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**IN-DEPTH EVALUATION  
OF  
TENTATIVE WORK PROGRAM  
FOR  
FY 1995/96 - 1999/00**

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# FLORIDA TRANSPORTATION COMMISSION

*Malcolm Kirschenbaum, Chairman*  
*Burnett Bloodworth*  
*John Browning, Jr.*  
*Art Kennedy*  
*David Kerr*  
*Jim Kimbrough*  
*Herminio San Roman*



*Lawton Chiles*  
*Governor*

March 10, 1995

Honorable Lawton Chiles  
Governor  
The Capitol  
Tallahassee, Florida

Honorable Mario Diaz-Balart, Chairman  
Senate Appropriations Committee  
Room 201, The Capitol  
Tallahassee, Florida

Honorable Buzz Ritchie, Chairman  
House Appropriations Committee  
Room 221, The Capitol  
Tallahassee, Florida

Dear Governor Chiles, Senator Diaz-Balart, and Representative Ritchie,

On February 23, 1995, the Commission conducted the Statewide Public Hearing and In-depth Evaluation of the *Department of Transportation Tentative Work Program for FY 1995/96 through FY 1999/2000*. Secretary Watts and all eight District Secretaries participated and responded to questions. Key areas of the evaluation and public comments are summarized in the "buff" color pages, followed by several appendices containing support documentation.

*The Commission approved the Tentative Work Program, having found it, with one exception, in compliance with applicable law and policy.* Further, the Commission has concerns in two other areas of the evaluation that merit inclusion in this report.

## ***Area of Non-Compliance: Resurfacing and Bridge Replacement Programs***

The Tentative Work Program does not accomplish the Department objective for the resurfacing program, which is to reduce the backlog of structurally deficient lane miles to the 1983 level of 5,020 lane miles by 1996/97 (objective is based on policy guidance in S. 334.046, F.S.). In the Tentative Work Program, the Department anticipates that in 1996/97 the backlog will be 7,534 lane miles needing resurfacing, falling short of the goal by 2,514 lane miles. Further, projections in the Tentative Work Program show that the backlog is expected to continue to increase, reaching 8,884 lane miles by the year 2000. In order to avoid major disruption of

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other projects scheduled in the work program, the Department did not divert funds from other programs in order to increase funding for resurfacing to a level that would achieve the objective.

The Department attributes some growth in the backlog to increases in the "cost per mile" of resurfacing projects due to bridge widening, addition of paved shoulders, drainage improvements and other needed safety work performed as part of a resurfacing project. For example, in last year's Tentative Work Program the average cost of resurfacing one lane mile was \$114,000, while this Tentative Work Program increased 18%, to \$134,000 per lane mile. An in-depth analysis of resurfacing project costs is not yet available.

The Commission is concerned, as is Secretary Watts, that if the backlog continues to grow, as the latest projections show, it must be promptly addressed -- maintenance of our existing highways in quality condition is critical. However, this year's projections vary substantially from last year's, and more analysis is needed before reaching definitive conclusions. The Commission intends to monitor this situation closely since it could substantially impact future funding priorities.

Neither does the Tentative Work Program achieve the Department objective for bridge replacement, which is to reduce the backlog of bridges needing replacement to the 1983 level of 278 bridges by 1999/2000. The Department anticipates that the backlog in 1999/2000 will be 329 bridges needing replacement, falling short of the goal by 51 bridges. Although the backlog is not projected to increase over the 5-year period, it does not decline as quickly as projected last year. In part, the Department explains that this slowed decline in the bridge replacement backlog is due to increasing bridge replacement costs. The Commission is concerned that progress toward the goal has slowed. Again, close monitoring is warranted.

#### ***Area of Concern: The Turnpike Expansion Program***

The Turnpike District received an updated revenue forecast in early February, necessitating significant adjustments to the Tentative Work Program subsequent to district public hearings. Full disclosure was made by the Department at the Statewide Public Hearing of forecast revisions, program adjustments and status of expansion projects. A summary of that information follows. Commission concerns which arose at the Hearing relate to safeguarding the program's future financial integrity and ensuring that each project's contribution to the statewide interconnected system is maximized.

The Turnpike District received a revenue forecast from its revenue consultant, URS Consultants, Inc. in September, 1994 and based on that forecast, developed its Tentative Work Program. In that program, both the Polk Parkway and the Suncoast Parkway (to U.S. 98) projects were scheduled for completion in 2001. However, in light of actual revenues from the Seminole Expressway (opened May, 1994) and Veterans Expressway (opened October, 1994) falling substantially short of 1994 projections, the Department requested an updated revenue forecast, which was received on February 7, 1995.

Over the 5-year Tentative Work Program period, the updated forecast projects revenues to be \$21.6 M. or 1.5% lower than the 1994 forecast, while over the 9-year period ending in 2003/04, revenues are estimated to be \$209.2 M. or 6.7% lower than the 1994 forecast.

These reductions are due exclusively to downward projections of revenues from the five "expansion" projects (Seminole Expressway, Veterans Expressway, Southern Connector Extension, Polk Parkway and Suncoast Parkway). In light of actual revenue collection data from the Seminole and Veterans, URS acknowledged that earlier forecasts overestimated certain factors, primarily (1) the "diversion rate" - the amount of traffic that would divert from nearby free roads to the toll facility, and (2) the "land development growth rate" - the amount of growth expected to occur along the toll facility. The updated 9-year forecast shows substantial revenue reductions for all expansion projects; revenues from the Polk and Suncoast Parkways - the next two to be built - are reduced by 46% and 52%, respectively.

Partially offsetting these reductions is a projected increase in Mainline Turnpike revenues of 3%. It is important to note that during the Work Program period, 91% of total Turnpike System revenues derive from the Mainline, Sawgrass Expressway and Concessions, the remaining 9% coming from the expansion projects. Due to this fact combined with strong projections for the Mainline and Sawgrass Expressway, the Turnpike System's bonding capacity is minimally impacted. Moreover, the Turnpike enjoys excellent bond ratings, retaining an "A+" rating from Standard & Poor's and having been upgraded by Moody's from "A" to "A1" subsequent to the February forecast. Over the work program period, the Department maintains a prudent coverage ratio of 2.06 (average), meaning that annual net revenues are twice the amount of annual debt service.

Notwithstanding the strong showing of the Mainline in the updated forecast, the downturn in expansion project revenue estimates necessitated scaling back the Tentative Work Program. The Department took several actions, including deferral of minor Mainline projects, revisions to Suncoast Parkway design, reduction in Veterans operational costs, reduction in consultant levels and revisions to enhancement project schedules.

Instead of completing both the Polk Parkway and Suncoast Parkway by 2001, the revised Tentative Work Program proposes staged construction of both projects, with the Polk Parkway opening to traffic in 2001 with temporary terminus at U.S. 92 and the Suncoast Parkway opening in the same year, with temporary terminus at County Line Road. Both projects would be completed as soon as finances allow. At the Hearing, representatives from vicinities of both projects expressed concern that these temporary termini would further reduce revenues by failing to connect them with major highways to maximize ridership. The Commission reached the same conclusion, but from a different perspective. As part of the Intrastate Highway System, Turnpike projects must, to the maximum extent possible, contribute to regional and interregional travel through connecting with other key intrastate highways to form an interconnected system. It fell to the Department to make difficult decisions scaling back both projects to match available funding -- all in a few days' time. The Department indicated that during the next work program development cycle it will continue to evaluate the temporary termini of these projects, taking all comments under advisement.

A fundamental impact of the updated forecast on the Polk and Suncoast Parkways is their continuing ability to meet the statutory economic feasibility requirements of the Turnpike Expansion Program - under which a project may not be built using Turnpike revenues unless it meets economic feasibility standards enacted to ensure the program's ongoing viability. The Department indicated during the Statewide Public Hearing that a final economic feasibility test has not yet been performed on the Suncoast Parkway, but that later this year when project design is 60% complete, the test will be run. Based on preliminary tests showing the Suncoast almost 100% feasible, it appears likely that it will continue to be economically feasible under the updated forecast.

Regarding the Polk Parkway, the Department explained that the final test of economic feasibility was performed in November, 1993, when project design was 60% complete. The Department elected to use Turnpike cash for right of way acquisition (about \$40 M. committed to date), to be reimbursed later from bond proceeds. The Department reported that it had not re-run the economic feasibility test, but that it is very unlikely that this project would meet the test today, under the updated revenue forecast and higher interest rates.

In September, 1995, the Department plans to sell bonds for right of way acquisition and construction of the Polk Parkway (western part, to U.S. 92). The Commission is concerned about applicability of a provision of law stating that: No bonds shall be issued to fund a turnpike project until the department has made a final determination that the project is economically feasible in accordance with S. 338.221, based on the most current information available (s. 338.2275(5), F.S.). The Commission understands and is in accord with the Department's decision to use cash on the project, thereby delaying bond sale and payment of debt service until necessary, and clearly the law allows the use of cash on these projects. We are also sensitive to the fact that the Department has acquired right of way on the project and the commitment this signifies to the community. Nevertheless, we feel that the language and intent of this provision of law should be given careful consideration.

Our overriding concern is for continuation to the year 2020, and beyond, of the intended fiscal integrity of the Expanded Turnpike Program -- that is, using the bonding capability of the entire Turnpike System to build toll roads that meet the test of economic feasibility and which will, in time, augment the System's revenues, making possible bond financing of still more new toll projects. The economic feasibility standards mandated by law are the safeguards that will ensure cyclical renewal of the Turnpike's ability to fund new projects throughout the state.

***Area of Concern: Stability of Project Schedules***

Last year, the Commission reported that stability of project schedules had declined slightly (6%) from the prior year, citing that 81.3% of project phases experienced no change in schedule or were advanced to an earlier year as compared to 87.7% the previous year. Last year, we also reported that more projects were deferred to a later year or moved out of the program (12%) than the prior year's program (8%).

**Tentative Work Program**

**March 10, 1995**

**Page 5**

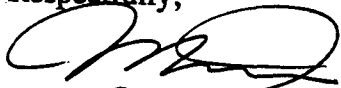
**This year, stability continued to decline, with 77% of project schedules experiencing no change in schedule or advancing to an earlier year -- a 4% decline from last year and 10% decline over the 2-year period. Likewise, the number of projects deferred or moved out continued to increase, up to 14% in this Tentative Work Program.**

**Last year, comments by District Secretaries indicated that in part, the increase in deferred projects was due to changes in local government priorities. This year, District Secretary comments indicated that again changes in local priorities and local requirements played a significant role, along with other factors.**

**While overall program stability remains satisfactory, as evidenced by the absence of formal objections by local governments to deferral of projects, the Commission is nevertheless concerned about the declining trend in program stability. We intend to work with the Department to identify the reasons for this trend.**

**We hope this evaluation will assist you and your staff as you review the Tentative Work Program. We would welcome any comments or suggestions you wish to offer.**

**Respectfully,**



**Florida Transportation Commission  
Malcolm R. Kirschenbaum, Chairman**

**cc: Honorable Jim Scott, President, The Florida Senate  
Honorable Peter Wallace, Speaker, The Florida House of Representatives  
Honorable Malcolm Beard, Chairman, Senate Transportation Committee  
Honorable Kelley Smith, Chairman, House Transportation Committee  
Members, Senate Transportation Committee  
Members, House Transportation Committee  
Honorable Rick Dantzler, Chairman Senate Appropriations Sub A  
Honorable Alzo Reddick, Chairman, House Approp., Trans. & Econ. Dev. Sub  
Members, Senate Appropriations Sub A  
Members, House Appropriations, Transportation & Economic Development Sub  
Mr. Jim Skinner, Division Administrator, Federal Highway Administration  
Mr. Ben G. Watts, Secretary, Florida Department of Transportation**

***Statewide Public Hearing  
In-Depth Evaluation of Tentative Work Program***

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 Administrative Weekly at least 7 days prior to the hearing.

The law directs that, as part of the Statewide Public Hearing, the Commission must at a minimum:

1. Conduct an in-depth evaluation of the Tentative Work Program for compliance with all applicable laws and departmental policies. If the Commission determines that the work program is not in compliance, it must report its findings and recommendations to the Legislature.
2. 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 Governor and Legislature a report that evaluates the Tentative Work Program for:

- a. Financial Soundness
- b. Stability
- c. Production Capacity
- d. Accomplishments (including program objectives)
- 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

Sections 20.23 and 339.135, F.S.

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**OVERVIEW**  
**TENTATIVE WORK PROGRAM**  
**FY 1995/96 - 1999/00**

***Key Statutory Requirements:***

- Although not required by statute, the Commission, as part of its in-depth evaluation, reviews the tentative work program by individual program categories. This breakdown allows overall comparison of major components such as Product, Product Support, Operations and Maintenance, and Administration. Additionally, this information is needed to compare proposed program levels (targets) to those in current and future Adopted Work Programs.
- As part of the overview, each Department district identified a maximum of ten high visibility, high priority projects. Collectively, these "Significant Projects" highlight key projects statewide.

***Commission Findings***

- The Tentative Work Program totals \$14.6 Billion. \$11.7 Billion or 80% is planned in Product and Product Support.
- The Tentative Work Program will let contracts to:
  - \* Construct 1,351 additional lane miles of roadway
  - \* Resurface 11,379 lane miles of existing roadway
  - \* Repair 1,210 bridges
  - \* Replace 303 bridges
- The Tentative Work Program includes \$1.5 Billion for Public Transportation.

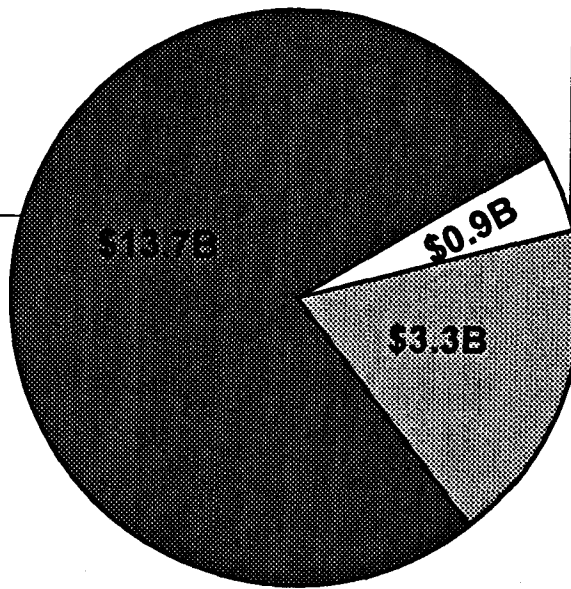
***Support Documentation:***

Overview Summary charts are on pages 2 thru 6. Complete Overview is Appendices A & B.

# Total 5-Year Department Funding

FY 95/96 - 99/00

**\$17.9Billion**



**Work Program & Budget**  
Includes funding for product product support, maintenance, and fixed capital. These funds are both in the work program and budget and are included in overview charts.

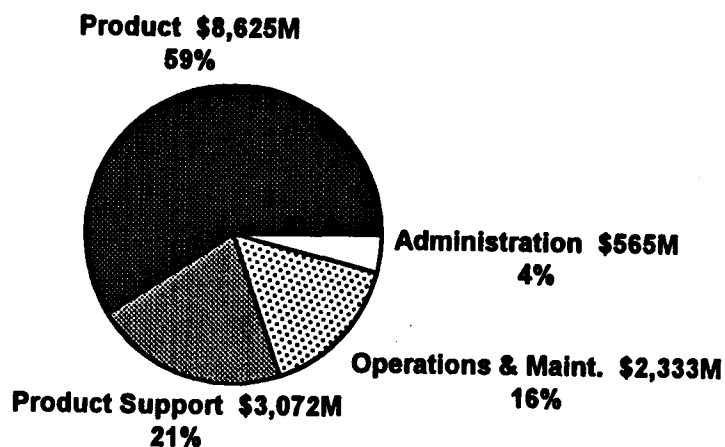
**Work Program Only**  
Includes federal funds passed through to local gov'ts and local match. These funds are not in the budget and are not included in overview charts.

**Budgeted Only**  
Includes funding for motor carrier compliance and toll operations. These funds are not in work program but are included in overview charts.

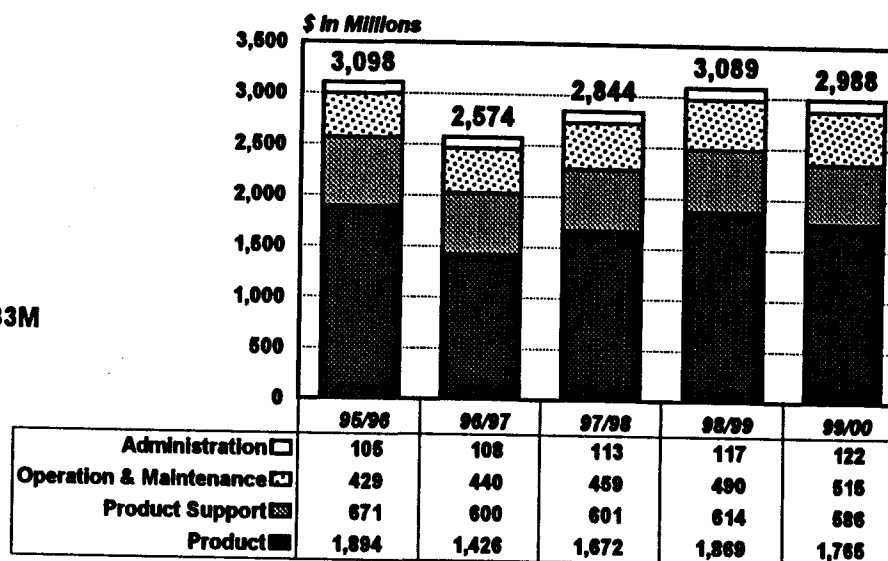
# TOTAL PROGRAM

FY 95/96 - 99/00

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$14,594M**

Totals may not add due to rounding

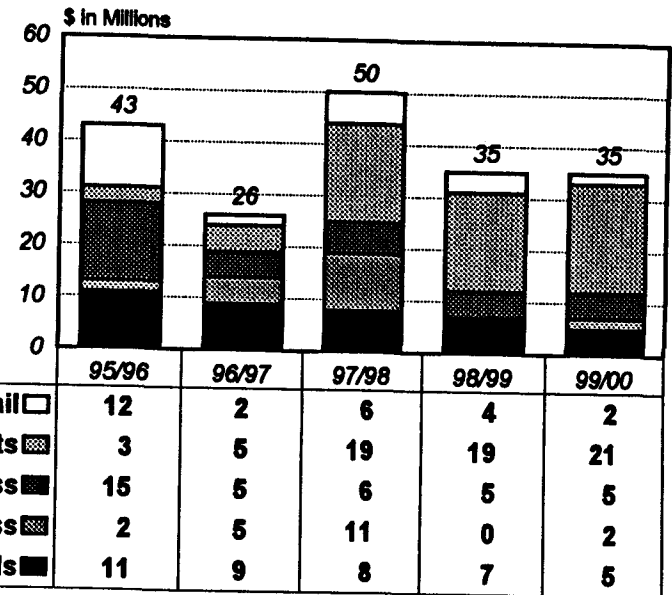
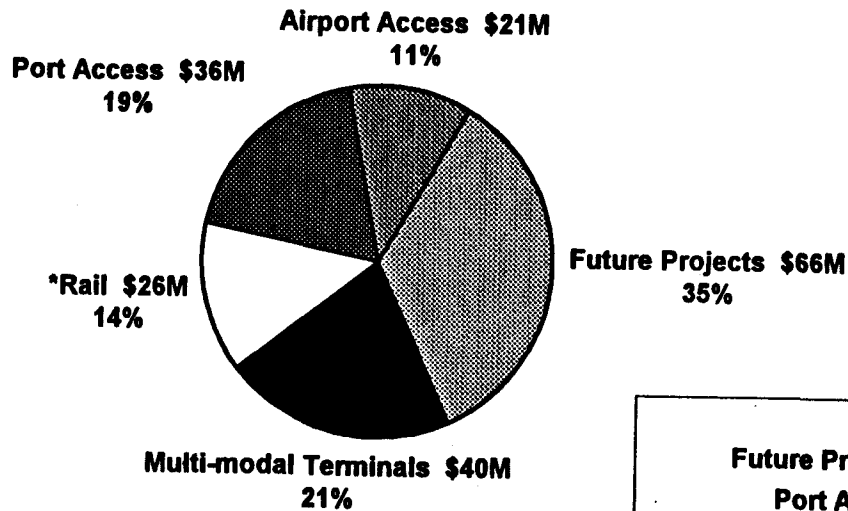
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# Intermodal Development Funding Access Program

Budgeted Funds

FY 95/96 - 99/00

Tentative Work Program



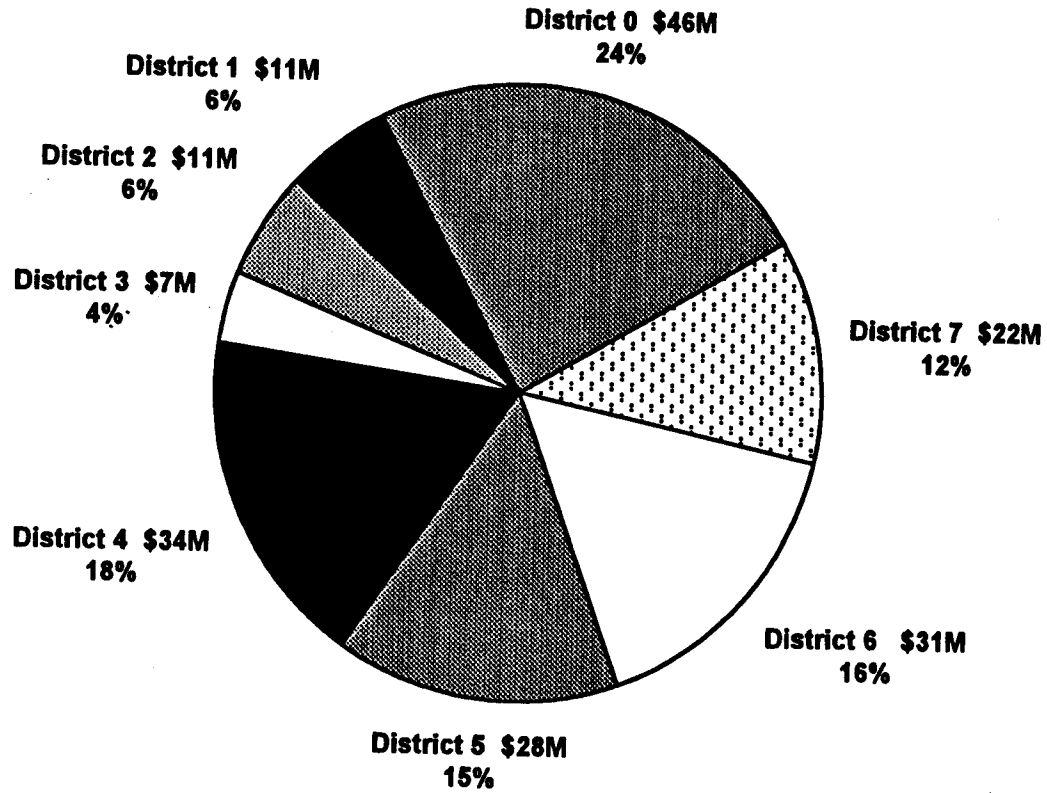
**Total 5-Year Tentative Work Program \$189M**

**\*Includes Southeast Florida Rail Corridor funding and Tampa Commuter Rail Funding**

Totals may not add due to rounding

OMB 13-FEB-95  
INTRASTA/96TENT07

# Intermodal Development Funding Access Program Budgeted Funds FY 95/96 -99/00 Tentative Work Program by District



**Total 5-Year Tentative Work Program \$189M**

*Totals may not add due to rounding*

5

**INTERMODAL DEVELOPMENT FUNDING\*  
SIGNIFICANT PROJECTS**

<b>Project Name</b>	<b>Description of Work</b>	<b>Phase(s)</b>	<b>Estimated Cost (\$ in millions)</b>
Jax International Airport	<ul style="list-style-type: none"> <li>Construction of Jax Intl. Airport South Access Road from I-295 to Airport Road</li> </ul>	PD&E Right of Way Construction	\$0.7 \$0.2 \$2.0
Jax Multimodal Center	<ul style="list-style-type: none"> <li>Construction of Jacksonville Multimodal Center</li> </ul>	PD&E Grant	\$0.3 \$4.9
I-95 PBIA	<ul style="list-style-type: none"> <li>Construction Palm Beach International Airport Interchange</li> </ul>	Construction	\$8.7
I-95	<ul style="list-style-type: none"> <li>Rebuild Interchange with SR 528/Bee Line to improve access to Port Canaveral</li> </ul>	Construction	\$10.5
SR A1A	<ul style="list-style-type: none"> <li>New Interchange at Dave Nisbit Dr. to improve access to Canaveral Port</li> </ul>	Grant	\$4.5
Miami Intermodal Center (MIC)	<ul style="list-style-type: none"> <li>Funding for engineering, right-of-way and construction</li> </ul>	Grant	\$28.3
Port of Tampa	<ul style="list-style-type: none"> <li>Reconstruction of intermodal facilities at public bulk terminal</li> </ul>	Grant	\$2.0
Tampa Downtown Intermodal Terminal	<ul style="list-style-type: none"> <li>Design Downtown Tampa Intermodal Terminal</li> </ul>	Grant	\$1.8

\* Reflects Intermodal Development Funding share of total project cost

**FINANCIAL SOUNDNESS  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirements:***

- The tentative work program shall 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)5., F.S.*
- The tentative work program shall be based on a complete, balanced financial plan for the State Transportation Trust Fund (STTF) and other Department funds. *s. 339.135(3)(a), F.S.*
- The Department shall maintain a cash balance of not less than \$50 million or 5 percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever is less) at the close of each quarter. *s. 339.135(6)(b), F.S.*
- The budget for the turnpike system shall be planned as to provide for a cash reserve of not less than 10 percent of the unpaid balance of all turnpike system contractual obligations, excluding bond obligations, to be paid from revenues. *s. 338.241, F.S.*

***Commission Findings:***

- The Tentative Work Program is based on a complete, balanced financial plan for the STTF.
- The lowest end-of-month cash balance (February, 1999) for the STTF is \$55.1 million, which complies with the statutory minimum. This cash balance is 2.7% of outstanding commitments of \$2.045 billion.
- The cash reserves for turnpike system funds meet the statutory requirement of not less than 10 percent of the unpaid balance of all turnpike system contractual obligations.

***Support Documentation:***

Major financial assumptions are on pages 8 thru 10. Finance Plans are Appendix C and 36-month Cash Forecast is Appendix D. Also, see Department Responses #4, 5, 6, 7, 10 & 16 (pages H-2 thru H-4, & H-6).

## **Major Financial Assumptions State Transportation Trust Fund (STTF) Finance Plan**

### **Major Assumptions:**

- Fuel Tax, Aviation Fuel and Motor Vehicle License Tag Fees are based on Revenue Estimating Conference Forecast of November, 1994.
- Federal aid funding levels are based on Official Federal Aid Highway Forecast of November 7, 1994.
- Up to \$57.5 million in STTF funds are set aside for a Revolving Federal Aid Advanced Construction Program.
- Right of way expenditures reflect the district cash requirements reported by the Right of Way Office on October 25, 1994 for FY 1994/95 and FY 1995/96.
- Annual transfer of \$50 million to Right of Way Acquisition and Bridge Construction Trust Fund for net debt service of \$174.1 million (5-year period).
- Use STTF funds for advance acquisition of right of way, to be reimbursed later by bond proceeds.
- \$24 million HEFT toll deferral (\$12 million in FY 1993/94 and \$12 million in FY 1994/95) to be repaid in FY 1999/00.
- \$10 million annually of operating budget will not be obligated and therefore is available for funding the Work Program.
- Rollforwards in construction, consultants and public transportation average approximately 20% per year in FY 1994/95 and FY 1995/96, then 15% per year thereafter.
- Includes accelerated CSX final payment of \$106.3 million in December, 1994 (was programmed May 1997).

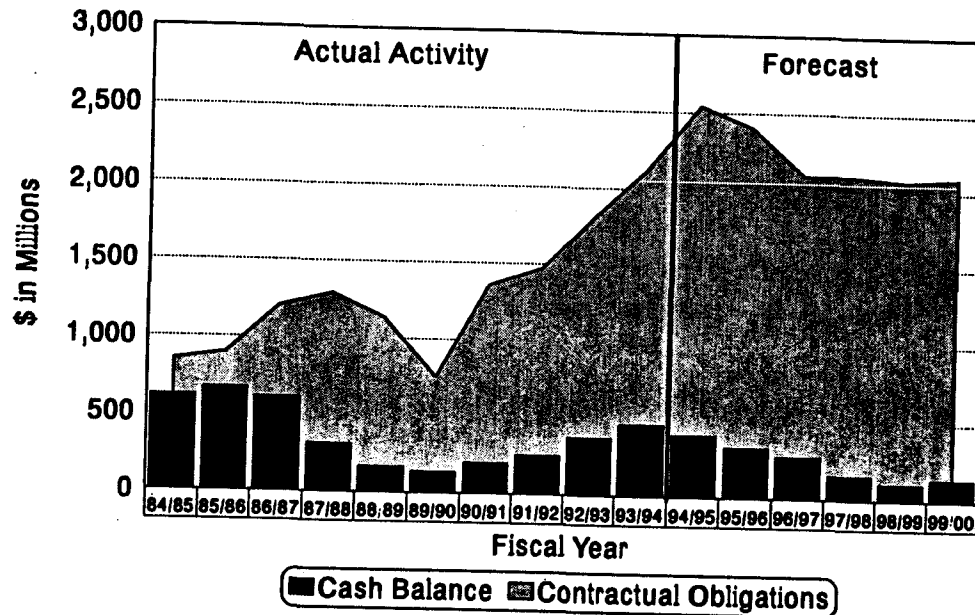


## Major Financial Assumptions Turnpike Finance Plan

### Major Assumptions:

- Estimated Toll and Concession revenues are based on traffic & revenue consultant's projections of February 7, 1995.
- Debt Service Coverage Ratio averages 2.06. The range varies from a low of 1.95 to a high of 2.17.
- Bond sales of \$395.5 million in September 1995 to finance right of way for the total Polk Parkway project and, construction of, and toll equipment for a portion of the Polk Parkway (I-4 easterly to US 92). Final determination of economic feasibility was computed in November, 1993, prior to beginning right of way acquisition. Approximately \$82.9 million in funds advanced from the General Reserve Fund will be reimbursed from proceeds of the first bond sale.
- Right of way acquisition for Suncoast Parkway is financed with cash. A combination of cash and bond sales of \$152.9 million in June 1998 will finance construction of a portion of the Suncoast Parkway (Veterans Expressway to County Line Road). The final determination of economic feasibility will be performed at 60% design complete.
- \$24 million STTF advance due to the deferral of HEFT toll rate increase to be paid back in FY 1999/00.
- Staged toll rate increases will occur as planned:
  - HEFT* - toll rate increase from an average toll rate per mile of 4.3¢ increasing to 6.0¢ on July 2, 1995.
  - Seminole I* - opening with a toll rate per mile of 12.5¢ increasing to 16.7¢ on July 1, 1998.
  - Veterans* - opening with a toll rate per mile of 8.4¢ increasing to 10¢ on July 1, 1998.

## State Transportation Trust Fund: Fiscal Year-End Cash Balance vs. Contractual Obligations



The 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 contractual obligations and it may let contracts against revenue it expects to receive in the future. The above chart displays for fiscal years 1984/85 through 1999/00 the fiscal year-end cash balance (represented by the bars) and the contractual obligations (represented by the shaded area). During the Tentative Work Program period of FY 1995/96 through 1999/00, the average year-end cash balance is projected to be \$204 million and the average contractual obligations to be \$2.15 billion. That is, cash "on hand" is projected to be 9.46% of contractual obligations. By comparison, cash "on hand" for year-end FY 1985/86 was 74.5% of contractual obligations.

**STABILITY OF PROJECT SCHEDULES  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirements:***

- The Department shall stabilize the tentative 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 4 common fiscal years contained in the adopted work program and the tentative work program. *s. 339.135(4)(b)4., F.S.*
- The Department shall advance by one fiscal year all projects included in the second year of the previous adopted work program. *s. 339.135(4)(b)4., F.S.*

***Commission Findings:***

- For the 4 common fiscal years (1995/96 to 1998/99), changes from the Adopted Work Program to the Tentative Work Program were as follows: 76.9% of project phases experienced no change in schedule or were advanced to an earlier year; 14.0% of project phases were deferred either to a later year within the 4 common years or to a year beyond FY 1998/99; and 9.1% of project phases were deleted. Note: Stability Report includes construction, right of way land, and public transportation product phases only.
- The Department minimized changes and adjustments in the Tentative Work Program.

***Support Documentation:***

Variance Summary is on pages 12 & 14. Other variance report is available upon request to Transportation Commission staff. Also, see Department Responses #3, 14, 15, & 27 (pages H-2, H-5, H-6, and H-11).

**VARIANCE SUMMARY**  
**CHANGES FROM ADOPTED WORK PROGRAM TO THE TENTATIVE WORK PROGRAM**  
**(Construction, Right of Way Land, and Public Transportation Phases Only)**

Fiscal Year	Category	# of Phases	% of Total
4 Common Years 1995/96 - 1998/99	No Changes	1,753	72.38%
	Advances	110	4.54%
	Defers	208	8.59%
	Moved Out	132	5.45%
	Deletions	219	9.04%
<b>Total</b>		<b>2,422</b>	<b>100.00%</b>
	Additions	889	

**LEGEND:**

- NO CHANGES**      No change in scheduled year.
- ADVANCES**        Advanced to an earlier year.
- DEFERS**            Deferred to a later year but remained in the four (4) common years.
- MOVED OUT**        Moved out to a year beyond the four (4) common years.
- DELETIONS**        Deleted from Tentative.

**VARIANCE SUMMARY - By Project Type**  
**CHANGES FROM ADOPTED WORK PROGRAM TO THE TENTATIVE WORK PROGRAM**  
**(Construction, Right of Way Land, and Public Transportation Phases Only)**

Fiscal Year	Category	# of Phases	% of Total
4 Common Years 1995/96 - 1998/99  <i>Roads &amp; Bridges</i>	No Changes	1,068	76.12%
	Advances	44	3.14%
	Defers	134	9.55%
	Moved Out	70	4.99%
	Deletions	87	6.20%
<b>Total</b>		<b>1,403</b>	<b>100.00%</b>

Fiscal Year	Category	# of Phases	% of Total
4 Common Years 1995/96 - 1998/99  <i>Public Transportation</i>	No Changes	685	67.22%
	Advances	66	6.48%
	Defers	74	7.26%
	Moved Out	62	6.08%
	Deletions	132	12.95%
<b>Total</b>		<b>1,019</b>	<b>100.00%</b>

**VARIANCE SUMMARY - By Fiscal Year**  
**CHANGES FROM ADOPTED WORK PROGRAM TO THE TENTATIVE WORK PROGRAM**  
**(Construction, Right of Way Land, and Public Transportation Phases Only)**

Category	FY 1995/96		FY 1996/97		FY 1997/98	
	# of Phases	%	# of Phases	%	# of Phases	%
No Changes	640	71.99%	480	73.51%	353	74.00%
Advances	19	2.14%	35	5.36%	25	5.24%
Defers	121	13.61%	56	8.58%	31	6.50%
Moved Out	26	2.92%	22	3.37%	31	6.50%
Deletions	83	9.34%	60	9.19%	37	7.76%
<b>Total</b>	<b>889</b>	<b>100.00%</b>	<b>653</b>	<b>100.00%</b>	<b>477</b>	<b>100.00%</b>

Category	FY 1998/99	
	# of Phases	%
No Changes	280	69.48%
Advances	31	7.69%
Defers	0	0.00%
Moved Out	53	13.15%
Deletions	39	9.68%
<b>Total</b>	<b>403</b>	<b>100.00%</b>

**PRODUCTION CAPACITY  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirement:***

- Although not specifically required by law, the Commission believes that an essential component of its evaluation is to ensure that the tentative work program is producible. Therefore, the Commission asked the Department to document what additional resources, if any, would be needed to produce the Tentative Work Program.

***Commission Findings:***

- In order to meet ongoing production demands, preliminary engineering consultant funding levels are higher in each year of the Tentative Work Program than in the Adopted Work Program, for a total net increase in the Tentative of \$80 million.
- Existing resources are adequate to produce the Tentative Work Program.

***Support Documentation:***

Charts showing Product Support resources are Appendix A (pages A-8 thru A-14). Also, see Department Responses #4, 5 and 6 (page A-20).

**ACCOMPLISHMENTS  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirement:***

- The tentative work program shall be developed to accomplish the statutory program objectives contained in section 334.046, F.S., as reflected in specific Department objectives.

***Commission Findings:***

- The Tentative Work Program is planned to meet the Department objectives for bridge repair and routine maintenance.
- The Tentative Work Program does not meet the Department objective for resurfacing which is to reduce the backlog of structurally deficient lane miles to the 1983 level of 5,020 lane miles by FY 1996/97. The anticipated backlog in that year is 7,534 lane miles needing resurfacing.
- The Tentative Work Program does not meet the Department objective for bridge replacement which is to reduce the backlog of bridges needing replacement to the 1983 level of 278 bridges by FY 1999/2000. The anticipated backlog in that year is 329 bridges needing replacement.
- The Commission could not determine whether the Tentative Work Program meets the statutory objective to "reduce congestion of the State Transportation System" because the Department did not submit data showing the impact of the Tentative Work Program on operationally deficient highways.

***Support Documentation:***

Charts relating to compliance with Statutory Program Objectives are Appendix E. Also, see Department Responses #1, 29, & 30 (pages H-1, H-11, & H-12).



**COMPLIANCE WITH APPROVED  
LOCAL GOVERNMENT COMPREHENSIVE PLANS  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirement:***

- The Department of Community Affairs must review the Tentative Work Program and 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. *s. 339.135(4)(f), F.S.*

***Commission Findings:***

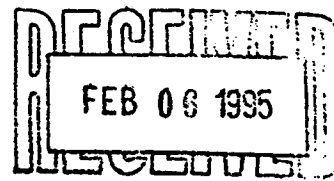
- Following review of the Tentative Work Program for compliance with 440 approved local government comprehensive plans (as of January 3, 1995), the Department of Community Affairs (DCA) identified five (5) projects that are inconsistent with approved local government comprehensive plans.
- Through discussion with district staff regarding these projects, the Commission verified that all inconsistencies are being resolved satisfactorily.
- The Commission recommends that PD&E phases (Preliminary Engineering and Environmental studies) be exempted from future DCA reviews. In our view, at this stage the project is still too uncertain to require inclusion of the project in local comprehensive plans.

***Support Documentation:***

Summary of inconsistent projects and District Responses on page 18.  
Letter from the Department of Community Affairs is on pages 19 thru 22.

**List of Project Phases Contained in the Tentative Work Program Which  
Department of Community Affairs Identified as  
Being Inconsistent With Approved Local Government Comprehensive Plans**

- One (1) project to widen and reconstruct SR 64 from west of Olivia Drive to US 27 in Avon Park (Highlands Co.). The portion of the project located in unincorporated Highlands County is not in the future traffic circulation maps of Highlands County.  
*DOT District 1 Response: County staff has stated they will recommend to the County Commission that the plan be amended to include this project.*
- One (1) project to widen and reconstruct SR 89 from US 90 to SR 87 (Santa Rosa Co.). The project is currently not consistent with the Santa Rosa County comprehensive plan. A plan amendment is currently being proposed and if adopted as proposed and found in compliance, the project will be consistent with the Santa Rosa County comprehensive plan.  
*DOT District 3 Response: County has submitted amendment to plan which includes project.*
- One (1) project to study improvements for CR 510/Wabasso Causeway from US 1 to SR A1A (Indian River Co.) The Indian River County comprehensive plan does not identify any improvements to be made to this roadway.  
*DOT District 4 Response: Will delete project from the Tentative Work Program (PD&E Study-FY1999/2000).*
- One (1) project to widen and reconstruct SR 44 from west of CR 4139 to the West ramp of I-4 (Volusia Co.). The project is not included in the Volusia County comprehensive plan future roadway 2010 maps.  
*DOT District 5 Response: County staff has stated they will recommend to the County Commission that the plan be amended to include this project.*
- One (1) project to study improvements for Alt. US 19 from West Bay Drive to Drew Street (Pinellas Co.). The portion of the project located in the City of Largo is not identified in the City of Largo's comprehensive plan.  
*DOT District 7 Response: District states that the study for this project is not inconsistent with either Pinellas County's or the City of Largo's comprehensive plans. The study has not yet been finalized, therefore laneage and alignment have not been determined. The City of Largo's comprehensive plan shows four and six lane segments along the corridor which is consistent with current alternatives being proposed by the study.*



STATE OF FLORIDA  
DEPARTMENT OF COMMUNITY AFFAIRS

2740 CENTERVIEW DRIVE • TALLAHASSEE, FLORIDA 32399-2100

LAWTON CHILES  
Governor

LINDA LOOMIS SHELLEY  
Secretary

February 2, 1995

Mr. Malcom Kirschenbaum, Chairman  
Florida Transportation Commission  
605 Suwannee Street, M.S. 9  
Tallahassee, Florida 32399-0450

Dear Mr. Kirschenbaum:

The FY 1996-2000 Florida Department of Transportation (FDOT) Tentative Work Program (TWP) has been reviewed pursuant to Chapter 339, Florida Statutes. The review has determined that the following projects identified in the TWP are not consistent to the maximum extent feasible with approved local government comprehensive plans for the reasons stated:

FDOT DISTRICT 1:

Project Number: 111256                      Highway: SR 64  
Segment: West of Olivia Drive to US 27  
Description: Widen a two lane road to four lanes as part of a multi-lane reconstruction.  
Inconsistency: The portion of the project located in unincorporated Highlands County is not included in the future traffic circulation map of the Highlands County comprehensive plan. The Avon Park portion is consistent with the city plan.

