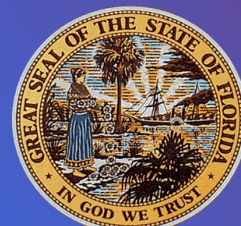


REVIEW OF THE DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM FY 2020/21 THROUGH 2024/25

A Report by the
Florida Transportation Commission

January 13, 2020



Commission Members



Ronald Howse
Chairman



Jay Trumbull
Vice Chairman



John Browning



Richard Burke



Julius Davis



David Genson



Teresa Sarnoff

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**REVIEW OF THE
DEPARTMENT OF
TRANSPORTATION
TENTATIVE WORK PROGRAM
FY 2020/21 - 2024/25**

**A Report by the
Florida Transportation
Commission**



I-95 Concrete Replacement – District 6



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FL/DOT: SunTrax Test Facility E8Q39

Image # 12
Date 11.28.18

SunTrax Test Facility - Turnpike

FLORIDA TRANSPORTATION COMMISSION

Ron Howse, Chairman
Jay Trumbull, Vice-Chairman
John Browning
Richard Burke
Julius Davis
David Genson
Teresa Sarnoff



Ron DeSantis
Governor

January 27, 2020

The Honorable Ron DeSantis, Governor
State of Florida
The Capitol, 400 S. Monroe Street
Tallahassee, Florida 32399-0001

The Honorable Bill Galvano, President
Florida Senate
409 The Capitol
404 S. Monroe Street
Tallahassee, Florida 32399-0001

The Honorable Jose Oliva, Speaker
Florida House of Representatives
420 The Capitol
402 S. Monroe Street
Tallahassee, Florida 32399-0001

Dear Governor DeSantis, President Galvano and Speaker Oliva:

Consistent with Florida Statute, Section 339.135, the Florida Transportation Commission (Commission) conducted the annual Statewide Public Hearing and mandated review of the Florida Department of Transportation (FDOT) Tentative Work Program for FY 2020/21 through FY 2024/25. The Secretary of the Department of Transportation, assistant secretaries, district secretaries, Turnpike and Rail Enterprise executive directors and key FDOT managers attended 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 FDOT's plan of all transportation projects for the next five years. By unanimous vote, the Commission determined that the Tentative Work Program was developed in compliance with applicable federal, state laws and policies.

Ralph Yoder | Executive Director
FLORIDA TRANSPORTATION COMMISSION
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Governor DeSantis, President Galvano and Speaker Oliva
January 27, 2020
Page 2

Furthermore, the Commission believes the projects in the Tentative Work Program will continue to support the Department's commitment to:

- Increasing Safety
- Enhancing Mobility
- Inspiring Innovation through the use of Technology

We trust this evaluation will assist you and your staff as you review the Tentative Work Program. Your comments and suggestions are always welcome. If you have questions, please call our staff at 850-414-4105.

Respectfully,



Ron Howse
Chairman

RH/sm

Enclosures

cc: Honorable Tom Lee, Chair, Senate Infrastructure and Security
Honorable Travis Hutson, Chair, Senate Transportation, Tourism, and Economic
Development Appropriations Subcommittee
Honorable Rob Bradley, Chair, Senate Appropriations Committee
Honorable Brad Drake, Chair, House Transportation & Infrastructure Subcommittee
Honorable Jay Trumbull, Chair, House Transportation & Tourism Appropriations
Subcommittee
Honorable Travis Cummings, Vice Chair, House Appropriations Committee
Mr. Kevin J. Thibault, P.E., Secretary, Florida Department of Transportation
Mr. Chris Spencer, Policy Director, Executive Office of the Governor
Mr. James Christian, Florida Division Administrator, Federal Highway Administration



I-95 and I-295N Interchange Reconfiguration

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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 13, 2020, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2020/21 through FY 2024/25*. 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 annually.

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 in recent years, the Commission remains concerned about the long-term sustainability of the fuel tax as the primary source of transportation revenue. Economic and population growth continues to expand in Florida, which places a great deal of stress on the state's transportation infrastructure. Furthermore, 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 \$47.3 billion over the five year period - \$.15 billion, or 0.3% smaller than the previous one. The majority of the funds, \$38.6 billion or 81.7% of the work program, is dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 681 new lane miles of roadway, resurface/reconstruct 8,244 lane miles of existing roadway, repair 249 bridges and replace 70 others. Approximately \$5.6 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 \$224.3 million. The average *annual* low point cash balance during the first three years of the Tentative Work Program period is projected to be 2.3% of the forecasted average outstanding obligation of \$11.0 billion.

Policies/Issues Impacting the Tentative Work Program

The \$47.3 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. Regarding 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 \$1.7 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 \$14.0 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 increased 1.9 percentage points when compared to last year's stability, with 87.2% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. For the 222 projects deferred, deleted, or moved out of the work program, 30.2% were due to external influences, 27.1% to Department priority changes, 14.1% to production/RW schedule changes, and the remaining 28.6% for 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.

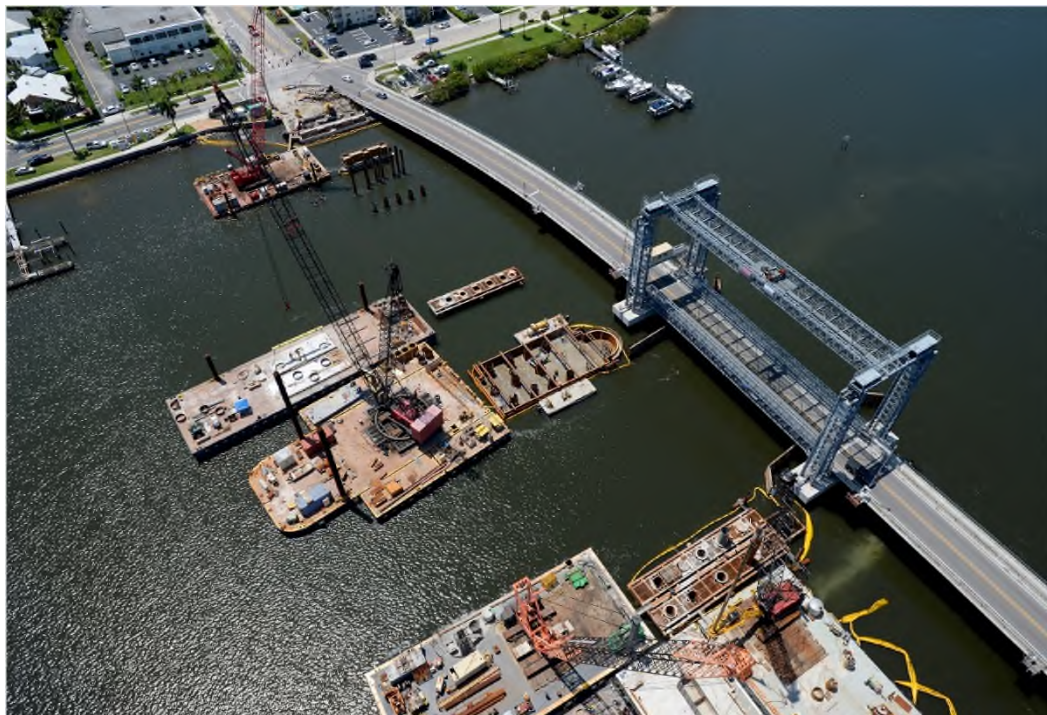
Compliance with Approved Local Government Comprehensive Plans

The Department of Economic Opportunity (DEO) reviewed the Tentative Work Program for compliance with local government comprehensive plans and provides the Commission with a list of inconsistencies. Based on its initial review, DEO determined that one project was found to be inconsistent with the local government comprehensive plans. After its review, DEO recommended that the local government update its Comprehensive Plan to include the project. Subsequent efforts between the Florida Department of Transportation and the local government resulted in an update to the local comprehensive plan.

Consequently, 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 67 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 1, 2019 “snapshot” of the Tentative Work Program, while the charts and graphs in the body of this Review are based on the December 5, 2019 snapshot; with some exceptions noted.)



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 2020/21 THROUGH 2024/25

*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 \$47.3 billion, approximately \$0.15 billion, or 0.3%, smaller than last year's Tentative Work Program.

The Tentative Work Program includes \$38.6 billion in the Product and Product Support program categories and will let contracts to:

- Construct 681 additional lane miles of roadway;
- Resurface/reconstruct 8,244 lane miles of existing roadway;
- Repair 249 bridges; and
- Replace 70 bridges.

The Tentative Work Program includes \$5.6 billion for Freight Logistics and Passenger Operations.

Illustrative statistics on the Tentative Work Program:

- Number of Active Fund Codes – 257
- Number of Projects – 6,944
- Number of Project Phases – 14,306

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 5, 2019 “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 1, 2019 “snapshot.” The Strategic Intermodal System (SIS) maps in Appendix B are also based on the November 1, 2019 “snapshot.”

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

TRANSPORTATION REVENUE CHALLENGES

During the economic downturn in the early 2000's, transportation revenue generated from fuel sales declined because of impacts from both an economy in recession and the entry of more fuel-efficient vehicles into the statewide fleet. In recent years, the transportation industry is debating whether or not there has been or will be a fundamental cultural shift in driving habits, that has been influenced, in part, by "disruptive" technologies. 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.

Following the recovery from the economic downturn, the Florida economy continues to expand and population is growing at a rate of nearly 1,000 people per day. Consequently, vehicle miles travelled on the State Highway System has continued to climb. However, fuel consumption has only recently returned to levels seen prior to the recession for both motor fuel and diesel fuel. We attribute this mostly to the increased fuel efficiency of the statewide fleet of vehicles. Furthermore, changes in federal regulations and the automobile manufacturing industry 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 \$47.3 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. Regarding 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.

2019 LEGISLATIVE ACTIONS

During the 2019 Legislative Session, several legislative initiatives passed which had a significant impact on the development of the Tentative Work Program.

SB 7068 was signed into law by Governor DeSantis, effective July 1, 2019. It creates the Multi-use Corridors of Regional Economic Significance (M-CORES) Program within the department. The purpose of the program is to revitalize rural communities, encourage job creation, and provide regional connectivity by building three new toll roads;

- Southwest-Central Florida Connector (Collier County to Polk County),
- Suncoast Connector (Citrus County to Jefferson County)
- Northern Turnpike Connector (northern terminus of the Florida Turnpike northwest to the Suncoast Parkway).

Specifically, **SB 7068** specifies a portion of vehicle registrations to be used for the implementation of the M-CORES Program.

SB 2500 – Appropriations bill permits the Chair and Vice-Chair of the Legislative Budget Commission (LBC) to authorize work program budget amendments if the LBC is unable to meet within 30 days of a work program amendment submission.

Additionally, **SB 2500** funds the Small County Outreach Program for hurricane impacted areas an additional \$10 million directed through the M-CORES legislation.

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 \$1.7 billion in state, federal, local, and Turnpike funds for existing projects. Existing P3 projects being funded in this Tentative Work Program include: SR 79; the Port of Miami Tunnel; I-595 Express; the I-4 Ultimate Improvements project, and I-395/I-95 Projects. 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>	20/21-24/25	19/20-23/24	\$ Difference	% Difference
Product	\$30,501.00	\$31,325.40	\$(824.40)	-2.63%
Product Support	8,116.70	7,607.40	509.30	6.27%
Operations & Maintenance	7,775.60	7,501.40	274.20	3.53%
Administration/FCO	920.50	1,028.80	(108.30)	-11.77%
Total	\$47,313.80	\$47,463.00	\$(149.20)	-0.31%

PRODUCT

<i>(in Millions)</i>	20/21-24/25	19/20-23/24	\$ Difference	% Difference
Construction	\$21,723.50	\$22,595.89	\$(872.39)	-3.86%
Freight Logistics/Passenger Operations	5,646.10	5,512.95	133.15	2.36%
Right of Way	2,139.50	2,369.28	(229.78)	-10.74%
Other*	991.90	847.39	144.51	14.57%
Total	\$30,501.00	\$31,325.51	\$(824.51)	-2.63%

CONSTRUCTION

<i>(in Millions)</i>	20/21-24/25	19/20-23/24	\$ Difference	% Difference
Capacity Improvements and Other Enhancements	\$12,180.80	\$14,173.60	\$(1,992.80)	-14.06%
Resurfacing	5,351.60	4,422.09	929.51	17.37%
Bridge	1,380.10	2,277.78	(897.68)	-65.04%
Safety	586.20	677.32	(91.12)	-15.54%
Public Safety Partnerships	2,224.80	1,045.09	1,179.71	53.03%
Total	\$21,723.50	\$22,595.89	\$(872.39)	-3.86%

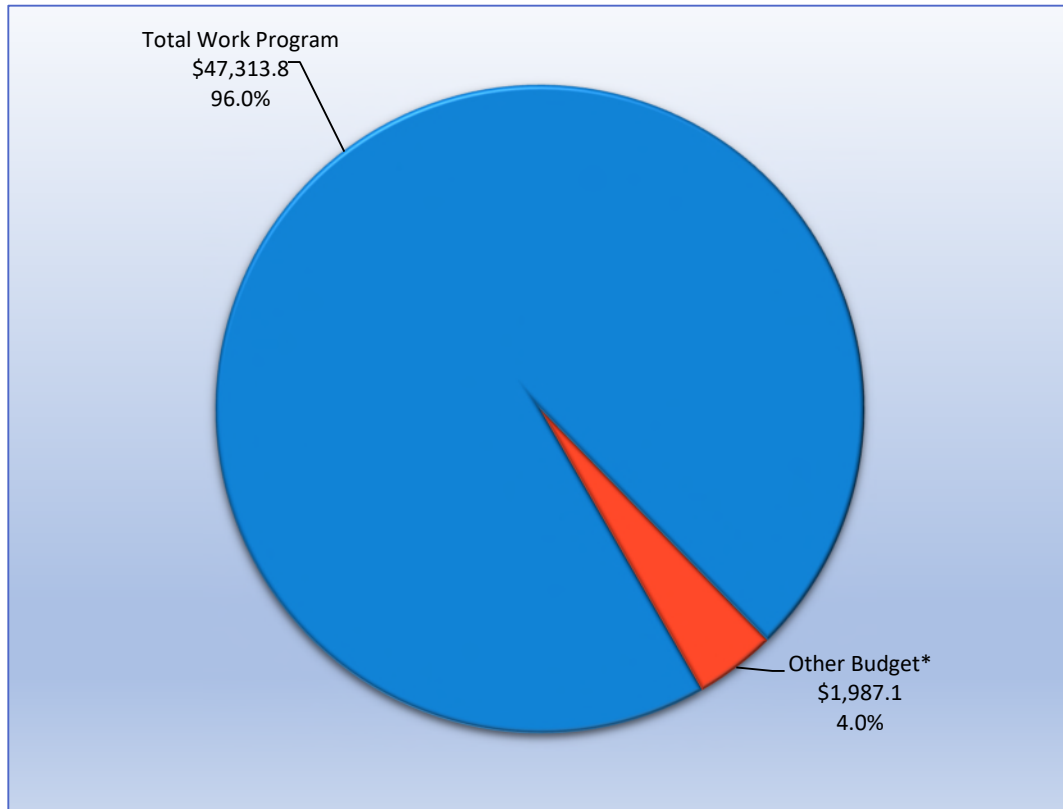
Note: *Includes County Incentive Grant Program, Small County Outreach Program, Small County Road Assistance Program, and Safety Grants.

1c. TOTAL BUDGET

\$49.301 Billion

The Tentative Work Program comprises nearly 96.0% 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

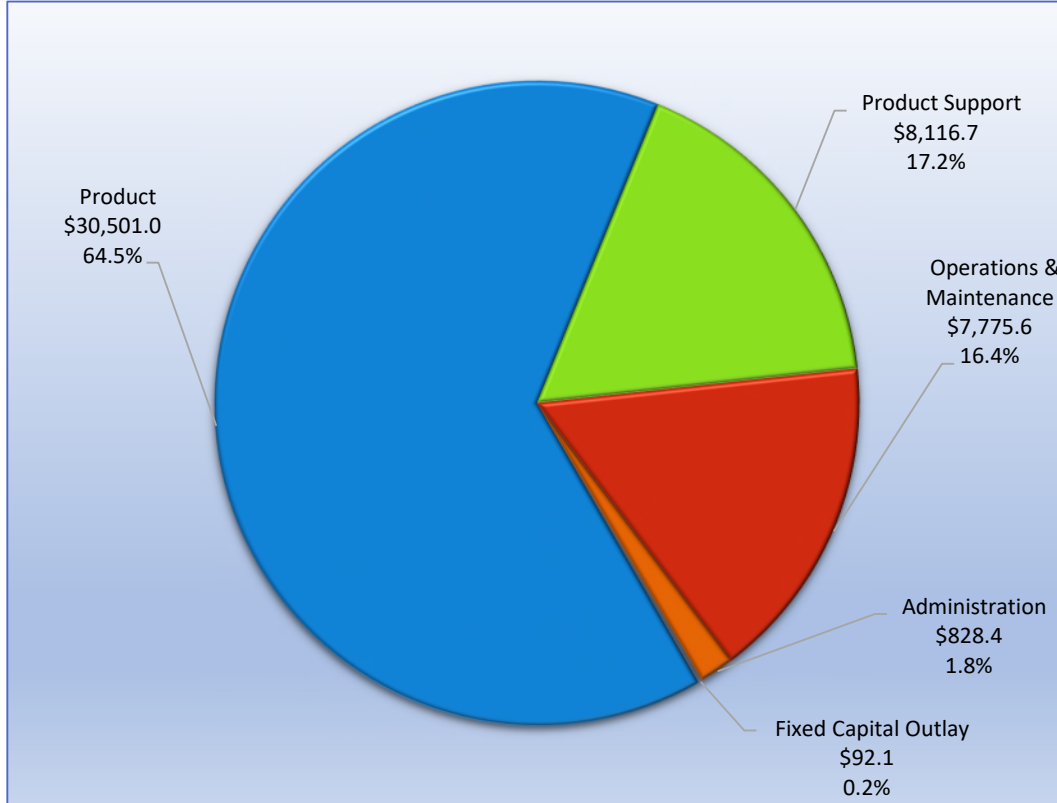
<i>(in Millions)</i>	20/21	21/22	22/23	23/24	24/25	Total
Total Work Program	\$9,973.1	\$9,473.1	\$9,613.2	\$9,609.2	\$8,645.1	\$47,313.8
Other Budget*	\$317.5	\$338.3	\$421.8	\$476.4	\$433.1	\$1,987.1
Total	\$10,290.5	\$9,811.4	\$10,035.1	\$10,085.6	\$9,078.2	\$49,300.9

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

\$47.313 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

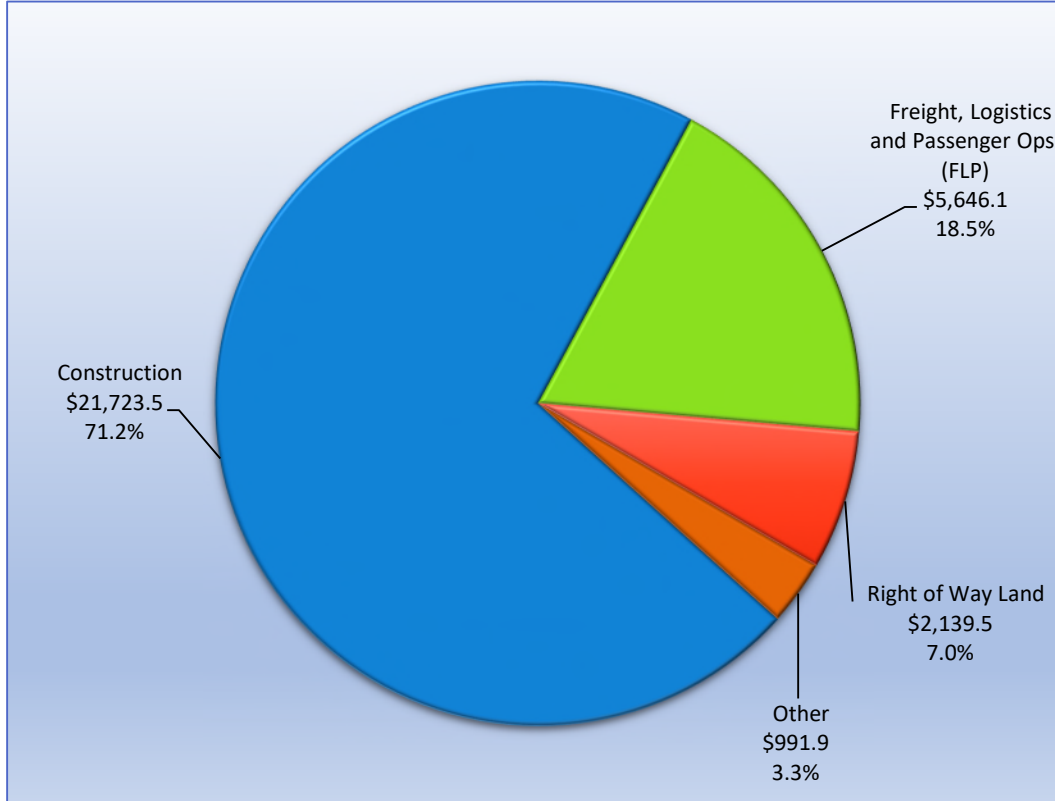
BY FISCAL YEAR

(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Product	\$6,304.4	\$6,007.5	\$6,208.9	\$6,365.6	\$5,614.6	\$30,501.0
Product Support	\$1,969.6	\$1,734.8	\$1,701.7	\$1,480.9	\$1,229.7	\$8,116.7
Operations & Maintenance	\$1,541.0	\$1,530.9	\$1,516.5	\$1,577.5	\$1,609.6	\$7,775.6
Administration	\$147.6	\$179.5	\$165.8	\$164.7	\$170.9	\$828.4
Fixed Capital Outlay	\$10.5	\$20.4	\$20.4	\$20.4	\$20.4	\$92.1
Total	\$9,973.1	\$9,473.1	\$9,613.2	\$9,609.2	\$8,645.1	\$47,313.8

1e. PRODUCT

\$30.501 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

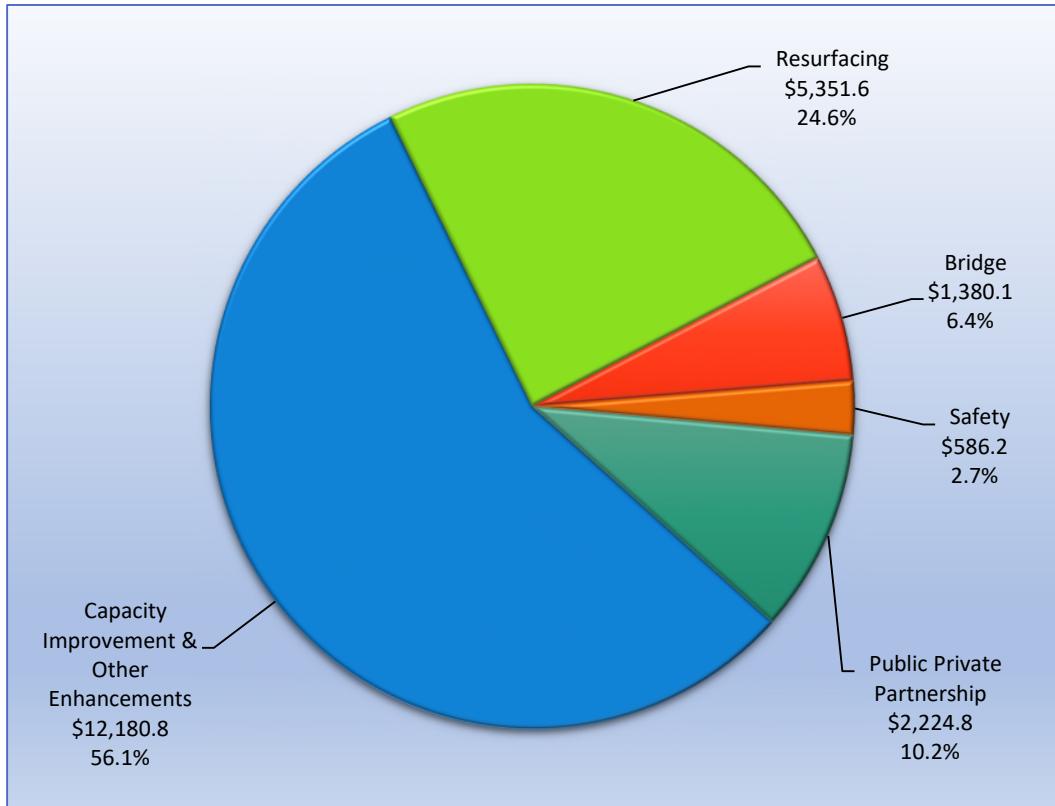
BY FISCAL YEAR

(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Construction	\$3,708.2	\$4,323.1	\$4,677.4	\$4,827.0	\$4,187.8	\$21,723.5
Freight, Logistics & Passenger Ops.	\$1,533.9	\$988.0	\$1,025.5	\$1,088.6	\$1,010.1	\$5,646.1
Right of Way Land	\$840.7	\$502.8	\$322.2	\$263.9	\$210.0	\$2,139.5
Other	\$221.6	\$193.6	\$183.9	\$186.1	\$206.8	\$991.9
Total	\$6,304.4	\$6,007.5	\$6,208.9	\$6,365.6	\$5,614.6	\$30,501.0

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
\$21.723 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Capacity Improvement & Other Enhancements	\$2,077.9	\$2,666.7	\$2,764.2	\$2,521.2	\$2,150.8	\$12,180.8
Resurfacing	\$840.7	\$1,041.6	\$1,164.7	\$1,091.0	\$1,213.6	\$5,351.6
Bridge	\$421.5	\$354.6	\$140.7	\$324.2	\$139.1	\$1,380.1
Safety	\$182.9	\$87.6	\$91.4	\$106.8	\$117.5	\$586.2
Public Private Partnership	\$185.2	\$172.6	\$516.3	\$783.8	\$566.8	\$2,224.8
Total	\$3,708.2	\$4,323.1	\$4,677.4	\$4,827.0	\$4,187.8	\$21,723.5

Additional Construction phases totaling \$357.5 million are contained in the Freight Logistics and Passenger Operations Programs.

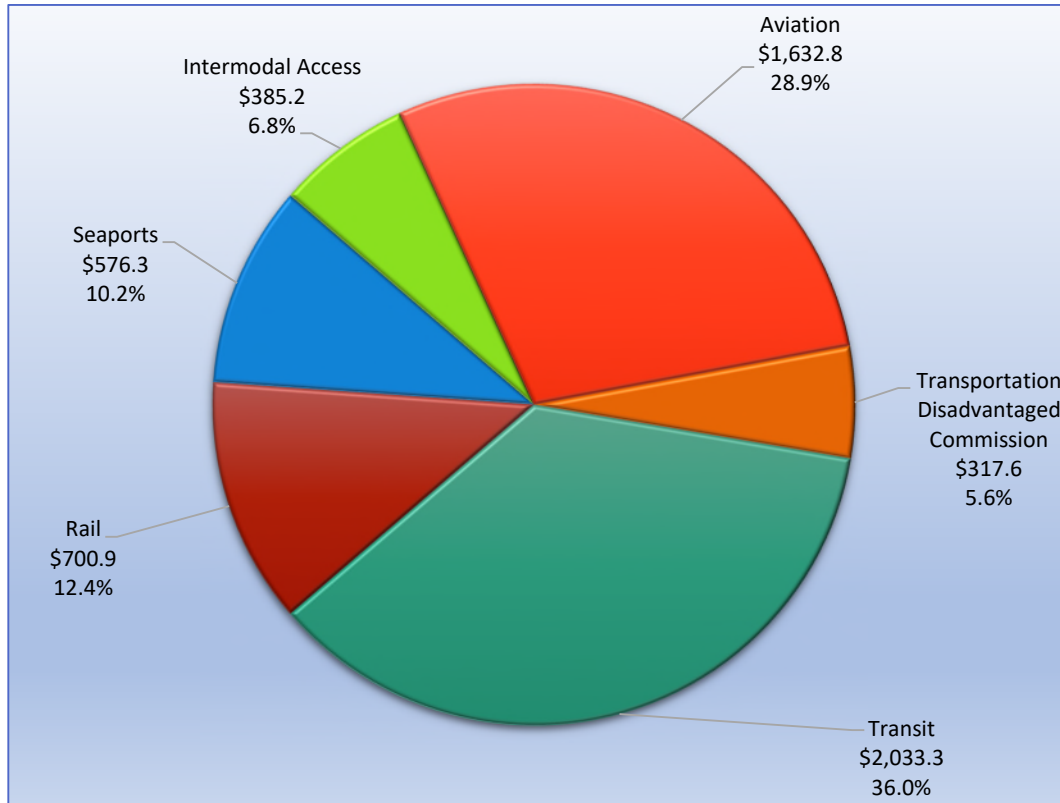
The \$586.2 million allocated to the Safety Program does not reflect the Department’s full commitment to improving safety. All “Product” categories include some measure of safety improvement due to current design standards which incorporate safety as a feature.

