

# Review of the Florida Department of Transportation Tentative Work Program

Fiscal  
Years  
2021/22  
through  
2025/26



A Report by the Florida Transportation Commission

### **Cover Page Photo Description**

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#### **S.R. 60 (Courtney Campbell Causeway)**

This \$12.2 million design-build project consisted of constructing a 229-foot-long low-level bridge through the existing causeway. The structure can accommodate three eastbound lanes, two westbound lanes, full-width shoulders, a 16-foot-wide service road and continues the multi-use trail on the south side of the structure. This structure will allow flushing of seawater to Old Tampa Bay which will allow seagrass to flourish and restore prime habitats in Florida's largest open water estuary.

**Review of the  
Department of  
Transportation  
Tentative Work Program**

**Fiscal Years 2021-22  
Through 2025-26**

A Report by the  
Florida Transportation Commission

## Commission Members



**Ronald Howse**  
Chairman



**Jay Trumbull**  
Vice Chairman



**John Browning**



**Richard Burke**



**Julius Davis**



**David Genson**



**Teresa Sarnoff**



I-4 at CSX Railroad Bridge Replacement – District 1



Southwest 10<sup>th</sup> Street Connector – District 4

**FLORIDA TRANSPORTATION COMMISSION**

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



**Ron DeSantis**  
Governor

March 11, 2021

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

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

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

Dear Governor DeSantis, President Simpson and Speaker Sprowls:

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 2021/22 through FY 2025/26. The Secretary of the Department of Transportation, Chief of Staff, 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**  
605 Suwannee Street, MS-9, Tallahassee, FL 32399-0450  
Office (850) 414-4105 | Fax (850) 414-4234  
[www.ftc.state.fl.us](http://www.ftc.state.fl.us)

Governor DeSantis, President Simpson and Speaker Sprowls  
March 11, 2021  
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,



Ronald S. Howse  
Chairman

RH/rby

Enclosures

cc: Honorable Gayle Harrell, Chair, Senate Infrastructure and Security  
Honorable George Gainer, Chair, Senate Transportation, Tourism, and Economic Development  
Appropriations Subcommittee  
Honorable Kelli Stargel, Chair, Senate Appropriations Committee  
Honorable Brad Drake, Chair, House Tourism, Infrastructure & Energy Subcommittee  
Honorable Jayer Williamson, Chair, House Infrastructure & Tourism Appropriations Subcommittee  
Honorable Jay Trumbull, Jr., Chair, House Appropriations Committee  
Mr. Shane Strum, Chief of Staff, Executive Office of the Governor  
Mr. Kevin J. Thibault, P.E., Secretary, Florida Department of Transportation  
Ms. Stephanie Kopelousus, Director of Legislative Affairs, Executive Office of the Governor  
Mr. Chris Spencer, Director Office of Policy and Budget, Executive Office of the Governor  
Mr. James Christian, Florida Division Administrator, Federal Highway Administration



Cow Key – District 6



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US 98 / Trilby Road - District 7



Beachline West – Florida Turnpike

## 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 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



First Coast Expressway – District 2

## Executive Summary

On March 1, 2021, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for Fiscal Year 2021/22 through Fiscal Year 2025/26*. The Secretary of the Department of Transportation, Chief of Staff, 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 for the past five years, the Commission remains concerned about the long-term sustainability of the fuel tax as the primary source of transportation revenue. Prior to the impact of Covid-19, economic and population growth in Florida had returned to pre-recession levels which placed a great deal of stress on the state's transportation infrastructure. At the same time, vehicle fuel efficiency levels continued 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 these issues 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 \$46.2 billion over the five-year period, \$1.1 billion (or 2.4%) smaller than the previous one. Most of the funds, \$37.4 billion (or 81.0%) of the work program, are dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 682 new lane miles of roadway, resurface/reconstruct 13,044 lane miles of existing roadway, repair 240 bridges and replace 73 others. Approximately \$5.3 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 \$243.9 million and occurs in June 2023. The average *annual* low point cash balance during the first three years of the Tentative Work Program period is projected to be 2.7% of the forecasted average outstanding obligation of \$10.2 billion.

### **Policies/Issues Impacting the Tentative Work Program**

The \$46.2 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 23.8% 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. The FAST Act provided 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. Prior to the expiration of the 2015 federal law, the FAST Act was extended for an additional year, through September 30, 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 \$976.6 million 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 \$12.3 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 0.9% when compared to last year's stability, with 86.6% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. For the 229 project phases deferred, deleted, or moved out of the work program, 75 (or 32.8%) were due to revenue adjustment, 66 (28.8%) to external influences, 30 (13.1%) to district priority changes, 27 (11.8%) to production/RW schedule changes, 11 (4.8%) to Department priority changes, 6 (2.6%) to secondary projects, 5 (2.2%) to estimate increases, 1 (0.4%) to project combinations or substitutions, and the remaining 8 (3.5%) for other reasons.

### **Linkage of 5-Year Work Program with Long Range Goals**

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

The Department has met the four objectives that are measured directly through the work program that include resurfacing, bridges, maintenance, and the allocation of *new* discretionary capacity funding between Strategic Intermodal System (SIS) and non-SIS facilities. The remaining

objectives in the Performance Report not covered in this review are measured in other ways, such as through the Commission's annual FDOT Performance and Production Review.

### **Compliance with Approved Local Government Comprehensive Plans**

The Department of Economic Opportunity (DEO) reviews the Tentative Work Program for compliance with local government comprehensive plans and provides the Commission with a list of inconsistencies. DEO notified the Commission on February 8, 2021 that it had completed its review of the Tentative Work Program. Based on its review, DEO determined that all projects were found to be consistent with the local government comprehensive plans.

### **Compliance with Applicable Laws and Policies**

Florida Statutes direct the Commission to conduct this review for compliance with applicable laws and Departmental policies. As part of its effort to verify this compliance, Commission staff developed a series of 67 questions keyed to 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 Appendix A, as well as the charts and graphs in the body of this review and the SIS maps found at Appendix B, are based on the January 21, 2021 snapshot.)



US 41 at 10<sup>th</sup> & 14<sup>th</sup> Street (Roundabout) – District 1



Cervantes Street Safety Project – District 3



State Road 390 Widening – District 3



## 1. Overview of the Tentative Work Program for Fiscal Year 2021/22 Through 2025/26

*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 \$46.2 billion, approximately \$1.1 billion, or 2.4%, smaller than last year's Tentative Work Program.

The Tentative Work Program includes \$37.4 billion in the Product and Product Support program categories and will let contracts to:

- Construct 682 additional lane miles of roadway;
- Resurface/reconstruct 13,044 lane miles of existing roadway;
- Repair 240 bridges; and
- Replace 73 bridges.

The Tentative Work Program includes \$5.3 billion for Freight Logistics and Passenger Operations.

Illustrative statistics on the Tentative Work Program:

- Number of Active Fund Codes – 244
- Number of Projects – 6,915
- Number of Project Phases – 14,152

**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. Unless otherwise noted, funding levels in the charts and tables presented in Sections 1, 2 and 3, as well as the Department responses to the questions in Appendix A and other data throughout the review, are based on the January 21, 2021 “snapshot” of the Tentative Work Program.**

## 1a. Programs/Policies/Issues Impacting the Tentative Work Program

### Transportation Revenue Challenges

Fuel taxes are the primary revenue source for maintaining, preserving, and expanding our transportation infrastructure. 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. Reduced fuel consumption ultimately translates into less revenue for transportation infrastructure.

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 subsequent years, the transportation industry recognized a fundamental cultural shift in driving habits, that has been influenced, in part, by "disruptive" technologies and ride sharing companies.

Following the recovery from the economic downturn, the Florida economy continued to expand, and population grew at a rate of nearly 1,000 people per day. Consequently, vehicle miles travelled on the State Highway System continued to climb. However, fuel consumption in Florida has declined over the past several years but is projected to rebound and essentially plateau by 2024. Long term projections, through 2040, are for a loss in State Transportation Trust Fund revenue, primarily due to electric vehicle adoption.

Changes in federal regulations and the automobile manufacturing industry are also 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. The U.S. Department of Transportation and the U.S. Environmental Protection Agency jointly established a new federal rule in March 2020 that continues to increase the fuel economy requirements of all new passenger cars and light trucks sold in the United States. The rule requires automakers to improve fleet-wide fuel economy by approximately 1.5 percent every year; reaching a combined industry-wide fleet average of 40.4 miles per gallon by the 2026 model year.

Hybrid vehicles continue to comprise an ever-increasing share of the automobile market. Automobile manufacturers are rapidly moving toward alternatively fueled vehicles which do not rely on gasoline or diesel fuel. Motor fuel tax revenues are projected to decline because of the influx of hybrid and electric vehicles into the statewide fleet. It should be noted that the state of Florida is moving forward with plans to enhance Florida's electric vehicle charging infrastructure.

However, no factor has had so significant an impact on the Department's financing as the COVID-19 pandemic. The crisis has resulted in an unexpected reduction in projected transportation revenue of \$2.9 billion through FY 2025/26: \$1.1 billion in State funds, \$425 million in non-Turnpike toll facilities, \$1.1 billion in Turnpike revenue and \$258 million of Federal funds. The current fiscal year of 2020-21 suffered the greatest impact with a \$430.6 million reduction.

Since the beginning of the pandemic, the Department utilized extensive coordination with local municipalities and metropolitan planning organizations, as well as internal research, to

formulate a plan to address the projected loss of financing. Pandemic-related work program adjustments impacted 77 projects in the current fiscal year, 23 of which were deferred and 54 more deleted.

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 all of these factors 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 \$48.5 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 23.8% 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 provided 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. Prior to the expiration of the 2015 federal law, the FAST Act was extended for an additional year, through September 30, 2021.

### **2020 Legislative Actions**

**SB 7018** was signed into law by Governor DeSantis, effective July 1, 2020. The bill contained various provisions relating to essential state infrastructure, including provisions relating to emergency staging areas, utility permit application processing for use of county or municipal rights-of-way, development of a recommended plan for electric vehicle charging stations along the State Highway System, and use of agricultural land subject to a conservation easement for construction of a public or private linear facility and right of access.

Specifically, the bill:

- Authorized the Florida Department of Transportation (FDOT) to plan, design, and construct staging areas for emergency response on the turnpike system. These areas were for the staging of emergency supplies, equipment, and personnel to facilitate the prompt provision of emergency assistance to the public in response to a declared state of emergency;
- Directed the FDOT, in consultation with the Division of Emergency Management, to consider specified factors when selecting a proposed site; authorized the FDOT to acquire property necessary for such staging areas; and required the FDOT to give priority consideration to placement of such staging areas in counties with a population of 200,000 or less in which a multi-use corridor of regional significance is located;
- Granted the FDOT power to authorize other uses of a staging area and required that staging-area projects be included in the FDOT's work program;

- Provided that a permit application by a county or municipality to use the right-of-way on any public road for a utility must be processed and acted upon within the expedited time frames of the “Advanced Wireless Infrastructure Deployment Act,” s. 337.401(7)(d)7.,8., and 9., F.S.;
- Required the FDOT, in coordination with the Public Service Commission (PSC) and the Office of Energy within the Department of Agriculture and Consumer Services, and any other public or private entities as necessary or appropriate, to develop and recommend a master plan for the development of electric vehicle charging station infrastructure along the State Highway System. The bill set out legislative findings and sets up a division of the workload between the FDOT and the PSC of goals and objectives of the recommended plan based on area of expertise; and
- Authorized the FDOT, the PSC, and the Office of Energy to agree to explore other issues deemed necessary or appropriate for purposes of the required report and requires the recommended master plan to be developed and submitted to the Governor, the President of the Senate, and the Speaker of the House of Representatives by July 1, 2021. The plan must include recommendations for legislation and may include other recommendations as determined by the FDOT. The bill also required the FDOT, by December 1, 2020, to file a status report containing any preliminary recommendations, including recommendations for legislation to the Governor, the President of the Senate, and the Speaker of the House. This report was submitted as required.

**HB 5003** – Implementing bill of the 2020-2021 General Appropriations Act 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.

### **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 in addition 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 \$976.6 million in state, federal, local, and Turnpike funds for existing projects. Existing P3 projects being funded in this Tentative Work Program: I-595 Express; the Port of Miami Tunnel; the I-4 Ultimate Improvements project, and I-395/I-95 Projects (currently in procurement).

### **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 identify SIS facilities and a listing of SIS projects programmed in this Tentative Work Program are presented in Appendix B.



HEFT Widening – Florida Turnpike

## 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

(In billions)	Fiscal 2021 - 2025	Fiscal 2022 - 2026	Difference	Percentage Difference
<b>Product</b>	\$30.5	\$29.5	-\$1.0	-3.3%
<b>Product Support</b>	\$8.1	\$7.9	-\$197.5 M	-2.4%
<b>Operations &amp; Maintenance</b>	\$7.8	\$7.9	\$129.1 M	1.7%
<b>Administration / FCO</b>	\$920.5 M	\$863.1 M	-\$57.4 M	-6.2%
<b>Total</b>	\$47.3	\$46.2	-\$1.1	-2.4%

### Product

(In billions)	Fiscal 2021 - 2025	Fiscal 2022 - 2026	Difference	Percentage Difference
<b>Construction</b>	\$21.7	\$21.4	-\$371.3 M	-1.7%
<b>Right of Way</b>	\$2.1	\$1.7	-\$395.2 M	-18.5%
<b>Freight Logistics / Passenger Ops</b>	\$5.6	\$5.3	-\$338.2 M	-6.0%
<b>Other*</b>	\$991.9 M	\$1.1	\$96.3 M	9.7%
<b>Total</b>	\$30.5	\$29.5	-\$1.0	-3.3%

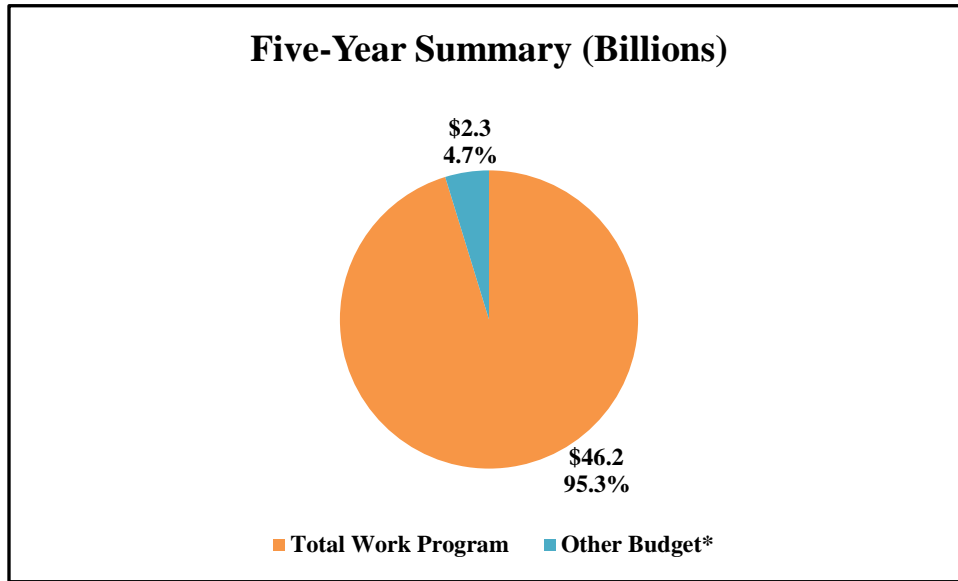
### Construction

(In billions)	Fiscal 2021 - 2025	Fiscal 2022 - 2026	Difference	Percentage Difference
<b>Capacity Improvements and Other Enhancements</b>	\$12.2	\$12.5	\$352.3 M	2.9%
<b>Resurfacing</b>	\$5.4	\$5.8	\$430.5 M	8.0%
<b>Bridge</b>	\$1.4	\$1.6	\$171.0 M	12.4%
<b>Safety</b>	\$586.2 M	\$509.3 M	-\$76.9 M	-13.1%
<b>Public Private Partnerships</b>	\$2.2	\$976.6 M	-\$1.2	-56.1%
<b>Total</b>	\$21.7	\$21.4	-\$371.3 M	-1.7%

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

**1c. Total Budget**  
**\$48.5 Billion**

The Tentative Work Program comprises nearly 95.3% of the Department’s total budget. The remainder consists of local government reimbursements and debt service related to various bond instruments.

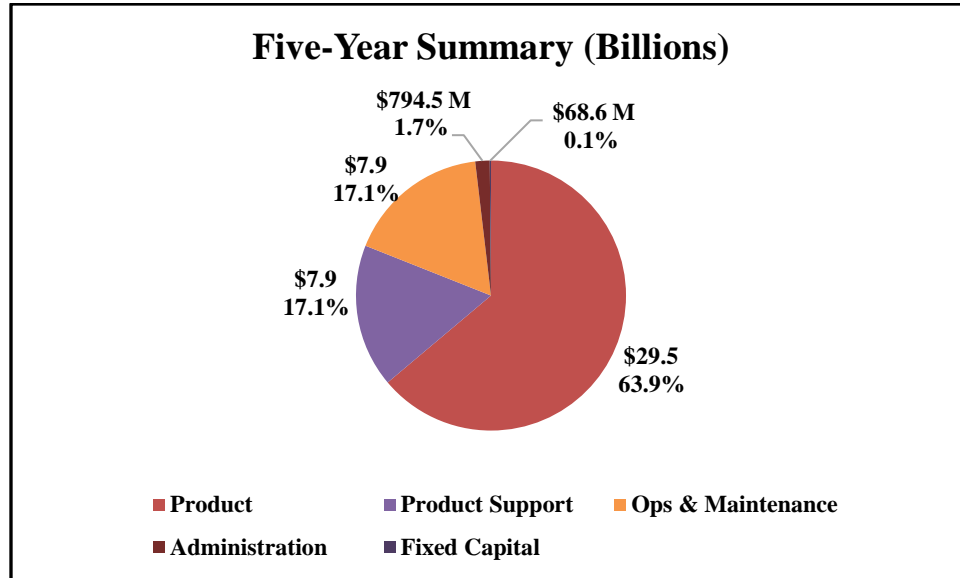


**By Fiscal Year**

(In billions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Total Work Program</b>	\$9.9	\$9.0	\$9.3	\$8.9	\$9.0	\$46.2
<b>Other Budget*</b>	\$385.7 M	\$450.0 M	\$511.1 M	\$471.2 M	\$482.9 M	\$2.3
<b>Total</b>	\$10.3	\$9.4	\$9.8	\$9.4	\$9.5	\$48.5

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  
\$46.2 Billion**

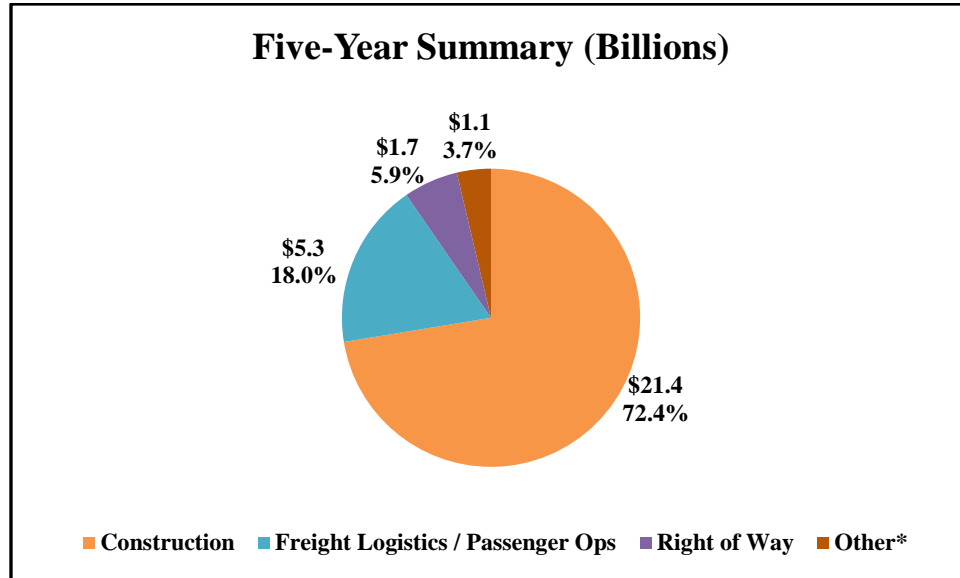


**By Fiscal Year**

(In billions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Product</b>	\$6.2	\$5.6	\$6.1	\$5.8	\$5.8	\$29.5
<b>Product Support</b>	\$2.0	\$1.7	\$1.5	\$1.4	\$1.5	\$7.9
<b>Operations &amp; Maintenance</b>	\$1.5	\$1.5	\$1.6	\$1.6	\$1.6	\$7.9
<b>Administration</b>	\$167.7 M	\$153.5 M	\$152.0 M	\$157.7 M	\$163.7 M	\$794.5 M
<b>Fixed Capital</b>	\$7.0 M	\$15.4 M	\$15.4 M	\$15.4 M	\$15.4 M	\$68.6 M
<b>Total</b>	\$9.9	\$9.0	\$9.3	\$8.9	\$9.0	\$46.2



**1e. Product**  
**\$29.5 Billion**

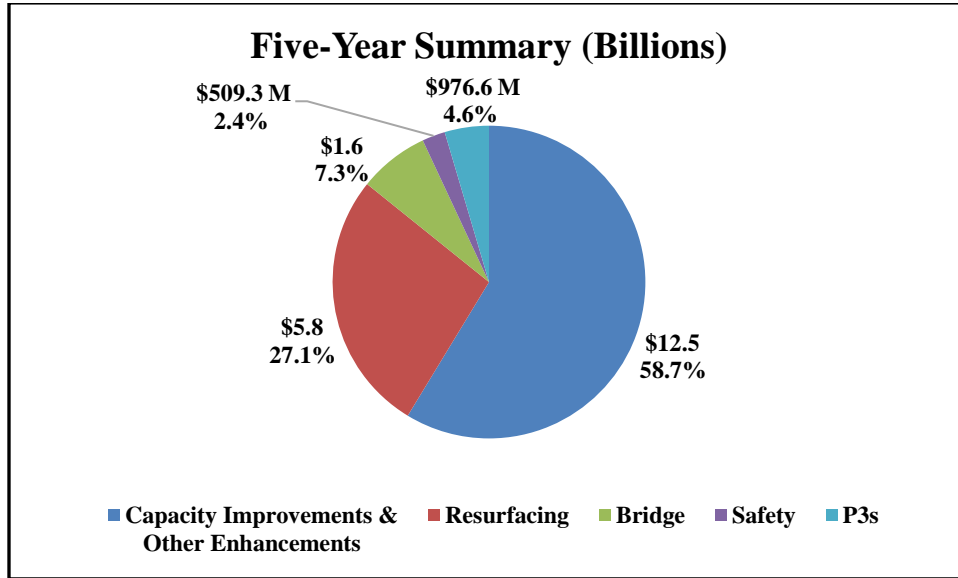


**By Fiscal Year**

(In billions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Construction</b>	\$4.1	\$4.0	\$4.5	\$4.4	\$4.3	\$21.4
<b>Freight Logistics / Passenger Ops</b>	\$1.3	\$990.2 M	\$1.0	\$950.8 M	\$1.1	\$5.3
<b>Right of Way</b>	\$591.7 M	\$387.6 M	\$352.7 M	\$173.1 M	\$239.3 M	\$1.7
<b>Other*</b>	\$221.5 M	\$201.9 M	\$213.0 M	\$230.9 M	\$220.8 M	\$1.1
<b>Total</b>	\$6.2	\$5.6	\$6.1	\$5.8	\$5.8	\$29.5

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  
\$21.4 Billion**

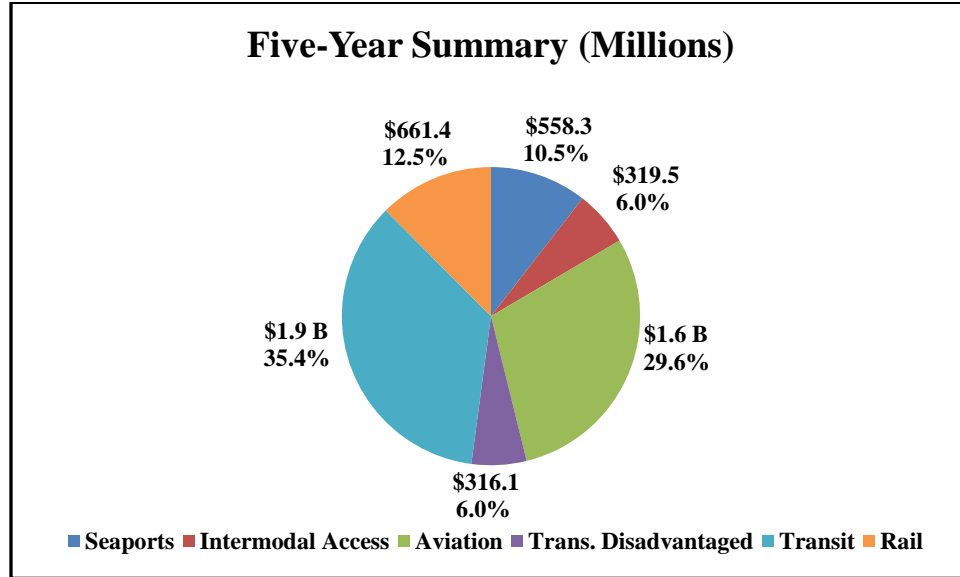


**By Fiscal Year**

(In billions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
Capacity Improvements and Enhancements	\$2.3	\$2.5	\$2.7	\$2.9	\$2.2	\$12.5
Resurfacing	\$1.0	\$1.2	\$1.2	\$1.1	\$1.2	\$5.8
Bridge	\$501.2 M	\$165.9 M	\$342.4 M	\$147.4 M	\$394.2 M	\$1.6
Safety	\$123.4 M	\$96.0 M	\$93.7 M	\$95.6 M	\$100.5 M	\$509.3 M
Public Private Partnerships	\$172.6 M	\$164.3 M	\$166.5 M	\$170.5 M	\$302.7 M	\$976.6 M
<b>Total</b>	<b>\$4.1</b>	<b>\$4.0</b>	<b>\$4.5</b>	<b>\$4.4</b>	<b>\$4.3</b>	<b>\$21.4</b>

The \$509.3 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.