FDOT DISTRICT 3:

Project Number: 3118027                      HIGHWAY: SR 89  
Segment: SR 10/US90 to SR 87  
Description: Widen a two lane road to four lanes as a part of highway reconstruction.  
Inconsistency: While the project is currently not consistent with the Santa Rosa County comprehensive plan, proposed plan amendment 95-1 includes the project. The Department has reviewed this proposed amendment, but it has not been submitted as an adopted amendment. If the plan amendment is adopted as proposed

EMERGENCY MANAGEMENT • HOUSING AND COMMUNITY DEVELOPMENT • RESOURCE PLANNING AND MANAGEMENT

Mr. Malcom Kirschenbaum  
February 2, 1995  
Page 2

and is found in compliance, the project will be consistent with the Santa Rosa County comprehensive plan.

FDOT DISTRICT 4:

Project Number: 4125378                      Highway: CR 510/Wabasso Cswy  
Segment: US 1 to SR A1A  
Description: P.D. & E. Study  
Inconsistency: The Indian River County comprehensive plan does not identify any improvements to be made to this roadway.

FDOT DISTRICT 5:

Project Number: 5119380                      Highway: SR 44  
Segment: From .4 Miles West of CR 4139 to the West ramp of I-4  
Description: Widen this road from two lanes to four lanes as a part of highway reconstruction.  
Inconsistency: The project is not included in the Volusia County Comprehensive Plan Future Roadway 2010 maps.

FDOT DISTRICT 7:

Project Number: 7116894                      Highway: Alt US 19  
Segment: West Bay Drive to Drew Street  
Description: P.D. & E. Study  
Inconsistency: The project is located in the communities of Clearwater and Largo. The portion of the project in the City of Largo is not identified in the City's comprehensive plan.

The Department realizes that the planning process is ongoing and that future analyses or other currently available information could indicate a need for these projects. The affected comprehensive plans may therefore need to be amended to include these projects in one of the twice per calendar year plan amendments. However, the consistency of the projects is contingent on the comprehensive plan amendments meeting the requirements for compliance with Chapter 163, Part II, Florida Statutes.

REVIEW CONSIDERATIONS

This review only addressed those projects which are located within local governments that have approved comprehensive plans. An approved local government comprehensive plan, as defined here, is a comprehensive plan that has been found to be in compliance

Mr. Malcom Kirschenbaum  
February 2, 1995  
Page 3

pursuant to Section 163.3184, Florida Statutes. Projects located in local governments whose plans have not been approved have not been reviewed and a determination of consistency will be deferred until the local government comprehensive plan affecting the project is found in compliance and included in a future review.

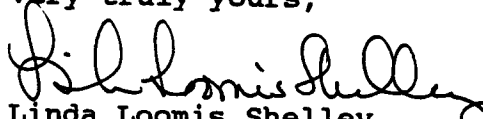
The review entailed examining projects in the TWP against the goals, objectives, policies and maps in the approved local government comprehensive plans. The affected local governments with comprehensive plans in compliance that were involved in the consistency review for the TWP are listed on the enclosure entitled Compliance Determinations for Local Government Comprehensive Plans. Local governments included under the headings "In Compliance" and "Plans Brought Into Compliance Through Compliance Agreement" were considered to have an approved local government comprehensive plan for the purposes of the Department's review.

Chapter 163, Part II, F.S., requires all development projects to be consistent with local government comprehensive plans. Section 163.3161, F.S., expresses the legislative intent that the planning and development activities of all governmental units be coordinated. The section also states that no public or private development shall be permitted except in conformity with local government comprehensive plans adopted pursuant to the Growth Management Act. Further, Section 163.3194, F.S., establishes the legal status of comprehensive plans and explicitly states that after a comprehensive plan has been adopted in conformity with the Act, all development undertaken by governmental agencies shall be consistent with the plan. Coordination between the various levels of government is essential to the Growth Management Act. Based on the findings of inconsistency, DCA recommends that the Florida Department of Transportation, through its district offices, coordinate closely with the affected local governments and metropolitan planning organizations to respond to the issues raised in this review.

Mr. Malcom Kirschenbaum  
February 2, 1995  
Page 4

Should you have any questions concerning the Department's determination or the review process, please contact Dale Eacker or Robert Arredondo at 904-488-4925.

Very truly yours,

  
Linda Loomis Shelley  
Secretary

LLS/ra

Enclosure

cc: Bob Bradley, Office of the Governor  
Bob Romig, FDOT Central Office  
Norm Feder, FDOT District 1  
Aage Schroder, FDOT District 2  
Marvin Stuckey, FDOT District 3  
Joseph Yesbeck, FDOT District 4  
James Kimbler, FDOT District 5  
Servando Parapar, FDOT District 6  
David Twiddy Jr., FDOT District 7  
C. Guy Maxcy, Highlands County Commission Chairman  
Lydia Ezell, Santa Rosa County Commission Chairman  
Kenneth Macht, Indian River County Commission Chairman  
Phil Giorno, Volusia County Commission Chairman  
Thomas Feaster, City of Largo Mayor  
Jeffrey Ludwig, Highlands County Planning Dept.  
Bob Arn, Santa Rosa County Planning Dept.  
Robert Keating, Indian River Planning Dept.  
Don Sikorski, Volusia County Planning Dept.  
Richard Goss, City of Largo Planning Dept.  
R. Douglas Leonard, Central Florida RPC  
Daniel Krumel, West Florida RPC  
Michael Busha, Treasure Coast RPC  
Aaron Dowling, East Central Florida RPC  
Julia Greene, Tampa Bay RPC

**OBJECTIONS AND REQUESTS BY METROPOLITAN PLANNING ORGANIZATIONS  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***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 Plan and is contained in the last 4 years of the Department's Adopted Work Program. *s. 339.135(4)(c), F.S.*
- An MPO or board of county commissioners may request to the district secretary further consideration of any project not included or not adequately addressed in the district work program. *s. 339.135(4)(d), F.S.*
- The district secretary must review and acknowledge all requests and forward copies to the Secretary and Commission. The Commission must include such requests in its evaluation of the Tentative Work Program. *s. 339.135(4)(d), F.S.*

***Commission Findings:***

- One (1) objection was filed for projects rescheduled or deleted from the district work program that were included in the MPO's Transportation Improvement Plan and are contained in the last 4 years of the Department's Adopted Work Program.
- Since the objection was received subsequent to the Statewide Public Hearing and in-depth evaluation, the Commission did not consider the objection; however, deferral of the project in question (a portion of the Polk Parkway) was the subject of discussion and public comment.
- Nine (9) requests were made for further consideration of projects not included or not adequately addressed in district work programs.
- Through discussions with district staff and review of correspondence, the Commission verified that the districts reviewed and acknowledged all requests submitted by local governments.

***Support Documentation:***

Individual letters of request and department responses are Appendix F. Also, see Department Responses #4 & 9 (pages H-18 and H-19).

**INTRASTATE HIGHWAY SYSTEM FUNDING  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirements:***

- The Department shall develop and implement the Florida Intrastate Highway System (FIHS) as approved by the Legislature. *s. 334.046, F.S.*
- The Department shall plan and develop a proposed Florida Intrastate System Plan which shall delineate a statewide system of limited access facilities and controlled access facilities. For purposes of developing the plan, the Department shall allocate the following amounts:

For FY 1995/96 and each fiscal year thereafter, the amount allocated in FY 1992/93 (\$151.3 million) adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the CPI for FY 1991/92.

After FY 1993/94, no funds from the above may be allocated to Turnpike projects. *s.338.001(6), F.S.*

***Commission Findings:***

- The Tentative Work Program plans to commit in excess of the amounts required by statute over the 5-year period.
- Of the total 3,750 mile FIHS, 869 miles or 23% are 2-lane roads. The Tentative Work Program will let contracts to widen 73 miles or 8% of these 2-lane roads.

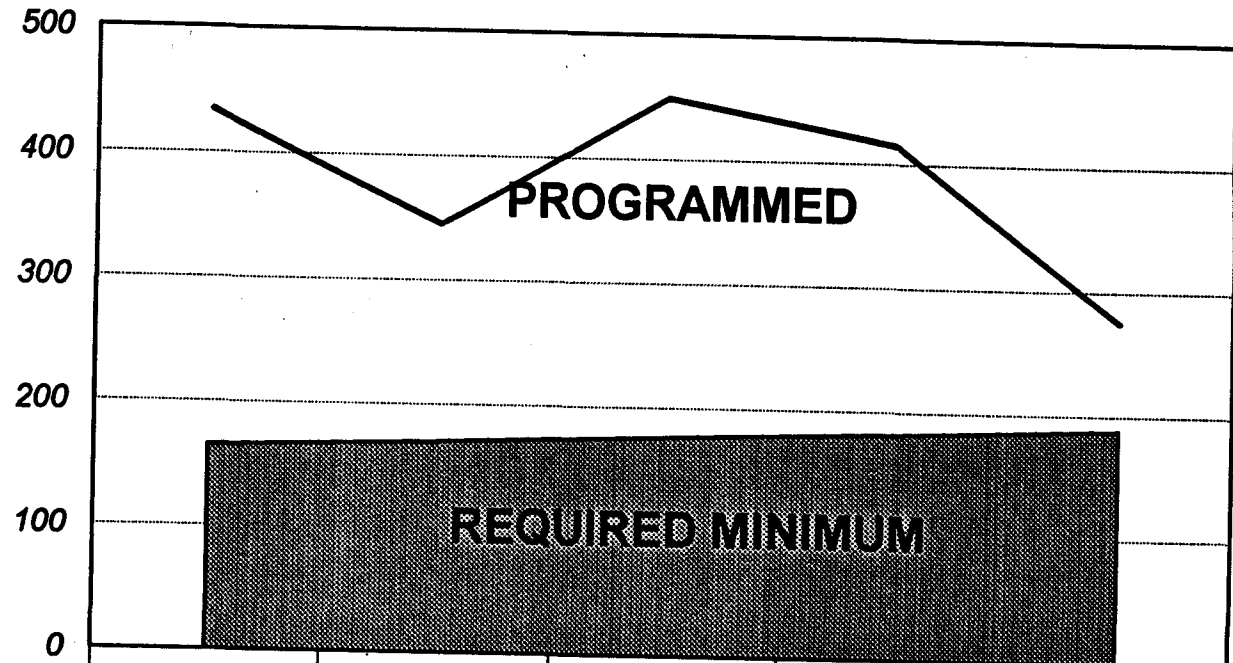
***Support Documentation:***

A chart showing planned commitments is on page 28.  
FIHS overview charts are on pages 26 thru 29.



# INTRASTATE HIGHWAY SYSTEM

FY 95/96 - 99/00



	95/96	96/97	97/98	98/99	99/00
Required Minimum	165	170	176	182	188
Programmed	434	345	449	414	275

**Note:**

*Includes Construction, Right of Way, and Support that improves mobility, but excludes Turnpike, Federal Aid Interstate, Local, Bond, and ACI funds.*

*Totals may not add due to rounding*

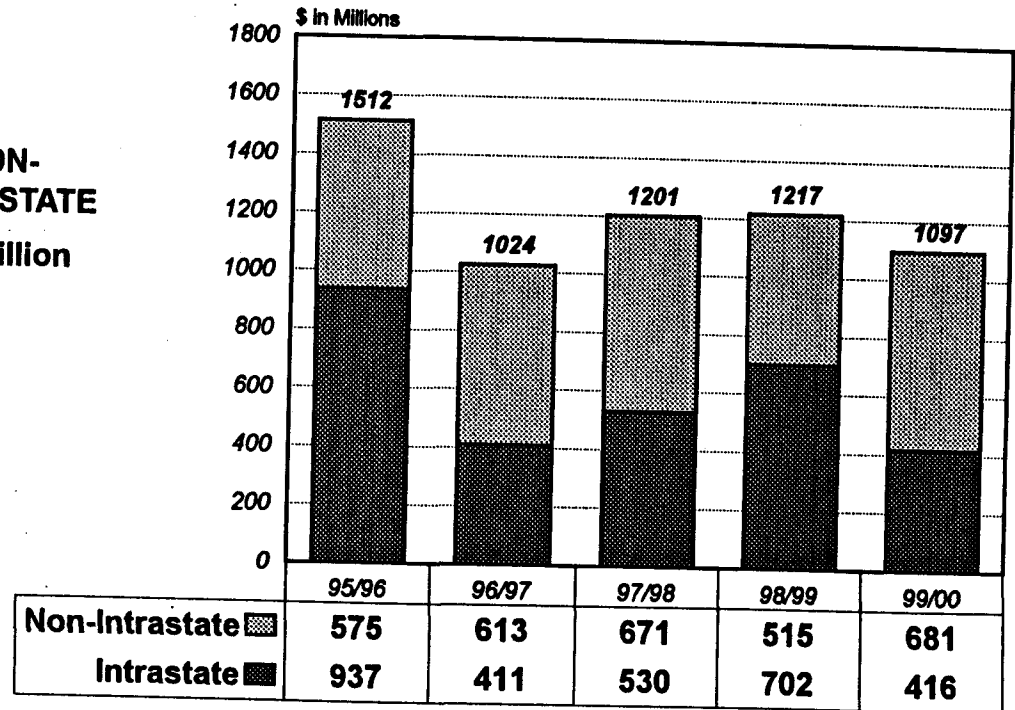
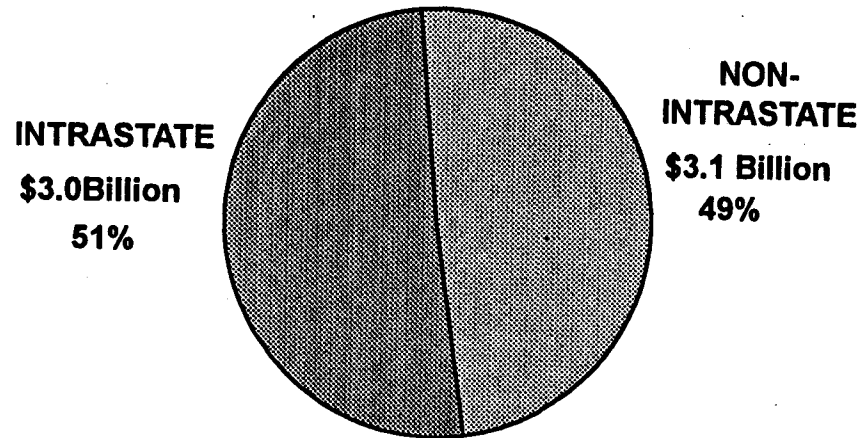
OMB 13-FEB-95  
TCC/96TENT07

# The Florida Intrastate Highway System Program

## FY 95/96 - 99/00 Tentative Work Program

### Intrastate Compared with Non-Intrastate Capacity Improvement Only

26



### Total 5-Year Tentative Work Program \$6.1B

The FY 1995/96 - 1999/00 Tentative Work Program provides \$3.0 Billion for Intrastate, an Increase of about \$200 Million over FY 1994/95 - 1998/99 Adopted Work Program.

Totals may not add due to rounding

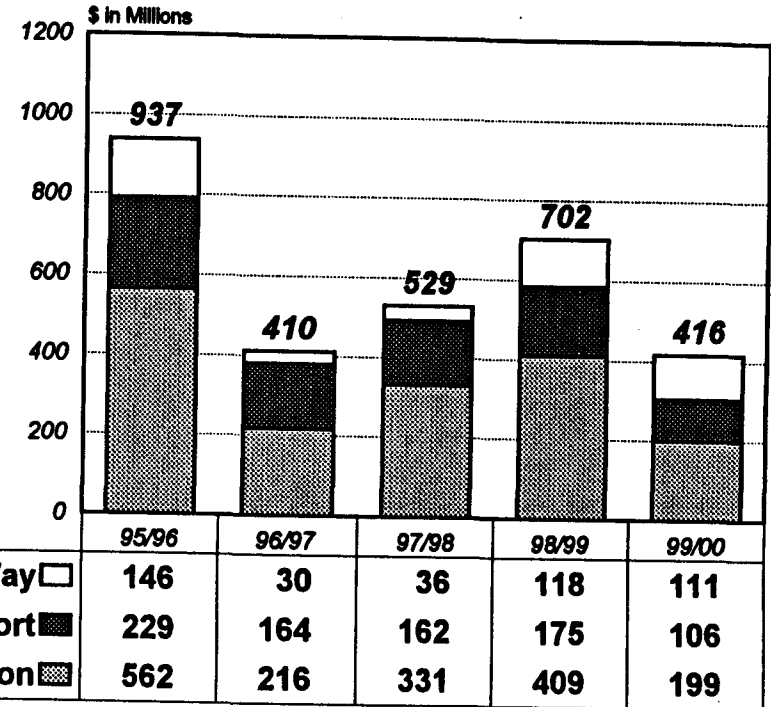
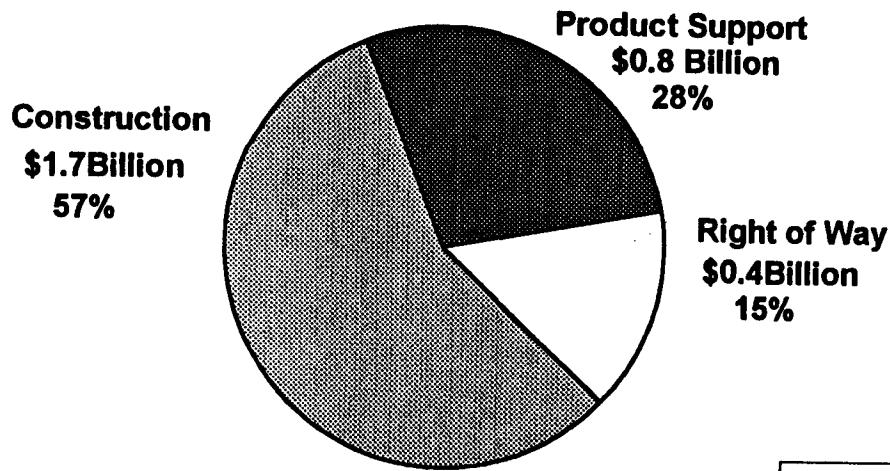
OMB 13-FEB-95  
INTRASTA/96TENTO7

# The Florida Intrastate Highway System Program

FY 95/96 - 99/00 Tentative Work Program

Capacity Improvement Only

27



**Total 5-Year Tentative Work Program \$2.9B**

*Product Support Includes Preliminary Engineering, Right-of-Way Support, and Construction Engineering & Inspection.*

Totals may not add due to rounding

OMB 13-FEB-95  
INTRASTA/96TENTO7

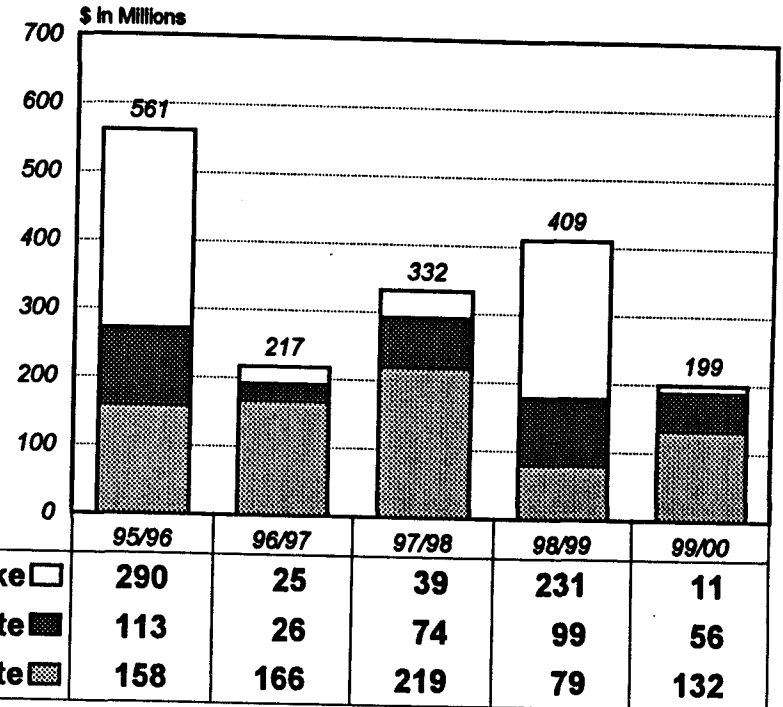
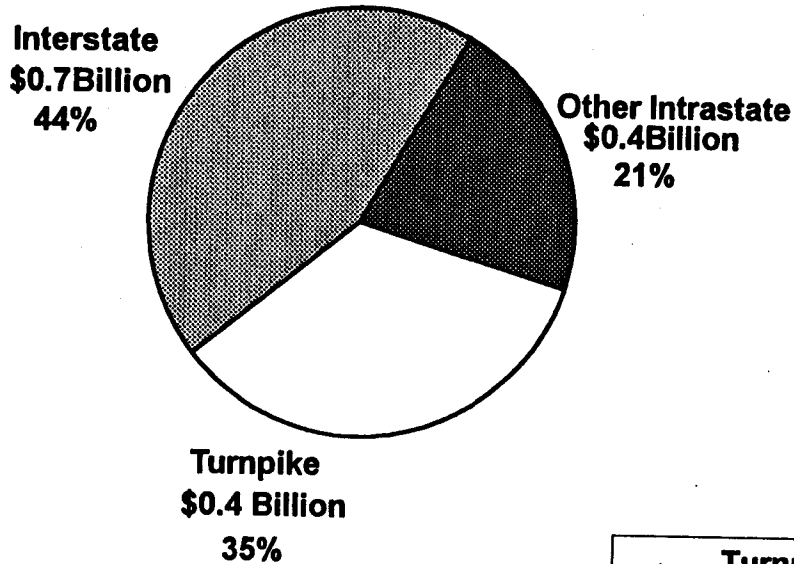
# The Florida Intrastate Highway System Program

FY 95/96 - 99/00 Tentative Work Program

Capacity Improvement Only

- Construction Only -

28



	95/96	96/97	97/98	98/99	99/00
Turnpike	290	25	39	231	11
Other Intrastate	113	26	74	99	56
Interstate	158	166	219	79	132

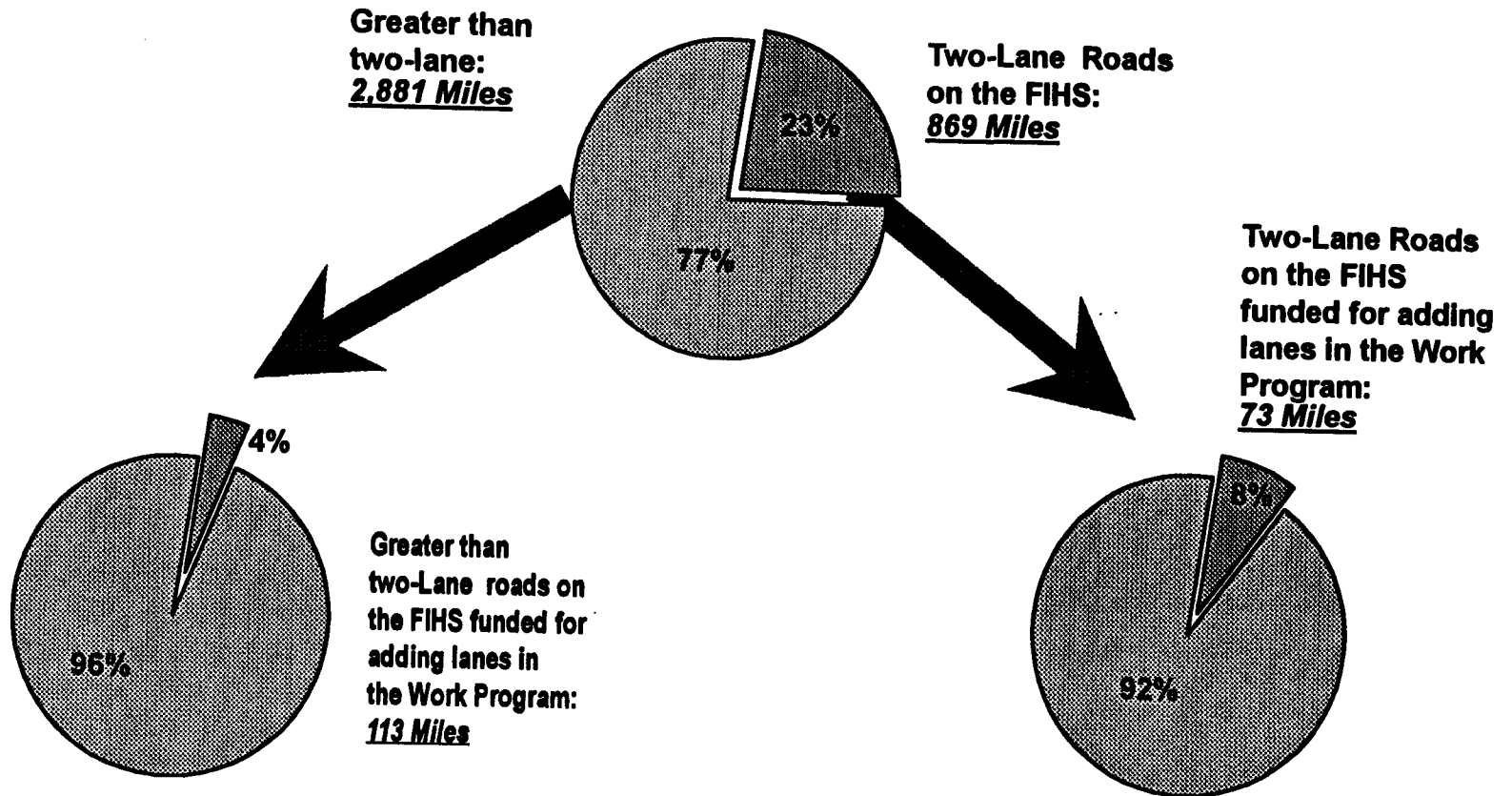
**Total 5-Year Tentative Work Program \$1.7B**

Totals may not add due to rounding

# The Florida Intrastate Highway System Program

## Roads Funded for Adding Lanes in the 1995/96 - 1999/00 Tentative Work Program

29



Totals may not add due to rounding

OMB 13-FEB-95  
INTRASTA/96TENTO7

**PUBLIC TRANSPORTATION FUNDING  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirement:***

- Through fiscal year 1999/2000, a minimum of 14.3% 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.*

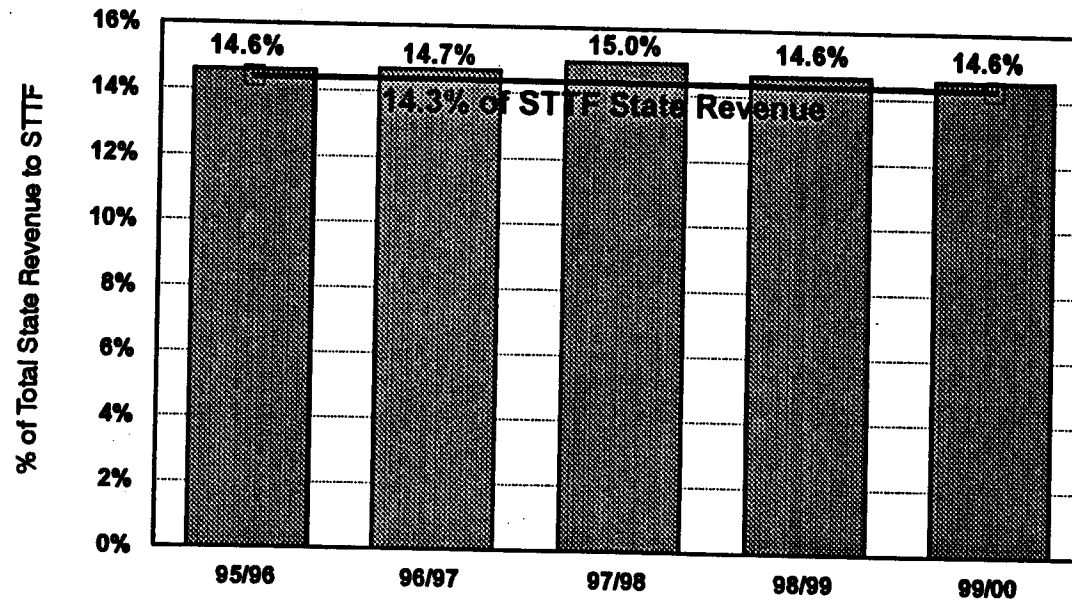
***Commission Finding:***

- The Tentative Work Program is planned to exceed the statutory minimum in each of the 5 years. Over the 5-year period an average of 14.7% is programmed for public transportation projects.

***Support Documentation:***

A chart showing planned commitments is on page 31. Also, see Department Response #9 (page H-4).

# STATE FUNDED PUBLIC TRANSPORTATION (Excludes Seaports) Tentative Work Program FY 95/96 - 99/00



<b>Annual Program (\$M)</b>	<b>222</b>	<b>232</b>	<b>247</b>	<b>251</b>	<b>260</b>
<b>Total Rev. STTF (\$M)</b>	<b>1,521</b>	<b>1,582</b>	<b>1,650</b>	<b>1,715</b>	<b>1,785</b>

**Note: In this chart the Annual Program amount reflects schedule prior to advancement of CSX of \$66.4M and the advance ASE of \$15.0M. STTF from Nov. 1, 1994 Revenue Estimating Conference.**

*Totals may not add due to rounding*

OMB 13-FEB-95  
TCC/96TENT07

**FUND DISTRIBUTION  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirement:***

- 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;

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 allocated pursuant to section s. 341.052, F.S.  
s. 339.135(4)(a), F.S.

***Commission Finding:***

- Funds allocated to each district for development of the Tentative Work Program were allocated according to statutory requirements. Schedules A & B of the Tentative Work Program Instructions were reviewed by Commission Staff to confirm that funds were allocated according to statutory requirements.

***Support Documentation:***

See Department Response #8 (page H-3).



**STATE COMPREHENSIVE ENHANCED  
TRANSPORTATION SYSTEM TAX DISTRIBUTION  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirement:***

- 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. 336.026(1)(c), F.S.*

***Commission Findings:***

- In development of the Tentative Work Program, SCETS Tax proceeds were allocated to each district according to statutory requirements.
- To the maximum extent feasible, such funds were programmed in the county where collected.

***Support Documentation:***

Charts showing estimated collections and allocations to districts and counties are Appendix G.

**COMPLIANCE WITH OTHER APPLICABLE LAWS AND POLICIES  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirements:***

- The law directs the Commission to conduct an in-depth evaluation of the tentative work program for compliance with applicable laws and Departmental policies. In order to verify compliance with numerous laws and policies prescribing the content and process for development of the work program, Commission staff developed questions keyed to requirements. The Department responded to all questions in writing, and responses were reviewed by Commission staff, along with documentation where appropriate.
- Several major requirements were highlighted earlier in this report; the remainder are covered in individual questions and responses.

***Commission Finding:***

- In reviews of previous tentative work programs, the Commission has expressed concern that there is no direct correlation between the Work Program and the Florida Transportation Plan which establishes State transportation policy - both long-range goals and short-range objectives. Thus it is not possible to assure the Legislature and public that the Work Program advances implementation of Statewide transportation goals. The improved planning process creates a linkage to ensure that the Work Program carries out short-term (5-year) objectives which, in turn, further attainment of long-range (20-year) goals. The Department has completed the long-range component. Short-range objectives will follow in September, 1995. Once completed, this correlation will bring the Work Program to a new level of policy accountability.

***Support Documentation:***

The complete set of Commission questions and Department responses is Appendix H.

**PUBLIC COMMENTS  
TENTATIVE WORK PROGRAM  
FY 1995/96 - 1999/00**

***Key Statutory Requirement:***

- The law requires that the Commission hold a statewide public hearing on the tentative work program and that it shall appoint 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:***

- A total of seven (7) comments were received during the Public Comment portion of the hearing.
- Six (6) comments submitted by interested parties requested that the northern terminus of the Suncoast Parkway (to be opened in January 2001), be moved from County Line Road in Hernando County to State Road 50 in Hernando County. Comments focused on: the substandard condition of County Line Road; County Line Road not being in the County's capital improvement program; County Line Road not having a direct link to Interstate 4; traffic impact on neighborhoods; SR 50 being on the State's Intrastate Highway System; SR 50 having recently undergone improvements; SR 50 being the only road that the Suncoast Parkway traverses which extends from coast to coast; SR 50 linking U.S. 19 and Interstate 4; and SR 50 being the "heartbeat" of Hernando County.
- One (1) comment, submitted in writing and read into the record, expressed concern regarding the proposed terminus of the Polk Parkway at CR 546. Note: Incorrect information was provided to Polk County government; actual proposed temporary terminus is U.S. 92.

***Support Documentation:***

Complete list of speakers and correspondence are Appendix I.

# **APPENDICES**

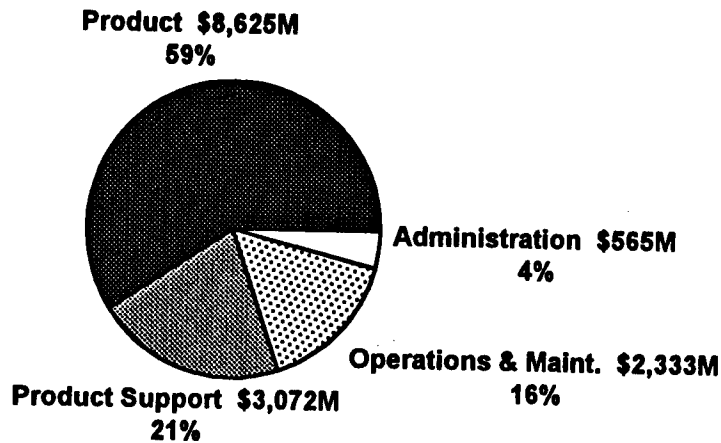
# APPENDIX A

## OVERVIEW

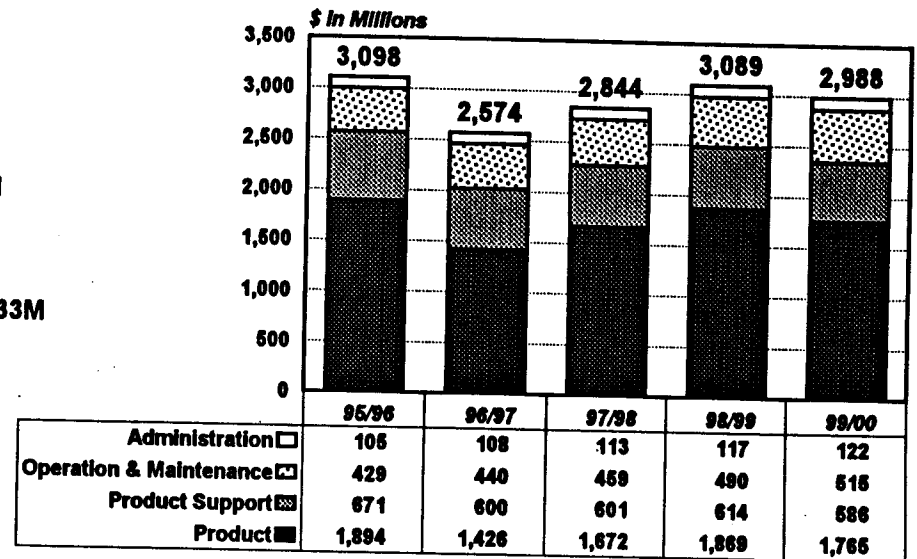
# TOTAL PROGRAM

FY 95/96 - 99/00

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$14,594M**

Totals may not add due to rounding

OMB 13-FEB-95  
STATE/96TENT07

# ***PRODUCT***

## ***Construction***

- Capacity Improvements and Other  
added lanes, new corridors, construction of interchanges and turn lanes, toll collection facilities, and motorist service facilities
- Safety  
skid-resistant pavement overlays, correction of high-hazard locations, and intersection improvements
- Resurfacing  
pavement resurfacing, rehabilitation, minor reconstruction, and pavement milling and recycling
- Bridge  
repair, rehabilitation and replacement

## ***Right of Way Land***

- Land only for highway and bridge projects  
Includes Advanced right of way (acquisition of right of way at least 3 years in advance of construction)

## ***Public Transportation***

- Aviation  
Planning, construction and improvement of airports, including land acquisition, and airport inspections and licensing
- Transit  
financial/technical/operating assistance to transit, paratransit and ridesharing systems
- Intermodal/Rail  
capital improvements for rail passenger/freight facilities, new intercity and commuter rail services, fixed guideway, safety inspections, acquiring rail corridors, rehabilitation of rail facilities, and intermodal access improvements
- Seaports  
economic development for deepwater ports including land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers

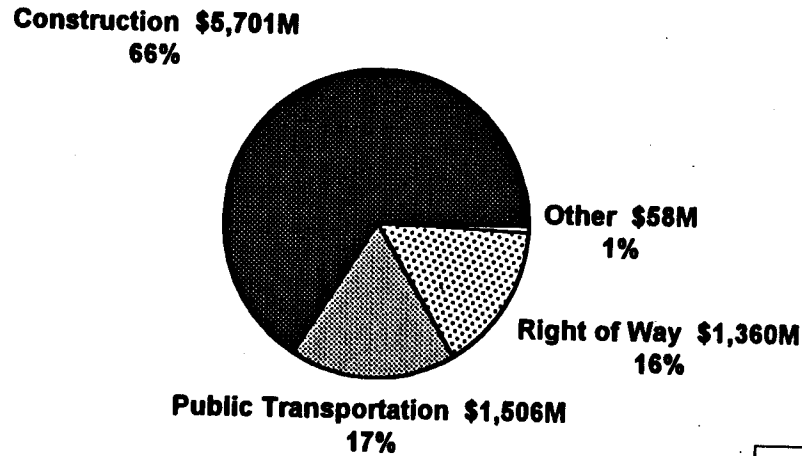
## ***Other***

- Local Government Cooperative Assistance (LGCA) Program projects, the Department of Commerce Economic Development Program, and safety grants

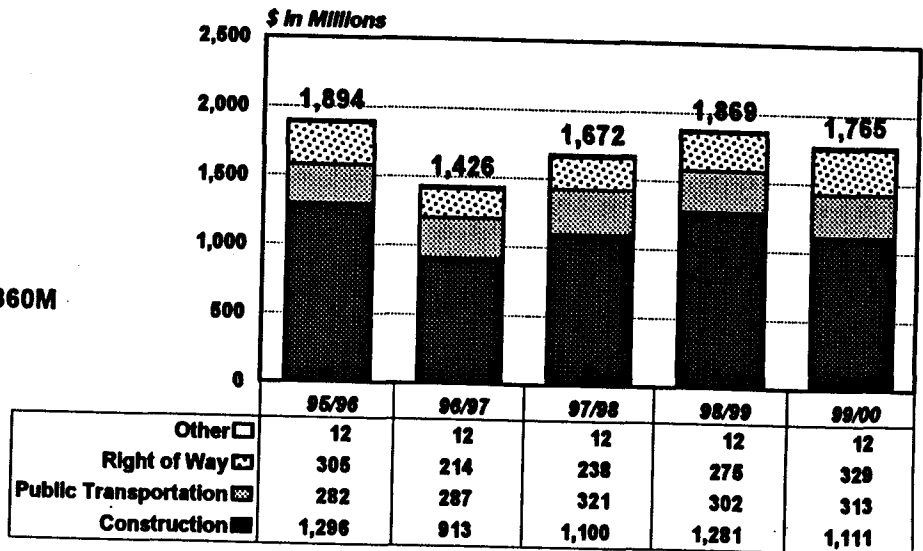
# PRODUCT

## FY 95/96 - 99/00

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$8,625M**

*Note: Other Includes \$58 million for Economic Development & Safety Grants.*

*Totals may not add due to rounding*

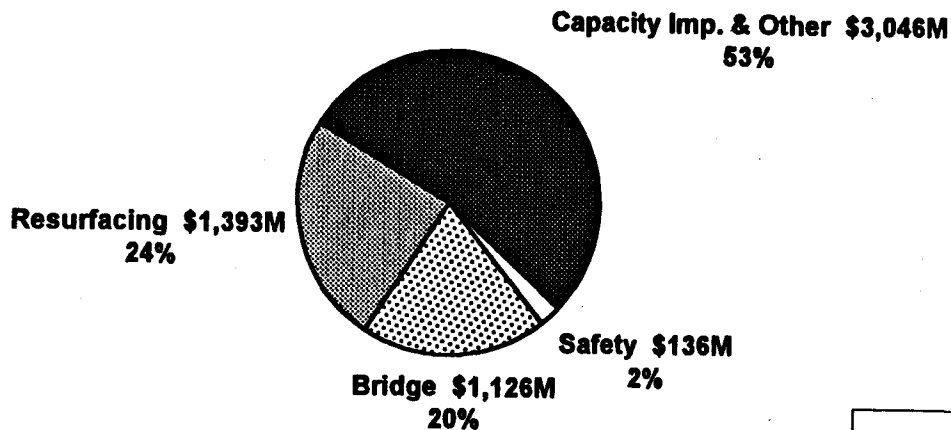
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STATE/96TENT07



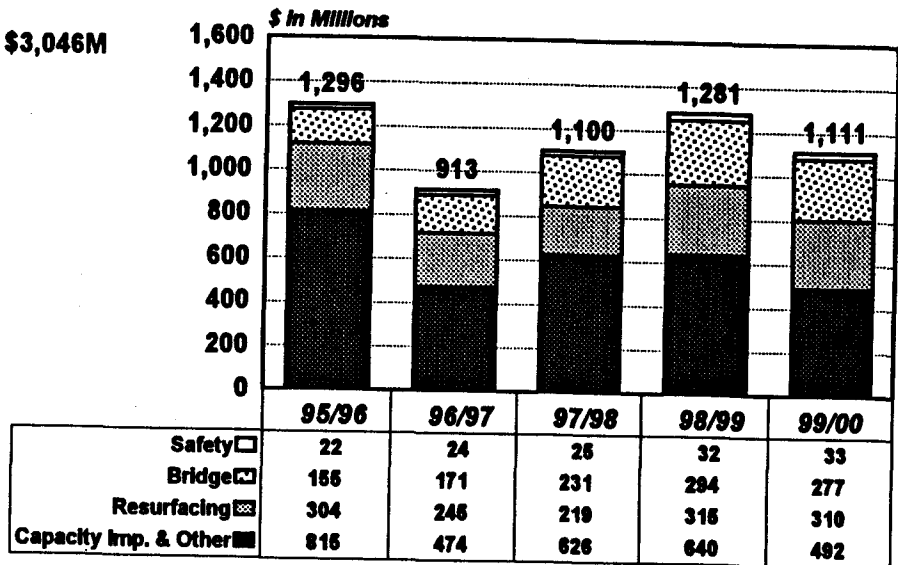
# CONSTRUCTION

## FY 95/96 - 99/00

### Five Year Summary



### By Fiscal Year



### Total 5-Year Tentative Work Program \$5,701M

**Note:**

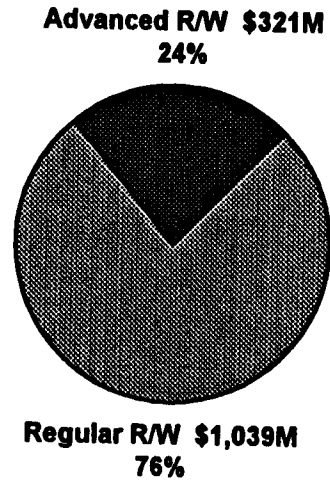
- 1) Construction phases of \$29.0M contained in the PTO Intermodal/Rail Program.
- 2) Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.