1g. PRODUCT

FREIGHT LOGISTICS AND PASSENGER OPERATIONS

\$5.646 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

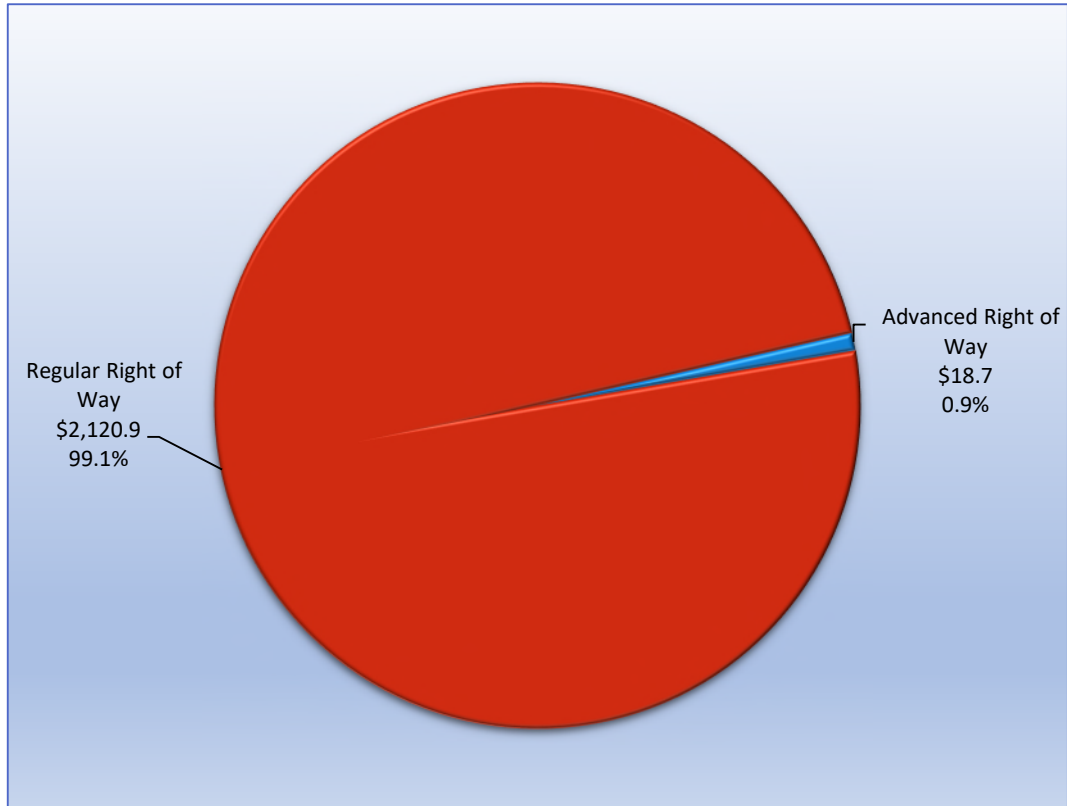
(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Seaports	\$123.2	\$106.5	\$117.1	\$117.9	\$111.6	\$576.3
Intermodal Access	\$78.4	\$65.3	\$65.2	\$82.6	\$93.8	\$385.2
Aviation	\$395.5	\$291.2	\$303.3	\$358.1	\$284.7	\$1,632.8
Transportation Disadvantaged Commission	\$65.9	\$62.9	\$62.9	\$62.9	\$62.9	\$317.6
Transit	\$640.2	\$346.9	\$355.4	\$330.2	\$360.7	\$2,033.3
Rail	\$230.8	\$115.2	\$121.5	\$137.0	\$96.5	\$700.9
Total	\$1,533.9	\$988.0	\$1,025.5	\$1,088.6	\$1,010.1	\$5,646.1

1h. PRODUCT

RIGHT OF WAY

\$2.140 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

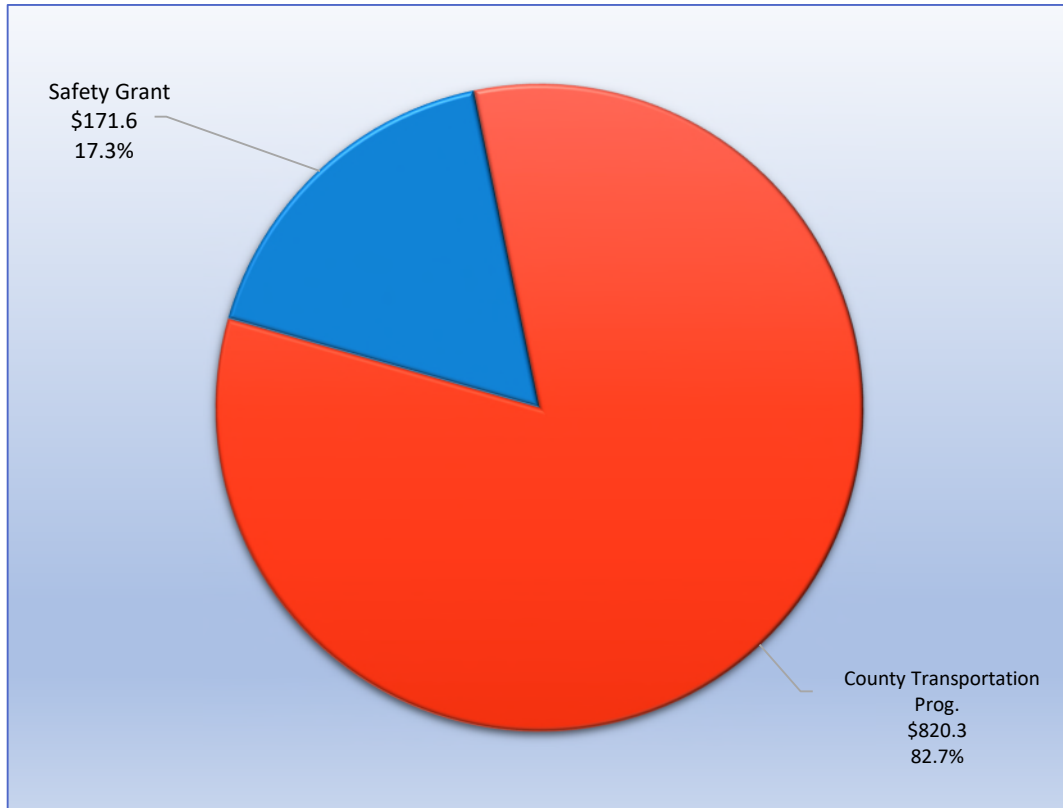
(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Advanced Right of Way	\$11.5	\$3.1	\$0.0	\$2.8	\$1.2	\$18.7
Regular Right of Way	\$829.2	\$499.6	\$322.2	\$261.1	\$208.8	\$2,120.9
Total	\$840.7	\$502.8	\$322.2	\$263.9	\$210.0	\$2,139.5

1i. PRODUCT

OTHER

\$991.9 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

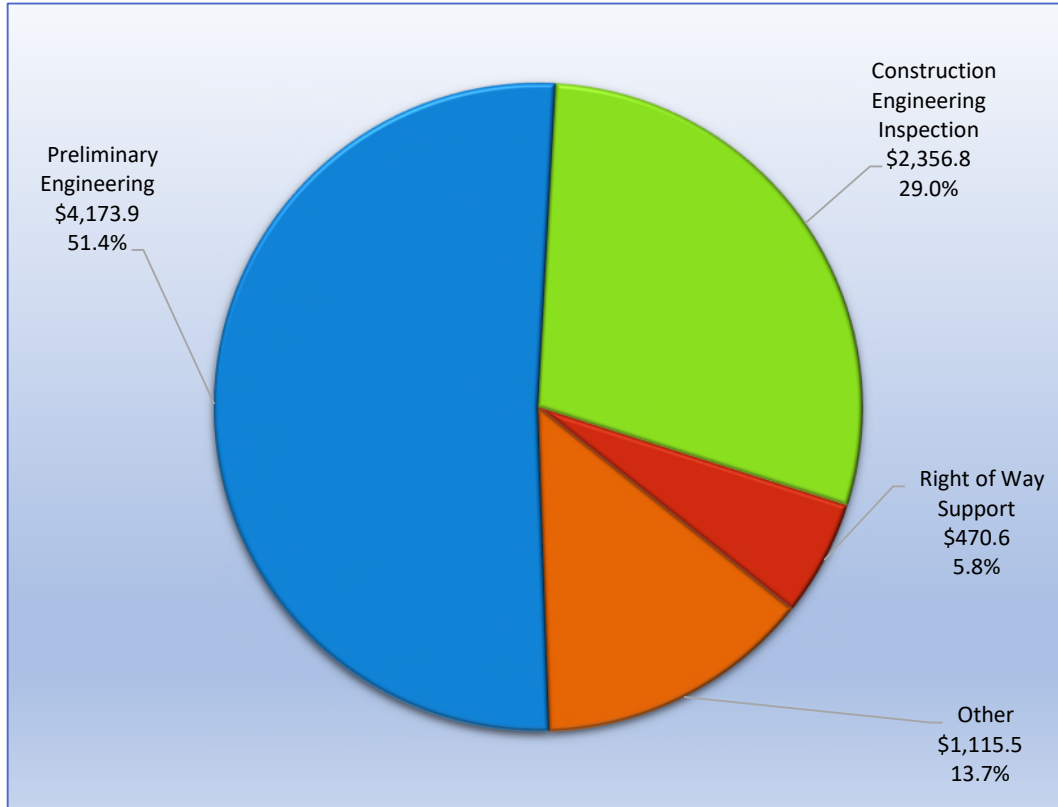
(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Safety Grant	\$42.4	\$40.3	\$30.0	\$30.0	\$29.0	\$171.6
County Transportation Prog.	\$179.1	\$153.3	\$153.9	\$156.1	\$177.8	\$820.3
Total	\$221.6	\$193.6	\$183.9	\$186.1	\$206.8	\$991.9

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

1j. PRODUCT SUPPORT

\$8.117 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Preliminary Engineering	\$1,100.0	\$894.9	\$842.0	\$707.8	\$629.1	\$4,173.9
Construction Engineering Inspection	\$486.8	\$504.0	\$529.9	\$507.0	\$329.0	\$2,356.8
Right of Way Support	\$129.6	\$103.6	\$99.6	\$68.9	\$68.9	\$470.6
Other	\$253.2	\$232.3	\$230.1	\$197.2	\$202.7	\$1,115.5
Total	\$1,969.6	\$1,734.8	\$1,701.7	\$1,480.9	\$1,229.7	\$8,116.7

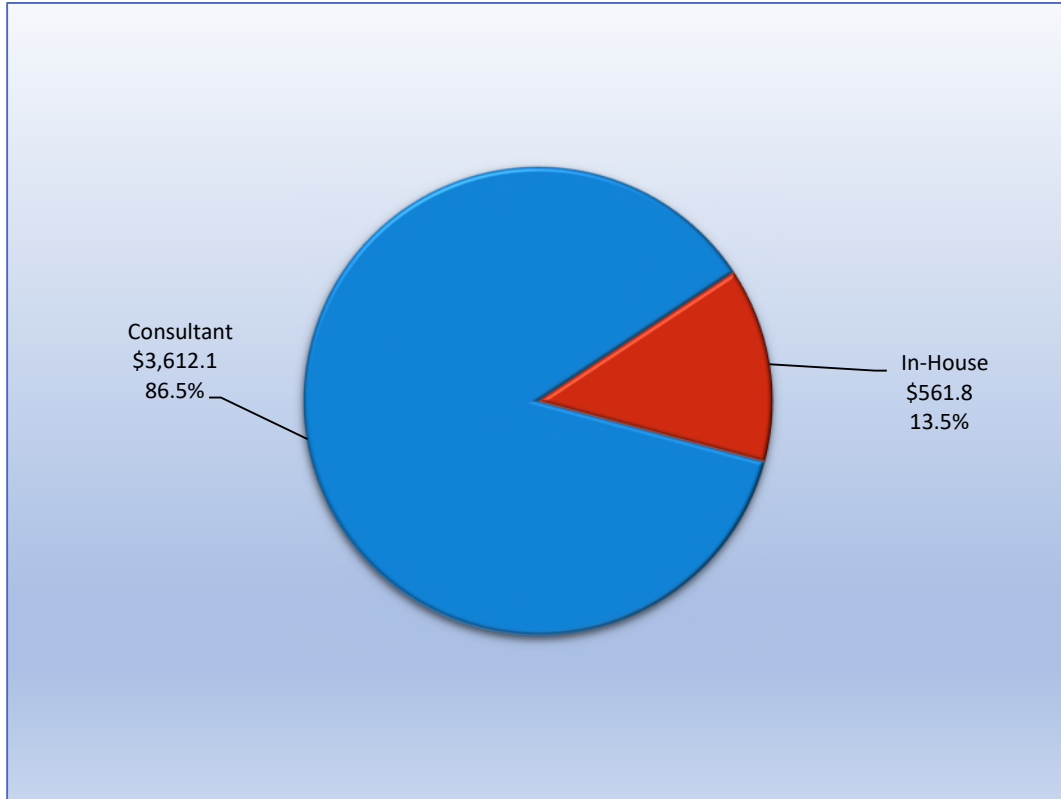
Note: *Other includes Environmental Mitigation, Materials and Research, Planning and Environment, and Public Transportation Operations support.

1k. PRODUCT SUPPORT

PRELIMINARY ENGINEERING

\$4.174 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

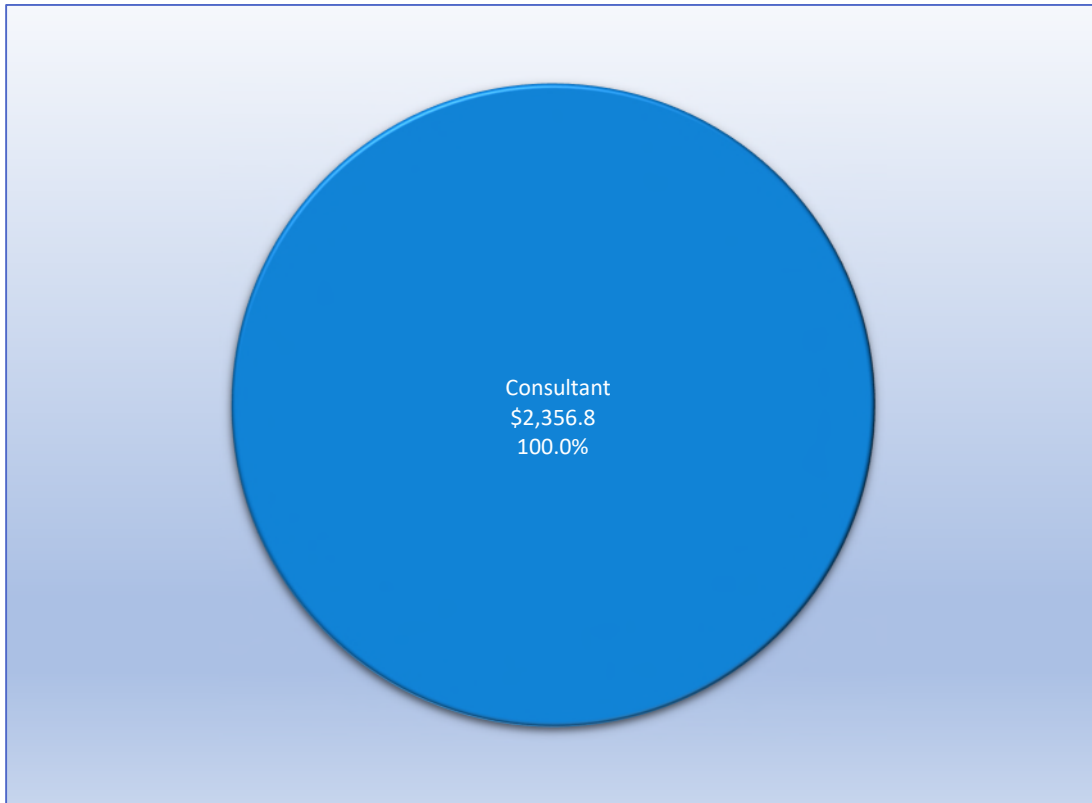
(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Consultant	\$996.3	\$787.1	\$729.9	\$591.1	\$507.7	\$3,612.1
In-House	\$103.7	\$107.9	\$112.2	\$116.7	\$121.3	\$561.8
Total	\$1,100.0	\$894.9	\$842.0	\$707.8	\$629.1	\$4,173.9

1I. PRODUCT SUPPORT

CONSTRUCTION ENGINEERING INSPECTION

\$2.357 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Consultant	\$486.8	\$504.0	\$529.9	\$507.0	\$329.0	\$2,356.8
In-House	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$486.8	\$504.0	\$529.9	\$507.0	\$329.0	\$2,356.8

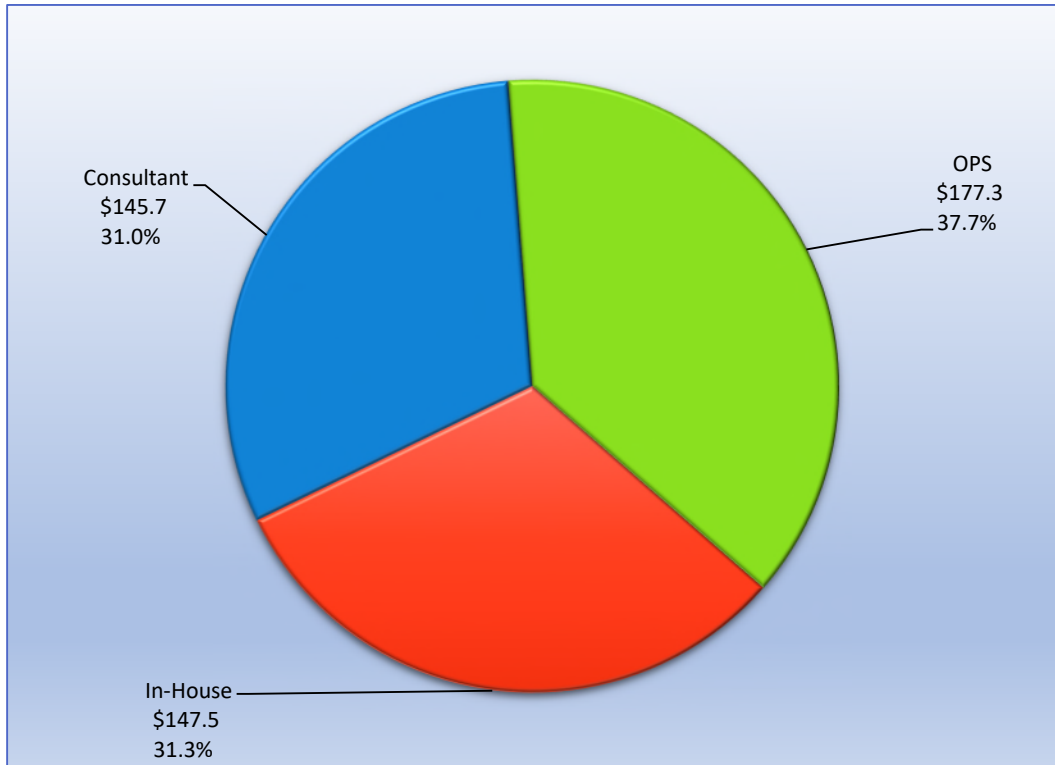
Note: Effective July 1, 2008, the In-House program component of the Construction Engineering Inspection Program Category was incorporated into the Operations and Maintenance program component of the Operations and Maintenance Program Category.

1m. PRODUCT SUPPORT

RIGHT OF WAY SUPPORT

\$470.6 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

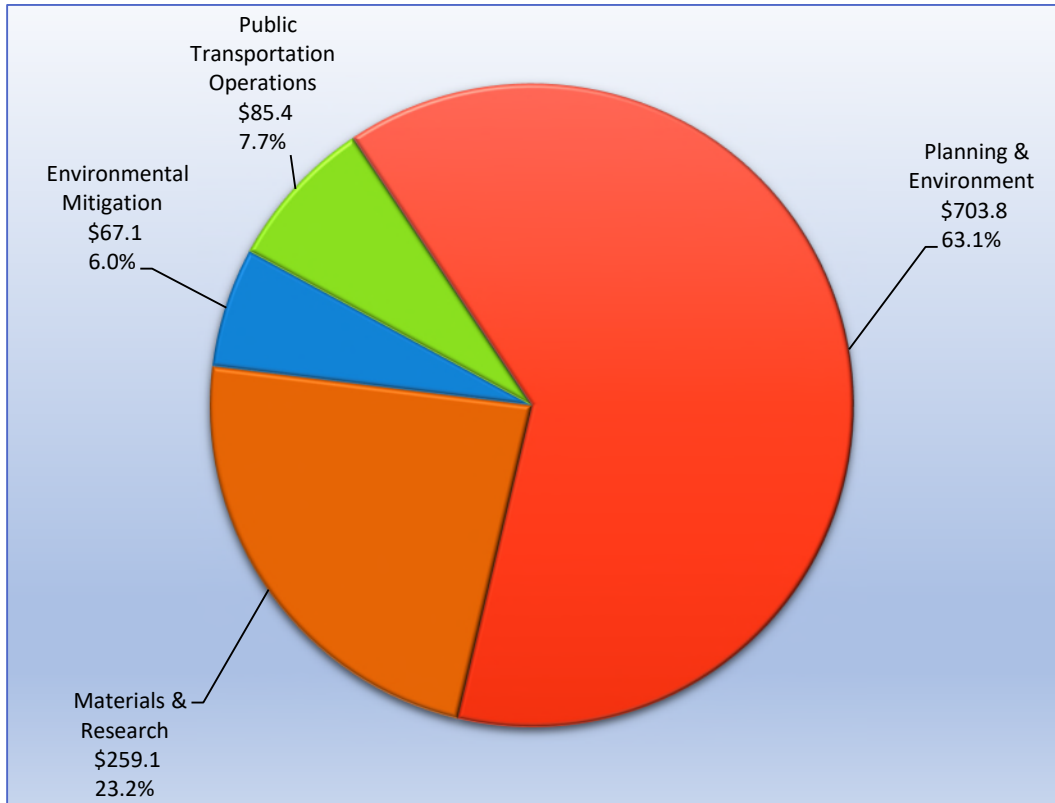
(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Consultant	\$35.3	\$35.7	\$37.0	\$19.2	\$18.6	\$145.7
OPS	\$67.1	\$39.6	\$33.2	\$19.1	\$18.4	\$177.3
In-House	\$27.2	\$28.3	\$29.5	\$30.6	\$31.9	\$147.5
Total	\$129.6	\$103.6	\$99.6	\$68.9	\$68.9	\$470.6

1n. PRODUCT SUPPORT

OTHER

\$1.116 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

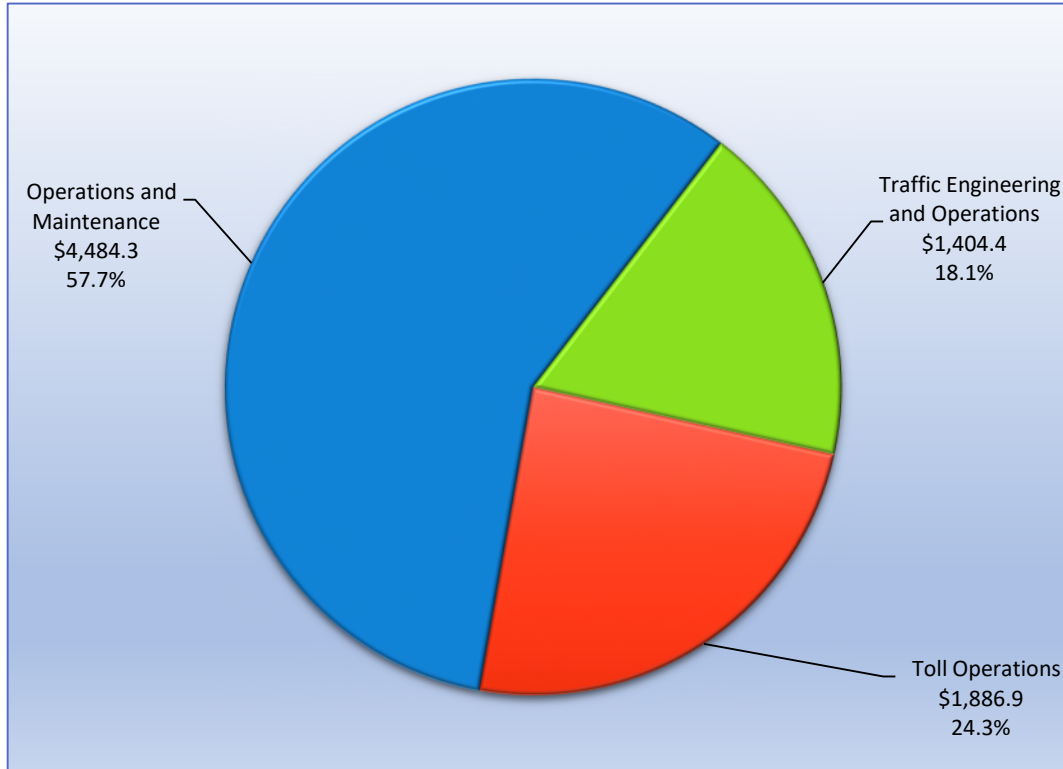
BY FISCAL YEAR

(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Environmental Mitigation	\$17.5	\$22.9	\$16.7	\$4.2	\$5.8	\$67.1
Public Transportation Operations	\$15.8	\$16.4	\$17.1	\$17.7	\$18.5	\$85.4
Planning & Environment	\$167.9	\$143.3	\$145.4	\$122.7	\$124.4	\$703.8
Materials & Research	\$52.0	\$49.6	\$51.0	\$52.5	\$54.0	\$259.1
Total	\$253.2	\$232.3	\$230.1	\$197.2	\$202.7	\$1,115.5

1o. OPERATIONS & MAINTENANCE

\$7.776 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

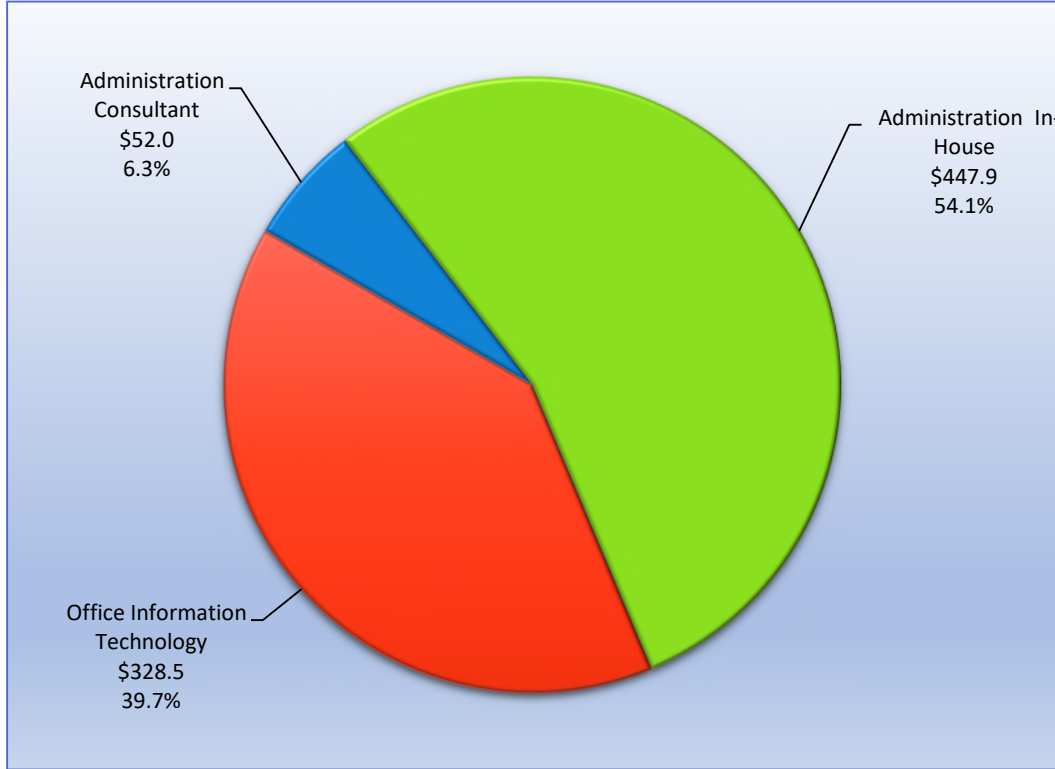
(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Operations and Maintenance	\$843.8	\$868.5	\$891.8	\$929.8	\$950.4	\$4,484.3
Traffic Engineering and Operations	\$279.5	\$282.7	\$269.2	\$288.2	\$284.9	\$1,404.4
Toll Operations	\$417.8	\$379.7	\$355.6	\$359.6	\$374.3	\$1,886.9
Total	\$1,541.0	\$1,530.9	\$1,516.5	\$1,577.5	\$1,609.6	\$7,775.6

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

\$828.4 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

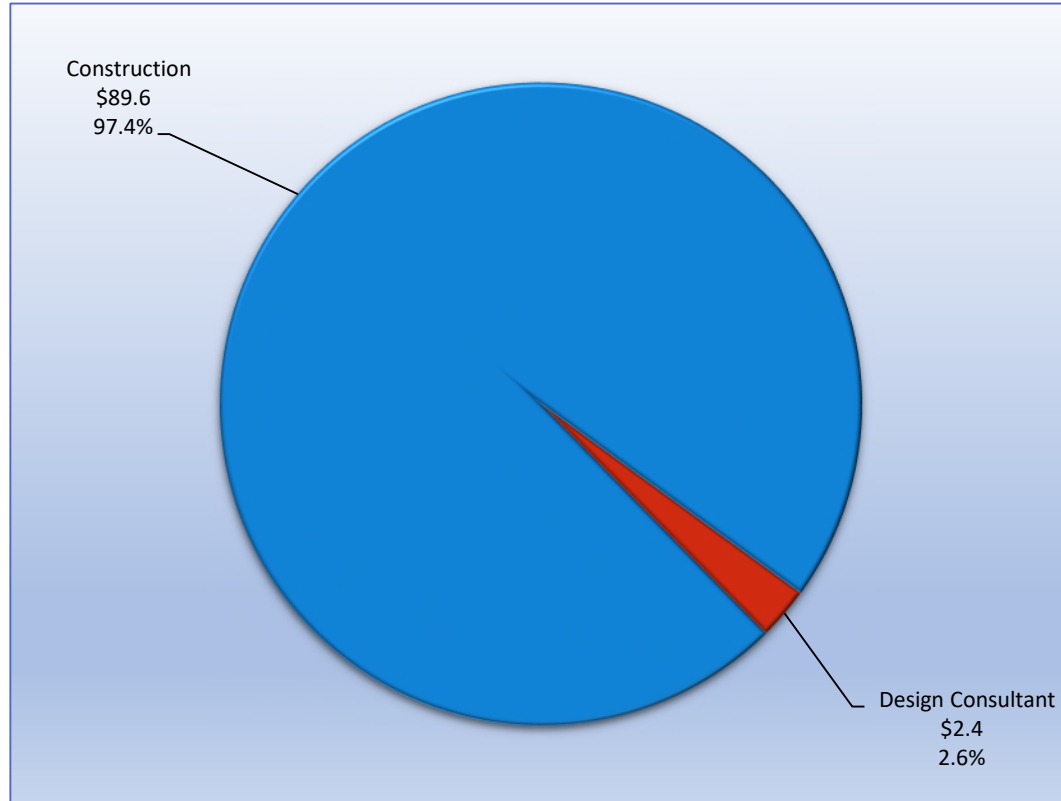
BY FISCAL YEAR

<i>(\$ in millions)</i>	20/21	21/22	22/23	23/24	24/25	Total
Administration Consultant	\$10.4	\$10.4	\$10.4	\$10.4	\$10.4	\$52.0
Administration In-House	\$82.7	\$86.0	\$89.4	\$93.0	\$96.7	\$447.9
Office Information Technology	\$54.5	\$83.1	\$65.9	\$61.3	\$63.7	\$328.5
Total	\$147.6	\$179.5	\$165.8	\$164.7	\$170.9	\$828.4

1q. FIXED CAPITAL OUTLAY

\$92.1 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(\$ in millions)</i>	20/21	21/22	22/23	23/24	24/25	Total
Design Consultant	\$1.1	\$0.3	\$0.3	\$0.3	\$0.3	\$2.4
Construction	\$9.4	\$20.1	\$20.1	\$20.1	\$20.1	\$89.6
Total	\$10.5	\$20.4	\$20.4	\$20.4	\$20.4	\$92.1

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 December of 2022) for the STTF is \$224.3 million, which complies with the statutory minimum. The average annual low point cash balance during the 36-month cash forecast period will be \$258.3 million, which is 2.3% of an estimated average outstanding obligation of \$11.0 billion.

