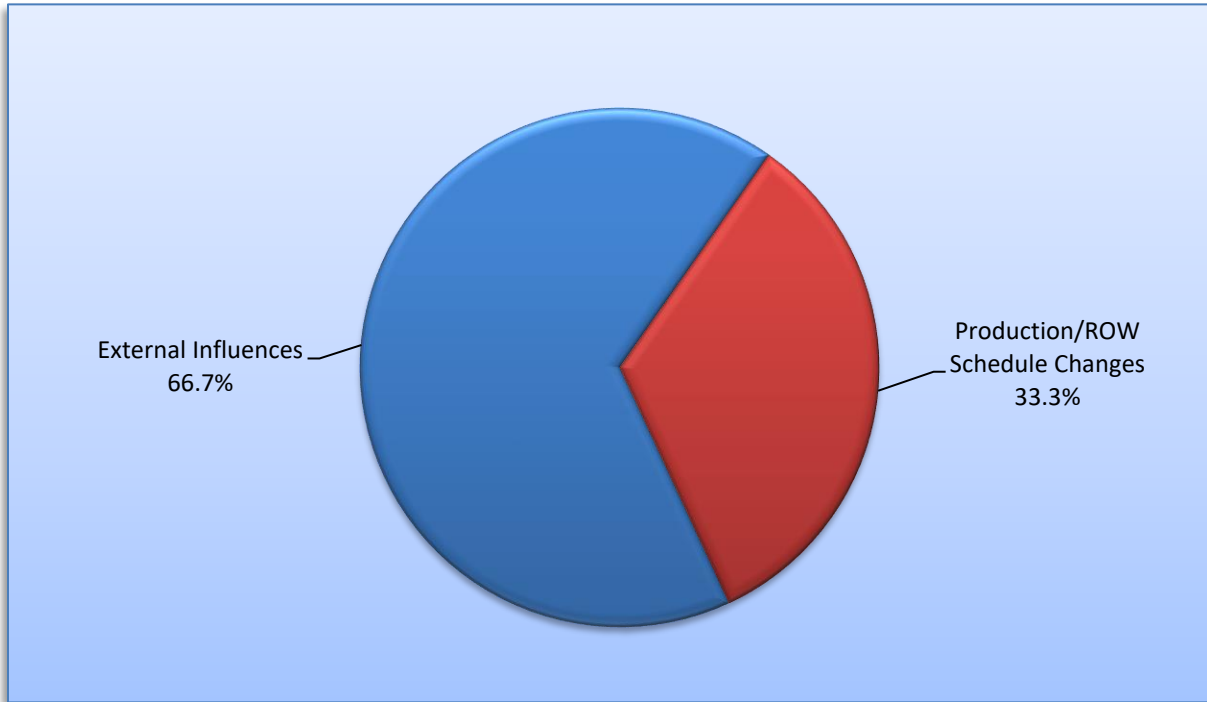
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19- 21/22)	No Changes	53	82.81%
	Advances	2	3.13%
	Defers	7	10.94%
	Deletions	0	0.00%
	Moved Out	2	3.13%
Total		64	100.00%

5k. STABILITY REPORT

FLORIDA RAIL ENTERPRISE WORK PROGRAM

REASONS FOR 3 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	4	57.14%
	Advances	0	0.00%
	Defers	1	14.29%
	Deletions	2	28.57%
	Moved Out	0	0.00%
Total		7	100.00%

RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 18/19 - 21/22)	No Changes	6	85.71%
	Advances	0	0.00%
	Defers	1	14.29%
	Deletions	0	0.00%
	Moved Out	0	0.00%
Total		7	100.00%

6. LINKING THE WORK PROGRAM WITH THE GOALS AND OBJECTIVES IN THE FLORIDA TRANSPORTATION PLAN

KEY STATUTORY REQUIREMENTS

The Tentative Work Program shall be developed in accordance with the Florida Transportation Plan required in s. 339.155 and must comply with the program funding levels contained in the program and resource plan. *[s. 339.135(4)(b)2, F.S.]*

The purpose of the Florida Transportation Plan is to establish and define the state's long-range transportation goals and objectives to be accomplished over a period of at least 20 years within the context of the State Comprehensive Plan, and any other statutory mandates and authorizations and based upon the prevailing principles of:

- (a) Preserving the existing transportation infrastructure.
- (b) Enhancing Florida's economic competitiveness.
- (c) Improving travel choices to ensure mobility.
- (d) Expanding the state's role as a hub for trade and investment. *[s. 339.155(1), F.S.]*

The Florida Transportation Plan shall be a unified, concise planning document that clearly defines the state's long-range transportation goals and objectives. The plan shall document the goals and long-term objectives necessary to implement the results of the department's findings from its examination of the criteria specified in s. 334.046(1) and 23 U.S.C. s. 135. *[s. 339.155(3)(b), F.S.]*

COMMISSION FINDINGS

The Tentative Work Program was developed in accordance with the Program and Resource Plan and the Florida Transportation Plan. This was accomplished through issuance of Schedules A and B included with the Work Program Instructions directed to district and central office program managers. This was followed by a rigorous review process by central office program management staff. The Tentative Work Program was reviewed and approved by the Secretary prior to submission to the Florida Transportation Commission, Governor, and Legislature.

Objectives contained in the 2016 Performance Report of the 2060 Florida Transportation Plan were used to demonstrate the linkage between this Tentative Work Program and the goals and objectives of the Florida Transportation Plan.

The Department has met the four objectives that are measured directly through the work program. (The remaining objectives in the Performance Report not covered in this review are measured in other ways, such as through the Commission's annual FDOT Performance and Production Review.)

STATUTORY GUIDANCE: PRESERVATION

One of the Department's prevailing principles is protecting the state's transportation infrastructure investment. Preservation includes: (1) ensuring that 80 percent of the pavement on the state highway system meets Department standards; (2) ensuring that 90 percent of Department-maintained bridges meet Department standards; and (3) ensuring that the Department achieves 100 percent of the acceptable maintenance standard on the State Highway System. [s. 334.046(4)(a), F.S.]

LONG RANGE GOAL IN 2060 PLAN

Maintain and operate Florida's transportation system proactively.

RESURFACING

Objective: Ensure that 80 percent of pavement on the State Highway System meets Department standards.

Tentative Work Program (November 6, 2017 Snapshot):

	18/19	19/20	20/21	21/22	22/23
Percent Pavement Meeting Standards	90.9%	88.9%	88.0%	87.2%	88.0%

"Meets Department standards" means pavement in "Good" condition (rated 7 or above in pavement condition survey where one is worst and 10 is best).

BRIDGES

Objective: Ensure that 90 percent of FDOT maintained bridges meet Department standards while keeping all FDOT maintained bridges open to the public safe.

Tentative Work Program (November 6, 2017 Snapshot):

	18/19	19/20	20/21	21/22	22/23
Percent Bridges Meeting Standards	92.9%	92.9%	92.9%	92.7%	92.3%

"Meets Department standards" means bridges in "Good" condition, i.e., not in need of repair or replacement. The remaining bridges, while in need of repair or replacement, are safe for use by the public.

MAINTENANCE

Objective: Achieve 100 percent of the acceptable maintenance standard on the State Highway System.

Tentative Work Program (November 6, 2017 Snapshot):

	18/19	19/20	20/21	21/22	22/23
Percent Maintenance Standard Achieved	100%	100%	100%	100%	100%

"Acceptable maintenance standard" is based on the Department's evaluation of its performance using the Maintenance Rating Program. This system grades five maintenance elements and arrives at a composite state score based on a scale of 1 to 100.

STATUTORY GUIDANCE: ENHANCING ECONOMIC COMPETITIVENESS

Ensuring that the state has a clear understanding of the economic consequences of transportation investments, and how such investments affect the state’s economic competitiveness. The department must develop a macroeconomic analysis of the linkages between transportation investment and economic performance, as well as a method to quantifiably measure the economic benefits of the district-work-program investments. Such an analysis must analyze: 1. the state’s and district’s economic performance relative to the competition; and 2. the business environment as viewed from the perspective of companies evaluating the state as a place in which to do business. [s. 334.046(4)(b), F.S.]

LONG RANGE GOAL IN 2060 PLAN

Invest in transportation systems to support a prosperous, globally competitive economy.

STRATEGIC INTERMODAL SYSTEM (SIS)

Objective: Allocate up to 75 percent of *new* discretionary capacity funds to the Strategic Intermodal System.

New discretionary highway capacity funds are defined as funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects. Over the last year (since December 2016), the Revenue Estimating Conference met three times to project transportation-related revenues. In December 2016, revenues were forecasted to increase compared to prior projections. However, the forecasts were subsequently reduced in March 2017 and again in August 2017.

Tentative Work Program (November 6, 2017 Snapshot):

(\$ in millions)	17/18	18/19	19/20	20/21	21/22	22/23	Total	% for SIS
Change in Discretionary Capacity Fund Allocations	\$25.00	\$20.00	-\$45.00	-\$38.00	-\$41.00	-\$65.00	-\$144.00	
Portion Allocated to SIS	\$18.75	\$15.00	-\$33.75	-\$28.50	-\$30.75	-\$48.75	-\$108.00	75.0%

STATUTORY GUIDANCE: ENHANCING MOBILITY

Ensuring a cost-effective, statewide, interconnected transportation system.

LONG RANGE GOAL IN 2060 PLAN

Improve mobility and connectivity for people and freight.

Measures identifying performance in enhancing mobility are under development.

7. PRODUCTION CAPACITY

KEY STATUTORY REQUIREMENTS

As part of its evaluation, the Transportation Commission is to ensure that the Tentative Work Program can be produced with available resources. Therefore, the Commission asked the Department to document what additional level of preliminary engineering consultant resources, if any, is programmed to produce the Tentative Work Program.

[s. 339.135(4)(g)2c, F.S].

COMMISSION FINDINGS

In order to meet ongoing needs, preliminary engineering consultant funding levels can sometimes increase or decrease, depending on whether overall production is expanding or contracting. Currently, the Department's overall production levels are in an expansion mode for a total net increase of \$675.6 million for preliminary engineering consultants in the four common fiscal years of the Tentative Work Program, when compared to the Adopted Work Program.

The net increase is reflective of the need for additional preliminary engineering in support of projects in the Tentative Work Program. The Department, being a production agency, needs a constant inventory of project plans ready for construction in the event additional funds are made available. The increase in preliminary engineering consultants also allows for production work on projects outside the Tentative Work Program that require a longer process including such efforts as corridor studies, environmental impact studies, interchange justification reports, extensive community and local involvement, etc. These project plans, in various stages of completion with some "on the shelf" or "shovel ready," allow the production pipeline to continue to flow.



SR 390 Project – District 3

8. COMPLIANCE WITH APPROVED LOCAL GOVERNMENT COMPREHENSIVE PLANS

KEY STATUTORY REQUIREMENTS

The Florida Department of Economic Opportunity (DEO) shall transmit to the Florida Transportation Commission a list of those projects and project phases contained in the Tentative Work Program which are identified as being inconsistent with approved local government comprehensive plans. For urbanized areas of metropolitan planning organizations, the list may not contain any project or project phase that is scheduled in a transportation improvement program unless such inconsistency has been previously reported to the affected metropolitan planning organization. [s. 339.135(4)(f), F.S.]

COMMISSION FINDINGS

The Commission believes it is prudent to acknowledge receipt of the DEO list and to ensure that the Department worked with the affected local governments and appropriate metropolitan planning organizations to resolve the inconsistencies.

The Department of Economic Opportunity notified the Commission on December 8, 2017 that it had completed its review of the Tentative Work Program. Based on its review, DEO determined that all projects were found to be consistent with the local government comprehensive plans.



SunRail Pit – District 5

9. METROPOLITAN PLANNING ORGANIZATIONS

OBJECTIONS AND REQUESTS

KEY STATUTORY REQUIREMENTS

A metropolitan planning organization (MPO) or board of county commissioners may file an objection with the Secretary to any project rescheduled or deleted from the district work program that was included in the MPO's Transportation Improvement Program and is contained in the last four years of the Department's previous Adopted Work Program. *[s. 339.135(4)(c)3, F.S.]*

An MPO or board of county commissioners may issue a request to the district secretary for further consideration of any specific project not included or not adequately addressed in the district work program. *[s. 339.135(4)(d), F.S.]*

The district secretary shall acknowledge and review all such requests and forward copies to the Secretary and Commission. The Commission shall include such requests in its evaluation of the Tentative Work Program. *[s. 339.135(4)(d), F.S.]*

COMMISSION FINDINGS

There were no objections filed for a project rescheduled or deleted from the district work program that was included in the Transportation Improvement Plan (TIP) and contained in the last four years of the Department's Adopted Work Program.

There were comments and/or requests from 9 planning organizations and/or local governments made for further consideration of projects not included or not adequately addressed in the district work programs.

Through discussions with district and central office staff and review of correspondence, the Commission verified that the districts reviewed and acknowledged all comments and requests submitted by local governments and/or planning agencies and took an appropriate course of action.

Objections/Requests by MPOs for Projects Not Included in the Tentative Work Program or Not Adequately Addressed in the Tentative Work Program

Documentation of the correspondence received by the districts from MPOs and local governments in response to the respective district work programs is kept on file and is available upon request.

District	Objections	Reconsiderations/Comments
1	0	3
2	0	7
3	0	0
4	0	5
5	0	12
6	0	0
7	0	13
Turnpike	0	0
Rail Enterprise	0	0
Total	0	40



I-75 Express Lanes – District 4

9a. METROPOLITAN PLANNING ORGANIZATIONS

Changes Made After District Public Hearings

KEY STATUTORY REQUIREMENTS

Prior to the submission of the district work program to the central office, each district office shall hold a public hearing in at least one urbanized area in the district and shall make a presentation at a meeting of each metropolitan planning organization in the district to determine the necessity of making any changes to projects included, or to be included, in the district work program and to hear requests for new projects to be added to, or existing projects to be deleted from, the district work program. [s. 339.135(4)(d), F.S.]

Although not required by statute, an important function of the statewide public hearing of the Tentative Work Program is to identify and provide public notice of projects that have been added to, advanced within, deferred, moved out of, or deleted from the Tentative Work Program after the public hearings were conducted in the districts.

COMMISSION FINDINGS

Commission staff verified that each district and the Turnpike/Rail Enterprise conducted public hearings in at least one urbanized area in the district. More often than not, numerous public hearings were conducted.

The development of the Tentative Work Program is a dynamic process, constantly being modified until it is locked down prior to submission to the Legislature and the Transportation Commission. Inevitably, some changes are made which impact the placement of projects within the work program. Therefore, it is imperative that these changes be publicly noticed. Following is a list of changes made to the Tentative Work Program after the public hearings were conducted in the districts.

Project Changes after District Public Hearings

District	Item Number	Description	Action
1	4418461	SR 29 FROM SR 82 TO HENDRY C/L	ADVANCED MITIGATION TO FY 2019
1	4331851	HARBOUR DR FROM CRAYTON RD TO BINNACLE DR	ADVANCED CONSTRUCTION TO FY 2019
1	4418451	LAKE TRAFFORD ROAD FROM LITTLE LEAGUE ROAD TO LAUREL STREET	ADVANCED DESIGN TO FY 2019
1	4418452	LAKE TRAFFORD RD FROM CARSON RD TO LAUREL ST	ADVANCED DESIGN TO FY 2019
1	4418461	111TH AVE NORTH FROM BLUEBILL AVE BRIDGE TO 7TH ST NORTH	ADVANCED DESIGN TO FY 2019

District	Item Number	Description	Action
1	4418781	BALD EAGLE DRIVE FROM COLLIER BLVD TO OLD MARCO LN	ADVANCED DESIGN TO FY 2019
1	4418791	INLET DRIVE FROM ADDISON CT TO TRAVIDA TERRACE	ADVANCED DESIGN TO FY 2019
1	4366831	SR 78 FROM N OF CANAL ROAD TO S OF KILPATRICK DR	ADDED BONUS IN FY 2019
1	4427651	US 27 FROM S OF TOWER ST TO N OF TOWER ST	ADDED DESIGN IN FY 2021
1	4425881	SWIFT SUNGUIDE ITS ADDITION (MAJOR)	DELETED DESIGN FROM FY 2020 AND CONSTRUCTION FROM FY 2021
1	4365511	SR 684 FROM EAST OF 119TH ST WEST TO 86TH ST WEST	ADDED UTILITIES TO FY 2019
1	4106663	SR 542 FROM BUCKEYE LOOP ROAD TO US 27	MOVED CONSTRUCTION INTO FY 2020
1	4332252	US 41 FROM RINGLING BLVD TO MAIN STREET	ADDED DESIGN IN FY 2023
1	4427671	RIVER RD FROM US 41 TO I-75	ADDED PD&E, DESIGN, AND RIGHT-OF-WAY IN FY 2019
2	408724-5	DISTRICTWIDE SERVICE PATROL (ROAD RANGERS)	ADD PHASE 72 IN FY 2019
2	439399-1	SR 21 PUTNAM C/L TO COMMERCIAL CIRCLE	DROP RIGHT-OF-WAY PHASE IN FY 2019
2	4348811	PORT OF JACKSONVILLE, NORTH JACKSONVILLE RAILROAD CORRIDOR DEVELOPMENT	DROP PD&E PHASE AT REQUEST OF NFTPPO
2	442169-3	HURRICANE IRMA NASSAU COUNTY OFF/STATE SYSTEM, ON/FEDERAL SYSTEM RECOVERY EFFORT	ADD CONSTRUCTION AND CEI IN FY 2019
3	4381381	SR 75 (US 231) AT 19TH ST INTERSECTION	DELETE RIGHT-OF-WAY FY 2019 NO LONGER NEEDED DUE TO ALL WIDENING TAKING PLACE ON NORTH SIDE OF ROADWAY
7	4413611	REGIONAL WATER QUALITY IMPROVEMENT - RIVER TOWER PARK AND PALM RIVER	PHASE 32 AND PHASE 52 WERE NOT IN ANY OF THE FIVE YEARS OF THE TENTATIVE AT THE DISTRICT PUBLIC HEARING. PHASE 32 WAS ADDED TO YEAR 1 AND PHASE 52 WAS ADDED TO YEAR 3

District	Item Number	Description	Action
TP - 4	406150-1-52-01	WIDEN TPK – ATLANTIC BLVD (SR 814) TO WILES RD (MP 66-70) (6 TO 10 LANES) W/EL	DEFERRED
TP - 6	423251-6-52-01	SR 25/OKEECHOBEE RD FROM W OF NW 138 ST TO E OF NW 107 AVE (CONCRETE)	ADDED
TP - 4	437155-1-52-01	WIDEN SAWGRASS – S OF SUNRISE TO N OF ATLANTIC (MP 0.5-8) (6 TO 10 INS) W EXP	DEFERRED
TP - 5	440314-1-43-01	COLONIAL PARKWAY (SR 504) – WOODBURY ROAD TO SR 520	ADDED

REPORT CRITERIA

Added: phases added or moved-in to the first three years of the Tentative Work Program.

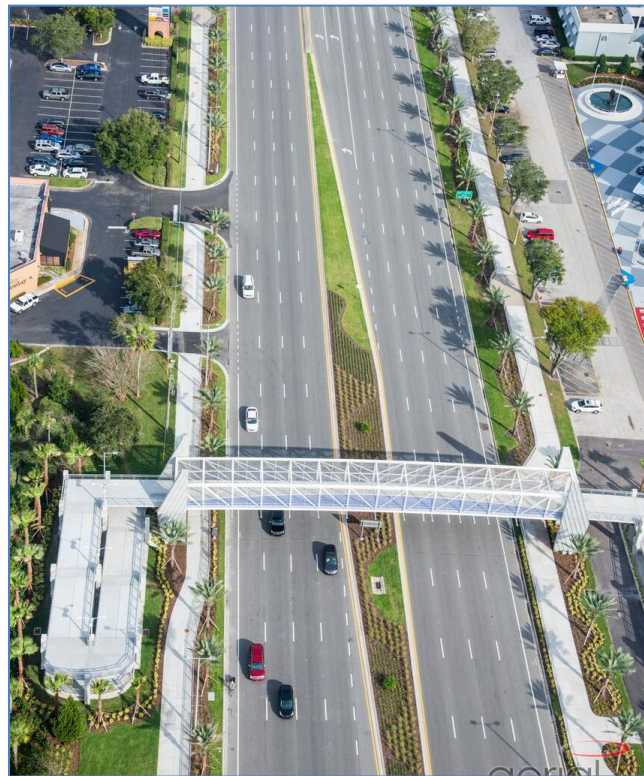
Deleted: phases deleted or moved-out of the five years of the Tentative Work Program.

Advanced to Current Year: Phases advanced from the Tentative Work Program to this current year.

Deferred: phases deferred within or from the first three years of the Tentative Work Program.

Moved-Out: phases that have moved out to the new fifth year of the Tentative Work Program.

Includes ROW, Construction, and Operations and Capital Grant Phases only.



US 92 Pedestrian Bridge & Improvements – District 5

10. TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

KEY STATUTORY REQUIREMENTS

The 2005 Legislature created within the Department a Transportation Regional Incentive Program (TRIP) for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas. [s. 339.2819(1), F.S.]. The intent for the use of these funds is to generate additional capacity through growth in the transportation program.

The percentage of matching funds provided from the TRIP shall be up to 50 percent of project costs. [s. 339.2819(2), F.S.] Federal earmarks or Federal Transit Administration funds may not be used as a match for TRIP.

The Department shall allocate funding available for the TRIP to the districts based on a factor derived from equal parts of population and motor fuel collections for eligible counties in regional transportation areas created pursuant to s. 339.155(4), F.S. [s. 339.2819(3), F.S.]

Projects using TRIP funds shall, at a minimum:

- Support those transportation facilities that serve national, statewide, or regional functions and function as part of an integrated regional transportation system;
- Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, Florida Statutes, after July 1, 2005. Further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management;
- Be consistent with the Strategic Intermodal System Plan; and
- Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost. [s. 339.2819(4)(a), F.S.]

In allocating TRIP funds, priority shall be given to projects that:

- Provide connectivity to the Strategic Intermodal System, developed under s. 339.64;
- Support economic development and the movement of goods in Rural Areas of Opportunity designated under s. 288.0656(7), F.S.;
- Are subject to a local ordinance that establishes corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses; and
- Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network. [s. 339.2819(4)(c), F.S.]

Effective July 1, 2014, the first \$60 million of the funds allocated to the Transportation Regional Incentive Program shall be allocated annually to the Florida Rail Enterprise. [s. 201.15(4)(a)4, F.S.]

COMMISSION FINDINGS

Funds for FY 2018/19 through FY 2022/23 were allocated to the districts by statutory formula. The Department has allocated the first \$60 million of TRIP funds to the Florida Rail Enterprise. Total programmed funding in this Tentative Work Program for TRIP is \$425.90 million.

Annual programmed amounts allocated for TRIP are listed below:

(\$ in millions)	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total
District 1	\$2.61	\$3.04	\$3.48	\$3.92	\$4.36	\$17.41
District 2	\$2.22	\$2.59	\$2.96	\$3.33	\$3.71	\$14.80
District 3	\$1.43	\$1.67	\$1.91	\$2.15	\$2.39	\$9.53
District 4	\$3.57	\$4.17	\$4.77	\$5.37	\$5.97	\$23.85
District 5	\$3.84	\$4.49	\$5.13	\$5.77	\$6.42	\$25.65
District 6	\$2.39	\$2.79	\$3.18	\$3.59	\$3.99	\$15.93
District 7	\$2.81	\$3.28	\$3.74	\$4.22	\$4.69	\$18.73
Florida Rail Enterprise	\$60.00	\$60.00	\$60.00	\$60.00	\$60.00	\$300.00
Total	\$78.86	\$82.02	\$85.16	\$88.34	\$91.52	\$425.90

Note: Figures based on November 6, 2017 snapshot of the Tentative Work Program.



NW 87th Avenue Construction Project – District 6

11. COUNTY TRANSPORTATION PROGRAMS

KEY STATUTORY REQUIREMENTS

The 2000 Legislature created two county incentive grant programs.

County Incentive Grant Program (CIGP). The purpose of this program is to provide grants to counties to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. To be eligible for consideration, a project must be consistent with local MPO plans and local government comprehensive plans. The Department must consider the following criteria for evaluating projects for CIGP:

- The extent to which the project will encourage, enhance, or create economic benefits;
- The likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed;
- The extent to which assistance would foster innovative public-private partnerships and attract private debt or equity investment;
- The extent to which the project uses new technologies, including intelligent transportation systems, which enhance the efficiency of the project;
- The extent to which the project helps to maintain or protect the environment; and
- The extent to which the project includes transportation benefits for improving intermodalism and safety. *[s. 339.2817, F.S.]*

Small County Outreach Program (SCOP). The purpose of this program is to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads. Small county being defined as any county with a population of 170,000 or less, as determined by the most recent official estimate. Funds allocated under this program are in addition to any funds provided for the Small County Road Assistance Program. The Department shall fund 75 percent of the cost of SCOP projects. In determining a county's eligibility for assistance, the Department may consider whether the county has attempted to keep county roads in satisfactory condition. The following criteria shall be used to prioritize road projects for funding under the program:

The primary criterion is the physical condition of the road as measured by the Department.

As secondary criteria, the Department may consider:

- Whether a road is used as an evacuation route;
- Whether a road has high levels of agricultural travel;
- Whether a road is considered a major arterial route;
- Whether a road is considered a feeder road;
- Information as evidenced to the Department through an established pavement management plan; and

- Other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the Department. *[s. 339.2818, F.S.]*

Small County Road Assistance Program (SCRAP). The purpose of this program, created by the Legislature in 1999, is to assist small county governments in resurfacing or reconstructing county roads. Small county being defined as any county with a population of 75,000 or less, according to 1990 federal census data. Up to \$25 million annually from the State Transportation Trust Fund (STTF) may be used for the purpose of funding SCRAP. For FY 2016 and FY 2017, the allowable amount was increased to \$50 million. *[s. 339.2816(1)-(3), F.S.]* Small counties shall be eligible to compete for these funds for resurfacing or reconstruction projects on county roads that were part of the county road system on June 10, 1995. Capacity improvements on county roads are not eligible for funding. In determining a county's eligibility for assistance under this program, the Department may consider whether the county has attempted to keep county roads in satisfactory condition, including the amount of local option fuel tax imposed by the county. The Department may also consider the extent to which the county has offered to provide a match of local funds with state funds provided under the program. At a minimum, small counties shall be eligible only if the county has enacted the maximum rate of the local option fuel tax authorized by s. 336.025(1)(a), F.S. The following criteria must be used to prioritize road projects for funding under the program:

The primary criterion is the physical condition of the road as measured by the Department.

As secondary criteria, the Department may consider:

- Whether a road is used as an evacuation route;
- Whether a road has high levels of agricultural travel;
- Whether a road is considered a major arterial route;
- Whether a road is considered a feeder road;
- Whether a road is located in a fiscally constrained county, as defined in s. 218.67(1); and
- Other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the Department. *[s. 339.2816, F.S.]*

COMMISSION FINDINGS

The County Incentive Grant Program and Small County Outreach Program were originally funded by an annual non-recurring general revenue appropriation of \$125 million. The service charge that had been collected on the proceeds from the local option fuel tax is no longer assessed as of July 1, 2006. The resulting increase in revenue derived from this action is now being deposited in the STTF to fund the County Incentive Grant Program and the Small County Outreach Program. The SCOP program also receives a portion of Documentary Stamp revenue.