Totals may not add due to rounding

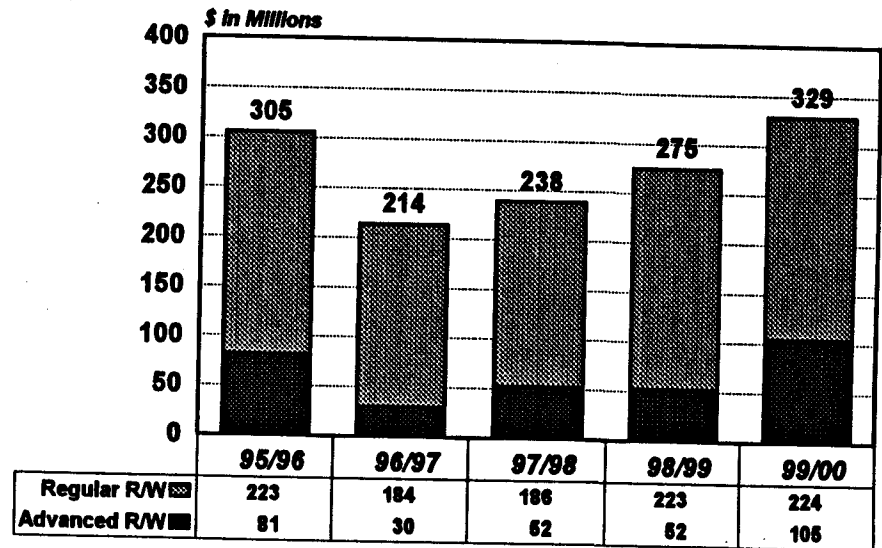
# RIGHT OF WAY LAND

FY 95/96 - 99/00

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$1,360M**

Note:

*Right of Way acquisition of \$1.2M contained in the PTO Intemodal/Rail Program.*

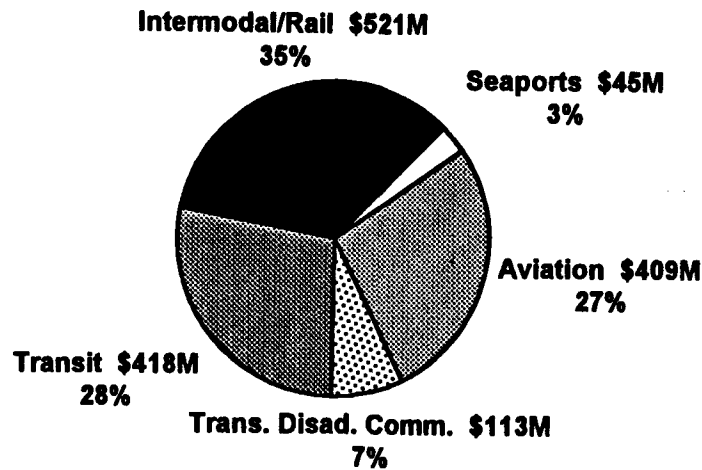
Totals may not add due to rounding

OMB 13-FEB-95  
STATE/96TENT07

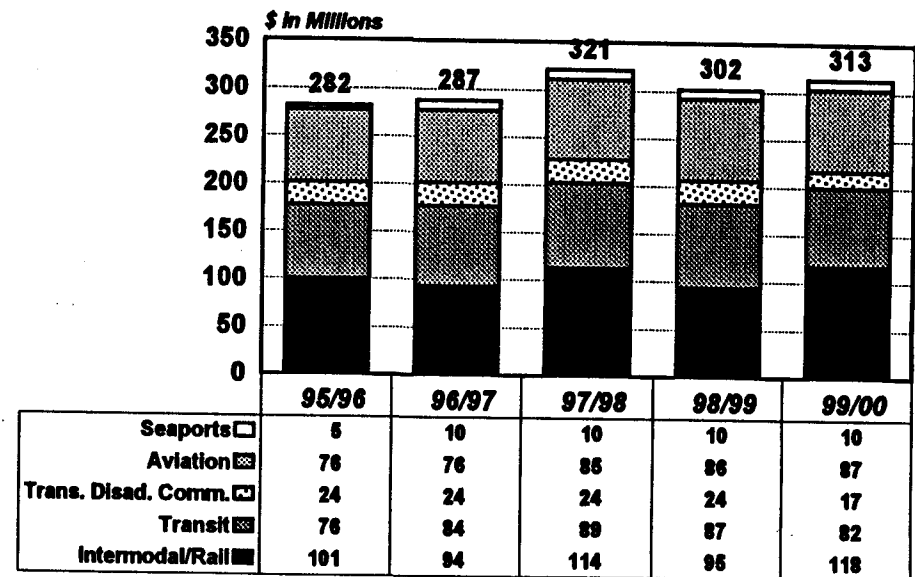
# PUBLIC TRANSPORTATION

FY 95/96 - 99/00

## Five Year Summary



## By Fiscal Year



## Total 5-Year Tentative Work Program \$1,506M

Note:

Intermodal/Rail Program total of \$521.4M contains \$29.0M of construction phases, and \$1.2M of land acquisition phases.

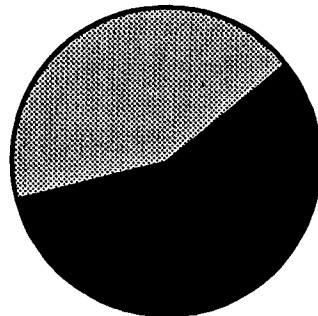
Totals may not add due to rounding

# OTHER

## FY 95/96 - 99/00

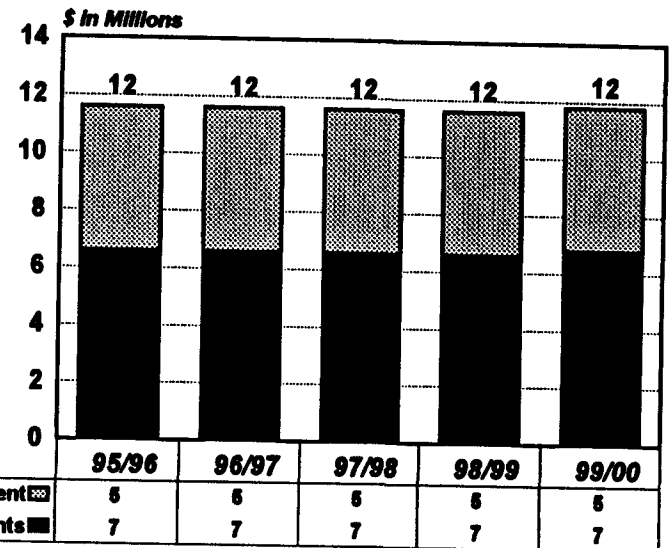
### Five Year Summary

Economic Dev. \$25M  
43%



Safety Grants \$33M  
57%

### By Fiscal Year



Economic Development   
Safety Grants 

**Total 5-Year Tentative Work Program \$58M**

Totals may not add due to rounding

OMB 13-FEB-95  
STATE/96TENT07

# ***PRODUCT SUPPORT***

## ***Preliminary Engineering***

- activities and resources related to the location, engineering and design phases of highway and bridge construction projects (activities include topographic data collection, project development, consulting engineer management and design)

## ***Construction Engineering and Inspection (CEI)***

- activities and resources to monitor, review, inspect and administer highway and bridge construction projects

## ***Right of Way Support***

- activities and resources to acquire and manage right of way land for the construction of transportation projects (activities include title search, appraisal, cost estimating, appraisal review, negotiation, eminent domain litigation management, demolition and relocation)

## ***Other***

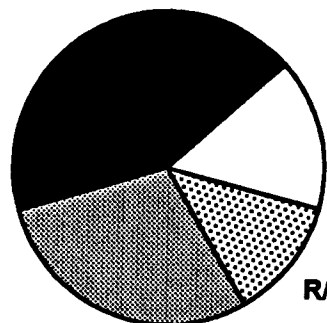
- **Materials and Research**  
materials specifications, performance and compliance with specifications
- **Applied Research**  
research contracts/State University System
- **Planning**  
transportation analysis and data collection
- **Public Transportation Operations Support**  
administer/support aviation, transit, intermodal/rail, and seaports

# PRODUCT SUPPORT

FY 95/96 - 99/00

## Five Year Summary

Preliminary Eng. \$1,319M  
43%

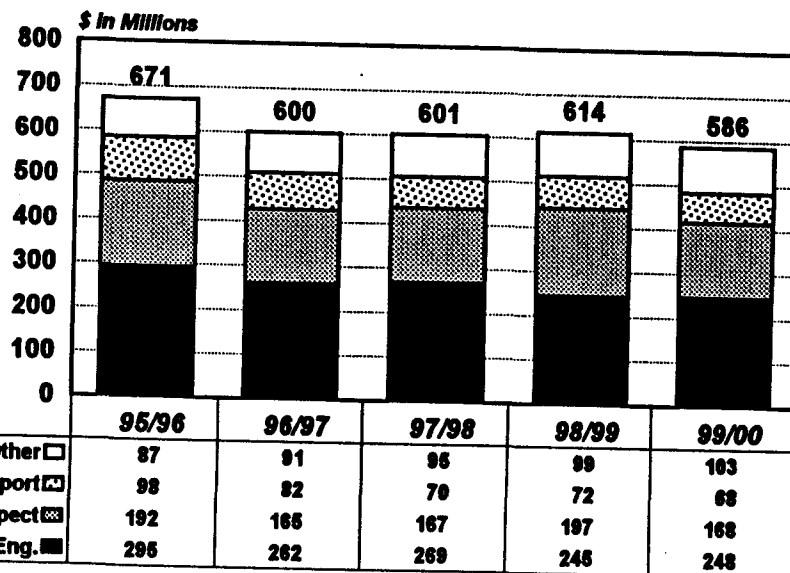


Other \$474M  
15%

R/W Support \$390M  
13%

Const. Eng. Inspect. \$889M  
29%

## By Fiscal Year



**Total 5-Year Tentative Work Program \$3,072M**

Totals may not add due to rounding

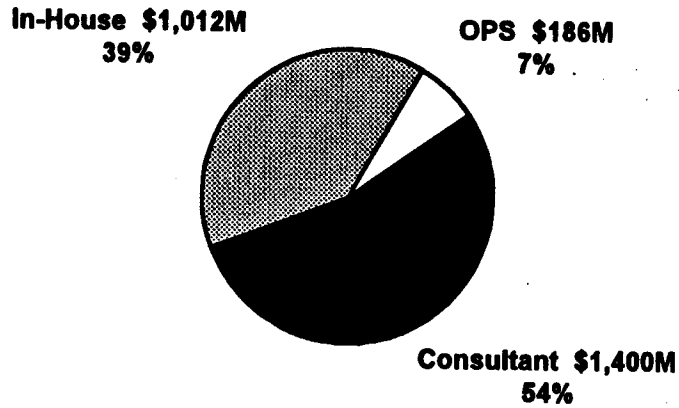
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STATE/96TENT07

# PRODUCT SUPPORT

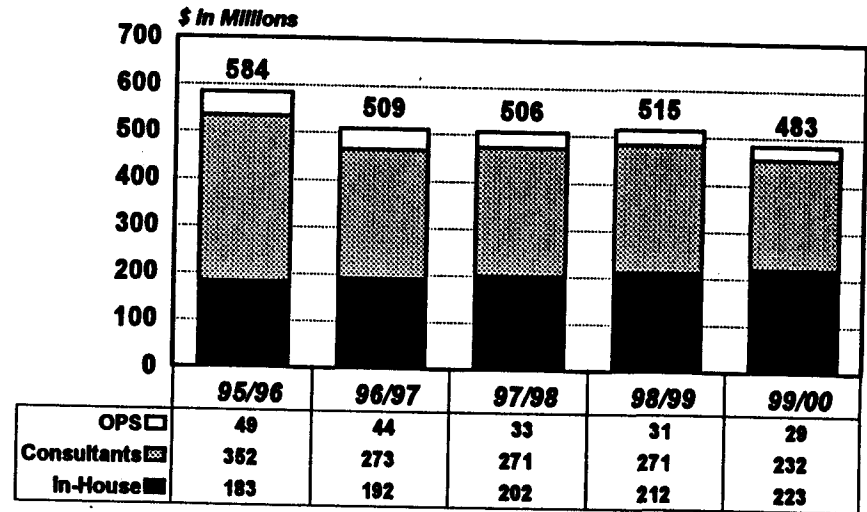
(Preliminary Engineering, R/W Support, CEI)

## FY 95/96 - 99/00

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$2,598M**

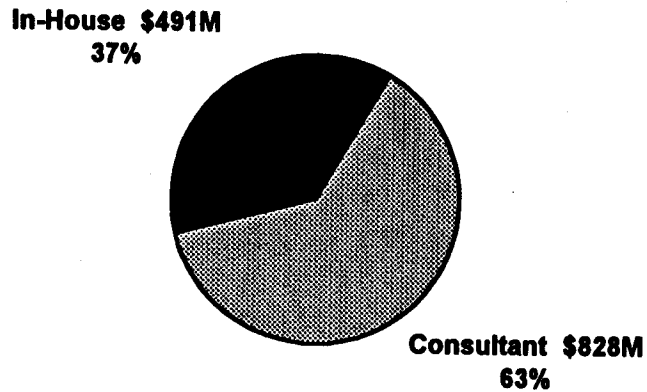
Totals may not add due to rounding

OMB 13-FEB-95  
STATE/96TENT07

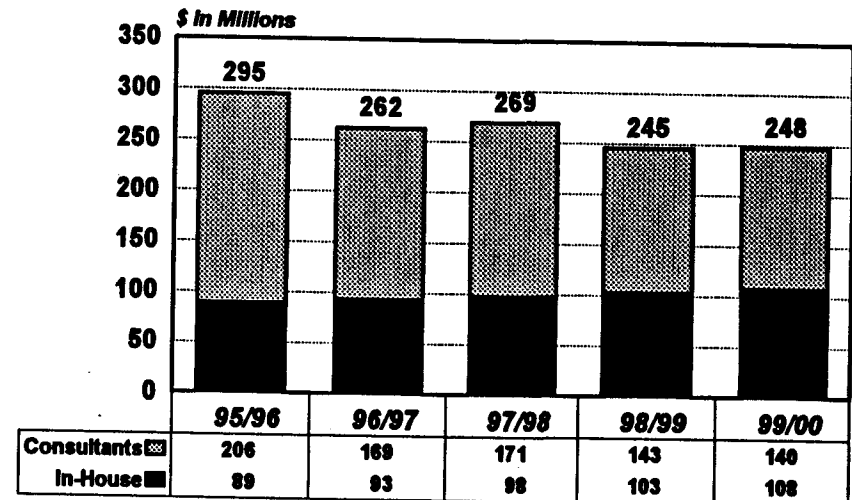
# PRELIMINARY ENGINEERING

FY 95/96 - 99/00

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$1,319M**

Totals may not add due to rounding

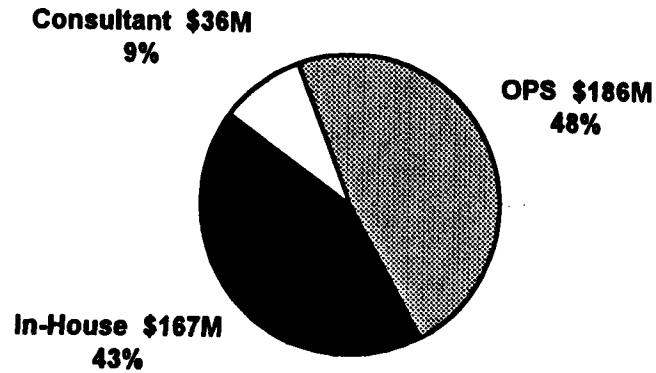
OMB 13-FEB-95  
STATE/86TENT07



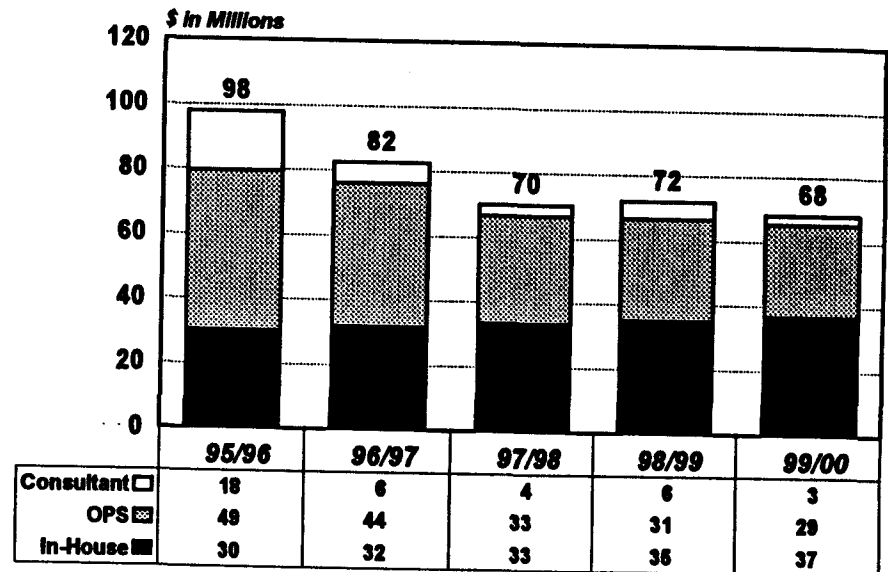
# RIGHT OF WAY SUPPORT

FY 95/96 - 99/00

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$390M**

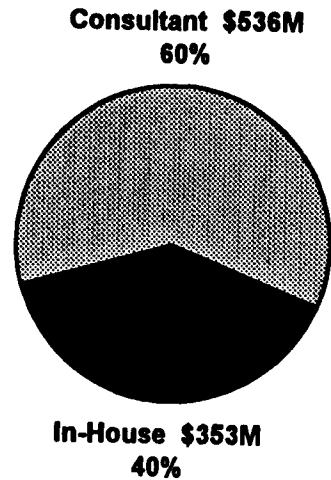
Totals may not add due to rounding

OMB 13-FEB-95  
STATE/96TENTO7

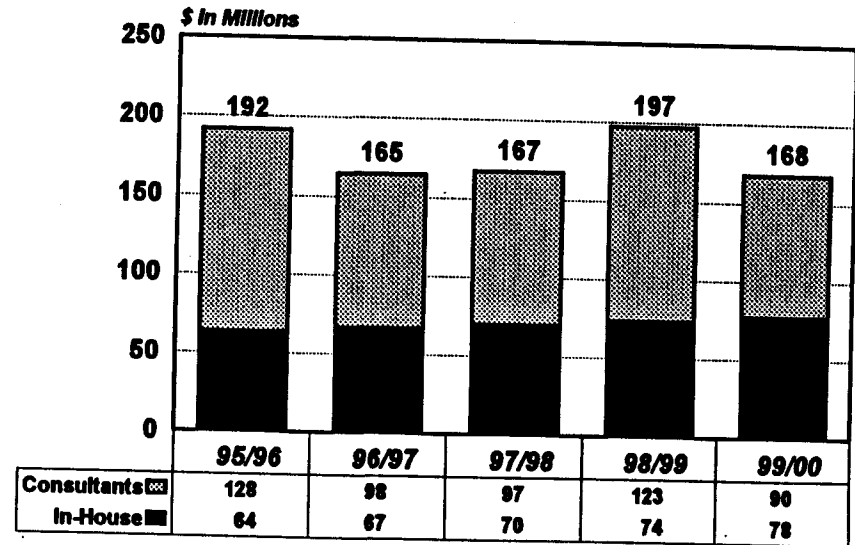
# CONST. ENGINEERING INSPECTION

FY 95/96 - 99/00

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$889M**

*Totals may not add due to rounding*

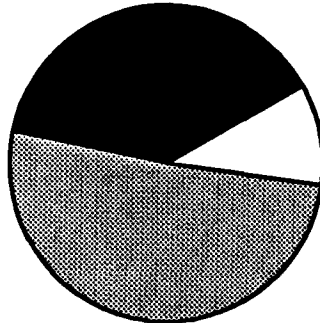
OMB 13-FEB-95  
STATE/96TENT07

# OTHER SUPPORT

FY 95/96 - 99/00

## Five Year Summary

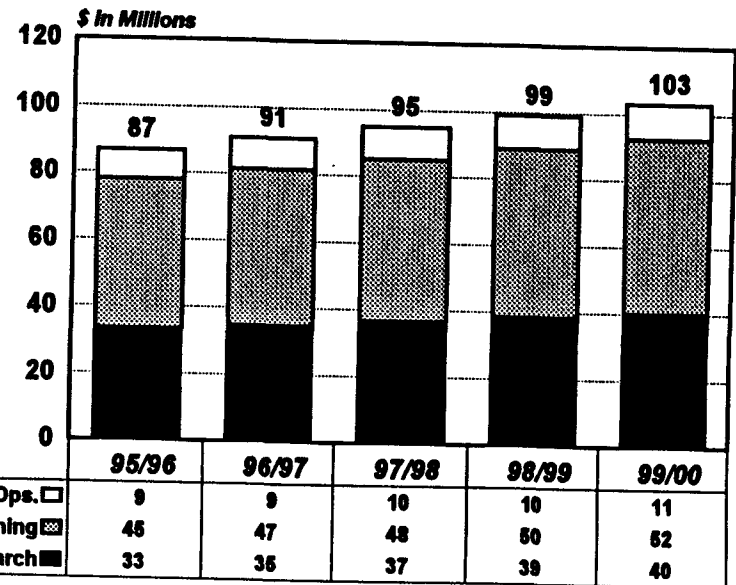
Materials & Research \$184M  
39%



Public Transp. Ops. \$48M  
10%

Planning \$242M  
51%

## By Fiscal Year



Public Transp. Ops. □  
Planning ▨  
Materials & Research ■

**Total 5-Year Tentative Work Program \$474M**

Totals may not add due to rounding

OMB 13-FEB-95  
STATE/96TENT07

# ***OPERATIONS AND MAINTENANCE***

## ***Routine Maintenance***

- repairs and minor improvements of State Highway System, roadside upkeep (mowing, litter removal), drainage facilities, traffic services (road signs, re-striping), inspection of bridges, and operation of movable bridges, a ferry and a tunnel

## ***Traffic Engineering***

- development and application of solutions to traffic engineering problems that do not require major structural alterations of existing or planned roadways

## ***Toll Operations***

- administration of toll collection activities on bonded road projects and the Florida Turnpike

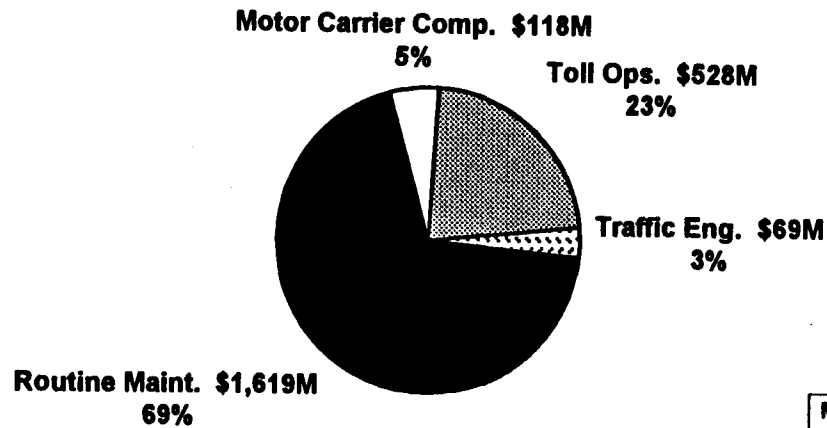
## ***Motor Carrier Compliance***

- enforcement of laws and agency rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system

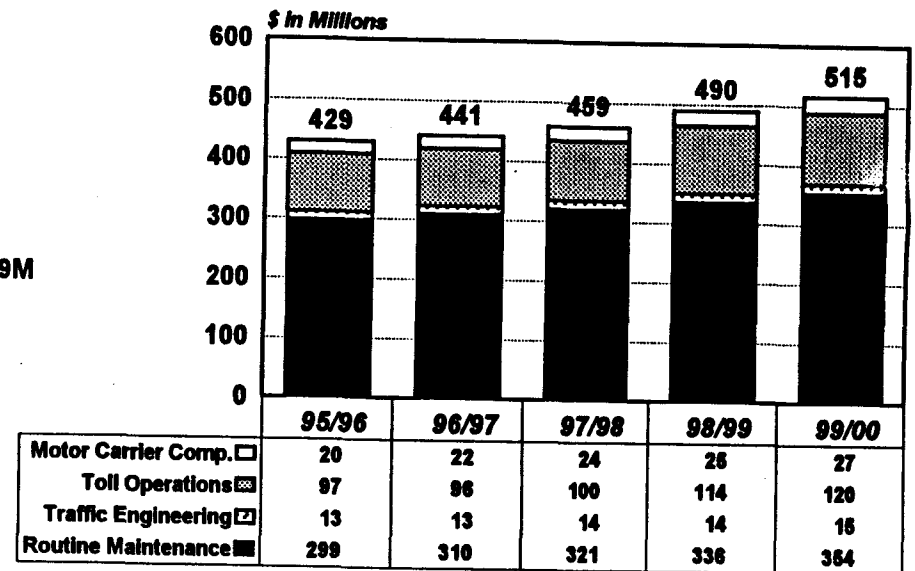
# OPERATIONS & MAINTENANCE

## FY 95/96 - 99/00

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$2,333M**

Totals may not add due to rounding

OMB 13-FEB-95  
STATE/96TENT07

## ***ADMINISTRATION***

### ***Administration***

- direct support to the Department (management, personnel, financial resources, contractual services, etc.)

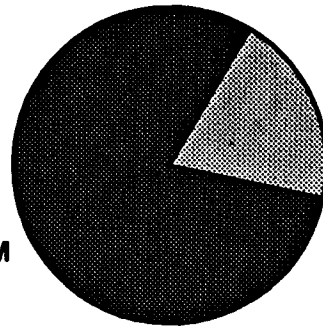
### ***Fixed Capital Outlay***

- acquisition, construction, and improvements of the Department's real property assets (land, buildings, fixtures and equipment)

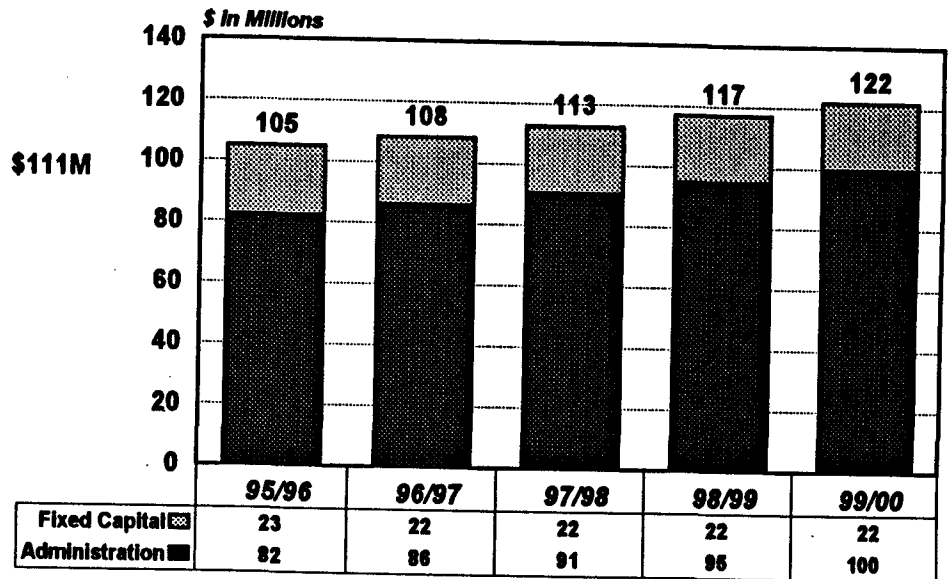
# ADMINISTRATION

FY 95/96 - 99/00

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$565M**

Totals may not add due to rounding

OMB 13-FEB-95  
STATE/86TENTO7

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Years 1995/96 through 1999/00**

**QUESTIONS - OVERVIEW/INFORMATIONAL**

**QUESTION 1:** Please identify projects of statewide or regional significance in the Tentative Work Program (these are projects that are funded "off the top" before allocation of funds to districts).

**ANSWER:** Aside from projects that are included in programs managed on a statewide basis such as the Interstate, Federal Demonstration Projects, and bridge programs, there are no "off the top" projects.

**QUESTION 2:** Please provide by fiscal year, the amount contained in the Tentative Work Program for the following "boxed items:"

- A. Supplemental Agreements
- B. Pending Litigation
- C. Estimate Changes
- D. Target Identification (by program)
- E. If there are other "boxed" funds, please identify them and specify dollar amounts by fiscal year.

**ANSWER:** To provide more flexibility in the programming of contingency funds the Department is allowing the Districts to program contingency funds in two box types. "Contingency Boxes" include Supplemental Agreements, Pending Litigation, and Estimate Changes. "Target Boxes" include Target Identification only. Target boxes are used for years two through 5 of the work program for target identification in programs where individual line items (project/phases) are not yet identified. Attached is a Contingency Box Analysis for the period FY 1994/95 through 1999/00.

**QUESTION 3:** Please identify the following:

- A. How many lane miles will the Tentative Work Program construct?
- B. How many lane miles will the Tentative Work Program resurface?
- C. How many bridges will the Tentative Work Program repair?
- D. How many bridges will the Tentative Work Program replace?

**ANSWER:**

- A. The Tentative Work Program will construct 1,351 miles of new lanes (Lane miles).
- B. The Tentative Work Program will resurface 11,379 lane miles.
- C. The Tentative Work Program will repair 1,210 bridges.
- D. The Tentative Work Program will replace 303 bridges.



**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Years 1995/96 through 1999/00**

**QUESTIONS - OVERVIEW/INFORMATIONAL**

**QUESTION 4:** What additional resources (positions), if any, are needed to produce the Tentative Work Program?

**ANSWER:** Present and requested budget resources should be adequate to produce the Tentative Work Program.

**QUESTION 5:** What additional level of P.E. consultants (dollar amount over the Adopted of 7/94 for each fiscal year), if any, is needed to produce the Tentative Work Program?

**ANSWER:** A net increase of \$118 million in P.E. Consultant services over the 5 year Adopted Work Program is required. Increases and decreases by fiscal year from the Adopted Work Program of July 1994 are shown below.

FY 94-95	Increased by	\$ 37.6 million
FY 95-96	Increased by	\$ 45.1 million
FY 96-97	Increased by	\$ 13.0 million
FY 97-98	Increased by	\$ 21.2 million
FY 98-99	Increased by	\$ 1.2 million

**QUESTION 6:** Is a higher P.E. consultant level contemplated for advance production in the Tentative Work Program (as compared to 7/94 Adopted)?

**ANSWER:** Targets for advance production have not changed since the work program was adopted in July 1994. Higher PE Consultant levels result from district's analysis of requirements to meet production quotas.

**QUESTION 7:** The ISTEA authorizes transfers of highway funds for transit and use of transit funds for highways under limited circumstances. Are any such fund transfers utilized in the Tentative Work Program? If so, for each such transfer please specify the fund categories involved, the purpose of the transfer and the dollar amount.

**ANSWER:** No such transfers are utilized in the Tentative Work Program. However, the following two transfers have been utilized in the current Adopted Work Program:

- \$633,750 SA Federal Funds (\$845,027 with match) transferred to FTA on September 1, 1994 for the acquisition of buses for Volusia County. FTA matched will be \$792,188.

*Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Years 1995/96 through 1999/00*

**QUESTIONS - OVERVIEW/INFORMATIONAL**

- \$6,800,00 of CM Federal Funds (\$9,066,950 with match) to FTA January 13, 1995 for the purchase of buses in Hillsborough County. FTA matched will be \$8,500,00.

**QUESTION 8:** Ten percent of STP funds must be set aside for "transportation enhancements", a category including pedestrian and bicycle facilities, landscaping and other beautification, control/removal of outdoor advertising, preservation of abandoned rail corridors, etc. Is this program fully implemented in the Tentative Work Program? If not, please explain. Also, please identify the primary transportation enhancement activities for which these funds were programmed.

**ANSWER:** Transportation Enhancement funds have been set aside and allocated in accordance with ISTEA provisions. Yes, the STP Transportation Enhancement Program is planned for full implementation in the Tentative Work Program. The primary transportation enhancement activities programmed in the FY 95/96 - 99/00 Tentative Work Program include: Pedestrian and Bicycle Facilities; Landscaping and Scenic Beautification; Historic Preservation; Rehabilitation and Operation of Historic Transportation Buildings; Mitigation of Storm Water Pollution; Control and Removal of Outdoor Advertising Signs; Archaeologic Planning and Research; Preservation of Abandoned Railway Corridors, and Greenway Grants.

For additional information on this program, see also our response to question number 38.

**QUESTION 9:** Ten percent of STP funds must be set aside for safety improvements under the Railway-Highway Crossings and the Hazard Elimination Programs. Also, each state must reserve in each fiscal year an amount for each program that is not less than the FY 1991 apportionment for each program. Is this requirement fully implemented in the Tentative Work Program? If not, please explain.

**ANSWER:** The Department is in full compliance with the safety program allocation requirements of ISTEA. Sub-allocations are issued by FHWA to meet compliance with ISTEA.

**QUESTION 10:** ISTEA creates a Congestion Mitigation and Air Quality Improvement Program which directs funds to non-attainment areas for ozone or carbon monoxide. Is this program fully implemented in the Tentative Work Program? If not, please explain. Please specify the fund allocations to Florida's ozone non-attainment areas and provide a general description of the types of projects funded.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Years 1995/96 through 1999/00**

**QUESTIONS - OVERVIEW/INFORMATIONAL**

**ANSWER:** The Department suballocates CMAQ funds to Florida's non-attainment areas using the same non-attainment area population and severity rating factors used by the Federal government in allocating CMAQ funds to Florida. These factors are shown in the table below:

Congestion Mitigation and Air Quality Table		"Per Title 23 USC, Sect 104(b)(2)"						7/28/93
Table: CM	Cty No.	93-94	94-95	95-96	96-97	97-98	98-99	
Hillsborough	10	13.57%	13.57%	13.57%	13.57%	13.57%	13.57%	
Pinellas	15	13.85	13.85	13.85	13.85	13.85	13.85	
Broward	86	22.47	22.47	22.47	22.47	22.47	22.47	
Dade	87	34.66	34.66	34.66	34.66	34.66	34.66	
Palm Beach	93	15.45	15.45	15.45	15.45	15.45	15.45	
	Percent	100.0	100.0	100.0	100.0	100.0	100.0	

County Code	Non-Attain County	County Population	CM Weight Factor	Weighted Population	Weighted % to 93/94	Projected End FFYr
10	Hillsborough	834,054	1.0	834,054	13.57%	95/96
15	Pinellas	851,659	1.0	851,659	13.85%	95/96
86	Broward	1,255,488	1.0	1,381,037	22.47%	95/96
87	Dade	1,937,084	1.0	2,130,803	34.66%	95/96
93	Palm Beach	863,518	1.0	949,870*	15.45%	95/96
		5,741,813*		6,147,423*	100.00%	

The CMAQ allocations received from FHWA (or estimated by the Financial Planning Office) are multiplied by the percentages above to produce the specific suballocations shown in Schedule A. Whenever CMAQ funds have been "softmatched" an offset equivalent to the state matching share is set up in a corresponding DCM 100% state fund in order to maintain the published program level. Full attainment in by the beginning of 95/96 is assumed in Schedule A.

All projects must demonstrate reduction of air pollution to federal officials and are detailed in the individual project description lines in the Work Program document.

**QUESTION 11:** ISTEPA authorizes the use of federal-aid highway funds in the construction and improvement of toll facilities to an expanded degree, including:

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

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

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Years 1995/96 through 1999/00**

**QUESTIONS - OVERVIEW/INFORMATIONAL**

**ANSWER:** Federal-aid highway funds are programmed for the indicated amounts, on the following projects:

- Venetian Causeway in District 6 for bridge replacement and rehabilitation - \$21.5 million (WPI's 6123168, 6123196, and 6123193).
- Preliminary Engineering for State Road 874/South Dade Expressway from S.W. 112th St. to SR 826/Palmetto Expressway - \$3,000,000 (WPI 6113823).
- Planning for Multi-Modal Corridor from Florida International University to Port of Miami - \$50,000 (WPI 6114094).
- Planning for I-395/SR 836/I-95 from N.W. 17th Ave. to MacArthur Causeway bridge - \$50,000 (WPI 6141902).
- Resurfacing of the Crosstown Expressway (SR 618) in Hillsborough County from 22nd St. to U.S. 301 - \$2,119,000 (WPI 7113932).
- Preliminary Engineering for the Interstate 4/Crosstown Expressway Connector Project. The project is soft-matched to provide full federal participation in the expressway portion of the Connector project. A total of \$5,024,889 in federal funds, of which \$1,450,184 in federal demonstration funds (WPI 7143145).

**QUESTION 12:** ISTEA provides that federal funds may now be used to acquire land to preserve corridors for long-range (up to 20 years) transportation improvement projects. Such acquisition may be in advance of Federal approval or authorization, subject to compliance with specific terms and conditions. Are federal-aid funds programmed for this purpose in the Tentative Work Program? If yes, please provide specifics.

**ANSWER:** No federal funds have been programmed for this purpose. ISTEA allows for commitment with state funds and conversion to federal funds at a future date. While there are difficulties in implementing this provision under existing rules, the programming provided in the Tentative Work Program allows the Department the option of using this financial strategy when it is appropriate.

**QUESTION 13:** Please identify all new or modified Department policies that are implemented in the current Tentative Work Program?

**ANSWER:** There are no new or modified Department policies implemented in the current Tentative Work Program.

**BOX CONTINGENCY ANALYSIS**  
**FY 95/96 - 99/00**

(\$ in Millions)

	95/96	96/97	97/98	98/99	99/00	Total
Total Box Level	363.5	627.7	330.6	489.6	781.7	2,593.1
(1) Less Targets	-104.1	-152.4	-224.6	-379.2	-630.3	-1,490.6
(2) Less AC Conversion	-158.4	-377.6	-5.9	-0.0	-12.4	-554.3
(3) Remaining for Contingencies	101.0	97.7	100.1	110.4	139.0	548.2
Programmed Level	1,881.3	1,285.2	1,443.8	1,475.3	1,016.8	7,102.4
Plus Targets	104.1	152.4	224.6	379.2	630.3	1,490.6
Total	1,985.4	1,437.6	1,668.4	1,854.5	1,647.1	8,593.0
Percent for Contingencies	5.1%	6.8%	6.0%	6.0%	8.4%	6.4%

- (1) Target amount must be programmed to project specific level (construction, R/W acquisition, etc).
- (2) Funds must be reserved to convert programmed Advance Construction levels in federal program.
- (3) Contingencies include supplementals, claims, cost overruns and estimate increases.