The lowest end-of-fiscal year cash balance (in June of 2023) for the Turnpike General Reserve Fund is \$117.3 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, over \$2.6 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 2019.

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 2019.

FY 2020/21	FY 2021/22	FY 2022/23
\$351.0	\$366.3	\$382.0
\$ are in Millions		

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

FY 2020/21	FY 2021/22	FY 2022/23
\$189.4	\$199.4	\$219.7
\$ are in Millions		

There are \$750.0 million of Grant Anticipation Revenue Vehicle (GARVEE) Bonds projected to be issued in Fiscal Years 2020/21 through 2022/23.

There is a \$128.8M decrease in long term receivables from the following facilities for operation and maintenance costs through FY 2022/23: Alligator Alley, Mid Bay Bridge, Sunshine Skyway, I-95 Express Miami Dade, I-295 New Express, Palmetto Express, and Wekiva.

There is a \$145.6M increase in long term receivable from the following facilities for operation and maintenance costs through FY 2022/23: Garcon Point Bridge, Pinellas Bayway, I-95 Express Broward, I-75 Express Broward, and I-595 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 2020/21	FY 2021/22	FY 2022/23
\$1,465.0	\$2,430.5	\$1,580.1
\$ are in Millions		

There is currently one federal funded State Infrastructure Bank (SIB) project with a total loan amount of \$48.95 million scheduled to be disbursed in FY 2020/21 through FY 2022/23. There are currently four non-federal SIB projects with a total loan amount of \$217.2 million scheduled to be disbursed in FY 2020/21 through FY 2022/23.

Public Private Partnerships/SunRail:

The Work Program period contains cash flows for major projects including SunRail and five existing Public-Private Partnerships (P3s). Combined, SunRail and P3 projects have projected expenditure payouts of \$818.0 million in FY 2020/21, \$848.5 million in FY 2021/22 and \$323.3 million in FY 2022/23. 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 was built in two phases. Phase 1 is 32-miles from DeBary to Sand Lake Road in Orange County. Work is still ongoing. Phase 2 has two sections: The south section from Sand Lake Road through Kissimmee to Poinciana, which is completed and the north section from DeBary to Deland, which is planned to start in FY2021.

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, and completed on November 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 and completed September 2014. The concessionaire is now responsible for operations and maintenance of the facility.

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. A contract with Archer-Western-DeMova, Joint Venture was executed July 2018. The expected completion date is Fall 2023.

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. A contract was executed January 2013 with Anderson Columbia Company and is expected to be complete June 2020.

I-4 Ultimate is a 40-year concession that 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. A contract with I-4 Mobility Partners was executed September 2014. Once completed the concessionaire will be responsible for operations and maintenance of the facility.



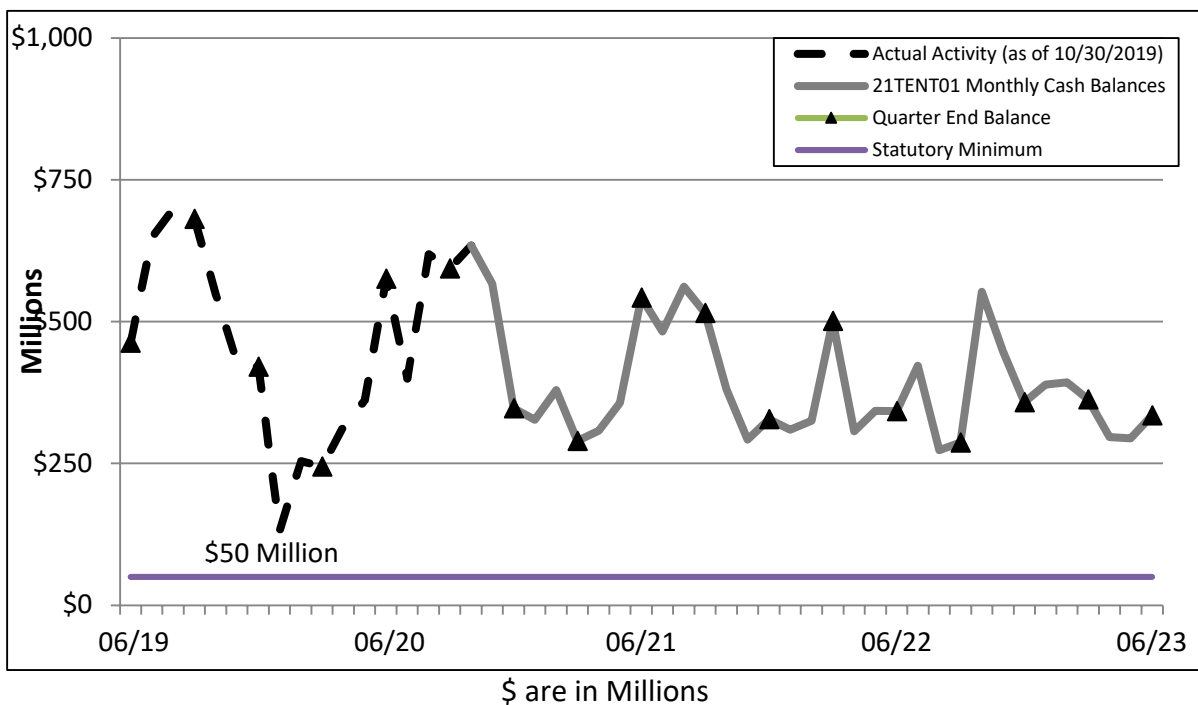
I-4 Ultimate Rendition at SR 408 – District 5

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 \$225.0 million and occurs in December of 2022.



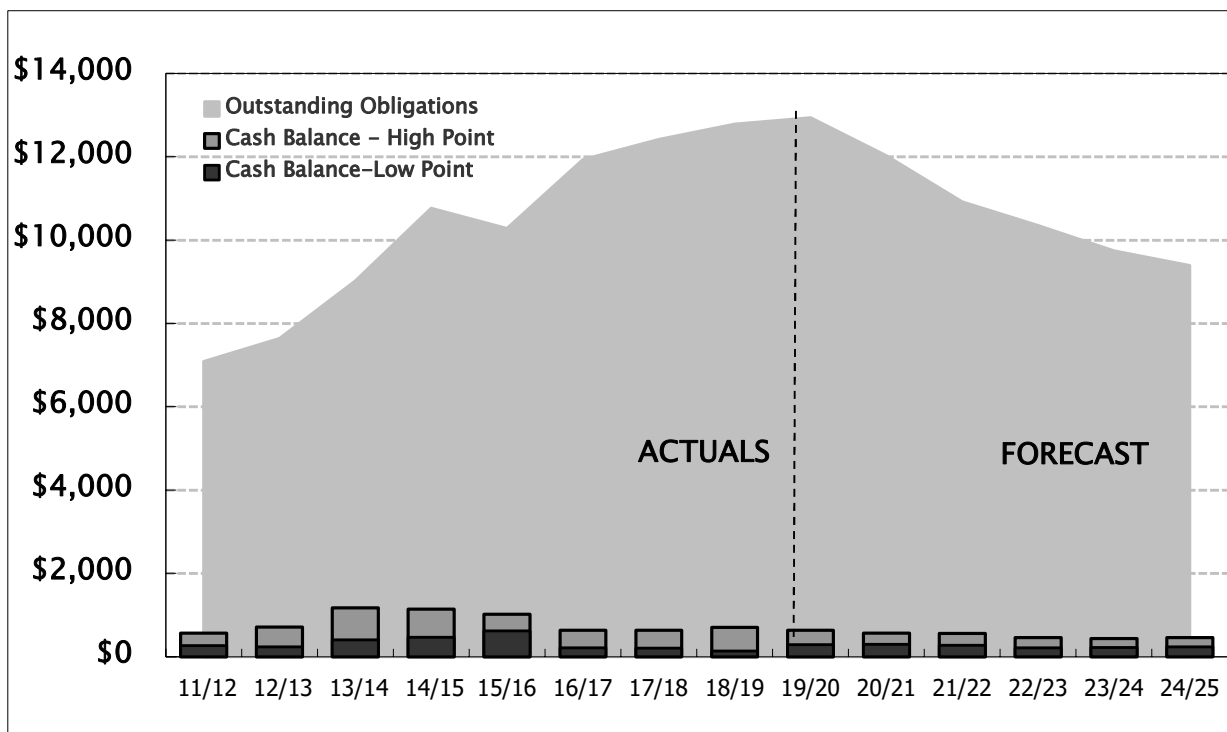
The forecast reflects a work program that has been leveraged to the maximum extent possible to take advantage of opportunities to make investments in the state’s infrastructure that will stimulate the creation of jobs. The balances also reflect the new transportation financing environment; including 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 2011/12 through FY 2024/25 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 2020/21 through FY 2022/23, the **average** annual low point cash balance is projected to be \$258.3 million and the **average** annual outstanding obligation is projected to be \$11.0 billion. That is, cash “on hand” is projected to average 2.3% of outstanding obligation.



\$ 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 3.52 on a net basis over Fiscal Year 20/21 through 22/23. The net basis over the 3-year period is: 3.47, 3.61, and 3.49.

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 \$2.6 billion and are made up of a mix of widening, interchange, and expansion projects including the following: widening of the Sawgrass Expressway from Atlantic Boulevard (Mile Post 8) to State Road 7 (MP 18) in Broward County, new road construction of SR23 from west of CR16A to east of CR209 as a statewide project, widen Minneola interchange to US27 in Lake county, widen SR91 from WPB service plaza to Okeechobee Blvd in Palm Beach county.



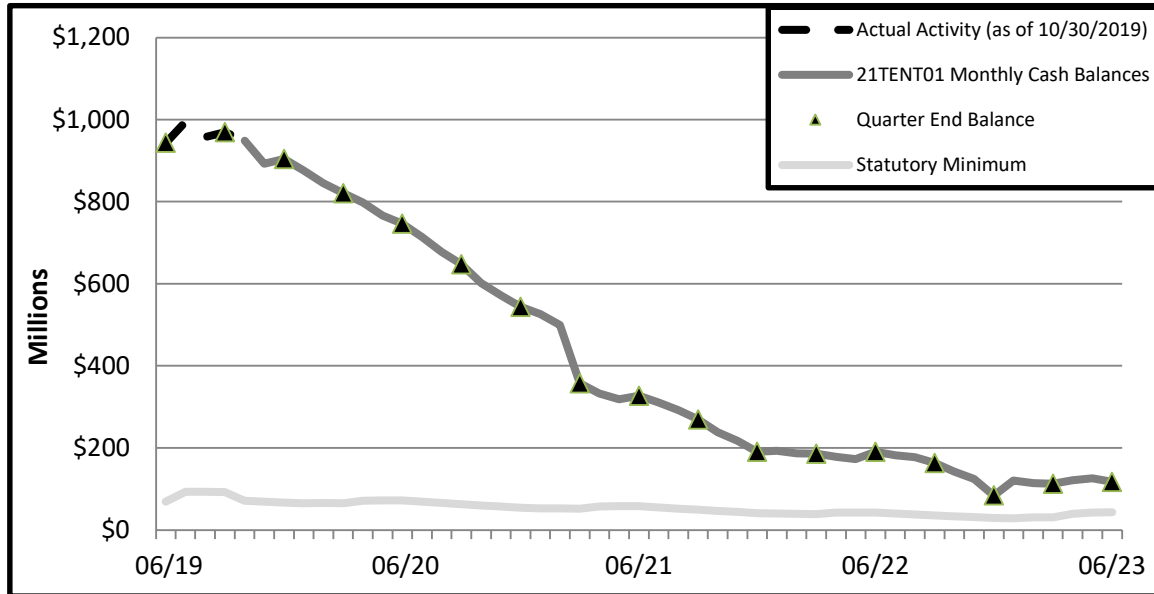
Completed Turnpike/Hancock Road Interchange at Milepost 278

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.



The lowest end of year cash balance in the Turnpike General Reserve Fund is \$117.3 million and occurs in June of 2023. Five percent of unpaid Turnpike obligations at that time is estimated to be \$43.4 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 Section 339.61(1), F.S., FDOT allocated an amount that is greater than the minimum \$60 million criteria in each of the five years of the Tentative Work Program.

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 estimating conference in March 2019 forecast an increase in transportation revenues. However, during the August 2019 Revenue Estimating Conference, revenue estimates were lowered. Together, these estimating conferences resulted in a net reduction in allocations for discretionary capacity funds. The net reduction of discretionary capacity fund allocations totals \$145 million, of which \$108.75 million impacts the SIS in the Tentative Work Program.

The Tentative Work Program has nearly \$14.0 billion programmed on the SIS for capacity improvements. Of this nearly \$14.0 billion, \$12.6 billion is programmed for highway capacity improvements, \$557.6 million for aviation, \$393.4 million for seaports, \$166.4 million for rail, \$41.9 million for intermodal capacity improvements and \$83.9 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.

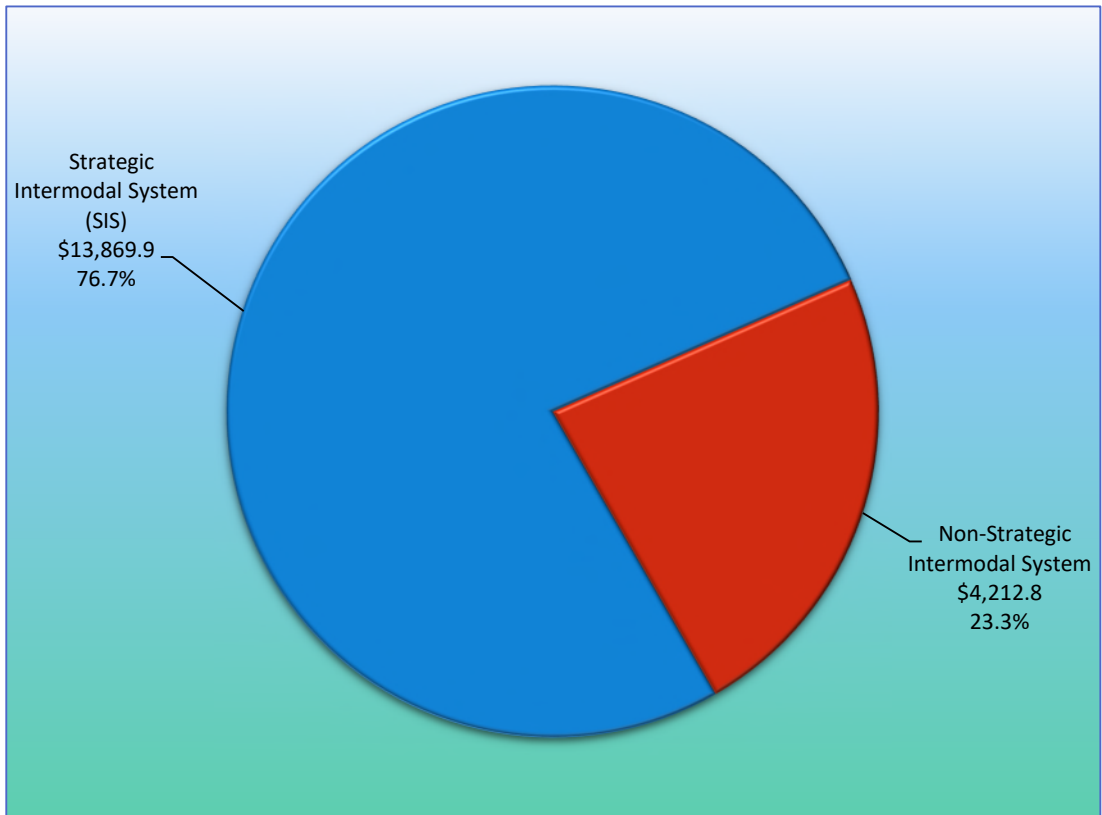
Detailed district SIS maps and corresponding project lists are presented in Appendix B of this report.

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

TOTAL CAPACITY IMPROVEMENTS AND OTHER INHANCEMENTS

\$18.083 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

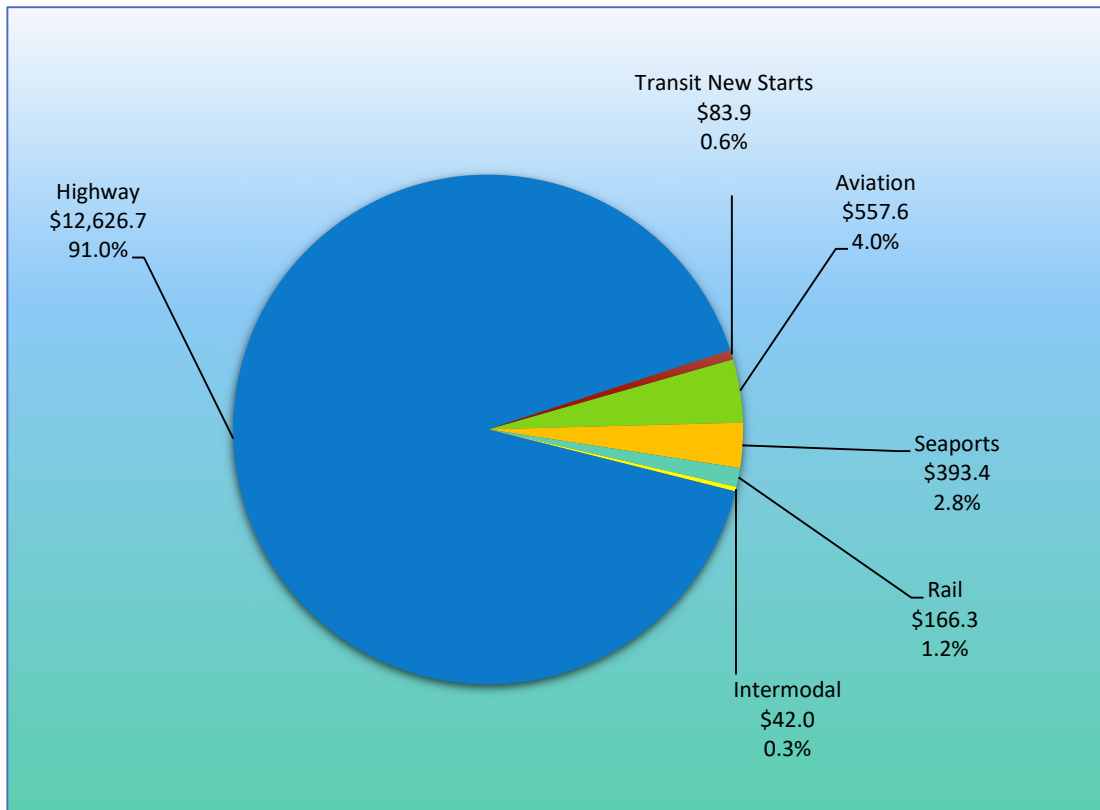
(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Strategic Intermodal System (SIS)	\$2,699.9	\$2,796.9	\$3,204.9	\$2,994.2	\$2,174.0	\$13,869.9
Non-Strategic Intermodal System	\$920.3	\$792.1	\$689.6	\$909.7	\$901.1	\$4,212.8
Total	\$3,620.2	\$3,589.0	\$3,894.5	\$3,903.9	\$3,075.1	\$18,082.7

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

SIS CAPACITY IMPROVEMENTS BY PROGRAM FUND

\$13.870 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

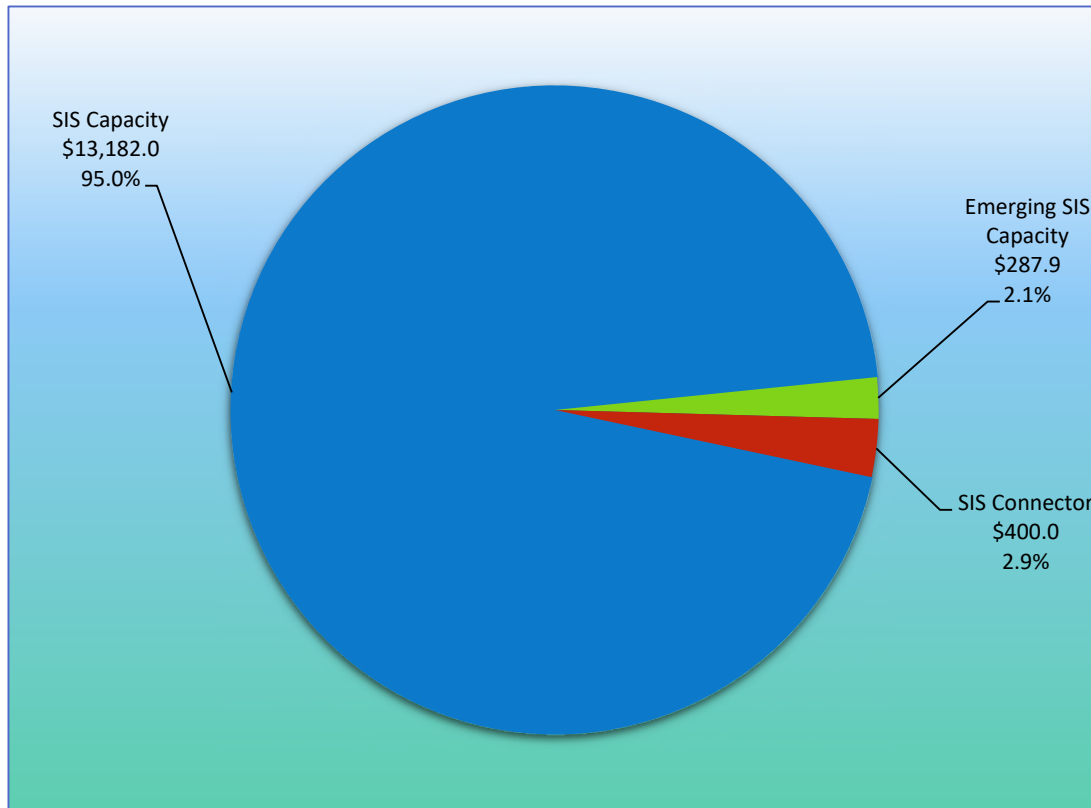
BY FISCAL YEAR

(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
Aviation	\$124.2	\$115.0	\$118.5	\$138.5	\$61.4	\$557.6
Seaports	\$108.2	\$70.2	\$80.8	\$81.6	\$52.6	\$393.4
Rail	\$95.7	\$11.2	\$19.9	\$39.5	\$0.0	\$166.3
Intermodal	\$16.1	\$4.5	\$3.9	\$5.8	\$11.7	\$42.0
Highway	\$2,271.9	\$2,595.9	\$2,981.8	\$2,728.9	\$2,048.2	\$12,626.7
Transit New Starts	\$83.9	\$0.0	\$0.0	\$0.0	\$0.0	\$83.9
Total	\$2,700.0	\$2,796.8	\$3,204.9	\$2,994.3	\$2,173.9	\$13,869.9

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

SIS CAPACITY IMPROVEMENTS – SIS vs. EMERGING SIS
\$13.870 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
SIS Capacity	\$2,526.1	\$2,640.0	\$3,084.8	\$2,819.5	\$2,111.6	\$13,182.0
Emerging SIS Capacity	\$27.6	\$67.6	\$60.8	\$118.7	\$13.2	\$287.9
SIS Connector	\$146.2	\$89.3	\$59.4	\$56.0	\$49.1	\$400.0
Total	\$2,699.9	\$2,796.9	\$3,205.0	\$2,994.2	\$2,173.9	\$13,869.9

4. OVERVIEW OF THE INTERMODAL DEVELOPMENT 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.]*

COMMISSION FINDINGS

The Tentative Work Program has a total of \$385.2 million programmed for the Intermodal Development Program. Of that total, \$0.26 million is programmed for rail access, \$7.6 million for port access, \$15.8 million for airport access, \$178.5 million for multimodal terminals, and \$183.0 million for transit.

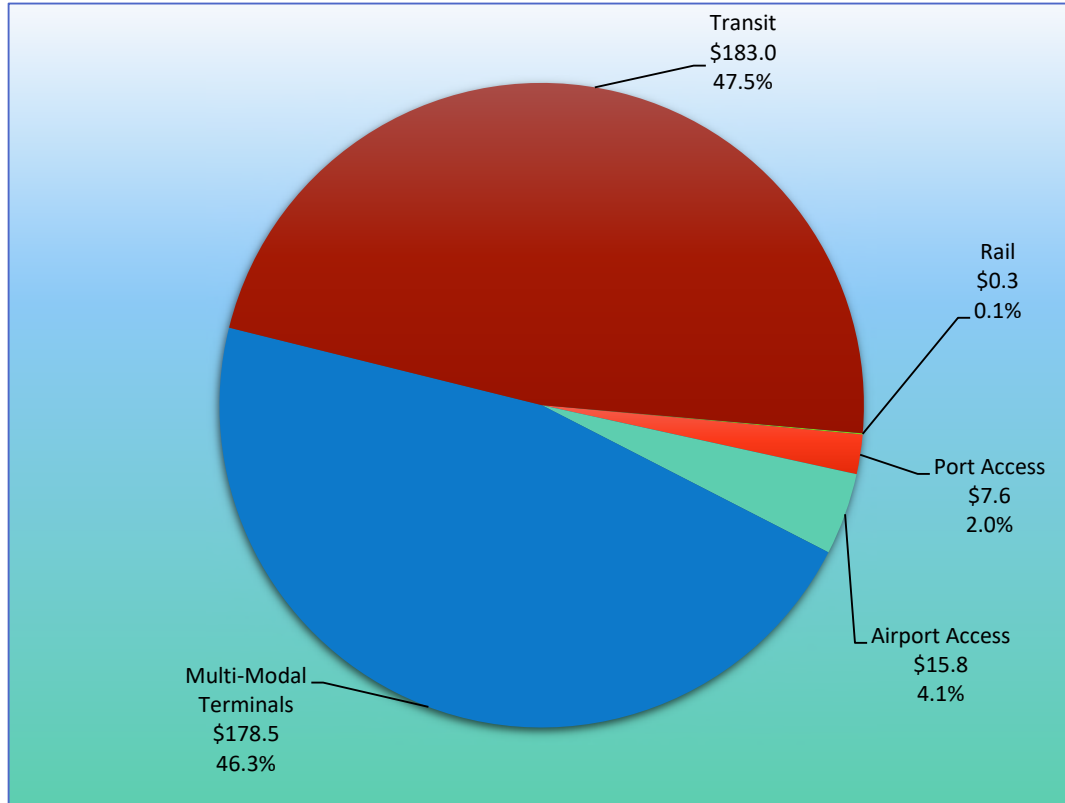


Miami Metromover

4a. INTERMODAL DEVELOPMENT PROGRAM

\$385.2 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	20/21	21/22	22/23	23/24	24/25	Total
Rail	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
Future Projects	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Port Access	\$1.5	\$1.5	\$0.0	\$2.3	\$2.4	\$7.6
Airport Access	\$4.9	\$5.1	\$3.2	\$1.3	\$1.3	\$15.8
Multi-Modal Terminals	\$31.8	\$24.3	\$25.2	\$45.3	\$52.0	\$178.5
Transit	\$40.0	\$34.4	\$36.8	\$33.8	\$38.1	\$183.0
Total	\$78.4	\$65.3	\$65.2	\$82.6	\$93.8	\$385.2

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 (2020/21 to 2023/24) changes from the Adopted Work Program to the Tentative Work Program were as follows: 87.2% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (FDOT objective is at least 80%); 5.6% 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 2023/24; 2.8% of project phases were deleted; and 4.4% of project phases were moved to the new 5th year of the Tentative Work Program. Stability of the individual districts and Turnpike/Rail Enterprise Work Programs ranged from 45.4% to 100%. *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, 87.3% of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the four common fiscal years, 86.7% 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 increased by 1.9 percentage points (from 85.3% last year to 87.2% 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 91.0% of project phases experienced no change in schedule or were advanced to an earlier year. For the 222 projects deferred, deleted, or moved out of the work program, 30.2% were due to external influences, 27.1% to Department priority changes, 14.1% to production/RW schedule changes, and the remaining 28.6% 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 20/21 - 23/24)	No Changes/Advances	1,513	87.2%
	Defers	98	5.6%
	Deletions	48	2.8%
	Moved Out	76	4.4%
Total		1,735	100.0%

ROADS AND BRIDGES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes/Advances	1,153	87.3%
	Defers	79	6.0%
	Deletions	26	2.0%
	Moved Out	62	4.7%
Total		1,320	100.0%

FREIGHT LOGISTICS AND PASSENGER OPERATIONS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes/Advances	360	86.7%
	Defers	19	4.6%
	Deletions	22	5.3%
	Moved Out	14	3.4%
Total		415	100.0%

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.