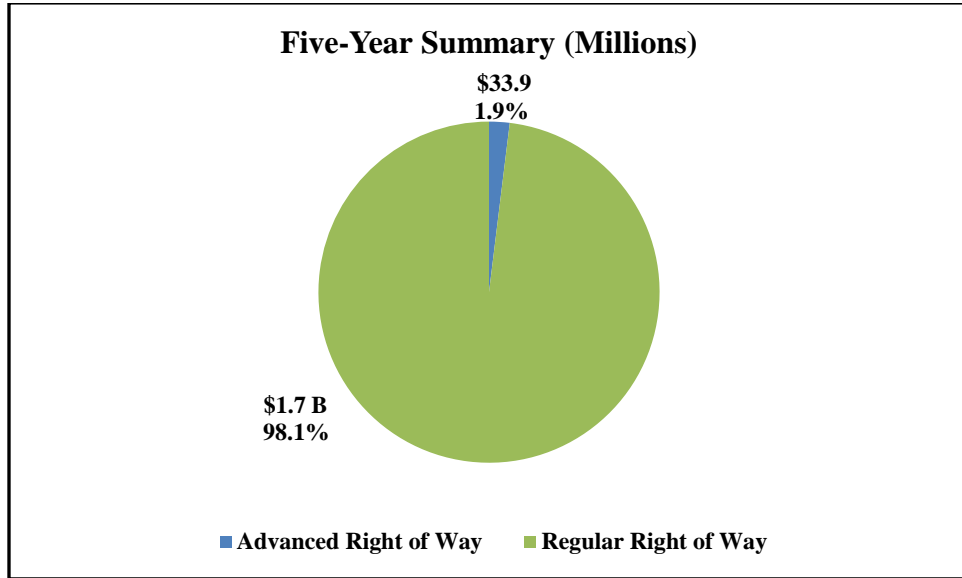
**1g. Product**  
**Freight Logistics and Passenger Operations**  
**\$5.3 Billion**



**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Seaports</b>	\$110.6	\$117.1	\$117.9	\$111.6	\$101.2	\$558.3
<b>Intermodal Access</b>	\$53.9	\$55.5	\$54.1	\$57.5	\$98.5	\$319.5
<b>Aviation</b>	\$325.9	\$295.7	\$351.0	\$284.3	\$314.9	\$1.6 B
<b>Transportation Disadvantaged Comm.</b>	\$64.4	\$62.9	\$62.9	\$62.9	\$62.9	\$316.1
<b>Transit</b>	\$547.6	\$334.9	\$317.3	\$337.4	\$343.6	\$1.9 B
<b>Rail</b>	\$170.1	\$124.1	\$136.8	\$97.2	\$133.3	\$661.4
<b>Total</b>	\$1.3 B	\$990.2	\$1.0 B	\$950.8	\$1.1 B	\$5.3 B

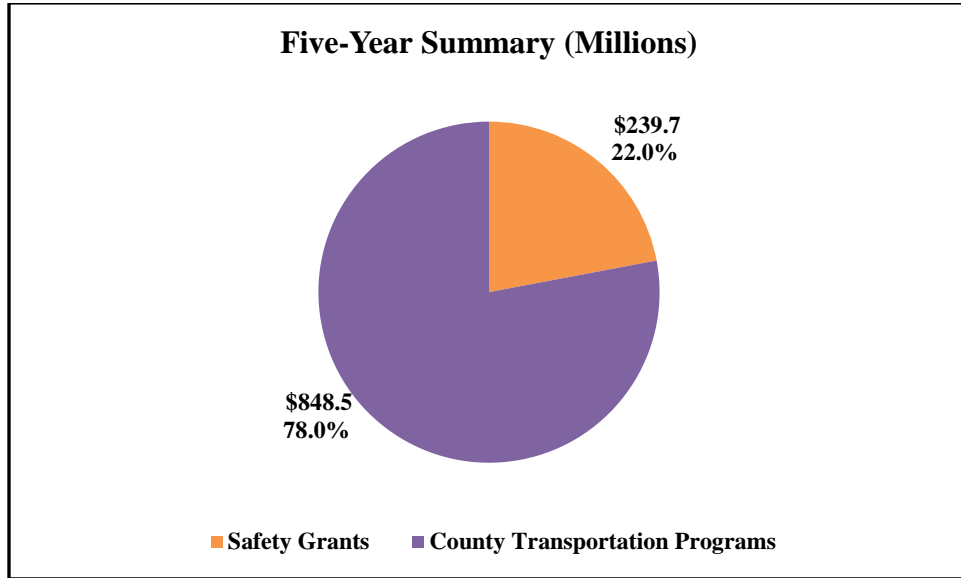
**1h. Product  
Right of Way  
\$1.7 Billion**



**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Advanced Right of Way</b>	\$20.1	\$0.5	\$9.5	\$1.1	\$2.8	\$33.9
<b>Regular Right of Way</b>	\$571.7	\$387.1	\$343.2	\$172.0	\$236.4	\$1.7 B
<b>Total</b>	\$591.7	\$387.6	\$352.7	\$173.1	\$239.3	\$1.7 B

**1i. Product  
Other  
\$1.1 Billion**

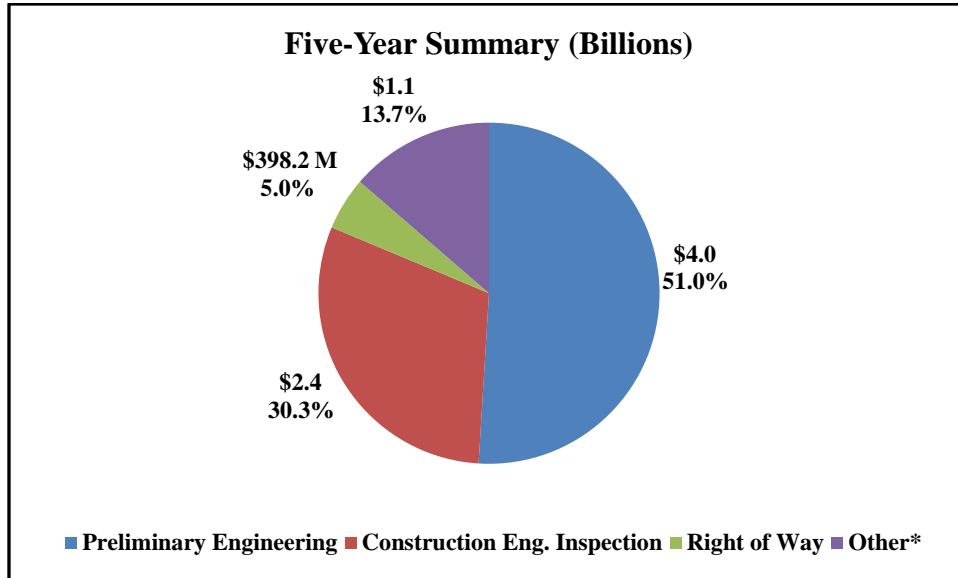


**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Safety Grants</b>	\$48.6	\$48.3	\$48.3	\$47.3	\$47.3	\$239.7
<b>County Trans. Programs</b>	\$172.9	\$153.6	\$164.8	\$183.7	\$173.5	\$848.5
<b>Total</b>	\$221.5	\$201.9	\$213.0	\$230.9	\$220.8	\$1.1 B

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

**1j. Product Support**  
**\$7.9 Billion**

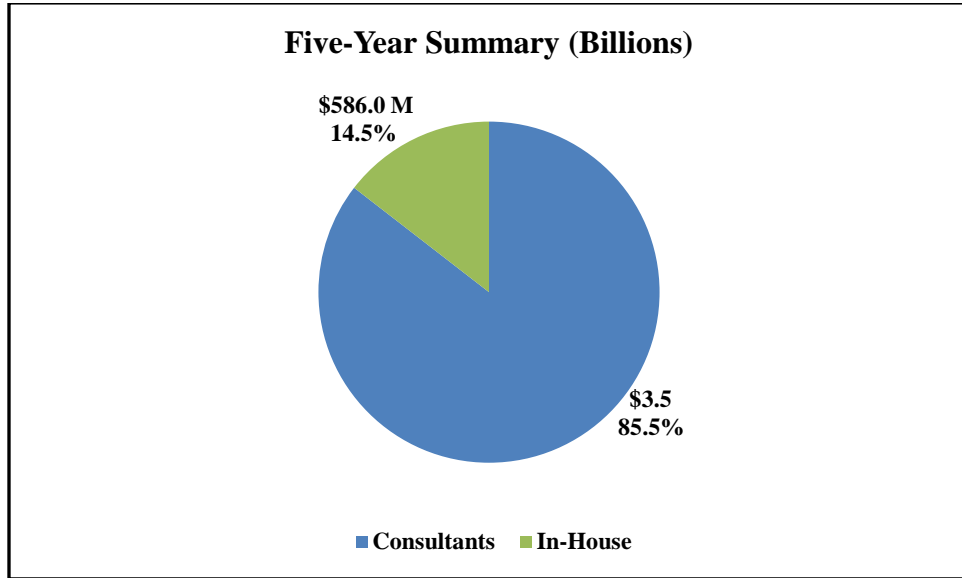


**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Preliminary Engineering</b>	\$1.0 B	\$875.3	\$684.4	\$705.5	\$737.2	\$4.0 B
<b>Construction Eng. Inspect</b>	\$567.6	\$471.1	\$505.8	\$406.5	\$451.6	\$2.4 B
<b>Right of Way Support</b>	\$117.0	\$91.9	\$69.2	\$60.2	\$59.8	\$398.2
<b>Other*</b>	\$258.9	\$230.8	\$194.3	\$194.4	\$203.5	\$1.1 B
<b>Total</b>	<b>\$2.0 B</b>	<b>\$1.7 B</b>	<b>\$1.5 B</b>	<b>\$1.4 B</b>	<b>\$1.5 B</b>	<b>\$7.9 B</b>

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

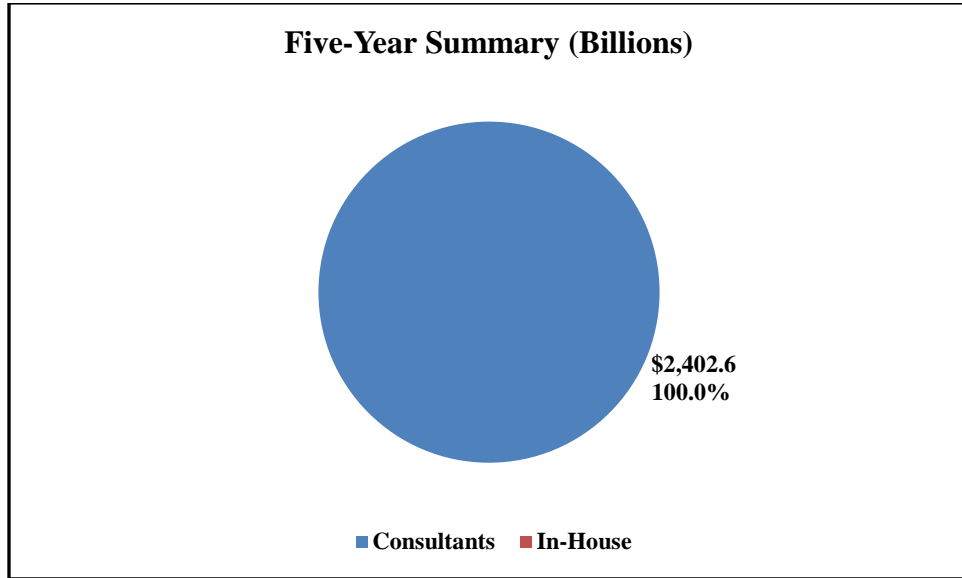
**1k. Product Support  
Preliminary Engineering  
\$4.0 Billion**



**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Consultants</b>	\$925.8	\$762.8	\$567.4	\$583.8	\$610.6	\$3.5 B
<b>In-House</b>	\$108.2	\$112.5	\$117.0	\$121.7	\$126.6	\$586.0
<b>Total</b>	\$1.0 B	\$875.3	\$684.4	\$705.5	\$737.2	\$4.0 B

**11. Product Support**  
**Construction Engineering Inspection**  
**\$2.4 Billion**

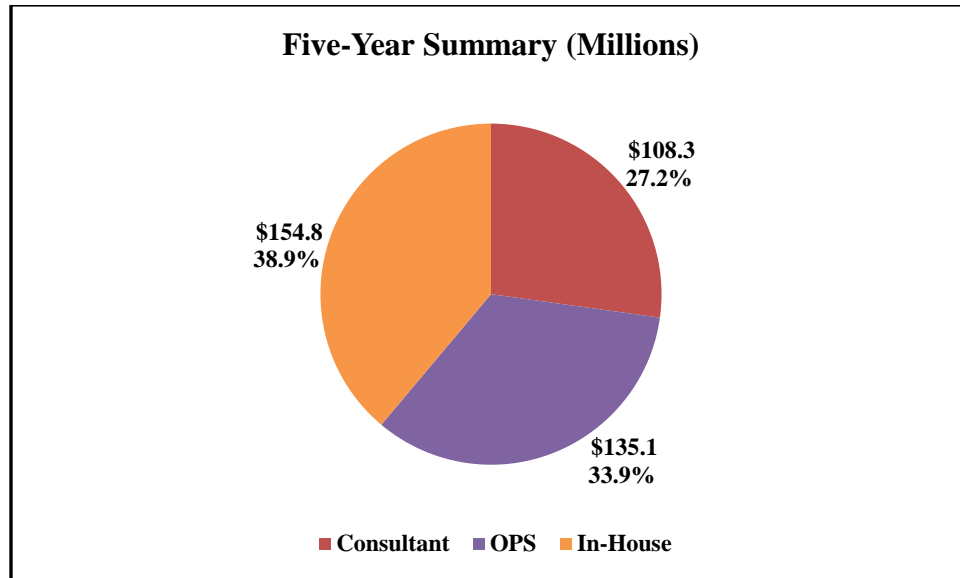


**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Consultants</b>	\$567.6	\$471.1	\$505.8	\$406.5	\$451.6	\$2.4 B
<b>In-House</b>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total</b>	\$567.6	\$471.1	\$505.8	\$406.5	\$451.6	\$2.4 B



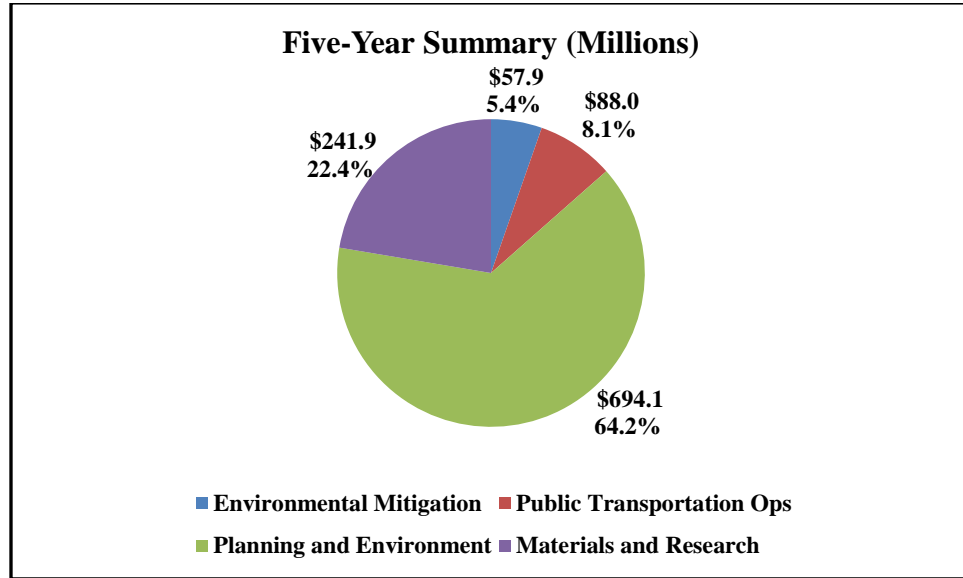
**1m. Product Support  
Right of Way Support  
\$398.2 Million**



**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Consultant</b>	\$39.0	\$29.7	\$15.5	\$13.3	\$10.8	\$108.3
<b>OPS</b>	\$49.4	\$32.5	\$22.8	\$14.8	\$15.6	\$135.1
<b>In-House</b>	\$28.6	\$29.7	\$30.9	\$32.2	\$33.4	\$154.8
<b>Total</b>	\$117.0	\$91.9	\$69.2	\$60.2	\$59.8	\$398.2

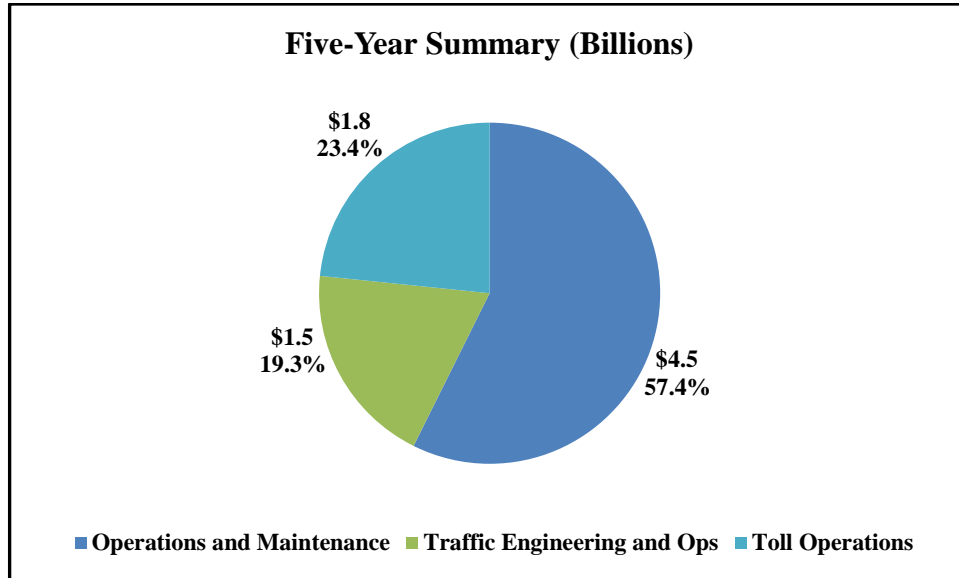
**1n. Product Support  
Other  
\$1.1 Billion**



**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Environmental Mitigation</b>	\$23.8	\$21.7	\$6.7	\$4.7	\$1.1	\$57.9
<b>Public Transportation Ops.</b>	\$16.3	\$16.9	\$17.6	\$18.3	\$19.0	\$88.0
<b>Planning &amp; Environment</b>	\$170.7	\$145.9	\$122.3	\$122.3	\$132.9	\$694.1
<b>Materials &amp; Research</b>	\$48.1	\$46.4	\$47.7	\$49.1	\$50.5	\$241.9
<b>Total</b>	\$258.9	\$230.8	\$194.3	\$194.4	\$203.5	\$1.1 B

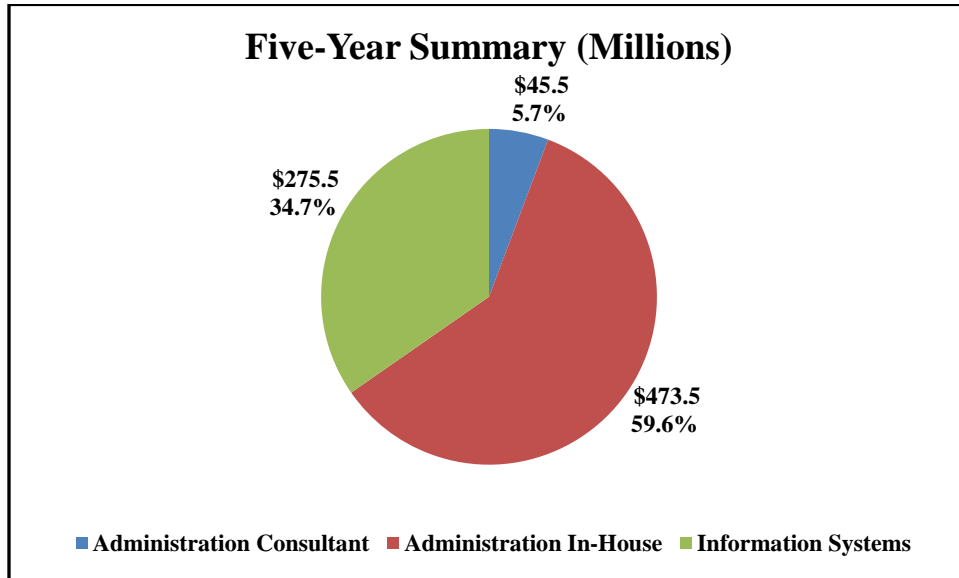
**1o. Operations & Maintenance  
\$7.9 Billion**



**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Operations &amp; Maintenance</b>	\$857.1	\$875.8	\$912.1	\$932.8	\$955.9	\$4.5 B
<b>Traffic Engineer and Ops.</b>	\$310.4	\$289.0	\$307.3	\$312.6	\$303.9	\$1.5 B
<b>Toll Operations</b>	\$372.3	\$363.7	\$369.6	\$366.6	\$375.7	\$1.8 B
<b>Total</b>	\$1.5 B	\$1.5 B	\$1.6 B	\$1.6 B	\$1.6 B	\$7.9 B

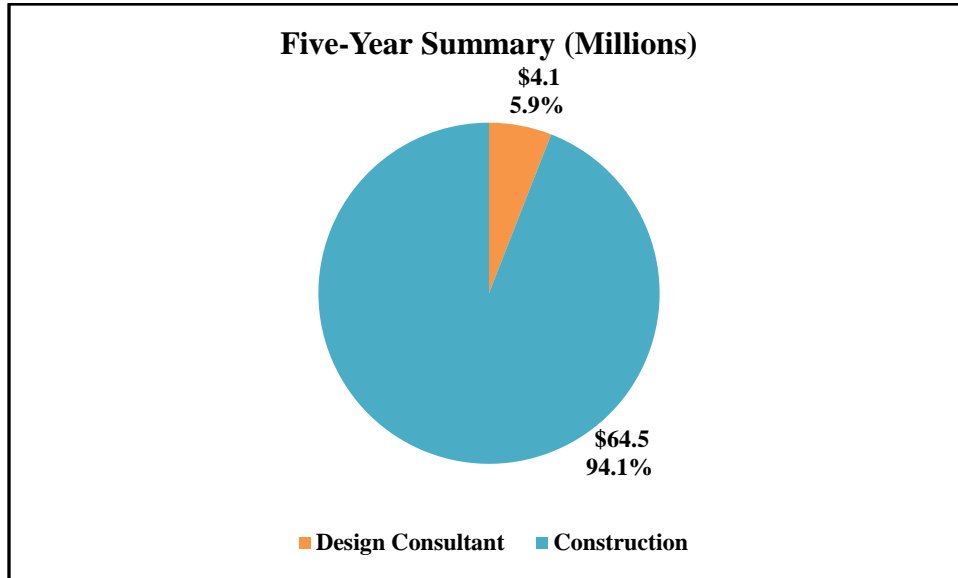
**1p. Administration**  
**\$794.5 Million**



**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
Administration Consultant	\$9.1	\$9.1	\$9.1	\$9.1	\$9.1	\$45.5
Administration In-House	\$87.4	\$90.9	\$94.6	\$98.3	\$102.3	\$473.5
Office Information Systems	\$71.1	\$53.5	\$48.3	\$50.3	\$52.3	\$275.5
<b>Total</b>	\$167.7	\$153.5	\$152.0	\$157.7	\$163.7	\$794.5

**1q. Fixed Capital Outlay**  
**\$68.6 Million**



**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Design Consultant</b>	\$0.7	\$0.4	\$0.9	\$0.4	\$1.8	\$4.1
<b>Construction</b>	\$6.3	\$15.1	\$14.5	\$15.1	\$13.6	\$64.5
<b>Total</b>	\$7.0	\$15.4	\$15.4	\$15.4	\$15.4	\$68.6

## 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 June of 2023) for the STTF is \$243.9 million, which complies with the statutory minimum. The average annual low point cash balance during the 36-month cash forecast period will be \$274.5 million, which is 2.7% of an estimated average outstanding obligation of \$10.2 billion.

The lowest end-of-fiscal year cash balance (in June of 2022) for the Turnpike General Reserve Fund is \$239.2 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, over \$3.6 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 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 most transportation funding, are based on the Revenue Estimating Conference Forecast of December 2020.

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. Currently, the Department is operating under a full year extension of the FAST Act through September 30, 2021 and will continue to assume a flat-line receipt of federal funding beginning fiscal year 2022 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 December 2020.

Fiscal 2021/22	Fiscal 2022/23	Fiscal 2023/24
\$423.5	\$436.5	\$450.4
(Millions)		

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

Fiscal 2021/22	Fiscal 2022/23	Fiscal 2023/24
\$192.3	\$209.0	\$219.5
(Millions)		

There are \$745 million of Grant Anticipation Revenue Vehicle (GARVEE) Bonds projected to be issued in fiscal years 2021/22 through 2025/26.

The total operation and maintenance projections through FY 2023/24 is \$424.9 million, which include the following facilities: Garcon Point Bridge, Mid-Bay Bridge, Alligator Alley, Sunshine Skyway, Pinellas Bayway, Wekiva, I-295 New Express, I-595 Express, I-75 Express (Palmetto & Broward), I-95 Express (Palm Beach, Broward and Miami-Dade) and I-4 Ultimate.

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:

Fiscal 2021/22	Fiscal 2022/23	Fiscal 2023/24
\$1.6	\$1.8	\$1.7
(Billions)		

There are currently two Federal-funded State Infrastructure Bank (SIB) projects with a total loan amount of \$100.7 million scheduled to be disbursed in FY 2021/22 through FY 2023/24. There are currently two State-funded SIB projects with a total loan amount of \$155.9 million scheduled to be disbursed in FY 2021/22 through FY 2023/24.

**Public Private Partnerships/SunRail:**

The Work Program period contains cash flows for major projects including SunRail and four existing Public-Private Partnerships (P3s). Combined, SunRail and P3 projects have projected expenditure payouts of \$854.8 million in fiscal year 2021/22, \$416.1 million in fiscal year 2022/23, and \$281.0 million in fiscal year 2023/24. 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. The facility was open to traffic August 2014 and completed in 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. 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.

**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.

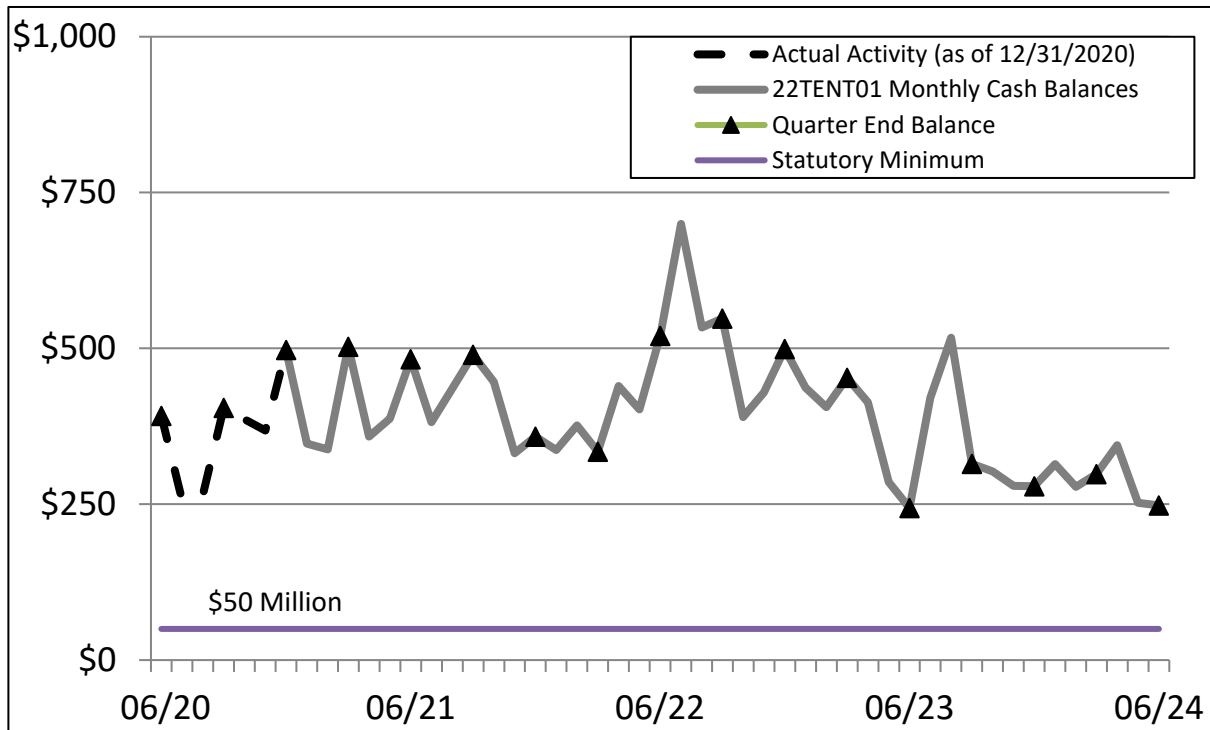


I-95 / LPGA Boulevard Interchange – District 5

## 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 \$243.9 million and occurs in June of 2023.



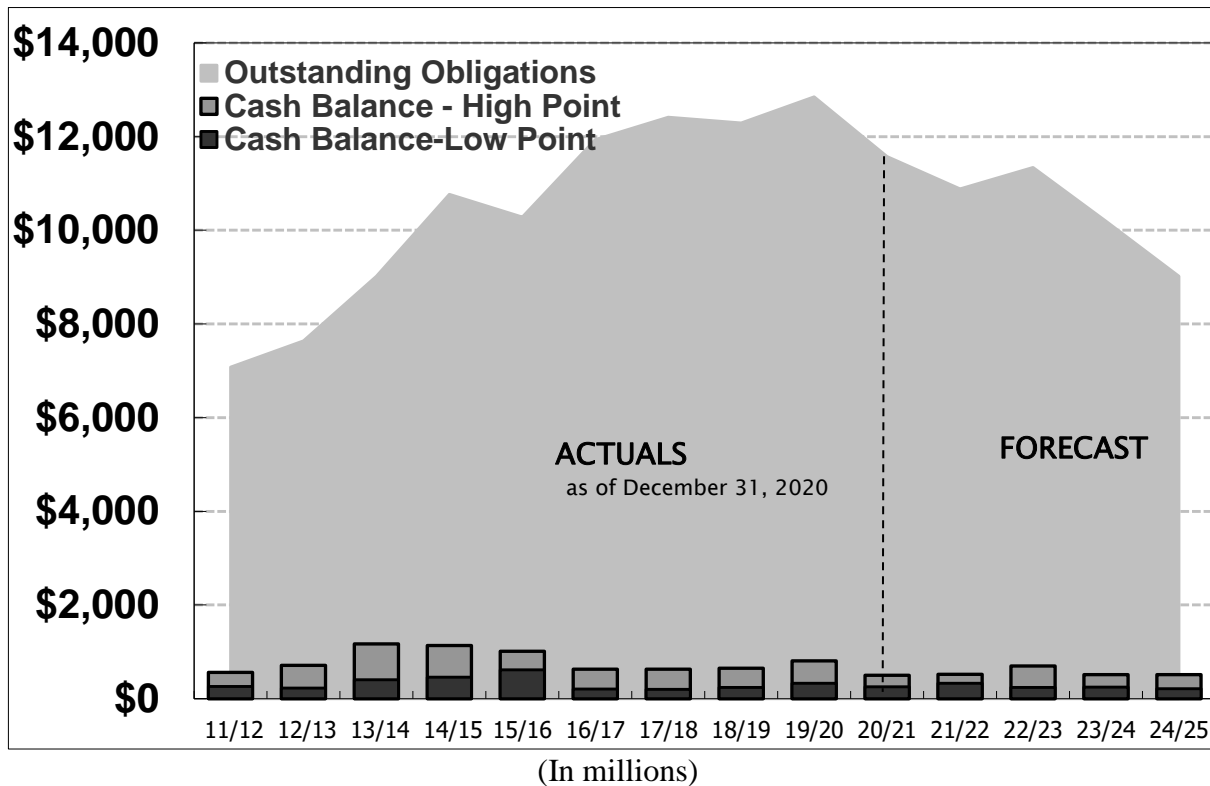
The forecast reflects a work program that has been leveraged to the maximum extent possible to take advantage of opportunities to make investments in the state’s infrastructure that will stimulate the creation of jobs. The balances also reflect the current transportation financing environment, including 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 2021/22 through FY2023/24, the average annual low point cash balance is projected to be \$274.5 million and the average annual outstanding obligation is projected to be \$10.2 billion. That is, cash “on hand” is projected to average 2.7% of outstanding obligation.



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 2.82 on a net basis over Fiscal Year 21/22 through 23/24. The net basis over the 3-year period is: 2.84, 2.82, and 2.79.