**SUMMARY OF SURFACE TRANSPORTATION PROGRAM - ENHANCEMENT FUNDS**  
(Dollars in Thousands)

2/10/95 Tape : Revised - 02/14/95

Page 1 of 3

<u>DISTRICT</u>	<u>1994/95</u>	<u>1995/96</u>	<u>1996/97</u>	<u>1997/98</u>	<u>1998/99</u>	<u>1999/00</u>	<u>TOTAL</u>	<u>%</u>
<b>I. Available Funds</b>	<b>8,513</b>	<b>10,566</b>	<b>5,264</b>	<b>6,550</b>	<b>6,543</b>	<b>6,065</b>		
Projects:								
Mitigation of Water Pollution							0	0.0%
Pedestrian/Bicycle Facilities	878	6,523	1,483	3,348	3,196	4,208	19,636	62.3%
Landscaping/Scenic Beautification	410	2,018	329		161	574	3,492	11.1%
Rehabilitation/Oper. Historic Transp. Facility	207		331	232			770	2.4%
Historic Preservation		316				126	442	1.4%
Boxes	845	901	1,125	1,125	2,047	1,124	7,167	22.7%
<b>Total</b>	<b>2,340</b>	<b>9,758</b>	<b>3,268</b>	<b>4,705</b>	<b>5,404</b>	<b>6,032</b>	<b>31,507</b>	<b>100%</b>
<i>Cum. Difference</i>	6,173	808	1,996	1,845	1,139	33		
<b>II. Available Funds</b>	<b>7,436</b>	<b>4,335</b>	<b>4,046</b>	<b>3,930</b>	<b>4,053</b>	<b>4,251</b>		
Projects:								
Mitigation of Water Pollution	211						211	0.8%
Pedestrian/Bicycle Facilities	5,298	3,958	3,217	2,481	1,804	2,756	19,514	70.7%
Landscaping/Scenic Beautification	792	161	440		2	263	1,658	6.0%
Rehabilitation/Oper. Historic Transp. Facility	75			337			412	1.5%
Preservation of Abandoned RR Corridors	448	29					477	1.7%
Historic Preservation	25		200	2	149		376	1.4%
Boxes	156	188	189	1,109	2,098	1,232	4,972	18.0%
<b>Total</b>	<b>7,005</b>	<b>4,336</b>	<b>4,046</b>	<b>3,929</b>	<b>4,053</b>	<b>4,251</b>	<b>27,620</b>	<b>100%</b>
<i>Cum. Difference</i>	431	(1)	0	1	0	0		
<b>III. Available Funds</b>	<b>6,111</b>	<b>5,643</b>	<b>2,765</b>	<b>2,885</b>	<b>3,009</b>	<b>3,159</b>		
Projects:								
Mitigation of Water Pollution	101	697	251				1,049	5.2%
Pedestrian/Bicycle Facilities	2,348	4,521	1,879	1,168	2,217		12,133	60.0%
Landscaping/Scenic Beautification	251	380		405			1,036	5.1%
Acquisition of Scenic Easements/Hist. Sites		45	205	260			510	2.5%
Boxes	424		370	960	692	3,050	5,496	27.2%
<b>Total</b>	<b>3,124</b>	<b>5,643</b>	<b>2,705</b>	<b>2,793</b>	<b>2,909</b>	<b>3,050</b>	<b>20,224</b>	<b>100%</b>
<i>Cum. Difference</i>	2,987	0	60	92	100	109		

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**SUMMARY OF SURFACE TRANSPORTATION PROGRAM - ENHANCEMENT FUNDS**  
(Dollars in Thousands)

2/10/95 Tape: Revised 02/14/95  
Page 2 of 3

DISTRICT	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	TOTAL	%
<b>IV. Available Funds</b>	<b>9,839</b>	<b>12,699</b>	<b>12,359</b>	<b>8,757</b>	<b>9,053</b>	<b>8,525</b>		
Projects:								
Mitigation of Water Pollution	250						250	0.6%
Pedestrian/Bicycle Facilities	661	3,671	7,036	4,347	5,834	5,825	27,374	65.5%
Landscaping/Scenic Beautification	823	859	1,669	600	519	2,159	6,629	15.9%
Rehabilitation/Oper. Historic Transp. Facility		130					130	0.3%
Historic Preservation		180		161			341	0.8%
Boxes	1,390	1,720	1,250	1,150	1,050	500	7,060	16.9%
<b>Total</b>	<b>3,124</b>	<b>6,560</b>	<b>9,955</b>	<b>6,258</b>	<b>7,403</b>	<b>8,484</b>	<b>41,784</b>	<b>100%</b>
<i>Cum. Difference</i>	6,715	6,139	2,404	2,499	1,650	41		
<b>V. Available Funds</b>	<b>14,240</b>	<b>15,760</b>	<b>10,216</b>	<b>6,474</b>	<b>6,656</b>	<b>6,975</b>		
Projects:								
Mitigation of Water Pollution	50	157					207	0.4%
Pedestrian/Bicycle Facilities	1,846	6,103	4,001	1,782	3,227	2,258	19,217	41.7%
Landscaping/Scenic Beautification	125	504	928	179	232	574	2,542	5.5%
Rehabilitation/Oper. Historic Transp. Facility	1,213		913	110		391	2,627	5.7%
Boxes	1,243	5,008	4,269	4,310	3,106	3,540	21,476	46.6%
<b>Total</b>	<b>4,477</b>	<b>11,772</b>	<b>10,111</b>	<b>6,381</b>	<b>6,565</b>	<b>6,763</b>	<b>46,069</b>	<b>100%</b>
<i>Cum. Difference</i>	9,763	3,988	105	93	91	212		
<b>VI. Available Funds</b>	<b>8,378</b>	<b>3,481</b>	<b>(1,690)</b>	<b>1,527</b>	<b>2,944</b>	<b>5,131</b>		
Projects:								
Pedestrian/Bicycle Facilities		1,240	1,180	2,868	2,159	3,435	10,882	33.7%
Landscaping/Scenic Beautification	2,455	60		322	585	1,236	4,658	14.4%
Archaeological Planning/Research	50	23					73	0.2%
Historic Preservation	5,243	8,034					13,277	41.2%
Boxes	1,618	460	346	286	200	461	3,371	10.4%
<b>Total</b>	<b>9,366</b>	<b>9,817</b>	<b>1,526</b>	<b>3,476</b>	<b>2,944</b>	<b>5,132</b>	<b>32,261</b>	<b>100%</b>
<i>Cum. Difference</i>	(988)**	(6,336)**	(3,216)**	(1,949)**	0	(1)		

\*\* - Reflects a financial decision to obligate SE funds that are available on a statewide basis in lieu of using AC funds on specific projects.

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**SUMMARY OF SURFACE TRANSPORTATION PROGRAM - ENHANCEMENT FUNDS**  
(Dollars in Thousands)

2/10/95 Tape : Revised - 2/14/95

Page 3 of 3

DISTRICT	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	TOTAL	%
<b>VII. Available Funds</b>	<b>7,450</b>	<b>5,451</b>	<b>6,107</b>	<b>5,325</b>	<b>5,758</b>	<b>5,837</b>		
Projects:								
Pedestrian/Bicycle Facilities	3,696	1,560	4,728	950	1,838	950	13,722	40.4%
Rehabilitation/Oper. of Historic Transp. Facility				100			100	0.3%
Historic Preservation	1,200				400		1,600	4.7%
Boxes	2,081	2,952	1,334	3,964	3,395	4,823	18,549	54.6%
<b>Total</b>	<b>6,977</b>	<b>4,512</b>	<b>6,062</b>	<b>5,014</b>	<b>5,633</b>	<b>5,773</b>	<b>33,971</b>	<b>100%</b>
Cum. Difference	473	939	45	311	125	64		
<b>O. Available Funds</b>	<b>7,292</b>	<b>2,700</b>	<b>2,800</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>		
Projects:								
Pedestrian/Bicycle Facilities	3169	795	1,035				4,999	22.9%
Control/Removal of Outdoor Advertising	2,345	1,000	1,000	1,000	1,000	1,000	7,345	33.7%
Rehabilitation/Oper. of Historic Transp. Facility	650						650	3.0%
Historic Preservation	65	269	141				475	2.2%
Archaeological Planning/Research	88						88	0.4%
Acquisition of Scenic Easements/Historic Sites	850						850	3.9%
Boxes	125	636	624	2,000	2,000	2,000	7,385	33.9%
<b>Total</b>	<b>7,292</b>	<b>2,700</b>	<b>2,800</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>21,792</b>	<b>100%</b>
Cum. Difference	0	0	0	0	0	0		
<b>STATEWIDE</b>								
<b>Available Funds</b>	<b>69,259</b>	<b>60,635</b>	<b>41,867</b>	<b>38,448</b>	<b>41,016</b>	<b>42,943</b>		
Projects:								
Mitigation of Water Pollution	612	854	251	0	0	0	1,717	0.7%
Pedestrian/Bicycle Facilities	17,896	28,371	24,559	16,944	20,275	19,432	127,477	49.9%
Landscaping/Scenic Beautification	4,856	3,982	3,366	1,506	1,499	4,806	20,015	7.8%
Control/Removal of Outdoor Advertising	2,345	1,000	1,000	1,000	1,000	1,000	7,345	2.9%
Preservation of Abandoned RR Corridors	448	29	0	0	0	0	477	0.2%
Acquisition of Scenic Easements/Historic Sites	850	45	205	260	0	0	1,360	0.5%
Historic Preservation	6,533	8,799	341	163	549	126	16,511	6.5%
Archaeological Planning/Research	138	23	0	0	0	0	161	0.1%
Rehabilitation/Oper. of Historic Transp. Facility	2,145	130	1,244	779	0	391	4,689	1.8%
Boxes	7,882	11,865	9,507	14,904	14,588	16,730	75,476	29.6%
<b>Total</b>	<b>43,705</b>	<b>55,098</b>	<b>40,473</b>	<b>35,556</b>	<b>37,911</b>	<b>42,485</b>	<b>255,228</b>	<b>100%</b>
Cum. Difference	25,554	5,537	1,394	2,892	3,105	458		

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**SUMMARY OF CONGESTION MITIGATION FUNDS**  
(Dollars in Thousands)

2/10/95 - Tape: Revised -2/14/95

Page 1 of 2

DISTRICT	1994/95	1995/96	1996/97	1997/98	1998/99	1999/00	TOTAL	%
<b>IV. Available Funds:</b>	<b>42,278</b>	<b>18,516</b>	<b>11,161</b>	<b>5,324</b>	<b>2,516</b>	<b>2,877</b>		
Projects:								
Pedestrian/Bicycle Facilities Intersection	8						8	0.0%
Intersection	5,172	1,194		800			7,166	13.2%
Add Turn Lanes	1,250	895					2,145	3.9%
Traffic Signal Update & Control Devices	13,655	4,543	5,097	2,000	150	1,234	26,679	49.1%
Transit Improvements	3,025	2,050	2,000	2,000			9,075	16.7%
Boxes	3,080	1,100	1,169	435	1,916	1,540	9,240	17.0%
<b>Total</b>	<b>26,190</b>	<b>9,782</b>	<b>8,266</b>	<b>5,235</b>	<b>2,066</b>	<b>2,774</b>	<b>54,313</b>	<b>100%</b>
<i>Cum. Difference</i>	<i>16,088</i>	<i>8,734</i>	<i>2,895</i>	<i>89</i>	<i>450</i>	<i>103</i>		
<b>VI. Available Funds:</b>	<b>23,132</b>	<b>7,034</b>	<b>2,242</b>	<b>2,242</b>	<b>2,242</b>	<b>2,242</b>		
Projects:								
Traffic Signal Update & Control Devices	276						276	0.8%
HOV Lanes	1,481						1,481	4.3%
Fixed Guideway Improvements	8,589	5,691	2,119	2,219	2,219	2,219	23,056	67.4%
Transit/Environmental Studies	6,021	50					6,071	17.7%
Transit Improvements		500					500	1.5%
Boxes	1,951	770	100				2,821	8.2%
<b>Total</b>	<b>18,318</b>	<b>7,011</b>	<b>2,219</b>	<b>2,219</b>	<b>2,219</b>	<b>2,219</b>	<b>34,205</b>	<b>100%</b>
<i>Cum. Difference</i>	<i>4,814</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>	<i>23</i>		
<b>VII. Available Funds:</b>	<b>14,725</b>	<b>3,189</b>	<b>3,189</b>	<b>1,756</b>	<b>1,756</b>	<b>1,756</b>		
Projects:								
Pedestrian/Bicycle Facilities Intersection			2,092				2,092	8.9%
Intersection	240						240	1.0%
Traffic Signal Update & Control Devices	4,283						4,283	18.2%
Add Turn Lanes	290						290	1.2%
PTO/Transit Improvements	90			242	260		592	2.5%
Ride-share Programs	300						300	1.3%
Boxes	8,089	1,756	1,096	1,514	1,496	1,756	15,707	66.8%
<b>Total</b>	<b>13,292</b>	<b>1,756</b>	<b>3,188</b>	<b>1,756</b>	<b>1,756</b>	<b>1,756</b>	<b>23,504</b>	<b>100%</b>
<i>Cum. Difference</i>	<i>1,433</i>	<i>1,433</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>0</i>		

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**SUMMARY OF CONGESTION MITIGATION FUNDS  
(Dollars in Thousands)**

2/10/95 - Tape: Revised - 2/14/95

Page 2 of 2

	<u>1994/95</u>	<u>1995/96</u>	<u>1996/97</u>	<u>1997/98</u>	<u>1998/99</u>	<u>1999/00</u>	<u>TOTAL</u>	<u>%</u>
<b>STATEWIDE</b>								
<b>Available Funds:</b>	<b>80,135</b>	<b>28,739</b>	<b>16,592</b>	<b>9,322</b>	<b>6,514</b>	<b>6,875</b>		
<b>Projects:</b>								
Pedestrian/Bicycle Facilities Intersection	8	0	2,092	0	0	0	2,100	1.9%
Add Turn Lanes	5,412	1,194	0	800	0	0	7,406	6.6%
Traffic Signal Update & Control Devices	1,540	895	0	0	0	0	2,435	2.2%
HOV Lanes	18,214	4,543	5,097	2,000	150	1,234	31,238	27.9%
Fixed Gulldeway Improvements	1,481	0	0	0	0	0	1,481	1.3%
Transit/Environmental Studies	8,589	5,691	2,119	2,219	2,219	2,219	23,056	20.6%
PTO/Transit Improvements	6,021	50	0	0	0	0	6,071	5.4%
Ride-Share Programs	3,115	2,550	2,000	2,242	260	0	10,167	9.1%
Boxes	300	0	0	0	0	0	300	0.3%
<b>Total</b>	<b>13,120</b>	<b>3,626</b>	<b>2,365</b>	<b>1,949</b>	<b>3,412</b>	<b>3,296</b>	<b>27,768</b>	<b>24.8%</b>
<b>Cum. Difference</b>	<b>57,800</b>	<b>18,549</b>	<b>13,673</b>	<b>9,210</b>	<b>6,041</b>	<b>6,749</b>	<b>112,022</b>	<b>100%</b>
	22,335	10,190	2,919	112	473	126		

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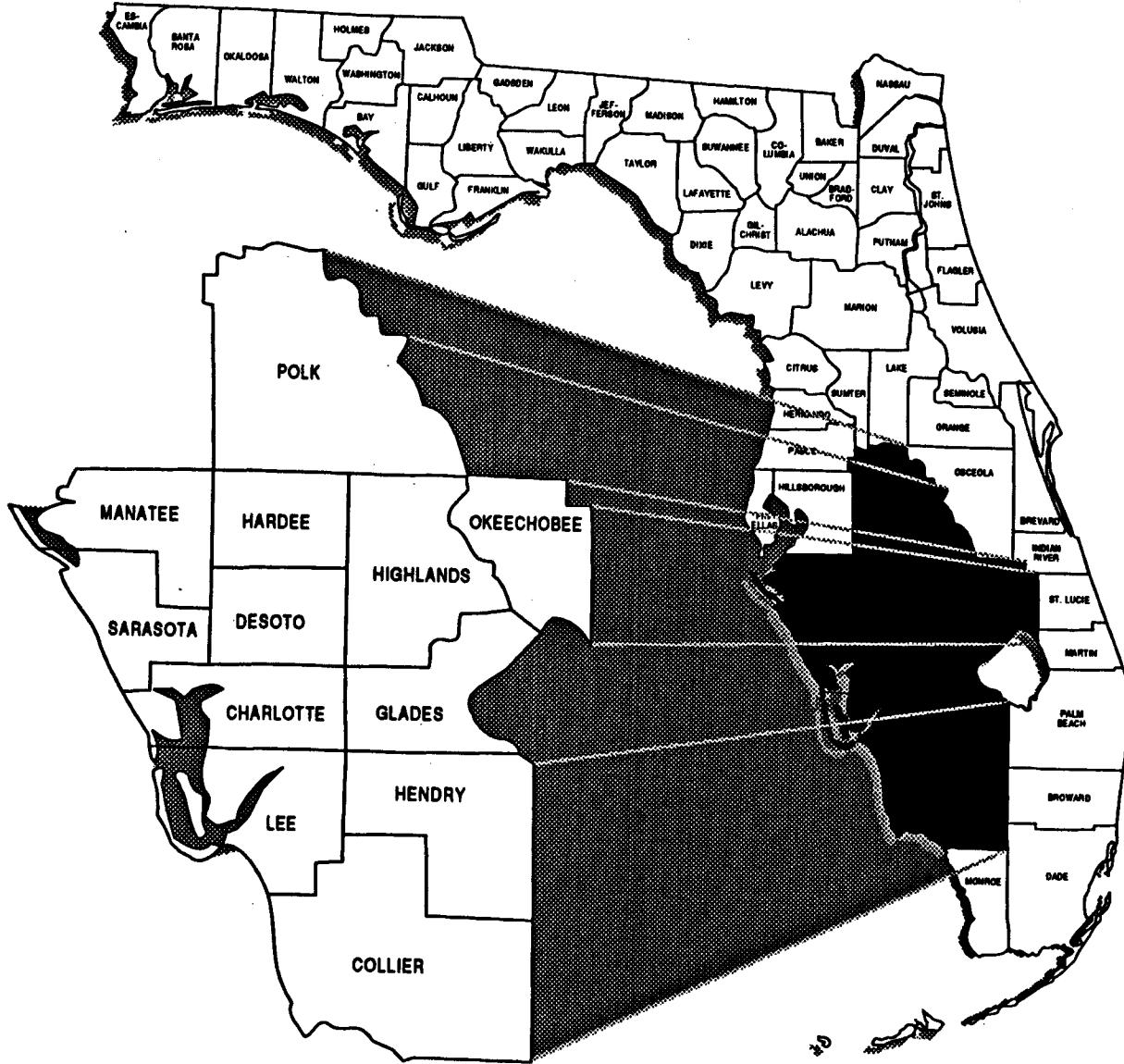
**APPENDIX B**

**DISTRICT OVERVIEWS**

**AND**

**SIGNIFICANT PROJECTS**

# DISTRICT 1



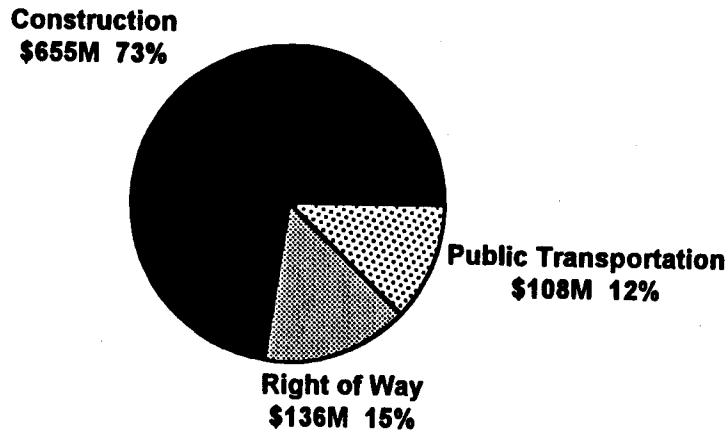
B-1

# DISTRICT 1 PRODUCT

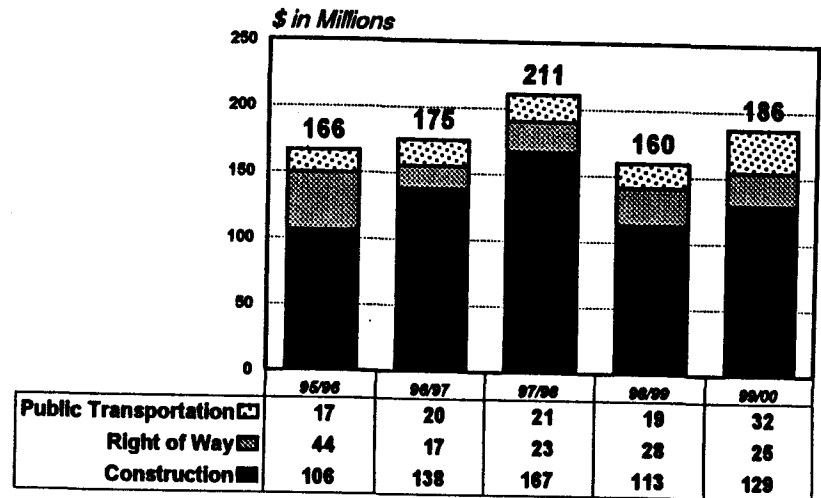
## FY 95/96 - 99/00

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



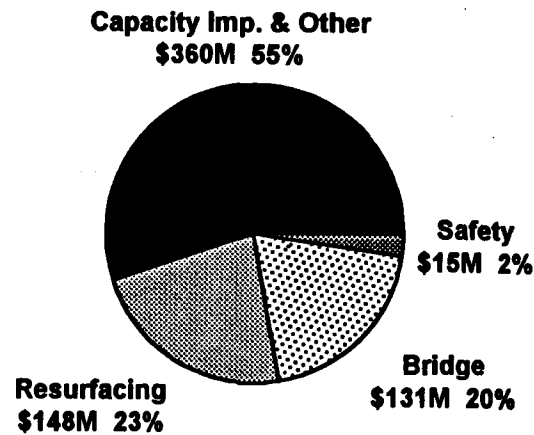
**Total 5-Year Tentative Work Program \$899M**

*Totals may not add due to rounding*

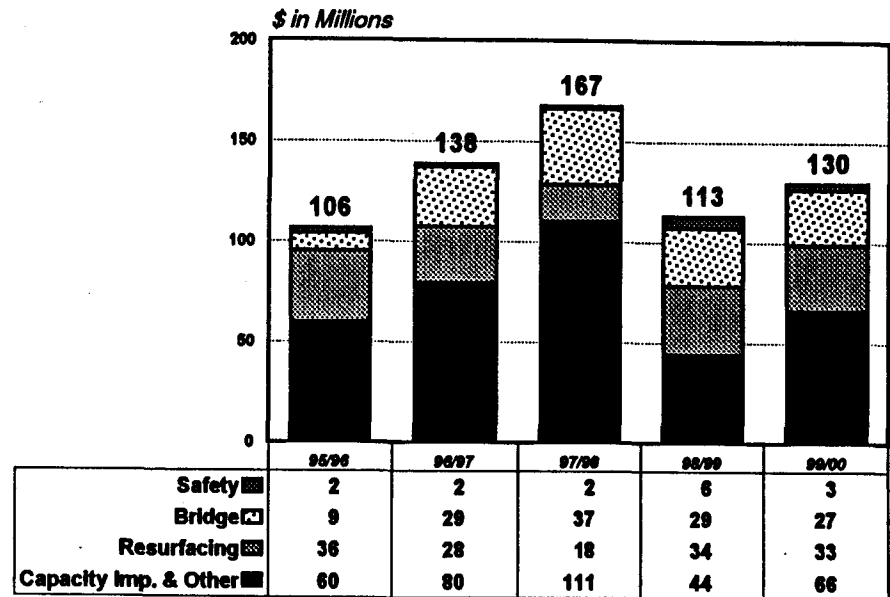
# DISTRICT 1 CONSTRUCTION

FY 95/96 - 99/00  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$654M**

**Note:**

*Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.*

Totals may not add due to rounding

OMB 13-FEB-95  
DISTCONS/96TENT07

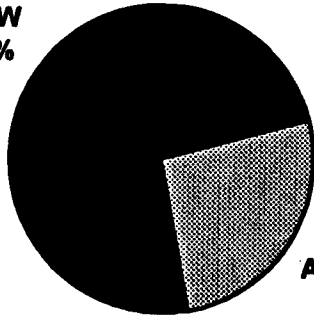
# DISTRICT 1 RIGHT OF WAY LAND

## FY 95/96 - 99/00

### (Excludes Turnpike)

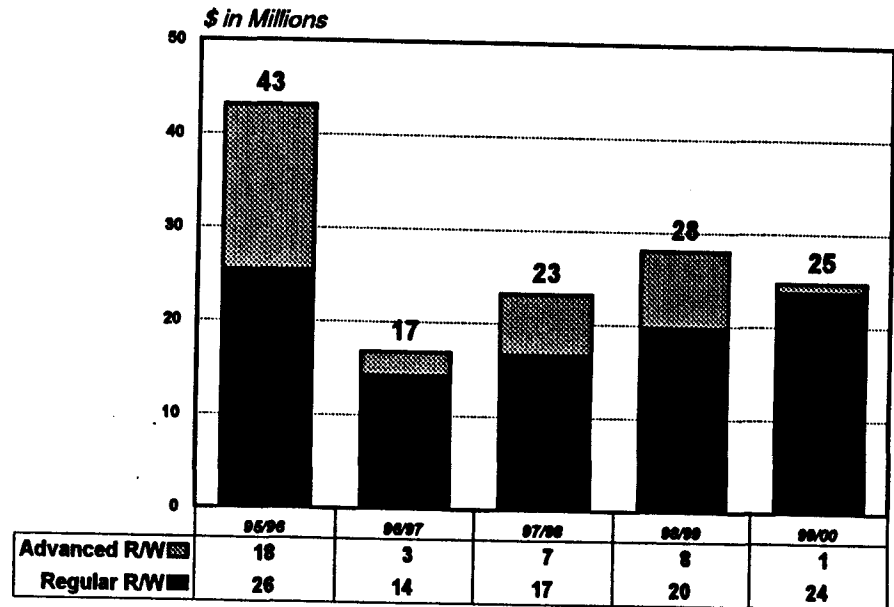
#### Five Year Summary

Regular R/W  
\$101M 74%



Advanced R/W  
\$36M 26%

#### By Fiscal Year



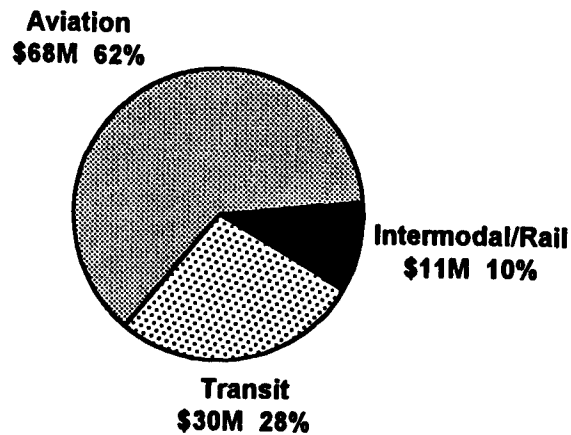
**Total 5-Year Tentative Work Program \$136M**

Totals may not add due to rounding

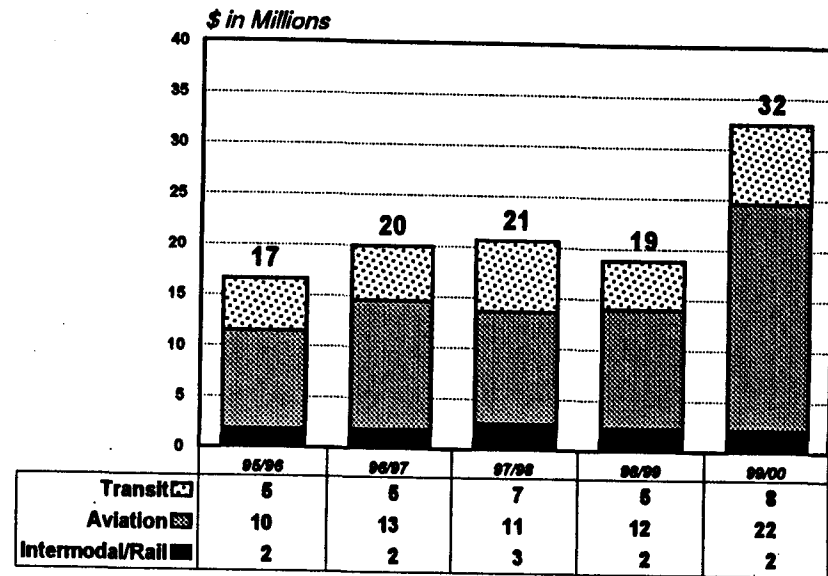
OMB 13-FEB-95  
DISTROW/96TENT07

# DISTRICT 1 PUBLIC TRANSPORTATION FY 95/96 - 99/00

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$108M**

Totals may not add due to rounding

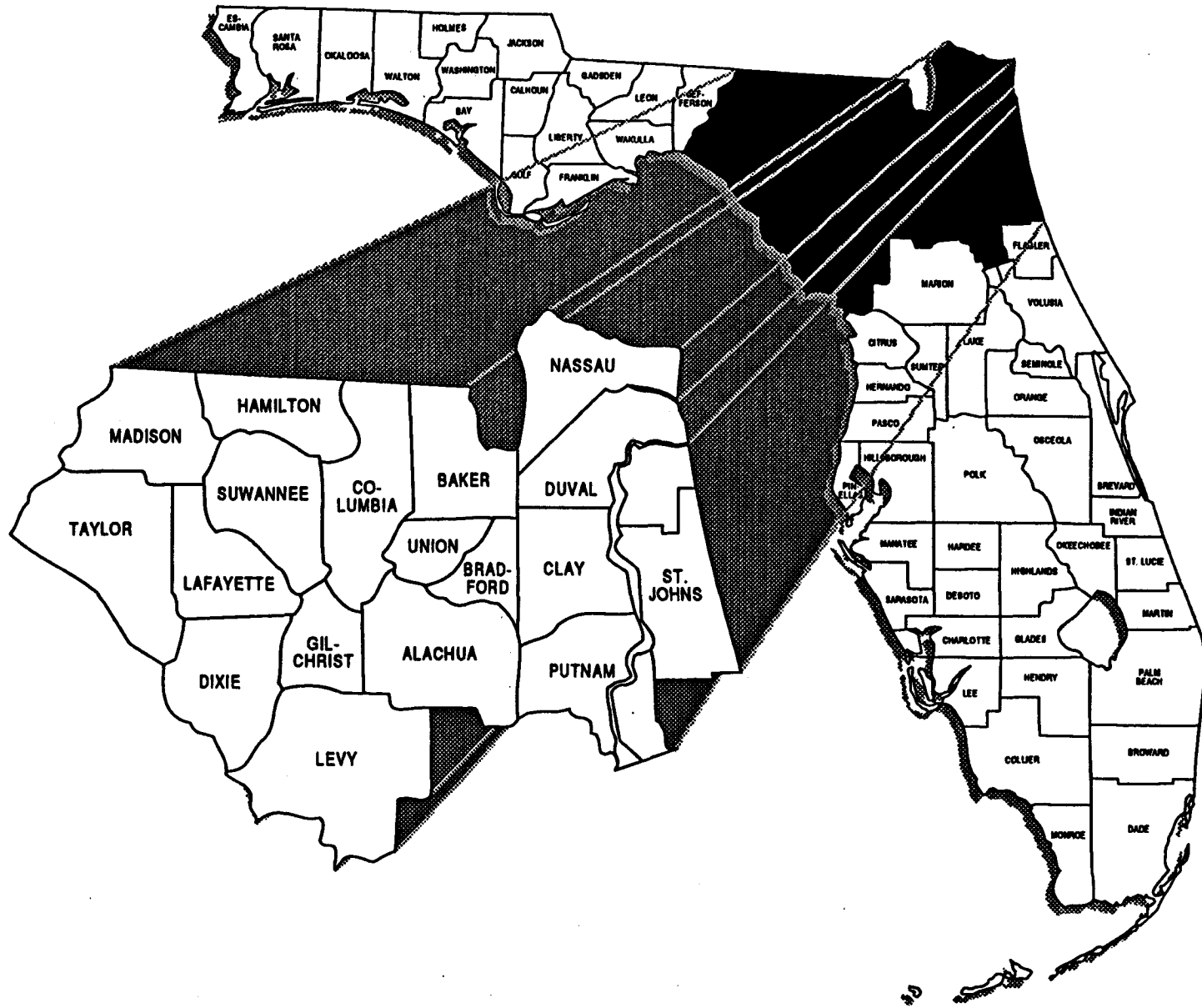
OMB 13-FEB-95  
DISTPTO1/96TENT07



**DISTRICT 1  
SIGNIFICANT PROJECTS**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
US 17	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes from CR 74 in Charlotte Co. to North of R/R overpass in Polk Co. (Charlotte, DeSoto, Hardee, and Polk Counties, 49.6 miles)</li> </ul>	Right-of-Way Construction	\$17.8 \$8.7
SR 776	<ul style="list-style-type: none"> <li>Widen 2 to 4 and 6 lanes from Collinswood Blvd. in Charlotte County to US 41 in Sarasota County (Charlotte and Sarasota Counties, 22.9 miles)</li> </ul>	Right-of-Way Construction	\$19.9 \$63.1
SR 78	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes from Chiquita Blvd. to I-75 (Lee Co., 10.3 miles)</li> </ul>	Right-of-Way Construction	\$31.0 \$11.2
SR 70	<ul style="list-style-type: none"> <li>Widen 2 to 6 lanes from 15th St. to I-75 (Manatee Co., 4.8 miles)</li> </ul>	Right-of-Way Construction	\$13.1 \$23.3
US 41	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes from SR 951 in Collier Co. north to Baywood in Sarasota Co. (Collier, Lee, Charlotte and Sarasota Counties, 49.9 miles)</li> </ul>	Right-of-Way Construction	\$31.3 \$48.4
Southwest Fl. International Airport	<ul style="list-style-type: none"> <li>Land acquisition and construction for new runway, terminal, and mitigation (Lee Co.)</li> </ul>	Grants (Fed., State & Local)	\$247.0
I-4	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes from Hillsborough Co. line to Osceola Co. line (Polk Co., 30.5 miles)</li> </ul>	Right-of-Way Construction	\$36.4 \$60.1
US 27	<ul style="list-style-type: none"> <li>Replace Moorehaven bridge (Glades Co.)</li> </ul>	Right-of-Way Construction	\$4.9 \$21.9
	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes from US 98 to SR 64 (Highlands Co., 14.2 miles)</li> </ul>	Right-of-Way Construction	\$5.7 \$17.4
SR 563	<ul style="list-style-type: none"> <li>Extend new 4-lane highway from SR 572 to SR 37 (Polk Co., 1.5 miles)</li> </ul>	Right-of-Way	\$2.3
SR 80	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes from Lee County line to the east city limits of LaBelle (Hendry Co., 7.4 miles)</li> </ul>	Right-of-Way Construction	\$7.6 \$6.9

# DISTRICT 2



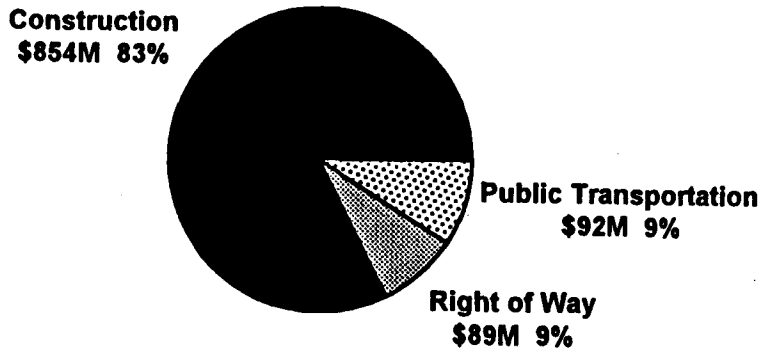
B-7

# DISTRICT 2 PRODUCT

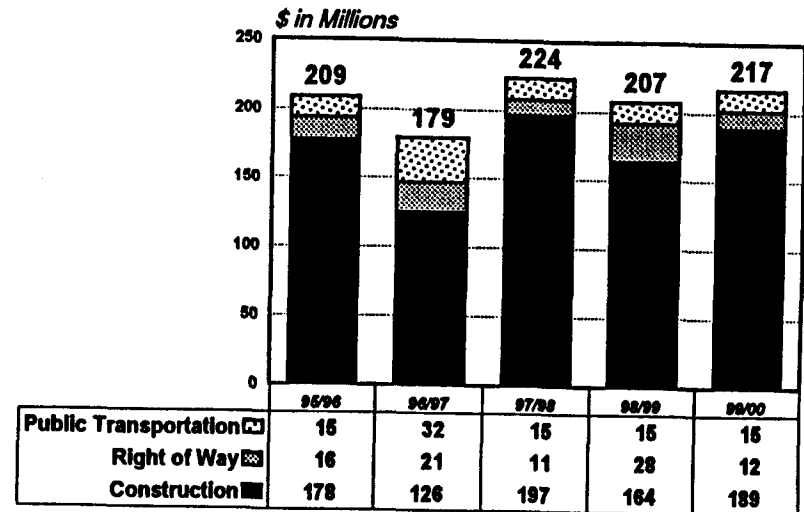
## FY 95/96 - 99/00

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



**Total 5-Year Tentative Work Program \$1,035M**

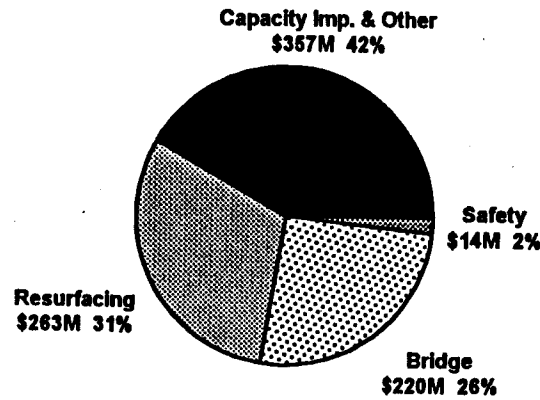
Totals may not add due to rounding

# DISTRICT 2 CONSTRUCTION

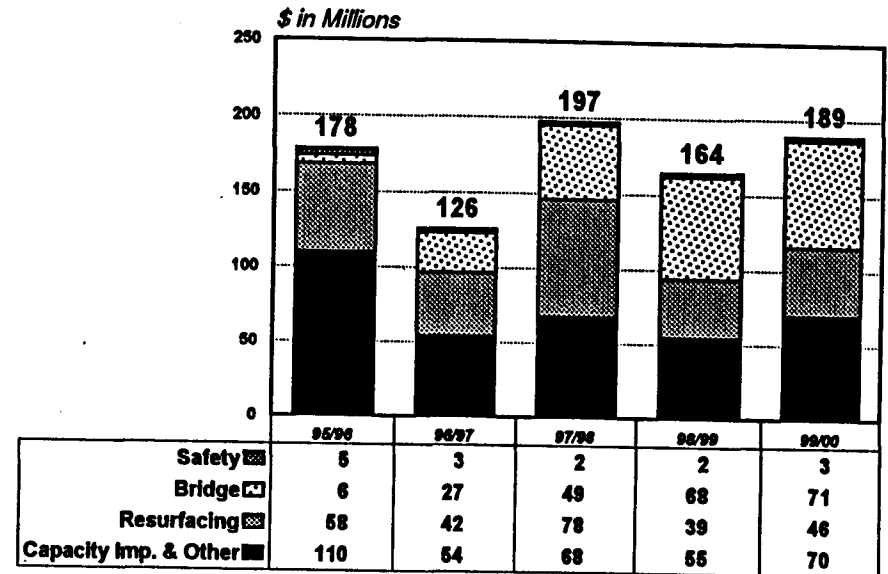
FY 95/96 - 99/00

(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



## Total 5-Year Tentative Work Program \$854M

**Note:**

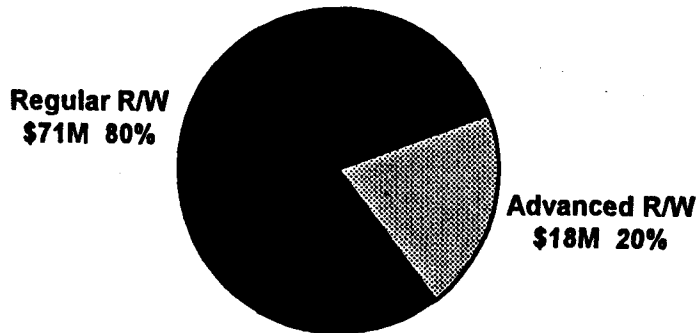
Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.  
 Construction phases of \$2.6M contained in the PTO Intermodal/Rail Program.