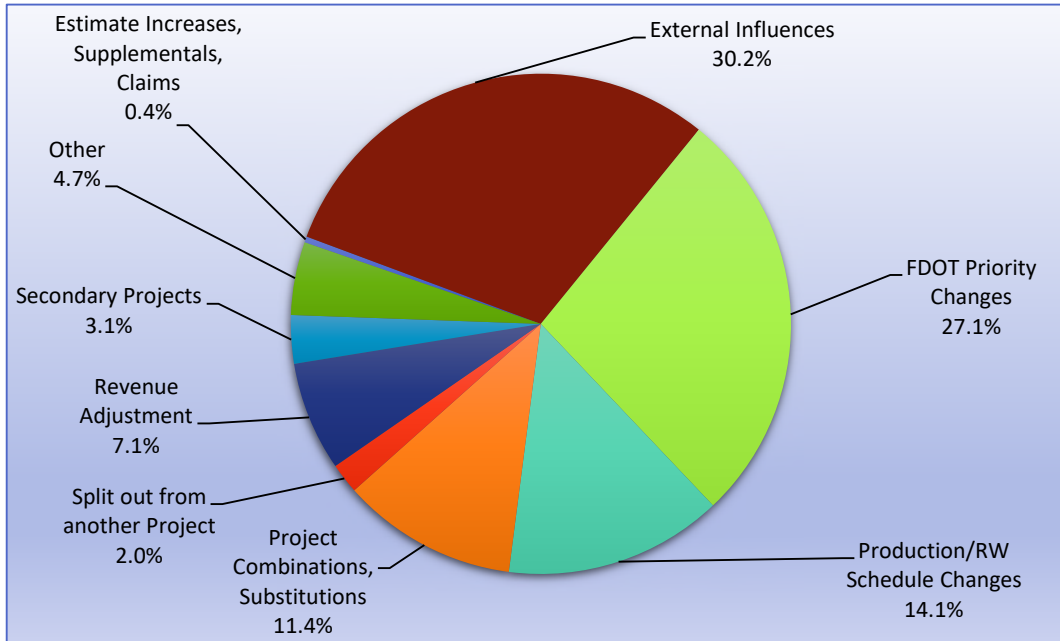
DELETIONS: Deleted from Tentative Work Program or moved out to a year beyond the Tentative Work Program.

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

5b. STABILITY REPORT

STATEWIDE WORK PROGRAM

REASONS FOR 222 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	1,397	80.5%
	Advances	116	6.7%
	Defers	98	5.6%
	Deletions	48	2.8%
	Moved Out	76	4.4%
Total		1,735	100.0%

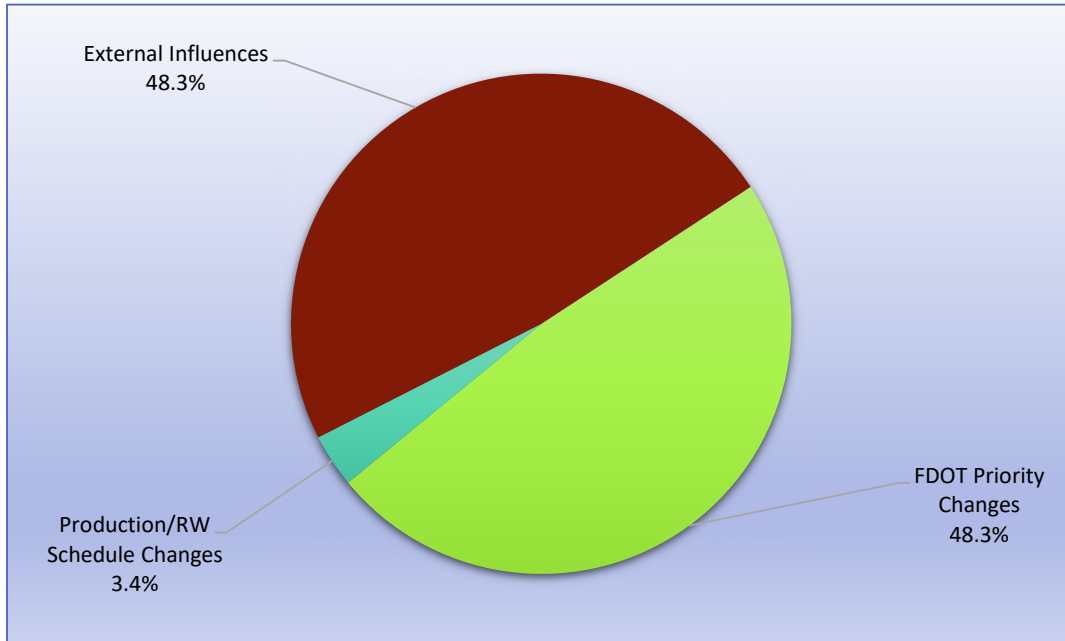
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	1,463	84.3%
	Advances	116	6.7%
	Defers	80	4.6%
	Deletions	17	1.0%
	Moved Out	59	3.4%
Total		1,735	100.0%

5c. STABILITY REPORT

DISTRICT 1 WORK PROGRAM

REASONS FOR 29 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	194	81.5%
	Advances	15	6.3%
	Defers	11	4.6%
	Deletions	9	3.8%
	Moved Out	9	3.8%
Total		238	100.0%

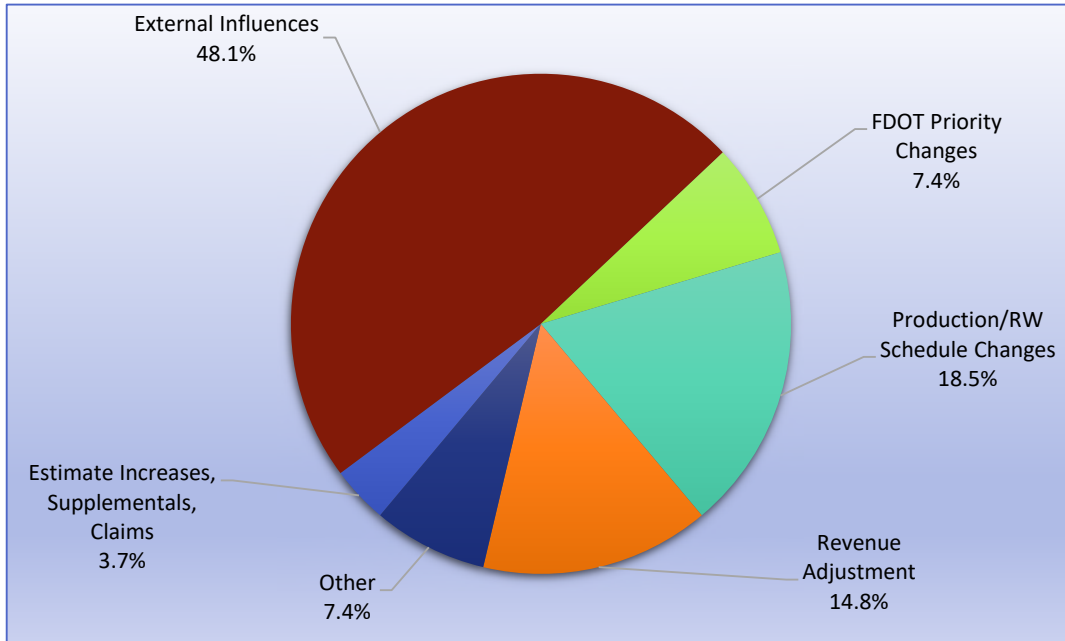
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	197	82.8%
	Advances	15	6.3%
	Defers	11	4.6%
	Deletions	6	2.5%
	Moved out	9	3.8%
Total		238	100.0%

5d. STABILITY REPORT

DISTRICT 2 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 20/21 - 23/24)	No Changes	205	78.2%
	Advances	30	11.5%
	Defers	8	3.1%
	Deletions	5	1.9%
	Moved Out	14	5.3%
Total		262	100.0%

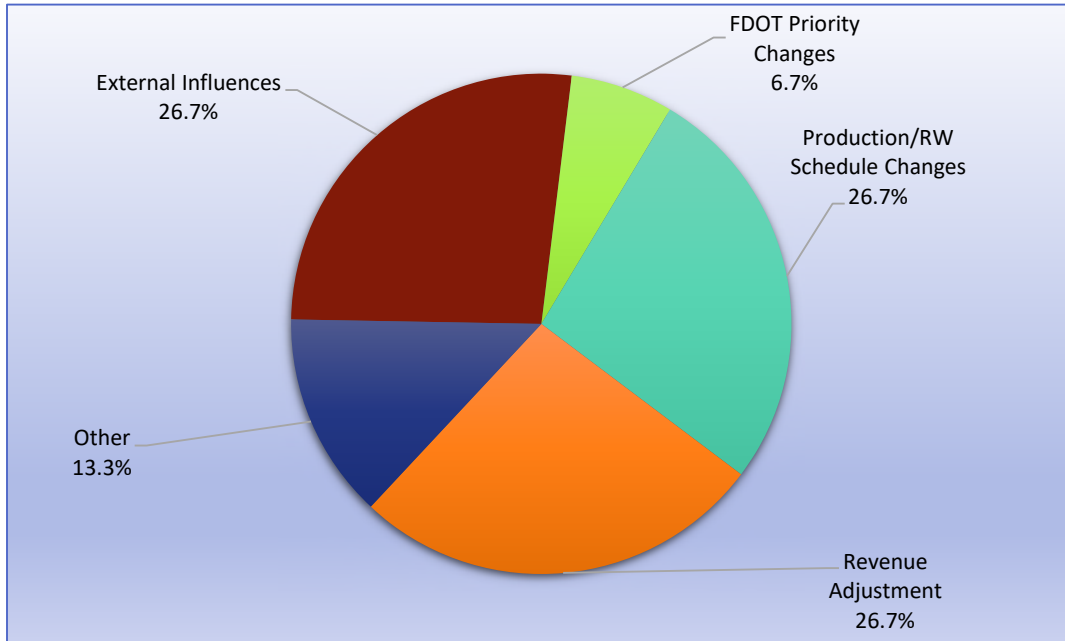
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	218	83.2%
	Advances	30	11.5%
	Defers	6	2.3%
	Deletions	2	0.8%
	Moved Out	6	2.3%
Total		262	100.0%

5e. STABILITY REPORT

DISTRICT 3 WORK PROGRAM

REASONS FOR 15 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	241	90.3%
	Advances	11	4.1%
	Defers	9	3.4%
	Deletions	5	1.9%
	Moved Out	1	0.4%
Total		267	100.0%

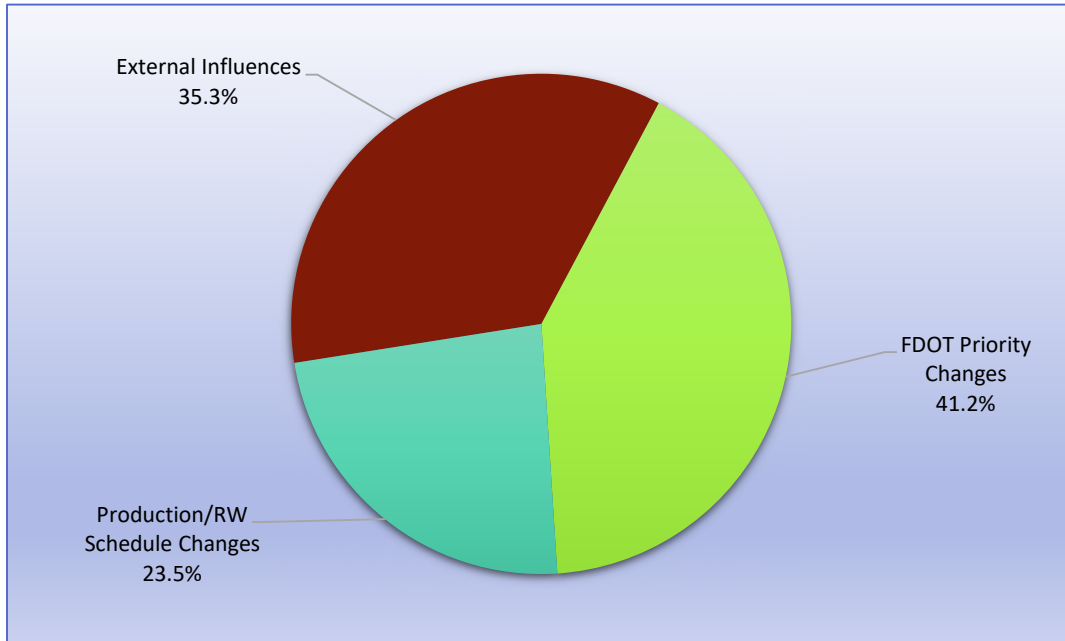
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	245	91.8%
	Advances	11	4.1%
	Defers	9	3.4%
	Deletions	1	0.4%
	Moved Out	1	0.4%
Total		267	100.0%

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 20/21 - 23/24)	No Changes	194	80.8%
	Advances	12	5.0%
	Defers	16	6.7%
	Deletions	10	4.2%
	Moved Out	8	3.3%
Total		240	100.0%

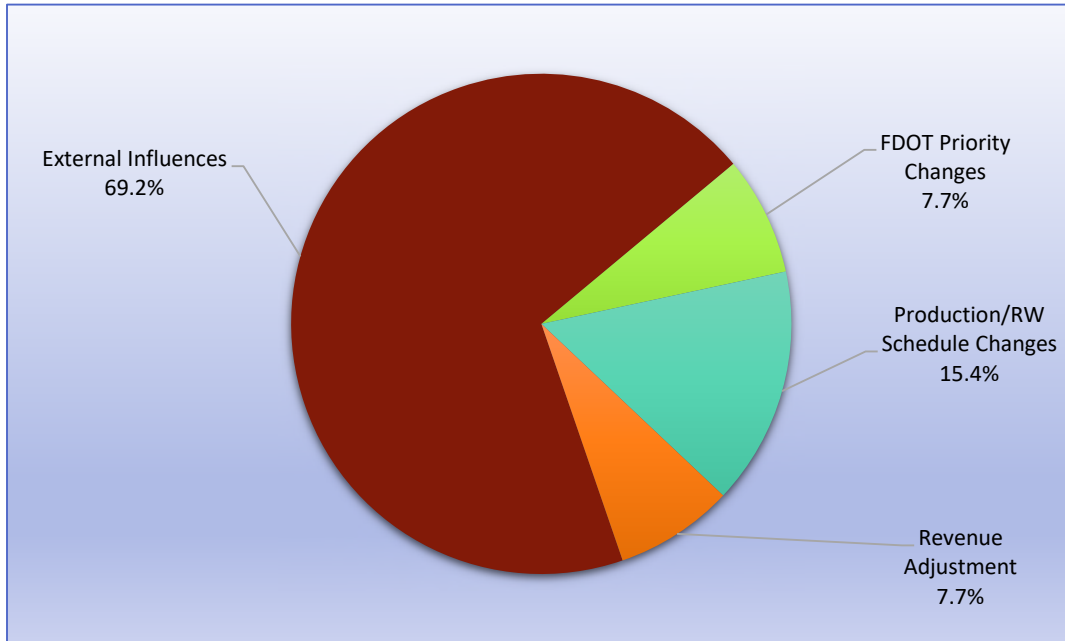
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	206	85.8%
	Advances	12	5.0%
	Defers	14	5.8%
	Deletions	1	0.4%
	Moved Out	7	2.9%
Total		240	100.0%

5g. STABILITY REPORT

DISTRICT 5 WORK PROGRAM

REASONS FOR 26 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	168	84.4%
	Advances	5	2.5%
	Defers	16	8.0%
	Deletions	4	2.0%
	Moved Out	6	3.0%
Total		199	100.0%

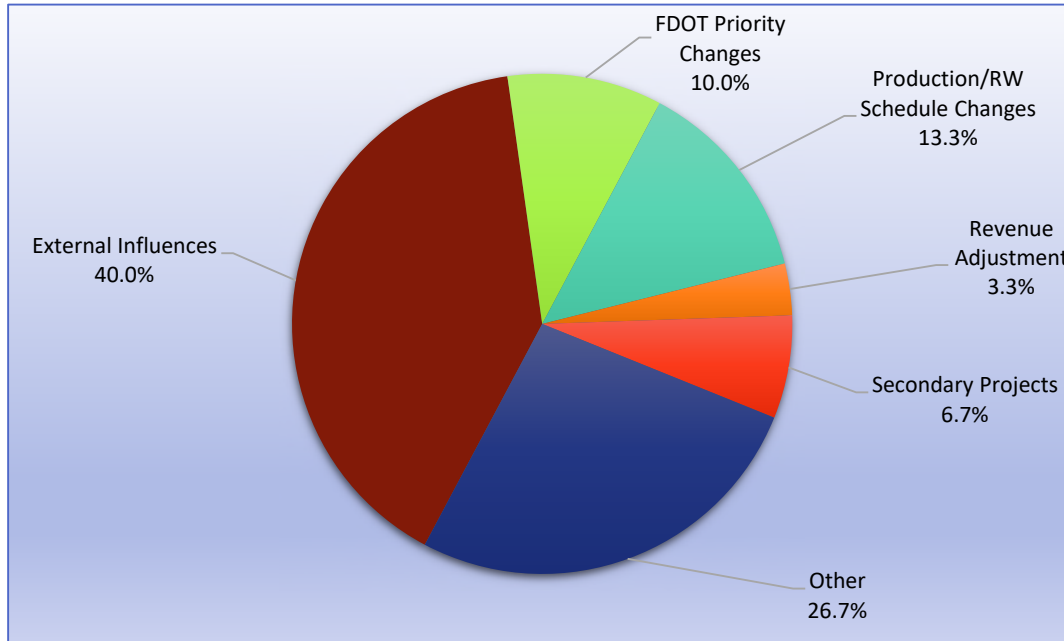
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	186	93.5%
	Advances	5	2.5%
	Defers	3	1.5%
	Deletions	2	1.0%
	Moved Out	3	1.5%
Total		199	100.0%

5h. STABILITY REPORT

DISTRICT 6 WORK PROGRAM

REASONS FOR 30 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	151	73.7%
	Advances	24	11.7%
	Defers	7	3.4%
	Deletions	10	4.9%
	Moved Out	13	6.3%
Total		205	100.0%

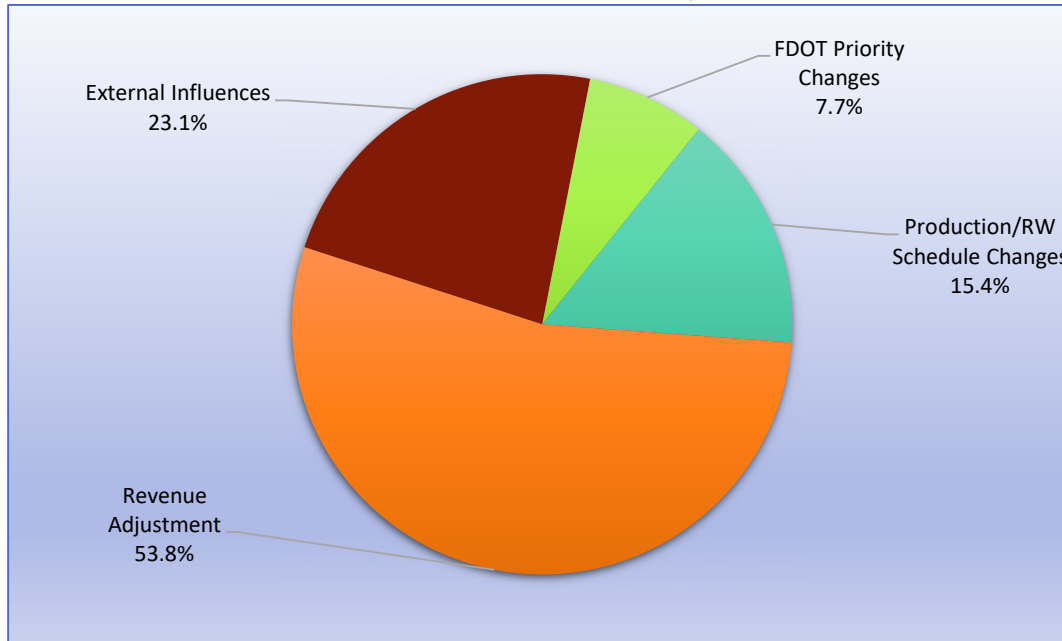
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	163	79.5%
	Advances	24	11.7%
	Defers	7	3.4%
	Deletions	1	0.5%
	Moved Out	10	4.9%
Total		205	100.0%

5i. STABILITY REPORT

DISTRICT 7 WORK PROGRAM

REASONS FOR 14 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	189	87.1%
	Advances	14	6.5%
	Defers	0	0.0%
	Deletions	4	1.8%
	Moved Out	10	4.6%
Total		217	100.0%

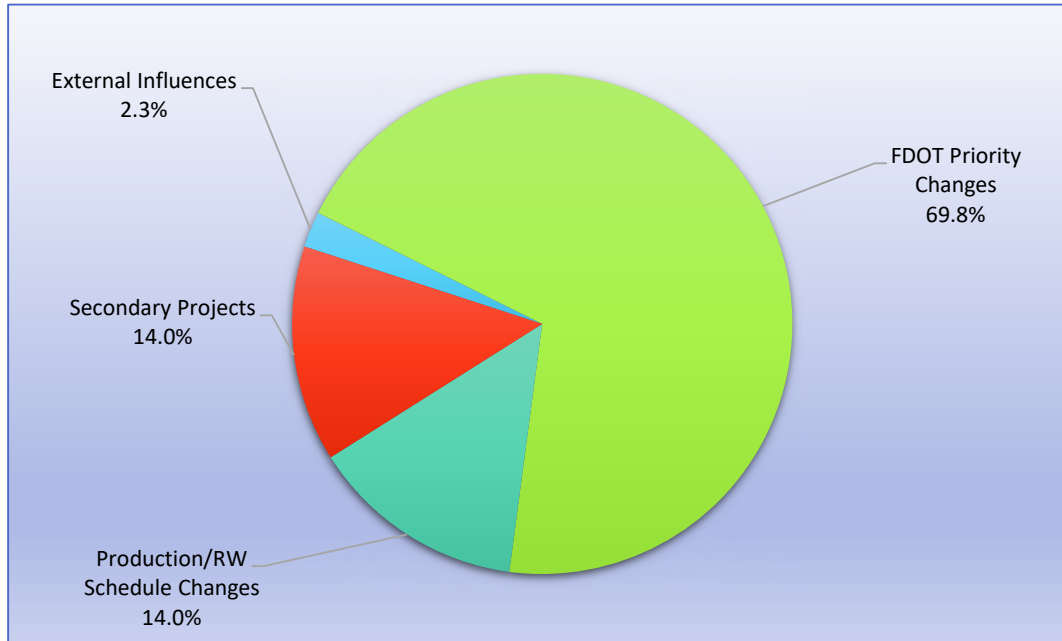
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	192	88.5%
	Advances	14	6.5%
	Defers	0	0.0%
	Deletions	3	1.4%
	Moved Out	8	3.7%
Total		217	100.0%

5j. STABILITY REPORT

TURNPIKE ENTERPRISE WORK PROGRAM

REASONS FOR 43 PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	39	45.3%
	Advances	4	4.7%
	Defers	28	32.6%
	Deletions	0	0.0%
	Moved Out	15	17.4%
Total		86	100.0%

RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	40	46.5%
	Advances	4	4.7%
	Defers	27	31.4%
	Deletions	0	0.0%
	Moved Out	15	17.4%
Total		86	100.0%

5k. STABILITY REPORT

FLORIDA RAIL ENTERPRISE WORK PROGRAM

FRE HAD ZERO PROJECT PHASES DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	3	100.0%
	Advances	0	0.0%
	Defers	0	0.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		3	100.0%

RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 20/21 - 23/24)	No Changes	3	100.0%
	Advances	0	0.0%
	Defers	0	0.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		3	100.0%

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 1, 2019 Snapshot):

	20/21	21/22	22/23	23/24	24/25
% Pavement Planned to Meet Standards	≥80%	≥80%	≥80%	≥80%	≥80%

“% Pavement Planned to Meet 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 1, 2019 Snapshot):

	20/21	21/22	22/23	23/24	24/25
% Bridges Planned to Meet Standards	≥90%	≥90%	≥90%	≥90%	≥90%

“% Bridges Planned to Meet 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 1, 2019 Snapshot):

	20/21	21/22	22/23	23/24	24/25
% Maintenance Planned to Meet Standards	≥100%	>100%	>100%	>100%	>100%

“% Maintenance Planned to Meet Standards” 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.

Since January 2019, the Revenue Estimating Conference has met two times to forecast transportation-related revenues. The March 2019 conference forecasted increased revenues for transportation. However, during the August 2019 Revenue Estimating Conference, revenue estimates were lowered. Together, the estimating conferences resulted in a net reduction in allocations for discretionary capacity funds. The reductions were made in accordance with the department's policy: 75% to the SIS and 25% to the districts via statutory formula.

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 \$749.5 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 Department of Economic Opportunity fulfilled its statutory requirement by reviewing the Tentative Work Program. Based on its initial review, DEO determined that one project was found to be inconsistent with the local government comprehensive plans. After its review, DEO recommended that the local government update its Comprehensive Plan to include the project. Subsequent efforts between the Florida Department of Transportation and the local government resulted in an update to the local comprehensive plan.

Consequently, 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 multiple objections filed by MPOs for projects 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 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	0
2	0	0
3	0	0
4	1	4
5	1	1
6	7	0
7	0	0
TPK	1	0
Rail Enterprise	0	0
Total	10	5



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 can be found in Appendix C

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 2020/21 through FY 2024/25 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 \$461.45 million.

Annual programmed amounts allocated for TRIP are listed below:

(\$ in Millions)	20/21	21/22	22/23	23/24	24/25	Total
District 1	3.69	4.13	4.59	5.05	5.51	22.97
District 2	2.93	3.28	3.65	4.02	4.38	18.26
District 3	1.92	2.14	2.38	2.62	2.86	11.93
District 4	4.75	5.32	5.91	6.51	7.10	29.59
District 5	5.56	6.22	6.91	7.61	8.31	34.61
District 6	3.24	3.63	4.03	4.43	4.84	20.16
District 7	3.84	4.30	4.78	5.26	5.74	23.94
Rail Enterprise	60.00	60.00	60.00	60.00	60.00	300.00
Total	85.92	89.03	92.24	95.50	98.75	461.45

Note: Figures based on November 1, 2019 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 200,000 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. [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, motor vehicle title fees, motor vehicle registration transactions, and motor vehicle license taxes. The Small County Road Assistance Program also receives a portion of motor vehicle license taxes.

The Department has programmed \$211.6 million for the County Incentive Grant Program, \$401.4 million for the Small County Outreach Program and \$175.9 million for the Small County Road Assistance Program.

Annual Amount Programmed (\$ in millions)						
Program	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	5-Year Total
CIGP	\$55.2	\$38.8	\$39.0	\$39.2	\$39.3	\$211.6
SCOP	\$80.3	\$77.8	\$79.4	\$81.1	\$82.8	\$401.4
SCRAP	\$35.9	\$35.0	\$35.0	\$35.0	\$35.0	\$175.9

Note: Figures based on December 5, 2019 snapshot of the Tentative Work Program.

Since projects eligible for funding under the CIGP, SCOP and SCRAP programs may require a local match and must 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 2024/25 and will be awarded to projects as they become identified.



Diverging Diamond Interchange – District 1

12. STRATEGIC INTERMODAL SYSTEM FUNDING

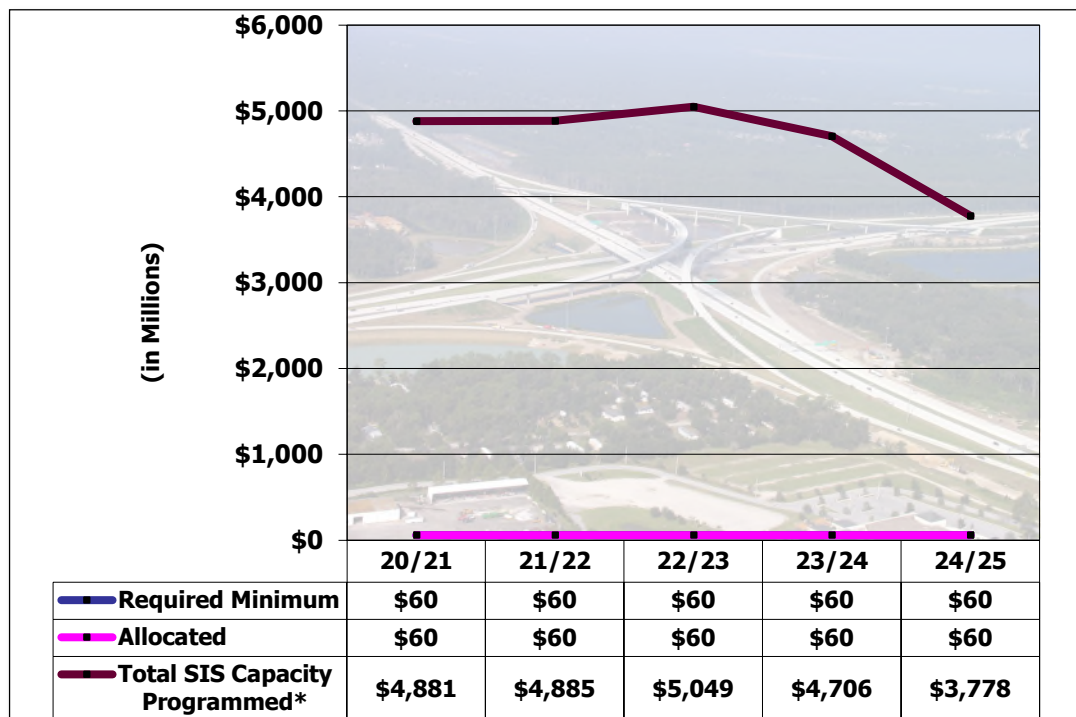
KEY STATUTORY REQUIREMENTS

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 \$23.3 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

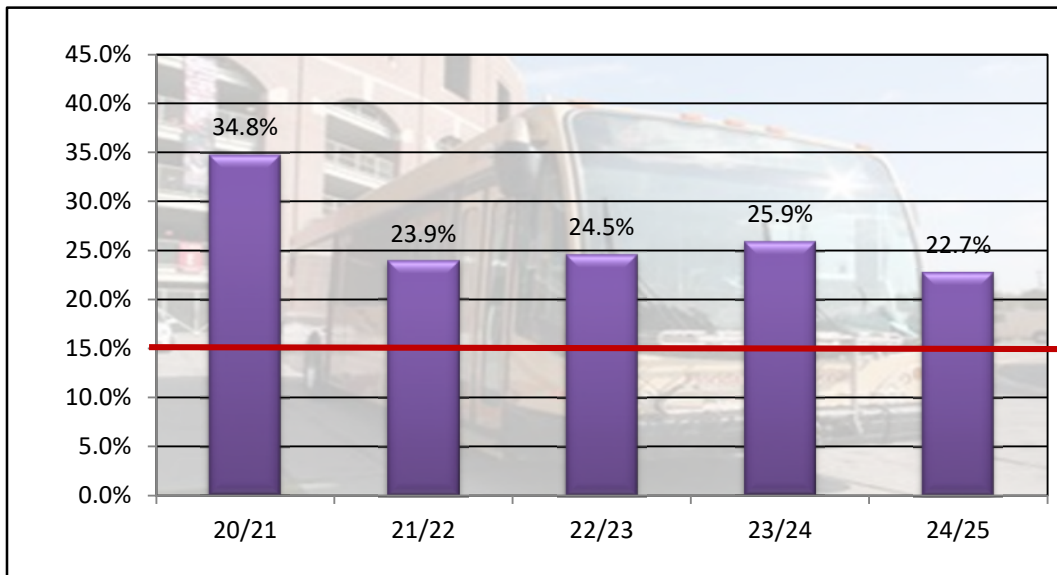
KEY STATUTORY REQUIREMENTS

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 2020/21 through 2024/25, in which an average of 26.3% of state transportation funds are programmed for public transportation projects.