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 \$2.8 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 \$2.4 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 9) to SR 7 (MP 18) in Broward County, new road construction of SR 23 from east of CR 209 to I-95 as a project in partnership with FDOT District 2, widen Minneola interchange to O'Brien Road in Lake County, widen SR 91 from WPB service plaza to SR 710 in Palm Beach county.

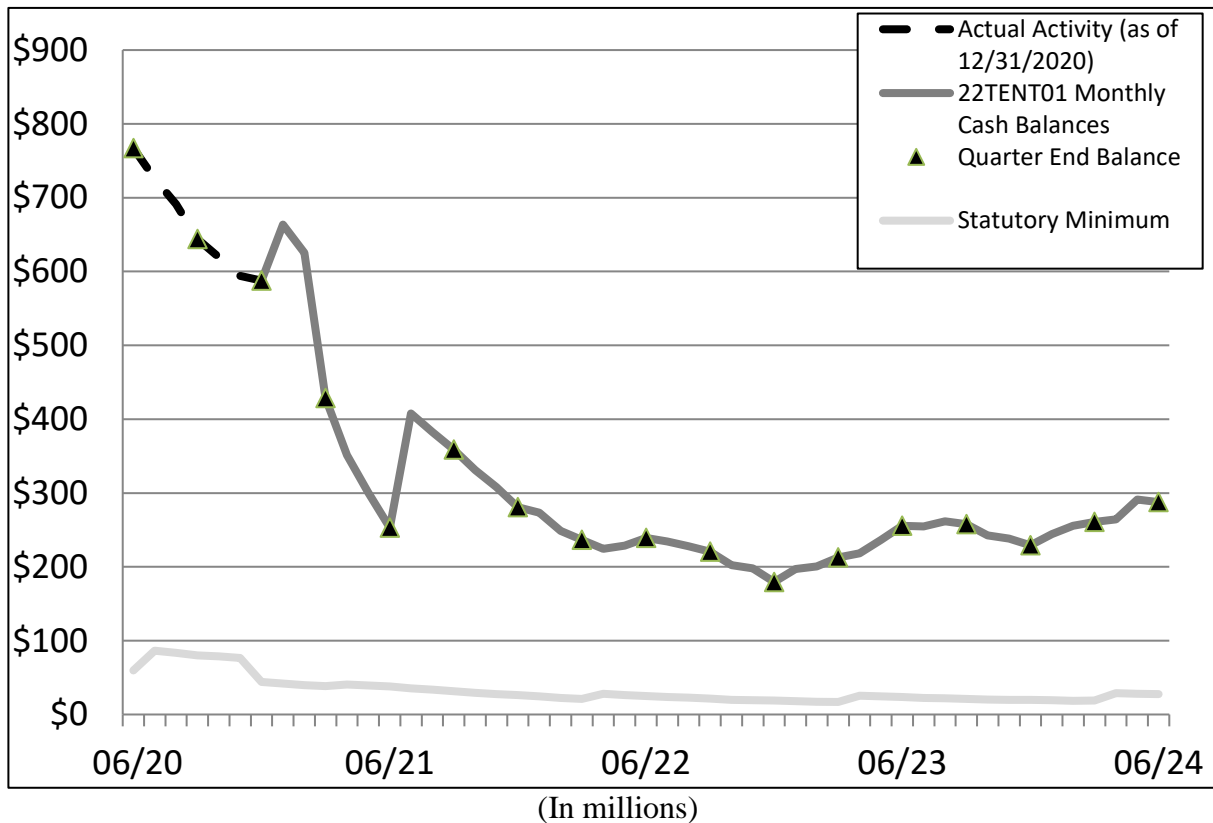


Northern Coin Conversion – Florida Turnpike

## 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 \$239.2 million and occurs in June of 2022. Five percent of unpaid Turnpike obligations at that time is estimated to be \$25.0 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. .

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

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

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

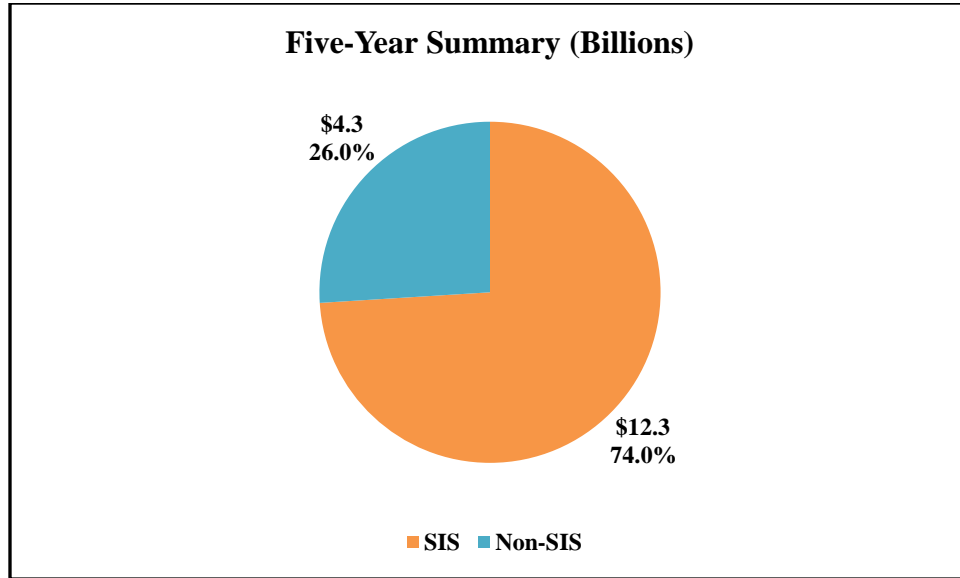
Section 339.135(4)(a)2, F.S., requires the Department to allocate at least 50 percent of any *new* discretionary highway capacity funds to the SIS. In addition, the Department has adopted an enhanced investment policy, reflecting the Legislature's designation of the SIS as the state's highest transportation capacity investment priority, which provides for the allocation of 75 percent of any *new* discretionary highway capacity funds to projects on the SIS and Emerging SIS facilities.

The Tentative Work Program has a total of \$16.6 billion programmed on the SIS for capacity improvements. Of this \$16.6 billion, \$11.3 billion (or 92.5%) is programmed for highway capacity improvements, \$531.4 million (or 4.3%) for aviation, \$251.4 million (or 2.1%) for seaports, \$93.8 million (or 0.8%) for rail, \$45.9 million (or 0.4%) for intermodal capacity improvements and \$2.5 million (or 0.0%) 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 in January 2010, which sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. In February 2016, the Department released the Strategic Intermodal System Policy Plan which identifies objectives and approaches to guide future SIS planning and investments. The SIS Policy Plan and implementation guidance provides directions for updating the SIS First 5 Year Plan, the SIS Second 5 Year Plan, the SIS Cost Feasible Plan, and the SIS Multimodal Unfunded Needs Plan.

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

**3a. The Florida Strategic Intermodal System Program (SIS)  
Total Capacity Improvements and Other Enhancements  
\$16.6 Billion**

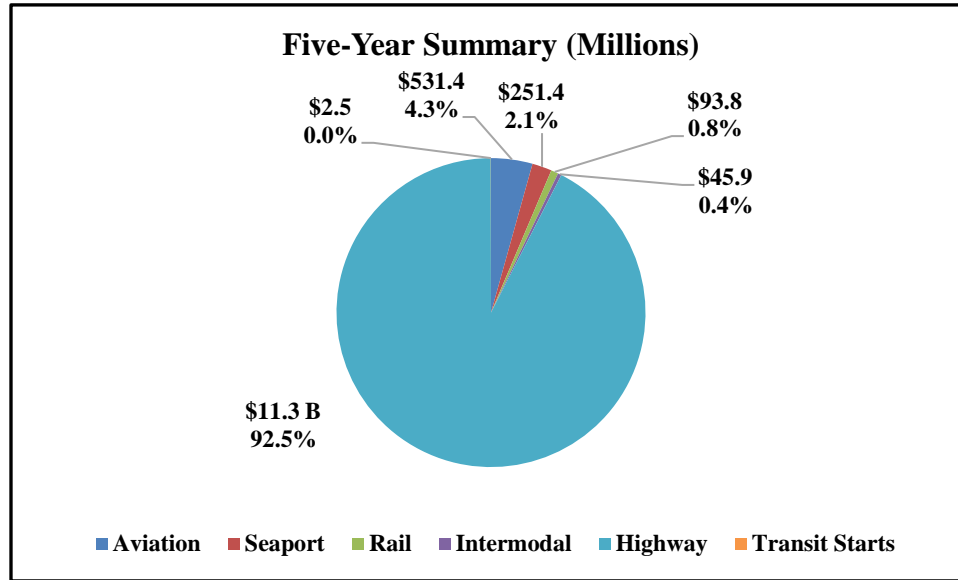


**By Fiscal Year**

(In billions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>SIS</b>	\$2.5	\$2.7	\$2.7	\$2.5	\$2.0	\$12.3
<b>Non-SIS</b>	\$1.0	\$609.5M	\$856.4M	\$873.0M	\$934.6M	\$4.3
<b>Total</b>	<b>\$3.5</b>	<b>\$3.3</b>	<b>\$3.5</b>	<b>\$3.3</b>	<b>\$2.9</b>	<b>\$16.6</b>



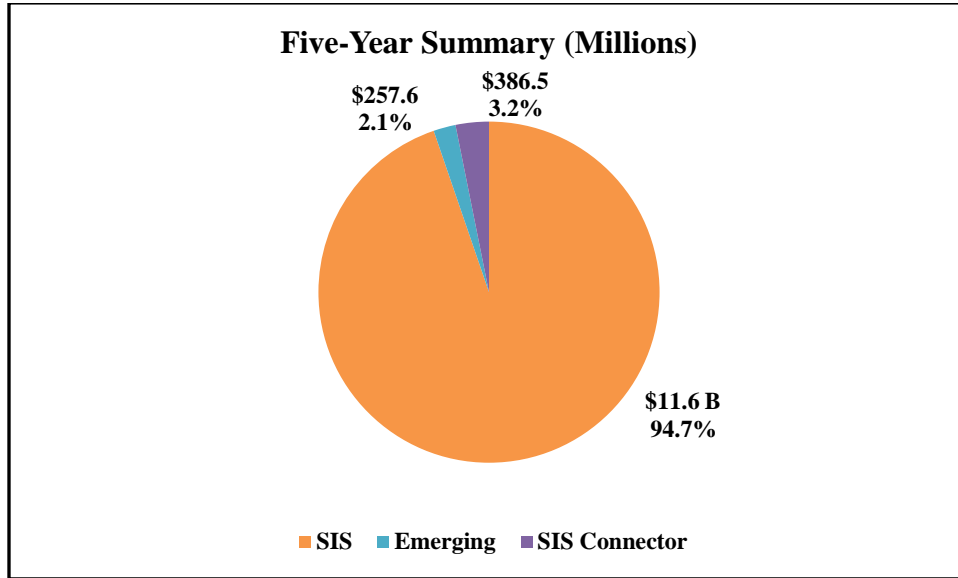
**3b. The Florida Strategic Intermodal System Program (SIS)  
SIS Capacity Improvements by Program Fund  
\$12.3 Billion**



**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Aviation</b>	\$123.1	\$113.9	\$155.7	\$66.3	\$72.4	\$531.4
<b>Seaport</b>	\$92.6	\$50.0	\$49.0	\$34.8	\$25.0	\$251.4
<b>Rail</b>	\$12.3	\$31.9	\$44.5	\$0.3	\$4.8	\$93.8
<b>Intermodal</b>	\$9.2	\$10.4	\$5.9	\$11.9	\$8.5	\$45.9
<b>Highway</b>	\$2.2 B	\$2.5 B	\$2.4 B	\$2.4 B	\$1.9 B	\$11.3 B
<b>Transit Starts</b>	\$2.5	\$0.0	\$0.0	\$0.0	\$0.0	\$2.5
<b>Total</b>	<b>\$2.5 B</b>	<b>\$2.7 B</b>	<b>\$2.7 B</b>	<b>\$2.5 B</b>	<b>\$2.0 B</b>	<b>\$12.3 B</b>

**3c. The Florida Strategic Intermodal System Program (SIS)  
SIS Capacity Improvements – SIS vs. Emerging SIS  
\$12.3 Billion**



**By Fiscal Year**

(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>SIS</b>	\$2.3 B	\$2.6 B	\$2.5 B	\$2.4 B	\$1.9 B	\$11.6 B
<b>Emerging</b>	\$65.9	\$55.9	\$115.0	\$11.9	\$8.9	\$257.6
<b>SIS Connector</b>	\$141.0	\$58.4	\$62.0	\$50.5	\$74.6	\$386.5
<b>Total</b>	<b>\$2.5 B</b>	<b>\$2.7 B</b>	<b>\$2.7 B</b>	<b>\$2.5 B</b>	<b>\$2.0 B</b>	<b>\$12.3 B</b>

## 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.]*

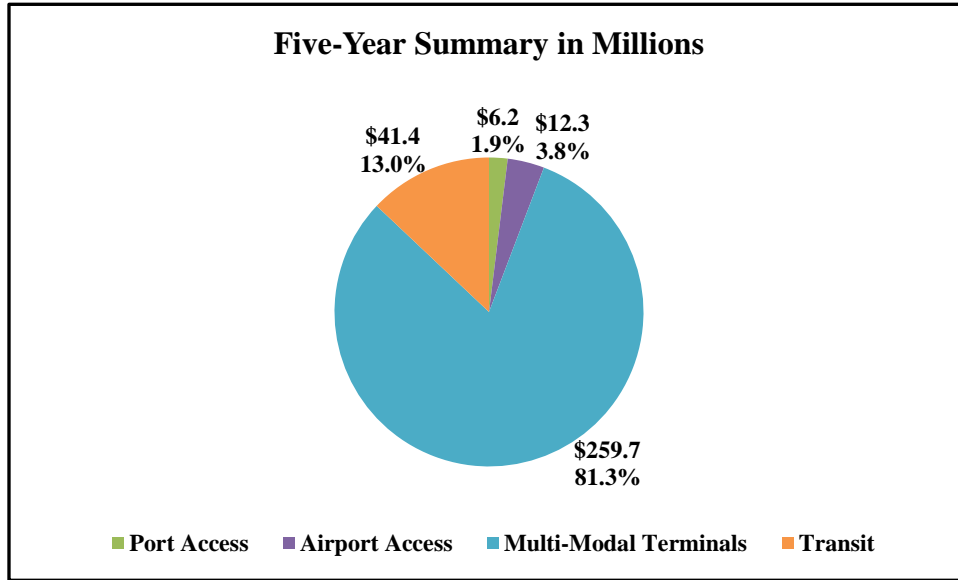
### Commission Findings

The Tentative Work Program has a total of \$319.6 million programmed for the Intermodal Development Program. Of that total, \$6.2 million is programmed for port access, \$12.3 million for airport access, \$259.7 million for multimodal terminals, and \$41.4 million for transit.



State Road 500 / US 441 Orange Blossom Trail – District 5

**4a. Intermodal Development Program  
\$319.6 Million**



(In millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>Rail</b>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Future Projects</b>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Port Access</b>	\$1.5	\$0.0	\$2.3	\$2.4	\$0.0	\$6.2
<b>Airport Access</b>	\$5.1	\$3.0	\$1.2	\$1.3	\$1.7	\$12.3
<b>Multi-Modal Terminals</b>	\$33.3	\$42.5	\$46.4	\$48.7	\$88.8	\$259.7
<b>Transit</b>	\$14.0	\$10.0	\$4.2	\$5.2	\$8.0	\$41.4
<b>Total</b>	<b>\$53.9</b>	<b>\$55.5</b>	<b>\$54.1</b>	<b>\$57.6</b>	<b>\$98.5</b>	<b>\$319.6</b>

## 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 (2021/22 to 2024/25) changes from the Adopted Work Program to the Tentative Work Program were as follows: 86.6% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (FDOT objective is at least 80%); 178 (or 10.2%) project phases were deferred to a later fiscal year within the four common fiscal years or moved out to a fiscal year beyond fiscal year 2024/25; and 51 (3.0%) project phases were deleted. Stability of the individual districts and Turnpike/Rail Enterprise Work Programs ranged from 50.0% to 95.7%. *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, 1,161 (or 86.6%) of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the four common fiscal years, 351 (87.8%) 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 0.9% (from 85.7% last year to 86.6% 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 86.8% of project phases experienced no change in schedule or were advanced to an earlier year. For the 229 projects deferred, deleted, or moved out of the work program, 32.8% were due to revenue adjustment, 28.8% to external influences, 13.1% to district priority changes, 11.8% to production/RW schedule changes, 4.8% to Department priority changes, 2.6% to secondary projects, 2.2% to estimate increases, 0.4% to project combinations or substitutions, and the remaining 3.5% for other 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	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes / Advances	1,512	86.8%
	Deferrals	131	7.5%
	Deletions	51	2.9%
	Moved Out	47	2.7%
<b>Total</b>		<b>1,741</b>	<b>100.0%</b>

#### Roads and Bridges

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes / Advances	1,161	86.6%
	Deferrals	111	8.3%
	Deletions	29	2.2%
	Moved Out	40	3.0%
<b>Total</b>		<b>1,341</b>	<b>100.0%</b>

#### Freight Logistics and Passenger Operations

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes / Advances	351	87.8%
	Deferrals	20	5.0%
	Deletions	22	5.5%
	Moved Out	7	1.8%
<b>Total</b>		<b>400</b>	<b>100.0%</b>

#### Legend:

NO CHANGES: No change in scheduled fiscal year.

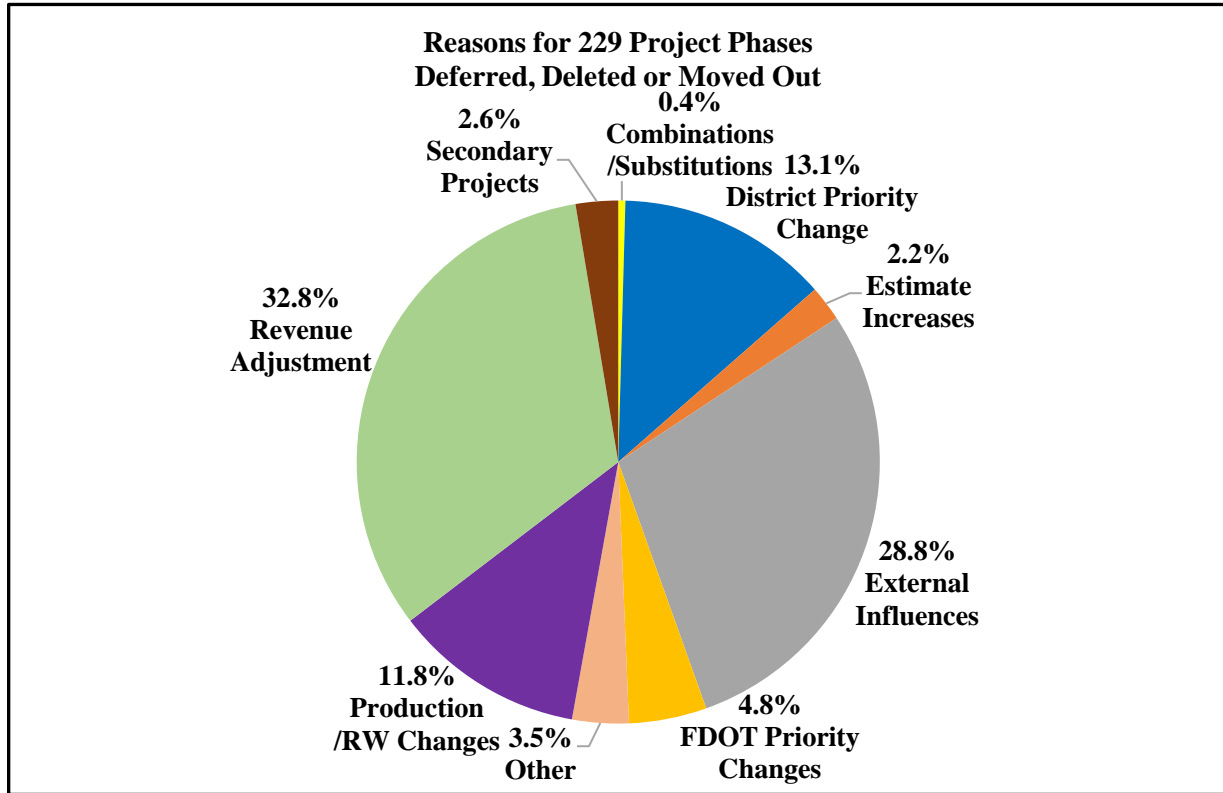
ADVANCES: Advanced to an earlier fiscal year.

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



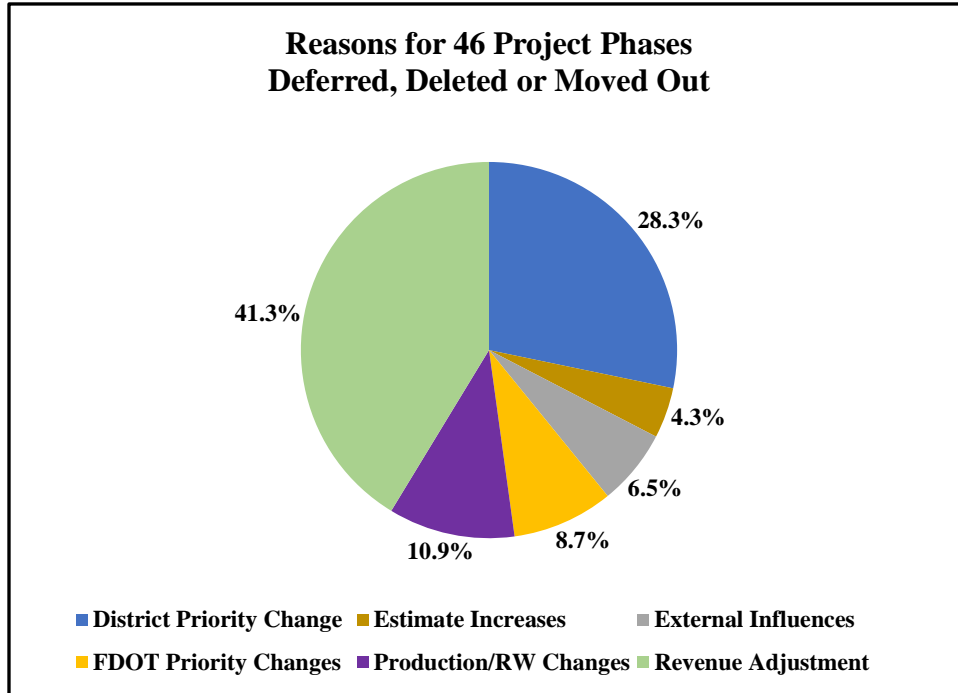
#### Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	1,453	83.5%
	Advances	59	3.4%
	Deferrals	131	7.5%
	Deletions	51	2.9%
	Moved Out	47	2.7%
<b>Total</b>		<b>1,741</b>	<b>100.0%</b>

#### Results Without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	1,519	87.2%
	Advances	59	3.4%
	Deferrals	108	6.2%
	Deletions	19	1.1%
	Moved Out	36	2.1%
<b>Total</b>		<b>1,741</b>	<b>100.0%</b>

**5c. Stability Report  
District 1 Work Program**



**Results**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	190	77.2%
	Advances	10	4.1%
	Deferrals	27	11.0%
	Deletions	10	4.1%
	Moved Out	9	3.7%
<b>Total</b>		<b>246</b>	<b>100.0%</b>

**Results Without External Influences**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	193	78.5%
	Advances	10	4.1%
	Deferrals	27	11.0%
	Deletions	7	2.8%
	Moved Out	9	3.7%
<b>Total</b>		<b>246</b>	<b>100.0%</b>

**Legend:**

NO CHANGES: No change in scheduled fiscal year.

ADVANCES: Advanced to an earlier fiscal year.

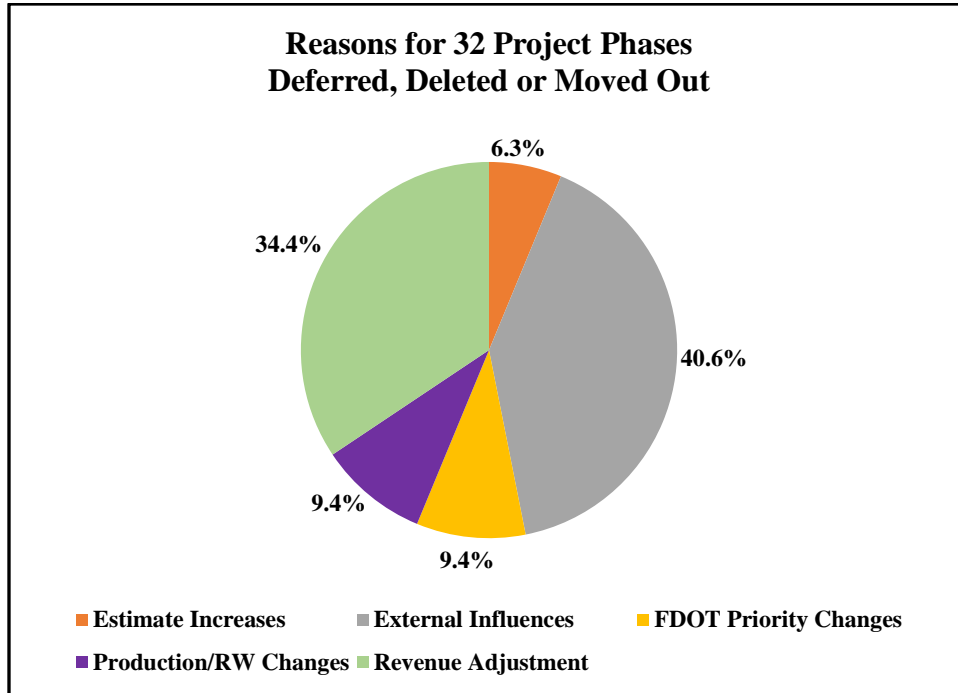
DEFERS: Deferred to a later fiscal year but remained in the four common fiscal years.

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.