The Department has programmed \$205.1 million for the County Incentive Grant Program, \$337.3 million for the Small County Outreach Program and \$126.4 million for the Small County Road Assistance Program.

Annual Programmed amounts for CIGP, SCOP and SCRAP are:

(\$ in millions)	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	5-year Total
CIGP	\$49.0	\$38.3	\$38.8	\$39.3	\$39.7	\$205.1
SCOP	\$69.8	\$64.2	\$66.0	\$67.7	\$69.4	\$337.3
SCRAP	\$26.4	\$25.0	\$25.0	\$25.0	\$25.0	\$126.4

Note: Figures based on November 6, 2017 snapshot of the Tentative Work Program.

Since projects eligible for funding under the CIGP, SCOP and SCRAP programs may require a local match and have to meet certain criteria, only some projects are included in the Tentative Work Program for funding under these programs. The remainder of the money is “boxed” through FY 2022/23 and will be awarded to projects as they become identified.



Diverging Diamond Interchange – District 1

12. STRATEGIC INTERMODAL SYSTEM FUNDING

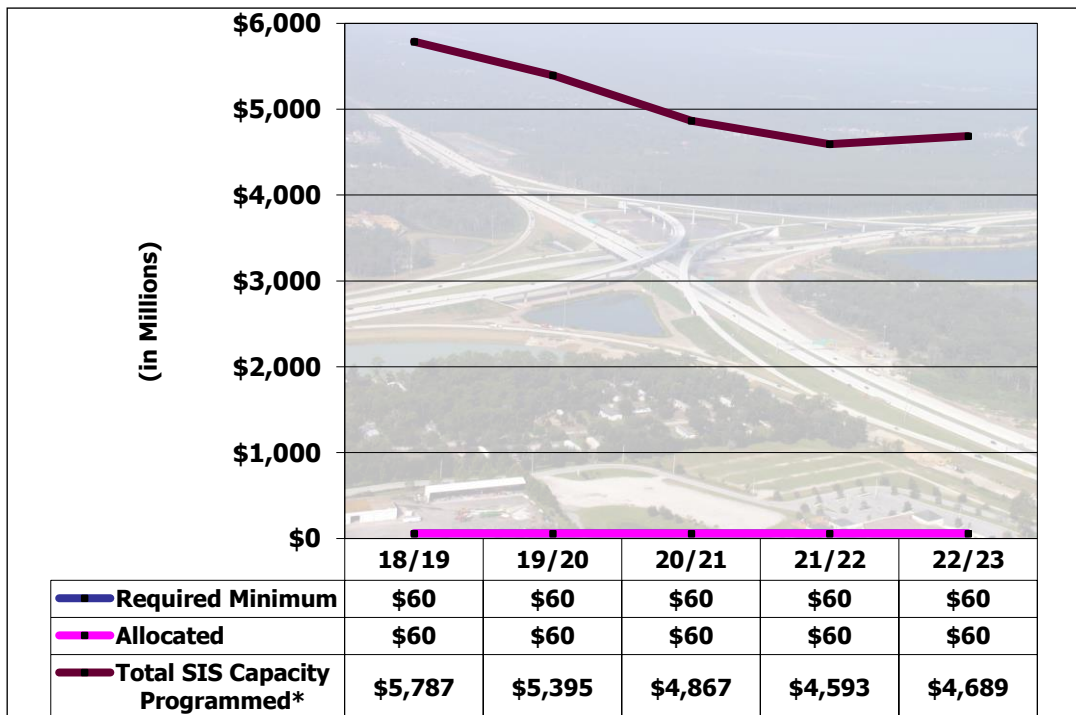
KEY STATUTORY REQUIREMENTS

There is hereby created the Florida Strategic Intermodal System. For purposes of funding projects under the system, the Department shall allocate from the State Transportation Trust Fund in its program and resource plan a minimum of \$60 million each year, beginning in the 2004-2005 fiscal year. This allocation of funds is in addition to any funding provided to this system by any other provision of law. [s. 339.61(1), F.S.]

COMMISSION FINDINGS

The Department has allocated \$60 million to the SIS annually for each of the five years. Other projects, while designated as being on the SIS, are being funded through work program funds other than the SIS fund code “DIS” utilized for the statutorily required SIS allocation. Overall, funds **programmed** in the Tentative Work Program for SIS capacity improvements significantly exceed \$60 million for each of the five years and total \$25.3 billion over the 5-year period.

PROGRAMMED FUNDS



* Total SIS Capacity Programmed in the Tentative Work Program include fund codes in addition to the “DIS” fund code utilized for this required allocation.

13. PUBLIC TRANSPORTATION FUNDING

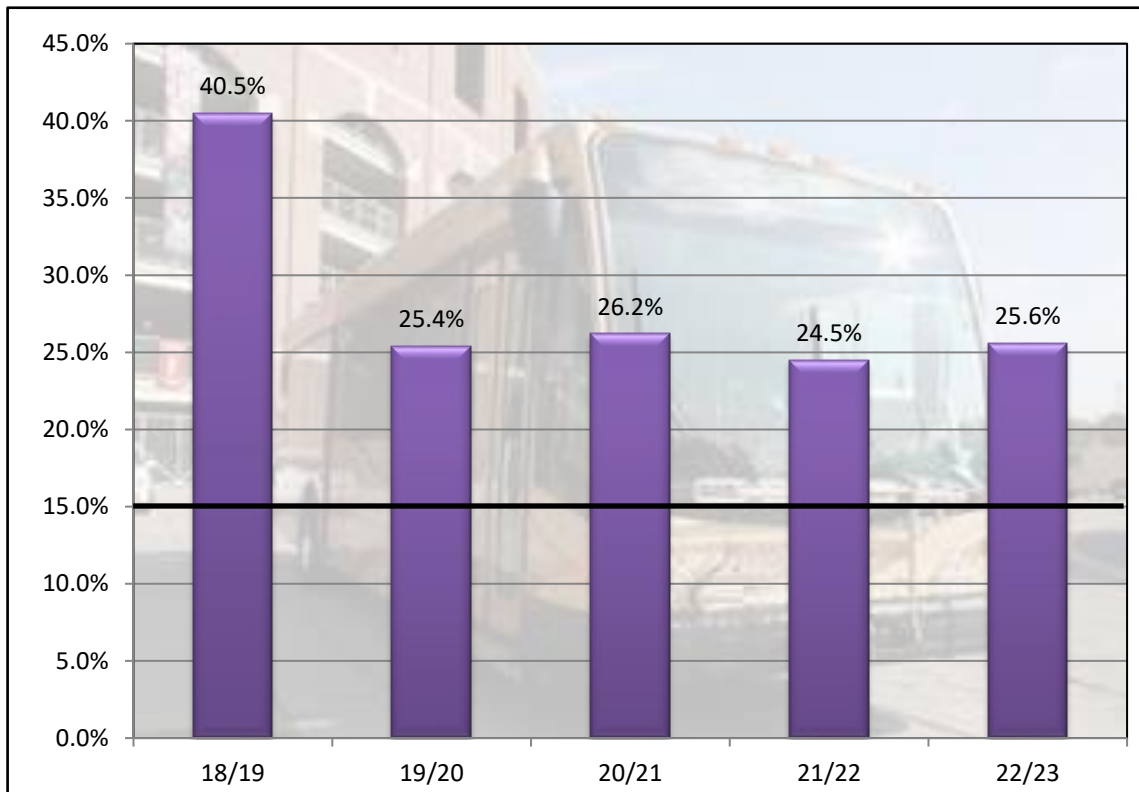
KEY STATUTORY REQUIREMENTS

Beginning in fiscal year 2000/01, and each year thereafter, a minimum of 15 percent of all state revenues deposited into the State Transportation Trust Fund shall be committed annually by the Department for public transportation projects. *[s. 206.46(3), F.S.]*

COMMISSION FINDINGS

The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2018/19 through 2022/23, in which an average of 28.3% of state transportation funds is programmed for public transportation projects.

PERCENT OF TOTAL STATE REVENUE TO PROGRAM PLAN



(in Millions)	18/19	19/20	20/21	21/22	22/23	Total
Annual Program (State funded)	\$1,187.3	\$765.2	\$812.3	\$784.9	\$844.8	\$4,394.5
Total STTF Allocations	\$2,930.0	\$3,008.2	\$3,103.6	\$3,205.1	\$3,306.3	\$15,553.2
Program as % of Allocation	40.5%	25.4%	26.2%	24.5%	25.6%	28.3%
15% Requirement	\$439.5	\$451.2	\$465.5	\$480.8	\$495.9	\$2,333.0

14. FUND DISTRIBUTION

KEY STATUTORY FINDINGS

The Department shall, for the purpose of developing a Tentative Work Program, allocate funds to the districts as follows:

- Funds for new construction based on equal parts of population and motor fuel tax collections (does not include the Turnpike Enterprise);
- Funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction and repair, public transit projects except public transit block grants, and other programs with quantitative needs assessments based on the results of these needs assessments; and
- Funds for public transit block grants shall be allocated pursuant to section s. 341.052, F.S. [*s. 339.135(4)(a)1, F.S.*]

For the period July 1, 1998, through June 30, 2027, the Department shall, to the maximum extent feasible, program sufficient funds in the tentative work program such that the percentage of turnpike toll and bond financed commitments in South Florida (Miami-Dade, Broward and Palm Beach Counties) be at least 90 percent of the net toll collections attributed to users of the turnpike system in South Florida. [*s. 338.231(3)(a), F.S.*]

COMMISSION FINDINGS

Funds allocated to each district for development of the Tentative Work Program were allocated according to statutory requirements. Commission Staff, in consultation with staff from the Office of Work Program and Budget, reviewed Schedules A and B of the Tentative Work Program Instructions to confirm that funds were allocated according to statutory requirements.

The level of Turnpike commitments in Palm Beach, Broward and Miami-Dade Counties continues to exceed the 90% requirement through the end of the statutory period (June 30, 2027). The Tentative Work Program is planned so that the Turnpike exceeds the level of commitments necessary to meet the 90% requirement by \$1.16 billion, or 13.4%.

15. STATE COMPREHENSIVE ENHANCED TRANSPORTATION SYSTEM TAX DISTRIBUTION

KEY STATUTORY REQUIREMENTS

The Department shall use State Comprehensive Enhanced Transportation System (SCETS) Tax proceeds only for projects in the adopted work program in the district in which the tax proceeds are collected and, to the maximum extent feasible, such money shall be programmed for use in the county where collected. [s. 206.608(2), F.S.]

COMMISSION FINDINGS

In development of the Tentative Work Program, SCETS Tax proceeds were allocated to each district according to the statutory requirements.

To the maximum extent feasible, such funds were programmed in the county in which they were collected. Schedules A and B of the Tentative Work Program Instructions were reviewed by Commission Staff in consultation with staff from the Department's Office of Work Program and Budget to confirm that funds were allocated according to statutory requirements.



I-4 Ultimate at Grand National – District 5

16. COMPLIANCE WITH APPLICABLE LAWS AND POLICIES

KEY STATUTORY REQUIREMENTS

The law directs the Commission to conduct an in-depth evaluation of the tentative work program for compliance with all applicable laws and established Departmental policies. [s. 20.23(2)(b)3, F.S.]

COMMISSION FINDINGS

In order to verify compliance with numerous laws and policies prescribing the content and process for development of the work program, Commission staff developed a series of 87 questions keyed to specific work program requirements. The Department responded to all questions in writing, and provided documentation where appropriate. Responses and all documentation were thoroughly reviewed by Commission staff. (See Appendix A for a copy of the questions and the Department's responses.)

Several major requirements for the development of the Tentative Work Program are highlighted throughout this report. Other requirements are covered in the questions and responses.

We have concluded the Tentative Work Program for FY 2018/19 through 2022/23 was developed in compliance with applicable federal and state laws and Departmental policies. Available funding has been maximized to take advantage of every opportunity to make investments in the state's infrastructure for the creation of jobs.



SR 30 (US 98) Widening – District 3

17. PUBLIC COMMENTS

KEY STATUTORY REQUIREMENTS

The law requires that the Commission hold a statewide public hearing on the tentative work program and that it shall advertise a time and place for the hearing, at which time it shall hear all questions, suggestions or comments offered by the public. *[s. 339.135(4)(g), F.S.]*

COMMISSION FINDINGS

The statewide public hearing to present the review of the Tentative Work Program for FY 2018/19 through 2022/23 was held January 8, 2018 beginning at 1:00 p.m. in the Florida Department of Transportation Burns Building Auditorium, 605 Suwannee Street, Tallahassee, Florida.

At the conclusion of the Tentative Work Program Review, there was an opportunity for the Commission to receive public comments. There were no public comments offered at the public hearing.

Note: Audio documentation of the public hearing will be made available by contacting the Transportation Commission Office.

APPENDIX A

(Responses to the Florida Transportation Commission Questions are based on the November 6, 2017 snapshot of the Tentative Work Program.)



Grand National Overpass Ribbon-Cutting – District 5



Historical Bridge Repair over Hogan's Creek – District 2

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

QUESTION 1: Compare the 2017/18 - 2021/22 Adopted Work Program to the 2018/19 - 2022/23 Tentative Work Program, showing the dollar amount differences by program plan category.

ANSWER:

19TENT02 Over/Under 18Adopt01R	FLORIDA DEPARTMENT OF TRANSPORTATION PROGRAM AND RESOURCE PLAN SUMMARY FISCAL YEARS 2018/19 TO 2021/22 (MILLIONS OF \$)				OWPB 8-Nov-2017 1:53 PM
PROGRAM AREAS	18/19	19/20	20/21	21/22	TOTAL
I. PRODUCT	663.029	439.046	41.523	13.127	1,156.724
A. State Highway System (SHS)	200.736	298.942	(39.308)	81.735	542.105
B. Other Roads	56.913	30.552	23.640	11.622	122.726
C. Right of Way Land	106.541	92.473	(98.482)	(65.736)	34.796
D. Aviation	116.887	(0.454)	(0.465)	7.979	123.946
E. Transit	57.729	10.941	21.229	(25.910)	63.991
F. Rail	31.329	(11.837)	(40.998)	(26.962)	(48.469)
G. Intermodal Access	9.622	(3.931)	26.126	47.393	79.209
H. Seaports	34.452	12.000	14.768	10.000	71.220
I. Safety	6.674	34.905	6.076	(8.008)	39.647
J. Resurfacing	67.617	(38.131)	49.039	(14.769)	63.756
K. Bridge	(25.470)	13.585	79.898	(4.216)	63.797
II. PRODUCT SUPPORT	486.561	225.913	108.291	268.348	1,089.113
A. Preliminary Engineering	341.337	126.569	21.148	157.260	646.314
B. Construction Eng. Inspection	85.370	83.210	67.080	85.737	321.396
C. Right of Way Support	14.778	(0.661)	8.197	9.105	31.418
D. Environmental Mitigation	8.245	6.254	2.879	5.717	23.094
E. Material & Research	0.479	0.498	0.518	0.539	2.033
F. Planning & Environment	35.376	9.027	7.412	8.893	60.707
G. Public Transport. Ops.	0.977	1.016	1.057	1.099	4.150
III. OPER. & MAINTENANCE	32.673	15.498	11.997	36.601	96.770
A. Operations & Maintenance	(17.292)	(23.353)	(24.858)	(23.054)	(88.556)
B. Traffic Engineering & Opers.	16.564	9.017	13.912	22.043	61.537
C. Toll Operations	33.401	29.834	22.943	37.611	123.789
IV. ADMINISTRATION	(5.878)	9.291	9.573	9.852	22.837
A. Administration	0.051	(0.020)	(0.094)	(0.172)	(0.235)
B. Fixed Capital Outlay	(14.495)	0.403	0.403	0.388	(13.302)
C. Office Information Systems	8.566	8.908	9.265	9.635	36.374
TOTAL PROGRAM	<u>1,176.385</u>	<u>689.748</u>	<u>171.383</u>	<u>327.928</u>	<u>2,365.444</u>

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

V. OTHER	(1.444)	7.659	21.679	25.504	53.398
A. Local Govt. Reimbursement	0.050	(0.750)	1.196	0.000	0.496
B. Other	(1.494)	8.409	20.484	25.504	52.902
TOTAL BUDGET	<u>1,174.941</u>	<u>697.406</u>	<u>193.063</u>	<u>353.432</u>	<u>2,418.842</u>
HIGHLIGHTS:					
1. Construction	276.451	336.024	117.766	66.006	796.246
2. FLP (w/o TD Commission)	247.002	6.719	20.660	12.500	286.880
3. Product Support Consultant	442.197	223.649	102.420	257.468	1025.734
a. Preliminary Engineering	348.238	133.747	28.613	165.023	675.619
b. Construction Eng. Inspection	85.370	83.210	67.080	85.737	321.396
c. Right of Way Support	8.590	6.692	6.728	6.708	28.718

QUESTION 2: Please identify all new or modified Department policies that are implemented in this Tentative Work Program.

ANSWER: No new or modified policies are implemented in this Tentative Work Program.

QUESTION 3: Please identify the number of fund categories, projects and project phases supported by this Tentative Work Program.

ANSWER:

Number of Active Fund Codes	257
Number of Projects (Item Numbers)	6,854
Number of Project Phases	13,846

QUESTION 4: Is the Tentative Work Program based on a complete, balanced financial plan for the State Transportation Trust Fund and the other funds managed by the Department? 339.135(3)(a), F.S.

ANSWER: Yes. Balanced finance plans for the State Transportation Trust Fund, the Right of Way Acquisition and Bridge Construction Trust Fund and Florida’s Turnpike Enterprise Funds will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor and Legislature.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

QUESTION 5: Is the Tentative Work Program planned so as to deplete the estimated resources of each fund? 339.135(3)(b), F.S.

ANSWER: Yes, the Tentative Work Program is planned to deplete the estimated resources consistent with the financially balanced Program and Resource Plan.

QUESTION 6: Please provide by fiscal year, the amount contained in the Tentative Work Program for "boxed items:"

ANSWER:

Box Type	2019	2020	2021	2022	2023	Total
Contingency	747,221,716	544,902,518	485,772,728	574,535,995	585,945,860	2,938,378,817
Reserve	964,234,481	579,365,220	914,483,444	1,557,770,346	1,566,300,209	5,582,153,700
Target			85,369,488	916,774,558	1,090,650,107	2,092,794,153
Total	1,711,456,197	1,124,267,738	1,485,625,660	3,049,080,899	3,242,896,176	10,613,326,670

QUESTION 7: What additional level of P.E. consultants, if any, is programmed to produce the Tentative Work Program? (Show the dollar amount over/under the Adopted of July 1, 2017 for each fiscal year.)

ANSWER: The table below shows the additional level of PE Consultants programmed in the Tentative Work Program compared with the common years of the July 1, 2017 Adopted Work Program.

Four Common Years of Tentative (\$ in millions)

18/19	19/20	20/21	21/22	TOTAL
\$348.238	\$133.747	\$28.613	\$165.023	\$675.619

QUESTION 8: When developing the Tentative Work Program were funds allocated to each district, except for the Turnpike Enterprise, according to 339.135(4)(a)1, F.S.?

Have funds for new construction been based on equal parts of population and motor fuel collection?

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

Have funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction or repair, public transit projects (except public transit block grants as provided in s. 341.052, F.S.), and other programs with quantitative needs assessments been allocated based on the results of these assessments?

Have funds for public transit block grants been allocated pursuant to s. 341.052, F.S.?

ANSWER: Work Program Funds have been allocated to each district in accordance with section 339.135(4)(a), F.S., and pertinent sections of Title 23 USC.

Funds for resurfacing, bridge repair and rehabilitation, public transit projects (except public transit block grants as provided in section 341.052, F.S.) and other needs based programs have been allocated based on annual quantitative needs assessments.

Public Transit Block Grants are allocated in the work program pursuant to section 341.052, F.S.

QUESTION 9: Is the total amount of the liabilities accruing in each fiscal year of the Tentative Work Program equal to or less than the revenues available for expenditure during the respective fiscal year based on the cash forecast for that respective fiscal year? 339.135(4)(b)1, F.S.

ANSWER: Yes. The 36-month cash forecast anticipates that the liabilities accruing in each of the 3 years of the 5 year Tentative Work Program will not exceed the revenues available for expenditure.

QUESTION 10: Is the Tentative Work Program developed in accordance with the Florida Transportation Plan and does it comply with program fund levels contained in the Program and Resource Plan? 339.135(4)(b)2, F.S.

ANSWER: The Tentative Work Program was developed in accordance with the Program and Resource Plan of the Florida Transportation Plan. This has been done through issuance of Schedules A & B within the work program instructions directed to district and central office program

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

managers, followed by a rigorous review process by central office program management staff. The Tentative Work Program will be reviewed and approved by the Secretary prior to submission to the Florida Transportation Commission, Governor and Legislature.

QUESTION 11: Did the Department advance by one fiscal year all projects included in the second year of the previous Adopted Work Program? If not, then for those projects not advanced or those projects added, was there a determination by the Secretary that such adjustments were necessary? 339.135(4)(b)3, F.S.

Does the Tentative Work Program clearly identify and reflect the effect of such changes and adjustments to such projects? 339.135(4)(b)3, F.S.

ANSWER: To the maximum extent feasible, the Department transferred projects from the second year of the previous Adopted Work Program (18/19) to the first year of the current Tentative Work Program (18/19). Where changes were made, the Secretary determined that such adjustments were necessary.

Because the Department's work program is inherently subject to a significant number of factors that are beyond the Department's control, it is virtually impossible to transfer 100% of all project phases from the second year of the previous Adopted Work Program to the first year of the current Tentative Work Program. Factors such as changing MPO priorities, revisions of revenue forecasts, difficulty in obtaining right-of-way, and ecological and environmental factors will influence the stability of the Department's work program. However, it is still the highest priority of the Department to protect the stability of the work program and accomplish the commitments made in earlier adopted work programs.

QUESTION 12: Does the Tentative Work Program include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan supporting the Tentative Work Program? 339.135(4)(b)4, F.S.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

ANSWER: Yes. The 36-month cash forecast and the 5-year finance plan which will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor and Legislature are balanced to projected revenues.

QUESTION 13: Was the Tentative Work Program developed based on the district work programs? 339.135(4)(e), F.S.

ANSWER: Yes, the Department uses the Work Program Administration (WPA) system to develop the work program. The district work programs are segments of this automated system and form the basis of the statewide Tentative Work Program.

QUESTION 14: Were the individual district work programs reviewed for compliance with the work program instructions and did the central office ensure that the work program complied with the requirements of Sections 339.135(4)(b) and 339.135(4)(e), F.S.?

ANSWER: Yes, the Central Office reviewed the individual work programs for compliance with the work program instructions, Florida statutes, federal laws and regulations, and departmental policies and procedures. The FDOT Secretary, along with the Office of Work Program and Budget, will review the district work programs on December 5, 2017.

QUESTION 15: Was the Tentative Work Program for Charlotte, Collier, DeSoto, Glades, Hendry, and Lee Counties developed by the district director for the Fort Myers Urban Office? 20.23(4)(d), F.S.

ANSWER: Yes, the director of the SWAO was involved in the development of the tentative five.

QUESTION 16: Will the Department be submitting a preliminary Tentative Work Program to the Governor, legislative appropriations committees, the Transportation Commission and the Department of Economic Opportunity at least 14 days prior to the convening of the regular legislative session? 339.135(4)(f), F.S.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

ANSWER: Yes, the preliminary Tentative Work Program will be submitted to the Governor, legislative appropriations committees, the Florida Transportation Commission and the Department of Economic Opportunity at least 14 days prior to the convening of the regular legislative session.

QUESTION 17: Does the Department's Tentative Work Program provide for a minimum variance between contract lettings? 337.015(2), F.S.

ANSWER: Yes

QUESTION 18: Has the Department stabilized the work program to ensure the timely and systematic completion of projects? 337.015(4), F.S.

ANSWER: Yes, the Tentative Work Program, to the maximum extent possible, has been developed to ensure stability in the successful implementation of the program. The department has developed the Tentative Work Program to balance to the multi-year finance plans, cash forecast, forecast of state transportation revenues, forecast of receipt of federal aid, and forecasts of construction cost inflation factors.

QUESTION 19: Section 339.135(6)(b), F.S., requires the Department, at the close of business (which closing shall not be later than the 10th calendar day of the month following the end of each quarter of the fiscal year), to maintain a cash balance of not less than \$50 million or five percent of the unpaid balance of all State Transportation Trust Fund (STTF) obligations at the close of such quarter, whichever amount is less.

Does the Department's Tentative Work Program meet the above requirement? Please provide the forecasted monthly cash balances for the STTF highlighting each end of quarter cash balance through the Tentative Work Program period.

ANSWER: Yes. The 36-month cash forecast to be submitted with the Tentative Work Program indicates that the cash balance is greater than the statutory minimum cash balance (the

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

lesser of \$50 million or 5% of the unpaid balance of State Transportation Trust Fund obligations) at all times.

QUESTION 20: Section 338.241, F.S., requires the budget for the Turnpike system to be so planned as to provide for a cash reserve at the end of each fiscal year of not less than five percent of the unpaid balance of all Turnpike system contractual obligations, excluding bond obligations, to be paid from revenues.

Does the Department's Tentative Work Program meet the above requirement? Please provide the forecasted monthly cash balances for the Turnpike General Reserve Fund and the statutory minimum through the Tentative Work Program period.

ANSWER: Yes. The 36-month cash forecast to be submitted with the Tentative Work Program indicates that the Turnpike General Reserve Fund and the Turnpike Renewal and Replacement Fund monthly cash balances are greater than the statutory minimum cash balance (not less than 5% of outstanding contractual obligations) at all times.

QUESTION 21: Does the Department's Tentative Work Program provide for a minimum of 15 percent of all state revenues deposited into the STTF to be committed annually by the Department for public transportation projects, in accordance with chapter 311, ss 332.003 through 332.007, chapter 341, and 343, F.S? Please provide, by fiscal year, the annual program amounts and total state STTF allocations. 206.46(3), F.S.

ANSWER: Yes. The amount programmed for public transportation projects exceeds the 15% requirement.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

**TABLE III.
100% STATE FUNDS (PROGRAMMED)
(\$ IN MILLIONS)**

PROGRAM	Current Year					
	17/18	18/19	19/20	20/21	21/22	22/23
Aviation	234.7	329.9	209.4	255.4	198.4	241.5
Transit *	313.2	401.8	266.2	283.2	272.3	283.0
Rail	253.9	260.6	143.6	88.0	106.7	119.7
Intermodal Access	93.0	48.2	32.1	67.8	91.0	83.5
Seaport Development	186.3	146.8	113.9	117.9	116.5	117.1
FLP Total	1,081.1	1,187.3	765.2	812.3	784.9	844.8
Summer 2017 REC **	2,967.6	2,930.0	3,008.2	3,103.6	3,205.1	3,306.3
15% of REC ***	445.1	439.5	451.2	465.5	480.8	495.9

* Does not include Transportation Disadvantaged - Commission commitments.

** State Transportation Revenue as forecast by the Revenue Estimating Conference (REC), excluding selected amounts as provided by Chapter 2000-257 Laws of Florida. Summer 2016 forecast used for allocating program funds.

*** For comparison of 15% minimum programmed.

Based on snapshot: FILE: 6-Nov-2017

QUESTION 22: Does the Department’s Tentative Work Program provide for a minimum of \$50 million annually to fund the Florida Seaport Transportation and Economic Development Program, in accordance with 311.07(2) and 320.20(3) and (4), F.S. (\$25, \$15, and \$10 million allocations, respectively)?