PERCENT OF TOTAL STATE REVENUE TO PROGRAM PLAN



(in Millions)	20/21	21/22	22/23	23/24	24/25	Total
Annual Program (State Funded)	\$1,083.1	\$763.8	\$803.2	\$866.9	\$778.3	\$4,295.3
Total STTF Allocations	\$3,114.3	\$3,198.0	\$3,271.8	\$3,346.0	\$3,421.3	\$16,351.4
Program as % of Allocation	34.8%	23.9%	24.5%	25.9%	22.7%	26.3%
15% Requirement	\$467.1	\$479.7	\$490.8	\$501.9	\$513.2	\$2,452.7

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 \$1.532 billion, or 17.2%.

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 67 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 2020/21 through 2024/25 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.



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 2020/21 through 2024/25 was held January 14, 2020 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.

APPENDIX A

(Responses to the Florida Transportation Commission Questions are based on the November 1, 2019 snapshot of the Tentative Work Program.)

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2020/21 through 2024/25**

QUESTIONS - CENTRAL OFFICE

QUESTION 1: 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.**

QUESTION 2: 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 3: 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, 2019 for each fiscal year.)

ANSWER: **The table below shows the change in the level of P.E. consultants programmed in the Tentative Work Program compared with the July 1, 2019 Adopted Work Program.**

Four Common Years of Tentative (\$ in millions)

20/21	21/22	22/23	23/24	TOTAL
\$347.283	\$230.002	\$121.678	\$50.530	\$749.493

QUESTION 4: 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?

Have funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction or repair, public transit projects (except public transit block grants as provided

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2020/21 through 2024/25**

QUESTIONS - CENTRAL OFFICE

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:

Yes. 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.

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

Yes. Public Transit Block Grants are allocated in the Work Program pursuant to s. 341.052, F.S.

QUESTION 5:

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 6:

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 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.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2020/21 through 2024/25**

QUESTIONS - CENTRAL OFFICE

QUESTION 7: 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 (20/21) to the first year of the current Tentative Work Program (20/21). 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 8: 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.

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

QUESTION 9: Was the Tentative Work Program developed based on the district work programs? 339.135(4)(e), F.S.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2020/21 through 2024/25**

QUESTIONS - CENTRAL OFFICE

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 10: 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 4, 2019.

QUESTION 11: 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: D1-Yes

QUESTION 12: 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.

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

ANSWER: The department's Tentative Work Program has a balanced contract letting plan with minimum variances across the months of the fiscal year.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2020/21 through 2024/25**

QUESTIONS - CENTRAL OFFICE

QUESTION 14: 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 15: 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 lesser of \$50 million or 5% of the unpaid balance of State Transportation Trust Fund obligations) at all times.**

QUESTION 16: 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.

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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 17: 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.

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

PROGRAM	Current Year 19/20	20/21	21/22	22/23	23/24	24/25
Aviation	272.3	373.6	275.1	286.3	336.3	284.4
Transit *	485.2	404.5	256.8	266.0	247.1	250.3
Rail	214.1	157.7	92.6	98.9	114.4	73.9
Intermodal Access	32.0	27.3	32.8	34.8	51.3	58.2
Seaport Development	<u>122.8</u>	<u>120.0</u>	<u>106.5</u>	<u>117.1</u>	<u>117.9</u>	<u>111.6</u>
FLP Total	1,126.4	1,083.1	763.8	803.2	866.9	778.3
August 2019 REC **	3,053.2	3,114.3	3,198.0	3,271.8	3,346.0	3,421.3
15% of REC ***	458.0	467.2	479.7	490.8	501.9	513.2

* 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. August 2019 forecast used for allocating program funds.

*** For comparison of 15% minimum programmed.

Based on snapshot: FILE: 1-Nov-2019

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QUESTION 18: 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 19: 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?

ANSWER: **Yes. The Tentative Work Program contains \$573 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 20: 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.

ANSWER:

Year	Grantee	Location	Project Description	Improvement Type	Phase	Award	Status
14/15	Section 31 – FGD Hialeah	Miami	Construct access roads at FEC Hialeah Yard and 67th Ave., truck loading ramps and internal traffic circulation roads.	Transportation Infrastructure	Complete	\$2,500,000	Final payment – Closed

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15/16	Port of Panama City	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	Complete	\$900,000	Final payment – Closed
15/16	Prologis (AMB 1-75 LLC)	Miami	Improve access to NW 97th avenue from NW 154th street; and extend NW 170th street, from NW 97th avenue to I-75, which provides access to the “Tradeport” development located adjacent to NW 97th Avenue.	Transportation Infrastructure	Complete	2014 - \$1,600,00 2015 - \$900,000	Final Payment – pending submittal from Grantee Final
16/17	JAX LNG	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	Complete	\$2,500,000	Final Payment – Closed
17/18	Countyline 2	Miami	Transportation infrastructure to include public roads to support 1.7 million square feet of distribution space. This is the second phase of a larger project.	Transportation Infrastructure	Complete	\$2,390,000	Final Payment – Closed
17/18	Port of Panama City	Panama City	Infrastructure to support a bulk transfer facility to include a truck scale with scale house, cleaning station with support for a boiler and high-pressure washer, and a filling station with support for a fuel grade transfer pump and associating piping/equipment.	Transportation infrastructure	Design	\$220,000	Not started

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17/18	CP Logistics Westview	Miami	Transportation infrastructure to include public roads to support 3 million square feet of distribution space.	Transportation infrastructure	Construction	\$2,390,000	Under Construction
18/19	ANT2	Port manatee	Transportation Infrastructure to support the construction of industrial warehouse space	Transportation Infrastructure	Construction	\$2,500,000	Under Construction
18-19	CCP Central	Miami	Transportation Infrastructure to support the construction of a warehouse distribution center.	Transportation Infrastructure	Construction	\$2,500,000	Under Construction
19-20	Prologis Beacon Lakes Phase II (Awaiting Legislative Approval)	Miami	Transportation Infrastructure to support the construction of 700,000 square feet of warehouse facilities and a truck parking area.	Transportation infrastructure	Construction	\$2,500,000	Under Construction

QUESTION 21:

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.)

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

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allocated for strategic transportation projects which meet the criteria specified in the statutes.

QUESTION 22:

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:

Amt_2021	Amt_2022	Amt_2023	Amt_2024	Amt_2025
51,537,974	19,212,350	27,503,842	17,199,730	17,808,800

QUESTION 23:

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.

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.

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ANSWER:

**Summary of Use - LFRF Fund
FY2020-2025 Work Program
Updated 11/01/2019**

District	County	Project Number	Project Description	LFRF Programmed	Payback Amount	Payback Year (FY)	Remaining Balance
01	Lee	445323-1	Big Carlos Bridge Replacement	\$25,000,000	\$25,000,000	2025-2027	\$0
01	Manatee	445308-1	SR 43 (US 301) At SR 62	\$1,500,000	\$1,500,000	2025	\$0
02	Duval	442940-4	Coastline Drive Over St Johns River Bridge (Br. Number 724304)	\$3,750,000	\$3,750,000	2021	\$0
02	Duval	442940-5	Liberty Street Over St. Johns River Bridge (Br. Number 724312)	\$3,750,000	\$3,750,000	2021	\$0

Total Programmed LFRF	34,000,000
Total Authorized per Florida Statute 339.12	250,000,000
Amount Available to Program	216,000,000

QUESTION 24:

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 20/21	7,000,000	10,335,000
FY 21/22	7,000,000	10,335,000
FY 22/23	7,000,000	0
FY 23/24	7,000,000	0
FY 24/25	0	0
5 Year Total	28,000,000	20,670,000

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Questions 25: Sections 215.615 and 215.616, F.S. respectively, 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 transit systems (s. 215.615, F.S.); and
- The construction, reconstruction, and improvement of projects that are eligible to receive federal-aid highway funds (s. 215.616, F.S.).

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

ANSWER: **The STTF Finance Plan does not include Fixed Guideway Bonds to fund projects in the Tentative Work Program.**

The STTF Finance Plan does anticipate GARVEE bond sales (indirect GARVEE are not project specific) to finance the Tentative Work Program as listed below:

FY 20/21 = \$200 million

FY 21/22 = \$350 million

FY 22/23 = \$400 million

FY 23/24 = \$325 million

FY 24/25 = none

Questions 26: Sections 338.165(4) and 338.166(1)-(3), F.S. respectively, 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 (s. 338.165(4), F.S.); and
- 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

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revenues were collected or to support express bus service on the facility where the toll revenues were collected (338.166(1)-(3), F.S.).

Please identify by fiscal year and type of revenue used to secure the bonds, any such projects and amounts contained in the Tentative Work Program.

ANSWER:

Tolled Facility	County	Project Description	2021	2022	2023	2024	2025
Sunshine Skyway	Manatee	SR 70	\$0	\$0	\$0	\$811,423	\$811,423
Sunshine Skyway	Manatee	SR 684	\$38,110	\$2,000,000	\$1,898,386	\$201,280	\$0
Sunshine Skyway	Manatee	SR45 (US 41)	\$2,728,054	\$1,495,594	\$0	\$0	\$0
Sunshine Skyway	Hillsborough	I-275 (Howard Frankland)	\$0	\$340,935	\$340,935	\$340,935	\$340,935
Sunshine Skyway	Pinellas	I-275 (Howard Frankland)	\$0	\$3,461,266	\$3,461,266	\$3,461,266	\$3,461,266

Express Lane Facility	County	Project Description	2021	2022	2023	2024	2025
95 Express	Miami-Dade	Krome Ave	\$ 4,703,801	\$ -	\$ -	\$ -	\$ -
95 Express	Miami-Dade	SR 826/Palmetto Exwy/ Golden Glades Interchange	\$ 15,409,880	\$ 200,000	\$ -	\$ 108,839,865	\$ -
95 Express	Miami-Dade	SR 25/Okeechobee Rd	\$ 6,160,808	\$ 1,394,982	\$ -	\$ -	\$ -
95 Express	Miami-Dade	SR 826 Connector at Golden Glades Interchange	\$ 966,952	\$ -	\$ -	\$ -	\$ -

QUESTION 27:

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 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 state revenues.

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Description	Actual	Current	Planned (\$ in millions)				
	18/19	19/20	20/21	21/22	22/23	23/24	24/25
Annual State Revenue for STTF (REC August 2019)	4,123.8	4,257.7	4,388.8	4,539.9	4,640.7	4,742.7	4,845.6
7% of Annual State Revenue or \$275M Debt Service Cap	275.0	275.0	275.0	275.0	275.0	275.0	275.0
Debt Service - Finance Plan	175.2	182.4	199.0	219.4	240.7	256.2	255.8
Debt Service as Percentage of STTF	4.2%	4.3%	4.5%	4.8%	5.2%	5.4%	5.3%

QUESTION 28:

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.

QUESTION 29:

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 20/21 = 12.0%

FY 21/22 = 14.1%

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FY 22/23 = 9.9%

FY 23/24 = 11.2%

FY 24/25 = 11.6%

QUESTION 30: 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 31: 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 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 2021 – FY 2025 does not contain any Turnpike projects with loans from the State Transportation Trust Fund for operating, maintenance, or capital costs.**

QUESTION 32: 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

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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 \$8,886 million. Florida’s Turnpike has \$10,418 million programmed which exceeds the minimum requirement by \$1,532 million.

QUESTION 33: 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: Yes. The summary report for public-private partnership projects will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor and Legislature.

Funding decisions and procurement methods for the following new projects under consideration are still under development:

SR 25 Okeechobee Road (Build Finance)

This project is approximately 1.2 miles in length and spans from east of NW 116 Way to east of NW 87 Ave. in Miami-Dade County and includes the construction of bridges, flyover ramps, sidewalk construction, realigning roadways and utilities. Advancing this project will reduce delays along Okeechobee Road and improve the existing bridge to accommodate better ease of traffic. This project is slated to let in FY 2025.

Sum of Calculated	Year	2020	2021	2022	2023	2024	Grand Total
Item Seg	Fund						
423251-4	ACNP	6,112	1,281,557	321,195			1,608,864
	BNIR		12,873,038	20,393,285	5,416,000		38,682,323
	DDR			380,520			380,520
	DIH	16,120	300,000	400,000	160,000		876,120
	SN				150,000		150,000
	LF					45,000	45,000
Grand Total		22,232	14,454,595	21,495,000	5,726,000	45,000	41,742,827

First Coast Expressway (FCE) – St. Johns River Crossing Design Build Finance)

This project is the third segment of the First Coast Expressway (FCE) and includes a new four-lane bridge over the St. Johns River just south of where the Shands Bridge currently

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stands, and construction of new roadway connecting the FCE under construction in Clay County over the St Johns River and to the east of CR 16A in St. Johns County. Ultimately FCE will connect to I-95. The improvements will provide increased accessibility to I-95 and enhances the overall mobility and safety. This project is slated to let in FY 2022.

Sum of Calculated	Year					
Item Seg	Fund	2020	2022	2023	2024	Grand Total
422938-7	ACNP		2,878,916	65,918,251	1,800,000	70,597,167
	DDR			121,500		121,500
	DI			49,906,237		49,906,237
	DIH	606,567				606,567
	STED			21,363,988		21,363,988
	GMR			32,430,000		32,430,000
	SIWR			15,134,000		15,134,000
	PKBD		44,231,644	167,149,282	1,800,000	213,180,926
Grand Total		606,567	47,110,560	352,023,258	3,600,000	403,340,385

Westshore Area Interchange (Segments 4 & 5 of Tampa Bay Next) (Design Build Finance)
This project will reconstruct the Westshore Area Interchange (I-275/SR 60), located on the western edge of Tampa. The reconstruction of this major system-to-system interchange will help alleviate traffic congestion, improve safety for motorists and promote continued economic growth. The project encompasses 15 General Use Lanes, 14 Express Lanes (totaling 15.6 miles), and 4 new ramps. This project is slated to let in FY 2024.

Sum of Calculated	Year			
Item Seg	Fund	2023	2024	Grand Total
433535-7	ACNP	250,000	97,985,022	98,235,022
Grand Total		250,000	97,985,022	98,235,022

QUESTION 34:

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?

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ANSWER:

	Obligated Projects Currently Under Contract	Obligated Projects in Procurement	Projects Under Consideration	Total Public Private Partnership Obligations
FY 2020	9.0%	0.00%	0.00%	9.0%
FY 2021	5.5%	0.00%	0.00%	5.5%
FY 2022	9.0%	0.00%	0.00%	9.0%
FY 2023	3.5%	0.00%	0.43%	4.0%
FY 2024	2.8%	0.00%	1.70%	4.5%

QUESTION 35:

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.

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 program 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 program includes 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.

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QUESTION 36:

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.

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

ANSWER:

Aesthetic and context appropriate design on Florida's public roads is guided by design manuals for state (FDOT Design Manual) and local (Florida Greenbook) roads. Included are policies and design requirements for context based design compatible with the surrounding land use and transportation needs.

On the state highway system, funds in the Tentative Work Program are provided to implement the provisions of aesthetic design standards. Department project design is expected to be consistent with Project Development and Environment (PD&E) Manual Part II, Chapter 5, Aesthetic Effects and the Florida Design Manual (FDM) Chapter 105 Aesthetics.

For the local highway system, FDOT is in the process of updating the Florida Greenbook to include specific objectives for achieving context sensitive design, a component of context-based design. These include the following:

- ✓ **Harmonize the transportation system with adjacent existing or proposed context such as neighborhoods, business districts, commercial areas, and public services (schools, parks, health, and entertainment centers).**
- ✓ **Design streets with a strong sense of place; use architecture, landscaping, streetscaping, public art, and signage to reflect the community, neighborhood, history, and natural setting.**
- ✓ **Highlight natural features such as waterways, trees, scenic views, slopes, and preserved lands and minimize impacts.**

The policy for using context-based design applies to local projects, independent of funding source and will apply to those projects included in FDOTs Work Program that occur on local roads.

QUESTION 37:

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

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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 beautification features in construction projects and improvements, stand-alone beautification projects, and beautification projects completed by other government agencies. Any landscaping on resurfacing projects has been approved by the Secretary.**

QUESTION 38: 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:**

(\$ in millions)	20/21	21/22	22/23	23/24	24/25
DIS Allocations	60.0	60.0	60.0	60.0	60.0

(\$ in millions)	20/21	21/22	22/23	23/24	24/25
Allocation of SIS funds (DI, DIS, GMR, & SIWR)	320.39	630.16	823.42	815.01	775.74

QUESTION 39: 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.

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ANSWER:

(\$ in millions)	20/21	21/22	22/23	23/24	24/25	TOTAL
Calculated Minimum Target	\$640.6	\$653.1	\$668.3	\$682.8	\$697.6	\$3,342.4
Amount Programmed on SIS (all funds)	\$4,880.6	\$4,885.2	\$5,049.3	\$4,706.1	\$3,777.7	\$23,298.8

QUESTION 40:

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.”)

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:

Since January 2019, the Revenue Estimating Conference has met two times to forecast transportation-related revenues. The March 2019 conference forecasted increased revenues for transportation. However, during the August 2019 Revenue Estimating Conference, revenue estimates were lowered. Together, the estimating conferences resulted in a net reduction in allocations for discretionary capacity funds. The reductions were made in accordance with the department’s policy: 75% to the SIS and 25% to the districts via statutory formula.

QUESTION 41:

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

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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 not add due to rounding):

(\$ in Millions)	20/21	21/22	22/23	23/24	24/25	Total
District 1	3.69	4.13	4.59	5.05	5.51	22.97
District 2	2.93	3.28	3.65	4.02	4.38	18.26
District 3	1.92	2.14	2.38	2.62	2.86	11.93
District 4	4.75	5.32	5.91	6.51	7.10	29.59
District 5	5.56	6.22	6.91	7.61	8.31	34.61
District 6	3.24	3.63	4.03	4.43	4.84	20.16
District 7	3.84	4.30	4.78	5.26	5.74	23.94
Rail Enterprise (District 31)	60.00	60.00	60.00	60.00	60.00	300.00
Total	85.92	89.03	92.24	95.50	98.75	461.45

QUESTION 42:

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 2020, 55 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 of the state with population of 5,000 or less. The remaining 45 percent may be used in any area of the state.

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

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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 43: 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.

ANSWER:

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

Type of Facility	20/21	21/22	22/23	23/24	24/25
Arterials	\$435	\$464	\$436	NA	NA
Interstate	\$485	\$414	\$472	NA	NA
Turnpike	\$474	\$460	\$553	NA	NA

Lane Miles Programmed for Resurfacing

Type of Facility	20/21	21/22	22/23	23/24	24/25
On-System	1,686	2,099	2,365	2,292	2,500
Off-System	7	-	-	-	-

QUESTION 44: 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?

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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	20/21	21/22	22/23	23/24	24/25
% Planned to meet standards	≥80%	≥80%	≥80%	≥80%	≥80%

Lane Miles Added

Type of Facility	20/21	21/22	22/23	23/24	24/25
On-System	77	199	96	151	117
Off-System	23	9	7	3	8

QUESTION 45:

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 Forecast to Meet or Exceed Department Standards

Bridges	20/21	21/22	22/23	23/24	24/25
% Planned to meet standards	≥90%	≥90%	≥90%	≥90%	≥90%

QUESTION 46:

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)?

ANSWER:

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Bridges in Need of Replacement

	20/21	21/22	22/23	23/24	24/25
% FDOT Bridges in Need of Replacement	0.4%	0.4%	0.5%	0.4%	0.5%

Bridges Programmed for Replacement

Type of Facility	20/21	21/22	22/23	23/24	24/25
On-System	10	6	2	6	1
Off-System	7	13	10	9	6

QUESTION 47:

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	20/21	21/22	22/23	23/24	24/25
% Planned to meet standards	≥100%	≥100%	≥100%	≥100%	≥100%

QUESTION 48:

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.

ANSWER:

Intermodal Development Program (\$ in millions)

Program	20/21	21/22	22/23	23/24	24/25	Total
Rail	0.255	0.000	0.000	0.000	0.000	0.255
Future Projects	0.000	0.000	0.000	0.000	0.000	0.000
Port Access	1.500	1.500	0.000	2.285	2.363	7.648

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Airport Access	4.933	5.113	3.227	1.253	1.293	15.818
Multi-Modal Terminals	31.754	24.295	25.156	45.272	51.973	178.451
Transit	39.951	34.353	36.821	33.762	38.132	183.019
Total	78.393	65.261	65.203	82.571	93.762	385.190

QUESTION 49:

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)	20/21	21/22	22/23	23/24	24/25	Total
District 1	16.616	16.897	17.190	17.505	17.865	86.072
District 2	7.634	7.764	7.898	8.043	8.208	39.547
District 3	6.530	6.640	6.755	6.879	7.021	33.825
District 4	32.620	33.173	33.747	34.366	35.073	168.989
District 5	39.290	39.955	40.648	41.393	42.245	203.531
District 6	25.582	26.015	26.466	26.951	27.506	132.521
District 7	19.328	19.656	19.996	20.363	20.782	100.126
Total	147.600	150.100	152.700	155.500	158.700	764.600

QUESTION 50:

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).

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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?

ANSWER:

Programming of Documentary Stamp Tax Proceeds						
(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
A-STATE HIGHWAY SYSTEM (SHS)	101.4	131.0	157.4	126.8	205.4	722.0
B-OTHER ROADS	31.1	31.0	32.3	34.9	38.2	167.5
C-RIGHT-OF-WAY LAND	16.9	16.2			0.8	33.8
D-AVIATION	51.1	33.7	25.0	68.7	18.0	196.5
E-TRANSIT	128.1	37.8	45.2	42.0	44.2	297.4
F-RAIL	79.4	65.7	74.0	79.9	63.6	362.5
G-INTERMODAL ACCESS	1.1				1.8	2.9
H-SEAPORT DEVELOPMENT	35.2	25.2	27.8	33.2	30.1	151.5
L-PRELIMINARY ENGINEERING	17.3	3.2	0.1	0.0	1.7	22.4
M-CONST ENGINEERING & INSPECTION		10.4	2.5		0.8	13.7
N-RIGHT-OF-WAY SUPPORT	3.1	3.1				6.2
Total	\$464.8	\$357.4	\$364.2	\$385.5	\$404.6	\$1,976.6

Allocation of the TRIP portion of Documentary Stamp Tax Proceed						
(\$ in millions)	20/21	21/22	22/23	23/24	24/25	Total
District 1	1.0	1.5	1.9	2.3	2.8	9.4
District 2	1.2	1.5	1.9	2.2	2.6	9.3
District 3	0.8	1.0	1.2	1.4	1.7	6.1
District 4	1.9	2.4	3.0	3.6	4.2	15.1
District 5	2.2	2.8	3.5	4.2	4.9	17.6
District 6	1.3	1.7	2.0	2.4	2.8	10.3
District 7	1.5	2.0	2.4	2.9	3.4	12.2
District 31 - Florida Rail Enterprise	60.0	60.0	60.0	60.0	60.0	300.0
Total	\$69.7	\$72.8	\$76.0	\$79.1	\$82.3	\$379.9

QUESTION 51:

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

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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.

Has an alternate dedicated local funding source been identified, and if not, were these funds allocated as directed?

ANSWER: **An alternative funding source has not been identified. The funds have been allocated as directed in the Statute.**

QUESTION 52: 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 2019 Revenue Estimating Conference, the following allocations have been made for FY 2021: \$25 million has been allocated for the Florida Shared-Use Non-motorized Trail Network (TLWR); \$7.7 million has been allocated for the New Starts Transit Program (NSWR); \$11.4 million has been allocated for the Small County Outreach Program (SCWR); \$46.9 million has been allocated for the Strategic Intermodal System (SIWR); and \$15.7 million has been allocated for the Transportation Regional Incentive Program (TRWR).**

QUESTION 53: 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

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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.

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 has assumed direct NEPA decision making authority on the highway projects described in the Memorandum of Understanding dated December 14, 2016.

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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, 2018? 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 2019-20/2022-23? If yes, did the District provide the MPO with written justification prior to submittal of the District Work Program to the central office by January 28, 2019? 339.135(4)(c)3, F.S.

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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		

Did the Secretary approve the rescheduling or deletion?

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 January 28, 2019? 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	Yes
2	No	6	Yes
3	No	7	No
4	Yes	Turnpike	Yes
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.

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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.

ANSWER:

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

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

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	N/A	5	Yes
2	Yes	6	Yes
3	N/A	7	Yes
4	Yes	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.

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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.

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		

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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:

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.

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

QUESTION 14:

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?

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2020/21 through 2024/25**

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	Yes		

APPENDIX B

(District SIS Maps and Project Lists are based on the November 1, 2019 snapshot of the Tentative Work Program.)