**5d. Stability Report  
District 2 Work Program**



**Results**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	223	83.8%
	Advances	11	4.1%
	Deferrals	19	7.1%
	Deletions	1	0.4%
	Moved Out	12	4.5%
<b>Total</b>		<b>266</b>	<b>100.0%</b>

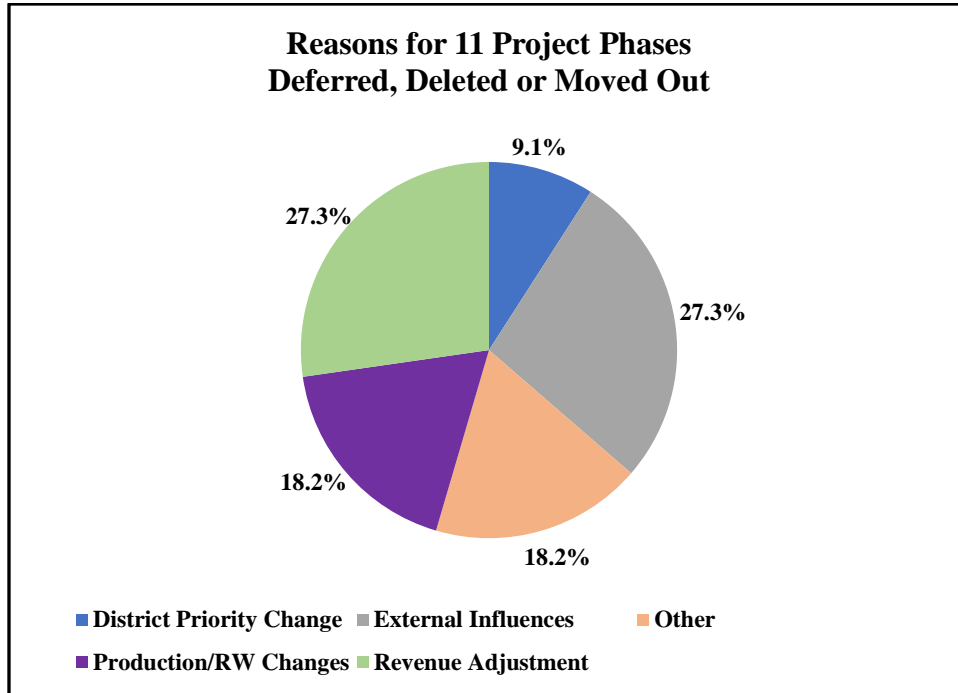
**Results Without External Influences**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	236	88.7%
	Advances	11	4.1%
	Deferrals	14	5.3%
	Deletions	0	0.0%
	Moved Out	5	1.9%
<b>Total</b>		<b>266</b>	<b>100.0%</b>

**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.

**5e. Stability Report  
District 3 Work Program**



**Results**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	232	91.0%
	Advances	12	4.7%
	Deferrals	4	1.6%
	Deletions	4	1.6%
	Moved Out	3	1.2%
<b>Total</b>		<b>255</b>	<b>100.0%</b>

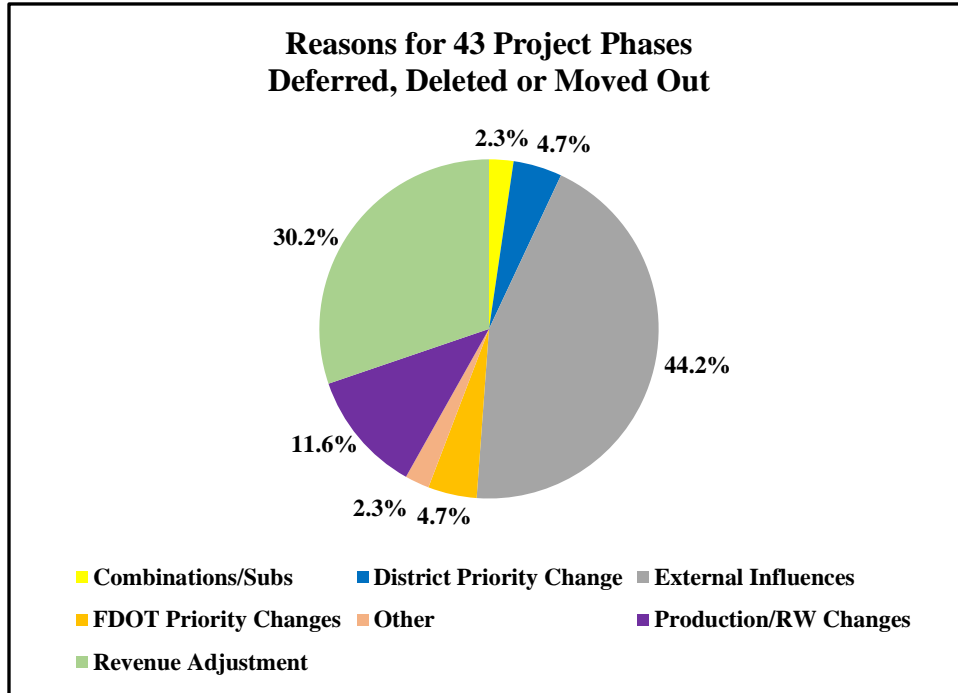
**Results Without External Influences**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	235	92.2%
	Advances	12	4.7%
	Deferrals	4	1.6%
	Deletions	1	0.4%
	Moved Out	3	1.2%
<b>Total</b>		<b>255</b>	<b>100.0%</b>

**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.

**5f. Stability Report  
District 4 Work Program**



**Results**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	205	79.8%
	Advances	9	3.5%
	Deferrals	20	7.8%
	Deletions	19	7.4%
	Moved Out	4	1.6%
<b>Total</b>		<b>257</b>	<b>100.0%</b>

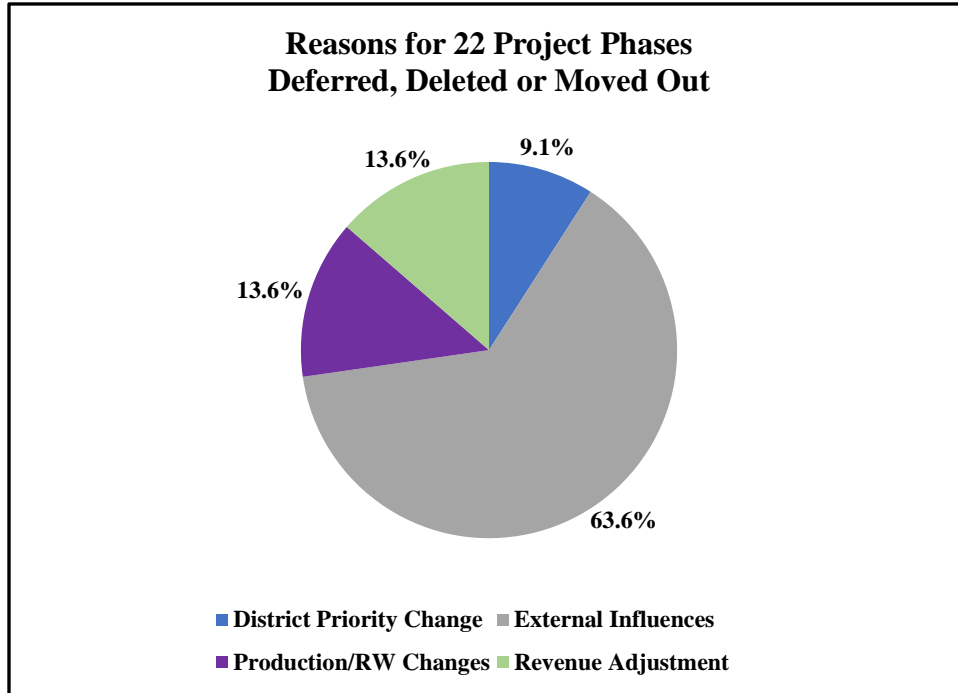
**Results Without External Influences**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	224	87.2%
	Advances	9	3.5%
	Deferrals	17	6.6%
	Deletions	3	1.2%
	Moved Out	4	1.6%
<b>Total</b>		<b>257</b>	<b>100.0%</b>

**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.

**5g. Stability Report  
District 5 Work Program**



**Results**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	188	87.9%
	Advances	4	1.9%
	Deferrals	17	7.9%
	Deletions	3	1.4%
	Moved Out	2	0.9%
<b>Total</b>		<b>214</b>	<b>100.0%</b>

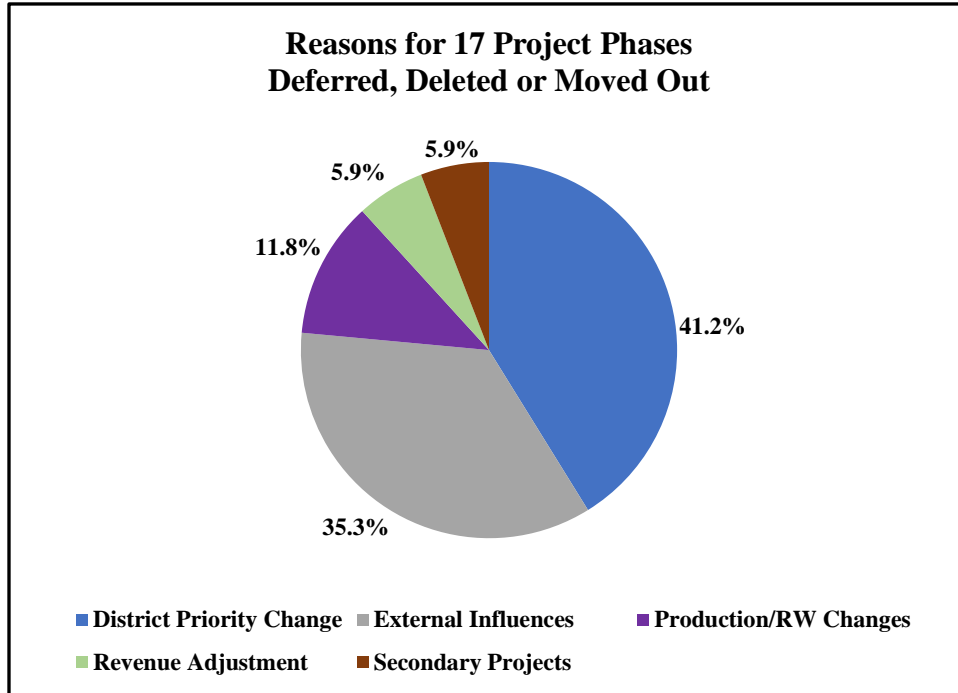
**Results Without External Influences**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	202	94.4%
	Advances	4	1.9%
	Deferrals	8	3.7%
	Deletions	0	0.0%
	Moved Out	0	0.0%
<b>Total</b>		<b>214</b>	<b>100.0%</b>

**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.

### 5h. Stability Report District 6 Work Program



#### Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	150	88.8%
	Advances	2	1.2%
	Deferrals	9	5.3%
	Deletions	3	1.8%
	Moved Out	5	3.0%
<b>Total</b>		<b>169</b>	<b>100.0%</b>

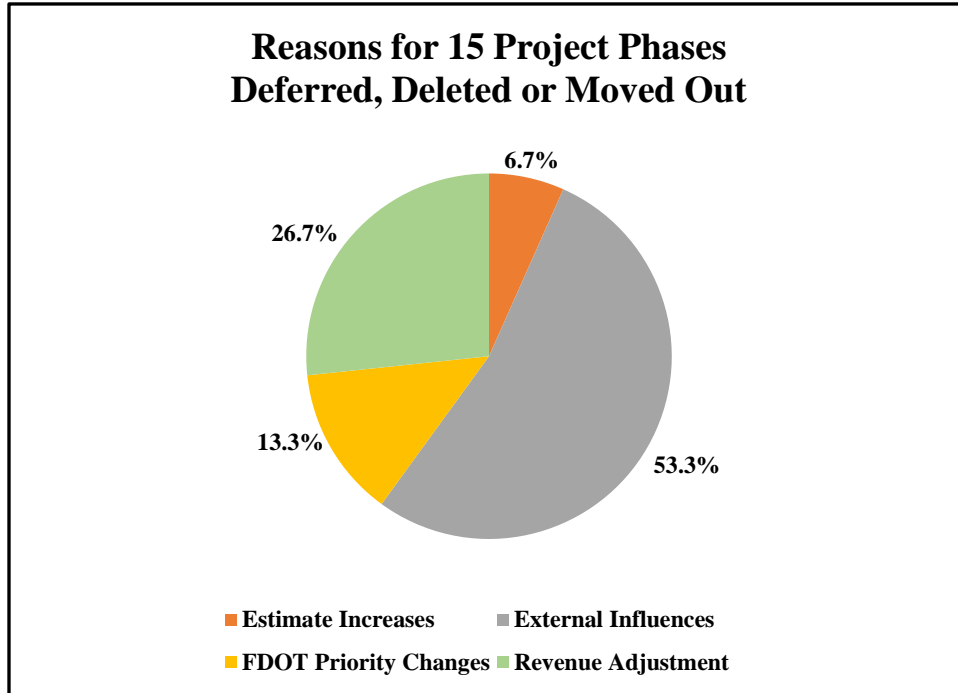
#### Results Without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	156	92.3%
	Advances	2	1.2%
	Deferrals	6	3.6%
	Deletions	0	0.0%
	Moved Out	5	3.0%
<b>Total</b>		<b>169</b>	<b>100.0%</b>

**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.

**5i. Stability Report  
District 7 Work Program**



**Results**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	197	89.5%
	Advances	8	3.6%
	Deferrals	8	3.6%
	Deletions	3	1.4%
	Moved Out	4	1.8%
<b>Total</b>		<b>220</b>	<b>100.0%</b>

**Results Without External Influences**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	205	93.2%
	Advances	8	3.6%
	Deferrals	5	2.3%
	Deletions	0	0.0%
	Moved Out	2	0.9%
<b>Total</b>		<b>220</b>	<b>100.0%</b>

**Legend:**

NO CHANGES: No change in scheduled fiscal year.

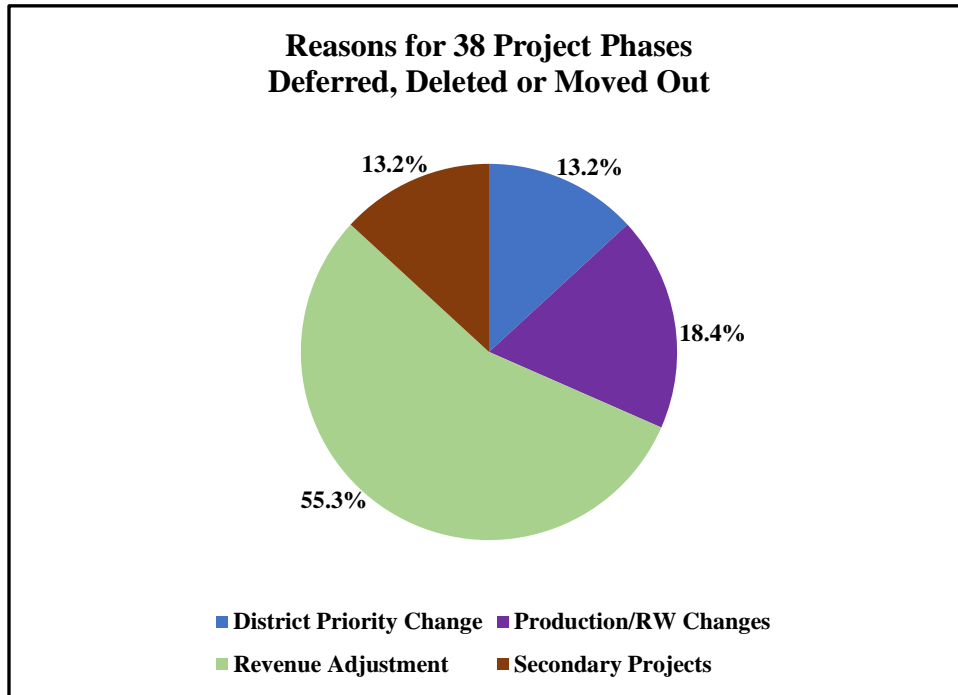
ADVANCES: Advanced to an earlier fiscal year.

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.

### 5j. Stability Report Turnpike Enterprise Work Program



#### Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	40	49.4%
	Advances	3	3.7%
	Deferrals	24	29.6%
	Deletions	6	7.4%
	Moved Out	8	9.9%
<b>Total</b>		<b>81</b>	<b>100.0%</b>

#### Results Without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	40	49.4%
	Advances	3	3.7%
	Deferrals	24	29.6%
	Deletions	6	7.4%
	Moved Out	8	9.9%
<b>Total</b>		<b>81</b>	<b>100.0%</b>

**Legend:**

NO CHANGES: No change in scheduled fiscal year.

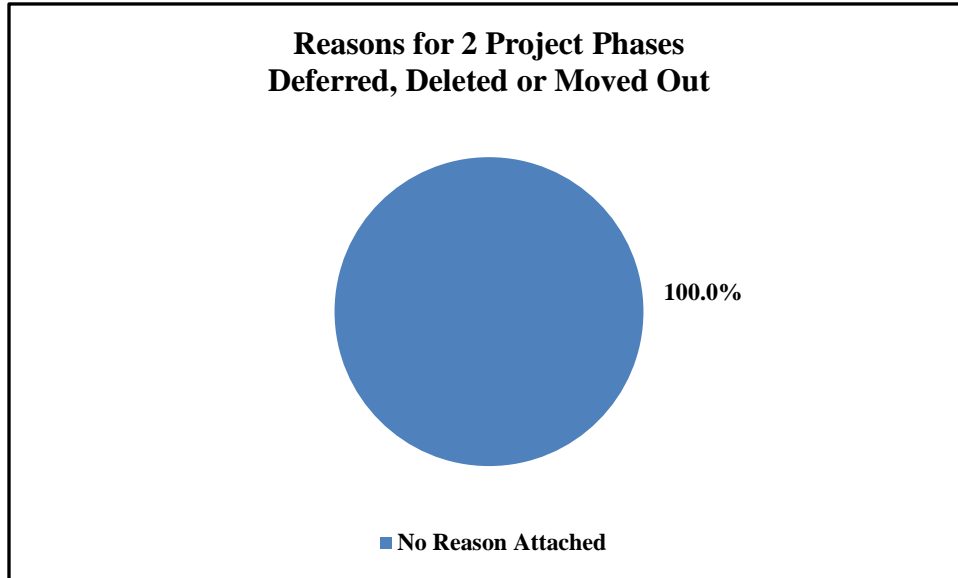
ADVANCES: Advanced to an earlier fiscal year.

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.

**5k. Stability Report  
Florida Rail Enterprise Work Program**



**Results**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	2	50.0%
	Advances	0	0.0%
	Deferrals	0	0.0%
	Deletions	2	50.0%
	Moved Out	0	0.0%
<b>Total</b>		<b>4</b>	<b>100.0%</b>

**Results Without External Influences**

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2021-22 - 2024-25)	No Changes	2	50.0%
	Advances	0	0.0%
	Deferrals	0	0.0%
	Deletions	2	50.0%
	Moved Out	0	0.0%
<b>Total</b>		<b>4</b>	<b>100.0%</b>

**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.



## 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 (January 21, 2021 Snapshot):*

Lane Miles	Fiscal 21 / 22	Fiscal 22 / 23	Fiscal 23 / 24	Fiscal 24 / 25	Fiscal 25 / 26
Lane Miles Meeting Standards	≥80%	≥80%	≥80%	≥80%	≥80%

*“Meeting Department standards” means pavement in “Good” condition (rated 7 or above in pavement condition survey where one is worst and 10 is best).*

**Bridges**

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

*Tentative Work Program (January 21, 2021 Snapshot):*

Bridges	Fiscal 21 / 22	Fiscal 22 / 23	Fiscal 23 / 24	Fiscal 24 / 25	Fiscal 25 / 26
Bridges Meeting Standards	≥90%	≥90%	≥90%	≥90%	≥90%

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

**Maintenance**

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

*Tentative Work Program (January 21, 2021 Snapshot):*

Maintenance	Fiscal 21 / 22	Fiscal 22 / 23	Fiscal 23 / 24	Fiscal 24 / 25	Fiscal 25 / 26
Maintenance Standards Met	100%	100%	100%	100%	100%

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

**Statutory Guidance: Enhancing Economic Competitiveness**

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

**Long Range Goal in 2060 Plan**

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

**Strategic Intermodal System (SIS)**

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

New discretionary highway capacity funds are defined as funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.

Since November 2019, the Revenue Estimating Conference (REC) has met three times to forecast transportation-related revenues. The January 2020 conference forecasted increased revenues for transportation. However, during the August 2020 REC, revenue estimates were significantly lowered. The December 2020 REC increased projections slightly. In total, the estimating conferences resulted in a net reduction in allocations for discretionary capacity funds in FY 2022-FY 2024, and a slight increase in FY 2025 – FY 2026. The allocation adjustments for these years were made in accordance with the Department's policy: 75% to the SIS and 25% to the districts via statutory formula.

The allocation reductions necessary for FY 2021 were significant. Governor DeSantis issued Executive Order 20-275 which provided flexibility by exempting the Department from the statutory allocation requirements in balancing the Work Program with the lower anticipated revenues. This enabled the Department to finance the Work Program without having to stop projects which were already underway.

**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

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 a contraction mode for a total net decrease of \$578.3 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 decrease is reflective of the numerous funding challenges discussed previously. 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.



Howard Franklin (Artist rendition) – District 7

## 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 notified the Commission on February 8, 2021 that it had completed its review of the Tentative Work Program. Based on its review, DEO determined that all projects were found to be consistent with the local government comprehensive plans.



US 98 at County Road 30A East Inlet Beach Pedestrian Underpass – District 5

## **9. Metropolitan Planning Organizations Objections and Requests**

### **Key Statutory Requirements**

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

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

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

### **Commission Findings**

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

There were comments and/or requests from five 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	0	3
5	0	4
6	0	0
7	0	5
TPK	N / A	N / A
Rail Enterprise	N / A	N / A
<b>Total</b>	<b>0</b>	<b>12</b>



I-95 Managed Lanes and Glades Road Interchange – 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 Enterprise conducted public hearings in at least one urbanized area in the district.

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.

A listing of project changes after district public hearings is located at Appendix C.





Dunn's Creek – District 2

## 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 comply with part II of chapter 163, Florida Statutes, after July 1, 2005. Further, the project shall comply 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 fiscal year 2021/22 through fiscal year 2025/26 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 \$448.7 million.

Annual programmed amounts allocated for TRIP are listed below:

Millions	Fiscal 21 / 22	Fiscal 22 / 23	Fiscal 23 / 24	Fiscal 24 / 25	Fiscal 25 / 26	Total
District 1	\$3.6	\$3.9	\$4.3	\$4.8	\$4.8	\$21.4
District 2	\$2.8	\$3.1	\$3.4	\$3.7	\$3.8	\$16.8
District 3	\$1.8	\$2.0	\$2.2	\$2.4	\$2.4	\$10.8
District 4	\$4.5	\$5.0	\$5.5	\$6.0	\$6.1	\$27.1
District 5	\$5.3	\$5.9	\$6.5	\$7.1	\$7.2	\$32.0
District 6	\$3.1	\$3.4	\$3.7	\$4.1	\$4.1	\$18.4
District 7	\$3.7	\$4.1	\$4.5	\$4.9	\$5.0	\$22.2
Rail Enterprise	\$60.0	\$60.0	\$60.0	\$60.0	\$60.0	\$300.0
<b>Total</b>	<b>\$84.8</b>	<b>\$87.4</b>	<b>\$90.1</b>	<b>\$93.0</b>	<b>\$93.4</b>	<b>\$448.7</b>

Note: Figures based on January 21, 2021 snapshot of the Tentative Work Program.



Kings Highway Widening – District 4

## 11. County Transportation Programs

### Key Statutory Requirements

Three programs have been established to assist counties.

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 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.

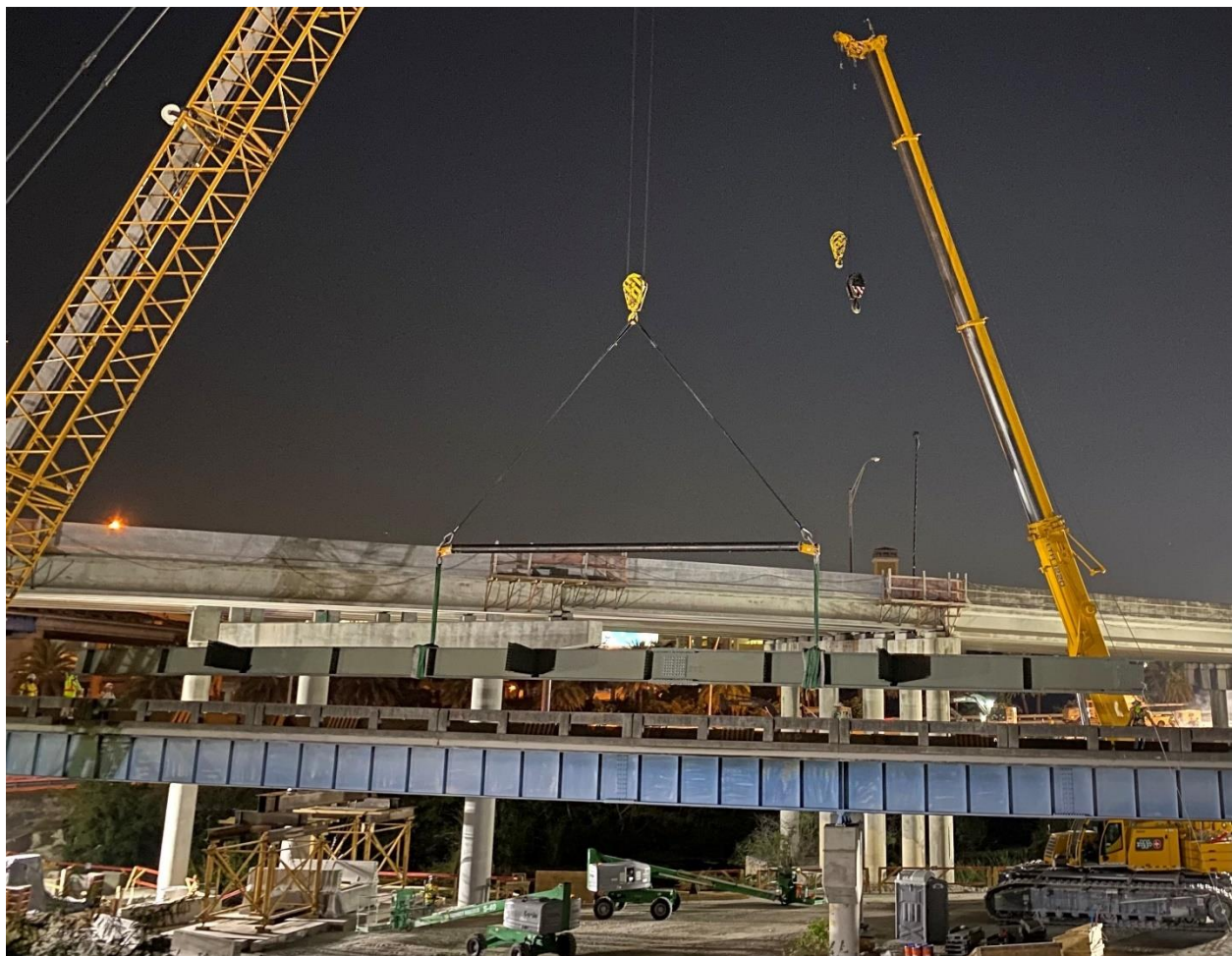
The Department has programmed \$191.5 million for the County Incentive Grant Program, \$430.0 million for the Small County Outreach Program and \$176.2 million for the Small County Road Assistance Program.

Annual Programmed amounts for CIGP, SCOP and SCRAP are:

Annual Amount Programmed (Millions)						
Program	Fiscal 21/22	Fiscal 22/23	Fiscal 23 / 24	Fiscal 24 / 25	Fiscal 25 / 26	Five-Year Total
<b>CIGP</b>	\$40.0	\$37.3	\$37.7	\$38.1	\$38.4	\$191.5
<b>SCOP</b>	\$84.1	\$84.7	\$85.9	\$87.5	\$87.8	\$430.0
<b>SCRAP</b>	\$36.2	\$35.0	\$35.0	\$35.0	\$35.0	\$176.2

Note: Figures based on February 10, 2021 snapshot of the Tentative Work Program.

Since projects eligible for funding under the CIGP, SCOP and SCRAP programs may require a local match and the satisfaction of 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 fiscal year 2025-26 and will be awarded to projects as they become identified.



I-395 – District 6

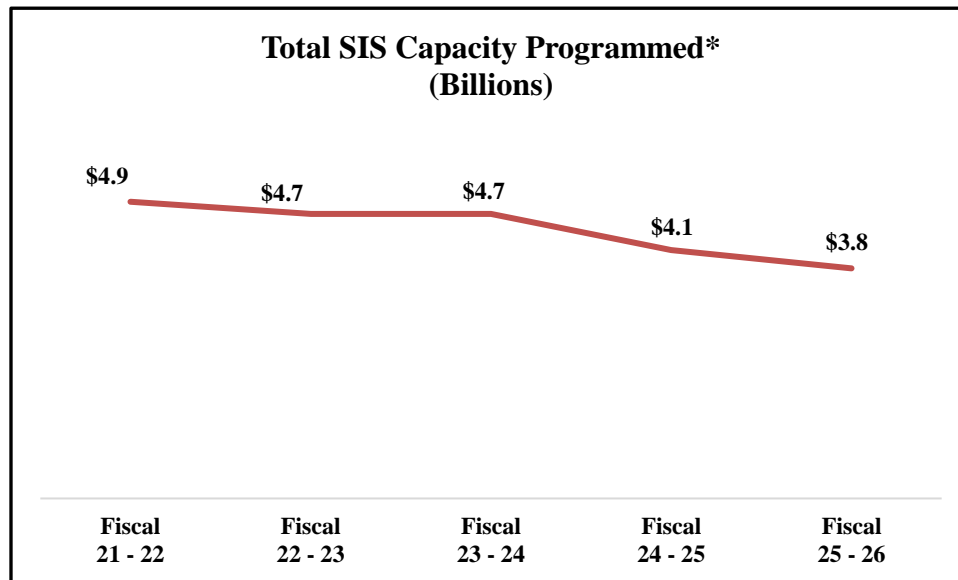
## 12. Strategic Intermodal System Funding

### 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 \$22.2 billion over the 5-year period.



(In billions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26
<b>Minimum Required Allocation</b>	\$60.0 M	\$60.0 M	\$60.0 M	\$60.0 M	\$60.0 M
<b>Total SIS Capacity Programmed*</b>	\$4.9	\$4.7	\$4.7	\$4.1	\$3.8

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

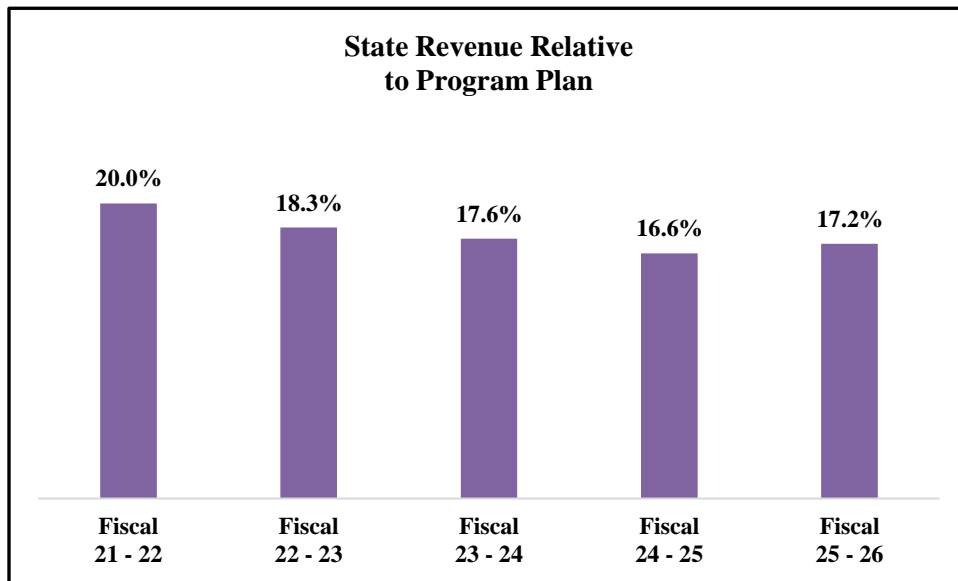
### 13. Public Transportation Funding

#### 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 2021/22 through 2025/26, in which an average of 17.9% of state transportation funds is programmed for public transportation projects.



(In Millions)	Fiscal 21 - 22	Fiscal 22 - 23	Fiscal 23-24	Fiscal 24 - 25	Fiscal 25 - 26	Total
<b>State Funds subject to 15% Requirement</b>	\$597.8	\$574.4	\$568.9	\$551.9	\$587.3	\$2.9 B
<b>Applicable State Revenues</b>	\$3.0 B	\$3.1 B	\$3.2 B	\$3.3 B	\$3.4 B	\$16.1 B
<b>Program % of Allocation</b>	20.0%	18.3%	17.6%	16.6%	17.2%	17.9%
<b>15% Requirement</b>	\$449.0	\$469.9	\$485.5	\$499.0	\$510.9	\$2.4 B



## 14. Fund Distribution

### Key Statutory Requirements

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 \$706 million, or 8.8%.