ANSWER: Yes, in accordance with 311.07(2) and 320.20(3) and (4), F.S., the Department’s Tentative Work Program provides for a minimum of \$50 million annually to fund the Florida Seaport Transportation and Economic Development Program.

QUESTION 23: Section 311.10(1), F.S., states that beginning in FY 12/13 a minimum of \$35 million annually shall be made available from the STTF to fund the Strategic Port Investment Initiative. Were these funds allocated accordingly?

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

ANSWER: Yes. The tentative work program contains \$661 million of strategic state funded seaport project investments. These projects support the state's economic development goal of becoming a hub for trade, logistics and export-oriented activities.

QUESTION 24: Section 311.101, F.S., created the Intermodal Logistics Center Infrastructure Support Program within the FDOT to provide funds for roads, rail facilities, or other means of conveyance or shipment of goods through a seaport. Beginning in FY 14/15, at least \$5 million per year shall be made available from the STTF for the program. The Department of Transportation shall include projects proposed to be funded under this section in the tentative work program. 311.101(7), F.S. (This requirement expires on July 1, 2020.)

Please identify by fiscal year each project and project amount identified for funding under this Program.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - CENTRAL OFFICE

**ANSWER: Intermodal Logistics Center Infrastructure Support Program
Summary of Awarded Applicants**

APPLICANT	LOCATION	DESCRIPTION	IMPROVEMENT TYPE	PROJECT PHASE	FISCAL YEAR	AWARDED AMOUNT	STATUS
Port Manatee Commerce Center	Palmetto	Construct a parallel 450 LF rail spur and construct a new 14,000 sq. ft. loading ramp to expand existing bulk carrier new intermodal services at an operating ILC.	Rail Siding, Loading Platform, Intermodal Access Improvement	Design, Construction	2013	\$175,000	Complete.
					2014	\$75,000	
South Florida Logistics Center	Miami	Construct access roads at FEC Hialeah Yard and 67 th Ave., truck loading ramps and internal traffic circulation roads.	Transportation Infrastructure	Construction	2013	\$2,500,000	Construction complete. Awaiting final invoice.
PCPA Intermodal Distribution Center	Panama City	Build access roads, lay-down area and 20 car rail intermodal cargo transfer facility with adequate setback to support transfer of bulk products between rail and truck.	Intermodal Cargo Transfer, Paved Truck Transload	Construction	2013	\$900,000	Complete.
Keystone ILC Terminal Jacksonville	Jacksonville	Construct 2,100 LF of new rail, an on-site intermodal bulk transloading facility to transfer bulk and break-bulk commodities between ship, rail, and truck.	Intermodal Cargo Transfer and Bulk Rail Expansion	Design, Construction	2013	\$1,425,000	Construction underway.
					2014	\$825,000	
South Florida Logistics Center – FLAGLER STATION III	Miami	Construct road improvements, including mass grading, roadway construction, intersection improvements, and utility installation.	Transportation Infrastructure	Construction	2014	\$2,500,000	Construction underway.
Prologis Tradeport I-75	Miami-Dade County	Improve access to NW 97 th avenue from NW 154 th street; and extend NW 170 th street, from NW 97 th avenue to I-75, which provides access to the “Tradeport” development located adjacent to NW 97 th Avenue.	Transportation Infrastructure	Construction	2014	\$1,600,000	Construction underway.
					2015	\$900,000	
JAX LNG Intermodal Logistics Center Terminal	Jacksonville	Construct marine piers and docking infrastructure for the JAX LNG Intermodal Logistics Center Terminal, a 130,000 gallon per day liquefied natural gas facility on a 38.27-acre site adjacent to the Port of Jacksonville’s Blount Island Terminal.	Marine docking Infrastructure with Truck and Tank-tainer Loading facilities	Construction	2017	\$2,500,000	Construction underway.

Total: \$13,400,000

QUESTION 25: According to Section 339.0801, F.S., of the funds resulting from increased revenues to the STTF derived from amendments to s. 319.32(5)(a), F.S., \$10 million must be used to fund the Seaport Investment Program, \$35 million transferred to Florida’s Turnpike Enterprise, \$10 million transferred to the Transportation Disadvantaged Trust Fund, \$10 million allocated to the Small County Outreach Program, and the remainder used for strategic transportation projects which increase the state’s viability in the national and global markets. (This requirement expires on July 1, 2044.)

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Were the funds distributed accordingly?

ANSWER: Yes, in accordance with section 339.0801, F.S., the following annual allocations have been made: \$10 million has been allocated to the Seaport Investment Program; \$35 million has been allocated for projects which facilitate access to the existing turnpike system; \$10 million has been allocated for the Transportation Disadvantaged Trust Fund; \$10 million has been allocated for the Small County Outreach Program; and the remainder has been allocated for strategic transportation projects which meet the criteria specified in the statutes.

QUESTION 26: Section 337.025, F.S., authorizes the Department to establish a program for highway projects demonstrating innovative techniques of highway construction and finance which have the intended effect of controlling time and cost increases on construction projects. The Department may enter into no more than \$120 million in such contracts annually. This cap does not apply to Turnpike Enterprise projects.

Please provide by fiscal year, the amount contained in the Tentative Work Program for highway projects demonstrating innovative techniques of highway construction and finance.

ANSWER:

FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
\$44,540,885	\$18,583,517	\$31,654,742	\$16,271,879	\$11,885,001	\$15,416,500

*** Business Development Initiative Projects are now governed by Section 337.027, F.S.

QUESTION 27: Section 339.12(4)(c), F.S., authorizes the Department to accept and receive contributions from governmental entities and enter into agreements to reimburse the governmental entity for projects not included in the adopted work program. At no time shall the total amount of project agreements for projects not included in the adopted work program exceed \$250 million. However, project advances in inland counties meeting specific criteria are excluded from the calculation of the statewide limitation.

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Does the Tentative Work Program contain any such projects? If so, identify each project, the fiscal year such funds are to be committed, the dollar amount of each commitment, and the year of reimbursement. Also, please identify and provide the same information for projects located in any inland county which is excluded from the calculation of the \$250 million limitation.

ANSWER:

**SUMMARY OF USE - LFRF FUND
FOR FY 2018-2023 ADOPTED WORK PROGRAM**
Updated 11/20/2017

DISTRICT	COUNTY	ITEM & SEGMENT NUMBER	PROJECT NAME	FISCAL YEAR	AGREEMENT AMOUNT	LFRF PROGRAMMED AMOUNT	REMAINING AMOUNT (PAYBACK AND/OR REFUND)	PAYBACK YEAR	AMOUNT RELEASED AS OF FY 2022	BALANCE AFTER FY 2022
2	Duval	4229404	Coastline Drive Bridge over St. Johns River Bridge #724304 (bridge replacement)	2016	\$3,750,000.00	\$3,750,000.00	\$ -	2021	\$3,750,000.00	\$ -
2	Duval	4229405	Liberty Street Over St. Johns River Bridge #724312 (bridge replacement)	2016	\$3,750,000.00	\$3,750,000.00	\$ -	2021	\$3,750,000.00	\$ -
3	Washington	4368411	Kent Road from Pike Pond Road to CR 276 Alford Road (Flexible Pavement Reconstruction)	2018	\$1,101,388.00	\$1,101,388.00	\$ -	2019	\$1,101,388.00	\$ -
4	Broward	4215481	SR 93/I-75 Interchange at Royal Palm Blvd from Griffin Road to North of Southwest 14 Street (Add lanes & reconstruct)	2020	\$12,816,848.00	\$12,816,848.00	\$ -	2021 2023	\$12,816,848.00	\$ -
TOTALS =					\$ 21,418,236	\$ 21,418,236			\$ 21,418,236	
TOTAL AUTHORIZED PER S. 339.12, F.S.						\$ 250,000,000				
AMOUNT REMAINING PRIOR TO PAYBACK						\$ 228,581,764				

QUESTION 28:

Title 23 U.S.C. allows transfers of highway funds for transit and use of transit funds for highways under limited circumstances.

Are any such fund transfers utilized in the Tentative Work Program? If so, for each such transfer please specify the fund categories involved, the purpose of the transfer, and the dollar amount.

ANSWER:

The FAST Act permits Surface Transportation Program (STP) and Congestion Mitigation (CM) funds to be used for Public Transportation Capital Projects and Transportation Demand Management Projects. Projects programmed in the Tentative Work Program consistent with the Metropolitan Planning Process are listed below:

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Year	Item	Item Description	Work Mix Description	Fund Description	Estimated
2019	215923-3	JTA / STP FUNDS DUVAL COUNTY PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,000,000
2019	405133-4	MDT - FTA SEC 5307 METRORAIL & METROMOVER GUIDEWAY BRIDGE INSPECTNS	FIXED GUIDEWAY IMPROVEMENTS	STP, URBAN AREAS > 200K	1,000,000
2019	406789-9	ST.JOHNS CNTY BCC STP FUNDS PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	250,000
2019	421733-1	ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	300,000
2019	428209-1	BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, AREAS <= 200K	187,500
2019	429767-1	SFRFTA LAYOVER MAINTENANCE FACILITY W/RTA	FIXED GUIDEWAY IMPROVEMENTS	STP, URBAN AREAS > 200K	3,534,056
2019	433428-2	PLANTATION/SUNRISE ANCHOR HUB	TRANSIT IMPROVEMENT	STP, URBAN AREAS > 200K	3,000,000
2019	433429-2	HOLLYWOOD ANCHOR HUB	TRANSIT IMPROVEMENT	STP, URBAN AREAS > 200K	1,000,000
2019	433429-3	PEMBROKE PINES ANCHOR HUB	TRANSIT IMPROVEMENT	STP, URBAN AREAS > 200K	2,624,000
2019	435008-1	COLLIER COUNTY AREA TRANSIT ITS PH IV	URBAN CORRIDOR IMPROVEMENTS	STP, URBAN AREAS > 200K	545,068
2019	435249-1	VOLUSIA VOTRAN SECTION 5307 BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,357,898
2019	435250-1	CFRFTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	7,334,442
2019	438396-1	WPB TROLLEY SHELTERS	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	571,000
2019	438399-1	BOCA TROLLEYS - NEW SERVICE	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,505,000
2019	440346-1	LEE TRAN BUS PURCHASE	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,500,000
2019	442470-1	TRANSIT PAD AND/OR SHELTER - LAMTD	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	137,000
2020	215923-3	JTA / STP FUNDS DUVAL COUNTY PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,000,000
2020	405133-4	MDT - FTA SEC 5307 METRORAIL & METROMOVER GUIDEWAY BRIDGE INSPECTNS	FIXED GUIDEWAY IMPROVEMENTS	STP, URBAN AREAS > 200K	1,000,000
2020	406789-9	ST.JOHNS CNTY BCC STP FUNDS PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	250,000
2020	421733-1	ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	300,000
2020	428209-1	BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, AREAS <= 200K	187,500
2020	430458-2	SFRFTA NEW STATION STUDY AREA, N. OF GLADES RD. TO N. OF PALMETTO PK RD	RAIL REVENUE/OPERATIONA IMPR	STP, URBAN AREAS > 200K	500,000
2020	435029-2	US 41 FROM CR 846 (111TH AVE) TO NORTH OF 91ST AVE	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	51,600
2020	435249-1	VOLUSIA VOTRAN SECTION 5307 BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,343,584
2020	435250-1	CFRFTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	7,102,130
2020	436503-1	LEE TRAN BUS PURCHASE	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,500,000

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2020	437839-1	BUS STOPS IN MANATEE COUNTY VARIOUS LOCATIONS	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	292,082
2020	438400-1	DELRAY BEACH TROLLEYS - REPLACEMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	860,000
2020	440279-1	BUS STOP IMPROVEMENTS AT VARIOUS LOCATIONS (HAINES CITY)	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	231,037
2021	215923-3	JTA / STP FUNDS DUVAL COUNTY PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,000,000
2021	406789-9	ST.JOHNS CNTY BCC STP FUNDS PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	250,000
2021	421733-1	ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	300,000
2021	428209-1	BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	DISTRICT DEDICATED REVENUE	187,500
2021	430458-2	SFRFTA NEW STATION STUDY AREA, N. OF GLADES RD. TO N. OF PALMETTO PK RD	RAIL REVENUE/OPERATIONA IMPR	STP, URBAN AREAS > 200K	3,416,735
2021	435249-1	VOLUSIA VOTRAN SECTION 5307 BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,331,249
2021	435250-1	CFRFTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	7,190,501
2021	438153-1	LEE TRAN BUS PURCHASE	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,500,000
2021	439035-1	MANATEE COUNTY AREA TRANSIT (MCAT) BUS PURCHASES	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,780,000
2022	215923-3	JTA / STP FUNDS DUVAL COUNTY PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,000,000
2022	406789-9	ST.JOHNS CNTY BCC STP FUNDS PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	250,000
2022	421733-1	ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	300,000
2022	428209-1	BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, AREAS <= 200K	187,500
2022	435249-1	VOLUSIA VOTRAN SECTION 5307 BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,649,869
2022	435250-1	CFRFTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	8,911,472
2022	440343-1	LEE TRAN BUS PURCHASE	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,500,000
2022	440439-1	BUS SHELTERS IN COLLIER COUNTY AT VARIOUS LOCATIONS	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	286,180
2022	441571-1	BUS SHELTERS - VARIOUS LOCATIONS	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	800,000
2023	215923-3	JTA / STP FUNDS DUVAL COUNTY PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	1,000,000
2023	406789-9	ST.JOHNS CNTY BCC STP FUNDS PURCHASE BUSES/EQUIPMENT	PURCHASE VEHICLES/EQUIPMENT	STP, URBAN AREAS > 200K	250,000
2023	421733-1	ESCAMBIA CO ECAT 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	300,000
2023	428209-1	BAY COUNTY TPO 5307 CAPITAL FLEX PREVENTIVE MAINTENANCE	CAPITAL FOR FIXED ROUTE	STP, AREAS <= 200K	350,000
2023	435249-1	VOLUSIA VOTRAN SECTION 5307 BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,599,870

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Year	Item	Item Description	Work Mix Description	Fund Description	Estimated
2023	435250-1	CFRTA SECTION 5307 CAPITAL FOR BUSES AND EQUIPMENT	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	8,641,409
2023	438392-2	PALM TRAN BUS SHELTERS - VARIOUS LOCATIONS	PUBLIC TRANSPORTATION SHELTER	STP, URBAN AREAS > 200K	800,000
2023	441898-1	LEE TRAN BUS PURCHASE	CAPITAL FOR FIXED ROUTE	STP, URBAN AREAS > 200K	1,500,000

QUESTION 29: Title 23 U.S.C. allows transfers of highway funds between highway programs.

Are any such fund transfers utilized in the Tentative Work Program? If so, for such transfer, please specify the highway programs involved, the purpose of the transfer and the dollar amount.

ANSWER: Federal-aid is transferred from the Highway Safety Improvement Program (HSP) to the Safe Routes to School – Infrastructure Program (SR2T) to permit the use of funds for Safe Routes to School activities as a part of the Department’s continued commitment to safety for schools with grades K through 8th. Federal-aid is also transferred from the Highway Safety Improvement Program (HSP) to the Safety Educational - Transfer (HSPT) to permit the use of funds for Safe Educational activities as a part of the Department’s continued commitment to safety.

	HSP Transfer to:	
	<u>SR2T</u>	<u>HSPT</u>
FY 18/19	7,000,000	9,305,000
FY 19/20	7,000,000	320,000
FY 20/21	7,000,000	335,000
FY 21/22	7,000,000	0
FY 22/23	7,000,000	0
5 Year Total	35,000,000	9,960,000

Additionally, federal aid is transferred from the National Highway Performance Program (NHPP) for the purpose of identifying projects that will be designated by the Department for the implementation of the Highway Safety Intersection (HSID) and Lane Departure (HSLD) Plan. Lastly, federal aid is transferred from NHPP to fund an eligible project not on

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the National Highway System that is critical to the State’s transportation infrastructure (SAAN).

	NHPP Transfer to:		
	<u>HSID</u>	<u>HSLD</u>	<u>SAAN</u>
FY 18/19	10,000,000	10,000,000	45,413,750
FY 19/20	20,000,000	20,000,000	0
FY 20/21	0	0	0
FY 21/22	0	0	0
FY 22/23	0	0	0
5 Year Total	30,000,000	30,000,000	45,413,750

QUESTION 30: Title 23 U.S.C. authorizes a Congestion Mitigation and Air Quality Improvement Program, which directs funds to programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide and small particulate matter. In addition, those states that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending.

Is this program fully implemented in the Tentative Work Program? If not, please explain. Also, please provide a general description of the types of projects funded by this program.

ANSWER: **The program is fully implemented. Florida no longer has areas which are in non-attainment status. As a result, the flexibility of these funds is increased. The Department distributes Congestion Mitigation to all districts by statutory formula for fiscal years 2018/19 through 2022/23. The districts may use the funds at their discretion for any Title 23 eligible activity.**

QUESTION 31: Section 215.616, F.S., allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for the purpose of financing or refinancing the construction, reconstruction, and improvement of projects that are eligible to receive federal-aid highway funds.

Does the Tentative Work Program contain projects funded with these bond proceeds? If so, identify by fiscal year the amount contained in the Tentative Work Program.

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ANSWER: Yes. The anticipated amounts and timing of GARVEE bond sales (indirect GARVEE are not project specific) included in the STTF Finance Plan to finance the Tentative Work Program are listed below:

FY 18/19 = none

FY 19/20 = \$400 million

FY 20/21 = \$550 million

FY 21/22 = \$500 million

FY 22/23 = \$70 million

QUESTION 32: Section 215.615, F.S., allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for the purpose of financing or refinancing fixed capital expenditures for fixed-guideway transportation systems.

Does the Tentative Work Program contain projects funded with these bond proceeds? If so, identify by fiscal year the amount contained in the Tentative Work Program.

ANSWER: No. The STTF Finance Plan does not include Fixed Guideway Bonds to fund projects in the Tentative Work Program.

QUESTION 33: Section 338.165(4), F.S., authorizes the Department to request the Division of Bond Finance to issue bonds secured by toll revenues collected on the Alligator Alley and the Sunshine Skyway Bridge to fund transportation projects located within the county or counties in which the project is located and contained in the Adopted Work Program.

Please identify by fiscal year, any such projects and amounts contained in the Tentative Work Program.

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ANSWER:

Tolled Facility	County	Project Description	2019	2020	2021	2022	2023
Sunshine Skyway	Manatee	SR 70	\$1,928,080	\$2,053,453			\$25,000,000
Sunshine Skyway	Manatee	SR 684		\$1,611,772	\$4,432,704		
Sunshine Skyway	Manatee	US 41	\$943,034	\$1,853,483			
Sunshine Skyway	Hillsborough	I-275/SR 60		\$17,794,322			
Sunshine Skyway	Pinellas	Howard Frankland Bridge		\$112,610,380			
Alligator Alley	Collier	I-75 at SR 951	\$7,586,343	\$1,421,587	\$90,375,197		
Alligator Alley	Collier	SR 82	\$25,147,991				
Alligator Alley	Broward	I-95	\$4,995,625				
Alligator Alley	Broward	US 1			\$213,000		
Alligator Alley	Broward	SW 10th Street	\$9,414,247				
Alligator Alley	Broward	I-95 at Broward Blvd			\$8,450,000		
Alligator Alley	Broward	I-95 at Sunrise Blvd		\$9,415,673			
Alligator Alley	Broward	I-95 at SR 824	\$1,085,046				
Alligator Alley	Broward	I-95 at Sample Rd	\$20,000	\$570,000	\$17,419,099		
Alligator Alley	Broward	I-95 at Copans Rd		\$18,153,838			
Alligator Alley	Broward	NW 136th Ave at SR 84	\$4,898,175				
Alligator Alley	Broward	US 27			\$834,127		

QUESTION 34:

Section 338.166(1),(2),(3), F.S., authorizes the department to request the Division of Bond Finance to issue bonds secured by toll revenues collected on high-occupancy toll lanes or express lanes established on facilities owned by the department. The department may continue to collect the toll on the high-occupancy toll lanes or express lanes after the discharge of any bond indebtedness related to such project. Any remaining toll revenue from the high-occupancy toll lanes or express lanes shall be used by the department for the construction, maintenance, or improvement of any road on the State Highway System within the county or counties in which the toll revenues were collected or to support express bus service on the facility where the toll revenues were collected.

Please identify by fiscal year, any such projects and amounts contained in the Tentative Work Program.

ANSWER:

Express Lane Facility	County	Project Description	2019	2020	2021	2022	2023
95 Express	Miami-Dade	Krome Ave	\$24,181,890		\$ 1,360,000		
95 Express	Miami-Dade	SR 826/Palmetto Exwy/ Golden Glades Interchange	\$ 9,579,820	\$ 200,000	\$127,263,343		
95 Express	Miami-Dade	SR 25/Okeechobee Rd			\$ 5,160,808	\$ 1,394,982	
95 Express	Miami-Dade	SR 826 Connector at Golden Glades Interchange	\$ 1,718,056		\$ 4,172,798		

QUESTION 35:

Section 206.46(2), F. S., allows that from the revenues deposited into the STTF a maximum of seven percent each fiscal year shall be transferred into the ROW Acquisition and Bridge

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Construction Trust Fund to pay debt service coverage of ROW and bridge construction bonds. The annual amount transferred under this subsection shall not exceed an amount necessary to provide the required debt service coverage levels for a maximum debt service not to exceed \$275 million.

What amount of funds was transferred into the ROW Acquisition and Bridge Construction Trust Fund, if any, and what percentage is this of the STTF?

ANSWER:

The amounts in the table below represent current and planned ROW Acquisition and Bridge Construction Trust Fund debt service payments calculated as a percentage of STTF revenues.

Description	Actual	Current	Planned (\$ in millions)				
	16/17	17/18	18/19	19/20	20/21	21/22	22/23
Annual State Revenue for STTF (REC August 2017)	3,857.1	3,940.3	4,060.3	4,166.5	4,290.5	4,420.5	4,550.0
7% of Annual State Revenue or \$275M Debt Service Cap	270.0	275.0	275.0	275.0	275.0	275.0	275.0
Debt Service - Finance Plan	141.5	156.2	182.9	204.1	216.1	227.9	240.0
Debt Service as Percentage of STTF	3.7%	4.0%	4.5%	4.9%	5.0%	5.2%	5.3%

QUESTION 36:

It is the policy of the state to manage the financing of transportation infrastructure in a manner that ensures fiscal integrity of the STTF. The department is required to provide a debt and debt-like contractual obligations load report to the Governor, President of the Senate, Speaker of the House, and the legislative appropriations committees in conjunction with the TWP. 339.139(1) and (2), F.S.

Has this report been completed and will it accompany the submission of the TWP? If so, please provide a copy of the report to the Commission.

ANSWER:

Yes. The debt load report has been completed and will accompany the submission of the Tentative Work Program. A copy of the report will also be provided to the Commission.

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QUESTION 37: Section 339.139(3), F.S., states that the Department shall manage all levels of debt to ensure not more than 20 percent of total projected available state and federal revenues from the STTF, together with any local funds committed to Department projects, are committed to debt and debt-like contractual obligations in any year.

Please list the percentage of projected state, federal, and local funds in the STTF the Department has committed towards debt and debt-like contractual obligations.

ANSWER: Below is the percentage of projected revenue in the STTF the department plans to commit toward debt and debt-like contractual obligations:

FY 18/19 = 9.8%

FY 19/20 = 12.6%

FY 20/21 = 13.8%

FY 21/22 = 15.1%

FY 22/23 = 10.3%

QUESTION 38: Section 338.227(2), F.S., requires that all revenues and bond proceeds from the Turnpike system received by the Department pursuant to s. 338.22-338.241 F.S., shall be used only for the cost of Turnpike projects and Turnpike improvements and for the administration, operation, maintenance, and financing of the Turnpike system. No revenues or bond proceeds from the Turnpike system shall be spent for the operation, maintenance, construction, or financing of any project which is not part of the Turnpike system.

Does the Department's Tentative Work Program meet this requirement?

ANSWER: Yes.

QUESTION 39: Section 338.223(4), F.S., authorizes the Department, with the approval of the Legislature, to use federal and state transportation funds to lend or pay a portion of the operating, maintenance, and capital cost of Turnpike projects. Operating and maintenance loans on

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Turnpike projects are limited to no more than 1.5 percent of the state transportation tax revenues for the same fiscal year.

Provide by fiscal year, such Turnpike projects and amounts contained in the Tentative Work Program and identify whether the loan is for operating, maintenance, or capital costs. Also, provide the amount of these funds that will be reimbursed from Turnpike funds and state transportation tax revenues by fiscal year.

ANSWER: **The Tentative Work Program for FY 2019 – FY 2023 does not contain any Turnpike projects with loans from the State Transportation Trust Fund for operating, maintenance, or capital costs. The last remaining balance owed by Turnpike to the State Transportation Trust Fund for operating and maintenance, or capital loans of \$68.8 million (all for operating and maintenance loans) was paid in full on July 6, 2016.**

QUESTION 40: Section 338.231(3)(a), F.S., requires that for the period July 1, 1998 through June 30, 2027 the Department program funds in the Tentative Work Program such that the percentage of Turnpike toll and bond financed commitments in Miami-Dade, Broward, and Palm Beach Counties, as compared to total Turnpike toll and bond financed commitments, be at least 90 percent of the share of net toll collections attributed to users of the Turnpike system in Miami-Dade, Broward, and Palm Beach Counties, as compared to total net total collections attributable to users of the Turnpike system.

Are funds programmed so that at least 90 percent of net toll collections in Miami-Dade, Broward, and Palm Beach Counties are programmed in those counties?

ANSWER: **Yes, the minimum calculated commitment is \$8,678 million. Florida’s Turnpike has \$9,842 million programmed which exceeds the minimum requirement by \$1,163 million.**

QUESTION 41: Title 23 U.S.C. authorizes the use of federal-aid highway funds in the construction and improvement of toll facilities to an expanded degree, including:

- A. Constructing a non-Interstate toll highway, bridge or tunnel;

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- B. Reconstructing, resurfacing, restoring or rehabilitating a toll highway, bridge or tunnel;
- C. Reconstructing or replacing a toll-free bridge or tunnel and converting to a toll facility;
- D. Reconstructing a toll-free highway (other than Interstate) and converting to a toll facility; and
- E. Preliminary studies for the above projects.

Are federal-aid highway funds programmed for any of the above purposes in the Tentative Work Program? If so, please provide specifics.

ANSWER:

	2019	2020	2021	2022	2023
Gateway					
433880-1	\$3,000,000.00	\$8,000,000.00			
Gateway Total	\$3,000,000.00	\$8,000,000.00	\$0.00	\$0.00	\$0.00
Wekiva					
238275-8		\$180,485.00			
240200-3	\$23,129,393.00				
240200-4	\$167,343,818.00				
437114-5		\$587,061.00			
437114-6				\$2,297,510.00	
Wekiva Total	\$190,473,211.00	\$767,546.00	\$0.00	\$2,297,510.00	\$0.00

QUESTION 42:

Section 334.30(1), F.S., states the Department may receive or solicit proposals and enter into agreements with private entities, or consortia thereof, for the building, operation, ownership, or financing of transportation facilities. Are there projects in this TWP which meet this condition? If so, please list each project identifying the type of funds (federal, state, local) being committed.

Please identify which of these projects are being advanced from the adopted work program or increase transportation capacity, are greater than \$500 million, and are being advanced from the 10-year Strategic Intermodal System (SIS) Plan.