SIS INVESTMENT PLAN





District 1

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

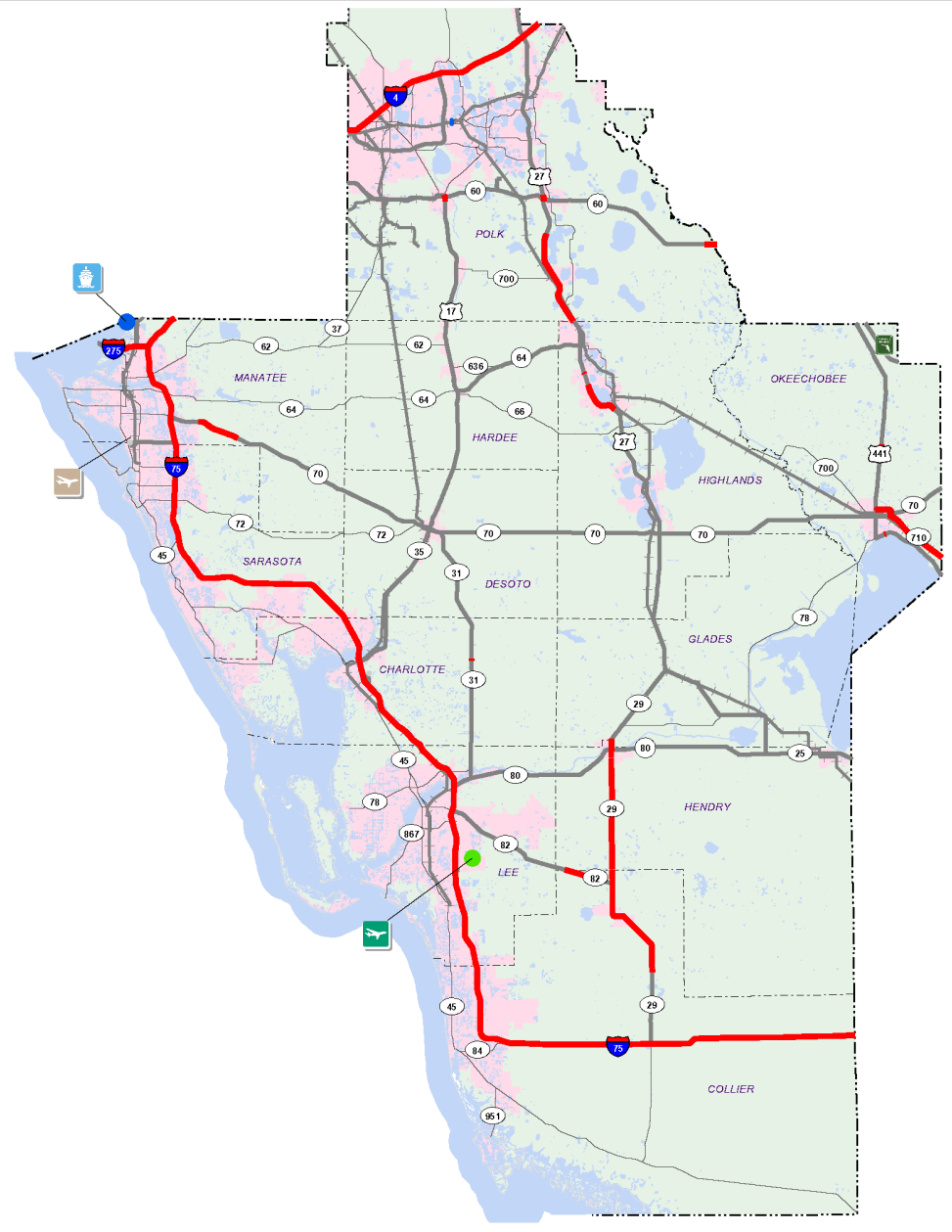
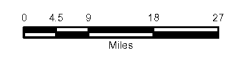
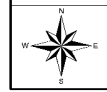
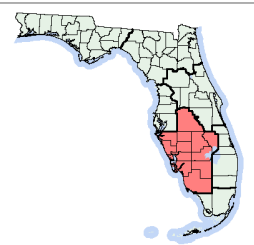
(FY 2020/2021 thru 2024/2025)
as of November 1, 2019

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

SIS Facilities

-  SIS Highway
-  SIS Highway Future
-  SIS Railway
-  State Highway System
-  SIS Airport
-  SIS Strategic Growth Airport
-  SIS Seaport
-  Urban Areas





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		
Aviation																		
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I														2025		\$23,996	Aviation Capacity Project
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION														2025	\$29,064	\$77,065	Aviation Capacity Project
Highway																		
2010325	I-75 (SR 93) AT US 301 INTERCHANGE				2021	\$1,632		2021	\$5,500			2021	\$152,958	\$9,743				Interchange - Add Lanes
2012773	I-75 (SR 93) AT SR 72 (CLARK ROAD) INTERCHANGE				2021		\$50					2021	\$60,116	\$4,410				Interchange - Add Lanes
2012775	I-75 (SR 93) AT BEE RIDGE ROAD				2023	\$810		2021	\$22,557	\$195								Interchange - Add Lanes
4062254	I-75 (SR 93) FROM S OF CORKSCREW ROAD TO S OF DANIELS PARKWAY							2021	\$1,185									Add Lanes and Reconstruct
4145062	SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD				2021		\$1,470	2021		\$8,270								PDE/EMO Study
4178783	SR 29 FROM F ROAD TO COWBOY WAY				2023		\$50	2021	\$12,266	\$730								Add Lanes and Reconstruct
4178784	SR 29 FROM SR 82 TO HENDRY C/L				2021	\$65		2021	\$1,335									Add Lanes and Reconstruct
4192433	SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE				2021		\$670	2021	\$6,451									Add Lanes and Reconstruct
4192434	SR 25 (US 27) AT SR 60							2021	\$1,551									Interchange - Add Lanes
4193443	SR 710 FROM US 441 TO I-63 CANAL							2021		\$7,692								New Road Construction
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION				2021		\$650	2021	\$8,734	\$70								Interchange - Add Lanes
4301855	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION - FGT										2021	\$5,000	\$5,000					Interchange - Add Lanes
4338563	SR 60 FROM GRAPE HAMMOCK ROAD TO EAST OF KISSIMMEE RIVER BRIDGE				2021	\$350												Add Lanes and Reconstruct
4389021	SR 15 (US 98) AT SE 18TH TERR ROUNDABOUT							2021		\$277								Roundabout
4402251	ADAPTIVE SYSTEM ON US 27 FROM HIGHLANDS AVE TO SEBRING PKWY				2021		\$175				2021	\$2,170	\$880					Arterial Traffic Mgmt System
4419501	SR 31 FROM CR 74 TO CR 74				2021		\$150	2021		\$485								Roundabout
4420961	SR 35 (US 17) COMMUNICATIONS FROM MLK JR BLVD TO VAN FLEET DR										2021		\$563					ITS Communication System
4130651	I-75 (SR 93) AT SR 884 (COLONIAL BLVD) INTERCHANGE										2022		\$2,000					Interchange - Add Lanes
4178788	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)				2023	\$2,261	\$125	2022	\$9,812									Add Lanes and Reconstruct
4193445	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)				2022	\$6,350	\$200											Add Lanes and Reconstruct
4145067	SR 70 FROM LORRAINE ROAD TO BOURNSIDE BLVD										2023	\$24,343	\$21,929					Add Lanes and Reconstruct
4175403	SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY				2023		\$500											Add Lanes and Reconstruct
4175404	SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E				2023		\$270											Add Lanes and Reconstruct
4178787	SR 29 FROM CR 832 (KERI RD) TO F RD				2023	\$100		2023	\$815	\$2,222								Add Lanes and Reconstruct
4197143	ITS FIBER OPTIC LOCATES				2023		\$1,500											ITS Communication System
4420971	I-75 (SR 93) ADMS FROM SARASOTA COUNTY LINE TO I-275				2023		\$430				2023		\$2,148					ITS Dynamic Message Sign
4420981	I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE				2023		\$430				2023		\$2,180					ITS Dynamic Message Sign
4424031	SR 25 (US 27) FROM SOUTH OF SUN 'N LAKE TO NORTH OF SUN 'N LAKE				2023		\$200											Add Left Turn Lane(s)
4175402	SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD				2024	\$8,325												Add Lanes and Reconstruct
4175405	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD N				2025		\$60	2024	\$6,683									New Road Construction
4175406	SR 29 FROM N OF NEW MARKET RD N ROAD TO SR 82				2023		\$380	2024	\$1,092									Add Lanes and Reconstruct
4206132	I-75 (SR 93) AT FRUITVILLE ROAD/CR 780				2021	\$750	\$530	2021		\$152	2024	\$4,899	\$2,000					Interchange - Add Lanes
4308481	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE				2022		\$70	2021	\$2,119		2024	\$40,638	\$1,906					Add Lanes and Reconstruct
4448861	SR 15 (US 441) AT POTTER RD (NE 144TH ST)				2024		\$75											Add Left Turn Lane(s)
4449581	SR 15 (US 441) AT CR 68 (NE 160TH ST)				2024		\$49											Add Left Turn Lane(s)
4178785	SR 29 FROM COLLIER C/L TO CR 832 (KERI RD)				2021		\$500	2025	\$1,945									Add Lanes and Reconstruct
4192432	SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 630A				2021		\$1,350	2021	\$7,151		2025	\$400						Add Lanes and Reconstruct
4193444	SR 710 FROM E OF I-63 CANAL TO SHERMAN WOOD RANCHES				2023		\$50	2025	\$1,841									Add Lanes and Reconstruct
4258432	I-75 (SR 93) AT SR 951				2023		\$1,020	2021	\$6,901		2025	\$94,977	\$1,290					INTERCHANGE (MODIFY)
4425211	INTERSTATE PROGRAM MANAGER - GEC				2025	\$2,000	\$7,800											PDE/EMO Study

LEGEND

Tentative Work Program

FY 2020/2021 thru 2024/2025
As of 11/01/2019

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.
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- (3) Project costs are subject to change.
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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	
Rail																	
4365601	SR655/RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO				2023	\$200		2021	\$2,340	\$3,586	2023	\$21,792	\$1,422				Rail Capacity Project
4365591	SR 60 GRADE SEPARATION OVER CSX RAILROAD				2022	\$75					2024	\$39,885					Rail Capacity Project
Seaport																	
4442511	PORT MANATEE INTERMODAL CARGO YARD IMPROVMENTS													2025		\$9,312	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2020/2021 thru 2024/2025
As of 11/01/2019

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SIS INVESTMENT PLAN





District 2

State of Florida Department of Transportation
Systems Planning Office

Tentative Work Program

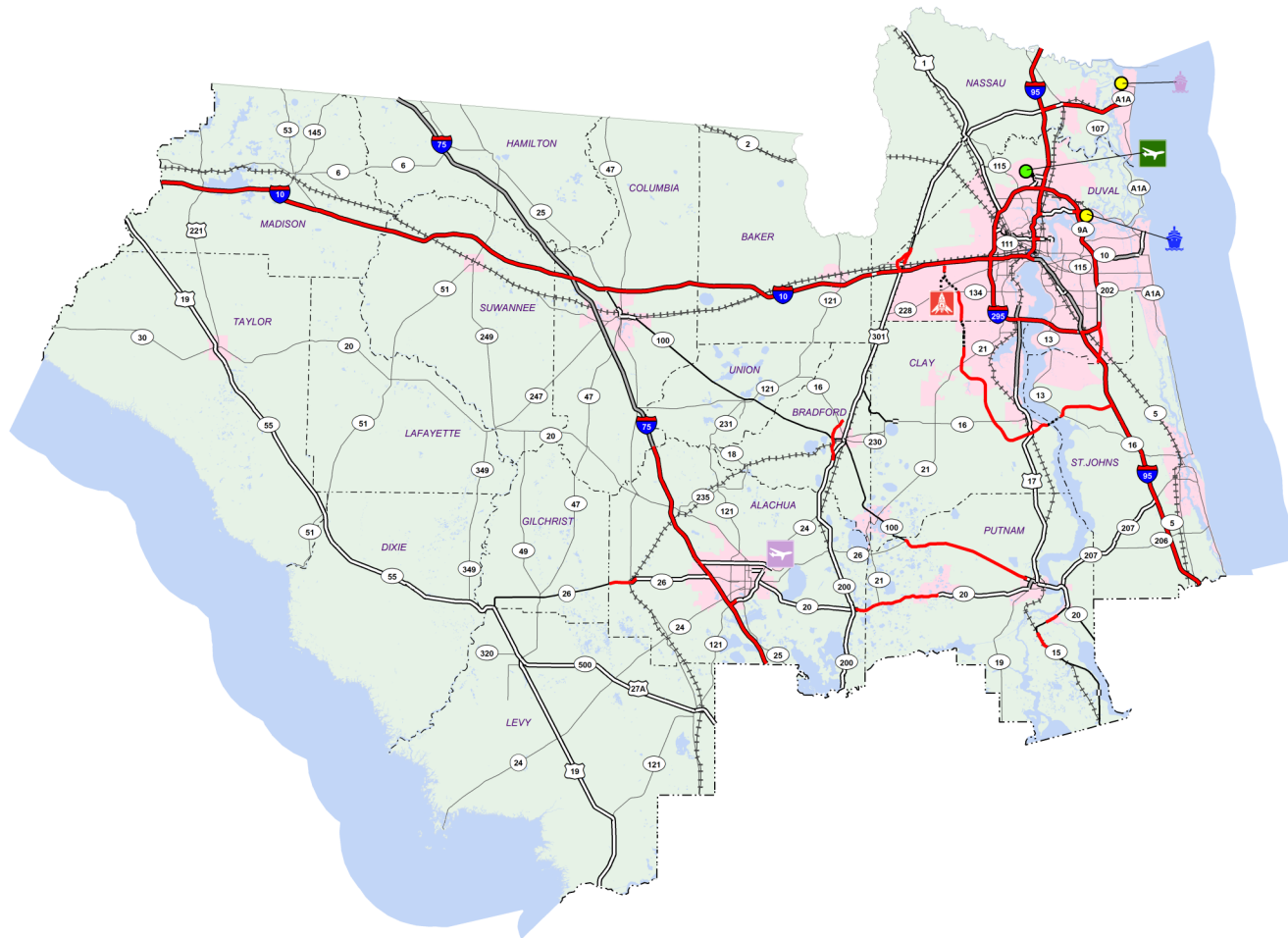
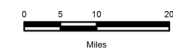
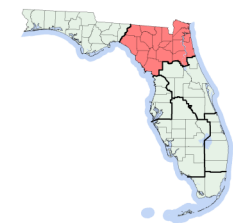
(FY 2016/2017 thru 2020/2021)
as of December 9, 2015

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 |





District 2 First Five Years Plan Tentative Work Program

ITEMSECT	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																		
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987														2022	\$2,450	\$2,450	Aviation Capacity Project
Highway																		
2132611	I-295 FROM N OF COMMONWEALTH TO N OF NEW KINGS RD	2021		\$1,050														Add Lanes and Reconstruct
4229382	SR23(FIRST COAST XWAY) FROM: I-95(SR9) TO: SR15(US17)							2021	\$12,384	\$17,076								New Road Construction
4230715	I-75(SR93) FROM: SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)	2021		\$1,550													Add Lanes and Reconstruct	
4346152	I-95(SR9) @ SR16 INTERCHANGE							2021					\$6,953				Interchange - Add Lanes	
4355771	I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)				2021	\$12,918	\$250										Add Lanes and Reconstruct	
4357571	SR202(JT BUTLER) FROM PHILIPS HIGHWAY TO SRA1A							2021					\$1,406				ITS Communication System	
4358211	SR200(US301) @ CRAWFORD ROAD							2021	\$6	\$156							Interchange (New)	
4380801	SR105(CHECKSCHER DR) FROM: DAMES POINT TO: BLOUNT ISLAND							2021					\$2,268				ITS Communication System	
4380842	US1/US17/SR211/CR211 (TALLEYRAND AVENUE)							2021					\$821	\$79			ITS Surveillance System	
4391001	I-10 FROM: I-295 TO: I-95							2021					\$1,118				Add Lanes and Reconstruct	
4394841	I-295 INTERCHANGE @ COLLINS ROAD							2021		\$167				\$51			Interchange - Add Lanes	
4412071	I-295(SR9A) DAME POINT BRIDGE							2021						\$3,557			ITS Dynamic Message Sign	
2093014	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB							2022	\$19,481								Add Lanes and Reconstruct	
2132601	I-295 FROM N OF NEW KINGS RD TO S OF I-95 N INTERCHANGE	2022		\$50													Add Lanes and Reconstruct	
4322592	I-95(SR9) FROM SR202(JT BUTLER) TO ATLANTIC BLVD				2022	\$2,515		2021	\$41,518			2022	\$328,077				Add Lanes and Reconstruct	
4355751	I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD							2021		\$1,963		2022		\$24,344			Interchange - Add Lanes	
4229388	SR23(FIRST COAST XWAY) FROM I-95(SR9) TO EAST OF CR16A SPUR				2023	\$2,803						2023	\$122,515	\$230,011			New Road Construction	
4229389	I-95(SR9) FROM S OF INTERNATIONAL GOLF PKWY TO S OF SR23 INTERCHANGE				2023	\$580						2023	\$109,431				Add Lanes and Reconstruct	
4338992	I-95(SR9) @ SR115(US1)/ML KING/20TH STREET							2021		\$3		2023		\$43,295			Interchange - Add Lanes	
4357561	SR115(US1) MLK EXPY FROM: I-95 TO: HART EXPRESSWAY				2021	\$400	\$35					2023	\$2,967				ITS Communication System	
4358441	I-295(SR9A) @ SR228(NORMANDY BLVD) OPERATIONAL IMPROVEMENTS							2023				2023	\$2,658	\$117			Interchange - Add Lanes	
4380821	SR105 FROM: I-95 TO: MAIN ST				2021	\$244	\$5					2023	\$1,849				ITS Communication System	
4380831	SR115(US1/MLK EXPWY) FROM: I-95 TO: MAIN ST				2021	\$259						2023	\$1,770				ITS Surveillance System	
4403891	SR152(BAYMEADOWS ROAD) FROM: I-95 TO: BAYMEADOWS CIRCLE E.				2023		\$20										Add Turn Lane(s)	
2100283	SR15(US17) FROM: CR309 IN SATSUMA TO: W.OF DUNN CREEK BRIDGE											2024	\$31,673	\$2,460			Add Lanes and Reconstruct	
4240265	I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)											2024	\$115,816	\$1,305			Add Lanes and Reconstruct	
2133459	I-295 FROM SR13(SAN JOSE) TO SR21(BLANDING BLVD)				2021	\$7,100		2025	\$3,048								Add Lanes and Reconstruct	
4229387	SR23(FIRST COAST XWAY) FROM EAST OF CR16A (SPUR) TO EAST OF CR209				2022	\$2,879						2025	\$188,143	\$213,302			New Road Construction	
4240264	I-95(SR9) FROM INT'L GOLF PKWY TO DUVAL CL				2025	\$2,205		2021	\$7,997			2025	\$278,146	\$3,771			Add Lanes and Reconstruct	
4288652	US301(SR200) @ I-10 IMPROVEMENTS							2022		\$6,035		2025		\$4,816			Interchange Ramp (New)	
4357451	I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS				2025		\$599										Interchange - Add Lanes	
4432391	I-10(SR8) @ SR51(US129)				2023	\$519						2025	\$3,803	\$64			Interchange - Add Lanes	
Rail																		
4365581	STARKE RR OVERPASS FROM: US301 TO: EAST OF CSX RR							2021	\$1,218								Rail Capacity Project	
4468271	JACKSONVILLE FREIGHT IMPROVEMENTS - CSX													2021	\$6,839	\$10,925	Rail Capacity Project MLD	
4468272	JACKSONVILLE FREIGHT IMPROVEMENTS - FEC													2021	\$1,896	\$15,571	Rail Capacity Project MLD	
4449761	FEC JACKSONVILLE BRIDGE IMPROVEMENTS & TRACK UPGRADE													2022	\$3,000	\$1,000	Rail Capacity Project	

LEGEND

Tentative Work Program

FY 2020/2021 thru 2024/2025
As of 11/01/2019

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District 2 **First Five Years Plan** **Tentative Work Program**

ITEMSECT	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		
Seaport																		
4373562	DISTRICT 2 - SEAPORT INFRASTRUCTURE IMPROVEMENTS														2023	\$22,158	\$3,748	Seaport Capacity Project
4402643	BLOUNT ISLAND BERTH IMPROVEMENTS														2023	\$40,800		Seaport Capacity Project
4373561	JAXPORT CHANNEL DEEPENING & WIDENING														2025	\$146,131	\$146,130	Seaport Capacity Project
4402641	BLOUNT ISLAND BERTH IMPROVEMENTS														2025	\$34,650	\$11,550	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2020/2021 thru 2024/2025
As of 11/01/2019

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SIS INVESTMENT PLAN

District 3

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

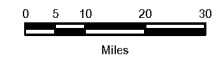
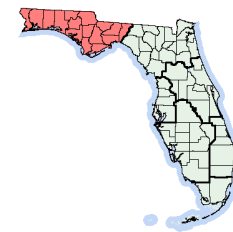
(FY 2020/2021 thru 2024/2025)
as of November 1, 2019

LEGEND

- Highway
- Railway
- Airport

SIS Facilities

- SIS Highway
- SIS Highway Future
- SIS Railway
- State Highway System
- Urban Areas
-  SIS Strategic Growth Airport
-  SIS Seaport
-  SIS Strategic Growth 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																		
2267928	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION														2021	\$1,113	\$1,112	Aviation Capacity Project
4414943	PENSACOLA INTERNATIONAL AIRPORT - INBOUND BAGGAGE ROOM RELOCATION														2021	\$370	\$370	Aviation Capacity Project
4414944	PENSACOLA INTERNATIONAL AIRPORT - BAGGAGE CLAIM EXPANSION														2021	\$130	\$130	Aviation Capacity Project
Highway																		
2179107	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET									2021	\$114,309	\$8,511						Add Lanes and Reconstruct
2201963	SR 30 (US 98) FROM SANTA ROSA COUNTY LINE TO E OF CODY AVE						2021	\$6,490										Add Lanes and Reconstruct
2201964	SR 30 (US 98) FROM E OF CODY AVE TO MARY ESTHER BLVD						2021	\$2,310										Add Lanes and Reconstruct
4079185	SR 8 (I-10) INTERCHANGE WEST OF CRESTVIEW									2021		\$6,057		2021	\$14,490	\$84,501	Interchange (New)	
4141326	SR 30 (US 98) FROM CR 457 MACK BAYOU ROAD TO EAST OF CR 30A WEST												2021	\$16,030			Add Lanes and Reconstruct	
4141327	SR 30 (US 98) HARBOR BLVD FROM CR 30A CALHOUN AVENUE TO AIRPORT ROAD			2021														PDE/EMO Study
4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE						2021	\$60					2021	\$50,051	\$7,649			Add Lanes and Reconstruct
4210121	SR 173 BLUE ANGEL PW FROM SR 292 SORRENTO ROAD TO SR 30 (US 98)									2021		\$5,000						Add Lanes and Reconstruct
4335902	SR 79 WAUKESHA ST FROM NORTH OF SR 8 (I-10) TO SR 10 (US 90)						2021	\$1,650	\$165									Add Lanes and Reconstruct
4371792	SR 30 (US 98) FROM WALTON CO. LINE TO SR 79 S ARNOLD RD			2021					\$2,100									PDE/EMO Study
4410561	SR 297 PINE FOREST RD FROM SR 173 BLUE ANGEL PKWY TO SR 10 9 MILE RD			2021					\$1,300									PDE/EMO Study
2201714	SR 85 FROM SR 123 TO SR 210 MCWHORTER AVE						2022	\$4,500	\$450									Add Lanes and Reconstruct
2201715	SR 85 FROM SR 210 MCWHORTER AVE TO PJ ADAMS PKWY						2022	\$5,900	\$590									Add Lanes and Reconstruct
2201716	SR 85 S FERDON BLVD FROM PJ ADAMS PKWY TO SR 8 (I-10)						2022	\$1,500	\$150									Add Lanes and Reconstruct
2204265	SR 30 (US 98) GULF BREEZE PKWY FROM E OF ORTEGA ST TO OKA CO LINE						2022		\$3,850									Add Lanes and Reconstruct
2204401	SR 30 (US 98) FROM BAYSHORE ROAD TO PORTSIDE DRIVE						2022	\$502										Add Lanes and Reconstruct
4398921	SR 75 (US 231) @ CR 2327 TRANSMITTER ROAD INTERSECTION												2022	\$1,288			Add Turn Lane(s)	
4410371	SR 368 23RD STREET FROM US 98 FLYOVER TO SR 390 ST ANDREWS BLVD			2022					\$1,050									PDE/EMO Study
2178383	SR 30A (US 98) PC BEACH PKWY FROM MANDY LANE TO EAST OF NAUTILUS ST									2023		\$5,000						Add Lanes and Reconstruct
2179108	SR 75 (US 231) FROM SR 368 23RD STREET TO SOUTH OF PIPE LINE ROAD									2023	\$38,216	\$625						Add Lanes and Reconstruct
2204263	SR 30 (US 98) GULF BREEZE PKWY FROM PORTSIDE DRIVE TO BERGREN ROAD						2023		\$4,950									Add Lanes and Reconstruct
4212252	SR 390 E 14TH STREET FROM SR 77 OHIO AVENUE TO SR 75 (US 231)						2023		\$5,500									Add Lanes and Reconstruct
4371791	SR 30 (US 98) FROM COUNTY ROAD 30A TO BAY COUNTY LINE			2023					\$2,800									Add Lanes and Reconstruct
2179096	SR 77 FROM NORTH OF ROGERS ROAD TO SOUTH OF CANE MILL ROAD												2024	\$49,816			Add Lanes and Reconstruct	
2224761	SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE						2023	\$304		2021	\$17,131	\$295	2024	\$135,231			Interchange - Add Lanes	
4440571	BAY COUNTY ITS FULL DEPLOYMENT						2022		\$385				2024	\$2,472			ITS Communication System	
4440573	WALTON COUNTY ITS FULL DEPLOYMENT						2022		\$1,210				2024	\$10,894			ITS Communication System	
4284032	SR 8 (I-10) FROM SANTA ROSA COUNTY TO GADSDEN COUNTY ITS/TMC														2025	\$16,463		Traffic Management Centers
4331131	SR 8 (I-10) @ CR 99 BEULAH ROAD						2025		\$1,920	2025	\$2,950							Interchange Just/Mod
4397741	SR 30 (US 98) @ SR 83 (US 331) INTERSECTION						2021	\$770					2025	\$1,956				Add Turn Lane(s)
Rail																		
4408171	APALACHICOLA NORTHERN RAILROAD IMPROVEMENTS														2021	\$2,500	\$833	Rail Capacity Project
4422511	BAYLINE RIDGETOP SIDING AND EXTENSIONS														2021	\$925	\$308	Rail Capacity Project
4449691	PORT OF PANAMA CITY EAST TERMINAL RAIL IMPROVEMENTS														2022	\$700	\$700	Rail Capacity Project

LEGEND
Tentative Work Program
**FY 2020/2021 thru 2024/2025
As of 11/01/2019**

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SIS INVESTMENT PLAN

District 4

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

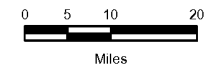
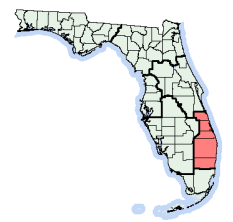
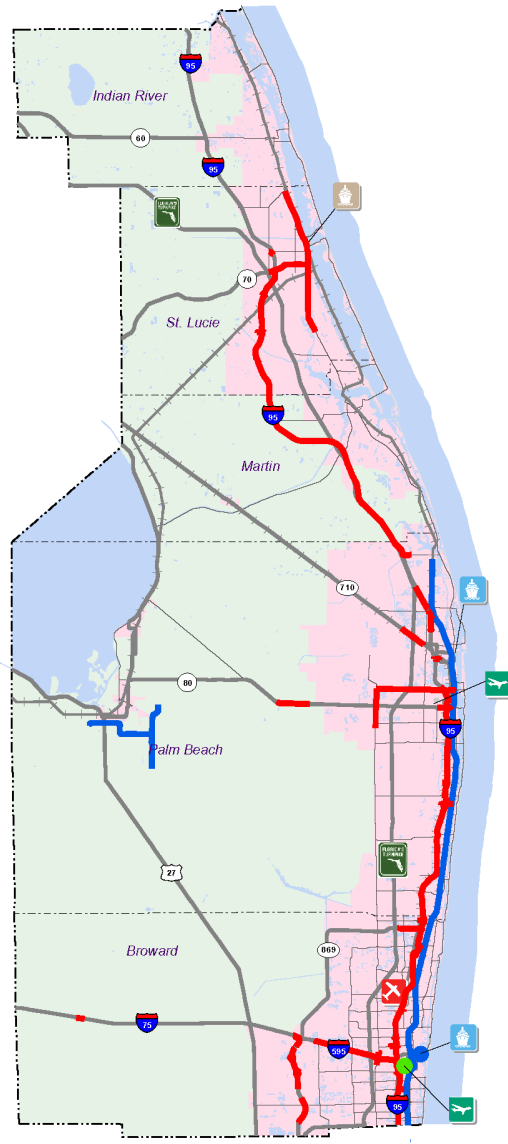
(FY 2020/2021 thru 2024/2025)
as of November 1, 2019

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

- | | |
|--|--|
| SIS Highway |  SIS Airport |
| SIS Highway Future |  SIS General Reliever Airport |
| SIS Railway |  SIS Seaport |
| State Highway System |  SIS Strategic Growth Seaport |
| Urban Areas | |





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																		
4348322	FT. LAUDERDALE/ HOLLYWOOD INT'L AIRPORT. AIRPORT ACCESS ROADWAY SYSTEM														2023	\$30,000	\$30,000	Aviation Capacity Project
4400972	FT.LAUDERDALE/HOLLYWOOD INT'L ADDITIONAL TERMINAL GATE DESIGN														2024	\$18,000	\$64,030	Aviation Capacity Project
4448441	FT. LAUDERDALE/HOLLYWOOD INT'L AIRPORT AUTOMATED PEOPLE MOVER														2025	\$61,605	\$99,514	Aviation Capacity Project
Highway																		
4132651	SR-9/I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD							2021	\$12,056									Interchange Just/Mod
4162593	D/W ITS SOFTWARE INTEGRATION AND MAINTENANCE														2021		\$600	ITS Freeway Management MLD
4208093	I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95				2025	\$245						2021	\$363,891		2025	\$25,045	\$47,557	Add Lanes and Reconstruct INTERCHANGE (MODIFY)
4327091	I-75/SR-93 EAST SIDE RAMP IMPROVEMENTS AT GRIFFIN ROAD				2022		\$390											Arterial Traffic Mgmt System
4352451	ST. LUCIE COUNTY ATMS											2021		\$34				Interchange Ramp (New)
4363081	EASTBOUND SR-84 TO SOUTHBOUND SR-93/I-75 ON-RAMP											2021		\$59				Interchange - Add Lanes
4369641	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.							2021	\$27,077						2021	\$978	\$25	Add Right Turn Lane(s)
4397551	SR-9/I-95 SOUTHBOUND RAMP AT SR-704/OKEECHOBEE BOULEVARD											2021		\$25				ITS Surveillance System MLD
4155295	ITS TECHNICAL SUPPORT SERVICES														2022		\$2,800	Add Lanes and Reconstruct
4192511	SR-710/BEEHIVE HWY FROM NORTHLAKE BLVD TO SR-708/BLUE HERON BLVD				2021	\$1,010		2021		\$1,954	2022	\$104,441	\$44,269					Prelim Eng for Future Capacity
4331088	SR-9/I-95 FR MIAMI-DADE/BROWARD COUNTY LINE TO PALM BEACH COUNTY LINE											2022	\$1,750					Prelim Eng for Future Capacity
4331096	SR-9/I-95 FROM BROWARD/PALM BEACH COUNTY LINE TO NORTH OF LINTON BLVD.											2022	\$1,250					Interchange - Add Lanes
4353371	SR-9/I-95 AT ST LUCIE WEST BLVD											2022		\$15,000				INTERCHANGE (MODIFY)
4353841	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE							2022		\$2,823								Interchange - Add Lanes
4355131	SR-9/I-95 @ SR-842/BROWARD BOULEVARD				2021	\$8,680		2022	\$1,000	\$11,301								Add Right Turn Lane(s)
4368681	SR-5/US-1 @ SR-70/VIRGINIA AVENUE							2022		\$158								PDE/EMO Study
4369031	SR-9/I-95 FROM S. OF IVES DAIRY ROAD TO N. OF SR-822/SHERIDAN STREET				2022	\$8,556	\$4,302											Interchange Just/Mod
4369621	SR-9/I-95 @ COPANS RD FR S OF NB EXIT RAMP TO N OF SB TO WB EXIT RAMP											2022		\$400				Interchange - Add Lanes
4127331	SR-9/I-95 @ 10TH AVE NORTH				2022	\$1,770	\$130	2023	\$4,287	\$1,959								Interchange Just/Mod
4132601	SR-9/I-95 @ PALM BEACH LAKES BLVD	2022			2024	\$928												Interchange - Add Lanes
4369581	SR-9/I-95 @ SR-834/SAMPLE RD FR S OF NB EXIT RAMP TO N OF NB ENT. RAMP				2022		\$150	2021		\$151	2023	\$22,508						Interchange - Add Lanes
4369631	SR-9/I-95 @ 6TH AVENUE SOUTH				2021		\$55	2021	\$2,699			2023	\$12,338					Interchange - Add Lanes
4369642	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2022	\$2,750						2023	\$380,036					Add Auxiliary Lane(s)
4378324	SR-93/I-75 FROM SHERIDAN STREET TO GRIFFIN RD. AUX LANES				2021	\$880						2023	\$3,531					Interchange - Add Lanes
4397541	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMP AT MIDWAY RD.				2021		\$30					2023		\$1,539				Interchange - Add Lanes
4397581	SR-9/I-95 NORTHBOUND OFF-RAMP AT INDIANTOWN ROAD				2021		\$30	2022		\$2,310	2023		\$6,094					Interchange - Add Lanes
4397591	SR-9/I-95 @ BELVEDERE RD NB OFF-RAMP				2021		\$55					2023		\$2,865				Interchange - Add Lanes
4397611	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMP AT GATLIN BLVD.											2023		\$3,846				Interchange - Add Lanes
4398911	SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL				2022	\$2,875		2021	\$7,500	\$1,029	2023	\$314,723	\$98,339					Add Managed Lanes
4413441	SR-80 FROM CR-880 TO WEST OF LION COUNTRY SAFARI				2022	\$175						2023	\$688					ITS Communication System
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE							2021	\$5,504	\$3,812	2024	\$10,230						Interchange - Add Lanes
4130482	SR-9/I-95 @ OSLO ROAD INTERCHANGE							2021	\$4,529	\$6,697	2024	\$2,000						Interchange (New)
4132581	SR-9/I-95 @ LANTANA ROAD				2021	\$2,000	\$30	2022	\$6,644	\$1,191	2024	\$200						Interchange Just/Mod
4151521	SR-93/I-75 INTERCHNG @SR-820/PINES BLVD F N OF MIRAMAR PKWY T N OF PIN				2021		\$360					2024	\$100					Interchange - Add Lanes
4215486	SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD											2024	\$11,220					Add Lanes and Reconstruct
4215487	SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST											2024	\$5,562					Add Lanes and Reconstruct
4355141	SR-9/I-95 @ SUNRISE BLVD. INTERCHANGE IMPROVEMENT							2022		\$5,191	2024	\$27,457						INTERCHANGE (MODIFY)
4358041	SR-9/I-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE							2021	\$14,963		2024	\$37,143	\$151					INTERCHANGE (MODIFY)
4378681	SR-80/SOUTHERN BLVD. RAMP AND SR-7/US-441				2022	\$743	\$10	2023		\$2,889	2024	\$199						Add Turn Lane(s)