## 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.



State Road 82 from Gator Slough to State Road 29 – District 1

## 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

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 targeting 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 Fiscal Years 2021-22 through 2025-26 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.



New Interchange at I-75 and Overpass Road – District 7

## 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 Fiscal Years 2021-22 through 2025-26 was held virtually on March 1, 2021.

At the conclusion of the Tentative Work Program Review, there was an opportunity for the Commission to receive public comments. No public comments were put forth.

## **Appendix A**

(Responses to the Florida Transportation Commission Questions are based on the January 21, 2021, snapshot of the Tentative Work Program.)

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2021/22 through 2025/26**

**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 (STTF), 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, 2020 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, 2020 Adopted Work Program.

**Four Common Years of Tentative (\$ in millions)**

21/22	22/23	23/24	24/25	TOTAL
\$84.911	\$33.857	(\$24.008)	\$76.388	\$171.147

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
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**QUESTIONS - CENTRAL OFFICE**

**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 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.

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**QUESTIONS - CENTRAL OFFICE**

**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.

**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.



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**QUESTIONS - CENTRAL OFFICE**

**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 (21/22) to the first year of the current Tentative Work Program (21/22). 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.

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**QUESTIONS - CENTRAL OFFICE**

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

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

**QUESTION 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, reviewed the district work programs on February 9, 2021.

**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:** District 1 - 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

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**QUESTIONS - CENTRAL OFFICE**

**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:** Planned contract lettings are higher than usual in the fourth quarter of Fiscal Year 2022. This is partially attributed to the impact of the delay of projects from Fiscal Year 2021 due to unanticipated revenue reductions. Otherwise, the Tentative Work Program provides for a minimum variance between contract lettings.

**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.

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**QUESTIONS - CENTRAL OFFICE**

**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 balances are 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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**QUESTIONS - CENTRAL OFFICE**

**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 balances (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  
STATE FUNDS (PROGRAMMED) SUBJECT TO THE  
15% PUBLIC TRANSPORTATION REQUIREMENT  
(\$ IN MILLIONS)**

<b>PROGRAM</b>	<b>Current Year</b>					
	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>
Aviation	175.0	250.7	243.0	235.6	235.3	214.2
Transit*	206.6	223.5	193.7	171.5	187.2	191.5
Rail	107.4	32.0	26.7	34.1	10.3	28.0
Intermodal Access	17.3	26.4	29.7	46.4	47.6	74.5
Seaport Development	<u>86.3</u>	<u>65.3</u>	<u>81.3</u>	<u>81.3</u>	<u>71.5</u>	<u>79.1</u>
Total	592.7	597.8	574.4	568.9	551.9	587.3
December 2020 REC**	2,791.7	2,993.5	3,132.8	3,236.9	3,326.6	3,406.2
15% of REC***	418.8	449.0	469.9	485.5	499.0	510.9

\* Does not include Transportation Disadvantaged - Commission commitments.

\*\* State Transportation Revenue as forecast by the Dec. 2020 Revenue Estimating Conference (REC), excludes state revenues which are not subject to the 15% requirement in s. 206.46(3), F.S.

\*\*\* For comparison of 15% minimum programmed.

Based on snapshot: Jan. 21, 2021

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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 \$456 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

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**funded under this section in the tentative work program. 311.101(7),  
F.S. (This requirement expired on July 1, 2020.)**

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

**ANSWER:**

Fiscal Year	Grantee	Location	Project Description	Awarded Amount
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.	\$2,500,000
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.	\$900,000
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.	2014 \$1,600,000  2015 \$900,000
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.	\$2,500,000
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.	\$2,390,000
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.	\$220,000

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Fiscal Year	Grantee	Location	Project Description	Awarded Amount
17/18	CP Logistics Westview	Miami	Transportation infrastructure to include public roads to support 3 million square feet of distribution space.	\$2,390,000
18/19	ANT2	Port manatee	Transportation Infrastructure to support the construction of industrial warehouse space	\$2,500,000
18-19	CCP Central	Miami	Transportation Infrastructure to support the construction of a warehouse distribution center.	\$2,500,000
19-20	Prologis Beacon Lakes Phase II	Miami	Transportation Infrastructure to support the construction of 700,000 square feet of warehouse facilities and a truck parking area.	\$2,500,000
19-20	CP Logistics Opa Locka	Miami	Transportation infrastructure to support the construction of a warehouse distribution center.	\$1,048,658
19-20	Gateway Eastgroup	Miami	Transportation infrastructure to support the construction of a warehouse distribution center.	\$545,000

**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



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Investment Program; \$35 million has been allocated for projects which facilitate access to the existing turnpike system; \$10 million has been allocated for the Transportation Disadvantaged Trust Fund; \$10 million has been allocated for the Small County Outreach Program; and the remainder has been allocated for strategic transportation projects which meet the criteria specified in the statutes.

**QUESTION 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:**

FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
57,669,979	10,255,856	15,665,327	9,000,000	15,068,001	11,500,001

**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

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**QUESTIONS - CENTRAL OFFICE**

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.

**ANSWER:**

**SUMMARY OF USE - LFRF FUND  
FOR FY 2021-2026 ADOPTED WORK PROGRAM**  
Updated as of 01/21/2021 Snapshot

DISTRICT	COUNTY	ITEM & SEGMENT NUMBER	PROJECT NAME	FISCAL YEAR	AGREEMENT AMOUNT	LFRF PROGRAMMED AMOUNT	REMAINING AMOUNT (PAYBACK AND/OR REFUND)	PAYBACK YEAR	AMOUNT RELEASED AS OF FY 2022	BALANCE AFTER FY 2022
1	Lee	4453231	Big Carlos Bridge Replacement (bridge replacement)	2023	\$ 25,000,000.00	\$ 25,000,000.00	\$ -	2026 2027 2028	\$ 25,000,000	\$ -
2	Duval	4229404	Coastline Dr Bridge over St. Johns River Bridge #724304 (bridge replacement)	2016	\$ 3,750,000.00	\$ 3,750,000.00		2021	\$ 3,750,000	
2	Duval	4229405	Liberty Street Over St. Johns River Bridge #724312 (bridge replacement)	2016	\$ 3,750,000.00	\$ 3,750,000.00	\$ -	2021	\$ 3,750,000	\$ -
2	Lafayette	4381741	Island Drive Bridge No334005 (bridge repair/rehab)	2019	\$ 500,000.00	\$ 500,000.00	\$ -	2021	\$ 500,000	\$ -
2	Putnam	4469441	CR310 over Deep Creek Bridge No.764014 (bridge repair/rehab)	2020	\$ 1,584,945.00	\$ 1,584,945.00	\$ -	2023	\$ 1,584,945	
2	Putnam	4469451	CR309D over Etonia Creek Bridge No.764007 (bridge repair/rehab)	2020	\$ 3,254,584	\$ 3,254,584	\$ -	2023	\$ 3,254,584	\$ -
<b>TOTALS =</b>					<b>\$ 37,839,529</b>	<b>\$ 37,839,529</b>			<b>\$ 37,839,529</b>	
TOTAL AUTHORIZED PER S. 339.12, F.S.					\$ 250,000,000					
AMOUNT REMAINING PRIOR TO PAYBACK					\$ 212,160,471					

**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.

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**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 8. 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 (millions):

	<u>SR2T</u>	<u>HSPT</u>
FY 21/22	\$7.0	\$10.3
FY 22/23	\$7.0	\$10.0
FY 23/24	\$7.0	\$10.0
FY 24/25	\$7.0	\$10.0
FY 25/26	\$7.0	\$10.0
5 Year Total	\$35.0	\$50.3

**QUESTION 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.).

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**QUESTIONS - CENTRAL OFFICE**

**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 anticipates GARVEE bond sales (indirect GARVEE are not project specific) to finance the Tentative Work Program as listed below:

FY 21/22 = \$175 million

FY 22/23 = \$325 million

FY 23/24 = \$350 million

FY 24/25 = \$75 million

FY 25/26 = none

**QUESTION 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**

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high-occupancy toll lanes or express lanes shall be used by the department for the construction, maintenance, or improvement of any road on the State Highway System within the county or counties in which the toll revenues were collected or to support express bus service on the facility where the toll revenues were collected (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:**

Toll Facility	County	Project Description	Fiscal Year				
			2022	2023	2024	2025	2026
Sunshine Skyway	Manatee	SR 70	\$ -	\$ -	\$ 811,423	\$ 811,423	\$ 811,423
Sunshine Skyway	Manatee	SR 684	\$ 1,683,900	\$ 1,492,592	\$ -	\$ -	\$ -
Sunshine Skyway	Hillsborough	I-275 (Howard Frankland)	\$ 340,935	\$ 340,935	\$ 340,935	\$ 340,935	\$ 340,935
Sunshine Skyway	Pinellas	I-275 (Howard Frankland)	\$ 3,461,266	\$ 3,461,266	\$ 3,461,266	\$ 3,461,266	\$ 3,461,266

Toll Facility	County	Project Description	Fiscal Year				
			2022	2023	2024	2025	2026
I-95 Express	Miami-Dade	SR 826/Palmetto Expy/Golden Glades Interchange	\$ 38,986,597	\$ 1,390,000	\$ -	\$ -	\$ -
I-95 Express	Miami-Dade	SR 25/Okeechobee Rd	\$ 1,394,982	\$ -	\$ -	\$ -	\$ -

**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?

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

Description	Actual 19/20	Current 20/21	Planned (\$ in millions)				
			21/22	22/23	23/24	24/25	25/26
Annual STTF State Revenue (REC December 2020)	4,107.4	4,024.6	4,319.3	4,508.9	4,647.1	4,764.1	4,855.9
Lower of 7% 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	182.4	188.8	199.1	212.6	224.7	225.4	224.9
Debt Service as % of STTF State Revenue	4.4%	4.7%	4.6%	4.7%	4.8%	4.7%	4.6%

**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.

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**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 based on the STTF Finance Plan:

FY 21/22 = 12.7%

FY 22/23 = 8.7%

FY 23/24 = 9.1%

FY 24/25 = 9.1%

FY 25/26 = 9.9%

**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.

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**QUESTIONS - CENTRAL OFFICE**

**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 2022 – FY 2026 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 Counties, as compared to total Turnpike toll and bond financed commitments, be at least 90 percent of the share of net toll collections



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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 \$7,992 million. Florida's Turnpike has \$8,698 million programmed which exceeds the minimum requirement by \$706 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:** Note: Although the Westshore Area Interchange project was included in this response last year (FY 2020) and programmed, it may not be considered a "new" public-private-partnership project. However, the programming for the project has materially changed and is included in this response.

Westshore Area Interchange (Design-Build-Finance):

The project involves reconstruction of the Westshore Area Interchange (I-275/SR 60), located on the western edge of Tampa Bay. The reconstruction of this system-to-system interchange will help alleviate traffic congestion, improve safety for motorists and promote continued economic growth. The

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project encompasses a combination of General Use and Express Lanes, and new ramps. The project is slated to let in FY 2026.

The figures in the table below reflect programming for Westshore effective January 21, 2021.

Sum of Estimated ItemSeg	Description	Fund	Ph	Year	2021	2025	2026	2027	2028	2029	2030	Grand Total
	I275/SR93 FM S OF SR60 TO S OF LOIS,SR60 FM S OF I275 TO N OF											
433535-7	MEMORIAL	ACNP	31				241,265					241,265
			32				8,787,896					8,787,896
			53							4,620,000		4,620,000
			56				2,166,600					2,166,600
			5A							19,510,771		19,510,771
			5D				125,000,000	238,529,981	97,325,484	360,244	42,457,345	503,673,054
			61				11,199,182					11,199,182
			62			557,500	77,820,276					78,377,776
			C2			250,000	2,250,000					2,500,000
		CFA	52				1,119,918,231					1,119,918,231
		DI	53						4,650,000			4,650,000
		5D	5D					61,470,019	102,674,516	118,719,906	50,000,000	332,864,441
		DIOH	39				438,190					438,190
		59	59				4,628,864	10,920,000	7,280,000	11,089,261	11,798,360	45,716,485
		69	69			20,237	3,520,345					3,540,582
		C9	C9			12,150	109,350					121,500
		DIS	5D							3,047,587	5,000,000	8,047,587
		GMR	5D						40,660,595	86,472,406		127,133,001
		SIWR	5D						2,211,667			2,211,667
		STED	5D						135,000,001	116,070,249		251,070,250
	I275/SR93 FM S OF SR60 TO S OF LOIS,SR60 FM S OF I275 TO N OF MEMORIAL Total					839,887	1,356,080,199	310,920,000	207,280,000	315,739,261	335,929,131	2,526,788,478
433535-7 Total						839,887	1,356,080,199	310,920,000	207,280,000	315,739,261	335,929,131	2,526,788,478
	I-275 (SR 93) FROM S OF LOIS AVE TO N OF HOWARD AVE											
434045-2		ACNP	31	100,000				100,000				200,000
			32						1,471,744			1,471,744
			52						163,372,396			163,372,396
			53						1,043,400			1,043,400
			56						1,732,850			1,732,850
			5A							3,761,160		3,761,160
			61						2,068,468			2,068,468
			62						14,479,281			14,479,281
			C2				250,000	1,500,000				1,750,000
		DIOH	39	4,600			4,600	71,528				80,728
		59	59					10,569,676		136,906		10,706,582
		69	69					654,050				654,050
		C9	C9					12,150	72,900			85,050
		GMR	52					6,596,000				6,596,000
		STED	52					117,631,065				117,631,065
	I-275 (SR 93) FROM S OF LOIS AVE TO N OF HOWARD AVE Total				104,600			366,750	321,263,358		3,898,066	325,632,774
434045-2 Total					104,600			366,750	321,263,358		3,898,066	325,632,774

**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

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**to public-private partnership projects in each year of the Tentative Work Program?**

**ANSWER:** There are currently no public-private-partnership projects in procurement.

	<b>Obligated Projects Currently Under Contract</b>	<b>Obligated Projects in Procurement</b>	<b>Projects Under Consideration</b>	<b>Total Public Private Partnership Obligations</b>
<b>FY 2022</b>	9.00%	0.00%	0.00%	9.00%
<b>FY 2023</b>	3.66%	0.00%	0.00%	3.66%
<b>FY 2024</b>	2.87%	0.00%	0.00%	2.87%
<b>FY 2025</b>	2.91%	0.00%	0.00%	2.91%
<b>FY 2026</b>	2.95%	0.00%	0.22%	3.17%

**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.

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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.

**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:**      Funds in the Tentative Work Program are provided to implement provisions related to aesthetic design standards. Department project designs must

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adhere to the requirements contained in the Project Development and Environment (PD&E) Manual Part II, Chapter 5, Aesthetic Effects and the FDOT Design Manual (FDM) Chapter 105 Aesthetics.

**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 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:**            The Department meets this statewide requirement by programming landscape and beautification features in construction projects, stand-alone beautification projects, and beautification projects completed by other government agencies. Any resurfacing project that included landscaping 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.**

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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)	21/22	22/23	23/24	24/25	25/26
DIS Allocations	60.0	60.0	60.0	60.0	60.0

(\$ in millions)	21/22	22/23	23/24	24/25	25/26
Allocation of SIS funds (DI, DIS, GMR, & SIWR)	387.21	706.80	744.69	763.58	664.58

**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)	21/22	22/23	23/24	24/25	25/26	TOTAL
Calculated Minimum Target	\$653.1	\$668.3	\$682.8	\$697.6	\$712.7	\$3,414.5
Amount Programmed on SIS (all funds)	\$4,893.0	\$4,658.3	\$4,650.9	\$4,061.7	\$3,841.9	\$22,105.7

**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 November 2019, the Revenue Estimating Conference (REC) has met three times to forecast transportation-related revenues. The January 2020 conference forecasted increased revenues for transportation. However, during the August 2020 REC, revenue estimates were significantly lowered. The December 2020 REC increased projections slightly. However, in total, the estimating conferences resulted in a net reduction in allocations for

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discretionary capacity funds in FY 2022 – FY 2024, and a slight increase in FY 2025 – FY 2026. The allocation adjustments for these years were made in accordance with the Department’s policy: 75% to the SIS and 25% to the districts via statutory formula.

The allocation reductions necessary for FY 2021 were significant. Governor DeSantis issued Executive Order 20-275 which provided flexibility by exempting the department from the statutory allocation requirements in balancing the Work Program with the lower anticipated revenues. This enabled the Department to finance the Work Program without having to stop projects which were already underway.

**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 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):



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<b>(\$ in Millions)</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>Total</b>
District 1	5.82	6.21	6.62	7.05	7.10	32.80
District 2	4.55	4.84	5.16	5.50	5.54	25.60
District 3	2.93	3.12	3.33	3.55	3.57	16.50
District 4	7.37	7.85	8.37	8.92	8.99	41.49
District 5	8.70	9.28	9.89	10.53	10.62	49.02
District 6	4.99	5.32	5.67	6.04	6.09	28.11
District 7	6.01	6.41	6.83	7.28	7.33	33.86
Rail Enterprise (District 31)	60.00	60.00	60.00	60.00	60.00	300.00
<b>Total</b>	<b>100.38</b>	<b>103.03</b>	<b>105.87</b>	<b>108.86</b>	<b>109.25</b>	<b>527.39</b>

**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: in areas with over 200,000 in population, in areas with greater than 5,000 in population but no more than 200,000 population, and 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.**

**ANSWER:** The Tentative Work Program implements this requirement in accordance with Section 133 of Title 23 USC. This section also has mandatory set aside funds from the Surface Transportation Block Grant Program which must be used 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

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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	21/22	22/23	23/24	24/25	25/26
Arterials	\$470	\$454	\$465	NA	NA
Interstate	\$439	\$508	\$538	NA	NA
Turnpike	\$318	\$334	\$623	NA	NA

Lane Miles Programmed for Resurfacing

Type of Facility	21/22	22/23	23/24	24/25	25/26
On-System	2,127	2,315	2,252	2,394	2,388
Off-System	-	-	-	-	-

**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.**

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

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

**ANSWER:**

**Pavement Meeting or Exceeding Department Standards**

Lane Miles	21/22	22/23	23/24	24/25	25/26
% Planned to meet standards	≥80%	≥80%	≥80%	≥80%	≥80%

**Lane Miles Added**

Type of Facility	21/22	22/23	23/24	24/25	25/26
On-System	174	137	108	122	84
Off-System	36	5	5	8	2

**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?**

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**ANSWER:** Bridges Forecast to Meet or Exceed Department Standards

Bridges	21/22	22/23	23/24	24/25	25/26
% Planned to meet standards	≥90%	≥90%	≥90%	≥90%	≥90%

**QUESTION 46:** What is the percentage of FDOT-maintained bridges forecast to need 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:**

Bridges in Need of Replacement

	21/22	22/23	23/24	24/25	25/26
% FDOT Bridges in Need of Replacement	0.5%	0.5%	0.5%	0.6%	0.7%

Bridges Programmed for Replacement

Type of Facility	21/22	22/23	23/24	24/25	25/26
On-System	5	2	7	3	4
Off-System	13	15	9	5	10

**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?

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**ANSWER:**

Maintenance	21/22	22/23	23/24	24/25	25/26
% 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	21/22	22/23	23/24	24/25	25/26	Total
Rail	0.000	0.000	0.000	0.000	0.000	0.000
Future Projects	0.000	0.000	0.000	0.000	0.000	0.000
Port Access	1.500	0.000	2.285	2.363	0.000	6.148
Airport Access	5.118	3.039	1.215	1.255	1.659	12.286
Multi-Modal Terminals	33.276	42.506	46.436	48.667	88.778	259.663
Transit	14.038	9.978	4.214	5.182	8.016	41.427
Total	53.932	55.522	54.150	57.466	98.453	319.523

**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.

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**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)	21/22	22/23	23/24	24/25	25/26	Total
District 1	11.194	13.653	14.596	14.915	15.079	69.437
District 2	5.578	6.803	7.273	7.432	7.514	34.600
District 3	4.519	5.512	5.893	6.021	6.088	28.033
District 4	23.467	28.620	30.599	31.266	31.611	145.563
District 5	26.433	32.238	34.467	35.218	35.607	163.963
District 6	17.594	21.457	22.941	23.441	23.700	109.132
District 7	13.215	16.117	17.231	17.607	17.801	81.972
Total	102.000	124.400	133.000	135.900	137.400	632.700

**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).

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

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**ANSWER:**

<b>Programming of Documentary Stamp Tax Proceeds</b>						
<b>(\$ in millions)</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>Total</b>
A-STATE HIGHWAY SYSTEM (SHS)	154.9	178.7	147.4	226.2	134.2	841.5
B-OTHER ROADS	43.6	34.8	41.6	45.2	41.6	206.8
C-RIGHT-OF-WAY LAND	1.4	2.0		0.8		4.2
D-AVIATION	39.7	25.0	68.7	18.0	100.7	252.1
E-TRANSIT	151.3	51.9	57.8	49.8	52.0	362.8
F-RAIL	66.3	73.5	73.4	63.6	82.0	358.8
G-INTERMODAL ACCESS	3.3	3.5	4.3	5.0	16.0	32.2
H-SEAPORT DEVELOPMENT	44.3	27.8	33.2	30.1	21.8	157.2
L-PRELIMINARY ENGINEERING	0.0	0.1	0.6	1.9	1.0	3.7
M-CONST ENGINEERING & INSPECTION	8.5	16.6	14.3	15.5	8.2	63.1
<b>Total</b>	<b>\$513.5</b>	<b>\$413.8</b>	<b>\$441.4</b>	<b>\$456.1</b>	<b>\$457.7</b>	<b>\$2,282.5</b>

<b>Allocation of the TRIP portion of Documentary Stamp Tax Proceed</b>						
<b>(\$ in millions)</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>Total</b>
District 1	3.6	3.9	4.3	4.8	4.8	21.4
District 2	2.8	3.1	3.4	3.7	3.8	16.7
District 3	1.8	2.0	2.2	2.4	2.4	10.8
District 4	4.5	5.0	5.5	6.0	6.1	27.1
District 5	5.3	5.9	6.5	7.1	7.2	32.0
District 6	3.1	3.4	3.7	4.1	4.1	18.4
District 7	3.7	4.1	4.5	4.9	5.0	22.1
District 31 - Florida Rail Enterprise	60.0	60.0	60.0	60.0	60.0	300.0
<b>Total</b>	<b>\$84.7</b>	<b>\$87.3</b>	<b>\$90.1</b>	<b>\$93.0</b>	<b>\$93.3</b>	<b>\$448.4</b>

**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 maintenance for the South Florida Rail Corridor. Funding required by this subsection shall cease upon

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2021/22 through 2025/26**

**QUESTIONS - CENTRAL OFFICE**

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 December 2020 Revenue Estimating Conference, the following allocations have been made for FY 2022: \$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); \$46.8 million has been allocated for the



**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
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**QUESTIONS - CENTRAL OFFICE**

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 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2021/22 through 2025/26**

**QUESTIONS - DISTRICT OFFICES**

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

**ANSWER:**

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

**QUESTION 2:** Did the District receive a list of project priorities from each MPO by October 1, 2020? 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 2020-21/2023-

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2021/22 through 2025/26**

**QUESTIONS - DISTRICT OFFICES**

**24? If yes, does the District intend to provide the MPO with written justification?**

**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: If any MPO files an objection of such rescheduling or deletion with the Secretary by February 12, 2021, please provide a copy of such objection and the District response. 339.135(4)(c)3, F.S.**

**ANSWER:**

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

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

**QUESTION 5: Was a public hearing held on the District Work Program in at least one urbanized area in the District prior to its submission to the central office? 339.135(4)(d), F.S.**

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2021/22 through 2025/26**

**QUESTIONS - DISTRICT OFFICES**

**ANSWER:**

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

**QUESTION 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	No	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A
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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2021/22 through 2025/26**

**QUESTIONS - DISTRICT OFFICES**

**ANSWER:**

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

**QUESTION 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	No
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	N/A
3	N/A	7	No
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2021/22 through 2025/26**

**QUESTIONS - DISTRICT OFFICES**

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

**ANSWER:**

District	Response	District	Response
1	N/A	5	Yes
2	Yes	6	N/A
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.

**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.**

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2021/22 through 2025/26**

**QUESTIONS - DISTRICT OFFICES**

**ANSWER:**

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

**QUESTION 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.

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		

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2021/22 through 2025/26**

**QUESTIONS - DISTRICT OFFICES**

**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	N/A	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



**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2021/22 through 2025/26**

**QUESTIONS - DISTRICT OFFICES**

**Certification of Conformity prior to the Secretary's review of the  
Tentative Work Program?**

**ANSWER:**

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

## **Appendix B**

### State Intermodal System Maps

## SIS INVESTMENT PLAN

### District 1

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

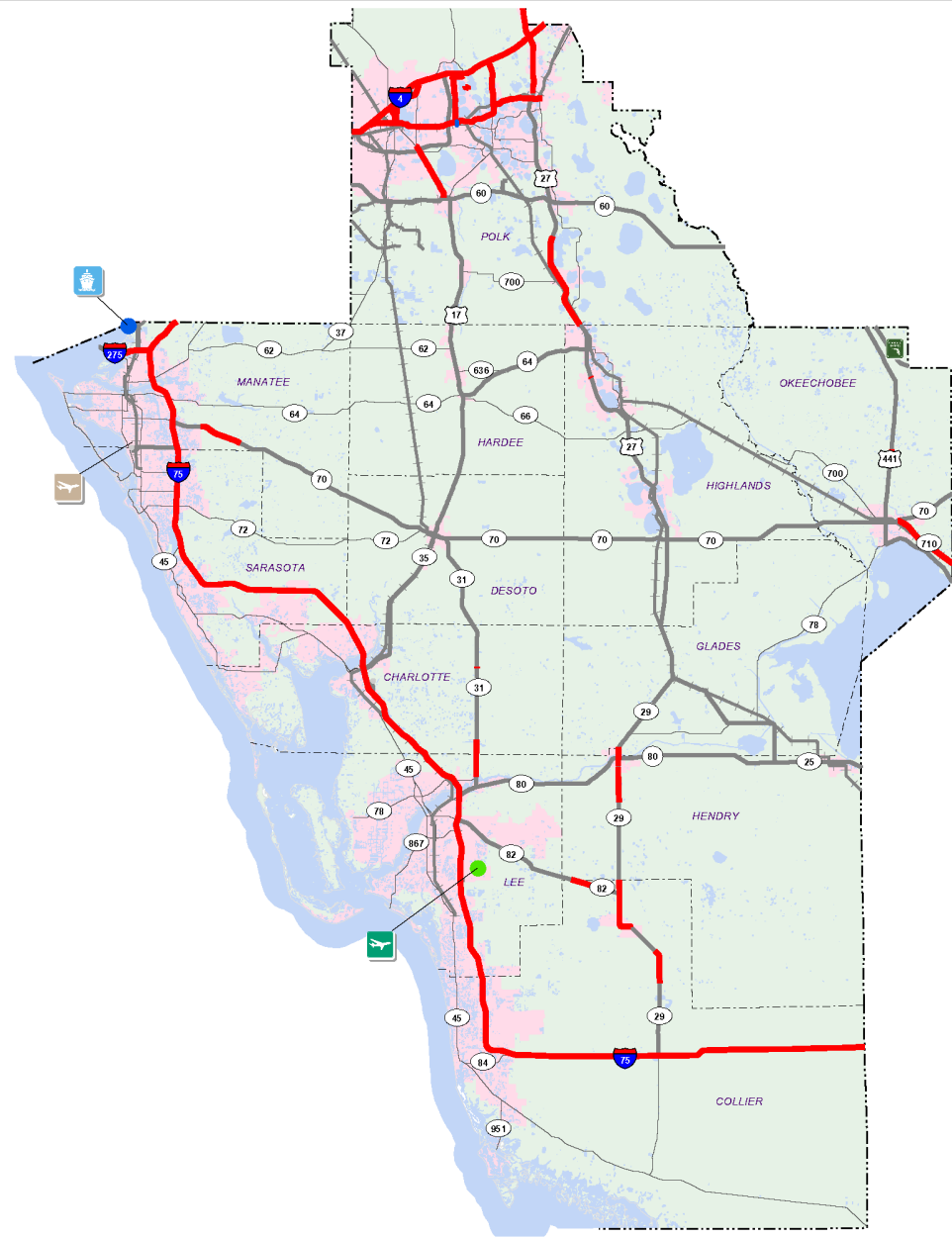
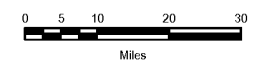
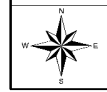
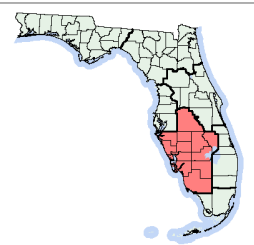
(FY 2021/2022 thru 2025/2026)  
as of January 21, 2021