ANSWER:

Yes, funding is included in the Tentative Work Program for public-private partnership agreements in which the Department has entered. The projects and funding are as follows:

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Sum of Calculated Project	ItemSeg	Fund Code Rollup	Year					Grand Total
			2019	2020	2021	2022	2023	
I-4 Ultimate in Orange & Seminole Counties	432193-1	Federal	85,185,513	11,000,000	32,684,675	17,684,675	22,000,001	168,554,864
		State	53,344,941	40,254,410	48,624,565	44,518,085	40,278,699	227,020,700
		Toll, Local, Other	75,000,000	80,000,000	9,212,931	18,087,282	18,800,332	201,100,545
		Tumpike			10,928,300			10,928,300
I-595 Improvements	420809-3	Federal	4,298,000					4,298,000
		State	79,719,453	81,457,577	82,856,284	87,405,318	92,221,054	423,659,686
		Toll, Local, Other	2,060,521	2,163,613	2,228,593			6,452,727
		Tumpike	191,176	198,823	206,775	215,047	223,648	1,035,469
PortMiami Tunnel	251156-3	State	41,259,847	42,497,642	43,772,571	45,085,749	46,438,321	219,054,130
		Toll, Local, Other	2,766,238	2,849,227	2,934,702	3,022,745	3,113,427	14,686,339
Grand Total			343,825,689	260,421,292	233,449,396	216,018,901	223,075,482	1,276,790,760

The following project is currently in procurement under Section 334.30, F.S.:

Sum of Calculated Project	ItemSeg	Fund Code Rollup	Year				Grand Total
			2017	2018	2019	2020	
I-395/I-95 Projects	251688-1	Federal	58,317,000	111,178,183			169,495,183
		State	177,242,018	106,033,817	103,326,483		386,602,318
		Toll, Local, Other	633,990				633,990
	423126-2	State				35,000,001	35,000,001
	429300-2	Federal	24,222,001				24,222,001
		State	1,050,000				1,050,000
Grand Total			261,465,009	217,212,000	103,326,483	35,000,001	617,003,493

QUESTION 43: Section 334.30(9), F.S., requires the Department to provide a summary of new public-private partnership projects as part of the submittal of the Tentative Work Program. The summary is to include the identification of planned funding from the STTF beyond the 5-year Tentative Work Program period. Has this summary been completed?

ANSWER: The summary report for public-private partnership projects will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor and Legislature.

FDOT does not currently have plans to begin a Design-Build-Finance-Operate-Maintain procurement; however, funding decisions and procurement methods for the following new projects under consideration are still under development:

Tampa Bay Next – This project is a major interstate improvement program to modernize key interchanges, replace aging infrastructure, and improve mobility on portions of I-275

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and I-4. FDOT is currently in a process to research, reevaluate, and respond to community input about the project.

I-4 Beyond the Ultimate – Located in Central Florida, I-4 Beyond the Ultimate consists of critical segments that are North and South of the 21-mile I-4 Ultimate project that is planned to open December 2020. The project is composed of five segments located in Orange, Polk, Osceola, Volusia and Seminole counties. The project will cover 40 miles of I-4 and provides variable toll pricing. The improvements will enhance the level of service, regional mobility, and improve operations in the project area. The proposed improvements involve widening the existing six lane urban interstate in both directions with restricted access points to a 10 lane divided highway.

QUESTION 44: Section 334.30(12), F.S., requires the Department to ensure that no more than 15 percent of total federal and state funding in any given year for the STTF be obligated collectively for all public-private projects. What percentage of total federal and state funds is obligated to public-private partnership projects in each year of the Tentative Work Program?

ANSWER: I-395 is in procurement.

	Obligated Projects Currently Under Contract	Projects in Procurement	Total Public Private Partnership Obligations and Under Consideration
FY 2019	5.61%	1.18%	6.79%
FY 2020	6.73%	1.92%	8.64%
FY 2021	4.55%	1.76%	6.30%
FY 2022	7.65%	1.67%	9.33%
FY 2023	2.77%	0.82%	3.58%

QUESTION 45: Does the Tentative Work Program include an aviation and airport work program based on a collection of local sponsors' proposed projects? Does the plan separately identify development projects and discretionary capacity improvement projects? 332.007(2)(a), F.S.

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Is the aviation and airport work program consistent with the statewide aviation system plan and, to the maximum extent feasible, consistent with approved local government comprehensive plans? 332.007(2)(b), F.S.

Does the aviation and airport work program include all projects involving funds administered by the Department to be undertaken and implemented by the airport sponsor? 332.007(2)(b), F.S.

ANSWER:

Yes, the Tentative Work Program includes an aviation and airport work program based on a collection of local sponsors' proposed projects in compliance with Section 332.007(2)(a), F.S.

Yes, the plan separately identifies development projects and discretionary capacity improvement projects in compliance with Section 332.007(2)(a), F.S.

Yes, the aviation and airport work programs are consistent with the statewide aviation system plan and, to the maximum extent feasible, consistent with approved local government comprehensive plans in compliance with Section 332.007(2)(b), F.S.

Yes, the aviation and airport work programs include all projects involving funds administered by the department to be undertaken and implemented by the airport sponsor in compliance with Section 332.007(2)(b), F.S.

QUESTION 46:

Section 336.045(1), F.S., requires that the Department consider design approaches which provide for compatibility with the surrounding natural or manmade environment; safety and security of public spaces; and appropriate aesthetics based upon scale, color, architectural style, materials used to construct the facilities, and the landscape design and landscape materials around the facilities. The section requires that the Department annually provide funds in its Tentative Work Program to implement provisions related to aesthetic design standards.

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Has the Department provided funds in the Tentative Work Program to implement the provisions relating to aesthetic design standards? If not, please explain.

ANSWER: Yes, the Department funds aesthetic provisions as part of standard project development, design and construction. These provisions are based on project location and input from local governments and the public. Aesthetic provisions are outlined in the Project Development and Environment Manual, Plans Preparation Manual and Structures Manual.

QUESTION 47: Section 334.044(26), F.S., requires that no less than 1.5 percent of the amount contracted for construction projects be allocated on a statewide basis by the Department for the purchase of plant materials. This requirement does not apply to resurfacing projects unless approved by the Secretary.

Does the Department's Tentative Work Program meet this requirement?

ANSWER: Yes, the Department meets this statewide requirement by programming landscape and highway beautification features in highway construction projects and improvements, stand-alone highway beautification projects, and highway beautification projects completed by other government agencies. Any landscaping on resurfacing projects has been approved by the Secretary.

QUESTION 48: Section 339.61(1), F.S., states that for purposes of funding projects under the Florida Strategic Intermodal System (SIS), the Department shall allocate from the STTF in its Program and Resource Plan a minimum of \$60 million each year, beginning in the 2004/05 fiscal year. This allocation of funds is in addition to any funding provided to the system by any other provision of law.

Please identify the funding allocated to the SIS for each fiscal year of the Tentative Work Program period to demonstrate compliance with this provision.

ANSWER: Funding allocated in accordance with Section 339.61(1), F.S. is allocated to the Florida Strategic Intermodal System and programmed as follows:

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(\$ in millions)	18/19	19/20	20/21	21/22	22/23
DIS Allocations	60.0	60.0	60.0	60.0	60.0

(\$ in millions)	18/19	19/20	20/21	21/22	22/23
Programming of SIS funds (DI, DIS, GMR, & SIWR)	899.6	564.8	640.7	735.5	975.7

QUESTION 49:

Section 339.65(6), F.S., states that for the purposes of developing the proposed Strategic Intermodal System highway corridors, beginning in fiscal year 2012-2013 and for each fiscal year thereafter, the minimum amount allocated shall be based on the fiscal year 2003-2004 allocation of \$450 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 2003-2004.

Please identify the SIS minimum funding target for each fiscal year of the Tentative Work Program period to demonstrate compliance with this provision.

ANSWER:

(\$ in millions)	18/19	19/20	20/21	21/22	22/23	TOTAL
Calculated Minimum Target Amount	\$610.1	\$621.3	\$637.6	\$655.1	\$672.1	\$3,196.2
Amount Programmed on SIS (all funds)	\$5,786.9	\$5,395.3	\$4,866.9	\$4,592.8	\$4,688.6	\$25,330.4

QUESTION 50:

Section 339.135(4)(a)2, F.S., requires the Department to allocate at least 50 percent of any new discretionary highway capacity funds to the Florida SIS. In addition, FDOT has adopted an enhanced investment policy, reflecting the Legislature’s designation of the SIS as the state’s highest transportation capacity investment priority, which provides for the allocation of 75 percent of any new discretionary capacity funds to projects on the SIS. (Statutes define new discretionary highway capacity funds as “funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.”)

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Does the Department's Tentative Work Program meet the level of investment called for in the Department's investment policy? If so, please identify the total new discretionary highway capacity funds available and the amount programmed for SIS for each year of the TWP.

ANSWER:

Over the last year (since December 2016) the revenue estimating conference has met three times to project transportation-related revenues. In December 2016, increased revenues for transportation were projected. In March 2017 and August 2017, the projections for transportation revenues were reduced. After financing statutory requirements concerning allocations of specific revenue sources and the needs based programs, allocations for discretionary capacity funds were adjusted in accordance with the department's policy: 75% to the SIS and 25% to the districts via statutory formula. The table below provides the net change to discretionary capacity fund allocations and the percentage of those funds which were allocated for the SIS.

(\$ in millions)	17/18	18/19	19/20	20/21	21/22	22/23	Total	% for SIS
Change in discretionary capacity fund allocations	25.00	20.00	-45.00	-38.00	-41.00	-65.00	-144.00	
Portion Allocated for the SIS	18.75	15.00	-33.75	-28.50	-30.75	-48.75	-108.00	75%

QUESTION 51:

Please identify the total amount of funds allocated to the SIS during this work program period. How much of this total is from the funds made available through the Growth Management legislation passed during the 2005 Session?

Please provide a table identifying the SIS work program dollar amount by fiscal year with the Growth Management SIS funds as a separate line item.

ANSWER:

Funds Allocated to the Strategic Intermodal System

(\$ in millions)	18/19	19/20	20/21	21/22	22/23
Total SIS Allocation (DI, DIS, SIWR, GMR)	606.4	564.8	640.7	735.5	975.7
Portion of Allocation from Growth Management (GMR)	188.6	197.3	206.0	215.1	224.2

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QUESTION 52:

The Transportation Regional Incentive Program (TRIP) was created for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas. Funds available for the TRIP are to be allocated to the districts by statutory formula for eligible counties. 339.2819(3), F.S.

Were funds allocated to the districts accordingly? Please provide a table identifying TRIP allocations by fiscal year by district for each year of the TWP period.

ANSWER:

A portion of the proceeds the department is projected to receive from documentary stamp tax revenues (TRIP) and initial vehicle registration fees (TRWR) are directed to the Transportation Regional Incentive Program as specified in sections 201.15(4)(a)4 and 320.072(4)(e), F.S., respectively. Funds for the Transportation Regional Incentive Program were allocated to districts by statutory formula for development of the Tentative Work Program as shown in the table below (totals may be different due to rounding):

(\$ in Millions)	18/19	19/20	20/21	21/22	22/23	Total
District 1	2.607	3.044	3.479	3.918	4.357	17.404
District 2	2.217	2.588	2.958	3.332	3.705	14.800
District 3	1.428	1.667	1.906	2.146	2.387	9.534
District 4	3.572	4.171	4.767	5.369	5.971	23.849
District 5	3.841	4.485	5.126	5.773	6.420	25.646
District 6	2.386	2.786	3.184	3.586	3.988	15.930
District 7	2.806	3.276	3.744	4.217	4.690	18.733
Rail Enterprise (District 31)	60.000	60.000	60.000	60.000	60.000	300.000
Total	78.856	82.017	85.165	88.341	91.518	425.897

QUESTION 53:

Section 133, of Title 23 U.S.C., requires that after apportionment to the state, Surface Transportation Block Grant Program funds shall be allocated according to a scale which changes for each year of the Act. For FY 2019, 54 percent is to be divided by population in proportion to their relative shares, (i) in areas with over 200,000 in population, (ii) in areas with greater than 5,000 in population but no more than 200,000 population, and (iii) in areas

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of the state with population of 5,000 or less. The remaining 46 percent may be used in any area of the state.

Is this requirement implemented in the Tentative Work Program? If not, please explain.

ANSWER: The Tentative Work Program implements this requirement in accordance with Section 133 of Title 23 U.S.C. MAP-21, Section 133 of Title 23 U.S.C. also has mandatory set aside funds from STP any area for Bridges off the Federal System equal to 15% of the state’s FFY 2009 Bridge Program (\$21.1M). The applicable dollar amounts for each of the required percentages are shown in Schedule A of the Work Program Instructions, which have been provided.

QUESTION 54: The purpose of the Highway Safety Improvement Program created under Section 148, of Title 23 U.S.C., is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. A project under this program corrects or improves a hazardous road location or feature, or addresses a highway safety problem.

Please identify by fiscal year the amount of funds made available to the Department through this program.

ANSWER: In accordance with Section 148 of Title 23 U.S.C. funding is allocated for the Highway Safety Improvement Program as follows:

(\$ in Millions)	18/19	19/20	20/21	21/22	22/23
Net HSP Allocation	104.709	116.151	116.136	116.471	116.471

QUESTION 55: Of the resurfacing projects contained in the Tentative Work Program what is the average cost to resurface a lane mile of roadway on the State Highway System in each fiscal year?

Please provide by fiscal year, the number of lane miles programmed for resurfacing in the Tentative Work Program broken down by on-system and off-system miles.

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ANSWER:

Average Cost to Resurface a Lane Mile (\$000)

Type of Facility	18/19	19/20	20/21	21/22	22/23
Arterials	\$373	\$367	\$457	NA	NA
Interstate	\$390	\$408	\$414	NA	NA
Turnpike	\$560	\$440	\$515	NA	NA

Lane Miles Programmed for Resurfacing

Type of Facility	18/19	19/20	20/21	21/22	22/23
On-System	1,362	1,369	1,772	190	-
Off-System	24	4	6	-	-

QUESTION 56:

Section 334.046(4)(a)1, F.S., requires the Department to protect the state's transportation infrastructure investment by ensuring that 80 percent of the pavement on the State Highway System meets Department standards.

What is the percentage of the State Highway System (lane miles) planned to meet or exceed Department standards in each fiscal year?

Also, please provide by fiscal year, the number of additional lane miles programmed to be constructed in the Tentative Work Program broken down by on-system and off-system miles.

ANSWER:

Pavement Meeting or Exceeding Department Standards

Lane Miles	18/19	19/20	20/21	21/22	22/23
% Planned to meet or exceed	90.9%	88.9%	88.0%	87.2%	88.0%

Lane Miles Added

Type of Facility	18/19	19/20	20/21	21/22	22/23
On-System	253	90	118	119	209
Off-System	16	8	2	7	3

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QUESTION 57: Section 334.046(4)(a)2, F.S., requires the Department to protect the state’s transportation infrastructure investment by ensuring that 90 percent of Department-maintained bridges meet Department standards.

What is the percentage of FDOT-maintained bridges forecast to meet or exceed standards in each fiscal year?

ANSWER:

Bridges Meeting or Exceeding Department Standards

Bridges	18/19	19/20	20/21	21/22	22/23
% Planned to meet or exceed	92.9%	92.9%	92.9%	92.7%	92.3%

QUESTION 58: What is the percentage of FDOT-maintained bridges forecast to be in need of repair in each fiscal year?

How many FDOT-maintained and off-system bridges are programmed for repair in each fiscal year (please split the two out in your response)?

ANSWER:

Bridges in Need of Repair

	18/19	19/20	20/21	21/22	22/23
% FDOT Bridges in Need of Repair	6.6%	6.7%	6.8%	7.1%	7.4%

Bridges Programmed for Repair

Type of Facility	18/19	19/20	20/21	21/22	22/23
On-System	60	68	26	24	7
Off-System	3	-	-	-	-

QUESTION 59: What is the percentage of FDOT-maintained bridges forecast to be in need of replacement in each fiscal year?

How many FDOT-maintained and off-system bridges are programmed for replacement in each fiscal year (please split the two out in your response)?

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ANSWER:

Bridges in Need of Replacement

	18/19	19/20	20/21	21/22	22/23
% FDOT Bridges in Need of Replacement	0.4%	0.3%	0.2%	0.2%	0.3%

Bridges Programmed for Replacement

Type of Facility	18/19	19/20	20/21	21/22	22/23
On-System	3	8	9	3	1
Off-System	15	11	7	15	12

QUESTION 60:

Section 334.046(4)(a)3, F.S., requires the Department to protect the state’s transportation infrastructure investment by ensuring that it achieves 100 percent of the acceptable maintenance standard on the State Highway System.

What is the maintenance rating planned to be achieved on the State Highway System in each fiscal year?

ANSWER:

Maintenance	18/19	19/20	20/21	21/22	22/23
% Planned to meet or exceed	100%	100%	100%	100%	100%

QUESTION 61:

Section 341.053, F.S. created the Intermodal Development Program. What dollar amount is contained in the Tentative Work Program for this program for each fiscal year? Please provide the dollar amount broken down by rail, port access, airport access, multi-modal terminals, transit, and future projects.

Also, please identify any significant (defined as being greater than \$1 million) intermodal projects funded in this Tentative Work Program. List the projects by name, description of the work, project phase(s), total state funds, and funds provided by other sources.

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ANSWER:

Intermodal Development Program (\$ in millions)

Program	18/19	19/20	20/21	21/22	22/23	Total
Rail	10.460	2.300	0.000	0.000	3.700	16.460
Future Projects	0.000	0.000	0.000	0.000	0.000	0.000
Port Access	1.569	0.000	1.000	0.000	0.000	2.569
Airport Access	7.668	4.266	4.128	3.807	1.198	21.067
Multi-Modal Terminals	33.096	21.844	59.636	82.362	79.621	276.559
Transit	18.032	7.288	5.024	6.502	5.952	42.798
Total	70.825	35.698	69.788	92.671	90.471	359.453

Significant Intermodal Development Program Projects: \$1,000,000 and Over

Fiscal Year	District	Item	Phase	Fund Source	Project Estimate	Description of Project	Scope of Work
2019	01	438836-1	94	State	1,300,000	LAKELAND LINDER REG ARPT SITE PREP/UTILITY INSTALL AT INTERMODAL CENTER	AVIATION CAPACITY PROJECT
2019	03	425617-2	94	State	1,048,109	BOB SIKES AIRPORT CONSTRUCT ACCESS ROADWAY	AVIATION PRESERVATION PROJECT
2019	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2019	04	437970-5	94	State	4,500,000	FT. LAUDERDALE/HOLLYWOOD INTERNATIONAL A/P, REHAB RUNWAY 10L-28R (NORTH)	AVIATION PRESERVATION PROJECT
2019	05&31	412994-2	22	State	1,500,000	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
			32		2,542,688		
2019	06	424147-2	94	State	1,258,000	MDT - ADDITIONAL ELEVATORS AT DADELAND NORTH METRORAIL STATION	INTERMODAL HUB CAPACITY
2019	06	435381-1	94	State	2,721,965	MDT - PALMETTO INTERMODAL TERMINAL	INTERMODAL HUB CAPACITY
2019	06	437143-1	94	State	5,000,000	DOLPHIN STATION AT HEFT AND NW 12TH STREET	PARK AND RIDE LOTS
2019	06	437782-1	32	Federal	4,069,107	SR 968/FLAGLER ST FROM SR 821/HEFT TO SR 5/BISCAYNE BLVD (BRT STUDY)	PD&E/EMO STUDY
				State	300,000		
2019	06	437784-1	32	Federal	4,069,107	SR 94/KENDALL DR FROM SR 997/KROME AVE TO SR 5/S DIXIE HWY (BRT STUDY)	PD&E/EMO STUDY
				State	300,000		
2019	06	438076-1	32	Federal	4,069,107	SR 9/NW 27 AVE FROM MIA INTRMDAL CTR TO NW 215 ST/UNITY STN (PTC STUDY)	PD&E/EMO STUDY
				State	300,000		
2019	07	440335-1	94	State	1,492,807	PORT TAMPA BAY - HOOKERS POINT INTERMODAL IMPROVEMENTS	SEAPORT CAPACITY PROJECT
2019 Total					36,219,282		
2020	01	438751-1	94	State	1,827,245	LEETRAN	PARK AND RIDE LOTS

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2020	01	438836-1	94	State	1,400,000	LAKELAND LINDER REG ARPT SITE PREP/UTILITY INSTALL AT INTERMODAL CENTER	AVIATION CAPACITY PROJECT
2020	01	441677-1	94	State	1,181,704	SEBRING REGIONAL AIRPORT REHABILITATION OF RAILROAD INFRASTRUCTURE	AVIATION PRESERVATION PROJECT
2020	03	425635-3	94	State	1,084,038	DEFUNIAK SPRINGS AIRPORT CONSTRUCT TERMINAL BUILDING	AVIATION REVENUE/OPERATIONAL
2020	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2020	05&31	412994-2	22	State	1,500,000	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
			32		2,339,336		
2020	06	435381-1	94	Federal	674,808	MDT - PALMETTO INTERMODAL TERMINAL	INTERMODAL HUB CAPACITY
				State	1,060,523		
2020	06	438076-1	32	Federal	2,000,000	SR 9/NW 27 AVE FROM MIA INTRMDAL CTR TO NW 215 ST/UNITY STN(PTC STUDY)	PD&E/EMO STUDY
				State	300,000		
2020	07	440709-1	84	State	2,164,113	REGIONAL INTERMODAL ACCESS IMPROVEMENTS	INTERMODAL HUB CAPACITY
2020 Total					17,280,159		
2021	01	441677-1	94	State	1,546,536	SEBRING REGIONAL AIRPORT REHABILITATION OF RAILROAD INFRASTRUCTURE	AVIATION PRESERVATION PROJECT
2021	03	422301-8	94	State	1,121,009	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION	AVIATION REVENUE/OPERATIONAL
2021	04	423393-2	94	State	1,748,392	BROWARD/I-95 EXPRESS BUS PURCHASE & STATION IMPROVEMENTS	INTERMODAL HUB CAPACITY
2021	05&31	412994-2	22	State	1,500,000	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING & PROF SERV	INTERMODAL HUB CAPACITY
			32		2,438,787		
2021	06	435381-1	94	State	1,784,185	MDT - PALMETTO INTERMODAL TERMINAL	INTERMODAL HUB CAPACITY
2021	06	437782-1	32	Federal	1,400,000	SR 968/FLAGLER ST FROM SR 821/HEFT TO SR 5/BISCAYNE BLVD (BRT STUDY)	PD&E/EMO STUDY
2021	07	422799-2	12	State	1,236,754	REGIONAL TRANSIT CORRIDOR EVALUATIONS	PD&E/EMO STUDY
2021	07	433240-1	94	State	1,000,000	PORT TAMPA BAY - EASTPORT BERTH DEVELOPMENT	SEAPORT CAPACITY PROJECT
2021 Total					13,775,663		
2022	01	441677-1	94	State	2,148,033	SEBRING REGIONAL AIRPORT REHABILITATION OF RAILROAD INFRASTRUCTURE	AVIATION PRESERVATION PROJECT
2022	03	442109-5	94	State	1,159,052	TALLAHASSEE INTERNATIONAL AIRPORT MULTI-MODAL TRANSPORTATION CENTER	AVIATION PRESERVATION PROJECT
2022	06	431077-2	94	State	1,250,000	MDT - SR 836 EBS PARK AND RIDE LOT AT SW 8 ST AND SW 147 AVE	PARK AND RIDE LOTS
2022 Total					4,557,085		
2023	06	431077-2	94	State	1,250,000	MDT - SR 836 EBS PARK AND RIDE LOT AT SW 8 ST AND SW 147 AVE	PARK AND RIDE LOTS
2023 Total					1,250,000		

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QUESTIONS - CENTRAL OFFICE

QUESTION 62:

Section 339.55(1)(2), F.S., states there is created within the Department of Transportation a state-funded infrastructure bank for the purpose of providing loans and credit enhancements to government units and private entities for use in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. The bank may lend capital costs or provide credit enhancements for:

- A transportation facility project that is on the State Highway System or that provides for increased mobility on the state's transportation system or provides intermodal connectivity with airports, seaports, rail facilities, and other transportation terminals, pursuant to s. 341.053, for the movement of people and goods.
- Projects of the Transportation Regional Incentive Program which are identified pursuant to s. 339.2819(4).

Will there be loans and/or credit enhancements provided to government units and/or private entities from the state-funded state infrastructure bank in this Tentative Work Program? If yes, please identify the government or private entity, loan amount, and repayment schedule for each fiscal year.

Please provide the same information for any projects in the Tentative Work Program that are funded in whole or part with federal State Infrastructure Bank (SIB) Funds.

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QUESTIONS - CENTRAL OFFICE

ANSWER:

Applicant	Financial Project Number	State of Federal	Name of Project	SIB Loan Amount	Term
Babcock Ranch Community - Independent Special District (ISD)	442027-1	State	SR 31 Widening	\$31,348,036	20 years
City of Lakeland - Lakeland Linder Regional Airport	442028-1	State	Lakeland Airport	\$4,626,400	15 years
City of Melbourne Airport Authority	442029-1	State	Melbourne Airport	\$14,632,812	15 years
FDOT - District 7	422904-2	State	Howard Frankland Bridge	\$65,000,000	10 years
Tampa Port Authority	442026-1	State	Hooker's Point Refrigerated Warehouse	\$12,000,000	20 years

QUESTION 63:

There has been created, within the Department of Transportation, a County Incentive Grant Program for the purpose of providing grants to counties, to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. 339.2817(1), F.S.

What dollar amount, by fiscal year, has been provided in the Tentative Work Program for grants under this provision? Please include any "boxed" funds.

ANSWER:

In accordance with Section 339.2817(1), F.S. funds are allocated to the County Incentive Grant Program (CIGP) and programmed as follows:

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QUESTIONS - CENTRAL OFFICE

(\$ in Millions)	18/19	19/20	20/21	21/22	22/23
CIGP Allocations	37.76	38.32	38.80	39.28	39.68
CIGP Programming	48.97	38.32	38.80	39.28	39.68

QUESTION 64:

Section 212.0606(3)(b), F.S., states that the proceeds deposited in the STTF from the rental car surcharge shall be allocated on an annual basis in the work program to each district, except the Turnpike Enterprise. The amount allocated for each district shall be based upon the amount of proceeds collected in the counties within each respective district.

Please provide documentation identifying the annual rental car surcharge proceeds by district and the annual allocations by district.

ANSWER:

Estimates of the Rental Car Surcharge are based on Revenue Estimating Conference data and are allocated to the Districts as DS based on the annual estimated collections.

(\$ in Millions)	18/19	19/20	20/21	21/22	22/23	Total
District 1	14.694	14.966	15.237	15.509	15.791	76.198
District 2	7.556	7.695	7.835	7.975	8.120	39.181
District 3	5.308	5.406	5.505	5.603	5.705	27.526
District 4	32.124	32.718	33.312	33.906	34.523	166.584
District 5	37.375	38.066	38.757	39.448	40.166	193.813
District 6	25.409	25.879	26.349	26.819	27.307	131.763
District 7	18.134	18.469	18.804	19.140	19.488	94.035
Total	140.600	143.200	145.800	148.400	151.100	729.100

QUESTION 65:

One of the Department's objectives for implementing the goals presented in the 2060 Florida Transportation Plan is to improve the efficiency of the transportation system by deploying Intelligent Transportation Systems (ITS) technology on critical state corridors.

Please provide the total dollar amount (statewide and district funds) allocated to ITS projects for each year of the work program by district.