Totals may not add due to rounding

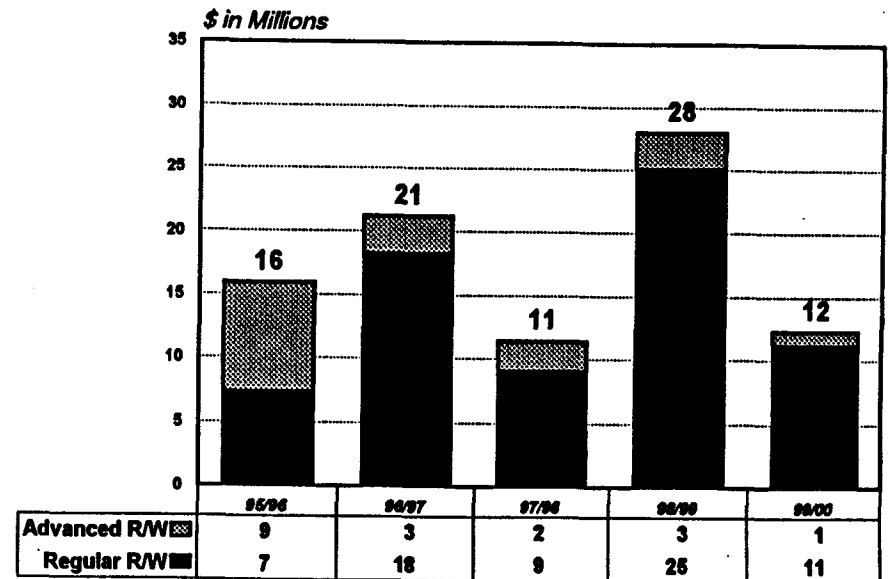
# DISTRICT 2 RIGHT OF WAY LAND

FY 95/96 - 99/00  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$89M**

**Note:**  
Right of Way acquisition of \$0.2M contained in the PTO Intermodal/Rail Program.

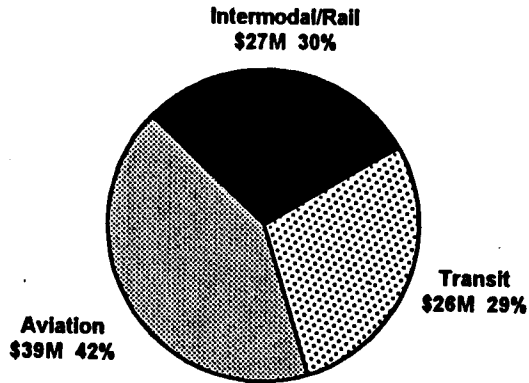
Totals may not add due to rounding

OMB 13-FEB-95  
DISTROW/96TENT07

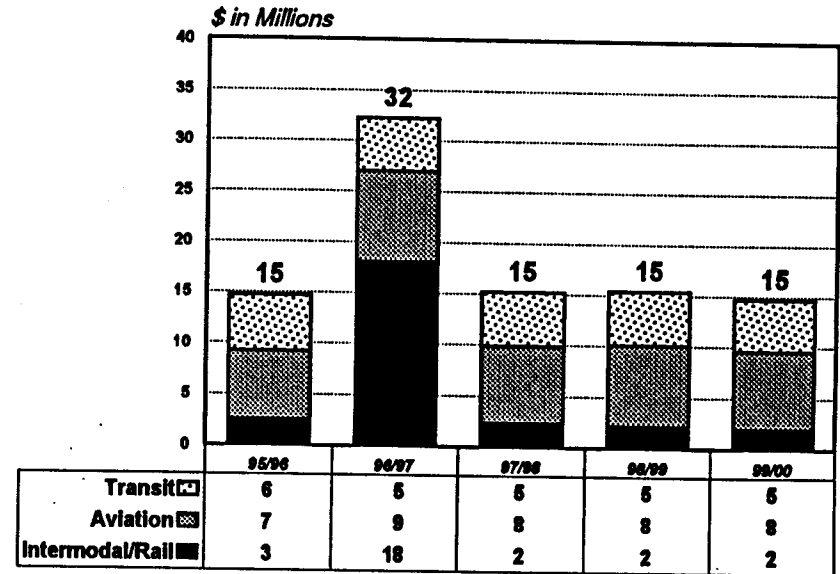
# DISTRICT 2 PUBLIC TRANSPORTATION FY 95/96 - 99/00

B-11

## Five Year Summary



## By Fiscal Year



## Total 5-Year Tentative Work Program \$92M

Note:

Intermodal/Rail program total of \$27.0M contains \$2.6M of construction and \$.02M of land acquisition phases.

Totals may not add due to rounding

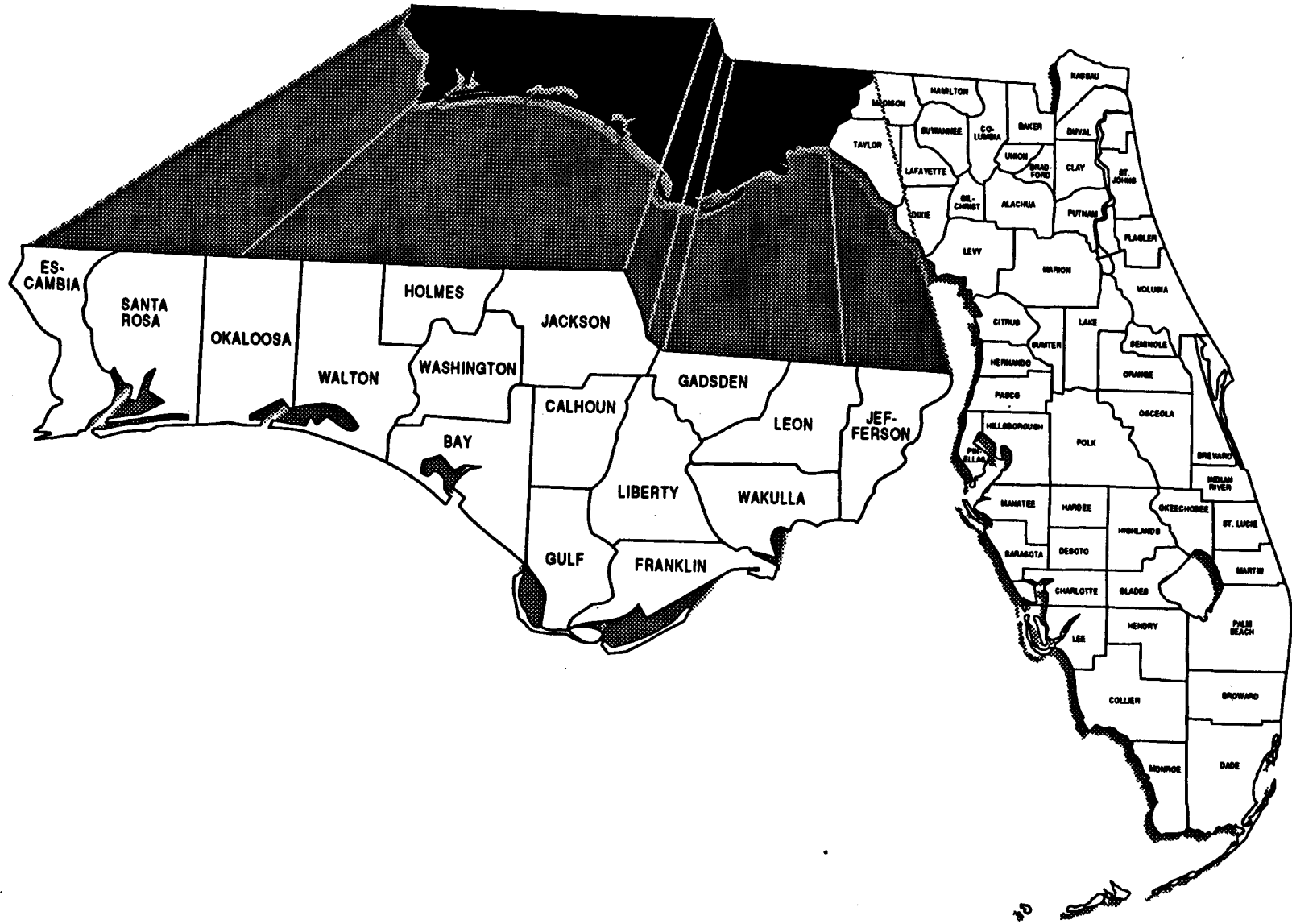
OMB 13-FEB-95  
DISTPTO1/96TENT07

**DISTRICT 2  
SIGNIFICANT PROJECTS**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
SR 20	● Widen 2 to 4 lanes and reconstruct from end of 4-lanes to CR 325 (Alachua Co., 5.0 miles)	Construction	\$10.3
SR 26/ Newberry Rd.	● Widen 2 to 4 lanes and reconstruct from CR 241 to existing 4 lanes (Alachua Co., 4.2 miles)	Construction	\$10.1
I-95	● Widen 4 to 6 lanes and reconstruct from I-295 to north of Emerson Rd. (Duval Co., 16.8 miles)	Construction	\$38.1
SR 9A	● New construction of 4 lanes from south of J. Turner Butler Blvd. to south of Baymeadows Rd. (Duval Co., 2.9 miles)	Construction	\$26.6
SR 10/ Atlantic Blvd.	● Widen 4 to 6 lanes and reconstruct from SR 9A to San Pablo Rd. (Duval Co., 6.3 miles)	Construction	\$12.0
Baymeadows Rd.	● New construction of 4 lanes from Southside Blvd. to SR 9A (Duval Co., 2.3 miles)	Right-of-Way Construction	\$1.1 \$8.8
SR 500	● Widen 2 to 4 lanes and reconstruct from Williston to Marion County line (Levy Co., 3.9 miles)	Construction	\$6.4
SR 207	● Widen 2 to 4 lanes and reconstruct from SR 100 to St. Johns Co. line (Putnam Co., 6.6 miles)	Right-of-Way Construction	\$6.5 \$17.7
SR 312	● Construct new 2-lane bridge (St. Johns Co.)	Construction	\$13.6
Branan Field	● New construction of 4 lanes from SR 21 to Duval Co. line (Clay Co., 5.7 miles)	Right-of-Way	\$4.2

B-12

# DISTRICT 3



B-13

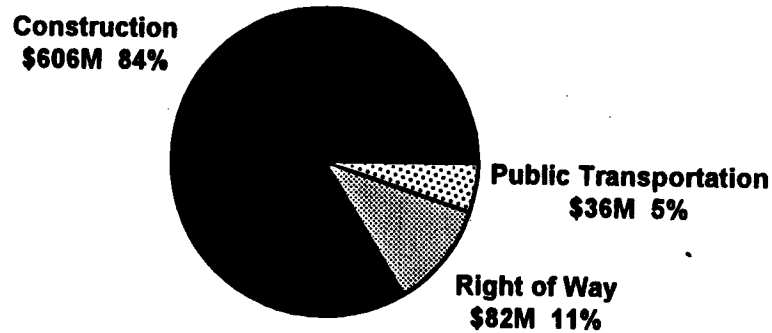


# DISTRICT 3 PRODUCT

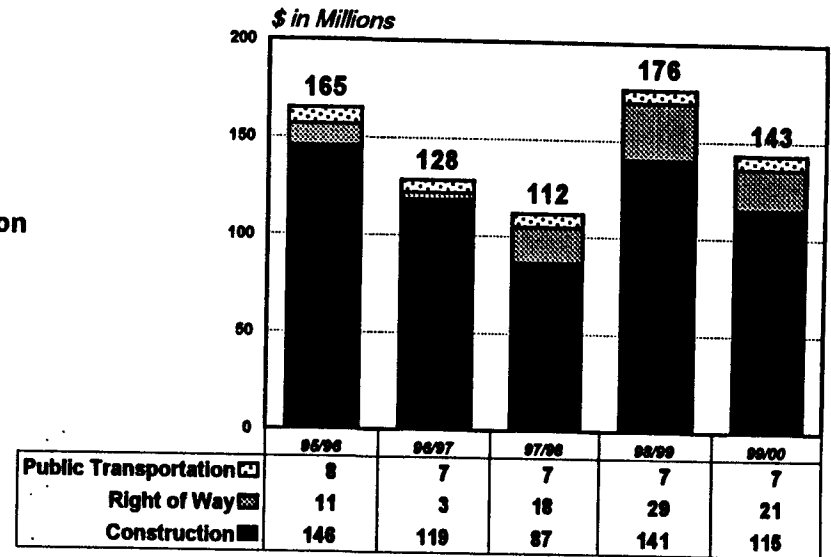
## FY 95/96 - 99/00

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



**Total 5-Year Tentative Work Program \$724M**

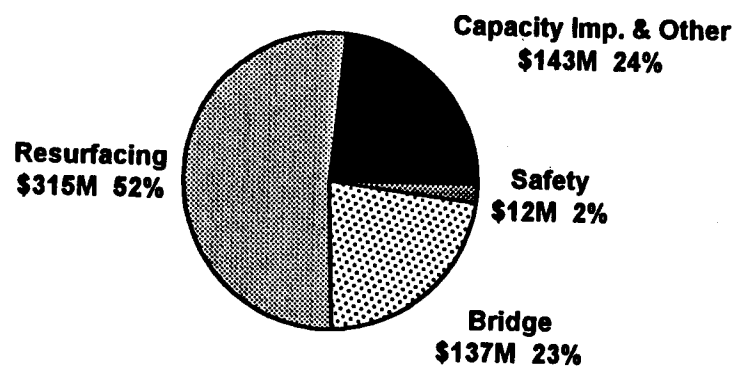
Totals may not add due to rounding

OMB 13-FEB-95  
DISTPROD/96TENT07

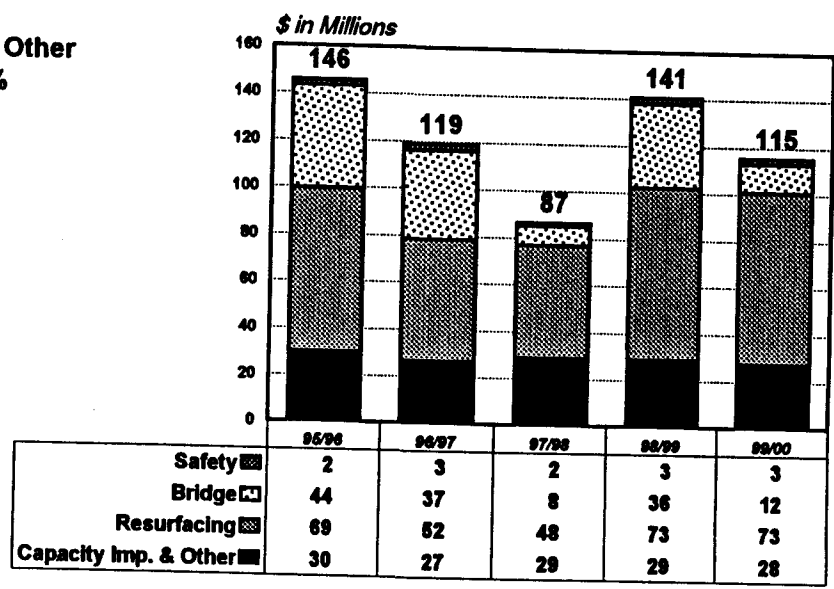
# DISTRICT 3 CONSTRUCTION

FY 95/96 - 99/00  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$607M**

**Note:**  
Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.

Totals may not add due to rounding

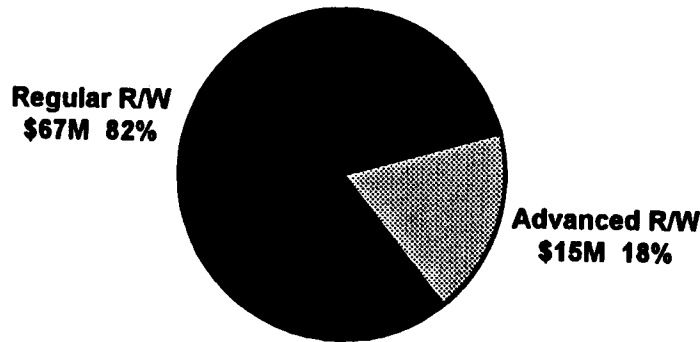
B-15

# DISTRICT 3 RIGHT OF WAY LAND

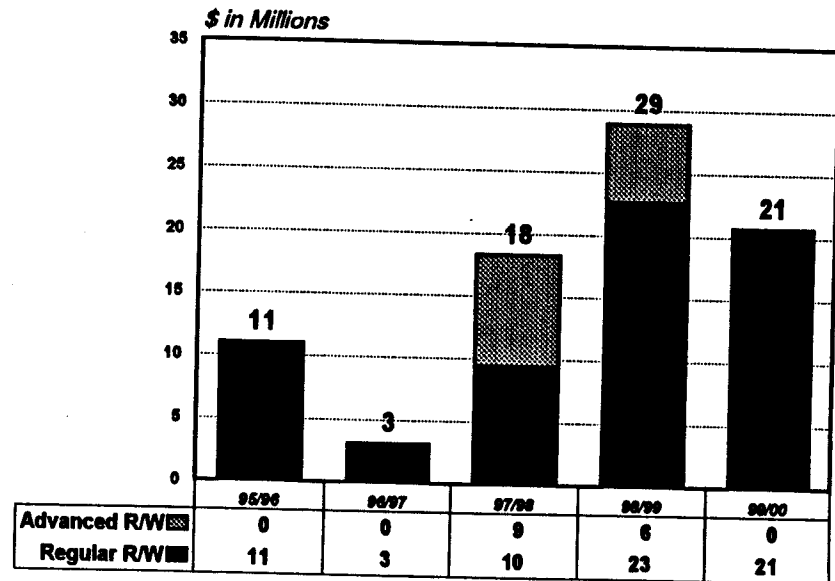
## FY 95/96 - 99/00

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



**Total 5-Year Tentative Work Program \$82M**

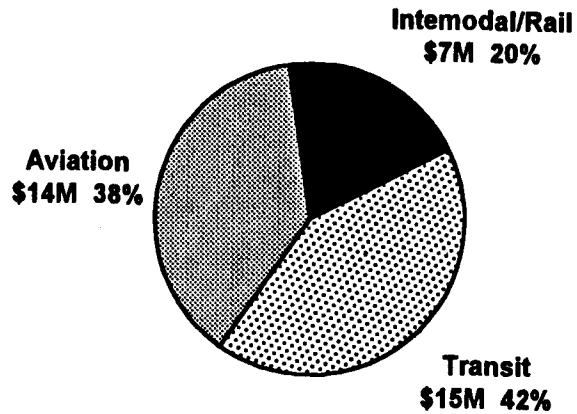
Totals may not add due to rounding

OMB 13-FEB-95  
DISTROW/96TENTO7

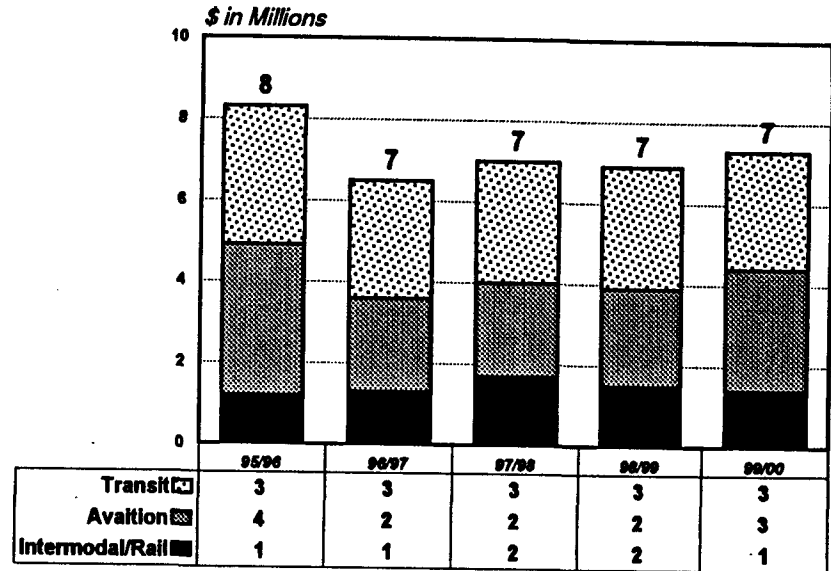
# DISTRICT 3 PUBLIC TRANSPORTATION

## FY 95/96 - 99/00

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$36M**

Totals may not add due to rounding

OMB 13-FEB-95  
DISTPTO1/96TENTO7

**DISTRICT 3  
SIGNIFICANT PROJECTS**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
SR 77	● Replace Bailey Bridge (Bay Co.)	Construction	\$19.8
SR 292	● Replace Bayou Chico Bridge (Escambia Co.)	Construction	\$27.4
US 98	● Widen 2 to 4 lanes from SR 173 to SR 295 (Escambia Co., 3.9 miles)	Construction	\$11.2
Airport Blvd.	● Widen 2 to 5 lanes from CR 55A to SR 251 (Escambia Co., 2.7 miles)	Construction	\$9.6
SR 71	● Widen 2 to 4 lanes from I-10 to US 90 (Jackson Co., 1.5 miles)	Construction	\$5.0
SR 61/ S. Monroe St.	● Widen 2 to 4 lanes from Paul Russell Rd. to Perkins St. (Leon Co., 1.1 miles)	Construction	\$4.7
SR 261/ Capital Circle	● Widen 2 to 6 lanes from US 90 to Park Ave. (Leon Co., 1.7 miles)	Construction	\$10.7
SR 261/ Capital Circle	● Widen 2 to 6 lanes from Park Ave. to US 27 (Leon Co., 1.0 miles)	Right of Way	\$6.5
SR 20	● Widen 2 to 4 lanes from Rocky Bayou to White Point Rd. (Okaloosa Co., 2.8 miles)	Construction	\$11.8
SR 89	● Widen 2 to 4 lanes from US 90 to SR 87 (Santa Rosa Co., 3.7 miles)	Construction	\$11.4
SR 87	● Widen 2 to 4 lanes from end of 4 lane in Milton to End Clear Creek Bridge (Santa Rosa Co., 4.5 miles)	Construction	\$8.3

B-18

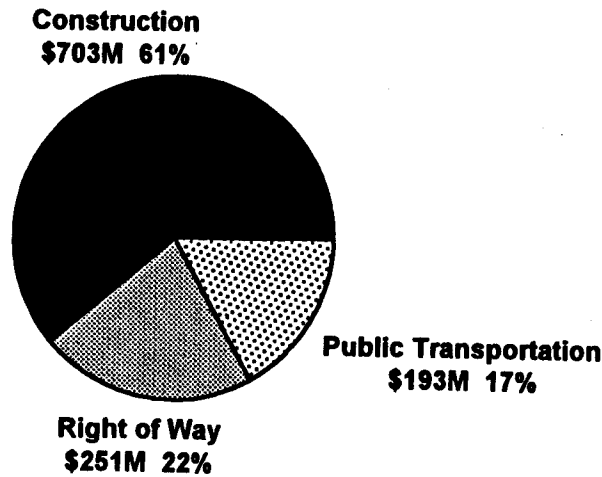


# DISTRICT 4 PRODUCT

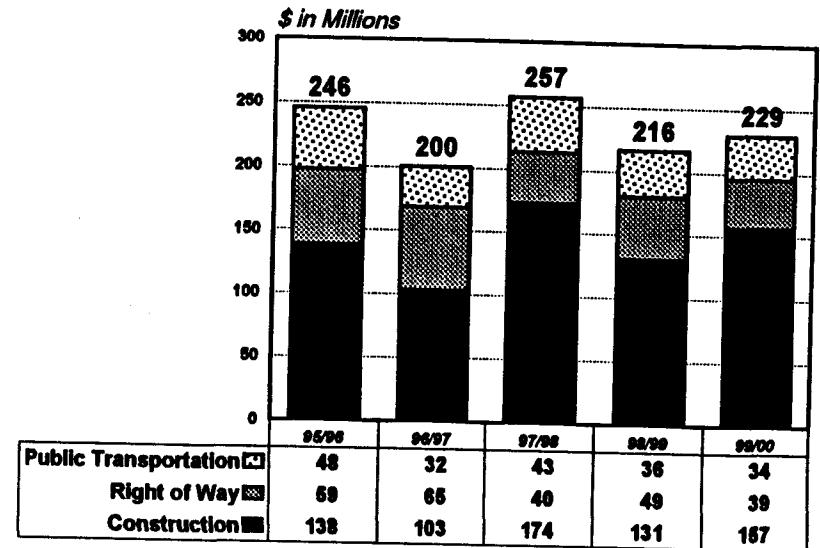
## FY 95/96 - 99/00

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



**Total 5-Year Tentative Work Program \$1,147M**

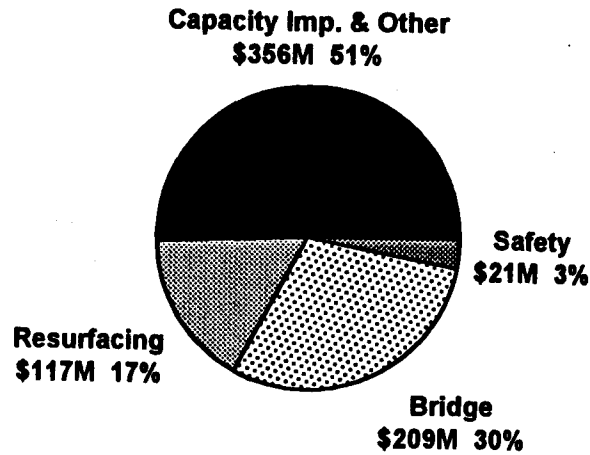
Totals may not add due to rounding

OMB 13-FEB-95  
DISTPROD/96TENT07

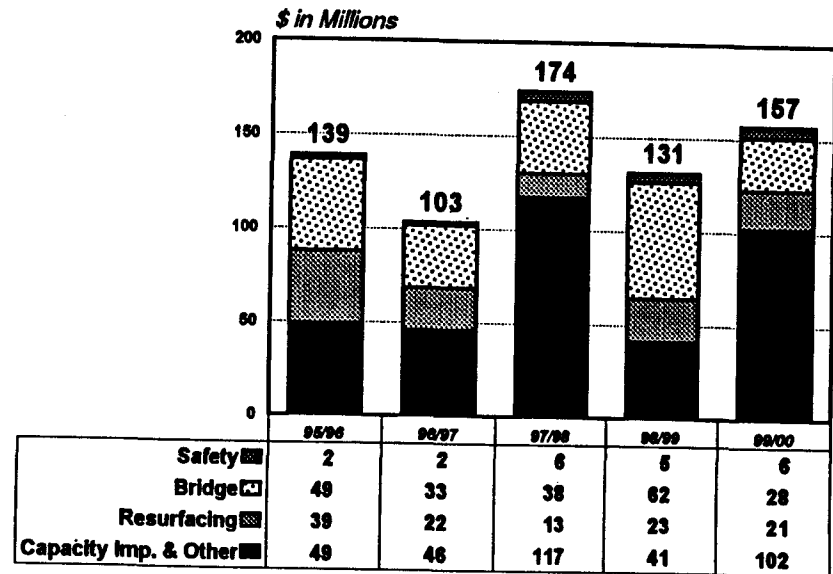
# DISTRICT 4 CONSTRUCTION

FY 95/96 - 99/00  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$703M**

**Note:**

Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.  
Construction phases of \$26.3M contained in the PTO Intermodal/Rail Program.

Totals may not add due to rounding

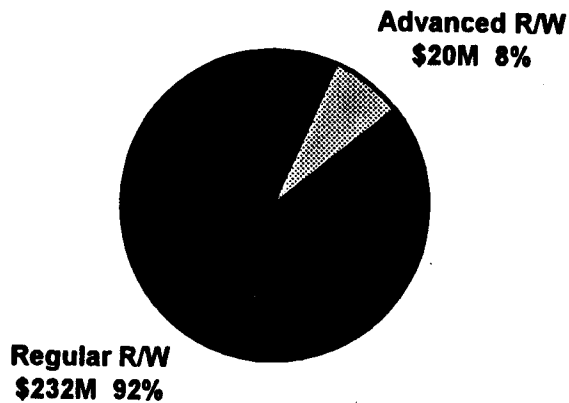


# DISTRICT 4 RIGHT OF WAY LAND

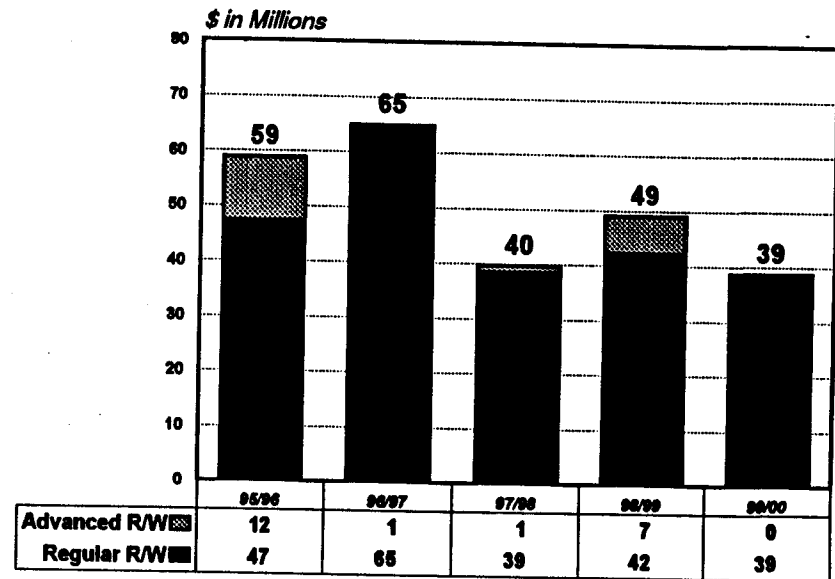
## FY 95/96 - 99/00

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



**Total 5-Year Tentative Work Program \$251M**

Totals may not add due to rounding

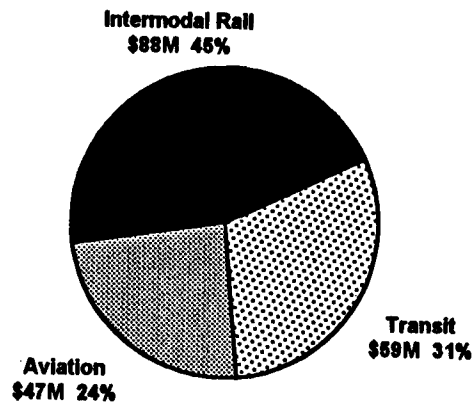
OMB 13-FEB-95  
DISTROW/96TENTO7

# DISTRICT 4 PUBLIC TRANSPORTATION

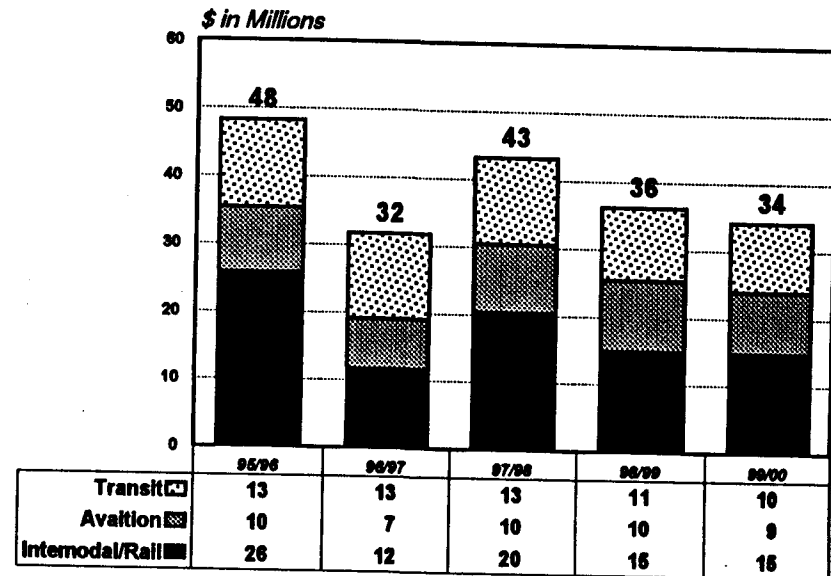
## FY 95/96 - 99/00

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### Five Year Summary



### By Fiscal Year



## Total 5-Year Tentative Work Program \$193M

**Note:**  
Intermodal/Rail program total of \$88.0M contains \$26.3M of construction phases.

Totals may not add due to rounding

OMB 13-FEB-95  
DISTPTO1/96TENT07

**DISTRICT 4  
SIGNIFICANT PROJECTS**

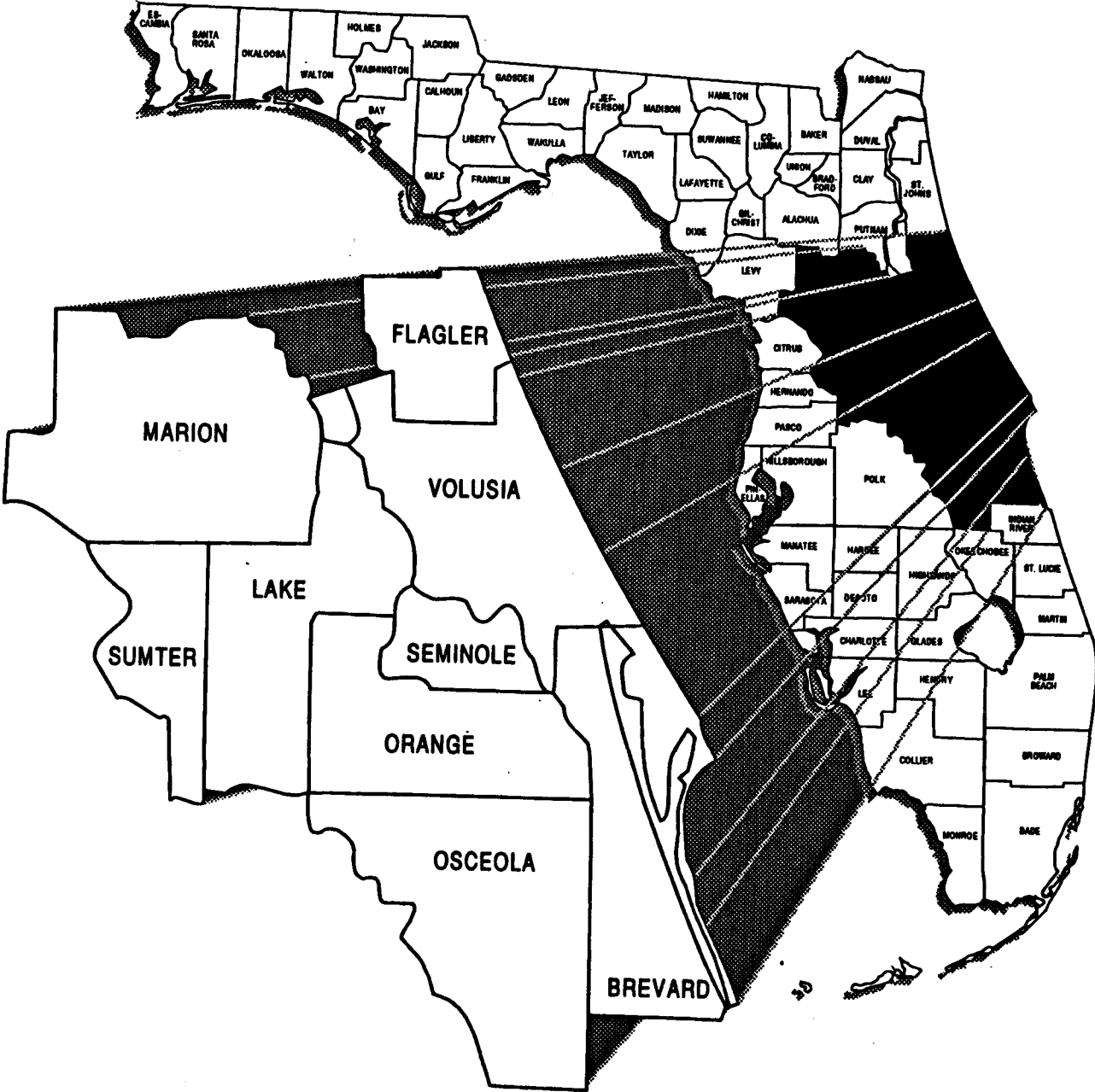
Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
I-95	● Construct Palm Beach International Airport interchange from Southern Blvd. to North Belevedere Rd. (Palm Beach Co.)	Construction	\$46.1
	● Add auxiliary lanes from Woolbright Rd. to North Lake Blvd. and reconstruct Okeechobee Blvd. interchange (Palm Beach Co.)	P.E. Construction	\$1.7 \$46.6
US 441/ SR 7	● Widen 4 to 6 lanes from north of Riverland Rd. to north of Broward Blvd. (Broward Co., 1.8 miles)	Right-of-Way Construction	\$4.1 \$7.2
	● Widen 2 to 4 lanes and reconstruct from north of Glades Rd. to south of Okeechobee Blvd. (Palm Beach Co., 23.0 miles)	Right-of-Way Construction	\$47.7 \$55.0
Southern Blvd./ SR 80	● Widen 5 to 6 lanes and reconstruct from west of Haverhill to east of I-95 (Palm Beach Co., 3.6 miles)	Right-of-Way	\$12.8
SR 805/Dixie Hwy.	● Widen 4 to 5 lanes from SR 5 to W. Palm Beach Canal (Palm Beach Co., 3.8 miles)	Construction	\$7.3
SR 60	● Widen 2 to 4 lanes and reconstruct from Osceola Co. line to I-95 (Indian River Co., 22.5 miles)	P.E. Right-of-Way	\$6.5 \$24.8
	● Resurface from MP 4.72 to MP 10.240 (Indian River Co., 5.5 miles)	Construction	\$17.3
SR 5/US 1	● Widen 4 to 6 lanes and reconstruct from south of CR 708 to north of Monterey (Martin Co., 5.8 miles)	P.E. Construction	\$1.8 \$10.2
	● Widen 4 to 6 lanes and reconstruct from Port St. Lucie Blvd. to Rio Mar Dr. (St. Lucie Co., 5.0 miles)	Right-of-Way Construction	\$4.8 \$10.0
A-1-A (17th Street)	● Construct 17th Street Causeway Bridge (Broward Co.)	Construction	\$35.7

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**DISTRICT 4**  
(Continued)

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
SR 70/ Okeechobee Blvd.	<ul style="list-style-type: none"> <li>● Resurface from MP 3.8 to MP 6.88, and MP 10.471 to MP 16.1 (St. Lucie Co., 8.7 miles)</li> </ul>	Construction	\$1.3
	<ul style="list-style-type: none"> <li>● Widen 2 to 4 lanes from Okeechobee County line to MP 17.3 (St. Lucie Co., 17.3 miles)</li> </ul>	Right of Way	\$5.1
SR 818	<ul style="list-style-type: none"> <li>● Widen from 2 to 6 lanes from SR 7 to West of Pine Island Rd., widen from 2 to 4 lanes from West of Pine Island Rd. to Flamingo Rd. (Broward Co., 6.4 miles).</li> </ul>	Right-of-Way Construction	\$50.8 \$15.2
SR 858	<ul style="list-style-type: none"> <li>● Replace movable span bridge, Hallandale Beach Blvd. over Intracoastal Waterway (Broward Co.).</li> </ul>	Construction	\$29.6