#### LEGEND

- Highway
- Railway
- Airport
- Seaport

#### SIS Facilities

- |  |  |                              |
|--|--|------------------------------|
| <span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> SIS Highway          |                 | SIS Airport                  |
| <span style="border-bottom: 1px dotted black; width: 20px; display: inline-block;"></span> SIS Highway Future  |                 | SIS Strategic Growth Airport |
| <span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> SIS Railway         |                | SIS Seaport                  |
| <span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> State Highway System | <span style="background-color: #FFCDD2; width: 10px; height: 10px; display: inline-block;"></span> | 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			
<b>Aviation</b>																			
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I															2026	\$20,253	Aviation Capacity Project	
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION															2026	\$20,706	\$69,081	Aviation Capacity Project
<b>Highway</b>																			
2012775	I-75 (SR 93) AT BEE RIDGE ROAD				2023	\$810		2022	\$22,312										Interchange - Add Lanes
4145062	SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD				2022		\$70	2022		\$6,363									PDE/EMO Study
4178788	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)				2024	\$220		2022	\$9,782										Add Lanes and Reconstruct
4192432	SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 630A				2024		\$150	2022	\$4,243										Add Lanes and Reconstruct
4192433	SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE				2024		\$70	2022	\$4,062										Add Lanes and Reconstruct
4193445	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)				2022	\$150													Add Lanes and Reconstruct
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION							2022	\$3,297										Interchange - Add Lanes
4420272	STATE SIB LOAN FOR SR 31 (BABCOCK RANCH) FROM SR 78 (BAYSHORE RD)							2022	\$4,482										Add Lanes and Reconstruct
4420273	STATE SIB LOAN FOR SR 31 (BABCOCK RANCH)									\$4,482									Add Lanes and Reconstruct
4420274	STATE SIB LOAN FOR SR 31 (BABCOCK RANCH) FROM SR 78 (BAYSHORE RD)										2022		\$4,000						Add Lanes and Reconstruct
4462961	I-75 (SR 93) AT CR 876/DANIELS PARKWAY	2022		\$2,828															PDE/EMO Study
2010325	I-75 (SR 93) AT US 301 INTERCHANGE										2023		\$5,000						Interchange - Add Lanes
4145067	SR 70 FROM LORRAINE ROAD TO BOURNSIDE BLVD							2023			2023	\$24,343	\$22,589						Add Lanes and Reconstruct
4178783	SR 29 FROM F ROAD TO COWBOY WAY				2023		\$50												Add Lanes and Reconstruct
4178784	SR 29 FROM SR 82 TO HENDRY C/L				2023	\$50													Add Lanes and Reconstruct
4193444	SR 710 FROM E OF I-63 CANAL TO SHERMAN WOOD RANCHES				2023		\$50												Add Lanes and Reconstruct
4197143	ITS FIBER OPTIC LOCATES				2023		\$1,000												ITS Communication System MLD
4420981	I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE				2023		\$430				2023		\$2,106						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)
4453623	I-4/SR 400 FROM HILLSBOROUGH COUNTY LINE TO OSCEOLA/LAKE COUNTY LINE										2023		\$7,532						ITS Communication System
2012773	I-75 (SR 93) AT SR 72 (CLARK ROAD) INTERCHANGE										2024		\$2,000						Interchange - Add Lanes
4175402	SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD				2024	\$7,440													Add Lanes and Reconstruct
4175405	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W				2024		\$310	2024	\$6,677										New Road Construction
4175406	SR 29 FROM N OF NEW MARKET RD TO SR 82				2023		\$380	2024	\$1,062										Add Lanes and Reconstruct
4308481	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE				2023		\$800				2024	\$35,935	\$1,905						Add Lanes and Reconstruct
4258432	I-75 (SR 93) AT SR 951				2025		\$1,070				2025	\$94,941	\$1,436						INTERCHANGE (MODIFY)
4420971	I-75 (SR 93) ADMS FROM SARASOTA COUNTY LINE TO I-275				2025		\$430				2025		\$4,091						ITS Dynamic Message Sign
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY				2025		\$248				2025		\$18,568						INTERCHANGE (MODIFY)
4206132	I-75 (SR 93) AT FRUITVILLE ROAD/CR 780				2026		\$30												Interchange - Add Lanes
4419501	SR 31 FROM CR 74 TO CR 74							2022		\$513	2026		\$4,394						Roundabout
4425211	INTERSTATE PROGRAM MANAGER - GEC	2026	\$2,000	\$5,800															PDE/EMO Study
4448861	SR 15 (US 441) AT POTTER RD (NE 144TH ST)				2024		\$55				2026		\$429						Add Left Turn Lane(s)
4449581	SR 15 (US 441) AT CR 68 (NW 160TH ST)				2024		\$41				2026		\$801						Add Left Turn Lane(s)
<b>Rail</b>																			
4365601	SR655/RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO				2023	\$200		2022		\$5,569	2023	\$21,278	\$1,420						Rail Capacity Project
4365591	SR 60 GRADE SEPARATION OVER CSX RAILROAD				2022	\$75		2022		\$1,061	2024	\$38,895							Rail Capacity Project

**LEGEND**
**Tentative Work Program**

 FY 2021/2022 thru 2025/2026  
 As of 01/21/2021

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

**NOTES**

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



**District 1 First Five Years Plan Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
<b>Seaport</b>																	
4442511	PORT MANATEE INTERMODAL CARGO YARD IMPROVMENTS														2025	\$9,312	Seaport Capacity Project

**LEGEND**

**Tentative Work Program**

FY 2021/2022 thru 2025/2026  
As of 01/21/2021

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.

# SIS INVESTMENT PLAN

## District 2

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

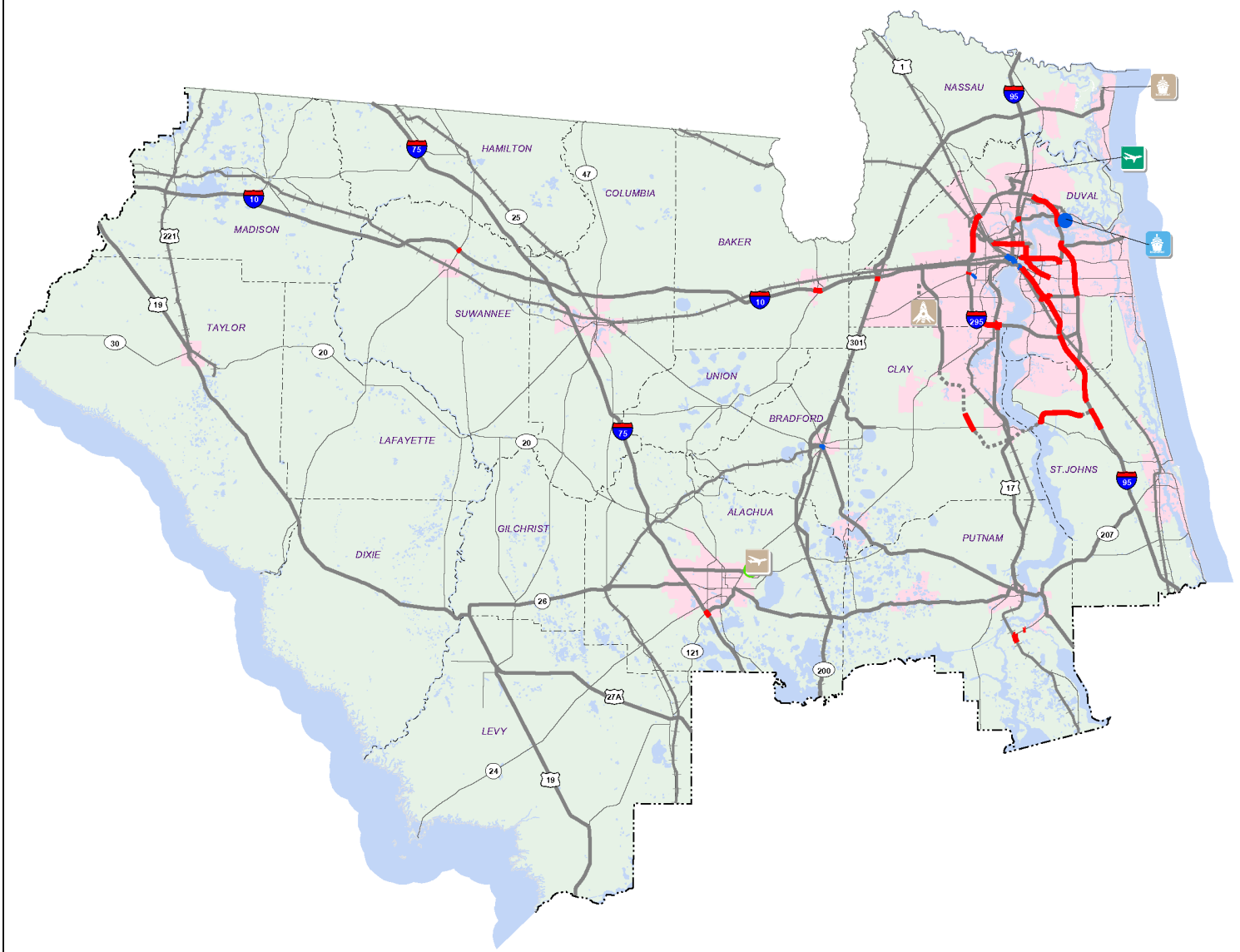
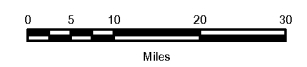
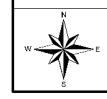
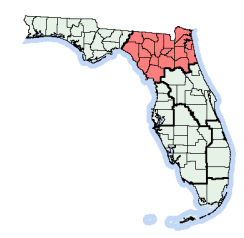
(FY 2021/2022 thru 2025/2026)  
as of January 21, 2021

#### 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 Strategic Growth Spaceport
- ⚓ SIS Seaport
- ⚓ SIS Strategic Growth Seaport





**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		
<b>Aviation</b>																		
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987														2022	\$2,450	\$2,450	Aviation Capacity Project
<b>Highway</b>																		
2093014	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB									2022	\$18,933							Add Lanes and Reconstruct
2096584	I-295(SR9A) FROM: DAME POINT BRIDGE TO: NORTH OF PULASKI									2022	\$7,723	\$241						Add Lanes and Rehabilitate Pmnt
4230713	I-75(SR93) @ SR121									2022	\$5,354	\$110						Interchange - Add Lanes
4355751	I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD									2022		\$697	2022		\$23,598			Interchange - Add Lanes
4358211	SR200(US301) @ CRAWFORD ROAD									2022		\$355						Interchange (New)
4229387	SR23(FIRST COAST XWAY) FROM EAST OF CR16A (SPUR) TO EAST OF CR209				2023	\$2,879							2023	\$179,891	\$219,005			New Road Construction
4229388	SR23(FIRST COAST XWAY) FROM I-95(SR9) TO EAST OF CR16A SPUR				2023	\$2,591							2023	\$135,880	\$224,384			New Road Construction
4229389	I-95(SR9) FROM S OF INTERNATIONAL GOLF PKWY TO S OF SR23 INTERCHANGE				2023	\$954							2023	\$109,917				Add Lanes and Reconstruct
4322592	I-95(SR9) FROM SR202(JT BUTLER) TO ATLANTIC BLVD				2023	\$2,515			2022	\$21,156			2023	\$249,463	\$40,000			Add Lanes and Reconstruct
4338992	I-95(SR9) @ SR115(US1)/ML KING/20TH STREET												2023		\$44,862			Interchange - Add Lanes
4357561	SR115(US1) MLK EXPY FROM: I-95 TO: HART EXPRESSWAY												2023	\$2,687				ITS Communication System
4358441	I-295(SR9A) @ SR228(NORMANDY BLVD) OPERATIONAL IMPROVEMENTS												2023	\$2,740	\$114			Interchange - Add Lanes
4380821	SR105 FROM: I-95 TO: MAIN ST												2023	\$1,634				ITS Communication System
4461531	I-95(SR9) WIDENING FROM: BAYMEADOWS ROAD TO: S OF JTB(SR202)				2023	\$445							2023	\$39,365				Add Lanes and Reconstruct
2100283	SR15(US17) FROM: CR309 IN SATSUMA TO: W.OF DUNN CREEK BRIDGE												2024	\$31,504	\$4,027			Add Lanes and Reconstruct
2132611	I-295(SR9A) FROM N OF COMMONWEALTH TO N OF NEW KINGS RD	2025				\$1,050												Add Lanes and Reconstruct
2133459	I-295(SR9A) FROM SOUTH OF US17 TO SR21(BLANDING BLVD)								2025	\$4,121								Add Lanes and Reconstruct
4240264	I-95(SR9) FROM NORTH OF THE FCE INTERCHANGE TO THE DUVAL COUNTY LINE				2025	\$2,134			2022	\$4,251	\$54		2025	\$179,535	\$3,750			Add Lanes and Reconstruct
4240265	I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)												2025	\$120,583	\$1,300			Add Lanes and Reconstruct
4288652	SR200(US301) @ I-10 IMPROVEMENTS								2022		\$6,037		2025		\$4,533			Interchange Ramp (New)
4355772	I-95(SR9) FROM I-295(SR9A) TO SR152(BAYMEADOWS RD)								2023	\$1,699			2025	\$108,715				Add Lanes and Reconstruct
4357451	I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS				2025		\$599											Interchange - Add Lanes
4357581	ARLINGTON EXPWAY FROM ATLANTIC BLVD TO ML KING				2024		\$635						2025		\$50			ITS Communication System
4432391	I-10(SR8) @ SR51(US129)				2023	\$958							2025	\$6,201	\$89			Interchange - Add Lanes
4461231	SR105(HECKSHER DR) @ I-295(SR9A) TURN LANE												2025		\$3,774			Add Right Turn Lane(s)
4389282	SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG RD												2026		\$26,651			Add Lanes and Reconstruct
<b>Rail</b>																		
4422501	FEC BOWDEN YARD TRACK CAPACITY IMPROVEMENTS														2022	\$1,000	\$1,000	Rail Capacity Project
4449761	FEC JACKSONVILLE BRIDGE IMPROVEMENTS & TRACK UPGRADE														2022	\$3,000	\$1,000	Rail Capacity Project
<b>Seaport</b>																		
4373561	JAXPORT CHANNEL DEEPENING & WIDENING														2022	\$24,707	\$24,707	Seaport Capacity Project
4402643	BLOUNT ISLAND BERTH IMPROVEMENTS														2023	\$25,800		Seaport Capacity Project
4402641	BLOUNT ISLAND BERTH IMPROVEMENTS														2025	\$34,650	\$11,550	Seaport Capacity Project

**LEGEND**

**Tentative Work Program**

FY 2021/2022 thru 2025/2026  
As of 01/21/2021

PD&E = Project Development & Environment  
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## SIS INVESTMENT PLAN

### District 3

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

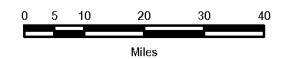
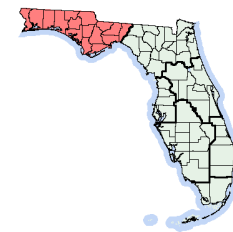
(FY 2021/2022 thru 2025/2026)  
as of January 21, 2021

#### 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		
<b>Aviation</b>																		
2267928	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION														2022	\$1,113	\$1,112	Aviation Capacity Project
4414943	PENSACOLA INTERNATIONAL AIRPORT - INBOUND BAGGAGE ROOM RELOCATION														2022	\$370	\$370	Aviation Capacity Project
4414944	PENSACOLA INTERNATIONAL AIRPORT - BAGGAGE CLAIM EXPANSION														2022	\$130	\$130	Aviation Capacity Project
<b>Highway</b>																		
2179107	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET									2022	\$71,143							Add Lanes and Reconstruct
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	\$6,800	\$680											Add Lanes and Reconstruct
2201716	SR 85 S FERDON BLVD FROM PJ ADAMS PKWY TO SR 8 (I-10)				2022	\$2,750												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
4079185	SR 8 (I-10) INTERCHANGE WEST OF CRESTVIEW											2022	\$3,678					Interchange (New)
4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE				2022	\$60						2022	\$24,531	\$35,353				Add Lanes and Reconstruct
4210121	SR 173 BLUE ANGEL PW FROM SR 292 SORRENTO ROAD TO SR 30 (US 98)									2022	\$5,063							Add Lanes and Reconstruct
4398921	SR 75 (US 231) @ CR 2327 TRANSMITTER ROAD INTERSECTION											2022	\$1,365					Add Turn Lane(s)
4475961	SR 30 (US 98) FROM WALTON COUNTY LINE TO GULF COUNTY LINE				2022		\$770											ITS Communication System
2179108	SR 75 (US 231) FROM SR 368 23RD STREET TO NORTH OF PIPE LINE ROAD									2023	\$38,216	\$625						Add Lanes and Reconstruct
4371791	SR 30 (US 98) FROM COUNTY ROAD 30A TO BAY COUNTY LINE	2023	\$2,800	\$140														Add Lanes and Reconstruct
4410371	SR 368 23RD STREET FROM US 98 FLYOVER TO SR 390 ST ANDREWS BLVD	2023		\$1,050														PDE/EMO Study
2179096	SR 77 FROM NORTH OF ROGERS ROAD TO SOUTH OF CANE MILL ROAD											2024	\$48,892					Add Lanes and Reconstruct
2224761	SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE				2023	\$304				2022	\$13,859	\$170	2024	\$136,185				Interchange - Add Lanes
4440571	BAY COUNTY ITS FULL DEPLOYMENT				2022		\$385					2024		\$2,411				ITS Communication System
4440573	WALTON COUNTY ITS FULL DEPLOYMENT				2022		\$1,210					2024		\$10,621				ITS Communication System
4284032	SR 8 (I-10) FROM SANTA ROSA COUNTY TO GADSDEN COUNTY ITS/TMC														2025		\$2,131	Traffic Management Centers
4331131	SR 8 (I-10) @ SR 99 BEULAH ROAD									2025	\$8,350							Interchange Just/Mod
4379052	SR 8 (I-10) FROM E OF EB WEIGH STATION TO E OF SR 10 (US 90A) 9MI ROAD				2025		\$5,500											Add Lanes and Reconstruct
4379053	SR 8 (I-10) FROM E OF SR 10 (US 90A) 9 MILE RD TO W OF SR 95 (US 29)				2025		\$7,700											Add Lanes and Reconstruct
4397741	SR 30 (US 98) @ SR 83 (US 331) INTERSECTION											2025	\$2,069					Add Turn Lane(s)
<b>Rail</b>																		
4449691	PORT OF PANAMA CITY EAST TERMINAL RAIL IMPROVEMENTS														2022	\$700	\$700	Rail Capacity Project
4408171	APALACHICOLA NORTHERN RAILROAD IMPROVEMENTS														2024	\$6,000	\$6,000	Rail Capacity Project
<b>Seaport</b>																		
4387631	PORT OF PANAMA CITY TERMINAL IMPROVEMENTS														2022		\$3,400	Seaport Capacity Project

**LEGEND**

**Tentative Work Program**

FY 2021/2022 thru 2025/2026  
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## SIS INVESTMENT PLAN

### District 4

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

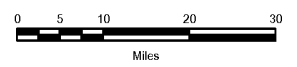
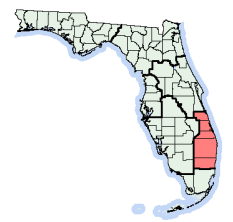
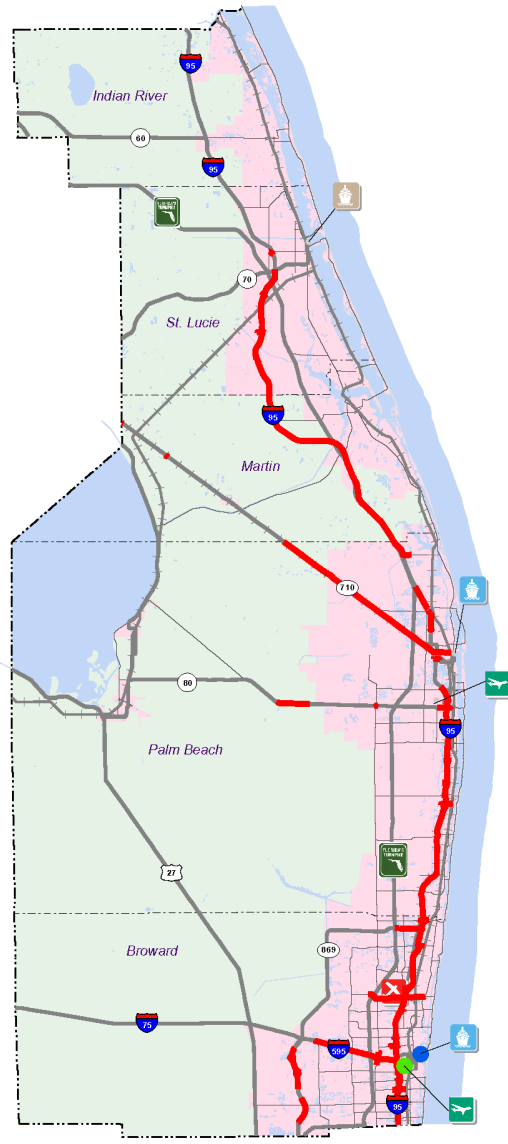
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#### LEGEND

- Highway
- Railway
- Airport
- Seaport

#### SIS Facilities

- |  |  |
|--|--|
| <span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> SIS Highway          |  SIS Airport                    |
| <span style="border-bottom: 1px dotted black; width: 20px; display: inline-block;"></span> SIS Highway Future  |  SIS General Reliever Airport  |
| <span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> SIS Railway         |  SIS Seaport                  |
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| <span style="background-color: pink; width: 20px; height: 10px; display: inline-block;"></span> Urban Areas    |  |



**District 4** **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		
<b>Aviation</b>																		
4348322	FT. LAUDERDALE/ HOLLYWOOD INT'L AIRPORT, AIRPORT ACCESS ROADWAY SYSTEM														2023	\$29,000	\$21,000	Aviation Capacity Project
4400972	FT.LAUDERDALE/HOLLYWOOD INT'L ADDITIONAL TERMINAL GATE DESIGN														2024	\$14,623	\$50,397	Aviation Capacity Project
4448441	FT. LAUDERDALE/HOLLYWOOD INT'L AIRPORT AUTOMATED PEOPLE MOVER														2026	\$68,005	\$116,581	Aviation Capacity Project
<b>Highway</b>																		
4132651	SR-9/I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD							2022	\$6,255									Interchange Just/Mod
4155295	ITS TECHNICAL SUPPORT SERVICES														2022		\$1,400	ITS Surveillance System
4192511	SR-710/BELLINE HWY FROM NORTH LAKE BLVD TO SR-708/BLUE HERON BLVD							2023		\$1,414		2022	\$100,424	\$31,072				Add Lanes and Reconstruct
4208093	I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95				2026	\$245						2022	\$345,984	\$2,534	2026	\$17,731	\$60,252	Add Lanes and Reconstruct
4331096	SR-9/I-95 FROM BROWARD/PALM BEACH COUNTY LINE TO NORTH OF LINTON BLVD.											2022	\$250					Prelim Eng for Future Capacity
4353371	SR-9/I-95 AT ST LUCIE WEST BLVD											2022		\$14,861				Interchange - Add Lanes
4358082	SR-9/I-95 FROM S OF COMMERCIAL BLVD. TO CYPRESS CREEK ROAD							2022		\$447								Interchange Just/Mod
4369031	SR-9/I-95 FR MD/BROW LINE TO N OF SR-820/HOLLYWOOD BLVD				2022	\$8,556	\$4,212											PDE/EMO Study
4369641	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.							2022		\$217								Interchange - Add Lanes
4397611	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.											2022		\$5,704				Interchange - Add Lanes
4475551	SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY				2022		\$1,150											Roundabout
4127331	SR-9/I-95 @ 10TH AVE NORTH							2023	\$4,287	\$1,959								Interchange - Add Lanes
4353841	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE							2023		\$3,005								INTERCHANGE (MODIFY)
4369581	SR-9/I-95 @ SR-834/SAMPLE RD FR S OF NB EXIT RAMP TO N OF NB ENT. RAMP				2022		\$150	2023		\$91	2023	\$20,646	\$400					Interchange Just/Mod
4369631	SR-9/I-95 @ 6TH AVENUE SOUTH							2022	\$2,513		2023	\$13,549						Interchange - Add Lanes
4378324	SR-93/I-75 FROM SHERIDAN STREET TO GRIFFIN RD. AUX LANES				2022	\$10					2023	\$3,443	\$4,039					Add Auxiliary Lane(s)
4397541	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT MIDWAY RD.										2023		\$1,520					Interchange - Add Lanes
4397591	SR-9/I-95 @ BELVEDERE RD NB OFF-RAMP										2023		\$3,068					Interchange - Add Lanes
4413441	SR-80 FROM CR-880 TO WEST OF LION COUNTRY SAFARI				2022	\$25					2023	\$671						ITS Communication System
4442021	SR-9/I-95 FROM SOUTH OF LINTON BLVD/CR-782 TO 6TH AVE SOUTH	2023		\$2,500														PDE/EMO Study
4442022	SR-9/I-95 FROM 6TH AVE SOUTH TO NORTH OF SR-704/OKEECHOBEE BLVD	2023		\$5,400														PDE/EMO Study
4327091	I-75/SR-93 EAST SIDE RAMP IMPROVEMENTS AT GRIFFIN ROAD										2024		\$15,749					INTERCHANGE (MODIFY)
4331088	SR-9/I-95 FR MIAMI-DADE/BROWARD COUNTY LINE TO PALM BEACH COUNTY LINE										2024	\$250	\$750					Prelim Eng for Future Capacity
4369642	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2023	\$4,034					2024	\$496,071						Interchange - Add Lanes
4397581	SR-9/I-95 NORTHBOUND OFF-RAMP AT INDIANTOWN ROAD							2022		\$2,202			\$6,676					Interchange - Add Lanes
4419441	SR-870/COMMERCIAL BLVD FROM ROCK ISLAND ROAD TO SR-5/US-1				2022		\$675				2024		\$3,538					Arterial Traffic Mgmt System
4435901	SR-9/I-95 SOUTH BOUND ON-RAMP FROM PGA BLVD - ADD AUXILIARY LANE										2024		\$6,099					Add Special Use Lane
4465511	SR-710/BELLINE HWY FR MARTIN/PB CO LINE TO OLD DIXIE HWY- CAV FREIGHT				2023		\$528				2024		\$2,173					Arterial Traffic Mgmt System
4483971	SR-710/SW WARFIELD BLVD TURN LANE AT TOMMY CLEMENTS STREET				2023		\$390				2024		\$1,712					Add Left Turn Lane(s)
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE							2022	\$1,989	\$938	2025	\$300						Interchange - Add Lanes
4132522	I-95 FROM INDIANTOWN ROAD TO MARTIN/PALM BEACH COUNTY LINE	2025	\$1,000															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
4215486	SR-93/I-75 INTRCHNG @ ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD										2025	\$13,376						Add Lanes and Reconstruct
4215487	SR-93/I-75 INTRCHNG @ ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST										2025	\$5,582						Add Auxiliary Lane(s)
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
4355131	SR-9/I-95 @ SR-842/BROWARD BOULEVARD				2022	\$50		2025	\$1,000	\$11,011								Interchange - Add Lanes
4355141	SR-9/I-95 @ SUNRISE BLVD. INTERCHANGE IMPROVEMENT							2022		\$4,609	2025	\$27,964						INTERCHANGE (MODIFY)

**LEGEND**

**Tentative Work Program**

**FY 2021/2022 thru 2025/2026**  
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**District 4 First Five Years Plan Tentative Work Program**

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4358041	SR-9/I-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE							2022	\$18,733	\$246	2025	\$38,037	\$151				INTERCHANGE (MODIFY)
4369645	SR-9/I-95 NORTH OF SW 10TH STREET TO HILLSBORO BLVD				2024		\$767				2025	\$60,825					Interchange Just/Mod
4372791	SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD							2022	\$24,808		2025	\$200					Interchange - Add Lanes
4398911	SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95				2024		\$3,525	2022		\$1,029	2025	\$241,781	\$101,431				Add Lanes and Reconstruct
4417231	SR-9/I-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-595				2024		\$697				2025	\$5,307					Add Lanes and Rehabilitate Pvmt
4441211	SR-9/I-95 AT BELVEDERE RD; SOUTHBOUND OFF RAMP										2025	\$1,841	\$62				Interchange Just/Mod
4456731	I-595 EASTBOUND TO NORTHBOUND RAMP AT SR-7/US-441				2022		\$437				2025	\$701	\$1,499				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		\$382							Interchange - Add Lanes
4130482	SR-9/I-95 @ OSLO ROAD INTERCHANGE							2022	\$4,529	\$4,064	2026	\$53,437	\$2,000				Interchange (New)
4132571	SR-9/I-95 @ HYPOLUXO ROAD				2022		\$2,075	2022	\$513		2026	\$260					Interchange - Add Lanes
4132581	SR-9/I-95 @ LANTANA ROAD							2023	\$12,473	\$857	2026	\$200					Interchange Just/Mod
4132601	SR-9/I-95 @ PALM BEACH LAKES BLVD	2022		\$105	2024		\$928				2026	\$50					Interchange Just/Mod
4151521	SR-93/I-75 INTRCHG @SR-820/PINES BLVD F N OF MIRAMAR PKWY T N OF PINES				2024		\$350				2026	\$100					Interchange - Add Lanes
4353842	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE				2022		\$850				2026		\$15,383				INTERCHANGE (MODIFY)
4355161	SR-9/I-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.				2026		\$8,993	\$529									Interchange - Add Lanes
4358031	SR-9/I-95 @ NORTHLAKE BOULEVARD INTERCHANGE							2022	\$5,790		2026	\$41,657	\$173				Interchange - Add Lanes
4365191	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST							2023	\$7,264		2026	\$152	\$13,546				Interchange - Add Lanes
4378681	SR-80/SOUTHERN BLVD. RAMPS AND SR-7/US-441				2022		\$110	2023		\$3,821	2026	\$5,550					Add Turn Lane(s)
4391701	SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	2023	\$4,765	\$235	2026	\$14,880											INTERCHANGE (MODIFY)
4391711	SR-9/I-95 AT DAVIE BOULEVARD	2024	\$2,510	\$75	2026	\$3,637											Interchange - Add Lanes
4391721	SR-9/I-95 AT SR-816/OAKLAND PARK BOULEVARD	2024	\$2,510	\$75	2026	\$5,435											Interchange - Add Lanes
<b>Rail</b>																	
4170315	SFECC CORRIDOR TRANSIT ALT, FROM MIAMI TO POMPANO BEACH	2023		\$3,000													Rail Capacity Project
4170316	SFECC CORRIDOR TRANSIT ALT, FROM POMPANO BEACH TO WEST PALM BEACH	2023		\$3,150													Rail Capacity Project
4170317	SFECC CORRIDOR TRANSIT ALT, FROM WEST PALM BEACH TO JUPITER	2023		\$1,350													Rail Capacity Project
<b>Seaport</b>																	
4305961	PORT EVERGLADES SOUTHPORT TURNING NOTCH EXPANSION													2022		\$7,400	Seaport Capacity Project
4448541	PORT EVERGLADES CARGO BERTH IMPROVEMENTS													2024	\$10,866	\$2,716	Seaport Capacity Project