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QUESTIONS - CENTRAL OFFICE

ANSWER:

Provided below are the amounts programmed for ITS projects from the Tentative Work program (2018/19 – 2022/23). These estimates exclude maintenance costs covered in the Maintenance program.

Districts	18/19	19/20	20/21	21/22	22/23	Total
1	6.060	8.551	12.028	8.827	8.798	44.261
2	11.624	6.962	9.907	7.659	9.308	45.459
3	3.762	3.689	6.314	3.520	4.320	21.605
4	22.025	33.738	14.465	16.382	17.583	104.192
5	33.235	13.495	17.515	12.753	8.114	85.110
6	22.318	23.611	34.238	26.800	24.479	131.443
7	11.316	49.548	7.013	6.933	6.629	81.436
FTE	8.393	17.033	6.828	6.828	6.703	45.785
Central Office	23.876	23.086	16.607	22.954	14.108	100.627
Total	142.609	179.713	124.915	112.656	100.042	659.918

These amounts are in Millions of Dollars.

QUESTION 66:

Section 201.15(4)(a), F.S., provides an annual investment into the STTF of the lesser of 24.18442% of the remainder or \$541.75 million of documentary stamp revenue after other required payments. Out of such funds, \$75 million for each fiscal year shall be transferred to the General Revenue Fund. The remainder is to be allocated accordingly, 10% to the New Starts Transit Program, 10% to the Small County Outreach Program, 75% of the remainder after the allocation to the New Starts and Small County Outreach Programs to the SIS, and 25% of the remainder to the Transportation Regional Incentive Program (TRIP) (the first \$60 million of the TRIP portion shall be allocated to the Florida Rail Enterprise).

Please provide the commitments by program derived from this additional investment in each year of the Tentative Work Program. Is the first \$60 million of the TRIP portion allocated accordingly?

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QUESTIONS - CENTRAL OFFICE

ANSWER:

Programming of Documentary Stamp Tax Proceeds

(\$ in millions)	18/19	19/20	20/21	21/22	22/23	Total
A-STATE HIGHWAY SYSTEM (SHS)	121.3	111.5	104.9	135.6	127.3	600.6
B-OTHER ROADS	36.4	34.4	38.3	40.4	42.2	191.7
C-RIGHT-OF-WAY LAND	5.1		14.0	19.3		38.3
D-AVIATION	117.6	33.0	55.2	33.7	32.7	272.3
E-TRANSIT	144.8	50.2	43.3	35.6	40.6	314.4
F-RAIL	126.6	56.5	49.9	66.5	84.6	384.1
G-INTERMODAL ACCESS	0.1		1.5		3.8	5.5
H-SEAPORT DEVELOPMENT	36.6	28.7	34.2	25.2	27.8	152.5
L-PRELIMINARY ENGINEERING	1.9	14.4	1.9	1.3	7.3	26.8
M-CONST ENGINEERING & INSPECTION	3.4			0.9	7.4	11.7
N-RIGHT-OF-WAY SUPPORT	0.2					0.2
Q-PLANNING AND ENVIRONMENT	0.1					0.1
Y-LOCAL GOVT REIMBURSEMENT	0.6					0.6
Total	\$594.7	\$328.8	\$343.4	\$358.5	\$373.7	\$1,999.0

Allocation of the TRIP portion of Documentary Stamp Tax Proceeds

(\$ in millions)	18/19	19/20	20/21	21/22	22/23	Total
District 1	0.4	0.8	1.2	1.6	2.3	6.0
District 2	0.3	0.7	1.0	1.4	1.7	5.1
District 3	0.2	0.4	0.7	0.9	1.1	3.3
District 4	0.5	1.1	1.6	2.2	2.8	8.3
District 5	0.6	1.2	1.8	2.4	3.0	8.9
District 6	0.4	0.7	1.1	1.5	1.9	5.5
District 7	0.4	0.9	1.3	1.7	2.2	6.5
District 31 – Florida Rail Enterprise	60.0	60.0	60.0	60.0	60.0	300.0
Total	\$62.9	\$65.8	\$68.7	\$71.7	\$74.7	\$343.7

QUESTION 67:

Section 343.58(4)(a)(1)a. and b., F.S., directs the Department to annually transfer from the STTF to the South Florida Regional Transportation Authority \$15 million for operations, maintenance, and dispatch, and an amount no less than the Work Program commitments equal to \$27.1 million for operating assistance and corridor track maintenance and contract maintenance for the South Florida Rail Corridor. Funding required by this subsection shall cease upon commencement of an alternate dedicated local funding source. The authority and the Department shall cooperate in the effort to identify and implement such an alternate dedicated local funding source before July 1, 2019.

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QUESTIONS - CENTRAL OFFICE

Were these funds allocated as directed?

ANSWER: Yes.

QUESTION 68: Section 320.072(4), F.S., directs that 85.7 percent of the “New Wheels Fee” be deposited into the State Transportation Trust Fund with \$25 million used for the Florida Shared-Use Non-Motorized Trail Network, 3.4 percent for the New Starts Transit Program, 5 percent for the Small County Outreach Program, 20.6 percent for the Strategic Intermodal System, 6.9 percent for the Transportation Regional Incentive Program, and all remaining funds for any transportation purpose.

Were these funds distributed as directed?

ANSWER: Yes, in accordance with section 320.072(4), F.S., and based on revenue estimates from the August 2017 Revenue Estimating Conference, the following allocations have been made for FY 2019: \$25 million has been allocated for the Florida Shared-Use Non-motorized Trail Network (TLWR); \$7.9 million has been allocated for the New Starts Transit Program (NSWR); \$11.6 million has been allocated for the Small County Outreach Program (SCWR); \$47.8 million has been allocated for the Strategic Intermodal System (SIWR); and \$16 million has been allocated for the Transportation Regional Incentive Program (TRWR).

QUESTION 69: Section 334.044(34), F.S., authorizes the Department to assume the responsibilities of the USDOT with respect to highway projects within the state under the National Environmental Policy Act (NEPA) or other actions required under any federal environmental law pertaining to review or approval of a highway project within the state. The Department may assume responsibilities under 23 U.S.C. s. 327 and enter into agreements with the United States Secretary of Transportation related to the federal surface transportation project delivery program for the delivery of highway projects, as provided by 23 U.S.C. s. 327. The Department may adopt rules to implement this section and may adopt relevant federal environmental standards as the standards for the state for a program described in this subsection. If the Department assumes the Federal Highway Administration’s (FHWA) role in the review and approval of highway projects, it anticipates both time and cost savings in project delivery.

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QUESTIONS - CENTRAL OFFICE

Has the Department assumed direct NEPA decision making authority? If not, what is the projected timeframe when the Department will assume authority?

ANSWER: Yes, the Department signed the MOU giving FDOT NEPA Assignment on December 14, 2016.

QUESTION 70: Section 339.135(7)(g), F.S., requires that any Work Program amendment which also requires the transfer of fixed capital outlay appropriations between categories within the Department or the increase of an appropriation category is subject to the approval of the Legislative Budget Commission (LBC). This section was amended, effective July 1, 2016, removing the authorization for the chair and vice chair of the LBC to approve an amendment to the Work Program if a LBC meeting cannot be held within 30 days of the Department's submittal. A new Section 339.135(7)(h), F.S., was also added that requires that any Work Program amendment that also adds a new project, or phase thereof, to the adopted Work Program in excess of \$3 million is subject to approval by the LBC.

Did the legislative changes made to the LBC approval process of the Department's Work Program amendment process impact the development of the 2018/19 - 2022/23 Tentative Work Program? If so, what was the impact?

ANSWER: The LBC approval process of the Department's Work Program amendments adding projects over \$3 million did not negatively impact the development of the 18/19 – 2022/2023 Tentative Work Program. Additional analysis was required this cycle to make sure the Department planned for the additional days required for the LBC approval, but overall the process did not cause any type of delays or interruptions to the work plan.

QUESTION 71: Section 339.0809, F.S., created the Florida Department of Transportation Financing Corporation (Corporation) as a nonprofit corporation for the purpose of financing or refinancing projects for the Department. The Corporation is governed by a board of directors consisting of the director of the Office of Policy and Budget within the Executive Office of the Governor, the director of the Division of Bond Finance, and the Department's Secretary. The Corporation may issue and incur notes, bonds, and other obligations of indebtedness (not to

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QUESTIONS - CENTRAL OFFICE

exceed 30 years) payable from and secured by amounts payable to the Corporation by the Department under a service contract for the purpose of financing or refinancing approved projects. The Department's commitments are subject to annual appropriation by the Legislature and will not constitute a general obligation of the State or pledge of the full faith and credit of the State.

Please identify any projects, and related amounts, included in the 2018/19 - 2022/23 Tentative Work Program that utilize the Florida Department of Transportation Financing Corporation.

ANSWER:

There are currently two projects in the Tentative Work Program that are utilizing the Florida Department of Transportation Financing Corporation.

1.) I-95 Phase 3C (direct connect between I-95 and I-595)

Sum of Calculated ItemSeg	Fund	Year					Grand Total
		2018	2019	2020	2021	2022	
409354-2	FINC	480,074,461	4,006,574	7,026,426	800,000	4,600,000	496,507,461
Grand Total		480,074,461	4,006,574	7,026,426	800,000	4,600,000	496,507,461

2.) I-4 Beyond the Ultimate Segments 2 and 1C

Sum of Calculated Segment	ItemSeg	Fund	Year	
			2020	Grand Total
Segment 2	242484-7	FINC	68,888,335	68,888,335
Segment 1C	441362-1	FINC	244,910,139	244,910,139
Grand Total			313,798,474	313,798,474

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QUESTIONS - DISTRICT OFFICES

QUESTION 1: Was the District Work Program developed cooperatively from the outset with the various metropolitan planning organizations (MPO's) and boards of county commissioners? Does the District Work Program include, to the maximum extent feasible, the transportation improvement programs of MPOs and changes to the improvement programs which have been submitted to the Department? 339.135(4)(c)2, F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes
Rail Enterprise	N/A		

QUESTION 2: Did the District receive a list of project priorities from each MPO by October 1, 2017? 339.135(4)(c)2 and 339.175(8)(b), F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 3: Did the District reschedule or delete any project(s) from the District Work Program which is part of the MPO's transportation improvement program and is contained in the last four years of the Department's Adopted Work Program for Fiscal Years 2018-19/2021-22? If yes, did the District provide the MPO with written justification prior to submittal of the District Work Program to the central office by November 6, 2017? 339.135(4)(c)3, F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	No
Rail Enterprise	N/A		

Did the Secretary approve the rescheduling or deletion?

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QUESTIONS - DISTRICT OFFICES

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 4:

Did any MPO file an objection of such rescheduling or deletion with the Secretary by November 20, 2017? If yes, please provide a copy of such objection and the District response. 339.135(4)(c)3, F.S.

ANSWER:

District	Response	District	Response
1	No	5	No
2	No	6	No
3	No	7	No
4	No	Turnpike	N/A
Rail Enterprise	N/A		

Note: The Commission shall include such objections in its evaluation of the Tentative Work Program only when the Secretary has approved the rescheduling or deletion. 339.135(4)(c)3, F.S.

QUESTION 5:

Was a public hearing held on the District Work Program in at least one urbanized area in the District prior to its submission to the central office? 339.135(4)(d), F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes
Rail Enterprise	N/A		

QUESTION 6:

Were presentations given by the District at MPO meetings to determine the necessity of making changes to any projects included or to be included in the District Work Program and to hear requests for new projects to be added to, or existing projects to be deleted from, the District Work Program? Did these meetings also include boards of county commissioners of counties not represented by MPOs? 339.135(4)(d), F.S.

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QUESTIONS - DISTRICT OFFICES

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes
Rail Enterprise	N/A		

QUESTION 7:

Did the District provide the appropriate MPO with written explanation for any project which is contained in the MPO's transportation improvement program and which is not included in the District Work Program? 339.135(4)(d), F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 8:

Did the District receive any written requests from MPOs for further consideration of any specific project not included or not adequately addressed in the District Work Program? If yes, provide a copy of such written request. 339.135(4)(d), F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	None
2	Yes	6	None
3	None	7	Yes
4	None	Turnpike	None
Rail Enterprise	N/A		

QUESTION 9:

Did the District acknowledge and review all such requests prior to the submission of the District Work Program to the central office? If yes, provide a copy of such acknowledgment. 339.135(4)(d), F.S.

ANSWER:

District	Response	District	Response
1	Yes	5	N/A
2	Yes	6	N/A
3	N/A	7	No. Post-deadline requests are currently being reviewed.
4	N/A	Turnpike	N/A
Rail Enterprise	N/A		

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QUESTIONS - DISTRICT OFFICES

QUESTION 10: Did the District forward a copy of all such requests to the Secretary and the Transportation Commission?

ANSWER:

District	Response	District	Response
1	Yes	5	N/A
2	Yes	6	N/A
3	N/A	7	Yes
4	N/A	Turnpike	N/A
Rail Enterprise	N/A		

Note: The Commission must include such requests in its evaluation of the Tentative Work Program. 339.135(4)(d), F.S.

QUESTION 11: Section 134 of Title 23, U.S.C., is amended to require that in transportation management areas (TMAs), i.e., areas with over 200,000 population, federal-aid highway and transit projects are to be selected by the MPO in consultation with the state, consistent with the transportation improvement program (TIP). However, projects within the TMA that are on the National Highway System or pursuant to the bridge and interstate maintenance programs are to be selected by the state in cooperation with the MPOs, consistent with the TIP.

Were projects in the Tentative Work Program within TMAs selected in accordance with the above requirements? If not, please explain.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 12: For urbanized areas with a population of 200,000 or less, Section 134 requires that federal-aid projects within an urbanized area be selected by the state in cooperation with the MPO, consistent with the area's TIP.

For non-urbanized areas, the Section requires that federal-aid projects be selected by the state in cooperation with affected local officials. However, projects on the National Highway System or pursuant to the bridge and maintenance programs must be selected by the state in consultation with affected local officials.

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QUESTIONS - DISTRICT OFFICES

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

Were projects included in the Tentative Work Program selected in accordance with the above requirements for smaller urbanized and non-urbanized areas? If not, please explain.

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 13:

There has been created, within the Department of Transportation, the Small County Outreach Program to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads. 339.2818(1), F.S.

What dollar amount, by fiscal year, has been provided in the District Work Program for grants under this provision? (Be sure to include all relevant fund codes, including any "boxed" funds).

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QUESTIONS - DISTRICT OFFICES

ANSWER:

District	Fund	FY19	FY20	FY21	FY22	FY23
01	GRSC	5,001,867	4,285,615	4,547,667	4,819,051	5,092,410
	SCED	2,192,615	1,794,872	1,794,872	1,794,872	1,794,872
	SCOP	1,887,287	1,719,487	1,741,026	1,762,564	1,780,513
	SCRC	1,424,590	0	0	0	0
	SCWR	2,426,490	2,115,256	2,144,872	2,164,615	2,181,667
02	GRSC	8,052,154	8,571,231	9,095,333	9,638,103	10,184,821
	SCED	3,589,744	3,589,744	3,589,744	3,589,744	3,589,744
	SCOP	3,388,718	3,438,974	3,482,051	3,525,128	3,561,026
	SCRC	2,245,252	0	0	0	0
	SCWR	4,160,513	4,230,513	4,289,743	4,329,231	4,363,333
03	GRSC	7,185,533	7,346,769	7,796,000	8,261,231	8,729,846
	SCED	4,526,743	3,076,923	3,076,923	3,076,923	3,076,923
	SCOP	3,349,609	2,947,692	2,984,615	3,021,539	3,052,308
	SCRC	3,049,688	0	0	0	0
	SCWR	3,566,154	3,626,154	3,676,923	3,710,769	3,740,000
04	GRSC	1,150,308	1,224,462	1,299,333	1,376,872	1,454,974
	SCED	512,821	512,821	512,821	512,821	512,821
	SCOP	484,103	491,282	497,436	503,590	508,718
	SCRC	4,260,347	0	0	0	0
	SCWR	594,359	604,359	612,820	618,462	623,333
05	GRSC	1,150,308	1,224,462	1,299,333	1,376,872	1,454,974
	SCED	512,821	512,821	512,821	512,821	512,821
	SCOP	484,103	491,282	497,436	503,590	508,718
	SCRC	4,260,347	0	0	0	0
	SCWR	594,359	604,359	612,820	618,462	623,333
06	GRSC	583,231	612,231	649,667	688,436	727,487
	SCED	256,410	256,410	256,410	256,410	256,410
	SCOP	242,051	245,641	248,718	251,795	254,359
	SCRC	297,179	302,179	306,410	309,231	311,667
	SCWR	297,179	302,179	306,410	309,231	311,667
07	GRSC	575,154	612,231	649,667	688,436	727,487
	SCED	256,410	256,410	256,410	256,410	256,410
	SCOP	242,051	245,641	248,718	251,795	254,359
	SCRC	297,179	302,179	306,410	309,231	311,667
	SCWR	297,179	302,179	306,410	309,231	311,667
40	SCRC	1,306,509	9,000,000	9,000,000	9,000,000	9,000,000
Grand Total		69,846,660	64,242,000	65,986,999	67,729,004	69,447,001

QUESTION 14:

Sections 339.2816(3) and (5), F.S., allow the Department, beginning with fiscal year 2012-2013, to use up to \$25 million annually from the State Transportation Trust Fund for the purpose of funding the Small County Road Assistance Program. The section also requires the Department to include in the Tentative Work Program all projects funded under the Small County Road Assistance Program.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - DISTRICT OFFICES

Does the District Work Program contain any such projects? If so, identify by county and by fiscal year the amount contained in the Tentative Work Program for the Small County Road Assistance Program. Please include any "boxed" funds.

ANSWER:

District	County	Fund	FY19	FY20	FY21	FY22	FY23
01	DESOTO	SCRA	0	2,431,413	0	0	0
	GLADES	SCRA	0	1,200,929	0	0	0
	HARDEE	SCRA	0	0	4,120,767	0	0
	HENDRY	SCRA	1,940,209	913,113	0	2,946,840	0
	HIGHLANDS	SCRA	3,360,453	0	0	1,182,628	0
	DIST/ST-WIDE	SCRA	59,156	0	424,688	415,987	4,545,455
02	BAKER	SCRA	1,900,000	0	0	0	0
	BRADFORD	SCRA	618,000	0	0	0	0
	COLUMBIA	SCRA	1,300,000	0	500,000	0	0
	DIXIE	SCRA	0	525,000	3,200,000	0	0
	GILCHRIST	SCRA	1,673,846	0	0	0	0
	HAMILTON	SCRA	0	3,750,000	0	0	0
	LAFAYETTE	SCRA	0	0	3,200,000	0	0
	LEVY	SCRA	0	0	2,250,000	0	0
	MADISON	SCRA	0	1,010,000	0	2,250,000	0
	SUWANNEE	SCRA	2,190,802	0	0	0	0
	TAYLOR	SCRA	0	2,050,000	1,300,000	0	0
	UNION	SCRA	2,000,000	0	0	0	0
DIST/ST-WIDE	SCRA	923,413	3,271,061	156,061	8,356,061	10,606,061	
03	CALHOUN	SCRA	867,985	0	80,711	887,820	0
	FRANKLIN	SCRA	0	0	111,762	1,341,148	0
	GULF	SCRA	5,449,714	0	108,614	1,303,370	0
	HOLMES	SCRA	0	1,770,460	0	0	0
	JACKSON	SCRA	0	125,200	3,000,860	2,438,248	0
	JEFFERSON	SCRA	1,263,934	461,819	528,566	0	0
	LIBERTY	SCRA	203,432	0	2,480,942	1,556,326	0
	WAKULLA	SCRA	142,665	0	472,740	0	0
	WALTON	SCRA	99,169	4,483,738	0	0	0
	WASHINGTON	SCRA	114,000	1,361,146	1,040,251	0	0
DIST/ST-WIDE	SCRA	779,809	130,970	508,887	806,421	8,333,333	
05	FLAGLER	SCRA	1,515,000	1,002,000	0	0	0
	DIST/ST-WIDE	SCRA	152	513,152	1,515,152	1,515,152	1,515,152
Grand Total			26,401,739	25,000,001	25,000,001	25,000,001	25,000,001

QUESTION 15:

The Department of Economic Opportunity is required to transmit to the Commission a list of those projects and project phases contained in the Tentative Work Program which are identified as being inconsistent with approved local government comprehensive plans. For urbanized areas of MPOs, the list may not contain any project or project phase which is scheduled in a transportation improvement program unless such inconsistency has been previously reported to the affected MPO. 339.135(4)(f), F.S.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2018/19 through 2022/23**

QUESTIONS - DISTRICT OFFICES

Has each District worked with the affected local government and/or appropriate MPO to resolve the inconsistencies? Please provide documentation to this effect.

ANSWER:

District	Response	District	Response
1	No Inconsistencies	5	No Inconsistencies
2	No Inconsistencies	6	No Inconsistencies
3	No Inconsistencies	7	No Inconsistencies
4	No Inconsistencies	Turnpike	No Inconsistencies
Rail Enterprise	N/A		

QUESTION 16:

The District Secretary/Turnpike Enterprise Executive Director is responsible for ensuring that the respective work programs comply with the Work Program Instructions, departmental policies and procedures, federal rules and regulations and Florida laws, statutes, and administrative rules and regulations. Furthermore, the District Secretary/Turnpike Enterprise Executive Director must provide a certification of conformity stating such. Did the District Secretary/Turnpike Enterprise Executive Director provide a Certification of Conformity prior to the Secretary's review of the Tentative Work Program?

ANSWER:

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes
Rail Enterprise	Yes		

APPENDIX B

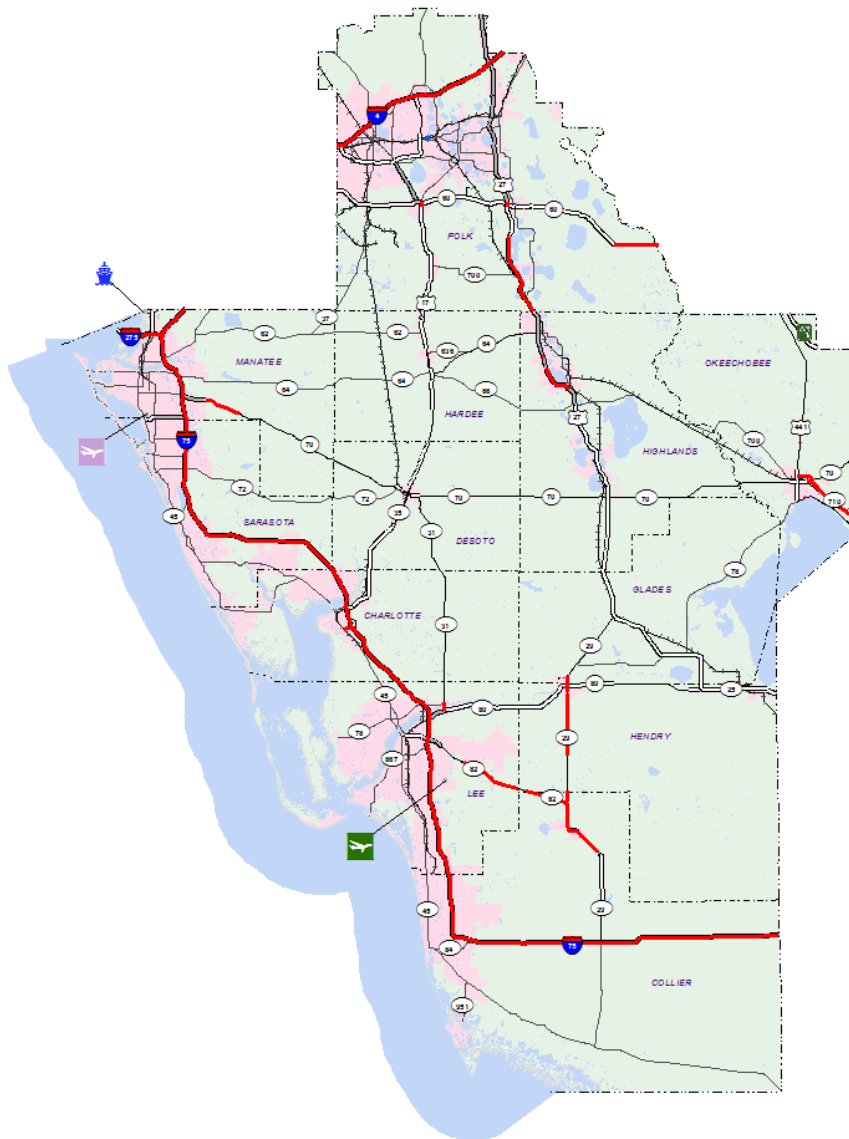
(District SIS Maps and Project Lists are based on the December 7, 2017 snapshot of the Tentative Work Program.)