# DISTRICT 5



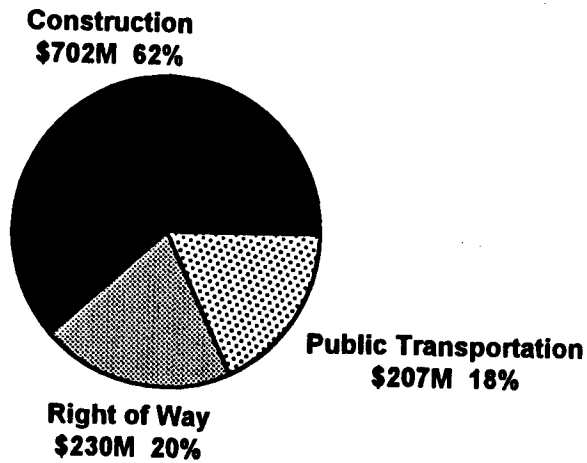
B-26

# DISTRICT 5 PRODUCT

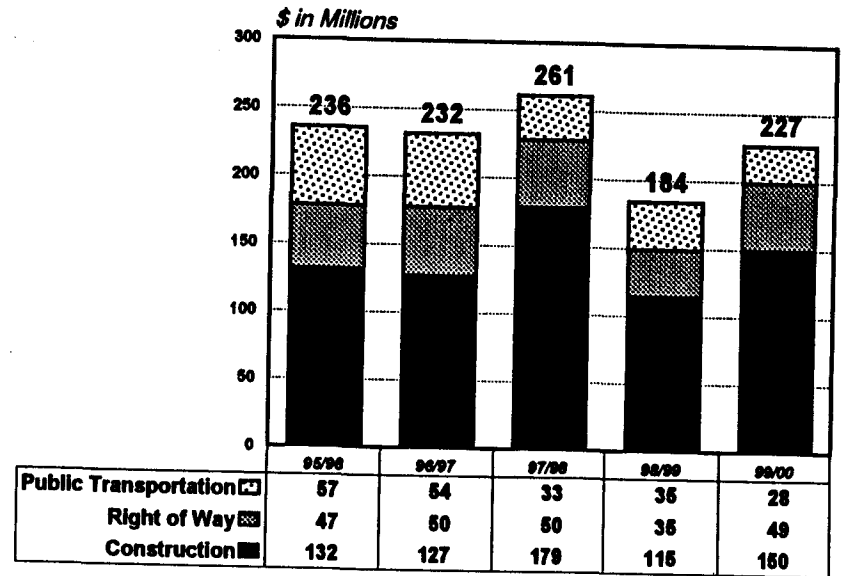
## FY 95/96 - 99/00

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



**Total 5-Year Tentative Work Program \$1,139M**

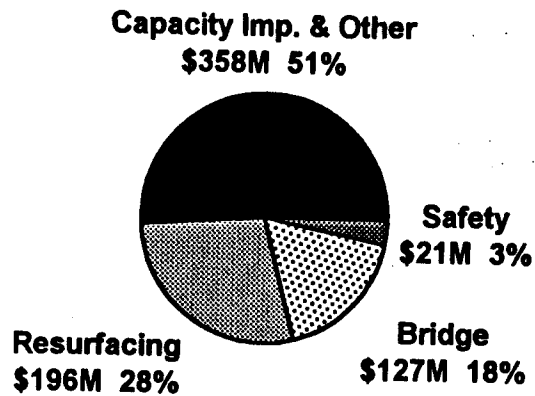
*Totals may not add due to rounding*

OMB 13-FEB-95  
DISTPROD/96TENT07

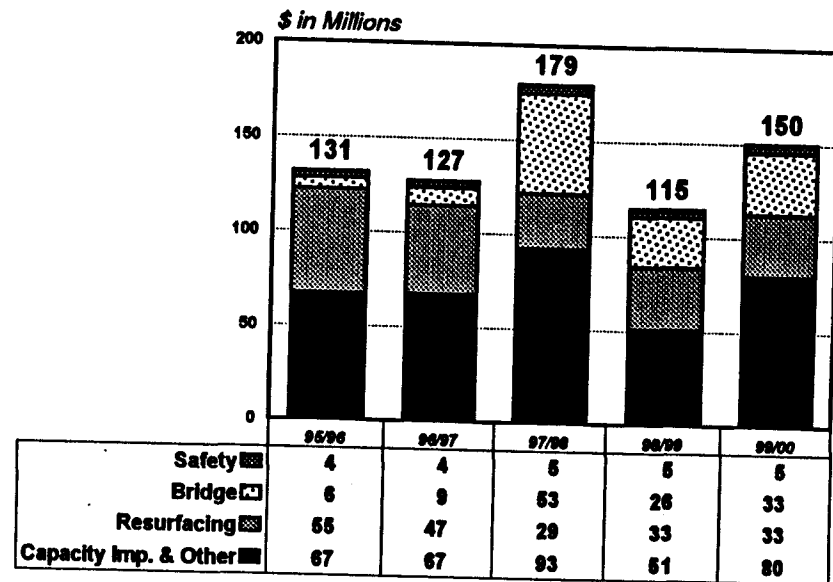
# DISTRICT 5 CONSTRUCTION

FY 95/96 - 99/00  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$702M**

Note:

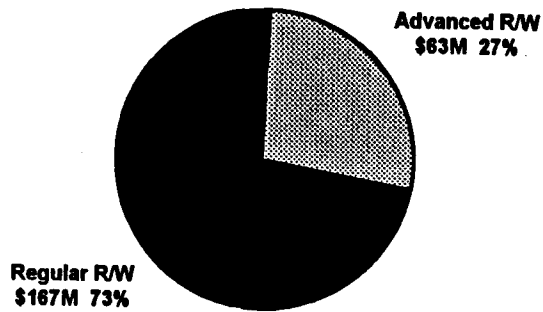
*Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.*

Totals may not add due to rounding

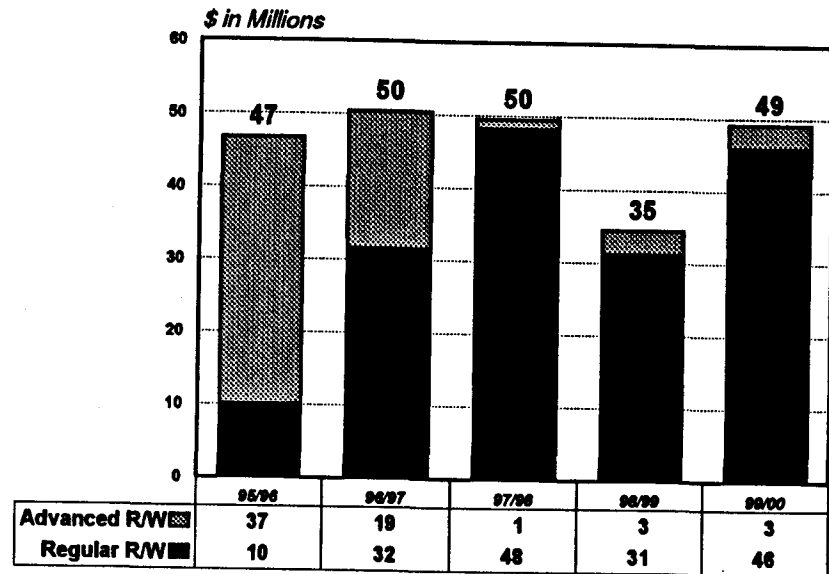
# DISTRICT 5 RIGHT OF WAY LAND

FY 95/96 - 99/00  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$230M**

*Note:*

*Right of Way acquisition of \$1.0M contained in the PTO Intermodal/Rail Program.*

Totals may not add due to rounding

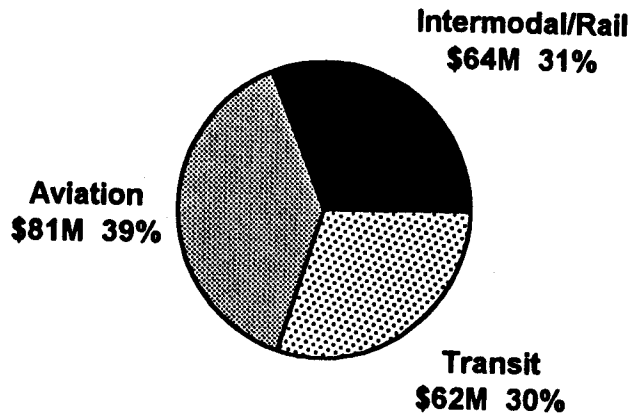
OMB 13-FEB-95  
DISTROW/96TENTO7



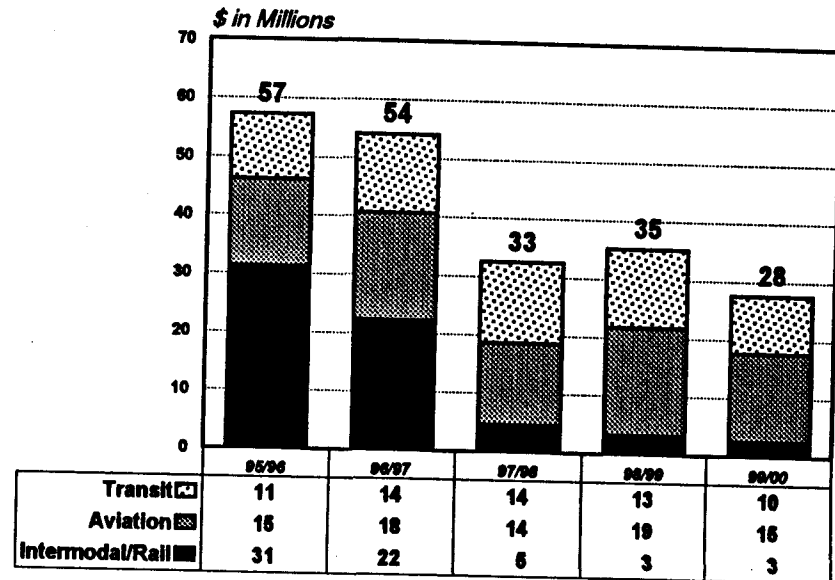
# DISTRICT 5 PUBLIC TRANSPORTATION

## FY 95/96 - 99/00

### Five Year Summary



### By Fiscal Year



### Total 5-Year Tentative Work Program \$207M

**Note:**  
Intermodal/Rail program total of \$65.0M contains \$1.0M of land acquisition phases.

Totals may not add due to rounding

**DISTRICT 5  
SIGNIFICANT PROJECTS**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
I-4	● Widen 6 to 10 (ultimate) lanes from Polk County line to I-95 (Osceola, Orange, Seminole and Volusia Counties, 77.5 miles)	Study	\$15.9
	● Widen 4 to 6 lanes from south of SR 434 to Lake Mary Blvd. (Seminole Co., 4.7 miles)	Construction	\$7.2
	● Widen 6 to 10 (ultimate) lanes from Polk County line to SR 530/US 192 (Osceola Co., 6.5 miles)	P.E. Right-of-Way	\$4.6 \$2.0
	● Widen 6 to 10 lanes (ultimate) from SR 535 to 33rd St. (Orange Co., 11.0 miles)	P.E.	\$7.5
	● Interchange modification at 33rd St./John Young Parkway (Orange Co.)	P.E.	\$2.0
I-95	● Widen 4 to 6 lanes and resurface from I-4 to St. Johns County line (Volusia and Flagler Counties, 36.7 miles)	P.E.	\$8.8
	● Widen 4 to 6 lanes and resurface from I-4 to SR 40 (Volusia Co., 7.3 miles).	Right-of-Way	\$2.2
	● Interchange improvements at SR 514 (Brevard Co.)	Construction	\$8.3
	● New interchanges at Port St. John (Brevard Co.)	Construction	\$10.0
SR 436	● Widen 4 to 6 lanes and resurface from SR 500/US 441 to Hunt Club Blvd. (Orange and Seminole Counties, 3.0 miles)	Right-of-Way Construction	\$7.8 \$14.7
	● Widen 4 to 6 lanes and resurface from Pearl Lake Causeway to Douglas Rd. (Seminole Co., 2.3 miles)	Right-of-Way Construction	\$17.4 \$8.8

**DISTRICT 5**  
**(Continued)**

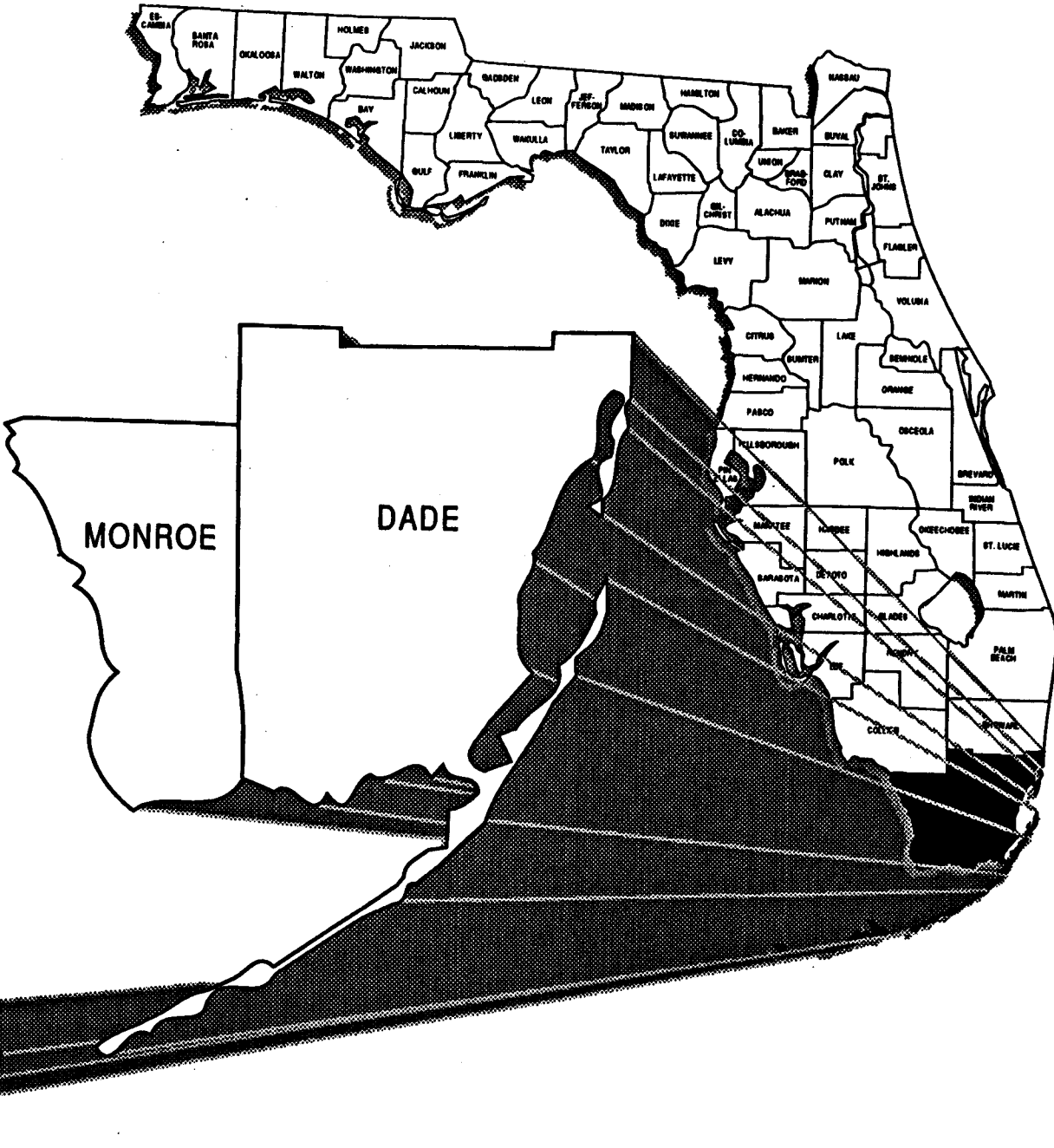
Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
SR 15	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from Hoffner Rd. to Curry Ford Rd. (Orange Co, 3.2 miles)</li> </ul>	Right-of-Way Construction	\$10.6
US 192	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes and reconstruct from US 27 to Orange County line (Lake Co., 1.3 miles)</li> </ul>	Construction	\$2.8
	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes and reconstruct from Lake County line to 1,500 feet east of Reedy Creek (Orange and Osceola Counties, 5.2 miles)</li> </ul>	Right-of-Way	\$18.3
	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes and reconstruct from 500 feet west of Bonnet Creek to SR 535 (Osceola Co., 2.5 miles)</li> </ul>	Right-of-Way Construction	\$11.2
	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes and reconstruct from Columbia Ave. to Eastern Ave. (Osceola Co., 2.0 miles)</li> </ul>	Construction	\$2.6
	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from Hibiscus Rd. in Osceola Co. to I-95 in Brevard Co. (16.3 miles)</li> </ul>	P.E.	\$4.6
SR 414/ Maitland Blvd.	<ul style="list-style-type: none"> <li>New construction of a 4-lane roadway from US 441 to SR 434 (Orange and Seminole Counties, 2.7 miles)</li> </ul>	Construction	\$18.0
SR 500/ US 441	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes from 0.2 miles west of Lake Shore Dr. to Lake Eustis Dr. (Lake Co., 1.4 miles)</li> </ul>	Right-of-Way	\$12.4
SR 500/ US 27	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and resurface from CR 326 to CR 464 (Marion Co., 4.3 miles).</li> </ul>	Construction	\$6.8

**DISTRICT 5**  
**(Continued)**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
SR 44	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from Citrus County line to I-75 (Sumter Co., 7.9 miles)</li> </ul>	P.E.	\$2.0
	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from CR 229 to US 301 (Sumter Co., 3.7 miles)</li> </ul>	Right-of-Way	\$5.5
	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from US 301 to Lake County line (Sumter Co., 6.0 miles)</li> </ul>	Construction	\$6.8
	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from Sumter County line to Caballo Place (Lake Co., 3.4 miles)</li> </ul>	Right-of-Way	\$6.3
	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from SR 415 to I-95 (Volusia Co., 5.1 miles)</li> </ul>	Construction	\$6.8
	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from CR 4139 to SR 415 (Volusia Co., 11.1 miles)</li> </ul>	Construction	\$10.1
LYNX Heavy Maintenance Facility	<ul style="list-style-type: none"> <li>Plan, design, acquire land and construct a heavy maintenance facility for LYNX (serving Orange, Seminole and Osceola Counties).</li> </ul>	P.E. Right-of-Way	\$3.6 \$8.9
Downtown Orlando Transit Project (formerly OSCAR)	<ul style="list-style-type: none"> <li>Design, acquire land, procure vehicles and construct dedicated busway circulator in Downtown Orlando (Orange Co.).</li> </ul>	Grant	\$10.0
Orlando International Airport	<ul style="list-style-type: none"> <li>New 4th runway design and construction (Orange Co.)</li> </ul>	Grant	\$4.7
			\$11.1

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# DISTRICT 6



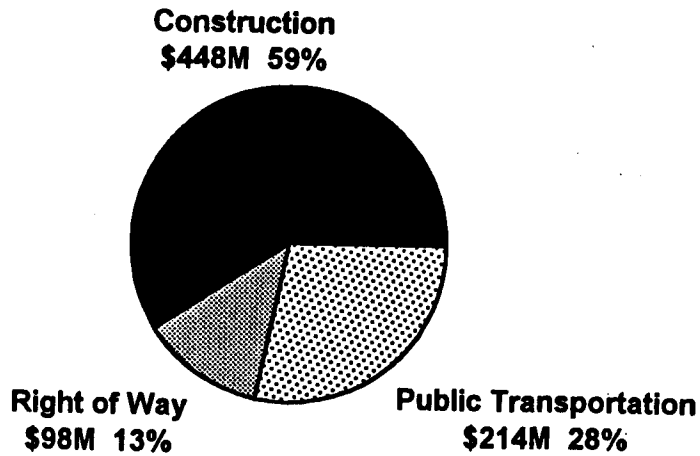
B-34

# DISTRICT 6 PRODUCT

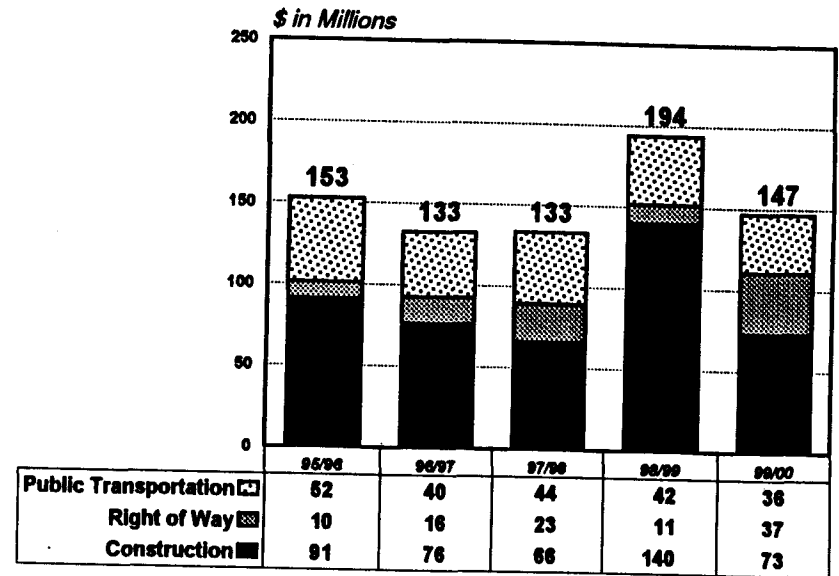
## FY 95/96 - 99/00

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



**Total 5-Year Tentative Work Program \$759M**

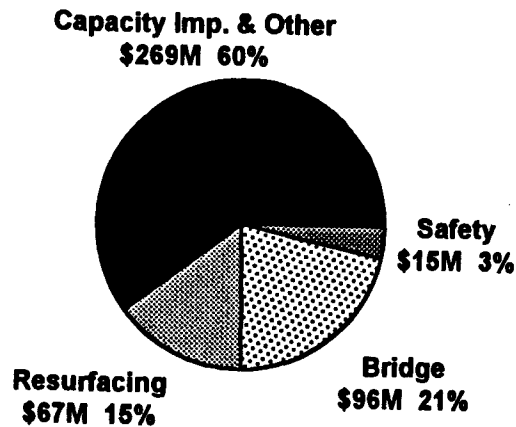
*Totals may not add due to rounding*

OMB 13-FEB-95  
DISTPROD/96TENT07

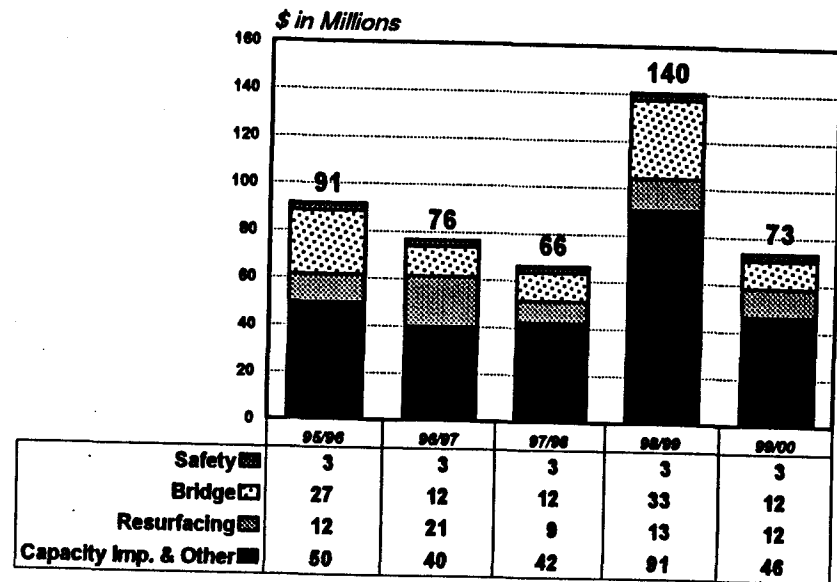
# DISTRICT 6 CONSTRUCTION

FY 95/96 - 99/00  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$447M**

Note:

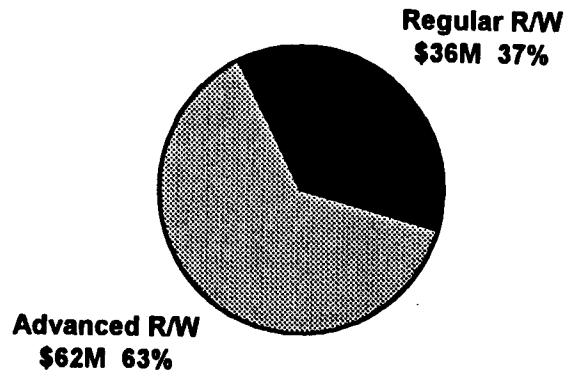
Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.

Totals may not add due to rounding

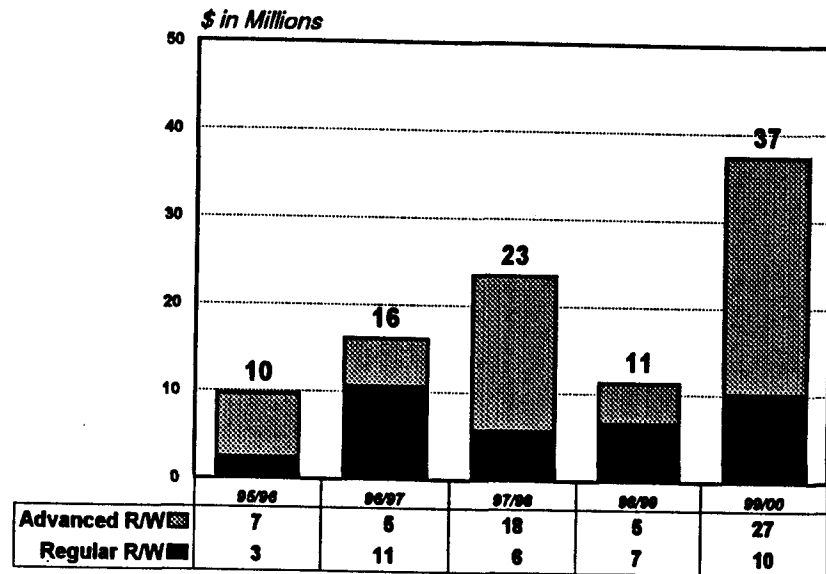
# DISTRICT 6 RIGHT OF WAY LAND

FY 95/96 - 99/00  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$98M**

Totals may not add due to rounding

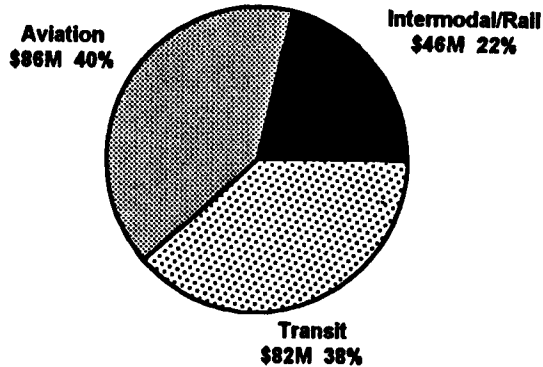
OMB 13-FEB-95  
DISTROW/96TENTO7



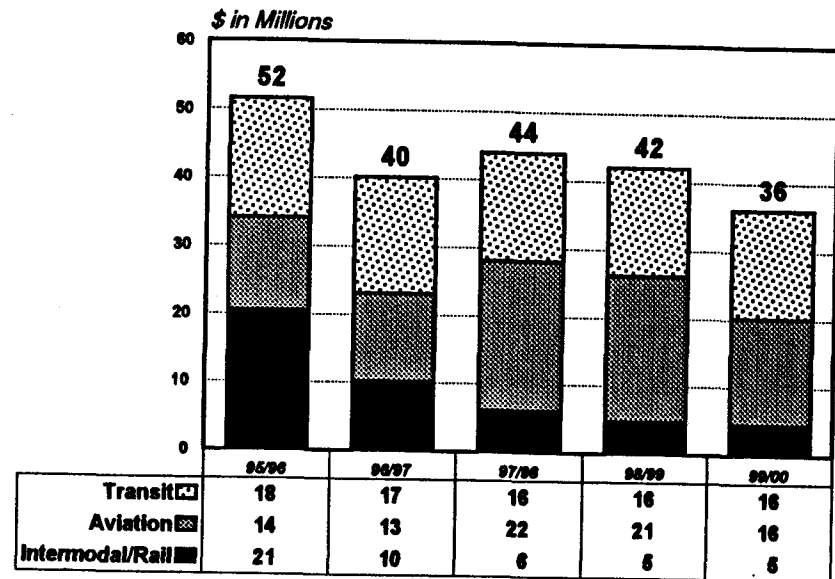
# DISTRICT 6 PUBLIC TRANSPORTATION

## FY 95/96 - 99/00

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$214M**

Totals may not add due to rounding

OMB 13-FEB-95  
DISTPT01/96TENT07

**DISTRICT 6  
SIGNIFICANT PROJECTS**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
SR 5/US 1	<ul style="list-style-type: none"> <li>Widen 6 to 8 lanes from SR 860/Miami Gardens Drive to SR 856/William Lehman Causeway (Dade Co., 0.5 mile)</li> </ul>	Construction	\$1.5
	<ul style="list-style-type: none"> <li>Widen 6 to 8 lanes from SR. 856/William Lehman Causeway to NE 209th St*. (Dade Co., 1.0 mile) *includes NE 203 St. Interchange</li> </ul>	Construction	\$15.5
	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes from north of Dade/Monroe Co. line to Card Sound Road (Dade Co., 13.7 miles)</li> </ul>	Construction	\$71.2
	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes from north of Jewfish Creek to north of Dade Co. line (Monroe Co., 4.0 miles)</li> </ul>	Construction	\$28.3
I-95	<ul style="list-style-type: none"> <li>Traffic control devices as part of South East Fla. Intelligent Traffic System from U.S. 1 to Dade/Broward Co. line (Dade Co., 17.3 miles)</li> </ul>	P.E. Construction	\$1.3 \$20.4
	<ul style="list-style-type: none"> <li>Rehabilitate existing concrete pavement from U.S. 1 to Golden Glades interchange (Dade Co., 13.1 miles)</li> </ul>	Construction	\$13.4
SR 826/ Palmetto Expressway	<ul style="list-style-type: none"> <li>Widen 6 to 8 lanes from south of NW 103rd St. to south of NW 122nd St. (Dade Co., 1.1 miles)</li> </ul>	P.E. Construction	\$2.5 \$40.3
	<ul style="list-style-type: none"> <li>Preliminary engineering, advance land acquisition &amp; protective buying from SW 72 St. to NW 122nd St.</li> </ul>	P.E. Right-of-Way	\$11.6 \$2.2
SR 25/ Okeechobee Rd	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes from SR 826/Palmetto Expressway to SR 112/Airport Expressway (Dade Co., 4.8 miles).</li> </ul>	P.E.	\$3.7
Dade Countywide Traffic Signal System	<ul style="list-style-type: none"> <li>Signal upgrades, system manager and upgrade to traffic signal center (Dade Co.).</li> </ul>	P.E. Construction	\$5.0 \$9.4

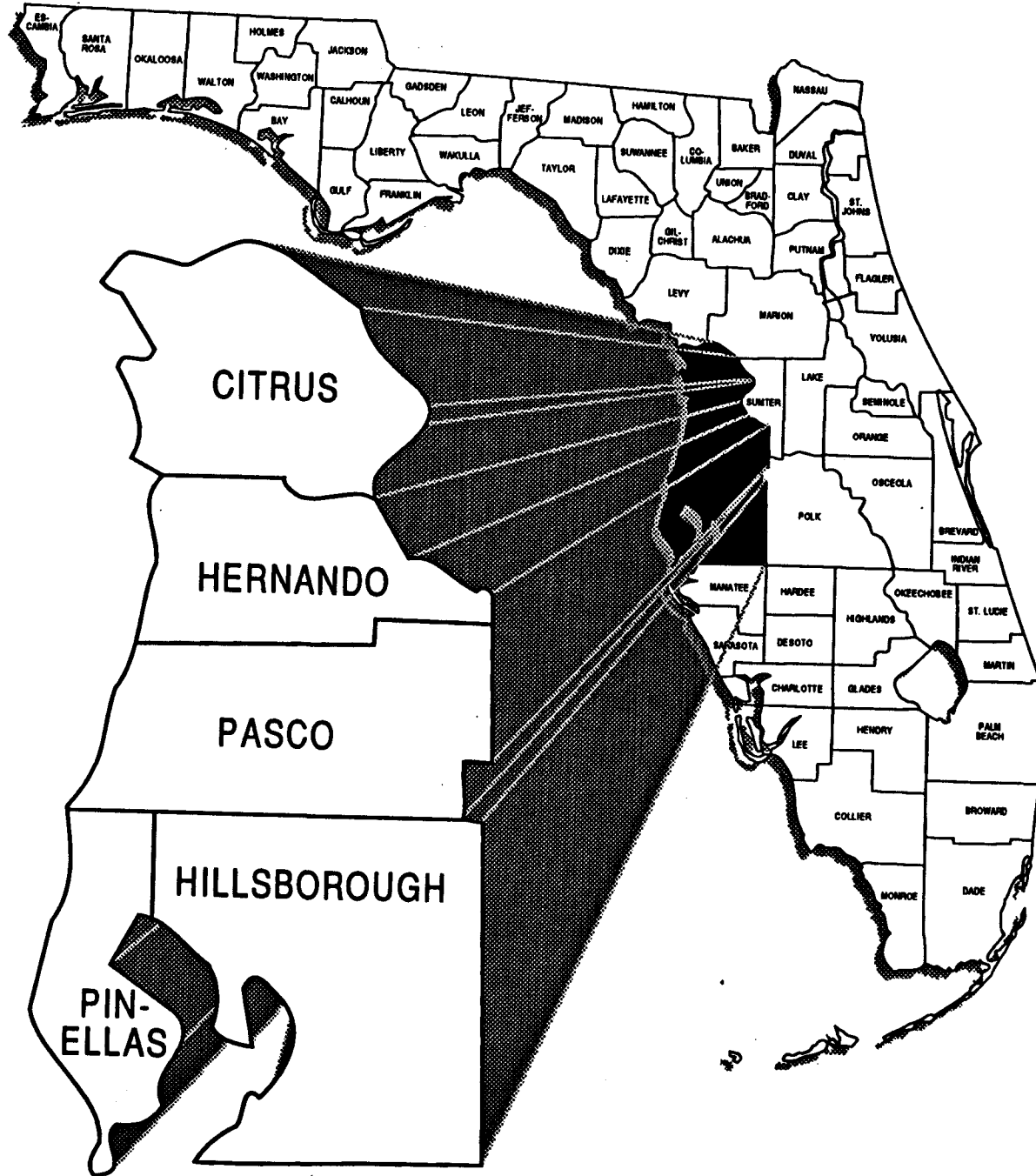
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**DISTRICT 6**  
**(Continued)**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
<b>OFF-STATE SYSTEM</b>			
SW 2nd Ave	<ul style="list-style-type: none"> <li>● Replace movable span bridge over Miami River (Dade Co.)</li> </ul>	Construction	\$21.1
NW 21 St/ NW 32 Ave.	<ul style="list-style-type: none"> <li>● Widen 2 to 4 lanes from NW 37th Ave. to NW 28th St. (Dade Co., 0.5 miles)</li> </ul>	P.E. Right-of-Way Construction	\$1.1 \$1.6 \$14.2
Venetian Causeway	<ul style="list-style-type: none"> <li>● Restore and rehabilitate 2 low level bridges and the East bascule bridge (Dade Co. 0.86 miles)</li> <li>● Replace the west bascule bridge. (Dade Co., 0.38 mile)</li> </ul>	Construction Construction	\$7.5 \$13.1
Metrorail	<ul style="list-style-type: none"> <li>● Extension from Okeechobee Station to Palmetto Expressway, north of NW 74th St. includes construction of parking garage. Funded by State, Local and Federal Government. (Dade Co. 1.1 miles)</li> </ul>	Grant	\$15.9
Intermodal Center & Airport (MIA)- Miami Intermodal Ctr. Connection	<ul style="list-style-type: none"> <li>● Miami International Airport/Miami Intermodal Center connector funding by State and Local Government (Dade Co.).</li> <li>● Funding for engineering, right-of-way, and construction (Dade Co.)</li> </ul>	Grant Grant	\$15.2 \$28.3

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# DISTRICT 7



B-41

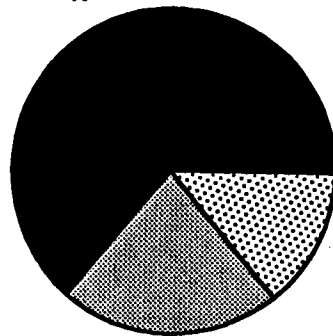
# DISTRICT 7 PRODUCT

## FY 95/96 - 99/00

### (Excludes Turnpike)

#### Five Year Summary

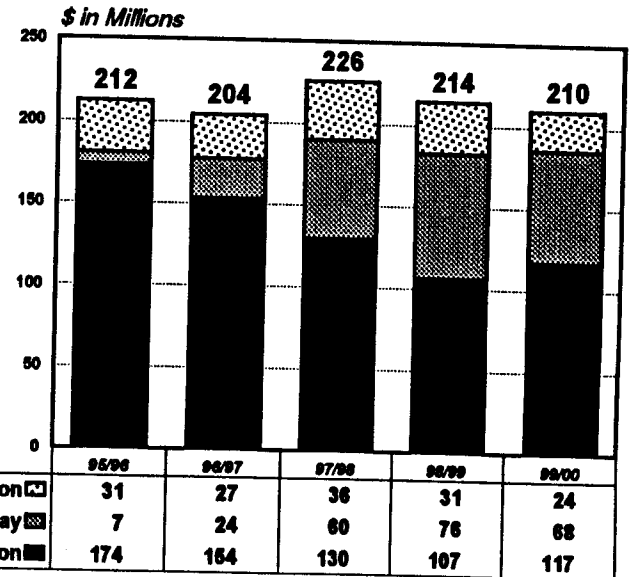
Construction  
\$681M 64%



Right of Way  
\$236M 22%

Public Transportation  
\$149M 14%

#### By Fiscal Year



	95/96	96/97	97/98	98/99	99/00
Public Transportation	31	27	36	31	24
Right of Way	7	24	60	76	68
Construction	174	154	130	107	117

**Total 5-Year Tentative Work Program \$1,065M**

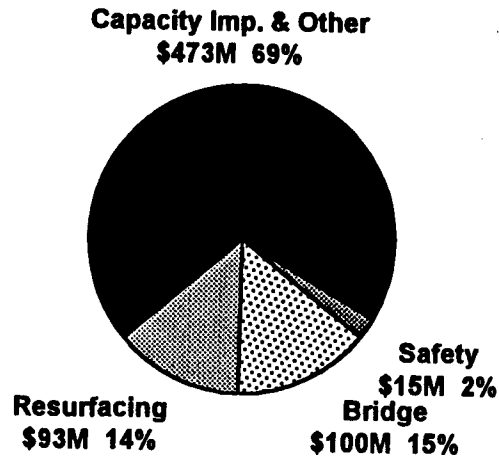
Totals may not add due to rounding

OMB 13-FEB-95  
DISTPROD/96TENT07

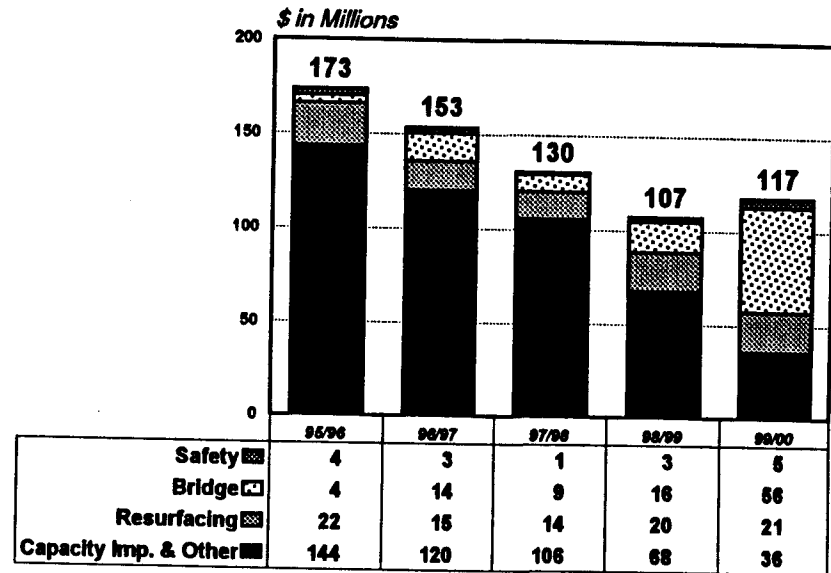
# DISTRICT 7 CONSTRUCTION

FY 95/96 - 99/00  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$681M**

Note:

*Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.*

Totals may not add due to rounding

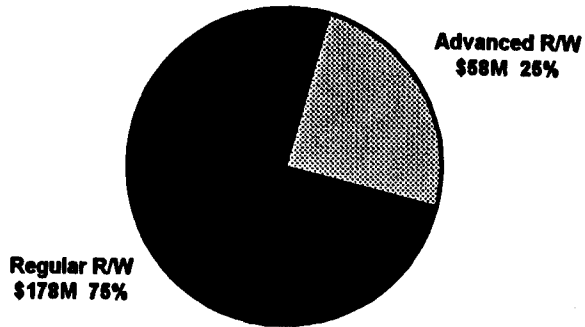
OMB 13-FEB-95  
DISTCONS/96TENT07

# DISTRICT 7 RIGHT OF WAY LAND

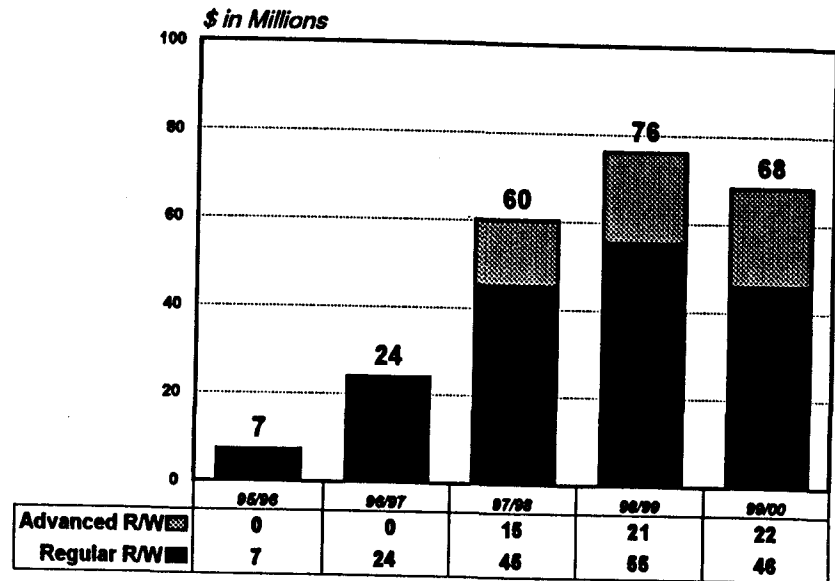
## FY 95/96 - 99/00

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



**Total 5-Year Tentative Work Program \$236M**

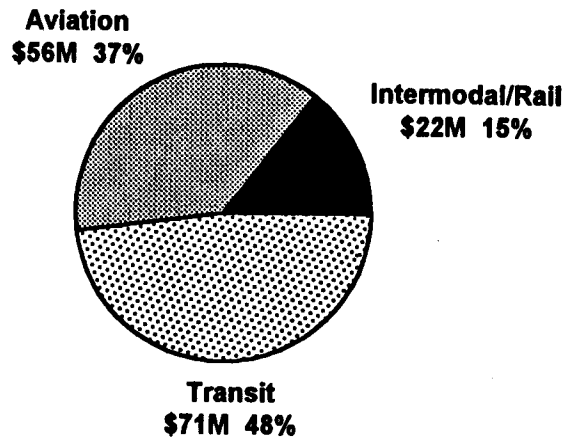
Totals may not add due to rounding

OMB 13-FEB-95  
DISTROW/96TENT07

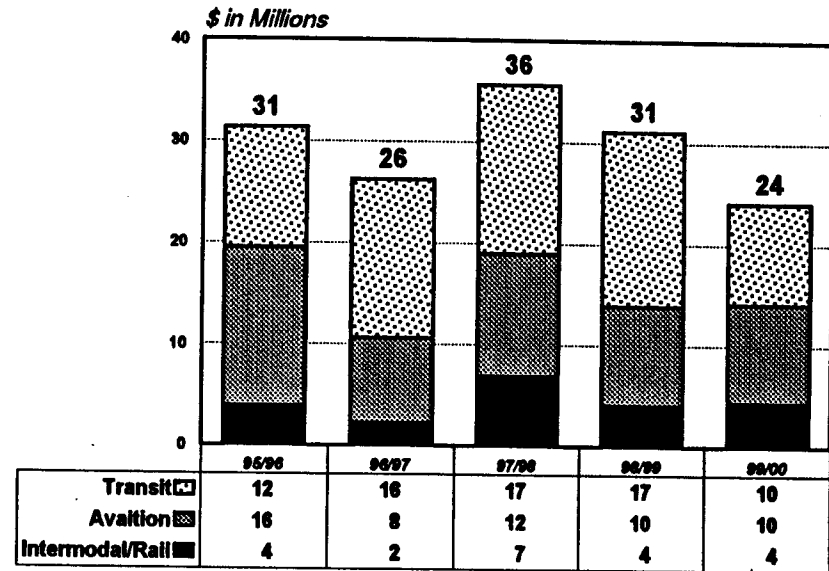
# DISTRICT 7 PUBLIC TRANSPORTATION

## FY 95/96 - 99/00

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$148M**

Totals may not add due to rounding

OMB 13-FEB-95  
DISTPTO1/96TENT07

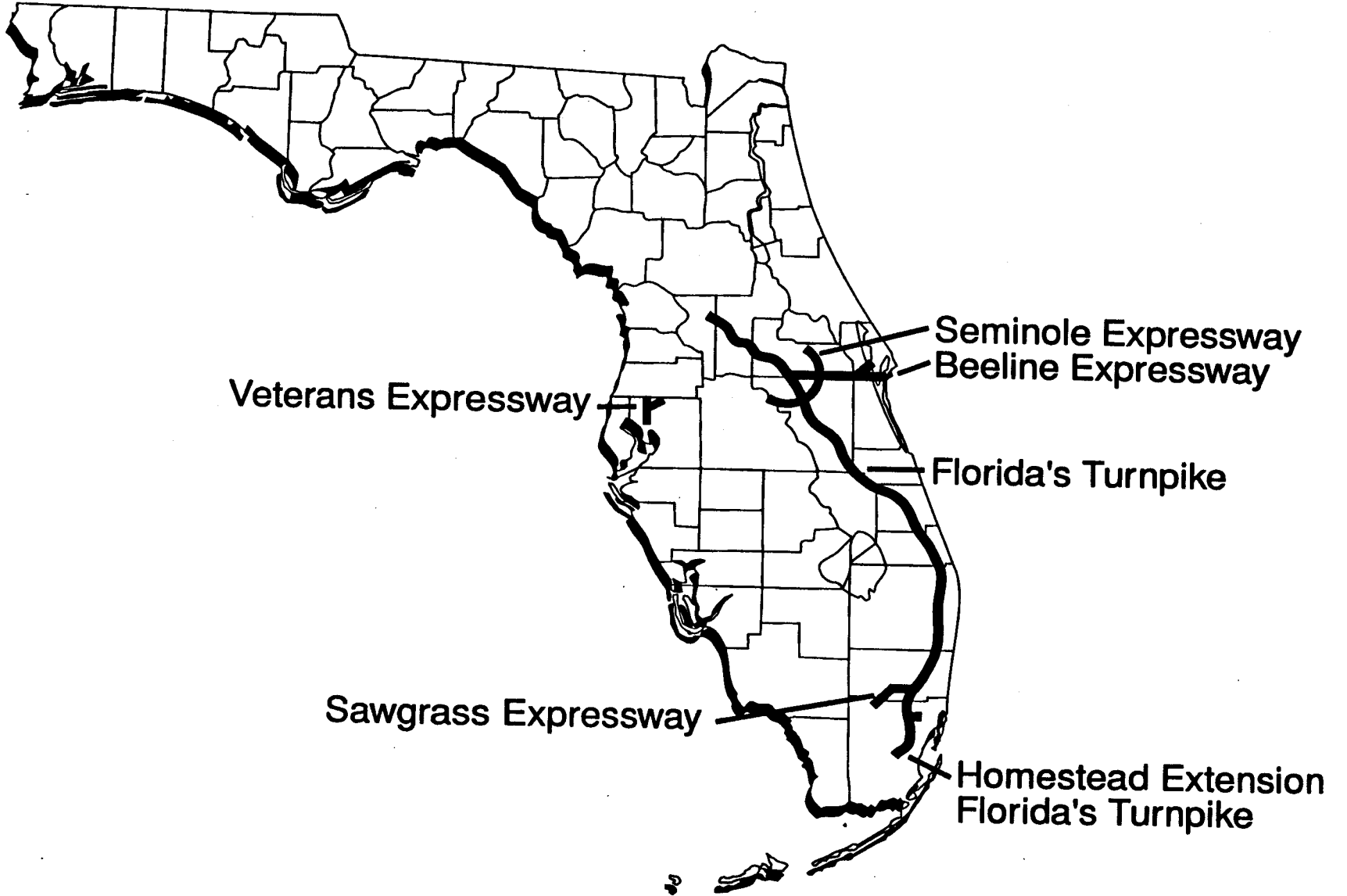


**DISTRICT 7  
SIGNIFICANT PROJECTS**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
SR 50	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes with traffic operational improvements from Colorado Street to U.S. 98 (Hernando Co., 11.7 miles)</li> </ul>	Right-of-Way Construction	\$5.9 \$29.4
I-4	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes with drainage and safety improvements from 50th Street to Polk County line (Hillsborough Co., 21.6 miles)</li> </ul>	Right-of-Way Construction	\$57.9 \$255.9
US 41	<ul style="list-style-type: none"> <li>Widen 2 to 4 and 6 lanes from Fletcher Ave. in northern Hillsborough County to Bell Lake Rd. in Pasco County (Hillsborough and Pasco Counties, 10.7 miles)</li> </ul>	Right-of-Way Construction	\$28.5 \$40.3
SR 580/ SR 600	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes from east of Eisenhower Blvd. to Central Ave. (Hillsborough Co., 4.9 miles).</li> </ul>	Right-of-Way Construction	\$33.0 \$27.7
US 19	<ul style="list-style-type: none"> <li>Construct interchange at Drew St. (Pinellas Co.)</li> </ul>	Construction	\$19.5
	<ul style="list-style-type: none"> <li>Purchase right of way to construct interchanges at N.E. Coachman and Sunset Point (Pinellas Co.)</li> </ul>	Right-of-Way	\$64.8
SR 54	<ul style="list-style-type: none"> <li>New construction and widen from 2 to 4 lanes from US 41 to CR 581 (Pasco Co., 7.0 miles).</li> </ul>	Right-of-Way Construction	\$23.4 \$12.2
Airport Improvements	<ul style="list-style-type: none"> <li>Construction of airport improvements at Tampa International and Vandenburg Airports in Hillsborough County and Albert Whitted Airport in Pinellas County.</li> </ul>	Grant	\$6.6
Port of Tampa	<ul style="list-style-type: none"> <li>Improvements and intermodal access projects (Hillsborough Co.)</li> </ul>	Grant	\$1.6
Transit Agencies	<ul style="list-style-type: none"> <li>Provide operating assistance for transit agencies (HARTline, PSTA and Pasco County)</li> </ul>	Grant	\$5.6

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# TURNPIKE DISTRICT



B-47

## **Status of Expansion Projects Turnpike Tentative Work Program**

**Seminole Expressway II** - Design underway by others. Sections 1 & 2 at 60% plans. Section 3 at 30% plans.

**Polk Parkway** - Right-of-Way underway and continuing into 1995/96. This project will be constructed in stages.

**Southern Connector Extension** - Construction is underway. The last section was let on January 25, 1995. Construction is scheduled to be completed in May 1996.

**Suncoast Parkway I** - Design activities for all sections are on-going. Right-of-Way to begin in 1994/95 with staged construction to begin in 1998/99 pending favorable feasibility test results.

**Suncoast Parkway II** - PD&E is underway with a scheduled completion date of August 1996.

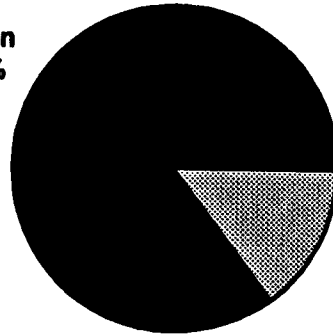
**Northern Extension** - PD&E study re-evaluation is underway with a scheduled completion date of summer 1995.

# TURNPIKE PRODUCT

FY 95/96 - 99/00

## Five Year Summary

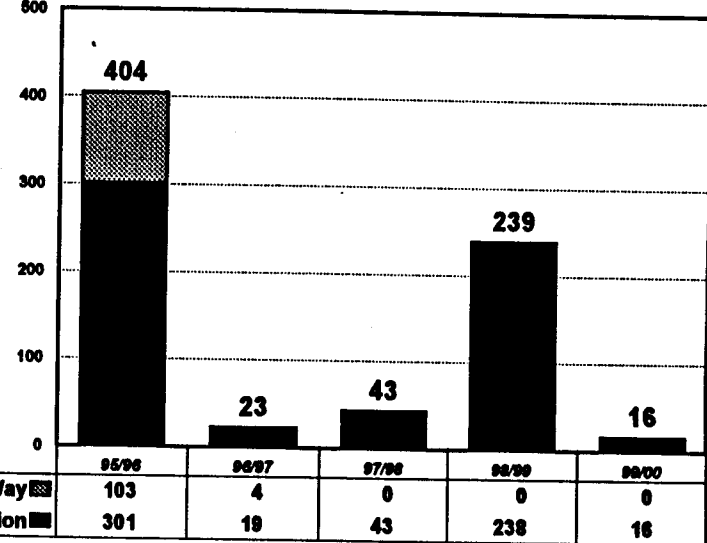
Construction  
\$617M 85%



Right of Way  
\$108M 15%

## By Fiscal Year

\$ in Millions



**Total 5-Year Tentative Work Program \$725M**

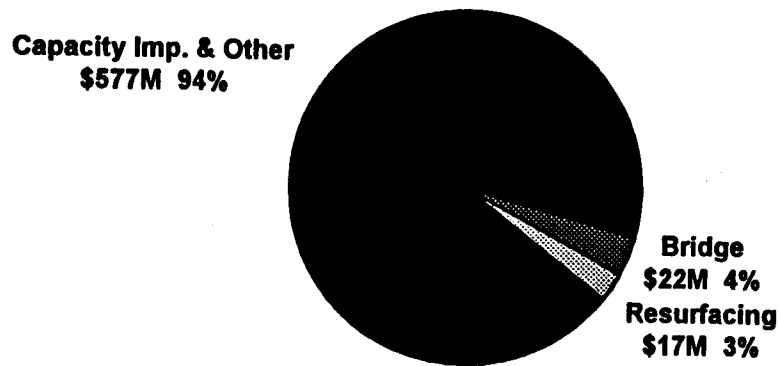
Totals may not add due to rounding

OMB 13-FEB-95  
DISTPROD/96TENT07

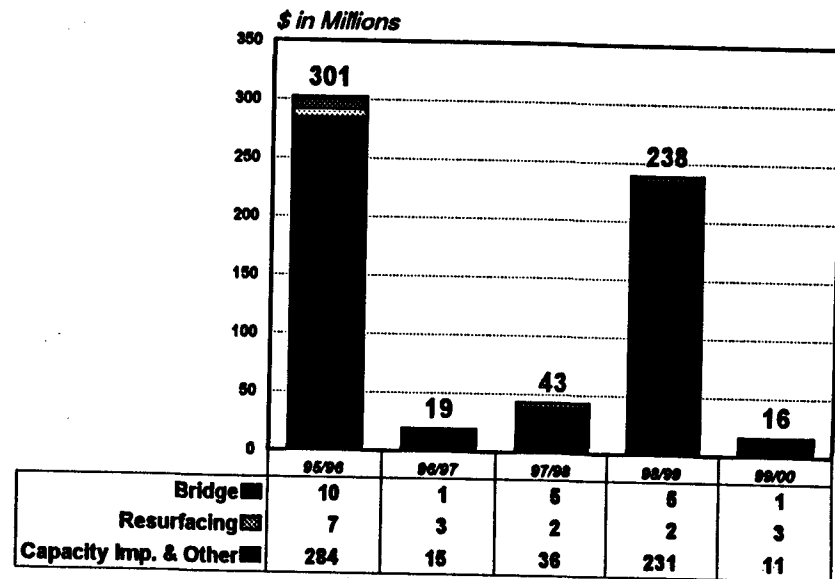
# TURNPIKE CONSTRUCTION

## FY 95/96 - 99/00

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$617M**

**Note:**

*Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.*

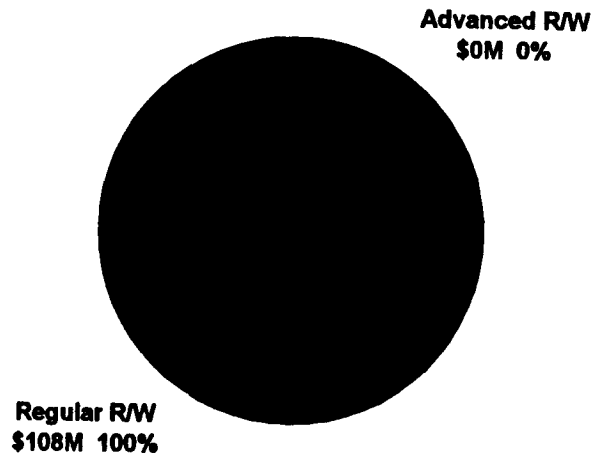
*Totals may not add due to rounding*

OMB 13-FEB-95  
DISTCONS/96TENT07

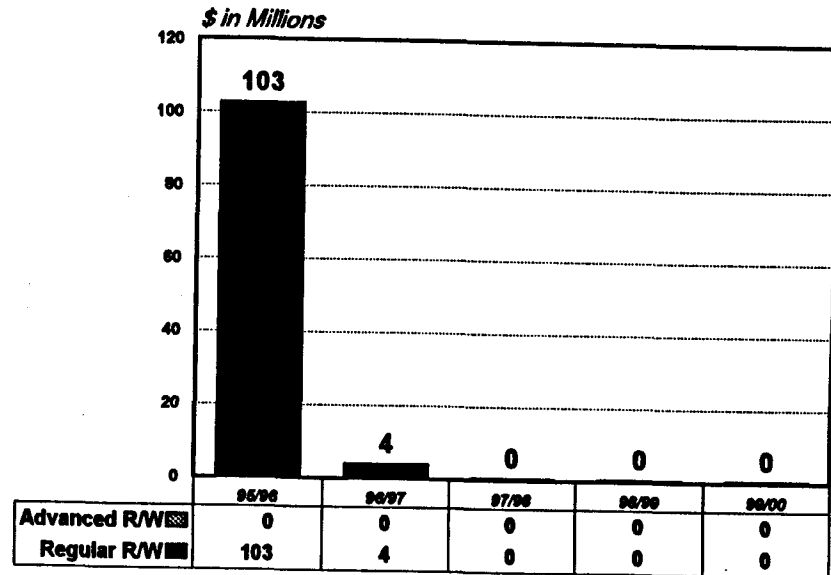
# TURNPIKE RIGHT OF WAY LAND

## FY 95/96 - 99/00

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$108M**

Totals may not add due to rounding

OMB 13-FEB-95  
DISTROW/96TENTO7

**TURNPIKE  
SIGNIFICANT PROJECTS**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
Polk County Parkway	<ul style="list-style-type: none"> <li>Construct a limited access toll facility around southern Lakeland. Entire right-of-way for corridor fully funded. This project will be constructed in stages. (Polk Co.)</li> </ul>	Right-of-Way Construction	\$108.0 \$310.6
Suncoast Parkway I	<ul style="list-style-type: none"> <li>Construct a limited access toll facility from Veterans Parkway to US 98. Entire right-of-way for corridor fully funded. This project will be constructed in stages (Hillsborough, Pasco, and Hernando Counties).</li> </ul>	Right-of-Way Construction	\$96.8 \$254.3
SunPass System	<ul style="list-style-type: none"> <li>Electronic toll and traffic management system for more efficiently processing of vehicles through toll plazas (Turnpikewide)</li> </ul>	Construction	\$34.9
Mainline	<ul style="list-style-type: none"> <li>Replace Clint Moore Bridge (Palm Beach Co.)</li> </ul>	Construction	\$8.1
	<ul style="list-style-type: none"> <li>Improve Interchange at Port St. Lucie Blvd. (St. Lucie Co.)</li> </ul>	Right-of-Way Construction	\$1.2 \$2.2
Homestead Extension (HEFT)	<ul style="list-style-type: none"> <li>Construct auxiliary lanes from Quail Roost Dr. to SR 874 (Dade Co., 3.6 miles)</li> </ul>	Construction	\$8.0
Tamiami Toll Plaza	<ul style="list-style-type: none"> <li>Replace Tamiami toll plaza (Dade Co.)</li> </ul>	Construction	\$28.6


**APPENDIX C**

**FINANCE PLANS**



**FLORIDA DEPARTMENT OF TRANSPORTATION**


**PRELIMINARY TENTATIVE WORK PROGRAM  
1995-96 THROUGH 1999-00**



**Office of Management and Budget  
February 14, 1995**

**FINANCE PLANS**

**for**



**State Transportation Trust Fund  
Right-of-Way Acquisition and Bridge Construction Trust Fund  
and  
Turnpike Trust Funds**

FLORIDA DEPARTMENT OF TRANSPORTATION  
STATE TRANSPORTATION TRUST FUND (STTF)  
1995-96 THRU 1999-00 PRELIMINARY TENTATIVE WORK PROGRAM FINANCE PLAN  
(\$ IN MILLIONS)  
OMB - FINANCIAL PLANNING OFFICE

	ESTIMATED						6 YEAR TOTAL
	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	
<b>BEGINNING OF YEAR BALANCE</b>	466.8	400.5	311.6	264.4	141.7	99.2	466.8
<b>REVENUES</b>							
FUEL TAX [11/94 REC]	964.4	1,009.2	1,061.3	1,119.9	1,174.8	1,236.0	6,565.6
AVIATION FUELS [11/94 REC]	47.4	48.5	49.9	51.1	52.1	53.3	302.3
MVL TAG FEES [11/94 REC]	455.6	463.1	470.8	479.1	488.2	496.6	2,853.4
MISC REVENUES	72.6	57.5	57.1	60.2	55.2	55.7	358.3
PARTICIPATIONS	23.4	48.7	49.5	32.0	26.2	25.5	205.3
REIMBURSEMENT	160.6	295.3	238.7	130.2	133.1	158.9	1,116.8
INTEREST	16.3	17.3	12.6	8.5	3.8	3.4	61.9
FEDERAL AID REIMB	867.5	911.7	937.9	762.0	800.7	856.2	5,135.9
<b>TOTAL REVENUES</b>	<b>2,607.7</b>	<b>2,851.3</b>	<b>2,877.8</b>	<b>2,643.0</b>	<b>2,734.0</b>	<b>2,885.6</b>	<b>16,599.4</b>
<b>EXPENDITURES</b>							
ADMIN/OPS & MAINT	392.6	377.0	408.0	424.9	449.4	471.4	2,523.3
IN-HOUSE SUPPORT	220.2	225.5	242.2	255.9	265.8	280.7	1,490.4
CONSULTANT SUPPORT	305.7	398.1	422.9	354.7	326.4	294.9	2,102.8
RIGHT OF WAY	158.8	191.7	200.3	232.2	231.1	258.3	1,272.4
CONSTRUCTION	985.7	1,136.0	1,077.2	972.4	985.3	1,035.2	6,191.8
PUBLIC TRANSPORT	316.3	273.8	331.2	314.8	306.2	297.2	1,839.5
MISC EXPENDITURES	153.3	165.4	61.0	57.0	57.0	57.0	550.7
FIXED CAP OUTLAY	16.0	27.0	33.9	22.6	21.8	22.4	143.8
SUB-TOTAL	2,548.7	2,794.6	2,776.6	2,634.6	2,643.0	2,717.1	16,114.6
<b>OTHER FUNDED:</b>							
LOCAL FUND PROJECTS	30.4	48.7	49.5	32.0	26.2	25.5	212.3
TOLL/TPK SERVICES	94.9	96.9	98.8	99.1	107.4	109.9	607.0
SUB-TOTAL	125.2	145.6	148.3	131.1	133.6	135.4	819.2
<b>TOTAL EXPENDITURES</b>	<b>2,673.9</b>	<b>2,940.2</b>	<b>2,925.0</b>	<b>2,765.7</b>	<b>2,776.5</b>	<b>2,852.5</b>	<b>16,933.8</b>
<b>END OF YEAR BALANCE</b>	<b>400.5</b>	<b>311.6</b>	<b>264.4</b>	<b>141.7</b>	<b>99.2</b>	<b>132.4</b>	<b>132.4</b>
<b>OUTSTANDING COMMITMENTS</b>	<b>2,477.8</b>	<b>2,295.5</b>	<b>2,004.4</b>	<b>1,997.0</b>	<b>1,957.0</b>	<b>1,982.6</b>	<b>1,982.6</b>

**Assumptions Used:**

Fuel Tax, Aviation Fuels and MVL Tag Fees are based on Revenue Estimating Conference (REC) Forecast of November, 1994.

Federal Aid Funding levels are based on Official Federal Aid Highway Forecast of November 7, 1994. Includes FA Matching Rates revised on September 28, 1993 for Soft Match [ST95MR2B September 28, 1993] and FA Match Rates revised on January 13, 1995 by Federal Aid Participation Committee. Includes updated Advanced Construction Forecast of ACI Plan [96T03AC] December 23, 1994.

Includes the Districts' cash requirements for Right of Way expenditures reported by the Right of Way Office on October 25, 1994 for FY 94/95 and FY 95/96.

Includes annual transfer of \$50M to Right of Way Acquisition and Bridge Construction Trust Fund for net debt service. Also, includes temporary advances of STTF funds, \$79.3M FY 94/95 and \$108.4M FY 95/96, to be reimbursed by bond proceeds from future Bond sales in August 1995, July 1996 and July 1997. [Plan RT96007E February, 1995].

Includes reimbursement of \$118.9M in long-term receivables from toll facilities through 1999/00. Also includes \$76M in long-term payables from toll facilities for operating and maintenance costs through 1999/00. Includes \$24M HEFT Toll Deferral (\$12M in 1993/94 and \$12M in 1994/95) to be repaid in 1999/00. Also includes \$10M per year for operating budget reversions through 1999/00.

Includes Tentative Work Program, Base Tape of February 10, 1995 [96TNT07A]. The rollforwards in Construction, Consultants and Public Transportation are based on current year contingency analysis and program lapse trends and averages approximately 20% per year in FY 94/95 and FY 95/96, then 15% per year thereafter.

Includes accelerated CSX final payment of \$106.3M in December, 1994.

**FLORIDA DEPARTMENT OF TRANSPORTATION  
RIGHT OF WAY ACQUISITION AND BRIDGE CONSTRUCTION TRUST FUND  
TENTATIVE WORK PROGRAM 1994-95 THROUGH 1990-00**

**FINANCE PLAN**

	90-91	91-92	92-93	93-94	94-95	95-96	96-97	97-98	98-99	99-00	00-01	TOTAL
<b>BOND SALES</b>	0.0	50.0	0.0	63.7	0.0	146.3	174.1	110.2	0.0	0.0	0.0	544.3
<b>BEGINNING CASH BALANCE</b>	0.0	4.3	5.7	5.0	4.8	5.0	5.0	5.0	45.5	13.2	5.6	0.0
<b>CASH/REVENUE:</b>												
Net Proceeds from Bonds	0.0	49.3	0.0	62.8	0.0	144.7	172.2	108.9	0.0	0.0	0.0	537.9
Const Fund Interest Earnings	0.0	0.3	0.8	0.2	0.0	0.0	2.1	4.3	1.9	0.5	0.2	10.3
<b>Transfers from STTF:</b>												
Debt Service Transfers	0.0	22.0	46.2	42.0	41.9	31.4	17.5	9.2	8.9	8.9	8.9	236.9
Debt Service	0.0	2.5	3.8	8.0	8.1	18.6	32.5	40.8	41.1	41.1	41.1	237.6
Project Costs	0.0	4.4	0.0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.6
Fund Advances	22.2	23.7	57.8	60.8	79.3	108.4	4.0	0.0	0.0	0.0	0.0	356.2
<b>TOTAL</b>	<b>22.2</b>	<b>102.2</b>	<b>108.6</b>	<b>210.0</b>	<b>129.3</b>	<b>303.1</b>	<b>228.3</b>	<b>163.2</b>	<b>51.9</b>	<b>50.5</b>	<b>50.2</b>	<b>1,418.5</b>
<b>EXPENDITURES:</b>												
Right of Way Projects	17.9	36.1	58.5	97.1	79.1	108.4	74.9	68.7	34.2	8.1	4.8	587.8
Debt Service	0.0	2.5	3.8	8.0	8.1	18.6	32.5	40.8	41.1	41.1	41.1	237.6
<b>Transfers to STTF:</b>												
Debt Service Transfers	0.0	22.0	46.2	42.0	41.9	31.4	17.5	9.2	8.9	8.9	8.9	236.9
Repayment of Advances	0.0	40.2	0.8	63.1	0.0	144.7	103.4	4.0	0.0	0.0	0.0	356.2
<b>TOTAL</b>	<b>17.9</b>	<b>100.8</b>	<b>109.3</b>	<b>210.2</b>	<b>129.1</b>	<b>303.1</b>	<b>228.3</b>	<b>122.7</b>	<b>84.2</b>	<b>58.1</b>	<b>54.8</b>	<b>1,418.5</b>
<b>ENDING CASH BALANCE</b>	<b>4.3</b>	<b>5.7</b>	<b>5.0</b>	<b>4.8</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>45.5</b>	<b>13.2</b>	<b>5.6</b>	<b>1.0</b>	<b>1.0</b>

Interest rates on bond issues in accordance with REC "average yield on Municipal Bonds", D.R.I., January 1995.  
6.47% 91/92, 05.43% 93/94, 6.91% 95/96, 6.36% 96/97, 6.21% 97/98. (Adjusts REC 10 Basis Points for Full Faith & Credit Yield).  
Bond sales - November 1991; July 1993; August 1995; July 1996; July 1997. No Debt Service Reserve.  
Funds advanced from State Transportation Trust Fund and reimbursed from bond proceeds.  
Payout rates adjusted to District Office forecasts for FY 94/95 and FY 95/96 as of January 10, 1995.  
R/W OPS/Consultants payouts adjusted to Comptroller's Cash Forecast TENT5A96, 02/02/95 as of 12/31/94

Right of Way Land	FY	Payout Rates				
		94/95	95/96	96/97	97/98	98/99
Cash Payout Rates	94/95	0.239	0.316	0.186	0.186	0.073
	95/96		0.138	0.255	0.255	0.255 0.097
	96/97			0.138	0.255	0.255 0.097
	97/98				0.138	0.255 0.352
	98/99					0.138 0.431 0.431

**COMMITMENTS/CASH FLOW SCHEDULE**

Description	Commit-ments	90-91	91-92	92-93	93-94	94-95	95-96	96-97	97-98	98-99	99-00	00-01	TOTAL
<b>Right of Way Land</b>													
FY 90-91	8.9	8.7	0.2										8.9
FY 91-92	18.4	16.7	1.7										18.4
FY 92-93	53.5		51.9	1.6									53.5
FY 93-94	89.7			88.0	1.7								89.7
FY 94-95	276.3				66.0	87.3	51.5	51.5	20.0				276.3
FY 95-96	29.3					4.0	7.5	7.5	7.5	2.8			29.3
FY 96-97	1.7						0.2	0.4	0.4	0.4	0.3		1.7
FY 97-98	10.0							1.4	2.6	2.6	3.4		10.0
FY 98-99	2.7								0.4	1.2	1.1		2.7
FEC	25.3	8.6	16.7										25.3
<b>TOTAL</b>	<b>515.8</b>	<b>17.3</b>	<b>33.6</b>	<b>53.6</b>	<b>89.6</b>	<b>67.7</b>	<b>91.3</b>	<b>59.2</b>	<b>60.8</b>	<b>30.9</b>	<b>7.0</b>	<b>4.8</b>	<b>515.8</b>
<b>Right of Way OPS</b>	<b>72.0</b>	<b>0.6</b>	<b>2.5</b>	<b>4.9</b>	<b>7.5</b>	<b>11.4</b>	<b>17.1</b>	<b>15.7</b>	<b>7.9</b>	<b>3.3</b>	<b>1.1</b>	<b>0.0</b>	<b>72.0</b>
<b>TOTAL</b>	<b>587.8</b>	<b>17.9</b>	<b>36.1</b>	<b>58.5</b>	<b>97.1</b>	<b>79.1</b>	<b>108.4</b>	<b>74.9</b>	<b>68.7</b>	<b>34.2</b>	<b>8.1</b>	<b>4.8</b>	<b>587.8</b>



**FLORIDA DEPARTMENT OF TRANSPORTATION  
TURNPIKE FINANCE PLAN  
Fund Summary - Revenue Funds (Revenue, General Reserve, & Renewal & Replacement)  
TENTATIVE WORK PROGRAM 1995-96 through 1999-2000**

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*Plan includes Southern Connector Extension, Polk Parkway, and Suncoast Parkway projects.*

	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>TOTAL</u>
<b>BEGINNING CASH BALANCE</b>	141.4	142.2	125.6	52.2	47.0	52.0	141.4
<b>SOURCES:</b>							
Toll Revenue	190.5	222.0	241.6	252.7	268.6	280.7	1456.1
Concessions	6.4	6.6	6.9	7.0	7.4	7.8	42.0
Transfers from STTF	12.0	0.0	0.0	0.0	0.0	0.0	12.0
Local Funds	7.6	8.9	8.5	6.8	1.1	0.2	33.0
Reimbursement/Miscellaneous	59.6	77.9	5.0	0.0	0.0	0.0	142.5
Interest	<u>7.0</u>	<u>7.5</u>	<u>4.7</u>	<u>2.6</u>	<u>2.6</u>	<u>2.1</u>	<u>26.4</u>
<b>Total Sources</b>	283.1	322.9	266.5	269.1	279.6	290.8	1712.0
<b>USES:</b>							
Transfers to SBA O & M Fund	71.0	71.7	76.6	78.4	80.3	82.8	460.9
Net Debt Service	58.8	79.2	84.3	84.3	93.3	93.3	493.2
Miscellaneous	0.0	0.0	0.0	0.0	0.0	24.0	24.0
Renew & Replace Fund	7.5	17.2	20.2	14.2	14.5	13.3	86.8
General Reserve Fund	<u>145.0</u>	<u>171.4</u>	<u>158.9</u>	<u>97.4</u>	<u>86.5</u>	<u>102.9</u>	<u>762.1</u>
<b>Total Uses</b>	282.3	339.5	340.0	274.3	274.6	316.3	1827.0
<b>ENDING CASH BALANCE (BEFORE EXPANSION PROJECTS)</b>	<u>142.2</u>	<u>125.6</u>	<u>52.2</u>	<u>47.0</u>	<u>52.0</u>	<u>26.5</u>	<u>26.5</u>
Outstanding Commitments	<u>130.2</u>	<u>176.3</u>	<u>86.7</u>	<u>38.5</u>	<u>109.0</u>	<u>58.2</u>	
Debt Coverage Ratio-Gross	2.14	1.95	2.01	2.12	2.06	2.17	

CASH IMPACT OF FUTURE EXPANSION PROJECTS							
REVENUE - Tolls	0.0	0.0	0.0	0.0	0.0	0.0	0.0
USES - O&M	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Debt Service	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Projects - PKYI	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Reserve for Future Exp. Projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Reserve for Expansion Projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>ENDING CASH BALANCE (WITH EXPANSION PROJECTS)</b>	<u>142.2</u>	<u>125.6</u>	<u>52.2</u>	<u>47.0</u>	<u>52.0</u>	<u>26.5</u>	<u>26.5</u>
Debt Coverage Ratio-Gross	2.1	1.9	2.0	2.1	2.1	2.2	

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TURNPIKE FINANCE PLAN  
 Fund Detail: Revenue Fund

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	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	<b>11.1</b>	<b>8.5</b>	<b>9.1</b>	<b>9.9</b>	<b>10.3</b>	<b>11.0</b>	<b>11.1</b>
<b>Sources of Funds</b>							
Toll Revenue	190.5	222.0	241.6	252.7	268.6	280.7	1456.1
Toll Revenue - Future Bond Projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Concession Revenue	6.4	6.6	6.9	7.0	7.4	7.8	42.0
Interest	0.5	0.5	0.5	0.5	0.6	0.6	3.2
Transfer from General Reserve Fund	12.0	0.0	0.0	0.0	0.0	0.0	12.0
<b>Total Sources</b>	<b>209.4</b>	<b>229.1</b>	<b>248.9</b>	<b>260.2</b>	<b>276.5</b>	<b>289.1</b>	<b>1513.3</b>
<b>Uses of Funds</b>							
Transfers to SBA O & M Fund	71.0	71.7	76.6	78.4	80.3	82.8	460.9
Debt Service	58.8	79.2	84.3	84.3	93.3	93.3	493.2
Debt Service on Future Bond Sales	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Renewal & Replacement Fund	5.6	8.0	20.7	12.5	14.3	13.0	74.1
<b>Total Uses before transfer to General Reserve</b>	<b>135.4</b>	<b>158.9</b>	<b>181.6</b>	<b>175.2</b>	<b>187.9</b>	<b>189.1</b>	<b>1028.2</b>
<b>Cash Balance</b>	<b>8.5</b>	<b>9.1</b>	<b>9.9</b>	<b>10.3</b>	<b>11.0</b>	<b>11.5</b>	
<b>Transfer to General Reserve Fund</b>	<b>76.5</b>	<b>69.5</b>	<b>66.5</b>	<b>84.7</b>	<b>87.9</b>	<b>99.5</b>	<b>496.1</b>

Florida Department of Transportation  
**TURNPIKE FINANCE PLAN**  
 PKYR Fund Detail: Renewal and Replacement Fund

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	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	<b>12.6</b>	<b>11.2</b>	<b>2.5</b>	<b>3.1</b>	<b>1.6</b>	<b>1.5</b>	<b>12.6</b>
<b>Sources of Funds</b>							
Miscellaneous Transfers							0.0
Trns fr Revenue Fund	5.6	8.0	20.7	12.5	14.3	13.0	74.1
Interest on Fund	0.6	0.4	0.1	0.1	0.1	0.1	1.4
<b>Total Sources of Funds</b>	<b>6.2</b>	<b>8.4</b>	<b>20.8</b>	<b>12.6</b>	<b>14.4</b>	<b>13.1</b>	<b>75.5</b>
<b>Uses of Funds</b>							
Miscellaneous Transfers							0.0
Product Disbursements	7.5	17.2	20.2	14.2	14.5	13.3	86.8
<b>Total Uses of Funds</b>	<b>7.5</b>	<b>17.2</b>	<b>20.2</b>	<b>14.2</b>	<b>14.5</b>	<b>13.3</b>	<b>86.8</b>
<b>Ending Cash Balance</b>	<b>11.2</b>	<b>2.5</b>	<b>3.1</b>	<b>1.6</b>	<b>1.5</b>	<b>1.3</b>	<b>1.3</b>
<b>Statutory Reserve</b>	<b>1.8</b>	<b>2.1</b>	<b>1.4</b>	<b>1.2</b>	<b>1.2</b>	<b>0.8</b>	

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog #</u>	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>Total</u>
Materials & Research	3110							0.0
CEI Consultants	3170	4.4	2.9	1.2	1.2	1.5	0.8	12.1
CEI In-House	3700	0.8	1.2	3.8	1.4	3.9	3.0	14.0
Design Consultants	5011	0.9	0.3	0.1	0.1	0.8	0.0	2.1
RW Sup Consultants	5020							0.0
RW Ops	5031							0.0
RW Acquisition	5093							0.0
PE In-House	5700	0.0	0.3	0.1	0.5	0.3	0.2	1.5
RW In-House	5701				0.0	0.0	0.0	0.0
Constr Improvmt	6500	5.1	2.0	1.5	1.6	0.5	0.0	10.6
Equipment	6520							0.0
Highway Preservation	6540	8.3	7.4	2.5	2.4	1.8	3.3	25.6
Turnpike Rehabilitation	6550	0.0	0.7	1.0	0.3	0.8	0.4	3.2
Bridges	6560	2.7	4.8	1.4	4.8	5.2	1.3	20.2
<b>Production Subtotal</b>		<b>22.2</b>	<b>19.5</b>	<b>11.6</b>	<b>12.4</b>	<b>14.8</b>	<b>8.9</b>	<b>89.4</b>
<b>Prior Year Commitments</b>		<b>6.2</b>						<b>6.2</b>
<b>Total Production</b>		<b>28.4</b>	<b>19.5</b>	<b>11.6</b>	<b>12.4</b>	<b>14.8</b>	<b>8.9</b>	<b>95.5</b>

**Florida Department of Transportation  
TURNPIKE FINANCE PLAN  
PKYI Fund Detail: General Reserve Fund**

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	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	<b>117.8</b>	<b>122.4</b>	<b>114.0</b>	<b>39.1</b>	<b>35.1</b>	<b>39.5</b>	<b>117.8</b>
<b>Sources of Funds</b>							
Trns fr Revenue Fund	76.5	69.5	66.5	84.7	87.9	99.5	484.6
Local Funds/Misc. Revenue	7.6	8.9	8.5	6.8	1.1	0.2	33.0
Reimbursement from Bond Proceeds	59.6	77.9	5.0				142.5
Transfers from STTF	12.0						12.0
Interest on Fund	5.9	6.6	4.0	1.9	2.0	1.4	21.8
Transfer to Revenue Fund	-12.0						-12.0
<b>Total Sources of Funds</b>	<b>149.6</b>	<b>163.0</b>	<b>84.0</b>	<b>93.4</b>	<b>90.9</b>	<b>101.1</b>	<b>682.0</b>
<b>Uses of Funds</b>							
Expansion Project Reserve							0.0
Rebate Fund Reimbursement							0.0
Miscellaneous (Repay STTF)						24.0	24.0
Product Disbursements	145.0	171.4	158.9	97.4	86.5	102.9	762.1
<b>Total Uses of Funds</b>	<b>145.0</b>	<b>171.4</b>	<b>158.9</b>	<b>97.4</b>	<b>86.5</b>	<b>126.9</b>	<b>786.1</b>
<b>Ending Cash Balance</b>	<b>122.4</b>	<b>114.0</b>	<b>39.1</b>	<b>35.1</b>	<b>39.5</b>	<b>13.7</b>	<b>13.7</b>
<b>Statutory Reserve</b>	<b>19.5</b>	<b>26.7</b>	<b>13.0</b>	<b>5.8</b>	<b>16.4</b>	<b>8.7</b>	