LEGEND

Tentative Work Program

FY 2020/2021 thru 2024/2025
As of 11/01/2019

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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	
4391701	SR-9/I-95 FROM SOUTH OF SHERIDAN STREET TO NORTH OF GRIFFIN ROAD	2023	\$3,000		2024	\$20	\$30										Interchange - Add Lanes
4391711	SR-9/I-95 AT DAVIE BOULEVARD	2024	\$2,510	\$75													Interchange - Add Lanes
4391721	SR-9/I-95 AT SR-816/OAKLAND PARK BOULEVARD	2024	\$2,510	\$75													Interchange - Add Lanes
4435901	SR-9/I-95 SOUTH BOUND ON-RAMP FROM PGA BLVD - ADD AUXILIARY LANE										2024		\$6,250				Add Special Use Lane
4442021	SR-9/I-95 FROM SOUTH OF LINTON BLVD/CR-782 TO 6TH AVE SOUTH	2024		\$2,500													PDE/EMO Study
4442022	SR-9/I-95 FROM 6TH AVE SOUTH TO NORTH OF SR-704/OKEECHOBEE BLVD	2024		\$5,400													PDE/EMO Study
4132522	I-95 FROM INDIANTOWN ROAD TO MARTIN/PALM BEACH COUNTY LINE	2025	\$700														PDE/EMO Study
4132532	I-95 FROM MARTIN/PALM BEACH COUNTY LINE TO CR-708/BRIDGE ROAD	2025	\$2,150	\$50													PDE/EMO Study
4132542	SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH MEADOWS	2025	\$2,150														PDE/EMO Study
4132571	SR-9/I-95 @ HYPOLUXO ROAD				2021	\$2,250		2022	\$948		2025	\$15,160					Interchange - Add Lanes
4226815	I-95 FROM HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE	2025	\$2,750														PDE/EMO Study
4226816	I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70	2025	\$2,660														PDE/EMO Study
4353842	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE				2022		\$895				2025		\$14,080				INTERCHANGE (MODIFY)
4355161	SR-9/I-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.				2025	\$8,728	\$265										Interchange - Add Lanes
4358031	SR-9/I-95 @ NORTHLAKE BOULEVARD INTERCHANGE							2021	\$5,790		2025	\$41,514	\$172				Interchange - Add Lanes
4365191	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST				2021	\$2,200	\$155	2023	\$7,264		2025		\$1,000				Interchange - Add Lanes
4372791	SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD				2022	\$1,181	\$30	2022	\$24,808		2025	\$200					Interchange - Add Lanes
4417231	SR-9/I-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-595				2024		\$697				2025		\$5,328				Add Lanes and Rehabilitate Pfvmt
4456731	I-595 EASTBOUND TO NORTHBOUND RAMP AT SR-7/US-441				2022	\$141	\$21				2025	\$719	\$13				Interchange - Add Lanes
4461681	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	2022		\$310	2024		\$488	2025		\$346							Interchange - Add Lanes
Rail																	
4392291	SOUTH CENTRAL FLORIDA EXPRESS													2021	\$4,930	\$1,643	Rail Capacity Project
4170315	SFECC CORRIDOR TRANSIT ALT, FROM MIAMI TO POMPANO BEACH	2022	\$3,000														Rail Capacity Project
4170316	SFECC CORRIDOR TRANSIT ALT, FROM POMPANO BEACH TO WEST PALM BEACH	2022	\$3,150														Rail Capacity Project
4170317	SFECC CORRIDOR TRANSIT ALT, FROM WEST PALM BEACH TO JUPITER	2022	\$1,350														Rail Capacity Project
Seaport																	
4305961	PORT EVERGLADES SOUTHPORT TURNING NOTCH EXPANSION													2021		\$7,280	Seaport Capacity Project
4334141	PORT EVERGLADES DREDGING AND WIDENING													2021	\$1,000	\$1,000	Seaport Capacity Project
4448541	PORT EVERGLADES CARGO BERTH IMPROVEMENTS													2024	\$10,866	\$2,716	Seaport Capacity Project

LEGEND

Tentative Work Program

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SIS INVESTMENT PLAN





District 5

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

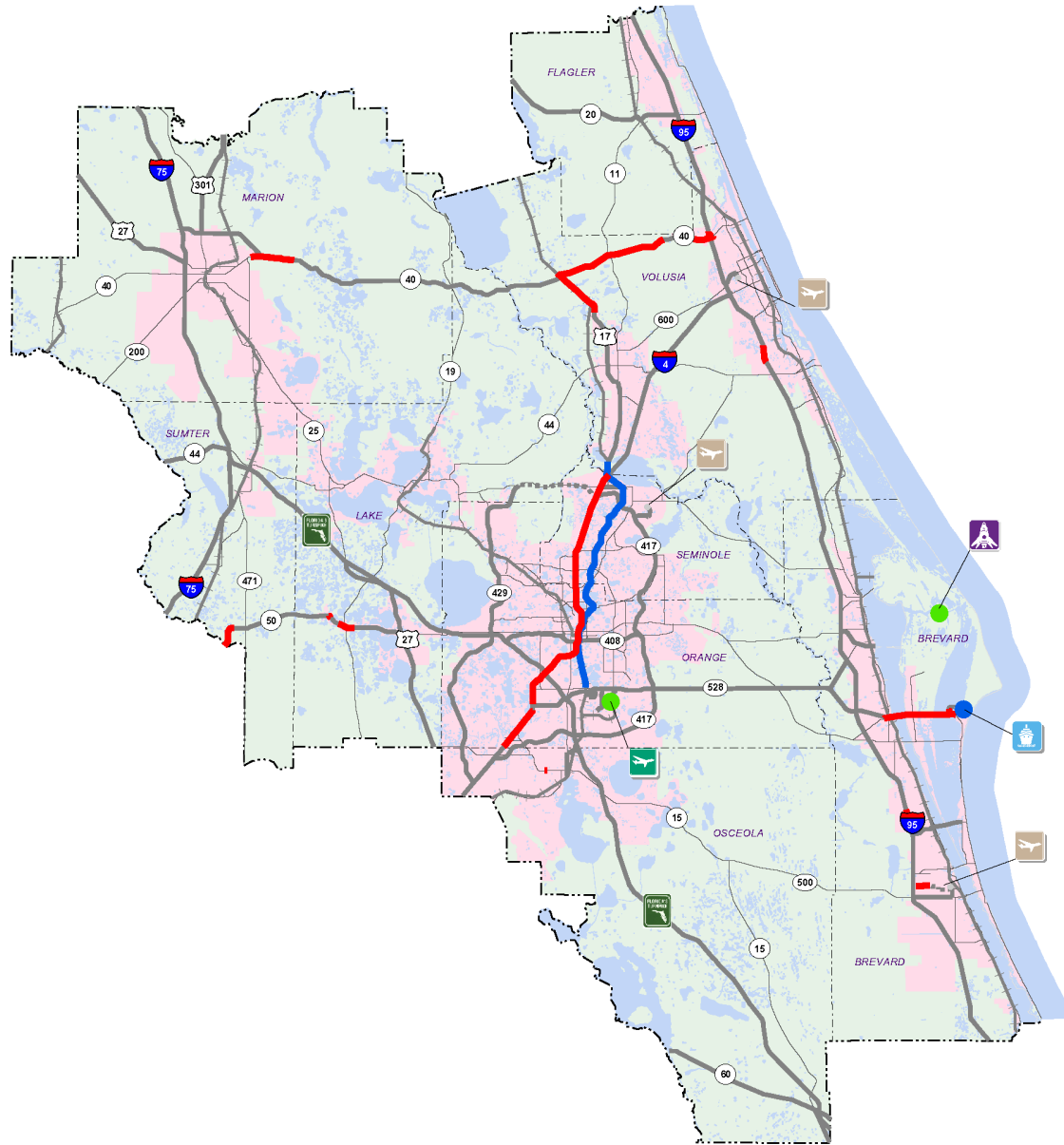
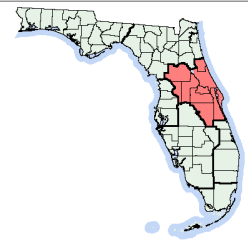
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as of November 1, 2019

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

SIS Facilities

-  SIS Highway
-  SIS Highway Future
-  SIS Railway
-  State Highway System
-  Urban Areas
-  SIS Airport
-  SIS Strategic Growth Airport
-  SIS Spaceport
-  SIS Seaport





District 5 First Five Years Plan Tentative Work Program

ITEMSEGT	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																		
4353121	ORANGE-ORLANDO INTL SOUTH AIRPORT PASSENGER TERMINAL COMPLEX														2024	\$24,500	\$24,500	Aviation Capacity Project
4353111	ORANGE-ORLANDO INTL CONSTRUCT SOUTH AIRPORT PASSENGER TERMINAL COMPLEX														2025	\$10,755	\$103,539	Aviation Capacity Project
4353221	BREVARD-SPACE FL PROCESSING & RANGE FACILITY IMPROVEMENTS														2025	\$47,304	\$114,209	Spaceport Capacity Project
4368631	BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE														2025	\$15,500	\$134,857	Spaceport Capacity Project
4370691	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/CARGO														2025	\$36,556	\$79,106	Spaceport Capacity Project
4370701	BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES														2025	\$35,500	\$61,627	Spaceport Capacity Project
Highway																		
2424847	SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD				2023	\$490			2021	\$16,760	\$13,000							Add Lanes and Reconstruct
2424848	SR 400 (I-4) E OF SR 522 (OSCEOLA PKWY) TO WEST OF SR 528								2021	\$164,021	\$8,000							Add Lanes and Reconstruct
4102511	SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40								2021		\$5,070							Add Lanes and Reconstruct
4106742	SR 40 FROM END OF 4 LANES TO EAST OF CR 314								2021		\$5,587							Add Lanes and Reconstruct
4197722	I-95 INTERCHANGE AT SR 5 (US 1)	2021		\$2,050													PDE/EMO Study	
4269054	ST JOHN'S HERITAGE PKWY/ELLIS RD FROM JOHN RHODES BLVD TO W OF WICKHAM								2021		\$23,097							Add Lanes and Reconstruct
4270561	SR 50/SR 33 FROM CR 565 (VILLA CITY) TO CR 565A (MONTEVISTA)								2021		\$5,835							Prelim Eng for Future Capacity
4321931	I-4 MANAGED LANES FROM KIRKMAN TO SR 434				2023	\$1,690	\$1,550					2021	\$159,494	\$171,009	2025	\$113,005	Add Lanes and Reconstruct	
4374511	US 192 AT HOAGLAND BLVD								2021		\$651	2021		\$2,173				Add Left Turn Lane(s)
4447871	SR 401 BRIDGE REPLACEMENT	2021		\$1,509													PDE/EMO Study	
2425924	SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92)				2025	\$750			2022	\$9,800	\$25,467						Add Lanes and Reconstruct	
4136721	I-4 FROM POLK CO LINE TO SAXON BLVD											2022	\$3,094				ITS Freeway Management	
4358593	SR 50 FROM HERNANDO/SUMTER COUNTY LINE (US301) TO EAST OF CR 478A				2021		\$200		2021		\$4,436	2022	\$28,659	\$53			Add Lanes and Reconstruct	
4361251	WICKHAM RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS											2022		\$3,225			Add Left Turn Lane(s)	
4362921	I-95 INTERCHANGE AT PIONEER TRAIL				2021		\$4,000		2022		\$3,730						PDE/EMO Study	
4411131	I-4 (SR 400) AT DARYL CARTER PARKWAY INTERCHANGE				2021	\$250						2022	\$58,005				Interchange (New)	
2408361	SR 40 FROM SR 15 US 17 TO SR 11								2023	\$3,996	\$210						Add Lanes and Reconstruct	
2408371	SR 40 FROM W OF SR 11 TO W OF CONE ROAD								2023	\$2,175	\$236						Add Lanes and Reconstruct	
4074023	SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF SR 3								2024	\$6,450	\$148						Add Lanes and Reconstruct	
4074024	SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE								2024	\$1,950	\$40						Add Lanes and Reconstruct	
4336551	SR 500/US 192 AT HOLLYWOOD BLVD								2021		\$2,857	2024		\$3,338			Add Turn Lane(s)	
4289471	SR 40 FROM BREAKAWAY TRAIL TO WILLIAMSON BLVD				2023	\$2,750			2025	\$595	\$40						PDE/EMO Study	
4352091	I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST								2022		\$10,200	2025		\$49,017			Interchange (New)	
Railways																		
4129948	CENTRAL FLORIDA COMMUTER RAIL SYSTEM OPERATIONS AND MAINTENANC														2021	\$1,191	\$60,582	Intermodal Capacity Project
Seaport																		
4403231	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS														2023	\$8,000	\$9,867	Seaport Capacity Project

LEGEND

Tentative Work Program

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SIS INVESTMENT PLAN




District 6

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

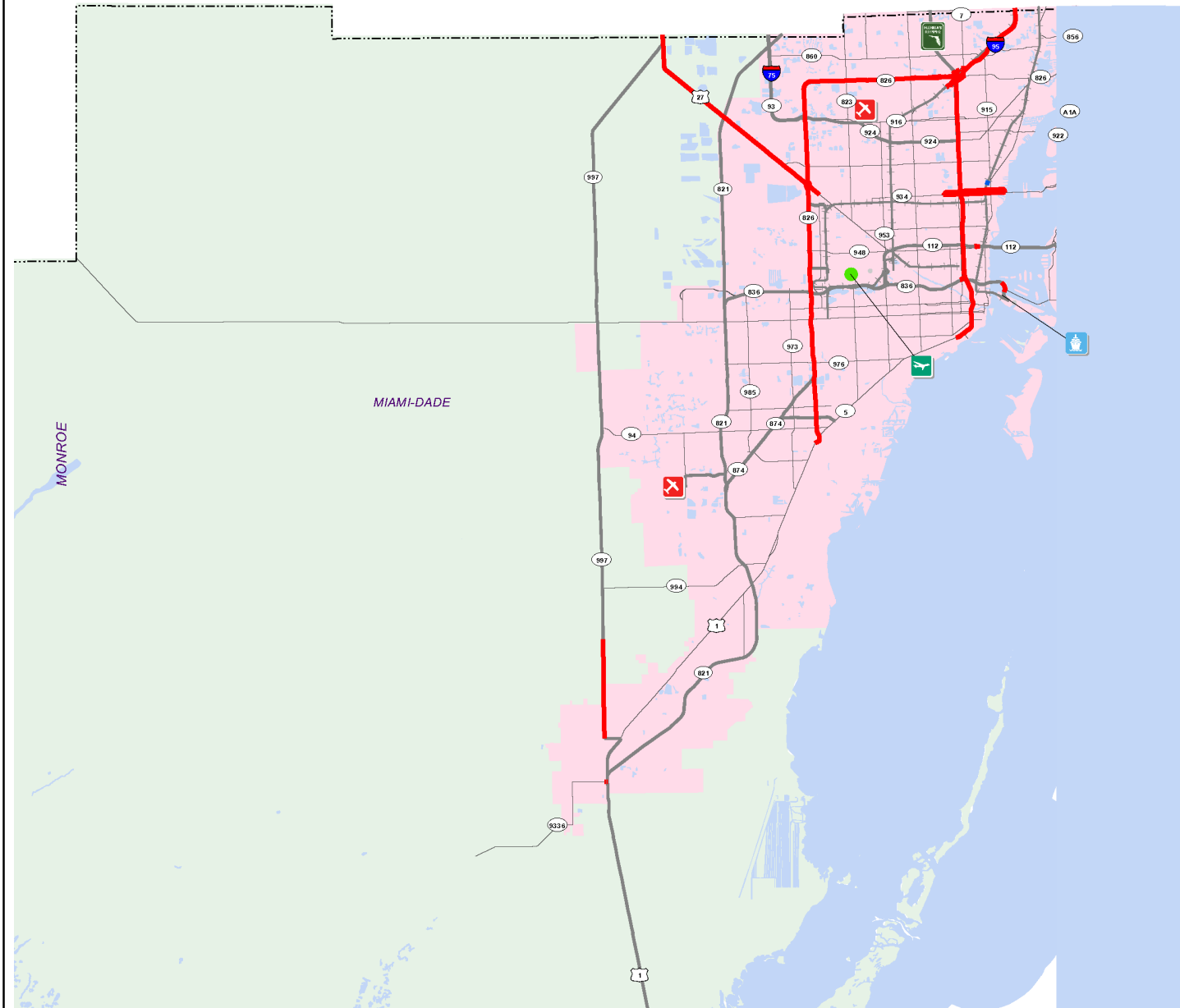
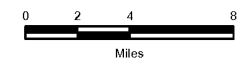
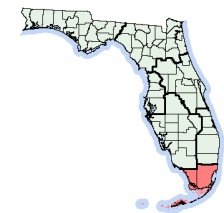
(FY 2020/20210 thru 2024/2025)
as of November 1, 2019

LEGEND

-  Highway
-  Railway
-  Airport

SIS Facilities

-  SIS Highway
-  SIS Highway Future
-  SIS Railway
-  State Highway System
-  Urban Areas
-  SIS Airport
-  SIS General Reliever Airport
-  SIS Seaport





District 6 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																				
4292711	MIAMI INT'L AIRPORT PERIMETER ROAD WIDENING & REALIGNMENT														2021		\$1,106	Aviation Capacity Project		
Highway																				
2511563	PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395														2021	\$124,933	\$15,581	2025	\$107,462	New Road Construction
4055758	SR 9336/PALM DRIVE FROM SR 997/KROME AVE TO SR 5/US 1 (TRUCK BYPASS)														2021		\$60			WIDEN/RESURFACE EXIST LANES
4106465	SR 934/NE/NW 79 ST FROM WEST OF I-95(13 CT.) TO END OF SR 934/1 WAY PR				2021		\$450													Add Lanes and Reconstruct
4231262	SR 9A/I-95 SOUTHBOUND RAMP TO WESTBOUND SR 836														2021	\$2,220				INTERCHANGE (MODIFY)
4283581	SR 826/PALMETTO EXPY - SR 826 EASTBOUND RAMP TO SR 9A/I-95 NORTHBOUND								2021	\$50	\$1,060									Interchange Ramp (New)
4283584	GOLDEN GLADES INTERCHANGE VARIOUS RAMP IMPROVEMENTS				2021		\$700													Interchange Ramp (New)
4283585	SR 9A/I-95 FROM N. OF BISCAYNE CANAL TO SR 860/MIAMI GARDEN DR				2021		\$220													WIDEN/RESURFACE EXIST LANES
4283588	SR 826 CONNECTOR AT GOLDEN GLADES INTERCHG AND VARIOUS RAMP								2021		\$1,776									Add Lanes and Reconstruct
4357601	SR 826/PALMETTO EXPY FROM I-75 TO N.OF CANAL C-8 BRDG(APPROX NW 162ST)				2022		\$60	2021	\$2,000	\$2,290										Add Lanes and Reconstruct
4357602	SR 826/PALMETTO EXPY FROM N.OF CANAL C-8 BRDG(162ST) TO E.OF NW 67 AVE				2022		\$40	2021	\$3,239	\$1,091										Add Lanes and Reconstruct
4357603	SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE				2024		\$60	2021	\$23,079	\$8,983										Add Lanes and Reconstruct
4357604	SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE				2024		\$60	2021		\$5,176										Add Lanes and Reconstruct
4357605	SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE				2024		\$60	2021		\$4,629										Add Lanes and Reconstruct
4357606	SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE				2024		\$60	2021	\$20,760	\$4,120										Add Lanes and Reconstruct
4055759	SR 997/KROME AVENUE FROM SW 312ST/CAMPBELL DR TO SW 296 ST (TRUCKBYPS)														2022		\$200			Add Lanes and Rehabilitate Pvmnt
4232512	SR 25/OKEECHOBEE RD FROM BROWARD COUNTY LINE TO WEST OF HEFT								2021	\$1,795	\$1,795	2022	\$48,930	\$3,236						Add Lanes and Reconstruct
4232515	SR 25/OKEECHOBEE RD FROM E. OF NW 107 AVE TO E. OF NW 116 WAY(CNCRETE)								2021	\$300	\$300	2022	\$119,222	\$2,960						Add Lanes and Rehabilitate Pvmnt
4273691	SR 997/KROME AVENUE FROM SW 296 STREET TO S OF SW 232 STREET								2021		\$8,909	2022	\$820	\$980						Add Lanes and Reconstruct
4358431	SR 112/I-195 FRONTAGE RD & RAMP REALIGNMENT (MIAMI DESIGN DISTRICT)														2022	\$5,006	\$924			New Road Construction
4184236	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET	2023		\$6,600																PDE/EMO Study
4149641	SR 9A/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	2021	\$4,000		2024		\$20,140													PDE/EMO Study
4149647	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET	2022		\$6,700	2024		\$10,340													PDE/EMO Study
4149648	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 151 STREET	2022		\$3,700	2024		\$5,720													PDE/EMO Study
4326391	SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO SR 836/DOLPHIN XWAY				2021		\$8,000	2021	\$84,491			2024	\$265,541	\$408,840						Prelim Eng for Future Capacity
4365651	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY INTERCHANGE							2021	\$2,006	\$1,303	2024	\$76,001	\$1,470							Interchange Ramp (New)
4232513	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)							2021	\$20,746	\$8,676	2025	\$44,717	\$20							Add Lanes and Reconstruct
4232514	SR 25/OKEECHOBEE RD FROM E. OF NW 116 WAY TO E. OF NW 87 AVE(CONCRETE)							2021	\$40,285	\$1,391	2025	\$28,659	\$6,821							Add Lanes and Rehabilitate Pvmnt
4461931	SR 9A/I-95 NB FLYOVER RAMP OVER NW 17 & NW 20 ST - BRIDGE # 870724				2023		\$90							2025		\$1,240				Bridge - Rehab and Add Lanes
Rail																				
4335112	NE 203 STREET INTERSECTION IMPROVEMENTS BETWN SR 5/US-1 & W. DIXIE HWY								2021	\$2,625	\$2,304	2021	\$17,918	\$26,878						Rail Capacity Project

LEGEND

Tentative Work Program

FY 2020/2021 thru 2024/2025
As of 11/01/2019

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NOTES

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SIS INVESTMENT PLAN





District 7

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

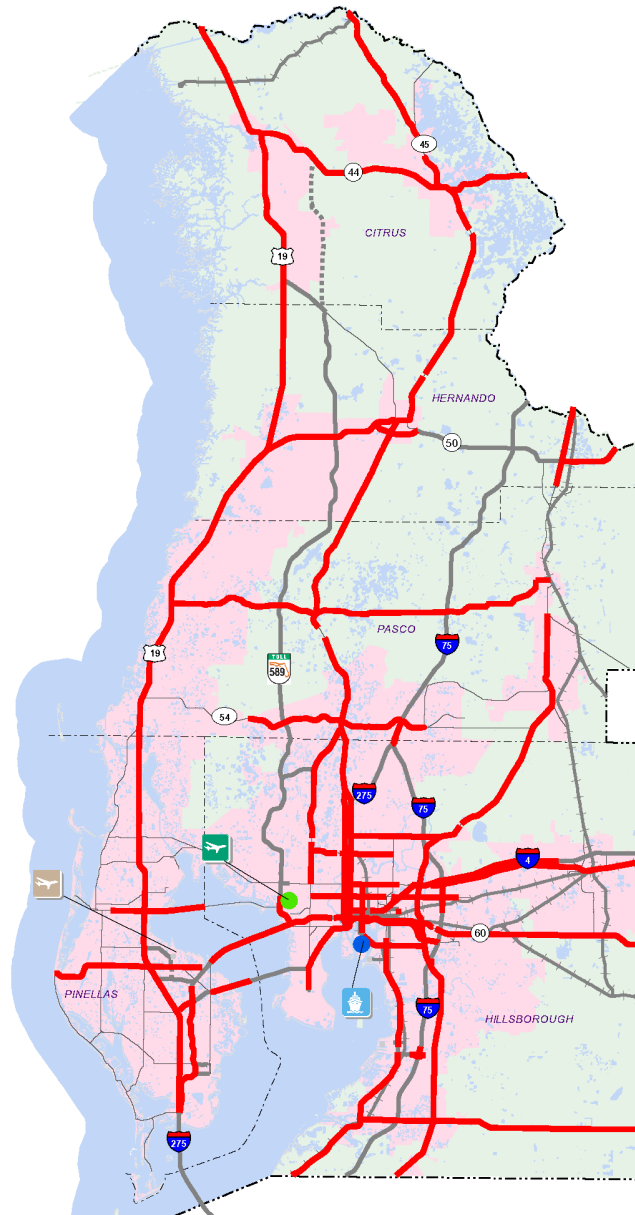
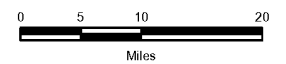
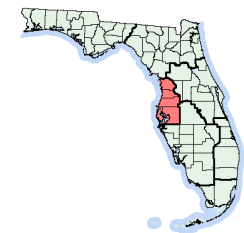
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LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