Sisters Creek Bridge Replacement – District 2



J. Turner Butler Boulevard at I-95 Ramp – District 2



FDOT STRATEGIC INTERMODAL SYSTEM Capacity Improvement Projects SIS

SIS INVESTMENT PLAN

District 1

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

(FY 2018/2019 thru 2022/2023)
as of December 7, 2017

LEGEND

— Highway
— Railway

Existing Conditions for SIS Highways/Railroads

—	2 lane roads	Planned Add
—	4 lane roads	+++++	Railroads
—	6 & 8+ lane roads	■	Urban Areas
—	Other State roads		

	SIS Airport		SIS Seaport
	ESIS Airport		ESIS Seaport

0 5 10 20 30
Miles

District 1
First Five Years Plan
Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Highway																	
4062256	I-75 AT CORKSCREW INTERCHANGE												2019			\$5,688	Add Turn Lane(s)
4175403	SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY				2019		\$4,125										Add Lanes and Reconstruct
4175404	SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E				2019		\$4,445										Add Lanes and Reconstruct
4175405	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD N				2019		\$6,310										Add Lanes and Reconstruct
4175406	SR 29 FROM N OF NEW MARKET RD N ROAD TO SR 82				2019		\$5,060										Add Lanes and Reconstruct
4178783	SR 29 FROM F ROAD TO COWBOY WAY				2020		\$80	2019	\$11,867		\$50						Add Lanes and Reconstruct
4193443	SR 710 FROM US 441 TO I-63 CANAL				2019			2019	\$4,967		\$4,106						New Road Construction
4206132	I-75 AT FRUITVILLE ROAD/CR 780				2021		\$750	2019			\$604						Interchange - Add Lanes
4301853	I-4 @ SR 33 INTERCHANGE MODIFICATION				2020			2019	\$2,569								Interchange - Add Lanes
4308491	SR 82 FROM GATOR SLOUGH LANE TO SR 29				2019		\$50	2019			\$434	2019	\$10,599		\$25,802		Add Lanes and Reconstruct
4332051	US 441 AT NE 102ND STREET				2019		\$15						2019		\$742		Add Left Turn Lane(s)
4338562	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD				2019		\$4,975				\$2,175						Add Lanes and Reconstruct
4350631	US 27 AT EAST PHOENIX ST												2019		\$144		Add Left Turn Lane(s)
4419421	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)	2019		\$2,060													PDE/EMO Study
4425122	I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHANGE	2019		\$4,040													PDE/EMO Study
4425182	I-75 (SR 93) FROM N UNIVERSITY PKWY TO MOCCASIN WALLOW	2019		\$3,010													PDE/EMO Study MLD
4425183	I-75 (SR 93) FROM N RIVER RD TO SR 681	2019		\$3,010													PDE/EMO Study MLD
4425193	I-75 (SR 93) FROM COLLIER/LEE COUNTY LINE TO SR 78 (BAYSHORE DR)	2019		\$4,040													PDE/EMO Study
2010325	I-75 (SR 93) AT US 301 INTERCHANGE				2020		\$2,107	2019		\$7,538			2020	\$188,245		\$211	Interchange - Add Lanes
4130651	I-75 AT SR 884 (COLONIAL BLVD) INTERCHANGE				2019		\$135						2020	\$51,550		\$2,456	Interchange - Add Lanes
4192434	US 27 AT SR 60				2019		\$575	2019		\$1,045		\$3,009	2020	\$50,898		\$9,893	Interchange - Add Lanes
2010322	I-75 AT SR 70 INTERCHANGE												2021			\$3,500	Interchange - Add Lanes
2012775	I-75 (SR93) AT BEE RIDGE ROAD				2023		\$810	2021		\$17,595		\$252					Interchange - Add Lanes
4192432	US 27 (SR 25) FROM HIGHLANDS COUNTY LINE TO CR 630A				2019			2021		\$3,784		\$3,674					Add Lanes and Reconstruct
4192433	US 27 FROM CR 630A TO PRESIDENTS DRIVE				2019		\$400	2021		\$3,784		\$3,674					Add Lanes and Reconstruct
4258413	SR 82 FROM ALABAMA ROAD S TO HOMESTEAD ROAD S							2021		\$2,101		\$68					Add Lanes and Reconstruct
4258414	SR 82 FROM HOMESTEAD ROAD S TO HENDRY C/L												2021		\$2,050		Add Lanes and Reconstruct
4301855	FGT I-4 @ SR 33 INTERCHANGE MODIFICATION							2019		\$5,000			2021		\$5,000		\$950
4338563	SR 60 FROM GRAPE HAMMOCK ROAD TO EAST OF KISSIMMEE RIVER BRIDGE				2021		\$350										Interchange - Add Lanes
4365631	NORTH JONES LOOP RD FROM BURNT STORE ROAD TO PIPER ROAD	2021		\$1,220													Add Lanes and Reconstruct
4389021	SR 15/700 (US 98/441) AT SE 18TH TERR ROUNDABOUT							2019				\$610	2021		\$1,730		PDE/EMO Study
4402251	ADAPTIVE SYSTEM ON US 27 FROM HIGHLANDS AVE TO SEBRING PKWY				2021		\$655						2021		\$3,214		Roundabout
4420961	US 17 COMMUNICATIONS FROM MLK JR BLVD TO VAN FLEET DR				2020					\$105			2021			\$568	Arterial Traffic Mgmt System
4178788	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)				2021		\$140				2022		\$10,047				ITS Communication System
4193445	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)				2022		\$6,350										Add Lanes and Reconstruct
4258412	SR 82 FROM SHAWNEE ROAD TO ALABAMA ROAD S				2021												Add Lanes and Reconstruct
2012773	I-75 AT SR 72 (CLARK ROAD) INTERCHANGE												2022		\$33,361		Interchange - Add Lanes
4145062	SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD				2021		\$1,470	2019		\$1,497		\$4,811	2023		\$51,462		PDE/EMO Study
4178784	SR 29 FROM SR 82 TO HENDRY C/L				2019		\$465			\$50		\$688	2023		\$11,441		Add Lanes and Reconstruct
4178787	SR 29 FROM CR 832 (KERI RD) TO F RD				2023		\$100	2023		\$1,455		\$86					Add Lanes and Reconstruct
4193444	SR 710 FROM E OF I-63 CANAL TO SHERMAN WOOD RANCHES				2023		\$3,250			\$150							Add Lanes and Reconstruct
4197143	ITS FIBER OPTIC LOCATES				2023					\$2,500							ITS Communication System
4308481	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE				2019					\$430	2019		\$2,132		\$876		Add Lanes and Reconstruct
4420971	I-75 ADMS FROM SARASOTA COUNTY LINE TO I-275				2023					\$280			2023		\$43,781		\$62
													2023		\$2,111		ITS Dynamic Message Sign

LEGEND
Tentative Work Program

 FY 2018/2019 thru 2022/2023
 As of 12/07/2017

 PD&E = Project Development & Environment
 SM = State Managed Funds
 DM = District Managed Funds
 MLD = Missing Location Data (Project not on Maps)

NOTES

- (1) All values in Thousands of "As-Programmed" Dollars.
- (2) Dollar amounts are totaled in the last phase year for project development and environmental (PDE) and preliminary engineering (PE) phases. Dollar amounts for right-of-way (ROW) are totaled in the first year land will be acquired. Dollar amounts for construction (CON) are totaled in the first year of construction. Rarely, this convention can incorrectly show ROW ahead of PDE and PE.
- (3) Project costs are subject to change.
- (4) Please refer to Appendix D of the Work Program Instructions for additional information regarding project Work Mix.



District 1

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4420981	I-75 ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE				2023		\$280				2023		\$2,111				ITS Dynamic Message Sign
4424031	US 27 FROM SOUTH OF SUN 'N LAKE TO NORTH OF SUN 'N LAKE				2023		\$175										Add Left Turn Lane(s)
4425211	INTERSTATE PROGRAM MANAGER - GEC	2023	\$6,000	\$2,000													PDE/EMO Study
Rail																	
4365601	RECKER HIGHWAY CONSTRUCT A BRIDGE SPANNING THE CSX RR TRACK IN POLK CO							2020	\$131	\$5,333	2023		\$6,300				Rail Capacity Project

LEGEND

Tentative Work Program
 FY 2018/2019 thru 2022/2023
 As of 12/07/2017

PD&E = Project Development & Environment
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- (3) Project costs are subject to change.
- (4) Please refer to Appendix D of the Work Program Instructions for additional information regarding project Work Mix.

SIS INVESTMENT PLAN

District 2

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

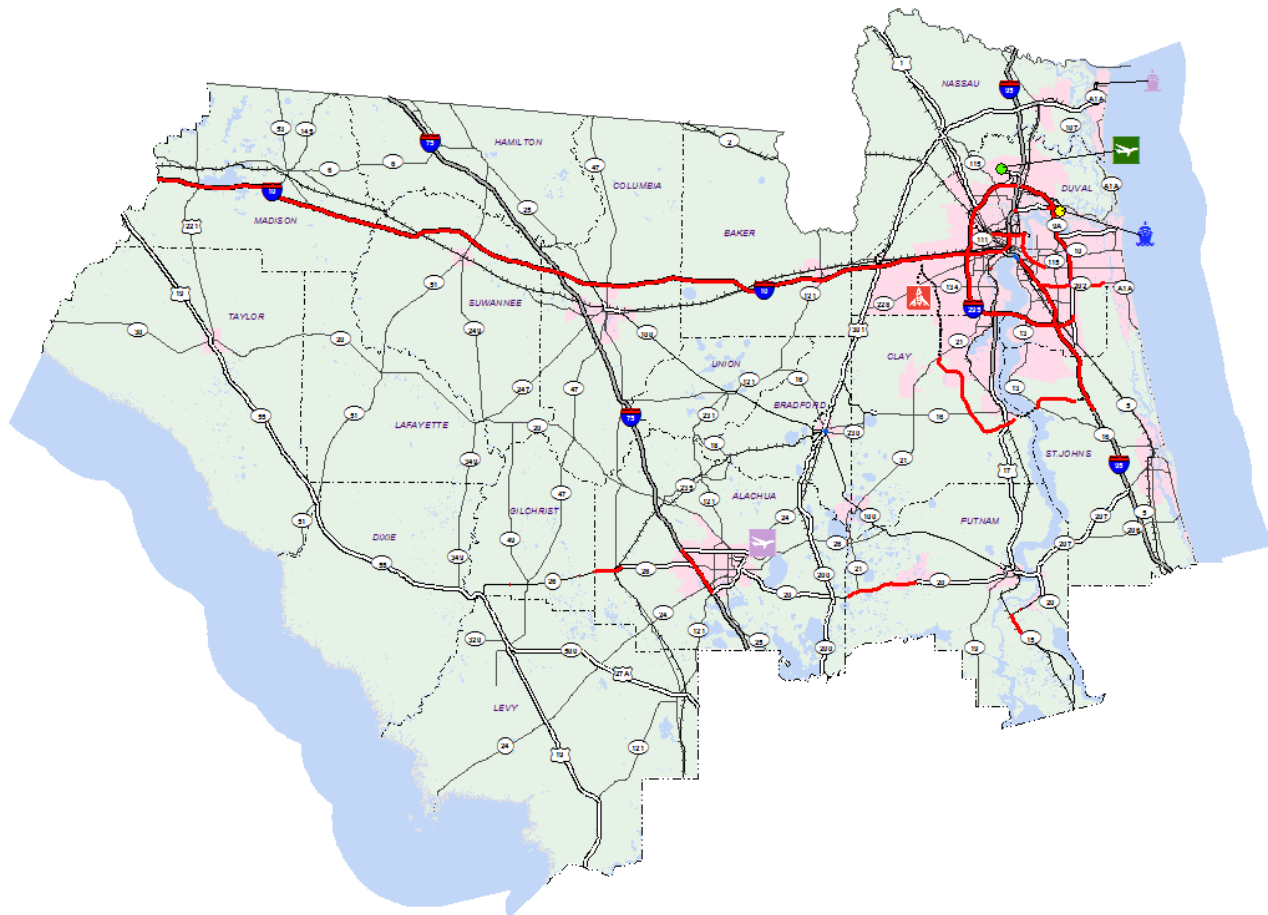
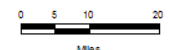
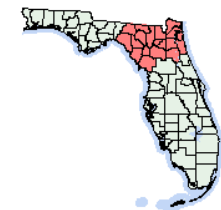
(FY 2018/2019 thru 2022/2023)
as of December 7, 2017

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

Existing Conditions for SIS Highways/Railroads

- | | |
|---|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 8+ lane roads |  Urban Areas |
|  Other State roads |  SIS Seaport |
|  SIS Airport |  ESIS Seaport |
|  ESIS Airport |  Spaceport |





District 2

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Aviation																		
4348761	JACKSONVILLE INTL AIRPORT EXPAND AIR CARGO APRON PFL0010215														2019	\$1,305	\$1,305	Aviation Capacity Project
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987														2022	\$2,450	\$2,450	Aviation Capacity Project
Highway																		
2100244	SR20 FROM: ALACHUA C/L TO: SW 56TH AVENUE								2019	\$3,621			2019	\$62,530				Add Lanes and Reconstruct
2100245	SR20 FROM: SW 56TH AVENUE TO: CR315 IN INTERLACHEN								2019	\$2,326	\$94		2019	\$43,902				Add Lanes and Reconstruct
2132723	I-10(SR8) FROM: US301 TO: SR23(MANAGED LANES)								2019	\$240								Add Managed Lanes
2132727	I-10(SR8) FROM: E OF I-295 IN DUVAL CNTY TO: US90 E IN LEON CNTY												2019	\$26				ITS Information System
4229382	FIRST COAST XWAY FROM I-95(SR9) TO SR15(US17)								2019	\$20,615	\$12,633							New Road Construction
4229383	FIRST COAST XWAY FROM: SR15(US17) TO: SR21								2019	\$67,114	\$5,058							New Road Construction
4229385	SR23 FROM EAST OF CR209 TO NORTH OF SR16												2019	\$123,706	\$108,806			New Road Construction
4229386	SR23 FROM NORTH OF SR16 TO NORTH OF SR21(BLANDING BLVD)												2019	\$129,945	\$162,024			New Road Construction
4230714	I-75(SR93) @ SR24(ARCHER RD)												2019	\$77	\$7,865			Add Lanes
4246965	US17 N OF POMONA PARK CR309(SATSUMA)	2019		\$500														Add Lanes and Reconstruct
4357451	I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS	2019		\$550														Interchange - Add Lanes
4358211	SR200(US301) @ CRAWFORD ROAD								2019	\$362	\$145							Interchange (New)
4373541	SR26(NEWBERRY RD) FROM: NW 75TH ST TO: NW 69TH TERRACE												2019	\$2,984				Add Turn Lane(s)
4381711	I-295 SIGNS UPDATE FOR EXPRESS LANES												2019	\$115				ITS Information System
4395241	I-295(SR9A) ARTERIAL TRAFFIC MGMT (BUCKMAN BRG)SR13 TO US17(SR15)												2019	\$514				Arterial Traffic Mgmt System
4407641	I-10 FROM: US301 TO: SR23	2019		\$750														PDE/EMO Study
4407651	I-10 FROM: SR23 TO: I-295	2019		\$750														PDE/EMO Study
4407671	I-295 FROM: NORMANDY BLVD TO: PRICHARD ROAD	2019		\$1,000														PDE/EMO Study
2096585	I-295 FM: I-95 TO: SR113/SOUTHSIDE CONNECTOR (INCL DAMES PT BRIDGE)	2020		\$1,001														Add Managed Lanes
4230716	I-75(SR121) WILLISTON RD TO SR222(INW 39TH AVE)	2020		\$1,000														Add Managed Lanes
4380751	SR26 WESTBOUND RIGHT TURN LANE @ SE 70TH AVENUE								2019	\$112		2020		\$456				Add Turn Lane(s)
4380771	SR26 WESTBOUND LEFT TURN LANE @ SE 25TH AVENUE								2019	\$40		2020		\$1,092				Add Turn Lane(s)
4380781	SR26 EASTBOUND LEFT TURN LANE @ CR307(SW 30TH AVENUE)				2020		\$180		2019	\$35		2020		\$825				Add Turn Lane(s)
4380791	SR26 WESTBOUND LEFT TURN LANE @ SW 298TH ST/SE 90TH AVENUE								2019	\$242		2020		\$1,278				Add Turn Lane(s)
4391001	I-10 FROM: I-295 TO: I-95				2020	\$1,082						2020	\$132,880					Add Lanes and Reconstruct
4394841	I-295 INTERCHANGE @ COLLINS ROAD								2019		\$593	2020		\$11,411				Interchange - Add Lanes
4424141	I-95 FROM: I-10 TO: NORTH OF 8TH STREET	2020		\$1,001														Add Lanes and Reconstruct
2132725	I-10(SR8) FROM: NASSAU/DUVAL C/L TO: US301				2021		\$2,650											Add Managed Lanes
4246821	I-295(SR9A) FROM SR21 TO I-10	2021		\$2,050														Add Managed Lanes
4345691	I-10(SR8) FROM: US301 TO: I-295	2021		\$1,625														Add Managed Lanes
4376291	SR100 @ EAST END ROAD								2019		\$109	2021		\$1,877				Roundabout
4380801	SR105(HECKSCHER DR) FROM: DAMES POINT TO: BLOUNT ISLAND											2021		\$2,400				ITS Communication System
4380841	US1/US17/SR211/CR211 (TALLEYRAND AVENUE)				2019		\$310					2021		\$1,580				ITS Surveillance System
4403891	I-95 @ SR152(BAYMEADOWS ROAD)											2021		\$1,210				Add Turn Lane(s)
4412071	I-295(SR9A) DAME POINT BRIDGE				2019		\$834					2021		\$5,437				ITS Dynamic Message Sign
2078502	SR26 CORRIDOR FROM: GILCHRIST C/L TO: CR26A E OF NEWBERRY				2022		\$4,200	2022	\$6,250									Add Lanes and Reconstruct
2093014	I-295(SR9A) FROM: SOUTHSIDE CONNECTOR(SR113) TO: SR202 JTB				2022		\$7,100	2022	\$10,090									Add Managed Lanes
4322592	I-95(SR9) FROM: SR202(J.T. BUTLER) TO: ATLANTIC BLVD				2022	\$2,904			2019	\$39,645								Add Managed Lanes
4355751	I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD								2020		\$2,288	2022		\$19,222				Interchange - Add Lanes
2100283	SR15(US17) FROM: CR309 IN SATSUMA TO: W.OF DUNN CREEK BRIDGE											2023		\$31,605	\$1,827			Add Lanes and Reconstruct

LEGEND

Tentative Work Program

FY 2018/2019 thru 2022/2023
As of 12/07/2017

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District 2

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
2130017	I-10(SR8) FROM: CR125 TO: US301	2023		\$510													Add Managed Lanes
2133459	I-295 FROM: SR13(SAN JOSE) TO: SR21(BLANDING BLVD)	2019		\$800	2023	\$7,100											Add Lanes and Reconstruct
4240264	I-95(SR9) FROM: INTL GOLF PKWY TO: DUVAL CL				2023	\$2,680		2019	\$20,597	\$140	2023	\$303,243	\$3,771				Add Managed Lanes
4240265	I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)				2023	\$6,445	\$3,027	2019	\$11,175	\$66	2023	\$293,006	\$1,307				Add Managed Lanes
4338991	I-95(SR9) @ SR115(US1)/ML KING/ 20TH STREET EXPRESSWAY				2023	\$2,100											Interchange - Add Lanes
4338992	I-95(SR9) @ SR115(US1)/ML KING/20TH STREET				2019		\$3,100	2020		\$63	2023		\$29,366				Interchange - Add Lanes
4339001	I-295(SR9A) FROM: SR9B TO: SOUTH INTERCHANGE	2023		\$10													Add Managed Lanes
4355771	I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)				2023	\$20,000											Add Managed Lanes
4357561	SR115(US1) MLK EXPY FROM: I-95 TO: HART EXPRESSWAY				2021	\$400	\$35				2023	\$2,783					ITS Communication System
4380821	SR105 FROM: I-95 TO: MAIN ST				2021	\$244	\$5				2023	\$1,779					ITS Communication System
4380831	SR115(US1)MLK EXPWY FROM: I-95 TO: MAIN ST				2021	\$259					2023	\$1,814					ITS Surveillance System
Rail																	
4422491	FEC ST. AUGUSTINE BRIDGE										2019	\$4,750	\$4,750				Rail Capacity Project
4365581	STARKE RR OVERPASS FROM: US301 TO: EAST OF CSX RR							2019	\$147	\$9,565	2020		\$23,219				Rail Capacity Project
4422501	FEC BOWDEN YARD TRACK CAPACITY IMPROVEMENTS										2020	\$1,500	\$1,500				Rail Capacity Project
Seaport																	
4373561	JAXPORT CHANNEL DEEPENING & WIDENING													2023	\$136,919	\$136,918	Seaport Capacity Project
4402641	BLOUNT ISLAND BERTH IMPROVEMENTS													2023	\$52,500	\$21,900	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2018/2019 thru 2022/2023
As of 12/07/2017

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SIS INVESTMENT PLAN





District 3

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

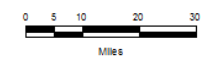
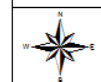
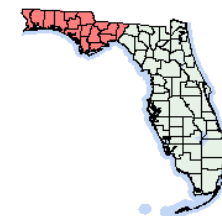
(FY 2018/2019 thru 2022/2023)
as of December 7, 2017

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

Existing Conditions for SIS Highways/Railroads

- | | |
|---|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 6+ lane roads |  Urban Areas |
|  Other State roads | |
|  SIS Airport |  SIS Seaport |
|  ESIS Airport |  ESIS Seaport |





District 3

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM			
Aviation																			
4296096	PENSACOLA INTERNATIONAL AIRPORT DESIGN/CONSTRUCT PARALLEL TAXIWAY EXT														2019	\$750	\$14,250	Aviation Capacity Project	
4223034	DESTIN-FT WALTON BEACH AIRPORT EXPAND CAPACITY OF BAGGAGE HANDLING														2020	\$2,000	\$2,000	Aviation Capacity Project	
4357176	PENSACOLA INTERNATIONAL AIRPORT CONSTRUCT HANGAR IMPROVEMENTS														2020	\$7,500	\$1,100	Aviation Capacity Project	
2267928	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION														2021	\$1,113	\$1,112	Aviation Capacity Project	
Highway																			
2178752	SR 390 ST ANDREWS FROM SR 368 23RD ST TO E OF CR 2312 BALDWIN ROAD								2019	\$3,000					2019	\$41,355	\$471	Add Lanes and Reconstruct	
2178754	SR 390 ST ANDREWS FROM JENKS AVENUE TO EAST OF SR 77 OHIO AVENUE								2019	\$4,300	\$25							Add Lanes and Reconstruct	
4381551	SR 30 (US 98) @ JD MILLER ROAD INTERSECTION														2019	\$298		Add Right Turn Lane(s)	
2179093	SR 77 FROM BAY COUNTY LINE TO NORTH OF CR 279								2019		\$8,118				2020	\$43,934	\$5,828	Add Lanes and Reconstruct	
2179104	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD								2020	\$145,503	\$14,782							Right of Way - Future Capacity	
4381381	SR 75 (US 231) @ 19TH ST INTERSECTION														2020	\$246		Add Right Turn Lane(s)	
2179096	SR 77 FROM S OF BEN ROAD TO SOUTH OF CANE MILL ROAD				2019		\$311		2019		\$3,924			2021	\$37,874		Add Lanes and Reconstruct		
2184291	SR 742 BURGESS ROAD FROM SR 95 (US 29) TO HILBURN ROAD											\$3,248						Right of Way - Future Capacity	
2201964	SR 30 (US 98) FROM FALLIN WATERS DRIVE TO MARY ESTHER BLVD				2021		\$3,574											Prelim Eng for Future Capacity	
4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE														2021	\$56,471		Add Lanes and Reconstruct	
4210121	SR 173 BLUE ANGEL PW FROM SR 292 SORRENTO ROAD TO SR 30 (US 98)								2021		\$5,000							Prelim Eng for Future Capacity	
4335902	SR 79 FROM NORTH OF SR 8 (I-10) TO NORTH OF CR 177				2021		\$4,408	\$440										Add Lanes and Reconstruct	
4335903	SR 79 FROM NORTH OF CR 177 TO NORTH OF CREEK ROAD				2021		\$4,105	\$411										Prelim Eng for Future Capacity	
4335904	SR 79 FROM NORTH OF CREEK ROAD TO NORTH OF BAXTER ROAD				2021		\$3,202	\$321										Add Lanes and Reconstruct	
4335905	SR 79 FROM N OF BAXTER ROAD TO ALABAMA STATE LINE				2021		\$3,302	\$331										Prelim Eng for Future Capacity	
4337435	SR 187 (US 331) FROM S OF HOLLEY KING RD TO N OF MIDDLE CREEK BRIDGE				2021		\$2,879	\$143										Prelim Eng for Future Capacity	
4337436	SR 187 (US 331) FROM N OF MIDDLE CREEK BR TO S OF CR 2				2021		\$682	\$2,493										Prelim Eng for Future Capacity	
4397741	SR 30 (US 98) @ SR 83 (US 331) INTERSECTION				2021		\$770											Add Turn Lane(s)	
4398921	SR 75 (US 231) @ CR 2327 TRANSMITTER ROAD INTERSECTION								2020		\$205				2022	\$885		Add Turn Lane(s)	
2179103	SR 75 (US 231) FROM SOUTH OF PIPE LINE RD TO NORTH OF PENNY ROAD								2023	\$5,665	\$245							Right of Way - Future Capacity	
2224761	SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE				2022		\$304		2021	\$11,668	\$278			2023	\$107,607			Interchange - Add Lanes	
4079183	SR 8 (I-10) @ CR 4 ANTIOCH ROAD INTERCHANGE				2023		\$1,000	\$100										Prelim Eng for Future Capacity	
4141326	SR 30 (US 98) FROM CR 457 MACK BAYOU ROAD TO EAST OF CR 30A WEST														2023	\$16,341		Add Lanes and Reconstruct	
4284032	SR 8 (I-10) FROM SANTA ROSA COUNTY TO GADSDEN COUNTY ITS/TMC																\$8,610	Traffic Management Centers	
4337434	SR 187 (US 331) FROM SR 10 (US 90) TO S OF HOLLEY KING RD				2021		\$3,291	\$165	2023	\$3,300	\$100							Right of Way - Future Capacity	
4371791	SR 30 (US 98) FROM COUNTY ROAD 30A TO BAY COUNTY LINE	2023	\$3,300	\$330														PDE/EMO Study	
Rail																			
4422511	BAYLINE RIDGETOP SIDING AND EXTENSIONS														2019	\$925	\$308		Rail Capacity Project
Seaport																			
4283646	PORT OF PANAMA CITY BERTH 3 DREDGING														2019	\$1,250	\$1,250		Seaport Capacity Project
4387631	PORT OF PANAMA CITY TERMINAL IMPROVEMENTS														2019	\$5,086	\$7,040		Seaport Capacity Project

LEGEND

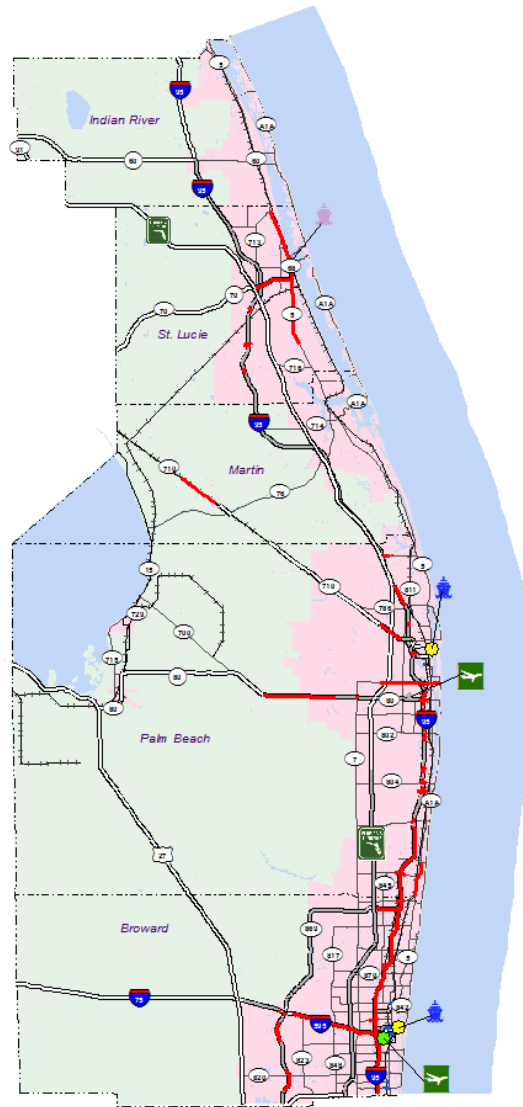
Tentative Work Program

FY 2018/2019 thru 2022/2023
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FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects

SIS INVESTMENT PLAN

District 4

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program
(FY 2018/2019 thru 2022/2023)
as of December 7, 2017

LEGEND

- Highway
- Railway
- Airport
- Seaport

Existing Conditions for SIS Highways/Railroads

- 2 lane roads
- 4 lane roads
- 6 & 6+ lane roads
- Other State roads
- Planned Add
- Railroads
- Urban Areas
- SIS Airport
- ESIS Airport
- SIS Seaport
- ESIS Seaport