**LEGEND**

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# SIS INVESTMENT PLAN

## District 5

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

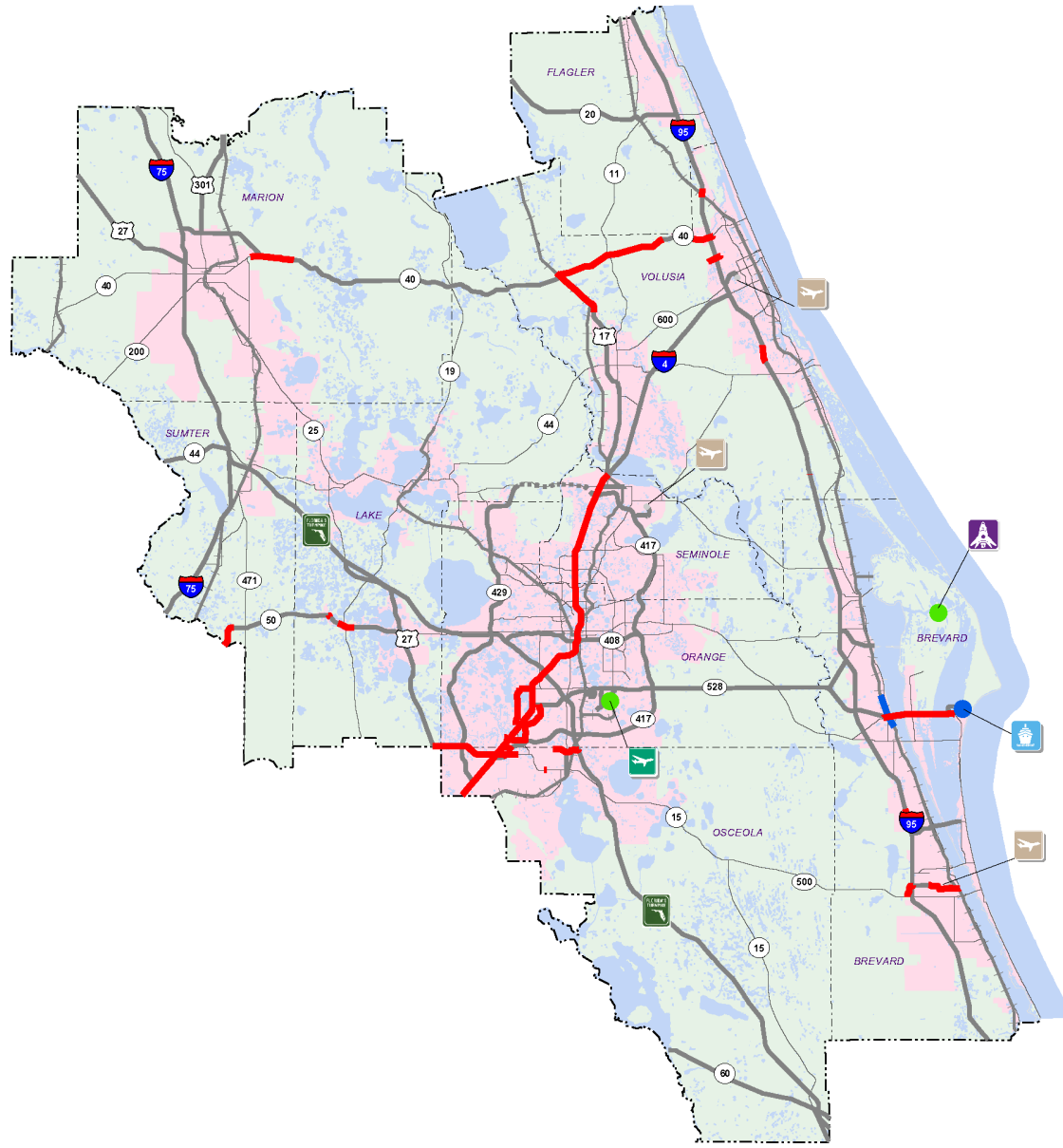
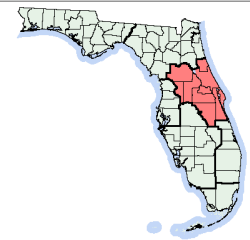
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#### LEGEND

- 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**

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		
<b>Aviation</b>																		
4485781	ORANGE-ORLANDO INTL TERMINAL COMPLEX														2025	\$30,255	\$87,462	Aviation Capacity Project
4353221	BREVARD-SPACE FL PROCESSING & RANGE FACILITY IMPROVEMENTS														2026	\$48,168	\$99,575	Spaceport Capacity Project
4368631	BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE														2026	\$22,500	\$62,428	Spaceport Capacity Project
4370691	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/CARGO														2026	\$40,580	\$76,010	Spaceport Capacity Project
4370701	BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES														2026	\$42,500	\$76,127	Spaceport Capacity Project
<b>Highway</b>																		
2424847	SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD				2023		\$460											Add Lanes and Reconstruct
2424848	SR 400 (I-4) E OF SR 522 (OSCEOLA PKWY) TO WEST OF SR 528								2022	\$145,609								Add Lanes and Reconstruct
2425924	SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92)				2025		\$750			\$21,088	\$22,105						Add Lanes and Reconstruct	
4102511	SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40								2022		\$4,037							Add Lanes and Reconstruct
4106742	SR 40 FROM END OF 4 LANES TO EAST OF CR 314								2022		\$405							Add Lanes and Reconstruct
4136721	I-4 FROM POLK CO LINE TO SAXON BLVD											2022	\$1,547					ITS Freeway Management MLD
4269054	ST JOHN'S HERITAGE PKWY/ELLIS RD FROM JOHN RHODES BLVD TO W OF WICKHAM								2022		\$28,062							Add Lanes and Reconstruct
4321931	I-4 MANAGED LANES FROM KIRKMAN TO SR 434				2026	\$1,690	\$455					2022	\$150,158	\$154,900	2026	\$117,061	Add Lanes and Reconstruct	
4321935	I-4 ULTIMATE TERRY AVENUE ROAD PROJECT											2022	\$4,788	\$26				Roundabout
4358593	SR 50 FROM HERNANDO/SUMTER COUNTY LINE (US 301) TO EAST OF CR 478A								2022		\$4,414	2022	\$30,335	\$51				Add Lanes and Reconstruct
4361251	WICKHAM RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS											2022		\$3,198				Add Left Turn Lane(s)
4362921	I-95 INTERCHANGE AT PIONEER TRAIL				2022		\$3,098		2022	\$240	\$4,174							PDE/EMO Study
4374511	US 192 AT HOAGLAND BLVD											2022		\$41				Add Left Turn Lane(s)
4411131	I-4 (SR 400) AT DARYL CARTER PARKWAY INTERCHANGE											2022	\$58,117	\$55				Interchange (New)
4458581	NASA BOULEVARD FROM WICKHAM ROAD TO US-1				2022		\$185											ITS Communication System
2408361	SR 40 FROM SR 15 US 17 TO SR 11								2023	\$4,323	\$210							Add Lanes and Reconstruct
2408371	SR 40 FROM W OF SR 11 TO W OF CONE ROAD								2023	\$2,510	\$210							Add Lanes and Reconstruct
4453624	I-4/SR 400 FROM POLK COUNTY LINE TO DOWNTOWN ORLANDO											2023		\$719				ITS Communication System
4468261	I-95 (SR 9) @ MAYTOWN ROAD NEW INTERCHANGE				2023		\$2,550											PDE/EMO Study
4074023	SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF SR 3								2024	\$7,950	\$230							Add Lanes and Reconstruct
4074024	SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE								2024	\$2,280	\$60							Add Lanes and Reconstruct
4336551	SR 500/US 192 AT HOLLYWOOD BLVD				2022		\$275		2022		\$3,224	2024		\$3,579				Add Turn Lane(s)
4487761	OSCEOLA PKWY FROM DYER BLVD TO FLORIDA TURNPIKE				2024		\$205											ITS Communication System
4289471	SR 40 FROM BREAKAWAY TRAIL TO WILLIAMSON BLVD				2023	\$2,750			2025	\$3,730	\$80							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		\$47,775				Interchange (New)
4197722	I-95 INTERCHANGE AT SR 5 (US 1)				2022		\$2,000	2026		\$3,350								PDE/EMO Study
4270561	SR 50/SR 33 FROM CR 565 (VILLA CITY) TO CR 565A (MONTEVISTA)								2026		\$10,065							Prelim Eng for Future Capacity
4484561	I-95 AT LPGA INTERCHANGE FROM TYMBER CREEK ROAD TO WILLIAMSON BLVD				2022		\$1,800	2026		\$4,940								PDE/EMO Study
<b>Rail</b>																		
4487021	FEC - FRONTENAC TO COCOA DOUBLE TRACK														2026	\$4,793	\$4,794	Rail Capacity Project
<b>Seaport</b>																		
4403231	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS														2022		\$4,800	Seaport Capacity Project
4403232	BREVARD-PORT CANAVERAL NORTH CARGO BERTH 3 IMPROVEMENTS														2023	\$8,000		Seaport Capacity Project

**LEGEND**

**Tentative Work Program**

FY 2021/2022 thru 2025/2026  
As of 01/21/2021

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

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## SIS INVESTMENT PLAN




### District 6

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

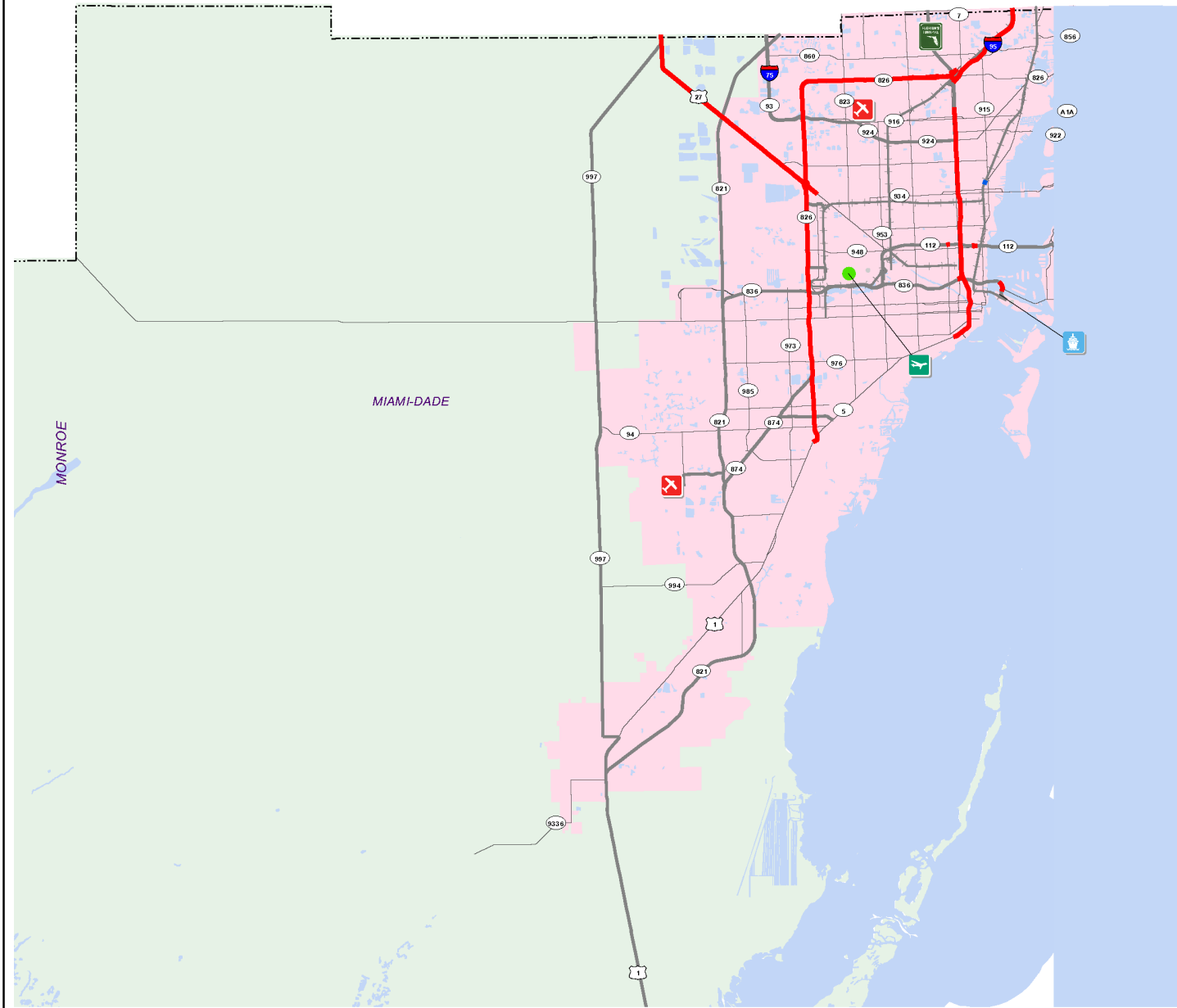
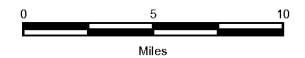
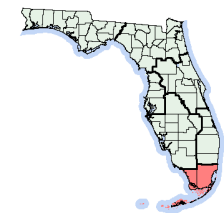
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#### LEGEND

-  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		
<b>Aviation</b>																		
4292715	MIAMI INT'L AIRPORT PERIMETER ROAD BRIDGE REPLACEMENT														2026	\$10,500	\$11,498	Aviation Capacity Project
4486871	MIAMI INTERNATIONAL AIRPORT - SOUTH TERMINAL EXPANSION EAST														2026	\$8,000	\$8,000	Aviation Capacity Project
<b>Highway</b>																		
2511563	PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395											2022	\$129,148	\$16,048	2026	\$110,219		New Road Construction
4231262	SR 9A/I-95 SOUTHBOUND RAMP TO WESTBOUND SR 836											2022	\$2,278					INTERCHANGE (MODIFY)
4232512	SR 25/OKEECHOBEE RD FROM BROWARD COUNTY LINE TO WEST OF HEFT											2022	\$60,481	\$3,069				Add Lanes and Reconstruct
4232515	SR 25/OKEECHOBEE RD FROM E. OF NW 107 AVE TO E. OF NW 116 WAY(CNCRETE)											2022	\$111,910	\$21,363				Add Lanes and Rehabilitate Pvmnt
4283581	SR 826/PALMETTO EXPY - SR 826 EASTBOUND RAMP TO SR 9A/I-95 NORTHBOUND							2022		\$282	2022		\$1,500				Interchange Ramp (New)	
4283585	SR 9A/I-95 FROM N. OF BISCAYNE CANAL TO SR 860/MIAMI GARDEN DR				2022		\$220										WIDEN/RESURFACE EXIST LANES	
4357601	SR 826/PALMETTO EXPY FROM I-75 TO N.OF CANAL C-8 BRDG(APPROX NW 162ST)				2022		\$10										Add Lanes and Reconstruct	
4357602	SR 826/PALMETTO EXPY FROM N.OF CANAL C-8 BRDG(162ST) TO E.OF NW 67 AVE				2022		\$10										Add Lanes and Reconstruct	
4357603	SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE				2022		\$10										Add Lanes and Reconstruct	
4357604	SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE				2022		\$10										Add Lanes and Reconstruct	
4357605	SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE				2022		\$10										Add Lanes and Reconstruct	
4357606	SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE				2022		\$10										Add Lanes and Reconstruct	
4471651	SR 826/PALMETTO EXPRESSWAY FROM SOUTH OF NW 36 ST TO NW 154 ST				2022		\$1,977				2022		\$38,530				Add Lanes and Reconstruct	
4184236	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET	2023		\$6,600													PDE/EMO Study	
4326391	SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO SR 836/DOLPHIN XWAY				2023	\$14,562		2023	\$83,375								Prelim Eng for Future Capacity	
4388431	SR 112/I-195 FRONTAGE RD & RAMP REALIGNMENT (MIAMI DESIGN DISTRICT)										2023	\$5,758	\$502				New Road Construction	
4149641	SR 9A/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE				2024		\$20,140										PDE/EMO Study	
4149647	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET	2024		\$6,700													PDE/EMO Study	
4149648	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET	2024		\$3,700													PDE/EMO Study	
4469471	WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS										2024		\$3,813				ITS Freeway Management	
4232513	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)				2022		\$25	2022	\$13,984	\$2,478	2025	\$44,831	\$20				Add Lanes and Reconstruct	
4365651	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY INTERCHANGE							2022	\$2,006	\$93	2025	\$116,945	\$1,421				Interchange Ramp (New)	
2511565	PORT OF MIAMI TUNNEL OVERSIGHT CONSULTANT				2026		\$38										INSPECT CONSTRUCTION PROJIS.	
4232514	SR 25/OKEECHOBEE RD FROM E. OF NW 116 WAY TO E. OF NW 87 AVE(CONCRETE)				2022		\$15	2022	\$34,824	\$1,350	2026	\$295,090	\$1,579				Add Lanes and Rehabilitate Pvmnt	
4402282	I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD	2026		\$4,400													PDE/EMO Study	
<b>Rail</b>																		
4335112	NE 203 STREET INTERSECTION IMPROVEMENTS BETWN SR 5/US-1 & W. DIXIE HWY										2023	\$1,800						Rail Capacity Project
4294872	SFRC DOUBLE-TRACKING FROM HIALEAH MARKET TO MIC								2025		\$332	2025	\$500					Rail Capacity Project

**LEGEND**

**Tentative Work Program**

FY 2021/2022 thru 2025/2026  
As of 01/21/2021

PD&E = Project Development & Environment  
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## SIS INVESTMENT PLAN





### District 7

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

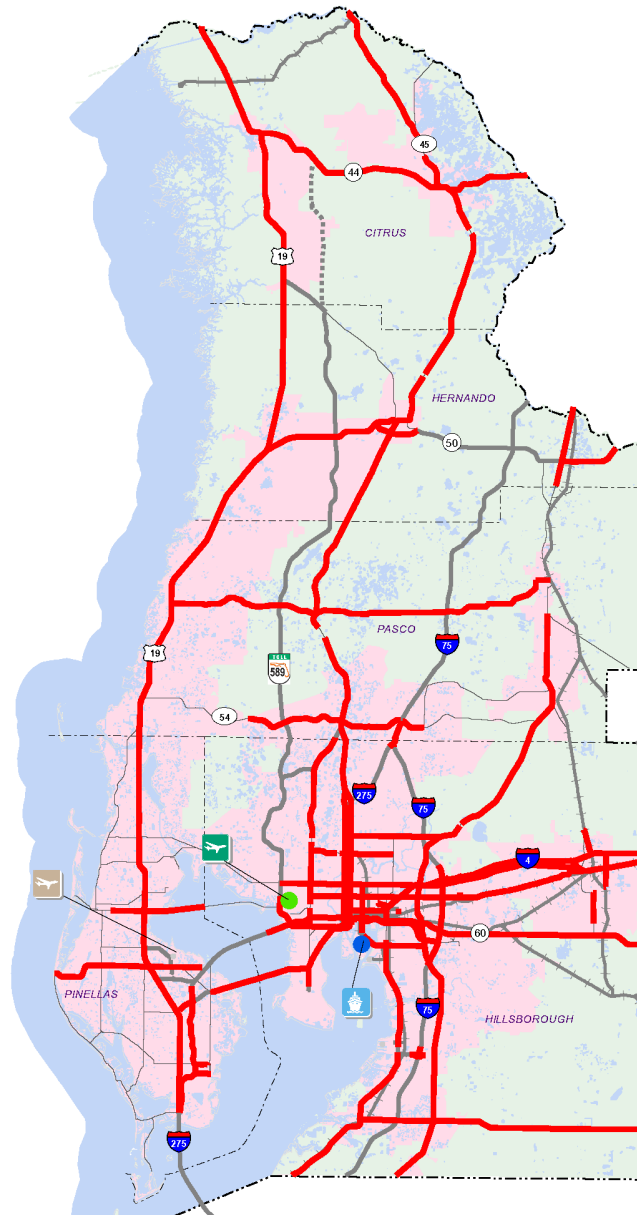
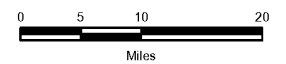
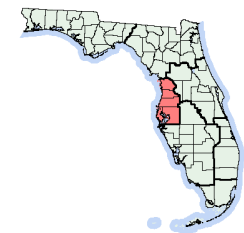
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#### LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

#### SIS Facilities

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



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

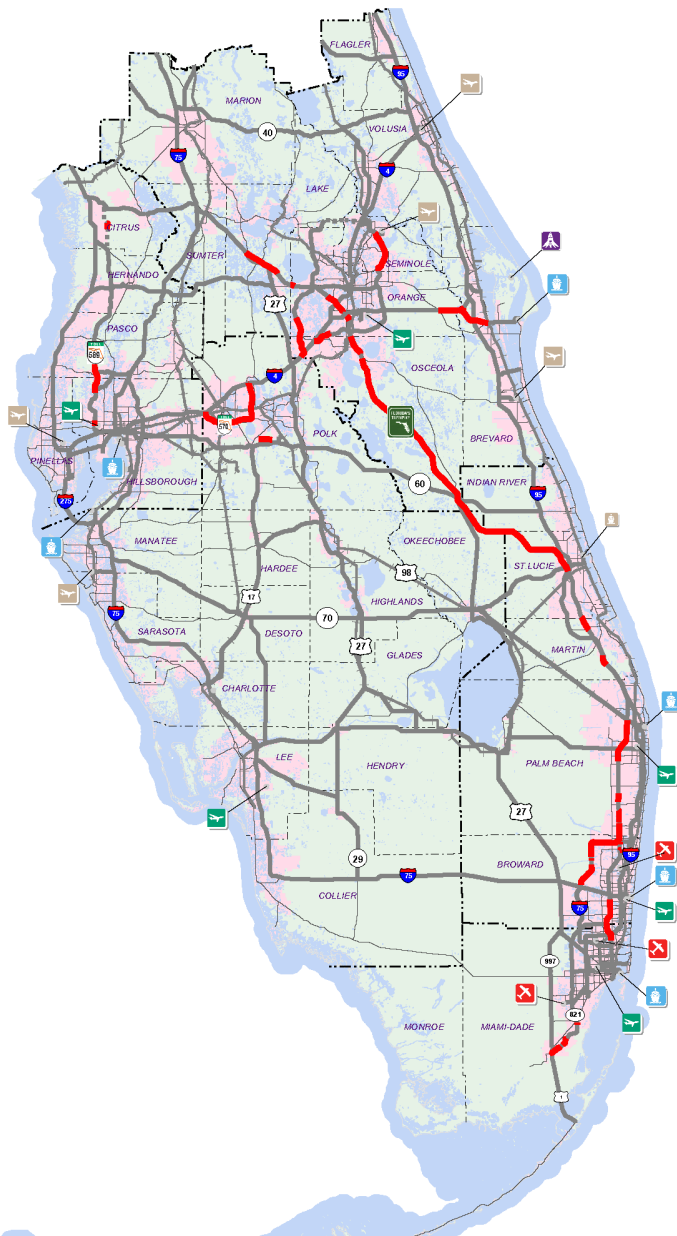
ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
<b>Aviation</b>																		
4387531	TAMPA INTERNATIONAL AIRPORT - PHASE 2 AND 3 MASTER PLAN PROJECTS														2026	\$130,746	\$179,904	Aviation Capacity Project
<b>Highway</b>																		
2567742	US 19 (SR 55) FROM N OF SR 580 (MAIN ST) TO NORTHSIDE DR				2022		\$25					2022	\$49,019	\$42,731				Add Lanes and Reconstruct
2567743	US 19 (SR 55) FROM NORTHSIDE DR TO NORTH OF CR 95											2022	\$90,242	\$8,623				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
4125312	I-275 (SR 93)/SR 60 INTERCHANGE								2022	\$60,061	\$5,170							Interchange - Add Lanes
4245015	I-275 (SR 93) FROM 54TH AVE S TO N OF 4TH ST. N								2022		\$1,135							Add Lanes and Reconstruct
4245133	BIG BEND ROAD/CR 672 @ I-75/SR93A FROM W OF COVINGTON TO E OF SIMMONS				2022			\$20										Interchange - Add Lanes
4300562	US 41 FROM S OF PENDOLA POINT/MADISON AVE TO HARTFORD ST				2022			\$1,636										Add Lanes and Reconstruct
4330712	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE											2022	\$3,429	\$230				Add Turn Lane(s)
4366781	I-175/I-375/BAYSHORE DR DOWNTOWN ST PETERSBURG											2022		\$3,600				ITS Communication System
4407491	US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD								2022	\$22,082	\$1,679							Bridge New Structure
4428351	SR 50 FROM US 301/SR 35 TO HERNANDO/SUMTER COUNTY LINE								2022		\$3	2022	\$47,111	\$642				Add Lanes and Reconstruct
4433201	I-4/SR 400 FROM EAST OF MANGO RD TO W OF WB WEIGH STATION ON-RAMP											2022		\$1,036				Add Auxiliary Lane(s)
4453622	I-4 FRAME/SR 400 FROM DOWNTOWN TAMPA TO POLK COUNTY LINE (CAV)											2022		\$12,410				ITS Communication System
4470121	I-4 FRAME/SR 60/SR685/SR45/USB41 FROM WESTSHORE BLVD TO POLK CO./LINE											2022		\$1,461				ITS Communication System
4167332	SR 50/CORTEZ BLVD FROM COBB RD TO W OF BUCK HOPE RD				2022			\$195				2023	\$11,963	\$163				Add Lanes and Reconstruct
4305733	I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)				2023			\$3,367										New Road Construction
4413201	SR 56/54 FROM GUNN HWY TO CR 581				2023			\$197				2023		\$8,185				Arterial Traffic Mgmt System
4434262	SR 60 FROM W OF SR 39 TO W OF CLARENCE GORDON JR RD				2022			\$1				2024		\$468				Add Left Turn Lane(s)
2569314	US 92/SR 600/SR687/SR694/GANDY BLVD FROM 4TH ST TO W OF GANDY BRIDGE				2025			\$5,770										Add Lanes and Reconstruct
4305732	I75/I275 FROM COUNTY LINE ROAD TO SR 56 (PHASE II)				2023			\$4,652	2025	\$2,189								INTERCHANGE (MODIFY)
4376502	I-75/SR 93A AT GIBSONTON DRIVE				2025			\$4,484										Interchange - Add Lanes
4444341	I-4/SR 400 FROM W OF COUNTY LINE ROAD TO COUNTY LINE ROAD				2025			\$968										Add Turn Lane(s)
4456681	SR 600 FROM W END OF EB GANDY BRIDGE TO DALE MABRY HWY											2025		\$3,092				ITS Communication System
4461311	I-4 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD				2022			\$535				2025		\$4,355				Add Auxiliary Lane(s)
2583721	GENERAL ENGINEERING CONSULTANT FOR ITS				2026			\$3,473										ITS Freeway Management MLD
4167351	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET				2023			\$111	2022		\$285	2026	\$39,492					Add Lanes and Rehabilitate Pvm
4191822	US 41(SR45) @ SR54 FM W OF WILSON RD/SR 54 INT TO E OF OSPREY LN/SR54				2023			\$5,000	2026	\$28,616								Interchange (New)
4335357	I275/SR93 FM S OF SR60 TO S OF LOIS,SR60 FM S OF I275 TO N OF MEMORIAL				2026			\$11,529				2026	\$216,744					Add Lanes and Reconstruct
4337971	US 19 (SR 55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD								2026	\$10,852								Add Lanes and Reconstruct
4337991	US 19 (SR 55) FROM S OF CR 95 TO S OF PINE RIDGE WAY W								2026	\$28,661								Interchange (New)
4357261	I-4 (SR 400) FM W OF I-75 NB OFF RAMP TO E OF MANGO RD				2026			\$1,629										Interchange - Add Lanes
4357501	SR 60 FROM VALRICO RD TO E OF DOVER RD								2026	\$12,586	\$580							Add Lanes and Reconstruct
4387021	ARTERIAL MANAGEMENT PROGRAM (AMP)				2026			\$5,000										Arterial Traffic Mgmt System
4461321	I-4 EB EXIT RAMP TO I-75 FROM E OF TAMPA BYPASS CANAL TO W OF I-75				2023			\$1,160				2026		\$4,935				Add Auxiliary Lane(s)
<b>Seaport</b>																		
4332401	PORT TAMPA BAY - EASTPORT BERTH DEVELOPMENT														2022		\$3,000	Seaport Capacity Project