SIS Facilities

-  SIS Highway
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-  Urban Areas
-  SIS Airport
-  SIS Strategic Growth Airport
-  SIS 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														2025	\$110,746	\$207,254	Aviation Capacity Project
Highway																		
4125312	I-275 (SR 93)/SR 60 INTERCHANGE							2021	\$104,315	\$32,039								Interchange - Add Lanes
4209332	SR 597 (N DALE MABRY) FROM VAN DYKE RD TO COUNTY LINE ROAD				2021		\$10										Add Lanes and Reconstruct	
4209333	SR 597(N DALE MABRY) FROM COUNTY LINE ROAD TO S OF US 41 (SR 45)				2021		\$10										Add Lanes and Reconstruct	
4245133	BIG BEND ROAD/CR 672 @ I-75/SR93A FROM W OF COVINGTON TO E OF SIMMONS										2021		\$74,825				Interchange - Add Lanes	
4274543	I-75 NB ON RAMP FROM NB US 301 TO I-75 NB										2021	\$4,947					Interchange - Add Lanes	
4292511	I-75 (SR 93A) FM S OF CSX/BROADWAY AVE TO EB/WB I-4 EXIT RAMP				2021		\$37	2021	\$543		2021	\$100,080	\$3,823				Interchange - Add Lanes	
4303371	I-4/SR 400 WB FM W OF ORIENT RD TO WEST OF I-75 (SR 93A)				2021		\$10										Add Auxiliary Lane(s)	
4318212	I-275 (SR 93) FROM N OF MLK TO N OF HILLSBOROUGH AVE				2021	\$844					2021	\$29,908					Add Lanes and Rehabilitate Pvmnt	
4337971	US 19 (SR 55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD				2021		\$15										Add Lanes and Reconstruct	
4337991	US 19 (SR 55) FROM N OF CR 95 TO S OF PINE RIDGE WAY S				2021	\$1,000	\$15										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	\$100											Add Lanes and Reconstruct	
4360411	SR 60/BRANDON BLVD FROM BRANDON TOWN CTR TO GORNTO LAKE RD										2021		\$1,630				Add Turn Lane(s)	
4376461	SR 573/S DALE MABRY HWY FROM PINEWOOD ST TO GANDY BLVD.										2021		\$2,639				Add Turn Lane(s)	
4407491	US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD							2021	\$52,000	\$6,679							Bridge New Structure	
4437701	I-275/SR 93 FROM N OF I-4 TO N OF MLK										2021	\$43,455					Add Lanes and Rehabilitate Pvmnt	
2567742	US 19 (SR 55) FROM N OF SR 580 (MAIN ST) TO NORTHSIDE DR										2022	\$40,516	\$41,433				Add Lanes and Reconstruct	
2567743	US 19 (SR 55) FROM NORTHSIDE DR TO NORTH OF CR 95										2022	\$83,723	\$8,589				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	
4191822	US 41(SR45) @ SR54 FM W OF WILSON RD/SR 54 INT TO E OF OSPREY LN/SR54				2022		\$5,000										Interchange (New)	
4300562	US 41 FROM S OF PENDOLA POINT/MADISON AVE TO S OF CAUSEWAY BLVD				2022		\$1,485										Add Lanes and Reconstruct	
4330712	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE										2022	\$3,430					Add Turn Lane(s)	
4428351	SR 50 FROM US 301/SR 35 TO HERNANDO/SUMTER COUNTY LINE				2021		\$3,800	2021	\$2,169		2022	\$53,571	\$744				Add Lanes and Reconstruct	
4167332	SR 50/CORTEZ BLVD FROM COBB RD TO W OF BUCK HOPE RD				2022		\$145				2023	\$11,040	\$153				Add Lanes and Reconstruct	
4229042	I-275 (HOWARD FRKL) FROM N OF SR687(4TH ST N) TO N OF HOWARD FRANKLAND										2023		\$2,810				Bridge - Replace and Add Lanes	
4229044	I-275 (HOWARD FRKL) FM N OF HOWARD FRANKLAND TO S OF SR 60										2023		\$810				Bridge - Replace and Add Lanes	
4305733	I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)				2023		\$2,080										New Road Construction	
4357501	SR 60 FROM VALRICO RD TO E OF DOVER RD							2023	\$2,691								Add Lanes and Reconstruct	
4413201	SR 56/54 FROM GUNN HWY TO CR 581				2023		\$197				2023		\$7,948				Arterial Traffic Mgmt System	
4433201	I-4/SR 400 FROM EAST OF MANGO RD TO W OF WB WEIGH STATION ON-RAMP				2021		\$415				2023		\$947				Add Auxiliary Lane(s)	
2569314	US 92/SR 600/SR687/SR694/GANDY BLVD FROM 4TH ST TO W OF GANDY BRIDGE				2024		\$5,865										Add Lanes and Reconstruct	
4058225	US 19 FROM W CARDINAL ST TO W GREEN ACRES ST				2024		\$65										Add Lanes and Reconstruct	
4317462	I-4 FROM I-4/SELMON CONNECTOR TO E OF BRANCH FORBES RD				2024	\$100											Add Lanes and Reconstruct	
4376501	GIBSONTON DR EB FROM NB ON RAMP TO I-75				2022		\$779				2024	\$2,265					Add Turn Lane(s)	
2583721	GENERAL ENGINEERING CONSULTANT FOR ITS				2025		\$4,163										ITS Freeway Management MLD	
4167351	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET				2023		\$111				2025	\$29,242					Add Lanes and Reconstruct	
4245015	I-275 (SR 93) FROM 54TH AVE S TO S OF ROOSEVELT BLVD				2025	\$3,000		2021	\$2,000	\$25,545	2025	\$283,926					Add Lanes and Reconstruct	
4305732	I75/I275 FROM COUNTY LINE ROAD TO SR 56 (PHASE II)				2023		\$7,580			\$2,189							INTERCHANGE (MODIFY)	
4335357	I275/SR93 FM S OF SR60 TO S OF LOIS, SR60 FM S OF I275 TO N OF MEMORIAL				2024	\$11,529					2025	\$421,706					Add Lanes and Reconstruct	
4340452	I-275 (SR 93) FROM S OF LOIS AVE TO E OF HILLSBOROUGH RIVER				2023	\$1,750					2025	\$75,045					Add Lanes and Rehabilitate Pvmnt	
4376502	I-75/SR 93A AT GIBSONTON DRIVE				2025		\$4,484										Interchange - Add Lanes	
4387021	ARTERIAL MANAGEMENT PROGRAM (AMP)				2025		\$5,000										Arterial Traffic Mgmt System	

LEGEND
Tentative Work Program
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District 7 **First Five Years Plan** **Tentative Work Program**

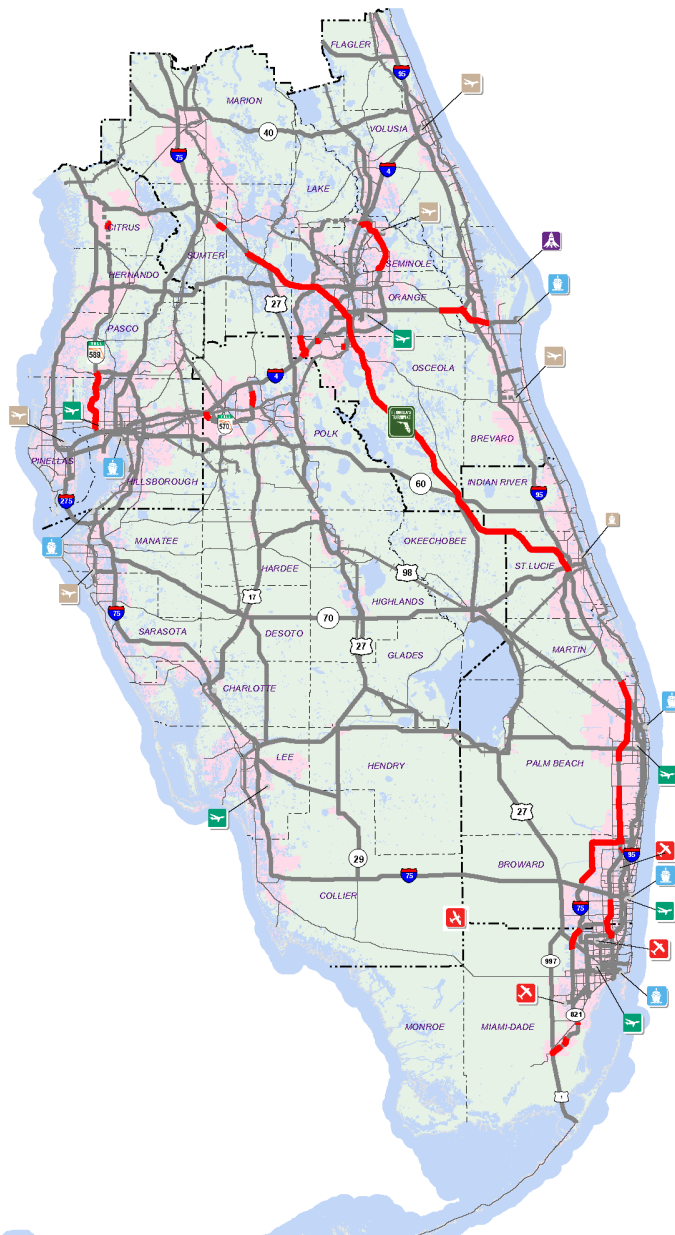
ITEMSEGT	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
4444341	I-4/SR 400 FROM W OF COUNTY LINE ROAD TO COUNTY LINE ROAD				2025		\$927										Add Turn Lane(s)	
4461311	I-4 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD				2023		\$461						2025		\$2,881		Add Auxiliary Lane(s)	
Seaport																		
4351301	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS															2021	\$7,175	Seaport Capacity Project
4332401	PORT TAMPA BAY - EASTPORT BERTH DEVELOPMENT															2022	\$6,000	Seaport Capacity Project

LEGEND
Tentative Work Program
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SIS INVESTMENT PLAN

Turnpike Enterprise

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

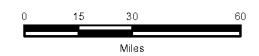
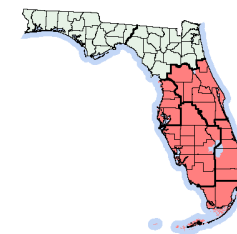
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LEGEND

 Highway

SIS Facilities

-  SIS Highway
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-  SIS Airport
-  SIS Strategic Growth Airport
-  SIS General Reliever Airport
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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)											2021		\$1,600			Interchange (New)
4233742	PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)	2021		\$4,000													PDE/EMO Study
4357841	WIDEN TPK - SR50 CLERMONT TO ORANGE/LAKE C/L (271.17-274) (4TO8 LNS)											2021		\$48,822			Add Lanes and Reconstruct
4357851	WIDEN TPK - ORANGE/LAKE C/L - MINNEOLA (274-279.14) (4TO8 LNS)											2021	\$2,438	\$129,299			Add Lanes and Reconstruct
4370531	GOLDEN GLADES INTERCHANGE IMPROVEMENTS (MAINLINE SPUR MP 0X)								2021	\$500							Interchange - Add Lanes
4370534	SR 9A/1-95 NB FROM NW 143 ST TO GOLDEN GLADES INTERCHG & TPK CONNECTOR								2021		\$193						Bridge New Structure
4371531	PD&E WIDEN SAWGRASS S OF US 441 TO POWERLINE (MP18-22)	2021		\$450													PDE/EMO Study
4380181	WIDEN POLK PKWY FROM MP 18 TO MP 22, 2 TO 4 LANES											2021		\$3,050			Add Lanes and Reconstruct
4426211	VETERANS XWAY ARTERIAL DMS IMPROVEMENTS											2021		\$3,111			ITS Dynamic Message Sign
4428761	ITS REPLACEMENTS FOR BEACHLINE EAST (SR528),ORANGE & BREVARD,MP31-45.7				2021		\$1,523										ITS Communication System
4436342	NORTHERN TURNPIKE CCTV CAMERA INSTALLATION (SR91, SR570, SR417)											2021		\$1,850			ITS Surveillance System
4436343	WESTERN TURNPIKE CCTV CAMERA INSTALLATION (SR589)											2021		\$800			ITS Surveillance System
4438782	NEW DMS SIGN INSTALLATIONS AT NORTHERN SERVICE PLAZAS (MP 185.5 - 301)											2021		\$7,222			ITS Dynamic Message Sign
4441111	WIDEN HEFT- N OF CAMPBELL DR TO N OF TALLAHASSEE RD (MP4-6)(4TO6 W/EL)				2021		\$450										Add Lanes and Reconstruct
4461641	PD&E STUDY TO WIDEN WESTERN BELTWAY (SR429) FROM I-4 TO SEIDEL RD.	2021		\$4,000													PDE/EMO Study
4171321	WIDEN TPK FROM GLADES TO ATLANTIC AVE (MP76.4-81.6) (6 TO 10 LN) W/EL				2022		\$5,600										Add Lanes and Reconstruct
4233743	PD&E FOR WIDEN TPK FROM N OF SR60 TO KISSIMMEE PARK RD (MP 193-238.5)	2022		\$4,000													PDE/EMO Study
4336631	SAND LAKE RD / TPK INTERCHANGE (SR482/SR91) (MP 257)				2022		\$150					2022		\$73,624			Interchange (New)
4354611	WIDEN SAWGRASS- N OF ATLANTIC TO SR 7 (MP8-18)(6TO10 LNS) (W EXP LNS)				2022		\$1,100					2022		\$204,875			Add Lanes and Reconstruct
4355421	WIDEN HEFT- NW 106TH ST TO I-75 (MP34 TO MP39) 6TO10 LANES W/EXP LANES											2022		\$6,370			Add Lanes and Reconstruct
4357861	WIDEN TPK - MINNEOLA INTCHG TO US27 (MP279-289.3) (4TO8 LNS)				2022		\$2,700	2021		\$11,208	2022			\$271,029			Add Lanes and Reconstruct
4440061	PD&E WIDEN TPK(SR91) FROM S OF SAND LAKE RD TO S OF SR 408 (MP257-263)	2022		\$4,000													PDE/EMO Study
4443011	ADD ONE LANE TO NB OFF RAMP AT SAMPLE RD / TPK INTCHNG, (SR 91, MP 69)				2022		\$25					2022		\$1,260			Interchange - Add Lanes
4443291	I-4 AUX LANES FROM CR 532 TO SR 429											2022		\$22,677			Add Auxiliary Lane(s)
4061434	WIDEN TURN LANE FROM SR704 WB ONTO THE ON-RAMP FOR TPK (SR91), 1TO2LNS				2023		\$85	2022		\$5,467	2023			\$1,968			Add Turn Lane(s)
4061435	WIDEN TPK(SR91) WPB SERVICE PLAZA TO OKEECHOBEE BLVD (4TO8LNS)W/EXP LN				2024		\$1,100				2023			\$340,729			Add Lanes and Reconstruct
4159271	WIDEN TPK(SR91) FROM SAWGRASS TO PALM BEACH C/L (MP71-73)(6-8 LN) W/EL				2025		\$3,975	2025		\$7,575	2023			\$1			Add Lanes and Reconstruct
4372111	HEFT & SURFACE STREET IMPROVEMENTS FROM HAINLIN MILLS TO US 1(MP11-12)											2023		\$25,186			Interchange Just/Mod
4372241	WIDEN SAWGRASS XWAY, SR7 TO POWERLINE RD (MP18-21) (6 TO 10 LNS) W/EL				2023		\$31,807	2023		\$29,776							Add Lanes and Reconstruct
4427641	SUNCOAST II (SR589) - SR 44 TO CR 486				2022		\$260	2021		\$10,358	2023			\$81,405			New Road Construction
4462231	ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 47-51				2021		\$450					2023		\$57,381			Add Auxiliary Lane(s)
4462241	ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 51-54				2021		\$450					2023		\$50,535			Add Auxiliary Lane(s)
4060951	WIDEN TPK(SR91) - HEFT(SR821) TO N OF JOHNSON ST(MP47-51)(6-10) W/EXP				2024		\$2,450										Add Lanes and Reconstruct
4060991	HOLLYWOOD BLVD / TPK (SR820 / SR91) INTCHG MODIFICATION (MP 49)											2024		\$11			INTERCHANGE (MODIFY)
4061436	WIDEN TPK(SR91) OKEECHOBEE BLVD TO SR 710 (4TO8 LNS) W/EXP LNS				2024		\$10,950					2024		\$132,973			Add Lanes and Reconstruct
4159274	TPK (SR 91) AUX LANES FROM SAWGRASS XWAY TO PALM BEACH C/L (MP 71-73)				2021		\$2,687					2024		\$33,591			Add Auxiliary Lane(s)
4182145	TPK (SR 91) AUX LANES FROM SAWGRASS PBC TO GLADES RD (MP 73-75)				2021		\$2,687					2024		\$36,651			Add Auxiliary Lane(s)
4361941	WIDEN TPK, US192/441 TO OSCEOLA PKWY (MP242-248.93) 4TO8LNS + EXP LNS				2021		\$2,600	2021		\$2,856	2024			\$262,814			Add Lanes and Reconstruct
4371551	WIDEN SAWGRASS- S OF SUNRISE TO S OF ATLANTIC(MP0.5-6.6)(6-10LNS)W/EXP				2024		\$2,300	2021		\$27,276	2024			\$301,137			Add Lanes and Reconstruct
4395452	WIDEN HEFT(SR821) US-1/SOUTH OF PALM DR TO CAMPBELL DR(MP0-2)(4-6LNS)				2023		\$7,252					2024		\$22			Add Lanes and Reconstruct
4412242	KISSIMMEE PARK ROAD INTERCHANGE IMPROVEMENTS (MP 240)				2024		\$970	2021		\$9,924	2024			\$90,744			INTERCHANGE (MODIFY)
4060954	WIDEN TPK(SR91) FROM N OF JOHNSON ST TO GRIFFIN RD(MP51-53)(6-10)W/EXP				2025		\$2,500					2025		\$11			Add Lanes and Reconstruct
4157481	WIDEN TPK FROM SR710 (MP 106.1) TO MP 117 (4 TO 8 LNS)				2024		\$1,651	2024		\$5,584	2025			\$5,271			Add Lanes and Reconstruct
4175451	WIDEN SEMINOLE XWAY FROM ALOMA AVE TO SR 434 (MP 38 - 44) (4TO8 LANES)				2025		\$4,452	2023		\$838	2025			\$169,192			Add Lanes and Reconstruct

LEGEND

Tentative Work Program

FY 2020/2021 thru 2024/2025
As of 11/01/2019

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.

Turnpike Enterprise
First Five Years Plan
Tentative Work Program

ITEMSECT	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	
4182141	WIDEN TPK-PALM BEACH C/L TO GLADES RD (MP73-75) (6-10 LNS) W/EL				2025		\$11,125	2025		\$50,900	2025		\$10,511				Add Lanes and Reconstruct
4233735	WIDEN SPUR(SR91), GOLDEN GLADES TP TO BROWARD CNTY (MP0.4-3.3)(6TO8LN)				2023		\$50				2025		\$80,024				Add Lanes and Reconstruct
4371691	WIDEN TURNPIKE MAINLINE ATLANTIC TO BOYNTON(MP81.6-86)(6TO10 LNS) W/EL				2022		\$3,100	2025		\$28,558							Add Lanes and Reconstruct
4408973	CENTRAL POLK PARKWAY - FROM US 17 (SR 35) TO SR 60				2024		\$9,957	2024		\$13,533	2025		\$112,192				New Road Construction
4412243	WIDEN TPK - KISSIMMEE PARK RD TO US 192 (MP 238.5-242.5) (4TO8)										2025		\$11				Add Lanes and Reconstruct

LEGEND
Tentative Work Program

 FY 2020/2021 thru 2024/2025
 As of 11/01/2019

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NOTES

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- (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.



Statewide Improvement

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																		
4181951	STATEWIDE ATIS				2025		\$13,091										ITS Information System	MLD
Rail																		
4167864	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS													2025	\$15,981		FUNDING ACTION	MLD
Seaport																		
4167865	STRATEGIC SEAPORT INVESTMENTS - SIS													2025	\$22,623		FUNDING ACTION	MLD

LEGEND

Tentative Work Program
 FY 2020/2021 thru 2024/2025
 As of 11/01/2019

PD&E = Project Development & Environment
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 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.

APPENDIX C

Project Changes after District Public Hearings

FLORIDA DEPARTMENT OF TRANSPORTATION - OFFICE OF WORK PROGRAM
PROJECT CHANGES AFTER PUBLIC HEARINGS
Tentative Work Program FY 2021 - FY 2025

District	Item Number	Description	Action
1	441950-1	SR 31 FROM CR 74 TO CR 74	Added Phase 43 in FY2021 for the purchase of Right-of-Way \$400,000
1	444807-2	US 41 FROM 10TH AVE TO MANATEE AVE E	Added Phase 52 in FY2023 for construction of Traffic Ops Improvements \$2,937,567
1	444807-3	US 41 BUSINESS FROM 4TH AVE W TO 6TH AVE W	Added Phase 52 in FY2023 for construction of Traffic Ops Improvements \$1,070,762
1	444807-4	3RD ST W FROM 9TH AVE TO MANATEE AVE	Added Phase 52 in FY2023 for construction of Traffic Ops Improvements \$1,779,372
1	446954-1	SR 684 (CORTEZ RD W) FROM 26TH ST W TO 14TH ST W	Added Phase 52 in FY2021 for construction of Safety Speed Management Pilot Program \$2,840,550
1	419344-4	SR 710 FROM E OF L-63 CANAL TO SHERMAN WOOD RANCHES	Deferred Phase 43 in FY2025 & FY 2026 for Right-of-Way to FY3031 & FY3032 per District Management decision \$5,431,199
1	417878-5	SR 29 FROM COLLIER C/L TO CR 832 (KERI RD)	Deferred Phase 43 in FY2025 for Right-of-Way to FY2027 per District Management decision \$678,699
2	434396-1	SR24 @ SW 23rd Terrace	Phase 52 was in Year 3 at District public hearing but was subsequently moved-out of the five years.
3	217910-3	SR 75 (US 231) FROM SOUTH OF PIPE LINE RD TO NORTH OF PENNY ROAD	R/W deleted FY 23, 24, & 25, and split out onto 217910-8
3	217910-4	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD	R/W deleted FY 21, 22, & 23, and split out onto 217910-7 in FY 21, 22, 23, & parital R/W deferred to 24 per unavailable SIS funding
3	217910-7	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET	R/W added in FY 21, 22, 23, & 24. Split off from 217910-4
3	217910-8	SR 75 (US 231) FROM SR 368 23RD STREET TO SOUTH OF PIPE LINE ROAD	R/W added in FY 23, 24, & 25. Split off from 217910-3 (CO moved out funding in FY 25 to FY 26 11-20-19)
3	220635-6	SR 20 FROM WASHINGTON COUNTY LINE TO SR 75 (US 231)	PD&E deferred from FY 21 to FY 22 due to federal rescission and freight program constraints
3	442483-2	BAY PARKWAY PHASE II	A8 phase added in FY 22 & 23 for payback phase with phase 54 moved out of 5 year program to FY 20
3	222476-1	SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE	Construction deferred from FY 23 to FY 24 per unavailable SIS funding
3	437905-2	SR 8 (I-10) FROM E OF EB WEIGH STATION TO E OF SR 10 (US 90A) 9MI ROAD	Design deferred from FY 22 to FY 25 due to federal rescission and freight program constraints
3	416047-7	APALACHICOLA REGIONAL AIRPORT STORMWATER AND DRAINAGE IMPROVEMENTS	Capital Grant funding added in FY 22 per V.Strickland. Funds from 425613-5
3	425613-5	APALACHICOLA REGIONAL AIRPORT CLEVE RANDOLPH FIELD REHAB RUNWAY	Capital Grant funding deleted in FY 22 per V.Strickland & moved to 416047-7
3	433590-2	SR 79 WAUKESHA ST FROM NORTH OF SR 8 (1-10) TO SR 10 (US 90)	R/W moved out from FY 25 per unavailable SIS funding
3	222593-6	SR 8 (I-10) EB FROM SR 155 TO INTERCHANGE AT SR 61 & SR 261 (US 319)	Construction moved out from FY 25 per unavailable SIS funding
3	415782-9	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE	Construction advanced from FY 22 to FY 21 per available SIS funding
3	439739-1	SR 63 (US 27) FROM GADSDEN COUNTY LINE TO SR 263 CAPITAL CIRCLE	Construction JPA added to FY 21 for installation of highway lighting through Talquin Electric Coop

District	Item Number	Description	Action
3	444999-1	NORTHEAST GATEWAY - WELAUNEE BLVD PH I	Design phase 38 dropped, split out to phase 34, & advanced from FY 23 to FY 21 with A8 payback phase added to FY 23 per agreement with BP2000
3	438119-1	ANTIOCH ELEMENTARY SCHOOL SIDEWALKS	Construction deleted from FY 21 per Okaloosa Co BCC request due to sidewalk inclusion under design of Crestview Bypass & I-10 Interchange
3	438139-2	PJ ADAMS/ANTIOCH ROAD - CRESTVIEW SOUTH WESTERN BYPASS	Design deleted from FY 23 per D.Castells & Okaloosa County as funding for design was no longer needed for this project
3	220635-7	SR 20 FROM KING ROAD TO CR 3280 BLACK CREEK BLVD	Design deferred from FY 22 to FY 24 due to federal rescission and freight program constraints
3	414132-6	SR 30 (US 98) FROM CR 457 MACK BAYOU ROAD TO EAST OF CR 30A WEST	Construction advanced from FY 23 to FY 21 per available SIS funding
3	443673-1	SR 83/SR 187 (US 331) & SR 10 (US 90) INTERSECTION MODIFICATIONS	Construction deferred from FY 23 to FY 24 per unavailable SIS funding
3	217909-6	SR 77 FROM NORTH OF ROGERS ROAD TO SOUTH OF CANE MILL ROAD	Construction deferred from FY 22 to FY 24 per unavailable SIS funding
4	413257-1-52	SR-9/I-95 @ HYPOLUXO ROAD	Moved-Out
4	435803-1-52	SR-9/I-95 @ NORTHLAKE BOULEVARD INTERCHANGE	Moved-Out
5	433204-2	CARROLL STREET FROM WEST OF LEHIGH AVENUE TO EAST OF SAMPLE STREET	Added Phase 48 in FY2021 to reflect updated project limits. Funding was previously programmed on 433204-1-48-01- \$2,115,193
5	441135-1	SR 19 FROM CR 452 TO GOLDEN GEM DR, SOUTH OF UMATILLA	Added Phase 58 in FY2021 for lighting agreement with Duke Energy- \$475,000
5	444236-2	DERBYSHIRE SIDEWALKS PHASE II	Added Phase 58 in FY2021 for construction of sidewalks per request from River to Sea TPO- \$642,705
5	445082-1	ROADWAY WEATHER INFORMATION SYSTEM PHASE ONE	Added Phase 52 in FY2021 for construction of roadway weather information system- \$1,052,237
5	443204-1	CARROLL STREET FROM E OF JOHN YOUNG PKWY TO MICHIGAN AVE	Deleted Phase 48 in FY2021 and moved funding to 433204-2-48-01 to reflect updated project limits- \$2,115,193
5	446287-1	SR 5/US 1 HARBOR CITY BLVD FROM W.H. JACKSON ST. TO CRANE CREEK BRIDGE	Deleted Phase 58 in FY2022 to remove landscaping project per request from the City of Melbourne- \$46,359
6	429186-4	SR 817/NW 27 AVENUE @ NW 207 STREET	Phase 52 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deferred to Year 2 to align with a revised Production Schedule.
6	430817-5	SR 7/NW 7 AVENUE FROM LITTLE RIVER DRIVE TO S OF NW 118 STREET	Phase 52 was not in the Tentative at the Monroe County Public Hearing and was subsequently added to Year 2.
6	435501-5	DTPW - UNDERLINE PHASE 6	Phase 58 was in Year 4 at the Miami-Dade County Public Hearing and was subsequently deleted at the request of Local Government (Miami-Dade TPO)
6	435760-2	SR 826/PALMETTO EXPY FROM N.OF CANAL C-8 BRDG(162ST) TO E.OF NW 67 AVE	Phase 43 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deleted because the Department was unable to reach an agreement with Florida Gas Transmission (FGT) to relocate their existing utility lines along the corridor.
6	435760-3	SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE	Phase 43 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deleted because the Department was unable to reach an agreement with Florida Gas Transmission (FGT) to relocate their existing utility lines along the corridor.

District	Item Number	Description	Action
6	435760-4	SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE	Phase 43 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deleted because the Department was unable to reach an agreement with Florida Gas Transmission (FGT) to relocate their existing utility lines along the corridor.
6	435760-5	SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE	Phase 43 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deleted because the Department was unable to reach an agreement with Florida Gas Transmission (FGT) to relocate their existing utility lines along the corridor.
6	435760-6	SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE	Phase 43 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deleted because the Department was unable to reach an agreement with Florida Gas Transmission (FGT) to relocate their existing utility lines along the corridor.
6	439984-1	SR 5/US-1 AT SW 136TH STREET	Phase 52 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deleted; The phase was substituted for a phase 58 and can be found under item 439984-2
6	443007-1	HURRICANE IRMA PERMNT-US1/OVRSEAS HWY, TRAIL @ LITTLE TORCH KEY MM28	Phase 58 was in Year 1 of the Tentative at the Monroe County Public Hearing and was subsequently deleted; The scope was absorbed by existing item 443212-1.
6	443857-1	SR 976/SW 40 STREET AT SR 826/PALMETTO SOUTHBOUND OFF RAMP	Phase 52 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deleted; The project scope was transferred to existing item 432639-1.
6	444636-1	SR 5/US 1 AT NORTHEAST 123RD STREET	Phase 52 was in Year 3 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deferred to Year 4 due to a change in the Production/ROW Schedule
6	446480-1	SR 826, SR 934 & I-75 WRONG WAY DRIVING COUNTER MEASURES	Phase 52 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deleted; The scope was absorbed by item 446947-1
6	446482-1	I-95 OFF RAMPS/I-395/I-195/SR 856/SR 826 @ VARIOUS LOCATIONS	Phase 52 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deleted; The scope was absorbed by item 446947-1
6	446605-3	DISTRICTWIDE PUSHBUTTON FOR TRAFFIC SIGNAL MAST ARM	Phase 52 was in Year 1 of the Tentative at the Miami-Dade County Public Hearing and was subsequently deleted; The scope was absorbed by existing item 446605-1
6	446901-1	US 1/OVRSEAS HWY FROM N OF COW KEY BRIDGE TO S OF SHARK CHANNEL BRIDGE	Phase 52 was not in the Tentative at the Monroe County Public Hearing and was subsequently added to Year 1.
6	446947-1	WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS	Phase 52 was not in the Tentative at the Monroe County Public Hearing and was subsequently added to Year 1 as a project combination of items: 446480-1 & 446482-1.
7	416735-1-52	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET	Construction moved out from 2025 to 2026
8	438551-1-52-01	PAINT BRIDGES - TPK MAINLINE OVER RIM DITCH (MP142.2) (940049,940082)	Deferred. Phase 52 was in year 2 at district public hearing but was subsequently deferred to year 3
8	433663-2-52-01	EXPRESS LANE IMPLEMENTATION ON TPK (SR 91) FROM MP 249 TO MP 260	Moved-out. Phase 52 was in year 4 at district public hearing but was subsequently moved-out of the five years.
8	440295-1-52-01	RECONSTRUCT TPK MAINLINE IN LAKE COUNTY MP 289.3-297.9 SB ONLY	Deferred. Phase 52 was in year 2 at district public hearing but was subsequently deferred to year 3
8	440295-2-52-01	SAFETY IMPROVEMENTS TURNPIKE MAINLINE LAKE CNTY MP 289.3-297.7 SB	Deferred. Phase 52 was in year 2 at district public hearing but was subsequently deferred to year 3
8	441718-1-52-01	RECONSTRUCT TPK MAINLINE IN OSCEOLA CNTY (MP 227.0 - 235.0)	Deferred. Phase 52 was in year 2 at district public hearing but was subsequently deferred to year 3

District	Item Number	Description	Action
8	441718-2-52-01	SAFETY IMPROVEMENTS FOR TPK MAINLINE IN OSCEOLA CNTY (MP227-235)	Deferred. Phase 52 was in year 2 at district public hearing but was subsequently deferred to year 3
8	441719-1-52-01	RESURFACE TPK MAINLINE IN OSCEOLA CNTY (MP 198.5 - 207.0)	Deferred. Phase 52 was in year 2 at district public hearing but was subsequently deferred to year 3
8	441719-2-52-01	SAFETY IMPROVEMENTS FOR TPK MAINLINE IN OSCEOLA CNTY (MP198.5-207)	Deferred. Phase 52 was in year 2 at district public hearing but was subsequently deferred to year 3
8	437211-1-52-01	HEFT & SURFACE STREET IMPROVEMENTS FROM HAINLIN MILLS TO US 1 (MP11-12)	Deferred. Phase 52 was in year 2 at district public hearing but was subsequently deferred to year 3
8	443882-1-52-01	HEFT EXPRESS LANE IMPLEMENTATION AND BRIDGE DECK REHAB (MP4-20)	Deferred. Phase 52 was in year 2 at district public hearing but was subsequently deferred to year 3

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.