0 5 10 20
Miles


District 4
First Five Years Plan
Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Aviation																		
4348321	FT. LAUDERDALE/HOLLYWOOD INT'L AIRPORT. AIRPORT ACCESS ROADWAY SYSTEM														2023	\$47,752	\$47,751	Aviation Capacity Project
4400971	FT LAUDERDALE/HOLLYWOOD INT'L ADDITIONAL TERMINAL GATE & DESIGN														2023	\$27,000	\$29,000	Aviation Capacity Project
Highway																		
4093542	I-95/I-595 EXPRESS LANES DIRECT CONNECT,I-95 FR STIRLING TO BROWARD BL			2019		\$200			\$150		2019	\$1,141	\$16,233					Interchange - Add Lanes
4111892	SR-862/I-595 E/W CENTRAL BROWARD TRANSIT ANALYSIS	2019		\$10														PDE/EMO Study
4124204	SR-9/I-95 @ SR-808/GLADES ROAD				2019	\$225	\$20		\$5,617		2019	\$28,126	\$51					Interchange - Add Lanes
4151521	SR-93/I-75 INTERCHNG @SR-820 PINES BLVD F N OF MIRAMAR PKWY T N OF PIN				2019		\$5,550											Interchange - Add Lanes
4162582	PALM BEACH COUNTY ITS FACILITY OPERATE & MAINTAIN JPA														2019		\$50	ITS Freeway Management MLD
4193452	SR-80 FROM W OF LION COUNTRY SAFARI RD TO FOREST HILL/CRESTWOOD BLVD.										2019	\$2,593		2019		\$75		Add Lanes and Rehabilitate Pvrmt
4331086	SR-9/I-95 FROM S. OF SW 10TH STREET TO BROWARD/PALM BEACH COUNTY LINE										2019	\$2,500						Add Special Use Lane
4331091	SR-9/I-95 FROM BROWARD/PALM BEACH COUNTY LINE TO LINTON BLVD.				2019	\$500												Prelim Eng for Future Capacity
4331094	SR-9/I-95 FROM BROW/PALM BCH CO LINE TO SOUTH OF GLADES RD.									2019	\$227		\$2,650					Add Special Use Lane
4331095	SR-9/I-95 FROM SOUTH OF GLADES RD. TO SOUTH OF LINTON BLVD.				2019		\$1,228			2019			\$111,561					Add Special Use Lane
4347221	SR-9/I-95 @ SR-806/ATLANTIC AVENUE INTERCHANGE									2019	\$574							Interchange - Add Lanes
4358081	SR-9/I-95 FROM S. OF SR-870/COMMERCIAL BLVD. TO N. OF CYPRESS CREEK RD				2019		\$10,541											PDE/EMO Study
4361111	SR-858/HALLANDALE BCH BLVD E OF RR XING #628290-Y TO W OF ANSIN BLVD										2019		\$2,776					Add Right Turn Lane(s)
4363031	SR-9/I-95 AND SR-824/PEMBROKE ROAD										2019	\$240	\$2,987					Add Turn Lane(s)
4363071	SR-80/SOUTHERN BLVD AT FOREST HILL BLVD										2019	\$4,011						Add Turn Lane(s)
4378511	NW 136TH AVE @ SR-84, SIS FACILITY IMPROVEMENTS										2019	\$748	\$6,225					Add Turn Lane(s)
4397571	SR-84/RAMP U9 FROM I-595 C-D ROAD EB TO I-595 EB AND SR-84 EB										2019		\$2,963					Interchange - Add Lanes
4398911	SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL							2019	\$4,465	\$9,563								PDE/EMO Study
4162572	BROWARD ITS FACILITY O & M JPA														2020		\$1,000	ITS Freeway Management MLD
4192522	SR-710/WARFIELD BL FR MARTIN FPL PWR PLANT TO CR609/SW ALLAPATTAH RD							2020		\$6,815								Add Lanes and Reconstruct
4215481	SR-93/I-75 INTRCHNG @ ROYAL PALM BLVD FR GRIFFIN RD TO N OF SW 14 ST				2020	\$227					2020		\$11,670					Add Lanes and Reconstruct
4352451	ST. LUCIE COUNTY ATMS				2020	\$206					2020		\$10,766					Arterial Traffic Mgmt System
4358041	SR-9/I-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE							2020	\$18,886	\$398								Interchange - Add Lanes
4363081	EASTBOUND SR-84 TO SOUTHBOUND SR-93/I-75 ON-RAMP				2019	\$20					2020		\$5,947					Interchange Ramp (New)
4368681	SR-5/IUS-1 @ SR-70/VIRGINIA AVENUE							2020	\$1,931		2020		\$1,058					Add Right Turn Lane(s)
4369031	SR-9/I-95 FROM S. OF SR-858/HALLANDALE BCH BLVD TO N OF HOLLYWOOD BLVD				2020		\$8,100											PDE/EMO Study
4369621	SR-9/I-95 @ COPANS RD FR S OF NB EXIT RAMP TO N OF SB TO WB EXIT RAMP				2019		\$20				2020	\$3,236	\$18,154					Interchange Just/Mod
4162593	D/W ITS SOFTWARE INTEGRATION AND MAINTENANCE														2021		\$1,800	ITS Freeway Management MLD
4331088	SR-9/I-95 FR MIAMI-DADE/BROWARD COUNTY LINE TO PALM BEACH COUNTY LINE				2020	\$500	\$1,000				2021	\$5,750	\$50					Prelim Eng for Future Capacity
4331096	SR-9/I-95 FROM BROWARD/PALM BEACH COUNTY LINE TO NORTH OF LINTON BLVD.				2019	\$500	\$250				2021	\$3,000	\$50					Prelim Eng for Future Capacity
4369581	SR-9/I-95 @ SR-834/SAMPLE RD FR S OF NB EXIT RAMP TO N OF NB ENT. RAMP							2019		\$1,340	2021	\$1,802	\$18,009					Interchange Just/Mod
4378681	SR-80/SOUTHERN BLVD. RAMP AND SR-7/IUS-441				2022	\$589	\$10											Add Turn Lane(s)
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE				2019	\$50	\$4	2020	\$8,629	\$2,373	2022	\$40,462						Interchange - Add Lanes
4127331	SR-9/I-95 @ 10TH AVE NORTH IN LAKE WORTH	2019		\$1,000	2021	\$2,620	\$30	2022	\$4,287	\$2,009								Interchange - Add Lanes
4132571	SR-9/I-95 @ HYPOLUXO ROAD	2019		\$325	2021	\$2,265		2022	\$948									Interchange - Add Lanes
4132581	SR-9/I-95 @ LANTANA ROAD	2019		\$1,000	2021	\$2,000	\$30	2022	\$6,644	\$1,209								Interchange Just/Mod
4155295	ITS TECHNICAL SUPPORT SERVICES														2022		\$1,600	ITS Surveillance System MLD
4192511	SR-710/BEE LINE HWY FROM NORTH LAKE BLVD TO SR-708/BLUE HERON BLVD				2019		\$40	2020		\$2,277	2022	\$85,552	\$32,445					Add Lanes and Reconstruct
4259281	SR-9/I-95 FROM MIAMI-DADE/BROWARD CL TO SR-842/BROWARD BLVD	2022		\$2,030														PDE/EMO Study
4353371	SR-9/I-95 AT ST LUCIE WEST BLVD												\$13,941					Interchange - Add Lanes

LEGEND
Tentative Work Program

FY 2018/2019 thru 2022/2023
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STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects



District 4

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4355131	SR-9/1-95 @ SR-842/BROWARD BOULEVARD				2021	\$220	\$8,450	2022	\$1,000								Interchange - Add Lanes
4355161	SR-9/1-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.				2021	\$7,625		2022	\$8,403								Interchange - Add Lanes
4358031	SR-9/1-95 @ NORTHLAKE BOULEVARD INTERCHANGE				2020	\$80		2020	\$17,911		2022	\$32,302	\$89				Interchange - Add Lanes
4365191	SR-9/1-95 FROM S OF 45TH STREET TO N OF 45TH ST				2021	\$5,900	\$100	2022	\$2,488								Interchange - Add Lanes
4369641	SR-9/1-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2019	\$2,750	\$40	2019	\$1,575	\$5,229	2022	\$99,621	\$977				Interchange - Add Lanes
4397541	SR-9/1-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT MIDWAY RD.				2021		\$280				2022		\$1,140				Interchange - Add Lanes
4397551	SR-9/1-95 SOUTHBOUND RAMPS AT OKEECHOBEE BOULEVARD										2022	\$877					Add Right Turn Lane(s)
4397591	SR-9/1-95 @ BELVEDERE RD NB OFF-RAMP				2021		\$259				2022		\$1,760				Interchange - Add Lanes
4397611	SR-9/1-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.				2021		\$20				2022		\$3,241				Interchange - Add Lanes
4417231	SR-9/1-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-95				2019		\$289				2022		\$1,431				Add Lanes and Rehabilitate Pvmnt
4417761	SR-9/1-95 FROM S. OF 10TH AVE N. TO SR-882/FOREST HILL BOULEVARD				2020		\$237				2022		\$2,248				ITS Information System
4130482	SR-9/1-95 @ OSLO ROAD INTERCHANGE							2019		\$10,750	2022	\$200					Interchange (New)
4132601	SR-9/1-95 @ PALM BEACH LAKES BLVD				2023	\$1,366											Interchange Just/Mod
4132651	SR-9/1-95 @ PGA BOULEVARD/CENTRAL BOULEVARD				2020		\$65	2019	\$8,969	\$322	2023	\$250					Interchange Just/Mod
4215483	SR-93/1-75 FROM N OF GRIFFIN RD. TO N OF SW 14TH/INDIAN TRACE				2021	\$431					2023	\$3,097	\$2,594				Add Lanes and Reconstruct
4369631	SR-9/1-95 @ 6TH AVENUE SOUTH				2021		\$20	2021	\$5,761	\$665	2023	\$13,081					Interchange - Add Lanes
4372791	SR-9/1-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD	2019		\$1,020	2021	\$1,120		2022	\$24,808		2023	\$200					Interchange - Add Lanes
4391701	SR-9/1-95 FROM SOUTH OF SHERIDAN STREET TO NORTH OF GRIFFIN ROAD	2023	\$3,000														Interchange - Add Lanes
4391711	SR-9/1-95 AT DAVIE BOULEVARD	2023	\$330														Interchange - Add Lanes
4391721	SR-9/1-95 AT OAKLAND PARK BOULEVARD	2023	\$330														Interchange - Add Lanes
4397581	SR-9/1-95 NORTHBOUND OFF-RAMP AT INDIANTOWN ROAD				2021		\$30	2020		\$547	2023		\$3,997				Interchange - Add Lanes
4413441	SR-80 FROM WEST OF LION COUNTRY SAFARI TO CR-880				2021	\$82					2023	\$788					ITS Communication System
4417551	SR-5/US-1 FROM BROWARD/PALM BEACH COUNTY LINE TO SPANISH RIVER BLVD				2020		\$534				2023		\$2,869				Arterial Traffic Mgmt System
4417581	SR-704/OKEECHOBEE BLVD FROM SR-7 TO DOWNTOWN WEST PALM BEACH	2019		\$10	2023		\$3,750										PTO Studies
4417591	SR-84 RAIL MONITORING @ 4 FEC CROSSINGS				2020		\$341				2023		\$1,157				Rail Capacity Project
Rail																	
4422481	FEC PORT EVERGLADES AUTO RAMP										2019	\$7,500	\$7,500				Rail Capacity Project
Seaport																	
4348331	PORT OF PALM BEACH BERTH 1 EXPANSION													2019	\$3,000	\$3,000	Seaport Capacity Project
4362151	ON PORT RAIL FACILITY EXPANSION PROJECT													2019	\$3,338	\$5,337	Seaport Capacity Project
4334141	PORT EVERGLADES DREDGING AND WIDENING													2020	\$39,861	\$39,862	Seaport Capacity Project

LEGEND

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SIS INVESTMENT PLAN

District 5

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

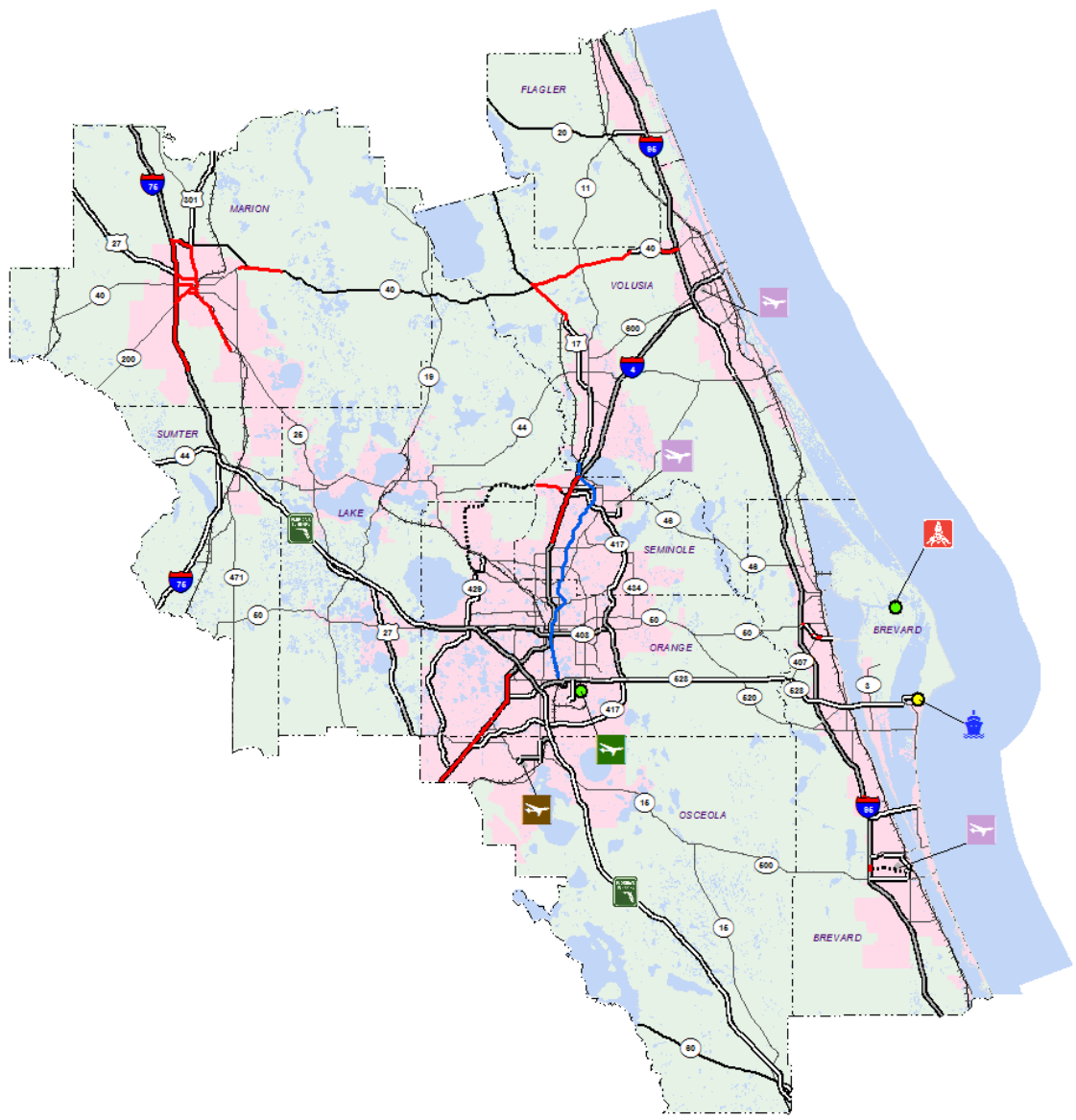
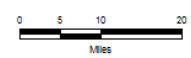
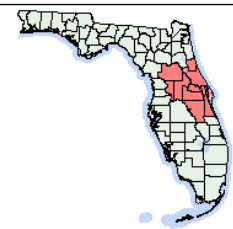
(FY 2018/2019 thru 2022/2023)
as of December 7, 2017

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

Existing Conditions for SIS Highways/Railroads

- | | |
|--|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 6+ lane roads |  Urban Areas |
|  Other State roads |  SIS Seaport |
|  SIS Airport |  ESIS Seaport |
|  ESIS Airport |  Spaceport |
|  SIS Reliever Airport | |





District 5

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX			
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM				
Aviation																				
4348621	BREVARD-SPACE FL HORIZONTAL LAUNCH CARGO PROCESSING														2019	\$8,600		Spaceport Capacity Project		
4353121	ORANGE-ORLANDO INTL SOUTH AIRPORT PASSENGER TERMINAL COMPLEX														2019	\$8,000	\$8,000	Aviation Capacity Project		
4353201	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS														2019	\$5,000	\$5,000	Spaceport Capacity Project		
4353221	BREVARD-SPACE FL PROCESSING & RANGE FACILITY IMPROVEMENTS														2023	\$45,900	\$48,700	Spaceport Capacity Project		
4368631	BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE														2023	\$47,666	\$45,295	Spaceport Capacity Project		
4370691	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/CARGO														2023	\$22,755	\$27,245	Spaceport Capacity Project		
4370701	BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES														2023	\$32,135	\$32,135	Spaceport Capacity Project		
Highway																				
2402002	SR429/46 (WEKIVA PKWY) FROM E OF OSPREY HAMMOCK TRAIL TO ORANGE BLVD							2019		\$19,868		2019		\$1,200				New Road Construction		
2402004	SR 429 (WEKIVA PKWY) FROM ORANGE BOULEVARD TO W OF I-4 (SR 400)							2019	\$5,000	\$41,461		2019	\$163,021	\$139,417				New Road Construction		
4314561	SR 400 (I-4) WEST OF CR 532 TO EAST OF SR 522 (OSCEOLA PARKWAY)						2019		\$2,000		2019	\$41,048						Add Lanes and Reconstruct		
4409001	I-75 FRAME ON SYSTEM													2019		\$6,059		ITS Communication System		
2424847	SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD						2023	\$6,041			2019	\$33,344		2020	\$300,842	\$260,692		Add Lanes and Reconstruct		
2424848	SR 400 (I-4) E OF SR 522 (OSCEOLA PKWY) TO WEST OF SR 528										2020	\$120,285						Add Lanes and Reconstruct		
4106742	SR 40 FROM END OF 4 LANES TO EAST OF CR 314										2019		\$7,318		2020	\$129,110	\$527		Add Lanes and Reconstruct	
4356602	SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD)						2019		\$100		2019	\$664			2020	\$1,125	\$8		Add Turn Lane(s)	
4361221	SR 405 SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS														2020	\$2,198	\$105		Add Left Turn Lane(s)	
4361231	SR 405 AT SISSON RD SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS														2020	\$1,109	\$16		Add Left Turn Lane(s)	
4396823	I-4/SR 400 FROM E OF SR 434 TO W OF LAKE MARY BLVD														2020		\$10,323		Add Lanes and Rehabilitate Pymt	
4402701	SR40 SIGNAL DESIGN BUILD OPERATE & MAINTAIN						2019		\$120						2020		\$100	2022	\$1,460	Arterial Traffic Mgmt System
4413621	I-4 BTU CONNECTION FROM 150' WEST OF CENTRAL FLORIDA PARKWAY TO SR 528						2020		\$2,915						2020	\$1,055	\$299,075		Add Lanes and Reconstruct	
4102511	SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40						2019		\$350		2019	\$16,478		2021	\$55,220	\$385		Add Lanes and Reconstruct		
4269053	I-95 INT @ ELLIS RD /ST JOHNS HERITAGE PKWY										2019		\$2,943		2021		\$48		Interchange (New)	
4361251	WICKMAN RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS						2019		\$705						2021		\$2,241		Add Left Turn Lane(s)	
4374511	US 192 AT HOAGLAND BLVD						2019		\$150		2019		\$775		2021		\$1,745		Add Left Turn Lane(s)	
2425924	SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92)										2022	\$9,861	\$12,100						Add Lanes and Reconstruct	
4136721	I-4 FROM POLK CO LINE TO SAXON BLVD														2022		\$6,187		ITS Freeway Management MLD	
4352091	I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST						2022		\$1,661										Interchange (New)	
2408361	SR 40 FROM SR 15 US 17 TO SR 11										2023		\$3,980	\$246						Add Lanes and Reconstruct
2408371	SR 40 FROM W OF SR 11 TO W OF CONE ROAD										2023		\$2,463	\$258						Add Lanes and Reconstruct
4289471	SR 40 FROM BREAKAWAY TRAIL TO WILLIAMSON BLVD						2023		\$2,800										PDE/EMO Study	
Railways																				
4129948	CENTRAL FLORIDA COMMUTER RAIL SYSTEM OPERATIONS AND MAINTENANC															2021	\$18,890	\$145,896		Intermodal Capacity Project
Seaport																				
4403231	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS															2020	\$10,000	\$16,000		Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2018/2019 thru 2022/2023
As of 12/07/2017

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District 6

First Five Years Plan

Tentative Work Program

ITEMSE#	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4292711	MIAMI INT'L AIRPORT PERIMETER ROAD WIDENING & REALIGNMENT													2019	\$5,000	\$5,000	Aviation Capacity Project
4295335	MIAMI INT'L AIRPORT TAXIWAY R REALIGNMENT & FUEL DEMOLITION													2019	\$8,000	\$8,000	Aviation Capacity Project
Highway																	
2516881	SR 836/I-395 FROM WEST OF I-95 TO MACARTHUR CSWY BRIDGE												2019	\$120,123	\$340		Bridge - Replace and Add Lanes
4055759	SR 997/KROME AVENUE FROM SW 312ST/CAMPBELL DR TO SW 296 ST (TRUCKBYPES)												2019		\$5,007		Add Lanes and Rehabilitate Pvm
4232516	SR 25/OKEECHOBEE RD FROM W. OF NW 138 ST TO E. OF NW 107 AVE (CONCRETE)												2019	\$14,350	\$16,002		Add Lanes and Rehabilitate Pvm
4273691	SR 997/KROME AVENUE FROM SW 296 STREET TO S OF SW 232 STREET							2019		\$23,137			2019	\$42,122	\$2,953		Add Lanes and Reconstruct
4302912	ITS EQUIPMENT REPLACEMENT - CONSULTANTS /GRANTS												2019		\$896		ITS Communication System MLD
4307633	SR 93/I-75 FROM S. OF NW 170 STREET TO MIAMI-DADE COUNTY LINE												2019		\$500		Add Special Use Lane
4283583	SR 826/PALMETTO XWAY FROM W. OF NW 17TH AVENUE TO I-95 (EXPRESS LANES)				2020	\$17,000	\$200						2020		\$4,915	\$987	Add Lanes and Reconstruct
4358431	SR 112/I-195 FRONTAGE RD & RAMP REALIGNMENT (MIAMI DESIGN DISTRICT)																New Road Construction
4380761	SR 9/NW 27 AVE FROM MIA INTRMDAL CTR TO NW 215 ST/UNITY STN/PTC STUDY)				2020		\$6,669										PDE/EMO Study
4184235	SR 826/PALMETTO EXPY FROM I-75 TO NW 17 AVENUE							2019	\$3,260	\$51		2021	\$89,594				Add Special Use Lane
4232513	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)							2021	\$8,705	\$9,957							Add Lanes and Reconstruct
4232514	SR 25/OKEECHOBEE RD FROM E. OF NW 116 WAY TO E. OF NW 87 AVE(CONCRETE)							2021	\$31,613	\$2,869							Add Lanes and Rehabilitate Pvm
4232515	SR 25/OKEECHOBEE RD FROM E. OF NW 107 AVE TO E. OF NW 116 WAY(CONCRETE)							2019	\$20,855	\$249	2021	\$98,630	\$684				Add Lanes and Rehabilitate Pvm
4273692	SR 997/KROME AVENUE FROM SW 232 STREET TO S OF SW 184TH ST/EUREKA DR.							2019	\$262	\$12,372	2021	\$4,339	\$1,282				Add Lanes and Reconstruct
4273693	SR 997/KROME AVENUE FROM SW 184 STREET TO SOUTH OF SW 136 STREET							2019		\$2,400	2021	\$2,962	\$1,157				Add Lanes and Reconstruct
4283581	SR 826/PALMETTO EXPY - SR 826 EASTBOUND RAMP TO SR 9A/I-95 NORTH-BOUND							2019	\$21	\$9,580	2021	\$22,924	\$126,857				Interchange Ramp (New)
4283584	GOLDEN GLADES INTERCHANGE VARIOUS RAMP IMPROVEMENTS				2021		\$1,025				2021	\$54,575	\$378				Interchange Ramp (New)
4283588	SR 826 CONNECTOR AT GOLDEN GLADES INTERCHG AND VARIOUS RAMPS							2019		\$3,160	2021	\$40,836	\$21,937				Add Lanes and Reconstruct
4357603	SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE							2021	\$11,255	\$8,312							Add Lanes and Reconstruct
4357604	SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE							2021		\$3,858							Add Lanes and Reconstruct
4357605	SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE							2021		\$1,024							Add Lanes and Reconstruct
4357606	SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE							2021	\$6,191	\$3,720							Add Lanes and Reconstruct
4365651	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY (VARIOUS RAMPS)				2019	\$4,800	\$100	2021	\$20,900	\$1,636							PDE/EMO Study
4370531	GOLDEN GLADES INTERCHANGE IMPROVEMENTS (MAINLINE SPUR MP ØX)							2019		\$6,138	2021		\$117,657				Interchange - Add Lanes
4370534	GOLDEN GLADES INTERCHANGE IMPROVEMENTS N/B DIRECT CONNECT BRIDGE										2021		\$52,229				Bridge New Structure
4149647	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF SR 90/SW 8 STREET	2020		\$6,700	2022		\$10,340										PDE/EMO Study
4149648	SR 9A/I-95 FROM NORTH OF SR 90/SW 8 STREET TO SOUTH OF SR 836/I-395	2020		\$3,700	2022		\$5,720										PDE/EMO Study
4232512	SR 25/OKEECHOBEE RD FROM BROWARD COUNTY LINE TO WEST OF HEFT							2019		\$6,219	2022	\$39,072	\$2,302				Add Lanes and Reconstruct
4357601	SR 826/PALMETTO EXPY FROM I-75 TO N.OF CANAL C-8 BRDG(APPROX NW 162ST)							2019	\$10,763	\$14,332	2022	\$190,313	\$8,374				Add Lanes and Reconstruct
4357602	SR 826/PALMETTO EXPY FROM N.OF CANAL C-8 BRDG(162ST) TO E.OF NW 67 AVE							2019	\$7,000	\$1,457	2022	\$105,550	\$555				Add Lanes and Reconstruct
4149641	SR 9A/I-95 FROM S. OF SR 836/I-395 TO BROWARD COUNTY LINE	2019		\$13,035	2023		\$20,130										PDE/EMO Study
4184236	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET	2023		\$6,600													PDE/EMO Study
Rail																	
4335112	NE 203 STREET INTERSECTION IMPROVEMENTS BETWN SR 5/US-1 & W. DIXIE HWY							2019	\$13,172	\$2,136							Rail Capacity Project
4387411	FEC HIALEAH YARD IMPROVEMENTS (AUTOMATED GATE)										2019	\$1,850	\$1,850				Rail Capacity Project
4294871	SFRTA FROM HIALEAH MARKET TRI- RAIL STATION TO MIC													2022	\$26,495	\$704	Rail Capacity Project