**LEGEND**
**Tentative Work Program**
**FY 2021/2022 thru 2025/2026  
As of 01/21/2021**

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## SIS INVESTMENT PLAN

### Turnpike Enterprise

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

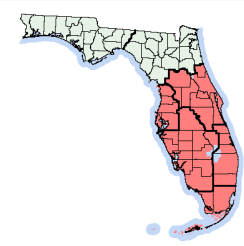
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#### LEGEND

 Highway

#### SIS Facilities

-  SIS Highway
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-  SIS Airport
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-  SIS Strategic Growth Seaport





Turnpike Enterprise

First Five Years Plan

Tentative Work Program

ITEMSE#	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
<b>Highway</b>																	
4319872	ITS RELOCATION FOR CORAL REEF MICROWAVE TOWER SITE										2022			\$452			ITS Communication System MLD
4357861	WIDEN TPK(SR91)- MINNEOLA INTCHG TO OBRIN RD (MP279-285.9)(4TO8 LNS)				2023		\$3,500				2022		\$2,080	2022		\$216,414	Add Lanes and Reconstruct
4370534	SR 9A/1-95 NB FROM NW 143 ST TO GOLDEN GLADES INTERCHG & TPK CONNECTOR										2022		\$12				Bridge New Structure
4428761	ITS REPLACEMENTS FOR BEACHLINE EAST (SR528),ORANGE & BREVARD,MP31-45.7	2022		\$50													ITS Communication System
4439561	ATLANTIC BLVD INTCHNG IMPROVEMENTS (SAWGRASS XWAY MP 8)				2022		\$200				2022		\$52,211				INTERCHANGE (MODIFY)
4443011	ADD ONE LANE TO NB OFF RAMP AT SAMPLE RD / TPK INTCHNG, (SR 91, MP 69)										2022		\$2,473				Interchange - Add Lanes
4443291	I-4 AUX LANES FROM CR 532 TO SR 429										2022		\$25,752				Add Auxiliary Lane(s)
4453625	I-4/SR 400 FROM DOWNTOWN TAMPA TO DOWNTOWN ORLANDO				2022		\$500				2022		\$2,261				ITS Communication System
4461641	PD&E STUDY TO WIDEN WESTERN BELTWAY (SR429) FROM I-4 TO SEIDEL RD.	2022		\$150													PDE/EMO Study
4465811	PD&E FOR POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTCHG	2022		\$150													PDE/EMO Study MLD
4469751	TPK (SR91) AND I-95 INTERCHANGE (MP 125)	2022		\$150													PDE/EMO Study
4233742	PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)	2023		\$150													PDE/EMO Study
4336631	SAND LAKE RD / TPK INTERCHANGE (SR482/SR91) (MP 257)				2022		\$150	2023		\$1,960	2023		\$85,747				Interchange (New)
4357841	WIDEN TPK- SR50 CLERMONT TO ORANGE/LAKE C/L (272.9-274) (4TO8 LNS)										2023		\$2,090				Add Lanes and Reconstruct
4427641	SUNCOAST II (SR589) - SR 44 TO CR 486				2022		\$260	2022		\$10,262	2023		\$87,999				New Road Construction
4061434	WIDEN TURN LANE FROM SR704 WB ONTO THE ON-RAMP FOR TPK (SR91), 1TO2LNS							2023		\$10,009	2024		\$2,406				Add Turn Lane(s)
4061435	WIDEN TPK(SR91) WPB SERVICE PLAZA TO SOUTHERN BLVD (MP94-98)(4TO8LNS)				2024		\$700				2024		\$209,341				Add Lanes and Reconstruct
4171321	WIDEN TPK(SR91) N OF GLADES RD TO N OF L-38 CANAL(MP76.8-80.2)W/MGD LN				2026		\$1,000	2024		\$429							Add Lanes and Reconstruct
4175451	WIDEN SEMINOLE XWAY FROM ALOMA AVE TO SR 434 (MP 38 - 44) (4TO8 LANES)				2024		\$4,410	2022		\$192	2024		\$159,047				Add Lanes and Reconstruct
4233735	WIDEN SPUR(SR91), GOLDEN GLADES TP TO BROWARD CNTY (MP0.4-3.3)(6TO8LN)				2024		\$170	2024		\$60							Add Lanes and Reconstruct
4354611	WIDEN SAWGRASS (SR869) ATLANTIC BLVD TO SAMPLE RD (MP 9-12)(6TO10 LNS)				2024		\$25				2024		\$80,024				Add Lanes and Reconstruct
4361941	WIDEN TPK(SR91), PARTIN SETTLEMENT RD TO OSCEOLA PKWY(MP243.5-249)(4TO8				2024		\$3,660	2022		\$13,400	2024		\$243,817				Add Lanes and Reconstruct
4395452	WIDEN HEFT(SR821) US-1/SOUTH OF PALM DR TO CAMPBELL DR(MP0-2)(4-6LNS)				2026		\$8,204	2026		\$8,686	2024		\$22				Add Lanes and Reconstruct
4412242	KISSIMMEE PARK ROAD INTERCHANGE IMPROVEMENTS (MP 240)				2024		\$850	2023		\$29,315	2024		\$3,179				INTERCHANGE (MODIFY)
4412244	WIDEN TPK (SR 91) (MP 239-242) & NEW NOLTE ROAD INTERCHANGE				2024		\$570				2024		\$158,183				Add Lanes and Reconstruct
4449801	NEW INTCHNG ON TPK MAINLINE (SR91) AT TAFT VINELAND RD (~MP 253)				2024		\$2,356										Interchange (New)
4462231	TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 47-51										2024		\$55,012				Add Auxiliary Lane(s)
4462241	TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 51-54										2024		\$68,036				Add Auxiliary Lane(s)
4480681	PD&E WIDEN SUNCOAST PKWY(SR589) - S OF VAN DYKE RD TO SR52 (MP13-27)	2024		\$3,000													PDE/EMO Study
4061438	WIDEN TPK (SR91) SOUTHERN BLVD TO OKEECHOBEE BLVD (MP 98-101)(4TO8LNS)				2023		\$400				2025		\$246,399				Add Lanes and Reconstruct
4159274	TPK (SR91) TSM&O ADD LANES N OF SAWGRASS TO PALM BEACH C/L (MP 71-73)				2024		\$550				2025		\$37,134				Add Auxiliary Lane(s)
4182145	TPK (SR91) TSM&O ADD LANES PALM BEACH C/L TO GLADES RD (MP 73.1-76.4)				2024		\$700				2025		\$63,470				Add Auxiliary Lane(s)
4371551	WIDEN SAWGRASS(SR869) SUNRISE BLVD TO OAKLAND PARK(MP0.5-4.1)(6TO10LN)				2025		\$5,590	2024		\$22,403	2025		\$186,410				Add Lanes and Reconstruct
4372111	HEFT & SURFACE STREET IMPROVEMENTS FROM HAINLIN MILLS TO US 1(MP11-12)				2023		\$50				2025		\$49,051				Interchange Just/Mod
4372243	EXTEND AUX LANE ALONG TPK SB ENTRANCE RAMP FROM SAWGRASS(MP 70.7-71.2)				2025		\$25				2025		\$1,182				Add Auxiliary Lane(s)
4408973	CENTRAL POLK PARKWAY - FROM US 17 (SR 35) TO SR 60				2022		\$3,650	2023		\$19,757	2025		\$501				New Road Construction
4441111	WIDEN TPK EXT - CAMPBELL DR TO TALLAHASSEE RD (MP4-6)(MANAGED LANES)				2025		\$3,659										Add Lanes and Reconstruct
4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.5-138.08) (4TO8)				2025		\$5,600										Add Lanes and Reconstruct
4463341	WIDEN TPK(SR91) FROM MARTIN C/L TO BECKER RD (MP138.08-138.5) (4TO8)				2025		\$6,330										Add Lanes and Reconstruct
4061436	WIDEN TPK(SR91) OKEECHOBEE BLVD TO SR 710 (4TO8 LNS)				2024		\$1,900				2026		\$138,910				Add Lanes and Reconstruct
4233743	PD&E FOR WIDEN TPK FROM N OF SR60 TO KISSIMMEE PARK RD (MP 193-238.5)	2026		\$4,000													PDE/EMO Study
4354614	WIDEN SAWGRASS (SR869) SAMPLE TO UNIVERSITY DR (MP 12-14.8)(6TO10 LNS)				2023		\$25				2026		\$86,763				Add Lanes and Reconstruct
4354615	WIDEN SAWGRASS (SR 869) UNIVERSITY DR TO SR7 (MP 14.8-18.4)(6TO10 LNS)				2022		\$250				2026		\$103,933				Add Lanes and Reconstruct
4357863	WIDEN TPK(SR91) - OBRIN RD TO US27 (MP 285.9-289.6) (4TO8 LNS)							2024		\$7,536	2026		\$114,119				Add Lanes and Reconstruct

LEGEND

Tentative Work Program

FY 2021/2022 thru 2025/2026  
As of 01/21/2021

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	
4371555	WIDEN SAWGRASS(SR869) S OF NW8TH TO SUNRISE BLVD (MP0-0.5) (6TO10 LNS)				2024		\$4,180	2024		\$7,399	2026		\$83,790				Add Lanes and Reconstruct
4371556	WIDEN SAWGRASS (SR869) OAKLAND PARK BLVD TO ATLANTIC BLVD (MP 4.1-6.6)				2025		\$50	2024		\$1,341	2026		\$68,135				Add Lanes and Reconstruct
4371691	WIDEN TPK(SR91) N OF ATLANTIC AVE TO N OF L-30 CANAL (MP82.6-85.3)W/ML				2025		\$4,250	2026		\$5,986							Add Lanes and Reconstruct
4372241	WIDEN SAWGRASS(SR869) FROM SR7 TO POWERLINE RD (MP18.4-22)(6TO10 LNS)				2025		\$39,660				2026		\$25,200				Add Lanes and Reconstruct
4379521	WIDEN SEMINOLE XWAY, SR434 TO N OF CR427 (MP44-49.4) (4TO8 LNS)				2025		\$16,159	2026		\$663							Add Lanes and Reconstruct
4440061	PD&E WIDEN TPK(SR91) FROM S OF SAND LAKE RD TO S OF SR 408 (MP257-263)	2026		\$4,000													PDE/EMO Study
4462242	TPK (SR91) GRIFFIN ROAD INTERCHANGE IMPROVEMENTS (MP 54)										2026		\$9,628				INTERCHANGE (MODIFY)

**LEGEND**
**Tentative Work Program**

 FY 2021/2022 thru 2025/2026  
 As of 01/21/2021

 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.

**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		
<b>Highway</b>																		
4181951	STATEWIDE ATIS				2026												ITS Information System	MLD
<b>Rail</b>																		
4167864	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS													2026	\$18,455	\$1,341	FUNDING ACTION	MLD
<b>Seaport</b>																		
4167865	STRATEGIC SEAPORT INVESTMENTS - SIS													2026	\$65,523		FUNDING ACTION	MLD

**LEGEND**
**Tentative Work Program**

 FY 2021/2022 thru 2025/2026  
 As of 01/21/2021

 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.

## **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 2022 - FY 2026

District	Item Number	Description	Action
1	438262-1	SR 45 (US 41) TAMAMI TRAIL FROM CONWAY BLVD TO MIDWAY BLVD	Phase 52 moved out of the tentative program
1	440442-1	SR 45 (US 41) FROM MIDWAY BLVD TO PAULSON DR	Phase 52 deferred from FY2024 to FY2026
1	440437-1	SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41	Phase 58 deferred from FY2023 to FY2024
1	438067-1	FT THOMPSON AVE FROM SR 29/BRIDGE ST TO SR 80/HICKOPOCHEE AVE	Phase 52 moved out of the tentative program
1	438054-1	SR 17/CORNELL ST FROM CR 17A TRUCK ROUTE TO MEMORIAL DRIVE	Phase 52 deferred from FY2023 to FY2024
1	438055-1	SR 17 FROM EVANGELINE AVENUE TO RIALTO AVENUE	Phase 52 deferred from FY2023 to FY2024
1	447402-1	SR 64 FROM E OF MANATEE RIVER TO BILL PARRISH ROAD	Phase 52 deferred from FY2022 to FY2023
2	N/A	N/A	N/A
3	N/A	N/A	N/A
4	N/A	N/A	N/A
5	436473-1-58-01	LEHIGH TRAILHEAD	Added Phase 58 in FY21 for \$1,583,738 per request by River to Sea TPO. Work Program Amendment has been submitted.
5	437451-1-58-01	US 192 AT HOAGLAND BLVD	Added Phase 58 in FY21 for \$45,538 for lighting agreement with Kissimmee Utility Authority.
5	439971-2-58-01	FREEMONT AVENUE FROM NILES STREET TO RIDGEWOOD AVENUE	Added Phase 58 in FY22 for \$262,639. Phase 58 previously was programmed on 439771-1-58-01, but was required to be moved from segment 1 to segment 2 to update the contract class from 2 to 5.
5	441020-1-58-01	SR 519 FROM I-95 TO SR 520	Added Phase 58 in FY21 for \$32,000 for lighting agreement with florida power and light.
5	441778-2-58-01	FL COAST TO COAST PARRISH PARK TRAILHEAD	Added Phase 58 in FY21 for \$2,882,292. Phase 58 previously was programmed on 441778-1, but was required to be moved from segment 1 to segment 2 to update the transportation system from 03 to 13 due to right of way being transferred from FDOT to Brevard County.
5	442861-1-58-01	QUAIL POND CIRCLE CONNECTIVITY	Added Phase 58 in FY21 for \$189,384 per request by MetroPlan.
5	448850-1-94-01	BREVARD-VALKARIA AIRFIELD EQUIPMENT	Added Phase 94 in FY21 for \$100,000 for Valkaria Airport airfield equipment.
5	439971-1-58-01	FREEMONT AVENUE FROM NILES STREET TO RIDGEWOOD AVENUE	Deleted Phase 58 in FY22 for \$262,639 due to moving the funding from segment 1 to segment 2. This was required to update the contract class from 2 to 5.
5	441778-1-58-01	FL COAST TO COAST PARRISH PARK TRAILHEAD	Deleted Phase 58 in FY21 for \$1,750,000 due to moving the funding from segment 1 to segment 2. This was required to update the transportation system from 03 to 13 due to right of way being transferred from FDOT to Brevard County.
6	444805-1	NW 87 AVENUE NORTHBOUND & SOUTHBOUND OVER I-75 BRIDGE# 870600 & 871001	Phase 52 was in Year 2 of the Tentative at the Miami-Dade Public Hearing and was subsequently reprogrammed to a different financial project number (444805-2). There is no change in scope or delivery schedule.
7	445362-3-52-01	1-4/SR 400 FROM HILLSBOROUGH COUNTY LINE TO OSCEOLA/LAKE COUNTY LINE	New Project added to FY2023 - Project was added after Federal ATCMTD grant approval was received by D7 Work Program on 1/8/21.
7	445362-3-93-01	1-4/SR 400 FROM HILLSBOROUGH COUNTY LINE TO OSCEOLA/LAKE COUNTY LINE	New Project added to FY2023 - Project was added after Federal ATCMTD grant approval was received by D7 Work Program on 1/8/21.
Turnpike	N/A	N/A	N/A

**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.



## **Appendix D**

### Photograph Descriptions

#### **I-4 at CSX Railroad Bridge Replacement - District 1**

The existing bridge crossing is located 1,200 feet west of the Kathleen Road (S.R. 539)/I-4 interchange and approximately 390 feet east of the West Bella Vista Street Overpass in Polk County. The two new replacement bridges will be 400 feet in length to accommodate the future expansion of I-4. It will also provide the flexibility for two-lane ramps on I-4 without bridge reconstruction should traffic demands on the Kathleen Road ramps increase in the future. Construction is scheduled to begin April 1, 2021. (Page 3)

#### **S.R. 869/SW 10<sup>th</sup> Street Connector from Florida's Turnpike/Sawgrass Expressway to west of I-95 - District 4**

The Florida Department of Transportation is nearing completion of a Project Development and Environment (PD&E) study that continues the efforts of the Broward Metropolitan Planning Organization (MPO) to address local access along SW 10<sup>th</sup> Street, improve safety, and provide a connection between I-95, Sawgrass Expressway and Florida's Turnpike. This PD&E Study is evaluating two facilities within the SW 10<sup>th</sup> Street corridor. One facility will address a regional connection between adjacent Strategic Intermodal System (SIS) facilities; the Turnpike/ Sawgrass Expressway and I-95. Improving this linkage will improve mobility and contribute to the economic vitality of Southeast Florida. The other roadway facility to be evaluated will be a lower-speed, local roadway to address business and community mobility needs. An improved local SW 10<sup>th</sup> Street facility will address existing operational and safety deficiencies along SW 10<sup>th</sup> Street between Florida's Turnpike/Sawgrass Expressway and S.R. 9/I-95. Multimodal, pedestrian, and bicycle features will also be included. The PD&E study involves evaluating various alternatives and comparing the engineering, social, and environmental effects of each alternative. The Community Oversight Advisory Team representatives will continue to be a key asset to the PD&E study and their recommendations will be evaluated during the study. (Page 3)

#### **S.R. 5/U.S. 1/Overseas Highway Cow Key Channel Bridge Rehabilitation - District 6**

The project included rehabilitating two bridges (one inbound, one outbound) between Stock Island and the City of Key West in Monroe County. Cow Key Channel Bridge is vital since it is the only bridge into the City Key West. Work included replacing sections of the bridge deck and support beams as well as repaving and restriping the adjacent roadway. Work began in March 2020 and was completed on November 17, 2020. The total cost was \$6.2 million with two incentives awarded to the contractor, totaling up to \$800,000. The project will extend the life of these two bridges into Key West, a major destination point for people and goods. (Page 6)

#### **U.S. 98/Trilby Road Roundabout - District 7**

To reduce the number and severity of crashes at the intersection of U.S. 98 and Trilby Road, a roundabout was constructed and opened to traffic in August 2020. The roundabout replaced the former flashing beacon-controlled intersection to improve safety and traffic operations. Work on the \$2.7 million project at this northern Pasco location was completed in just 162 calendar days, all while maintaining U.S. 98 traffic throughout construction. (Page 8)

#### **Beachline West (with focus on connected vehicles) - Florida Turnpike**

Florida's Turnpike Enterprise is deploying vehicle-to-infrastructure (V2I) communications along portions of the Turnpike Mainline and the Beachline Expressway. The V2I communications equipment will include 50 field sensor roadside units at half-mile spacings to provide complete

coverage within the limits of deployment. Those limits are the Mainline from milepost 255 to 267 and the Beachline Expressway from milepost 0 to 8. A pilot project will gather field data and develop applications that benefit safety and mobility, utilizing Connected-Vehicle (CV) technology. The safety and mobility applications for the pilot project will include wrong-way driving detection and prevention, disabled and stopped-motorist alert and response, curve and queue warning alerts, and construction and traffic incident management alerts. (Page 8)

### **First Coast Expressway - District 2**

The First Coast Expressway (S.R. 23) is a multi-lane, limited access toll road that, once completed, will cross parts of Duval, Clay, and St. Johns counties. Expressway traffic will pass through electronic toll gantries without stopping. The gantries will contain an electronic system that will either detect the vehicle's SunPass transponder device or scan the vehicle's license plate for a toll-by-plate invoice in the mail. The total length of the completed roadway will be approximately 46 miles. The First Coast Expressway will reduce congestion on other major roadways in the region, important not only for daily commuters but also critically important during times of storm-related evacuation. (Page 10)

### **U.S. 41 at 10th & 14th Street (Roundabout) - District 1**

Part of a series of three roundabouts on U.S. 41 that will provide a continuous flow of traffic and alleviate congestion from the back-to-back traffic signals. The roundabouts will also support the fluctuating demand from the Van Wezel Performing Arts Hall at the end of 10<sup>th</sup> Street. The immediate improvement, smoothing the flow of traffic through this highly traveled corridor, is a nice reprieve for area motorists. Project completion - currently in final acceptance. (Page 13)

### **Cervantes Street Safety Project – District 3**

The \$7 million pedestrian safety project, a 2.2-mile section of West Cervantes Street from Dominguez Street to A Street, includes constructing seven lighted midblock crosswalks, ADA-compliant ramps, and a wider multi-use path. New traffic signals will be added at four intersections and existing signals will be enhanced with upgraded pedestrian features. Vehicle lane widths will be reduced, and the speed limit will be lowered to 30 mph. A raised center median with a low barrier and designated openings for pedestrians at selected locations will be constructed within the project limits. The project also includes enhanced lighting and landscaping and irrigation improvements. In addition, crews will mill and resurface the roadway where median and signal work is performed. Funding for the project is a collaborative effort between the City of Pensacola, Escambia County, and the Florida Department of Transportation. (Page 14)

### **State Road 390 Widening Project – District 3**

S.R. 390 is the focus of a \$92.3 million construction program that is widening the heavily traveled roadway from three to six travel lanes. The third segment to widen S.R. 390 from S.R. 77 to Jenks Avenue in Bay County is in addition to two additional phases that extend the six-lane improvements from Baldwin Road south to 23rd Street, and from Jenks Avenue to Baldwin Road. Upon completion, the typical section will consist of six 12-foot travel lanes separated by a 22-foot median. New four-foot bicycle lanes, six-foot sidewalks, curb, and gutter will be constructed on both sides of the roadway. (Page 14)

### **HEFT Widening – Florida Turnpike**

Florida's Turnpike is adding additional capacity to the Mainline in Miami-Dade County. Additional travel lanes between milepost 5 and milepost 17 have been added. Construction of additional travel lanes is underway between the Don Shula Expressway and Turnpike Mainline milepost 47. The Turnpike anticipates the widening of the entire corridor will be completed by 2025. (Page 19)

### **I-95/LPGA Blvd. Interchange - District 5**

A Project Development and Environment study is programmed to begin at the Interstate 95 and LPGA Boulevard interchange in 2022 for approximately \$1.8 million. The study limits are from Tymber Creek Road to Williamson Boulevard. This project will study potential options for the future configuration of the interchange. Also, the study will identify the long-term needs and create design concepts to address the capacity needed for future development in the surrounding area. The study phase will be followed by a design phase where safety, operational and capacity improvements for the interchange will be further developed and refined. Design is estimated at \$4.9 million and expected to start 2026. (Page 39)

### **Northern Coin Conversion/All-Electronic Tolling project - Florida Turnpike**

Florida's Turnpike System is going all-electronic. By the end of calendar year 2021, the entire Turnpike Mainline from Homestead to Wildwood will collect tolls electronically. (Page 42)

### **S.R. 500/US 441 Orange Blossom Trail from S of Holden Ave to 34<sup>th</sup> - District 5**

This project will construct three new mid-block crossings with Pedestrian Hybrid Beacons (PHBs) as well as upgrade the three existing PHB crossings along the corridor. The purpose of this project is to enhance pedestrian and bicycle safety. When complete, all six mid-block crossings with the PHB signal will have raised crosswalks, in-road lighting, and enhanced pavement markings. Construction for this project is estimated to cost \$5.8 million and is anticipated to late 2021. (Page 49)

### **Howard Frankland Bridge replacement - District 7**

The design-build contract, with a low bid of \$864.9 million, was awarded to the Archer Western/Traylor Brothers Joint Venture. The new bridge will be built to the north of the current southbound bridge and will consist of eight lanes: four general purpose lanes, two northbound managed lanes, two southbound managed lanes, and a bicycle/pedestrian path. The existing southbound bridge will be converted to become northbound I-275, and the existing northbound I-275 bridge will be removed. The new Howard Frankland Bridge will also include a bicycle/pedestrian shared use path that will connect Pinellas and Hillsborough counties, a request from both the Hillsborough MPO and Forward Pinellas. The shared use path will include four overlooks and aesthetic features that will be located at each end of the bridge and on the overlooks. The new design will also provide improved transit operations including Express Bus Service in the managed lanes. The managed lanes will better prepare the Howard Frankland Bridge for the potential of future autonomous vehicles. (Page 66)

### **U.S. 98 at County Road (C.R.) 30A East Inlet Beach Pedestrian Underpass – District 3**

Work will begin in late February on a \$5.6 million project to construct a lighted pedestrian underpass beneath U.S. 98, immediately east of County Road (C.R.) 30A in Walton County. The

underpass will provide a safe pedestrian crossing for this busy area that allows non-interrupted flow of pedestrian access across U.S. 98, increasing safety and mobility of both pedestrians and vehicular traffic. (Page 67)

#### **I-95 Managed Lanes and Glades Road Interchange - District 4**

95 Managed Lanes Phase 3B-2 will extend the existing managed lanes north from just south of Glades Road to south of Linton Boulevard in Palm Beach County. One lane will be added, and the High Occupancy Vehicle (HOV) lane will be converted to create two managed lanes in each direction; the number of general use lanes will remain the same. Access to the managed lanes will be provided via two designated ingress and egress locations—between Glades Road and Spanish River Boulevard and between Yamato Road and Linton Boulevard. The scope of work includes reconfiguration of the S.R. 808/Glades Road Interchange to a Diverging Diamond Interchange. Additional project improvements include overhead sign structure installation, Intelligent Transportation System (ITS) and managed lane markers, new signalization, lighting, signing and pavement markings and ramp signalization at five interchanges from Glades Road to Linton Boulevard. Shoulder-mounted sound barrier walls will be constructed along I-95 northbound between Clint Moore Road and Linton Boulevard, ground-mounted sound walls will be installed on the south side of Yamato Road east of I-95 adjacent to the University Heights Community and along I-95 northbound south of Linton Boulevard adjacent to the Tierra Verde Community. The Clint Moore Road Bridge over I-95 will be fully reconstructed and the Glades Road bridge over the South Florida Regional Transportation Authority railroad tracks and Military Trail and the I-95 bridge over the C-15 Canal (between Peninsula Drive and Linton Boulevard) will be widened. The project is expected to be completed in 2023 and is estimated to cost \$148 million. (Page 69)

#### **Dunn's Creek - District 2**

This construction project includes widening U.S. 17 from Horse Landing Road to the north approach of the Dunn's Creek Bridge. The existing Dunn's Creek Bridge will be converted to two northbound traffic lanes and a new bridge with two southbound lanes will be built adjacent to it. The project also features a 12-foot-wide multi-use path on the east side of the road, connecting to the new path on U.S. 17 south of Horse Landing Road and continuing across the new bridge. (Page 71)

#### **Kings Highway/S.R. 713 Widening Project - District 4**

This project includes reconstructing the existing two-lane undivided Kings Highway with a newly constructed four-lane divided roadway. The roadway will include a 30-foot-wide median with Type E Curb and Gutter, 6.5-foot-wide outside shoulders which will also serve as buffered bicycle lanes, and a 12-foot-wide shared-use path along the west side. The project relocates Canal No. 40 and Canal No. 32E to accommodate widening to the west. The project realigns Kings Highway at the intersection with Okeechobee Road which will improve the existing connection with Florida's Turnpike. The project replaces existing culverts/swales and installs a closed drainage system and retention ponds. Additionally, this project includes installing a new highway lighting system, upgrading signalization with vehicle detection devices and ITS cameras. The anticipated completion date is fall 2022. The cost estimate is \$45 million. (Page 73)

### **I-395/S.R. 836/I-95 Design-Build Project - District 6**

The S.R. 836/I-395/I-95 Design-Build Project is being constructed in partnership with the Miami-Dade Expressway Authority. The project includes building a viaduct (double-deck) on S.R. 836 that begins at NW 17 Avenue and connects to I-395. I-395 will be completely reconstructed featuring a “signature bridge” over Biscayne Boulevard in Downtown Miami. The concrete pavement on I-95 will also be replaced from NW 8 Street to NW 29 Street. The project will increase capacity to ease current and future congestion; improve safety by eliminating existing deficiencies; improve access at the I-95 Interchange. The project began in October 2018 and will last until fall 2024 at an estimated cost of \$818 million. (Page 76)

### **S.R. 82 from Gator Slough to S.R. 29 Road Widening Project - District 1**

The Florida Department of Transportation (FDOT) began this project to widen State Road (S.R.) 82 from Gator Slough Lane to S.R. 29 from a two-lane undivided roadway to a four-lane divided roadway, while allowing for a future six-lane roadway. The addition of bike lanes, a 10-foot multi-use trail along the south side, and a 5-foot sidewalk along the north side will enhance the accessibility for pedestrian and bicyclists. The intersection at S.R. 29 will be changed from a stop condition with flashing beacon to a roundabout. The expected project completion date is summer 2022. (Page 80)

### **New Interchange at I-75 and Overpass Road - District 7**

This \$64 million design-build project is a joint effort between Pasco County and the Florida Department of Transportation to construct a new interchange at I-75 and Overpass Road. The interchange will be located approximately midway between S.R. 54 and S.R. 52 at mile marker 282. The new diamond interchange will also include a flyover ramp for westbound Overpass Road access onto southbound I-75. Project construction began in the fall of 2020 with the interchange forecast to be open to traffic in 2023. To accommodate the new interchange, Overpass Road will be widened from two lanes to four lanes between the interstate and Old Pasco Road and six lanes between the interstate and Boyette Road. Changes have also been made to two local roads that previously connected to Overpass Road near the interstate. Blair Drive has been extended to a new connection at Old Pasco Road, and roads in that community will be repaved. McKendree Road has been realigned to connect with Boyette Road. (Page 81)

**Project Lead:**  
William Cobb, Special Projects Coordinator

**Project Support:**  
Sonya Morris, Assistant Executive Director  
Suzanne Munroe, Executive Assistant

**Executive Director**  
Ralph Yoder

**Additional copies may be  
obtained by contacting the  
Florida Transportation Commission  
at  
605 Suwanee Street  
Mail Station 9  
Tallahassee, Florida 32399-0450  
850-414-4105  
[www.ftc.state.fl.us](http://www.ftc.state.fl.us)**