LEGEND

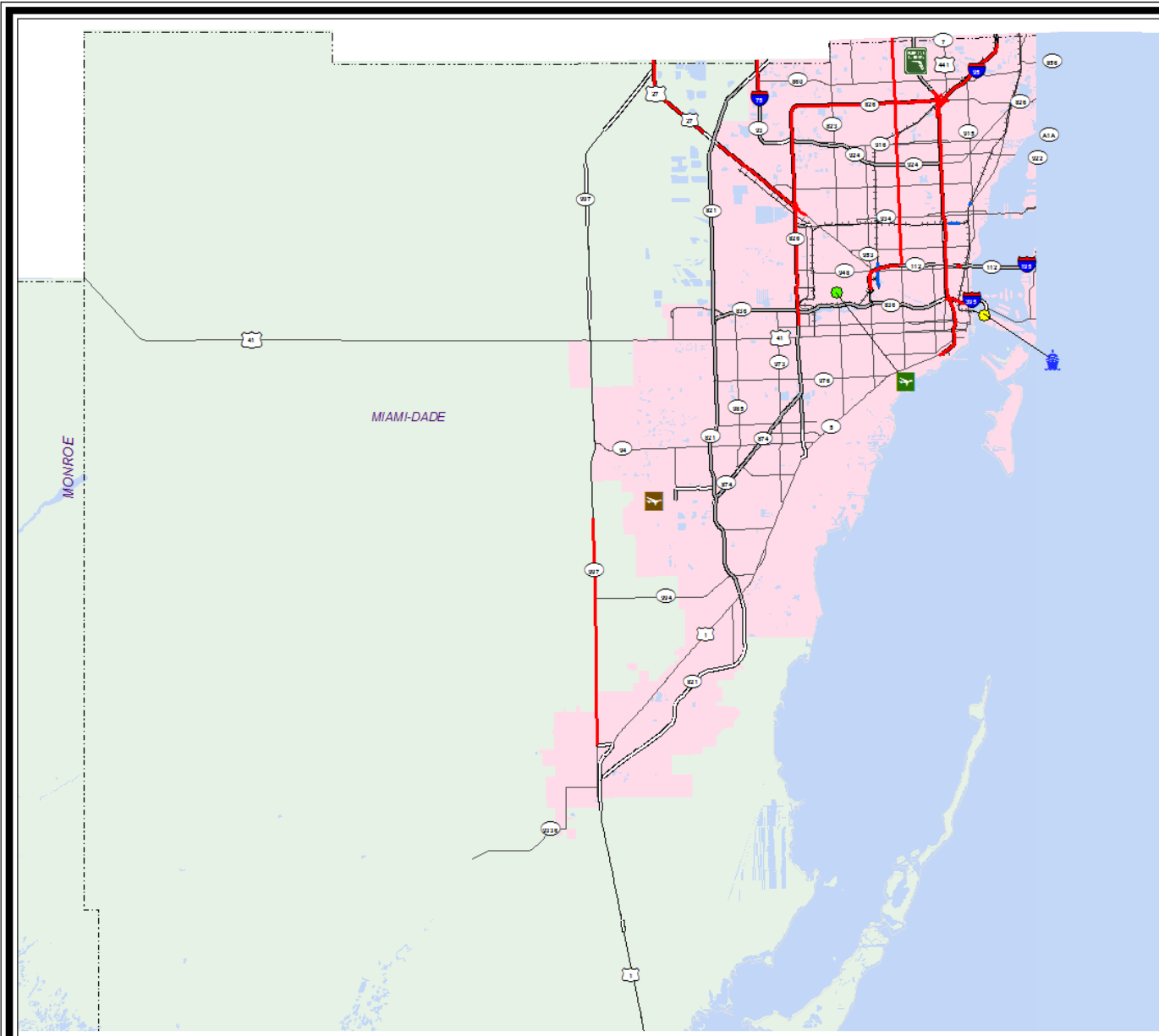
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SIS INVESTMENT PLAN













District 6
 State of Florida Department of Transportation
 Systems Implementation Office

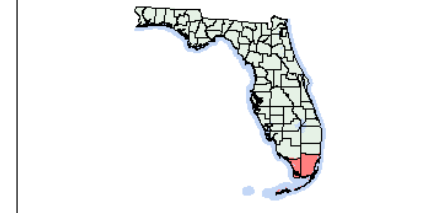
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LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

Existing Conditions for SIS Highways/Railroads

 2 lane roads	 Planned Add
 4 lane roads	 Railroads
 6 & 8+ lane roads	 Urban Areas
 Other State roads	
 SIS Airport	 SIS Seaport
 ESIS Airport	 ESIS Seaport
 SIS Reliever Airport	





STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects



District 6

First Five Years Plan

Tentative Work Program

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District 6

First Five Years Plan

Tentative Work Program

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Seaport																		
4311261	PORT OF MIAMI, PORT OF MIAMI (POM) POST PANAMAX CRANES														2019	\$10,000	\$10,000	Seaport Capacity Project

LEGEND

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SIS INVESTMENT PLAN

District 7

State of Florida Department of Transportation
System Implementation Office












Tentative Work Program

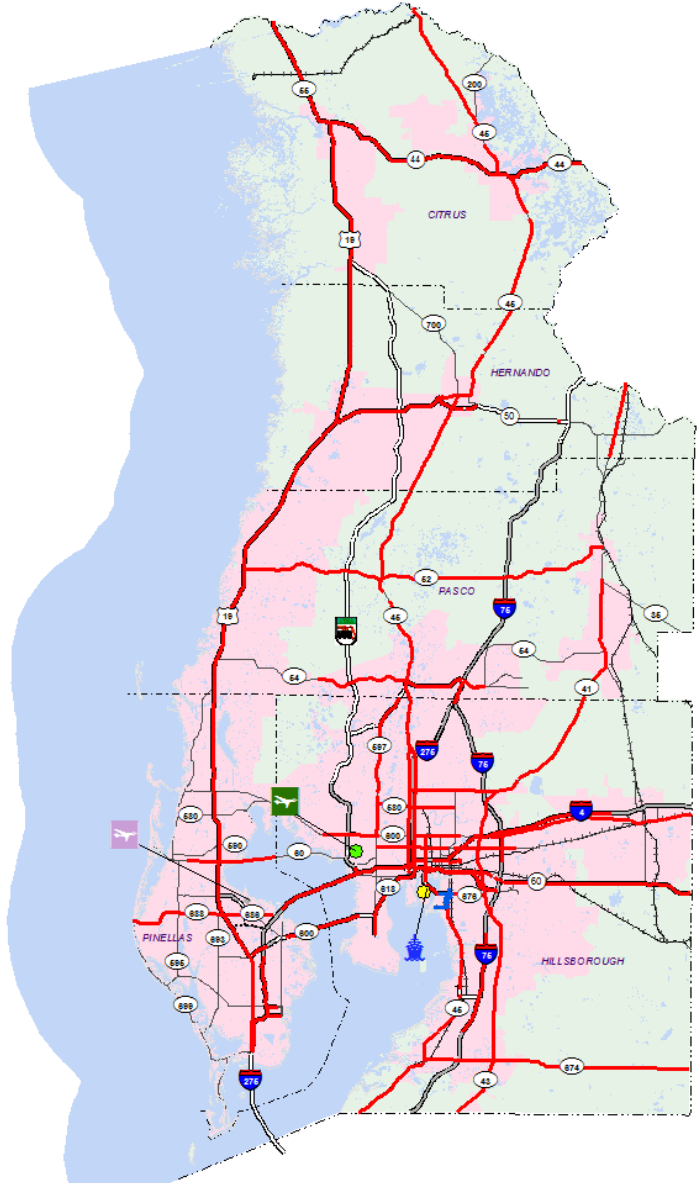
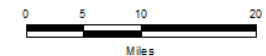
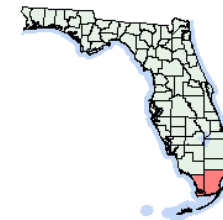
(FY 2018/2019 thru 2022/2023)
as of December 7, 2017

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

Existing Conditions for SIS Highways/Railroads

- | | |
|---|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 8+ lane roads |  Urban Areas |
|  Other State roads | |
|  SIS Airport |  SIS Seaport |
|  ESIS Airport |  ESIS Seaport |



District 7

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM			
Aviation																			
4387531	TAMPA INTERNATIONAL AIRPORT - PHASE 2 AND 3 MASTER PLAN PROJECTS															2022	\$39,000	\$39,000	Aviation Capacity Project
Highway																			
4058223	US 19 (SR 55) FROM W JUMP COURT TO W FORT ISLAND TRAIL												2019	\$308					Add Lanes and Reconstruct
4125311	I-275 (SR 93) FM WEST OF SR 60/MEMORIAL TO N OF SPRUCE STREET				2019	\$1,200													Interchange (New)
4274543	I-75 NB ON RAMP FROM NB US 301 TO I-75 NB				2019		\$743												Interchange - Add Lanes
4303351	I-4 (SR 400) FM E OF I-75 (SR 93A) TO EAST OF WILLIAMS RD				2019		\$25												Add Auxiliary Lane(s)
4305734	I75/I275 SB FROM S OF COUNTY LINE RD TO SR 56	2019		\$251															PDE/EMO Study
4317463	I-4 FROM I-4/SELMON CONNECTOR TO E OF BRANCH FORBES RD								2019	\$33,333									Add Lanes and Reconstruct
4330711	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE.				2019		\$50												Add Lanes and Rehabilitate Pvm
4335354	I-275/SR93 NB FM N OF HOWARD FRANKLAND TO S OF TRASK STREET				2019	\$5,824													Interchange (New)
4335355	I-275/SR93 NB FLYOVER FROM SR 60 FB TO I-275 NB				2019	\$3,433													Interchange Ramp (New)
4340271	I-75 (SR 93) FROM S OF BIG BEND ROAD TO S OF PROGRESS BLVD				2019		\$137					2019		\$6,430					ITS Freeway Management
4357502	SR 60 FROM E OF DOVER RD TO E OF SR 39				2019		\$50												Add Lanes and Reconstruct
4411111	I-275/SR 93 FROM S OF KENNEDY BLVD TO S OF LOIS AVE				2019	\$459	\$1					2019	\$27,756	\$386					Add Lanes and Reconstruct
4229042	I-275 (HOWARD FRKL) FROM N OF SR687(4TH ST N) TO N OF HOWARD FRANKLAND				2020	\$5,956						2020	\$486,763	\$315,645					Bridge - Replace and Add Lanes
4229044	I-275 (HOWARD FRKL) FM N OF HOWARD FRANKLAND TO S OF SR 60				2020	\$958						2020	\$51,283	\$18,604					Bridge - Replace and Add Lanes
4300512	SR 50 FROM LOCKHART RD TO E OF REMINGTON RD											2020		\$5,400					Add Lanes and Rehabilitate Pvm
4303371	I-4 (WESTBOUND) FM W OF ORIENT RD TO WEST OF I-75				2020		\$17												Add Auxiliary Lane(s)
4366781	I-175/I-375/BAYSHORE DR DOWNTOWN ST PETERSBURG											2020		\$3,600					ITS Communication System
4376411	SR 580/HILLSBOROUGH AVE FROM MEMORIAL HWY/SHELDON RD TO HIMES AVE				2019		\$50					2020		\$919					Add Turn Lane(s)
4407491	US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD				2020	\$6,593	\$1	2020	\$52,000	\$10,001									Bridge New Structure
4410841	I-4 EB WEIGH STATION				2019		\$251					2020		\$2,353					Add Auxiliary Lane(s)
4412501	US 92/SR 600/GANDY BLVD FROM E OF 4TH ST TO WESTSHORE BLVD	2020		\$2,501															PDE/EMO Study
2567742	US 19 (SR 55) FROM N OF SR 580 (MAIN ST) TO NORTHSIDE DR				2019		\$75	2019	\$4,625	\$40	2021	\$29,828	\$37,017						Add Lanes and Reconstruct
2567743	US 19 (SR 55) FROM NORTHSIDE DR TO NORTH OF CR 95										2021	\$75,926	\$6,490						Add Lanes and Reconstruct
4125312	I-275 (SR 93) I-275/SR 60 INTERCHANGE								2021	\$45,981	\$27,485								Interchange - Add Lanes
4305733	I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)				2021		\$1,678												New Road Construction
4337991	US 19 (SR 55) FROM N OF CR 95 TO S OF PINE RIDGE WAY S				2021	\$3,472	\$75	2021	\$23,400										Interchange (New)
4338212	I-275/SR 93 FM S OF WILLOW TO N OF MLK I-4 FM I-275 TO W OF CONNECTOR				2021	\$58,007													Add Lanes and Reconstruct
4360411	SR 60 / BRANDON BLVD FROM BRANDON TOWN CTR TO GORNTO LAKE RD											2021		\$1,195					Add Turn Lane(s)
4376461	SR 573/S DALE MABRY HWY FROM PINWOOD ST TO GANDY BLVD				2019		\$510					2021		\$953					Add Turn Lane(s)
2569314	SR 694/GANDY BLVD FROM E OF 4TH ST TO W OF GANDY BRIDGE				2022		\$5,401												Add Lanes and Reconstruct
2570861	SR 694/GANDY BLVD FROM E OF US 19 TO E OF I-275 (SR 93)				2022	\$514	\$746												Add Lanes and Reconstruct
4292511	I-75 (SR 93A) FM S OF CSX/BROADWAY AVE TO EB/WB I-4 EXIT RAMP				2019		\$92					2022	\$89,071	\$450					Interchange Ramp (New)
4330712	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE							2020	\$2,786		2022	\$3,105							Add Turn Lane(s)
4337971	US 19 (SR 55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD				2019		\$90	2022	\$12,275										Add Lanes and Reconstruct
4340452	I-275 (SR 93) FROM S OF LOIS AVE TO WILLOW AVE				2022	\$1,169													Add Lanes and Rehabilitate Pvm
4357501	SR 60 FROM VALRICO RD TO E OF DOVER RD				2019		\$50	2022	\$9,087	\$160									Add Lanes and Reconstruct
2583721	GENERAL ENGINEERING CONSULTANT FOR ITS				2023		\$4,109												ITS Freeway Management MLD
4058225	US 19 FROM CARDINAL ST TO GREEN ACRES ST				2023		\$65												Add Lanes and Reconstruct
4167532	SR 50/CORTEZ BLVD FROM COBB RD TO W OF BUCK HOPE RD				2019	\$600	\$220					2023	\$13,304	\$184					Add Lanes and Reconstruct
4167351	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET				2019	\$3,400	\$186	2020			\$6,331	2023	\$34,053						Add Lanes and Rehabilitate Pvm
4191822	US 41(SR45) @ SR54 FM W OF WILSON RD/SR 54 INT TO E OF OSPREY LN/SR54							2023	\$31,937										Interchange (New)

LEGEND

Tentative Work Program

FY 2018/2019 thru 2022/2023
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District 7

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4245015	I-275 (SR 93) FROM 54TH AVE S TO GANDY BLVD				2023		\$7,107										Add Lanes and Reconstruct
4300562	US 41 FROM PENDOLA POINT TO S OF CAUSEWAY BLVD				2023		\$3,001										Add Lanes and Reconstruct
4337961	US 19 (SR 55) FROM S OF TIMBERLANE RD TO S OF LAKE ST							2023	\$13,023								Add Lanes and Reconstruct
4387021	ARTERIAL MANAGEMENT PROGRAM (AMP)				2023		\$5,000										Arterial Traffic Mgmt System
4413201	SR 56/54 FROM GUNN HWY TO SR 581				2020		\$591				2023		\$6,295				Arterial Traffic Mgmt System
Seaport																	
4313021	PORT TAMPA BAY - BIG BEND CHANNEL IMPROVEMENTS													2019	\$8,425	\$8,425	Seaport Capacity Project
4403181	PORT TAMPA BAY - EASTPORT UPLAND CARGO IMPROVEMENTS													2019	\$4,600	\$4,600	Seaport Capacity Project

LEGEND

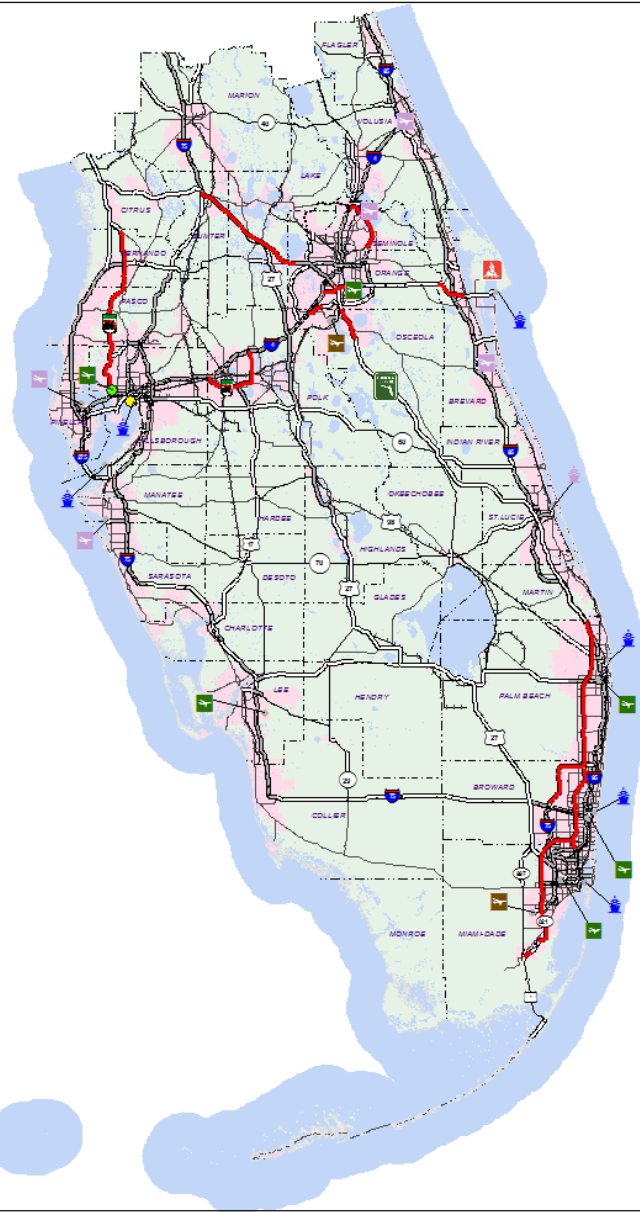
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FY 2018/2019 thru 2022/2023
As of 12/07/2017

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SIS INVESTMENT PLAN

Turnpike Enterprise

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

(FY 2018/2019 thru 2022/2023)
as of December 7, 2017

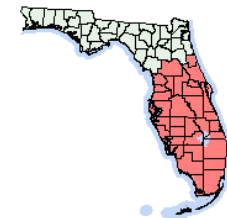
LEGEND

 Highway

NOTE:
Suncoast Parkway 2 will be added to the SIS

Existing Conditions for SIS Highways/Railroads

- | | |
|--|--|
|  2 lane roads |  Planned Add |
|  4 lane roads |  Railroads |
|  6 & 8+ lane roads |  Urban Areas |
|  Other State roads |  SIS Seaport |
|  SIS Airport |  ESIS Seaport |
|  ESIS Airport |  Spaceport |
|  SIS Reliever Airport | |





Turnpike Enterprise

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Highway																	
2589581	RIDGE RD / SUNCOAST PKWY (SR 589) INTERCHANGE (MP 24.7)				2019		\$1,497				2019		\$12,765				Interchange (New)
4060951	WIDEN TPK(SR91) - HEFT(SR821) TO N OF JOHNSON ST(MP47-51)(6-10) W/EXP				2023		\$5,755										Add Lanes and Reconstruct
4060954	WIDEN TPK(SR91) FROM N OF JOHNSON ST TO GRIFFIN RD(MP51-53)(6-10)W/EXP				2019		\$2,904										Add Lanes and Reconstruct
4061441	WIDEN TPK(SR91) BOYNTON BEACH BLVD-LAKE WORTH RD(4TOR8LNS W/EL)(MP86-93)										2019		\$183,181				Add Lanes and Reconstruct
4171321	WIDEN TPK FROM GLADES TO ATLANTIC AVE (MP76.4-81.6) (6 TO 10 LN) W/EL				2020		\$4,920										Add Lanes and Reconstruct
4182141	WIDEN TPK-PALM BEACH C/L TO GLADES RD (MP73-75) (6-10 LNS) W/EL				2021		\$1,500										Add Lanes and Reconstruct
4233731	PD&E WIDEN TPK SPUR & HEFT (GOLDEN GLADES-HEFT)&(NW57TH AVE-MAINLINE)	2019		\$500													PDE/EMO Study
4293281	WIDEN HEFT FROM NW 57TH AVE TO MIRAMAR PLAZA (MP43-47)(4TOR9 LNS) W/EL										2019		\$1,600				Add Managed Lanes
4293353	WIDEN SEMINOLE XWAY - ORANGE/SEMINOLE CNTY LINE TO ALOMA AVE										2019		\$8,943				Add Lanes and Reconstruct
4355421	WIDEN HEFT- NW 106TH ST TO I-75 (MP34 TO MP39) 6TO10 LANES W/EXP LANES				2019		\$4,000				2019		\$175,470				Add Lanes and Reconstruct
4355431	WIDEN HEFT FROM SR836 TO NW 106TH ST (MP26-34) (6/8 LNS TO 10 INC EXP)				2019		\$90				2019		\$227,288				Add Lanes and Reconstruct
4356056	CENTRAL FLORIDA DMS IMPROVEMENTS AND REPLACEMENTS										2019		\$6,160				ITS Dynamic Message Sign
4371691	WIDEN TURNPIKE MAINLINE ATLANTIC TO BOYNTON(MP81.6-86)(6TO10 LNS) W/EL				2023		\$4,935										Add Lanes and Reconstruct
4422121	PD&E WIDEN TPK FROM I-595 TO ATLANTIC BLVD (8 TO 10 LNS) (MP 54-66)	2019		\$3,000													PDE/EMO Study
4425521	VETERAN'S EXPRESSWAY-SR60 OPERATIONAL IMPROVEMENT										2019		\$3,700				Add Lanes and Reconstruct
4426211	VETERANS XWAY ARTERIAL DMS IMPROVEMENTS				2019		\$360										ITS Dynamic Message Sign
4426271	AUTONOMOUS VEHICLE / BEACHLINE CONNECTED VEHICLE PILOT DEPLOYMENT				2019		\$450										ITS Communication System
4355461	WIDEN HEFT- I-75 TO NW 57TH AVE (MP39 -MP43) (4TOR LANES W EXP LANES)										2020		\$977				Add Lanes and Reconstruct
4356057	SOUTH FLORIDA DMS IMPROVEMENTS AND REPLACEMENTS				2019		\$100				2020		\$10,205				ITS Dynamic Message Sign
4372111	HEFT & SURFACE STREET IMPROVEMENTS FROM HAINLIN MILLS TO US 1 MP11-12				2019		\$50				2020		\$27,445				Interchange, Just/Mod
4372241	WIDEN SAWGRASS EXPY. SR7 TO POWERLINE RD (MP18-21) (6 TO 10 LNS) W/EL				2020		\$8,750										Add Lanes and Reconstruct
4380181	WIDEN POLK PKWY FROM MP 18 TO MP 22. 2 TO 4 LANES				2020		\$942	2019		\$5,419	2020		\$70,385				Add Lanes and Reconstruct
4408971	CENTRAL POLK PARKWAY - FROM POLK PKWY (SR 570) TO SR 60	2019		\$1,500													New Road Construction
4233742	PD&E WIDEN MAINLINE FROM FT PIERCE TO YEEHAW JUNCTION (MP 152 - 193)	2021		\$4,000													PDE/EMO Study MLD
4354611	WIDEN SAWGRASS- N OF ATLANTIC TO SR 7 (MP8-18)(6TO10 LNS) (W EXP LNS)				2020		\$1,560	2019		\$1,631	2021		\$196,785				Add Lanes and Reconstruct
4357841	WIDEN TPK- SR50 CLERMONT TO ORANGE/LAKE C/L (271.17-274) 4TOR8LNS W/EXP				2019		\$2,347	2019		\$3,305	2021		\$50,612				Add Lanes and Reconstruct
4357851	WIDEN TPK - ORANGE/LAKE C/L - MINNEOLA (274-279.14) 4TOR8LNS W/EXP				2019		\$3,060	2019		\$1,530	2021		\$130,827				Add Lanes and Reconstruct
4061431	WIDEN TPK FROM W/PB SERVICE PLAZA TO SR710 (MP94.5-106.1)(4TOR8 LNS)W/EL				2020		\$10,296	2022		\$2,843							Add Lanes and Reconstruct
4233743	PD&E WIDEN MAINLINE YEEHAW JUNCTION TO SOUTH OF US 192 (MP 193-242)	2022		\$3,000													PDE/EMO Study MLD
4336631	SAND LAKE RD / TPK INTERCHANGE (SR482/SR91) (MP 257)				2021		\$110	2020		\$2,956	2022		\$65,610				Interchange (New)
4357871	WIDEN TPK- US27 TO LAKE/SUMTER C/L (MP 289.3 - 297.9) (4TOR8 W/EXP)				2021		\$19,192	2022		\$3,118							Add Lanes and Reconstruct
4357881	WIDEN TPK- LAKE/SUMTER C/L TO CR468 INTCHG (MP297.9-301.4)(4TOR8) W/EXP				2021		\$6,296	2022		\$1,334							Add Lanes and Reconstruct
4361941	WIDEN TPK, US192/441 TO OSCEOLA PKWY (MP242-248.93) 4TOR8LNS + EXP LNS				2019		\$150	2019		\$2,660	2022		\$279,504				Add Lanes and Reconstruct
4395451	WIDEN HEFT (SR821) FROM US-1/SOUTH OF PALM DR TO CAMPBELL DR (MP 0-2)				2022		\$4,292										Add Lanes and Reconstruct
4412241	WIDEN TPK FROM KISSIMMEE PARK RD TO US 192 (MP 238.5-242.5) (4TOR8 LNS)	2019		\$1,500	2022		\$11,525	2022		\$1,600							Add Lanes and Reconstruct
4426651	WIDEN SUNCOAST PKWY (SR589) FROM VAN DYKE RD TO SR 54 (MP 14-18)(4TOR8)				2022		\$12,500										Add Lanes and Reconstruct
4061501	WIDEN TPK- ATLANTIC BLVD(SR814) TO WILES RD (MP66-70)(6TO10LANES) W/EL				2021		\$750	2021		\$6,040	2023		\$283,721				Add Lanes and Reconstruct
4157481	WIDEN TPK FROM SR710 (MP 106.1) TO MP 117 (4 TO 8 LNS)				2019		\$22,740	2022		\$5,000	2023		\$3,000				Add Lanes and Reconstruct
4159271	WIDEN TPK(SR91) FROM SAWGRASS TO PALM BEACH C/L (MP71-73)(6-8 LN) W/EL				2023		\$1,500				2023		\$1				Add Lanes and Reconstruct
4357861	WIDEN TPK- MINNEOLA INTCHG TO US27 (MP279-289.3) (4TOR8 W/EXP)				2019		\$23,297	2021		\$3,465	2023		\$287,886				Add Lanes and Reconstruct
4357891	WIDEN TPK FROM CR468 INTCHG TO I-75 INTCHG (MP 301.4 - 308.9)(4 TO 8)				2022		\$12,764	2023		\$2,334							Add Lanes and Reconstruct
4371551	WIDEN SAWGRASS- S OF SUNRISE TO N OF ATLANTIC (MP0.5-8)(6TO10LNS)W EXP				2021		\$7,290	2021		\$27,180	2023		\$272,668				Add Lanes and Reconstruct
4426661	WIDEN SUNCOAST PKWY (SR589) FROM SR 54 TO SR 52 (MP 18-28) (4TOR8 LNS)				2023		\$20,000										Add Lanes and Reconstruct

LEGEND

Tentative Work Program
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Statewide Improvement

First Five Years Plan

Tentative Work Program

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Highway																		
4181951	STATEWIDE ATIS				2023												ITS Information System	MLD
Rail																		
4301261	FEC/AMTRAK PASSENGER SERVICE													2019	\$2,000		Rail Capacity Project	
4301271	FEC TRACK UPGRADE													2019	\$16,129		Rail Capacity Project	

LEGEND

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