**COMMITMENTS BY YEAR:**

Note: Includes local funds for Osceola Co. interchanges on Southern Connector

<u>Program Description</u>	<u>Prog.#</u>	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>00-01</u>	<u>Total</u>
General Consultants - CEI		8.8	7.0	6.8	4.7	6.5	7.6	0.0	41.3
General Consultants - PE		23.5	23.1	20.8	19.2	19.1	19.8	19.0	144.6
Fixed Capital Outlay	3076	0.9	0.3	1.1	0.0	0.0	0.0	0.0	2.4
CEI Consultants	3170	5.4	10.6	2.1	3.1	1.3	0.5	0.0	23.1
CEI In-House	3700	1.8	2.7	0.9	2.1	0.9	0.9	0.0	9.2
Design Consultants	5011	35.5	8.1	3.0	2.3	1.3	1.1	0.0	51.2
RW Sup Consultants	5020	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RW Ops	5031	18.2	20.5	6.5	0.2	0.2	0.1	0.0	45.6
RW Acquisition	5093	74.1	70.1	3.8	0.4	0.4	0.4	0.0	149.2
PE In-House	5700	0.8	0.6	1.1	0.7	0.6	0.6	0.0	4.4
RW In-House	5701	0.9	0.5	0.4	0.3	0.8	0.9	0.0	3.7
Constr Improvmt	6500	21.5	36.2	6.6	11.1	3.4	1.3	0.0	80.2
Expansion Projects	6500	0.0	0.0	0.0	0.0	104.3	0.0	0.0	104.3
Equipment	6520	1.0	1.0	0.0	0.0	8.9	9.2	0.0	20.0
Highway Preservation	6540	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turnpike Rehabilitation	6550	1.0	25.5	0.0	0.0	0.0	0.0	0.0	26.5
Bridges	6560	0.0	4.6	0.0	0.0	0.4	0.0	0.0	5.1
Grants/reimbursements/LF		9.7	6.7	5.5	4.9	8.8	9.4	11.9	56.8
Production Subtotal		203.0	217.6	58.6	48.9	156.9	51.7	30.9	767.6
Prior Year Commitments		84.8							84.8
<b>Total Production</b>		<b>287.8</b>	<b>217.6</b>	<b>58.6</b>	<b>48.9</b>	<b>156.9</b>	<b>51.7</b>	<b>30.9</b>	<b>852.4</b>



Florida Department of Transportation  
**TURNPIKE FINANCE PLAN**  
P91A Fund Detail: 91A Bond Construction Fund

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	94-95	95-96	96-97	97-98	98-99	99-00	Total
<b>Beginning Cash Balance</b>	<u>55.4</u>	<u>22.2</u>	<u>11.6</u>	<u>4.8</u>	<u>1.3</u>	<u>1.4</u>	<u>55.4</u>
<b>Sources of Funds</b>							
Miscellaneous					0.0		0.0
Interest on Fund	1.9	0.9	0.4	0.2	0.1	0.1	3.6
<b>Total Sources of Funds</b>	<u>1.9</u>	<u>0.9</u>	<u>0.4</u>	<u>0.2</u>	<u>0.1</u>	<u>0.1</u>	<u>3.6</u>
<b>Uses of Funds</b>							
Product Disbursements	35.1	11.5	7.2	3.6	0.0	0.0	57.5
<b>Total Uses of Funds</b>	<u>35.1</u>	<u>11.5</u>	<u>7.2</u>	<u>3.6</u>	<u>0.0</u>	<u>0.0</u>	<u>57.5</u>
<b>Ending Cash Balance</b>	<u>22.2</u>	<u>11.6</u>	<u>4.8</u>	<u>1.3</u>	<u>1.4</u>	<u>1.5</u>	<u>1.5</u>

**COMMITMENTS BY YEAR:**

Program Description	Prog #	94-95	95-96	96-97	97-98	98-99	99-00	00-01	Total
General Consultants									0.0
Materials & Research	3110								0.0
CEI Consultants	3170	0.3							0.3
CEI In-House	3700								0.0
Design Consultants	5011	0.0							0.0
RW Sup Consultants	5020								0.0
RW Ops	5031	1.8							1.8
RW Acquisition	5093	25.2							25.2
PE In-House	5700								0.0
RW In-House	5701								0.0
Constr Improvmt	6500	1.9							1.9
Equipment	6520	0.5							0.5
Highway Preservation	6540								0.0
Turnpike Rehabilitation	6550								0.0
Bridges	6560								0.0
Grants/reimbursements	6500								0.0
<b>Production Subtotal</b>		<u>29.7</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>29.7</u>
Prior Year Commitments		27.8							27.8
<b>Total Production</b>		<u>57.5</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>57.5</u>

Florida Department of Transportation  
 TURNPIKE FINANCE PLAN  
 P92A Fund Detail: 1992A Bond Construction Fund

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	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	<b>61.5</b>	<b>24.3</b>	<b>6.9</b>	<b>1.4</b>	<b>0.4</b>	<b>0.4</b>	<b>61.5</b>
<b>Sources of Funds</b>							
Local Funds Reimbursement							0.0
Interest on Fund	2.1	0.9	0.2	0.0	0.0	0.0	3.3
<b>Total Sources of Funds</b>	<b>2.1</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>
<b>Uses of Funds</b>							
Transfers (PKMT)	0.0						0.0
Product Disbursements	39.3	18.2	5.8	1.0	0.0	0.0	64.3
<b>Total Uses of Funds</b>	<b>39.3</b>	<b>18.2</b>	<b>5.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64.4</b>
<b>Ending Cash Balance</b>	<b>24.3</b>	<b>6.9</b>	<b>1.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog #</u>	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>00-01</u>	<u>Total</u>
Materials & Research	3110								0.0
CEI Consultants	3170	7.1							7.1
CEI In-House	3700	0.2							0.2
Design Consultants	5011	0.3							0.3
RW Sup Consultants	5020								0.0
RW Ops	5703								0.0
RW Acquisition	5093	1.4							1.4
PE In-House	5700								0.0
RW In-House	5701								0.0
Constr Improvmt	6500	3.9							3.9
Equipment	6520	3.0							3.0
Highway Preservation	6540								0.0
Turnpike Rehabilitation	6550								0.0
Bridges	6560								0.0
Routine Maintenance	6700								0.0
Grants/reimbursements	6500								0.0
<b>Production Subtotal</b>		<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>
Prior Year Commitments		<u>48.5</u>							<u>48.5</u>
<b>Total Production</b>		<b>64.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64.3</b>

Florida Department of Transportation  
**TURNPIKE FINANCE PLAN**  
P95A Fund Detail: 1995A Bond Construction Fund

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	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	0.0	0.0	254.3	183.8	112.3	13.9	0.0
<b>Sources of Funds</b>							
Net Bond Proceeds		357.1					357.1
Interest on Fund	0.0	10.7	13.5	9.9	6.1	0.7	40.9
<b>Total Sources of Funds</b>	<u>0.0</u>	<u>367.8</u>	<u>13.5</u>	<u>9.9</u>	<u>6.1</u>	<u>0.7</u>	<u>398.0</u>
<b>Uses of Funds</b>							
Miscellaneous (Reimb. PKYI)		77.9	5.0	0.0	0.0	0.0	82.9
Product Disbursements	0.0	35.5	79.1	81.3	104.5	6.6	307.0
<b>Total Uses of Funds</b>	<u>0.0</u>	<u>113.5</u>	<u>84.1</u>	<u>81.3</u>	<u>104.5</u>	<u>6.6</u>	<u>389.9</u>
<b>Ending Cash Balance</b>	<u>0.0</u>	<u>254.3</u>	<u>183.8</u>	<u>112.3</u>	<u>13.9</u>	<u>8.1</u>	<u>8.1</u>

September 1995 Bond sale for Polk Right of Way and Const Sections 1 through 5 at 6.96%

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog #</u>	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>00-01</u>	<u>Total</u>
Materials & Research	3110								0.0
CEI Consultants	3170		26.7	2.1	4.2				33.0
CEI In-House	3700		5.4		0.2				5.6
Design Consultants	5011		1.5		0.1				1.6
RW Sup Consultants	5020								0.0
RW Ops	5031		0.8						0.8
RW Acquisition	5093		32.5						32.5
PE In-House	5700								0.0
RW In-House	5701								0.0
Constr Improvmt	6500		219.1	0.3	17.6	0.3	0.3	0.3	237.6
Equipment	6520		5.0						5.0
Highway Preservation	6540								0.0
Turnpike Rehabilitation	6550								0.0
Bridges	6560								0.0
Grants/reimbursements	6500								0.0
<b>Production Subtotal</b>		<u>0.0</u>	<u>291.0</u>	<u>2.4</u>	<u>22.1</u>	<u>0.3</u>	<u>0.3</u>	<u>0.3</u>	<u>316.2</u>
Prior Year Commitments									0.0
<b>Total Production</b>		<u>0.0</u>	<u>291.0</u>	<u>2.4</u>	<u>22.1</u>	<u>0.3</u>	<u>0.3</u>	<u>0.3</u>	<u>316.2</u>

Florida Department of Transportation  
**TURNPIKE FINANCE PLAN**  
P98A Fund Detail: 1998A Bond Construction Fund

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	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>111.5</b>	<b>0.0</b>
<b>Sources of Funds</b>							
Net Bond Proceeds					139.1		139.1
Interest on Fund	0.0	0.0	0.0	0.0	5.7	4.1	9.8
<b>Total Sources of Funds</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>144.8</b>	<b>4.1</b>	<b>148.9</b>
<b>Uses of Funds</b>							
Miscellaneous							0.0
Product Disbursements	0.0	0.0	0.0	0.0	33.3	68.8	102.1
<b>Total Uses of Funds</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>68.8</b>	<b>102.1</b>
<b>Ending Cash Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>111.5</b>	<b>46.9</b>	<b>46.9</b>

June 1998 Bond sale for North Suncoast Construction to County Line Road at 6.39%

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog.#</u>	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>00-01</u>	<u>Total</u>
General Consultants									0.0
Materials & Research	3110								0.0
CEI Consultants	3170					21.7			21.7
CEI In-House	3700					0.4			0.4
Design Consultants	5011								0.0
RW Sup Consultants	5020								0.0
RW Ops	5031								0.0
RW Acquisition	5093								0.0
PE In-House	5700								0.0
RW In-House	5701								0.0
Constr Improvmt	6500					127.8			127.8
Equipment	6520								0.0
Highway Preservation	6540								0.0
Tumpike Rehabilitation	6550								0.0
Bridges	6560								0.0
Grants/reimbursements	6500								0.0
<b>Production Subtotal</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>149.9</b>	<b>0.0</b>	<b>0.0</b>	<b>149.9</b>
Prior Year Commitments									0.0
<b>Total Production</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>149.9</b>	<b>0.0</b>	<b>0.0</b>	<b>149.9</b>

Florida Department of Transportation  
**TURNPIKE FINANCE PLAN**  
 PKCA Fund Detail: Controlled Access Fund

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	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>Total</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	<b>190.0</b>	<b>91.3</b>	<b>34.3</b>	<b>10.7</b>	<b>2.5</b>	<b>1.6</b>	<b>1.6</b>	<b>190.0</b>
<b>Sources of Funds</b>								
Control Access Funds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reimburse Hurricane Damage	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Interest on Fund	7.1	3.6	1.2	0.4	0.1	0.1	0.1	12.5
<b>Total Sources of Funds</b>	<b>9.1</b>	<b>3.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>14.5</b>
<b>Uses of Funds</b>								
Expansion Project Reserve								0.0
Due to STTF for Interest Earnings	7.1	3.6	1.2	0.4	0.1	0.1	0.1	12.5
Product Disbursements	<u>100.7</u>	<u>57.0</u>	<u>23.6</u>	<u>8.1</u>	<u>1.0</u>	<u>0.0</u>	<u>0.0</u>	<u>190.5</u>
<b>Total Uses of Funds</b>	<b>107.8</b>	<b>60.6</b>	<b>24.8</b>	<b>8.5</b>	<b>1.1</b>	<b>0.1</b>	<b>0.1</b>	<b>203.0</b>
<b>Ending Cash Balance</b>	<b>91.3</b>	<b>34.3</b>	<b>10.7</b>	<b>2.5</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>
<b>Statutory Reserve</b>	<b>13.5</b>	<b>4.9</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog #</u>	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>00-01</u>	<u>Total</u>
General Consultant		5.2	0.0	0.0	0.0	0.0	0.0	0.0	5.2
Fixed Capital Outlay	3076	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Repay Toll Facilities Rev. TF	3081	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Materials & Research	3110	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CEI Consultants	3170	5.8	0.0	0.0	0.0	0.0	0.0	0.0	5.8
CEI In-House	3700	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Design Consultants	5011	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3.6
RW Ops	5031	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3
RW Acquisition	5093	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5
PE In-House	5700	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
RW In-House	5701	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Hurricane Damage	6110/611	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Constr Improvmt	6500	36.5	0.0	0.0	0.0	0.0	0.0	0.0	36.5
Equipment	6520	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Highway Preservation	6540	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turnpike Rehabilitation	6550	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7.9
Bridges	6560	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grants/reimbursements/		<u>4.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>4.0</u>
Production Subtotal		69.2	0.0	0.0	0.0	0.0	0.0	0.0	69.2
Prior Year Commitments		<u>121.4</u>							<u>121.4</u>
Total Production		190.6	0.0	0.0	0.0	0.0	0.0	0.0	190.6

TURNPIKE REVENUE SCHEDULE  
SOURCE: URS COVERDALE AND COLPITTS

	<u>94-95</u>	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	URS Reference date
<b>TOLL REVENUE</b>							
MAINLINE	140.3	151.8	162.5	166.4	169.8	173.2	Draft URS update of 2/6/95
HEFT	31.9	47.1	52.6	56.2	59.9	63.9	Draft URS update of 2/6/95
BEE LINE	6.1	6.6	6.6	6.9	7.3	7.5	Draft URS update of 2/6/95
<b>TOTAL TOLLS - OPEN TO TRAFFIC</b>	<b>178.4</b>	<b>205.6</b>	<b>221.7</b>	<b>229.5</b>	<b>237.0</b>	<b>244.7</b>	
<b>CONCESSIONS</b>	<b>6.4</b>	<b>6.6</b>	<b>6.9</b>	<b>7.0</b>	<b>7.4</b>	<b>7.8</b>	Draft URS update of 2/6/95
NET CONCESSIONS	6.4	6.6	6.9	7.0	7.4	7.8	
<b>TOTAL TOLLS &amp; CONCESSIONS</b>	<b>184.8</b>	<b>212.2</b>	<b>228.6</b>	<b>236.5</b>	<b>244.4</b>	<b>252.5</b>	
<b>ADJUSTMENTS</b>							
<b>TOTAL EXISTING SYSTEM</b>	<b>184.8</b>	<b>212.2</b>	<b>228.6</b>	<b>236.5</b>	<b>244.4</b>	<b>252.5</b>	
HILLSBOROUGH	5.8	8.8	10.0	10.6	14.5	15.7	Draft URS update of 2/6/95
SEMINOLE	6.3	7.4	8.4	9.1	12.1	12.8	Draft URS update of 2/6/95
SOUTHERN CONNECT EXT		0.2	1.4	1.8	2.2	2.4	Draft URS update of 2/6/95
POLK				1.8	2.8	5.1	Draft URS update of 2/6/95
SUNCOAST PARKWAY							Draft URS update of 2/10/95
<b>TOTAL P91A, P92A PROJECTS</b>	<b>12.1</b>	<b>16.4</b>	<b>19.8</b>	<b>23.2</b>	<b>31.6</b>	<b>36.0</b>	
<b>TOTAL CANDIDATES</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>TOTAL-TOLL REVENUE</b>	<b>190.5</b>	<b>222.0</b>	<b>241.6</b>	<b>252.7</b>	<b>268.6</b>	<b>280.7</b>	
<b>TOTAL-CONCESSIONS</b>	<b>6.4</b>	<b>6.6</b>	<b>6.9</b>	<b>7.0</b>	<b>7.4</b>	<b>7.8</b>	
<b>GRAND TOTAL</b>	<b>196.9</b>	<b>228.6</b>	<b>248.4</b>	<b>259.7</b>	<b>275.9</b>	<b>288.5</b>	

**FLORIDA DEPARTMENT OF TRANSPORTATION  
TENTATIVE WORK PROGRAM 1995-96 through 1999-2000  
ASSUMPTIONS**

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This plan anticipates insuring the Debt Service rather than maintaining a Debt Service Reserve on existing bond sales. Resultant available cash is used to reduce future bond sales.

Expansion project costs are updated to reflect current Post Buckley Schuh & Jernigan present day cost estimates. These cost estimates were inflated by using the Work Program indices.

Revenue projections for the mainline system (tolls and concessions) and Seminole, Veterans, Polk Parkway and Southern Connector Extension Expansion projects are based upon the Traffic Engineers' Report from URS Coverdale and Colpitts dated February 7, 1995. Revenue projections include toll increases on the HEFT which will occur on July 11, 1995, after a two year deferral. STTF provided loans in the amounts of \$12m in 1993/94 and \$12m in 1994/95 to compensate for the delay in toll increases on HEFT with the loans to be repaid in fiscal year 1999-00.

Finance Plan includes programming of three expansion projects; Southern Connector Extension, Polk Parkway, and Suncoast Parkway. No capitalized interest on expansion project bonds; principal payments deferred until completion of construction. Construction is programmed for Sections 1-5 on Polk Parkway and from Veterans Expressway to County Line Road on North Suncoast.

Operations and Maintenance Costs are based upon the O&M Budget projections of Florida's Turnpike Finance Office as approved by the DOT Comptroller's Office - analysis dated 02/10/95.

Expansion project O&M is derived from Turnpike worksheets developed cooperatively with the Office of Toll Operations and approved by URS.

Assumes the department will pay Debt Service costs on the Sawgrass Expressway and reimburse Broward County gas tax contributions. Calculation of anticipated payments is based on the most recent official URS estimate of Sawgrass revenues dated February 6, 1995.

Commitment levels in the Renewal and Replacement Trust Fund for 1994-95 reflect levels recommended by Post Buckley Schuh & Jernigan in letter of July 1994. Cash transfers from Revenue Fund reflect the cash needed to support these commitment levels and maintain the statutory required 10% minimum cash balances.

Prior Year commitment levels for the Renewal and Replacement Trust Fund, the General Reserve Trust Fund, Turnpike Controlled Access Fund, and Bond Construction Trust Funds were derived from the list of certifications forward of appropriations for Fixed Capital Outlay approved by the Executive Office of the Governor.

Interest earnings based on Projected Security Investment Rates table furnished by Joint Legislative Management Committee, dated December 20, 1994.

Interest earnings on PKCA fund are transferred to the State Transportation Trust Fund.

Toll Equipment Barrier Conversion Project flow rates adjusted to Cubic's Price Proposal. See Tolls spreadsheet of 8/6/93.

This plan assumes lapse factors in PKYI, PKYR, and PKCA as recommended in the 1994 Reconciliation Conference.

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TURNPIKE BONDS DEBT SERVICE  
 INCLUDING CANDIDATE PROJECTS  
 (DOLLARS IN MILLIONS)

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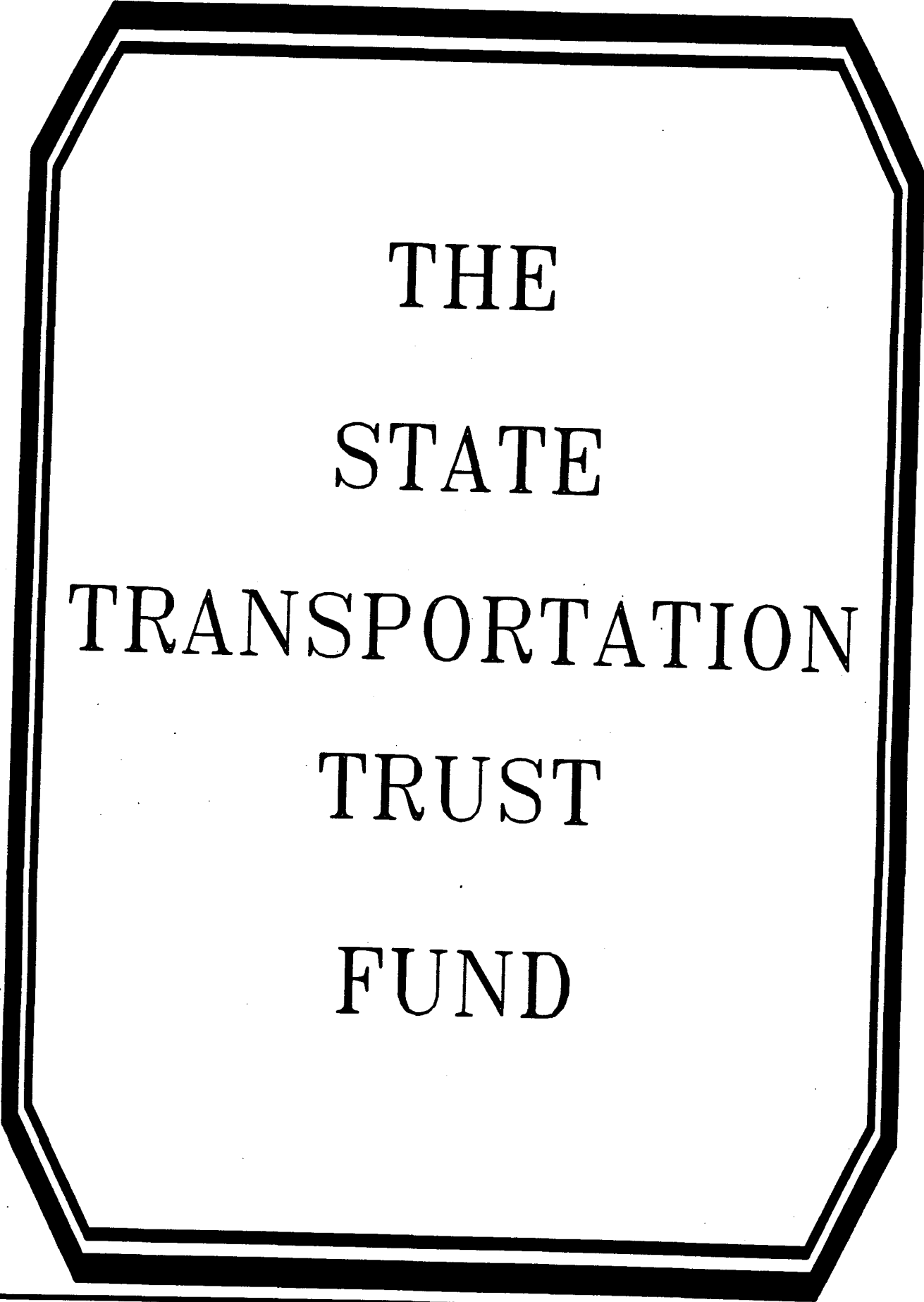
	94-95	95-96	96-97	97-98	98-99	99-00	Assumptions:
<b>GROSS DEBT SERVICE:</b>							
Existing Bond Sales:							
1989A, 1991A, 1992A, & 1993A	58.8	58.8	58.8	58.8	58.8	58.8	Interest per Actual Bond Sales
Programmed Bond Sales:							
Polk Parkway - ROW & Const 1-5		22.9	27.5	27.5	27.5	27.5	9/95 Polk & Const 1-5 \$395.5M @ 8.00%
Suncoast Parkway					10.2	9.8	9/96 Suncoast Const. \$152.9M @ 8.30%
<b>Total Existing &amp; Programmed Gross Debt Service</b>	<b>58.8</b>	<b>81.7</b>	<b>86.3</b>	<b>86.3</b>	<b>96.5</b>	<b>96.1</b>	
							Interest Costs per REC.1/95 for candidates:
<b>Total Gross Debt Service</b>	<b>58.8</b>	<b>81.7</b>	<b>86.3</b>	<b>86.3</b>	<b>96.5</b>	<b>96.1</b>	
<b>INTEREST EARNING D.S.RES:</b>							
Existing Bond Sales:							
1989A, 1991A, 1992A, & 1993A							Conversion of Debt Service Reserve to Insurance
Programmed Bond Sales:							
Polk Parkway - ROW & Const 1-5		2.5	2.0	2.0	2.0	2.0	
Suncoast Parkway					1.2	0.8	
<b>Total Existing &amp; Programmed Interest Earnings</b>	<b>0.0</b>	<b>2.5</b>	<b>2.0</b>	<b>2.0</b>	<b>3.2</b>	<b>2.8</b>	
<b>TOTAL INTEREST EARNINGS</b>	<b>0.0</b>	<b>2.5</b>	<b>2.0</b>	<b>2.0</b>	<b>3.2</b>	<b>2.8</b>	
<b>NET DEBT SERVICE:</b>							
Existing & Programmed Bond Sales	58.8	79.2	84.3	84.3	93.3	93.3	
Candidate Project Bond Sales	0.0	0.0	0.0	0.0	0.0	0.0	
<b>TOTAL NET DEBT SERVICE</b>	<b>58.8</b>	<b>79.2</b>	<b>84.3</b>	<b>84.3</b>	<b>93.3</b>	<b>93.3</b>	



**APPENDIX D**

**36-MONTH**

**CASH FORECAST**



THE  
STATE  
TRANSPORTATION  
TRUST  
FUND

**STTF Cash Forecast**  
**Synopsis of the Year-To-Date**  
**as of 01/31/95**

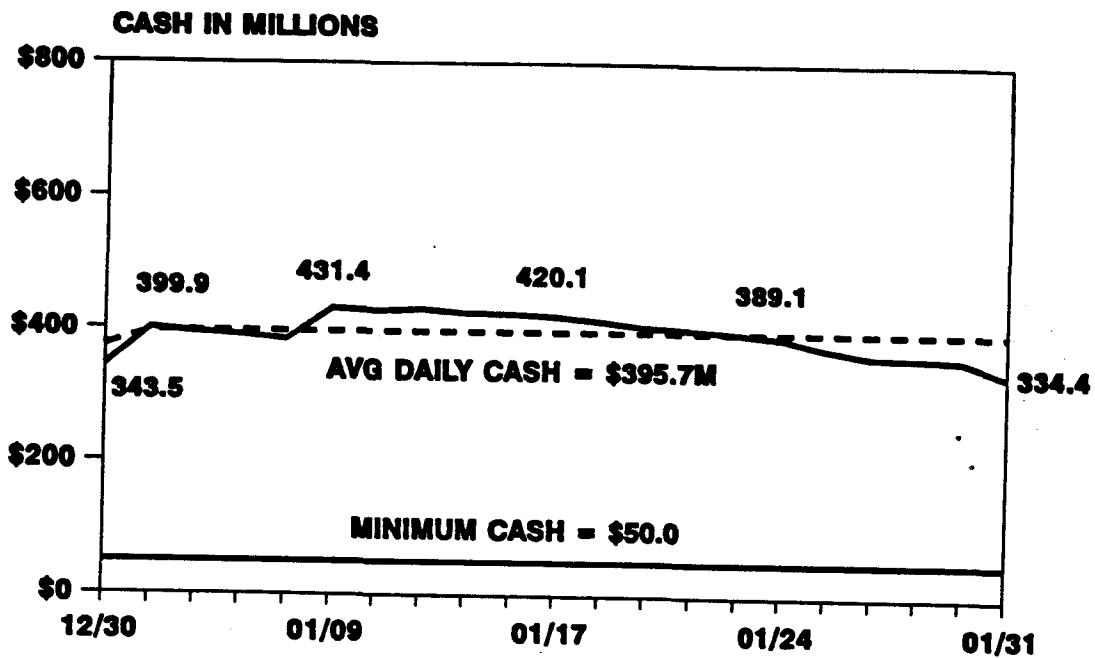
**OVERVIEW**

The attached Cash Forecast is a projection of the cash position of STTF based on the February 11, 1995 Tentative Work Program Plan (96TENT7A). The Cash Forecast includes the following:

- The Plan reflects a fund shift of \$61.3M of Interstate Highway System projects from State funding to Federal funding in FY 94/95, with an offsetting fund shift from Federal to State funds of an equal amount in FY 96/97. This change was made to maximize the use of Federal funds.
- Anticipated roll forward in most major areas of 20% in FY 94/95 and 95/96, and 15% over the remainder of the forecast period based on current year contingency analysis and program lapse trends. A roll forward of 50% is anticipated for the Right of Way OPS program.
- Advances of \$24M in FY 93/94 and FY 94/95 to the General Reserve Fund to fund the deferral of HEFT tolls. Reimbursement is planned in FY 99/00.
- An estimated 4 month start up and 12 month life on planned maintenance contracts.
- Advanced construction with Federal participating levels of \$103.7M in FY 94/95, \$152.4M in FY 95/96, \$125.2M in FY 96/97, \$16.1M in FY 97/98, \$63.2M in FY 98/99, and \$74.0M in FY 99/00. Advanced Construction conversions are planned totaling \$90.5M in FY 94/95, \$101.8M in FY 95/96, \$125.2M in FY 96/97, \$27.1M in FY 98/99, and \$53.8M in FY 99/00.
- The Federal Aid Effective Rate Committee State Matching Costs developed for the ISTEA Work Program with slight adjustments made in January, 1995 by the Effective Rate Committee based upon trends in the Interstate program. The Soft Match Adjustment has been made for Interstate and OFA construction.

The variances reported for the STTF are based on actual fiscal year to date cash receipts and disbursements through 01/31/95 as compared to the August, 1994 Adopted Work Program Forecast. The variance reflects six months of activity.

# STTF ACTUAL DAILY CASH BALANCE DAILY ACTUALS FOR JANUARY 1995



**SOURCE: OOC DAILY CASH REPORT**

The accompanying assumptions to the cash forecast are an integral part of this report.

## HIGHLIGHTS

01/03/95	Gas Tax, SCETS, Aviation, Motor Vehicle Fee Receipts and Payroll Disbursements
01/09/95	Federal Aid Reimbursement and Motor Vehicle Fee Receipts
01/17/95	Federal Aid Reimbursement Receipts and Payroll Disbursements
01/23/95	Gas Tax, SCETS Receipts and Construction Disbursements
01/24/95	Construction Disbursements
01/25/95	Construction Disbursements
01/26/95	Construction Disbursements
01/27/95	Federal Aid Receipts and Construction Disbursements
01/31/95	Payroll, Consultant, and PTO Disbursements

## STTF Cash Forecast Synopsis of the Year-To-Date

### Cash Balance Variance as of 01/31/95

	YEAR-TO-DATE				MONTH-TO-DATE			
			ESTIMATE	PERCENT			ESTIMATE	PERCENT
	ACTUAL	AUG EST	VARIANCE	VARIANCE	ACTUAL	AUG EST	VARIANCE	VARIANCE
BEGINNING CASH	466.8	466.8	0.0	0.0%	343.5	375.9	-32.4	-8.6%
RECEIPTS	1413.5	1420.8	-7.3	-0.5%	193.8	205.1	-11.2	-5.5%
DISBURSEMENTS	<u>1545.9</u>	<u>1534.7</u>	<u>11.2</u>	<u>0.7%</u>	<u>203.0</u>	<u>228.1</u>	<u>-25.1</u>	<u>-11.0%</u>
ENDING CASH	334.4	352.9	-18.5	-5.2%	334.4	352.9	-18.5	-5.2%

### VARIANCE HIGHLIGHTS

Actual Receipts are \$7.3M lower than projected due to:

- Lower Reimbursement Revenues
- Lower Federal Aid Revenues
- Partially offset by higher than anticipated Miscellaneous and Advanced Construction Conversion Revenues

Actual Disbursements are \$11.2M higher than projected due to:

- Higher than anticipated Right of Way and Operating Disbursements
- Early CSX payment of \$106.4M in December 1994, partially offset by lower than anticipated Construction disbursements

### Cash Receipts Variance as of 01/31/95

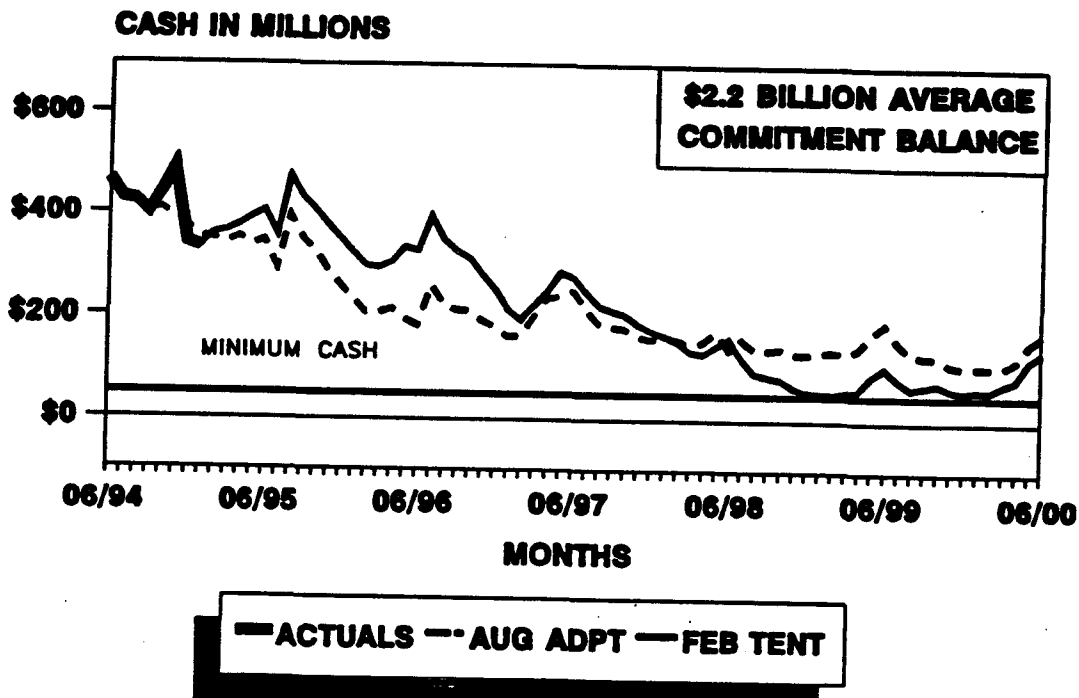
	YEAR-TO-DATE				MONTH-TO-DATE			
			ESTIMATE	PERCENT			ESTIMATE	PERCENT
	ACTUAL	AUG EST	VARIANCE	VARIANCE	ACTUAL	AUG EST	VARIANCE	VARIANCE
<b>CASH RECEIPTS:</b>								
FUEL TAX (REC)	540.5	538.4	2.1	0.4%	80.4	72.6	7.8	10.7%
AVIATION TAX (REC)	22.9	24.8	-1.9	-7.8%	2.5	2.8	-0.3	-11.2%
MVL TAG FEES (REC)	259.6	259.1	0.5	0.2%	39.1	37.9	1.2	3.1%
MISC REVENUE	41.4	28.0	13.4	47.7%	5.9	6.1	-0.2	-4.0%
PARTICIPATION	13.8	10.0	3.8	38.5%	0.7	1.7	-1.0	-58.3%
REIMBURSEMENTS	52.3	70.0	-17.7	-25.3%	5.7	10.9	-5.2	-47.7%
INTEREST	10.2	10.7	-0.5	-4.6%	1.2	1.5	-0.2	-15.7%
ACI CONVERSIONS	44.3	11.1	33.2	298.2%	0.0	0.0	0.0	.0%
FEDERAL AID REIMB	<u>428.5</u>	<u>468.7</u>	<u>-40.2</u>	<u>-8.6%</u>	<u>58.3</u>	<u>71.6</u>	<u>-13.2</u>	<u>-18.5%</u>
<b>TOTAL RECEIPTS</b>	<b>1413.5</b>	<b>1420.8</b>	<b>-7.3</b>	<b>-0.5%</b>	<b>193.8</b>	<b>205.1</b>	<b>-11.2</b>	<b>-5.5%</b>

## STTF Cash Forecast Synopsis of the Year-To-Date

### Cash Disbursements Variance as of 01/31/95

	VARIANCE YEAR-TO-DATE				VARIANCE MONTH-TO-DATE			
	ACTUAL	AUG EST	Y-T-D	%	ACTUAL	AUG EST	M-T-D	%
	<b>ADMIN/OPS &amp; MAINT</b>							
INT ADMIN	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0%
OFA ADMIN	10.3	14.1	-3.8	-26.9%	1.8	2.2	-0.4	-18.3%
ST ADMIN	214.6	171.6	42.9	25.0%	37.7	21.2	16.5	77.6%
MAINTENANCE	<u>43.9</u>	<u>46.7</u>	<u>-2.8</u>	<u>-6.1%</u>	<u>4.9</u>	<u>6.8</u>	<u>-1.8</u>	<u>-27.1%</u>
<b>SUBTOTAL</b>	<b>268.8</b>	<b>232.5</b>	<b>36.3</b>	<b>15.6%</b>	<b>44.4</b>	<b>30.2</b>	<b>14.2</b>	<b>47.2%</b>
<b>IN-HOUSE SUPPORT</b>								
INT INHOUSE	5.1	6.3	-1.2	-18.4%	0.8	1.0	-0.2	-22.4%
OFA INHOUSE	18.4	41.1	-22.7	-55.2%	2.8	6.4	-3.6	-56.8%
ST INHOUSE	<u>69.5</u>	<u>80.8</u>	<u>-11.3</u>	<u>-14.0%</u>	<u>10.0</u>	<u>10.2</u>	<u>-0.2</u>	<u>-1.9%</u>
<b>SUBTOTAL</b>	<b>93.1</b>	<b>128.2</b>	<b>-35.1</b>	<b>-27.4%</b>	<b>13.6</b>	<b>17.6</b>	<b>-4.1</b>	<b>-23.0%</b>
<b>CONSULTANTS</b>								
INT CONSULT	14.0	12.4	1.6	13.1%	1.9	1.8	0.1	5.5%
OFA CONSULT	80.6	76.3	4.3	5.6%	13.7	11.9	1.8	15.0%
ST CONSULT	<u>81.0</u>	<u>90.3</u>	<u>-9.3</u>	<u>-10.3%</u>	<u>13.7</u>	<u>14.8</u>	<u>-1.2</u>	<u>-7.9%</u>
<b>SUBTOTAL</b>	<b>175.6</b>	<b>179.0</b>	<b>-3.4</b>	<b>-1.9%</b>	<b>29.3</b>	<b>28.6</b>	<b>0.7</b>	<b>2.5%</b>
<b>RIGHT OF WAY</b>								
INT ROW	2.3	1.3	1.0	70.9%	0.2	0.1	0.1	81.8%
OFA ROW	50.9	44.7	6.2	13.8%	6.5	6.9	-0.4	-6.4%
ST ROW	<u>51.2</u>	<u>46.7</u>	<u>4.5</u>	<u>9.6%</u>	<u>9.3</u>	<u>6.7</u>	<u>2.6</u>	<u>38.0%</u>
<b>SUBTOTAL</b>	<b>104.4</b>	<b>92.8</b>	<b>11.6</b>	<b>12.5%</b>	<b>16.0</b>	<b>13.8</b>	<b>2.2</b>	<b>16.1%</b>
<b>CONSTRUCTION</b>								
INT CONSTR	83.8	74.5	9.2	12.4%	5.0	8.1	-3.1	-38.5%
OFA CONSTR	344.6	410.4	-65.7	-16.0%	41.6	62.1	-20.5	-33.1%
ST CONSTR	<u>118.5</u>	<u>165.0</u>	<u>-46.5</u>	<u>-28.2%</u>	<u>21.0</u>	<u>31.5</u>	<u>-10.5</u>	<u>-33.2%</u>
<b>SUBTOTAL</b>	<b>546.9</b>	<b>649.9</b>	<b>-103.0</b>	<b>-15.8%</b>	<b>67.6</b>	<b>101.6</b>	<b>-34.1</b>	<b>-33.5%</b>
<b>PTO</b>								
INT PTO	0.8	1.1	-0.3	-29.3%	0.0	0.1	-0.1	-100.0%
OFA PTO	7.6	5.8	1.8	30.8%	2.1	1.4	0.7	47.6%
ST PTO	<u>212.8</u>	<u>108.3</u>	<u>104.4</u>	<u>96.4%</u>	<u>13.9</u>	<u>15.3</u>	<u>-1.4</u>	<u>-9.2%</u>
<b>SUBTOTAL</b>	<b>221.1</b>	<b>115.3</b>	<b>105.9</b>	<b>91.9%</b>	<b>16.0</b>	<b>16.8</b>	<b>-0.8</b>	<b>-4.8%</b>
<b>OTHER</b>								
ECON DEV/MISC	69.7	62.7	7.0	11.2%	6.1	7.4	-1.3	-18.2%
FCO	11.5	5.1	6.4	125.3%	1.2	0.9	0.3	34.5%
LOCAL FUND	12.7	19.7	-7.0	-35.6%	2.8	3.7	-0.8	-22.7%
TOLL/TPK. SERVICES	<u>42.2</u>	<u>49.6</u>	<u>-7.4</u>	<u>-15.0%</u>	<u>6.1</u>	<u>7.6</u>	<u>-1.5</u>	<u>-19.2%</u>
<b>SUBTOTAL</b>	<b>136.0</b>	<b>137.0</b>	<b>-1.1</b>	<b>-0.8%</b>	<b>16.2</b>	<b>19.5</b>	<b>-3.3</b>	<b>-17.1%</b>
<b>TOTAL CASH DISBURSEMENTS</b>	<b><u>1545.9</u></b>	<b><u>1534.7</u></b>	<b><u>11.2</u></b>	<b><u>0.7%</u></b>	<b><u>203.0</u></b>	<b><u>228.1</u></b>	<b><u>-25.1</u></b>	<b><u>-11.0%</u></b>

# STTF CASH FORECAST FISCAL YEARS 94/95 - 99/00

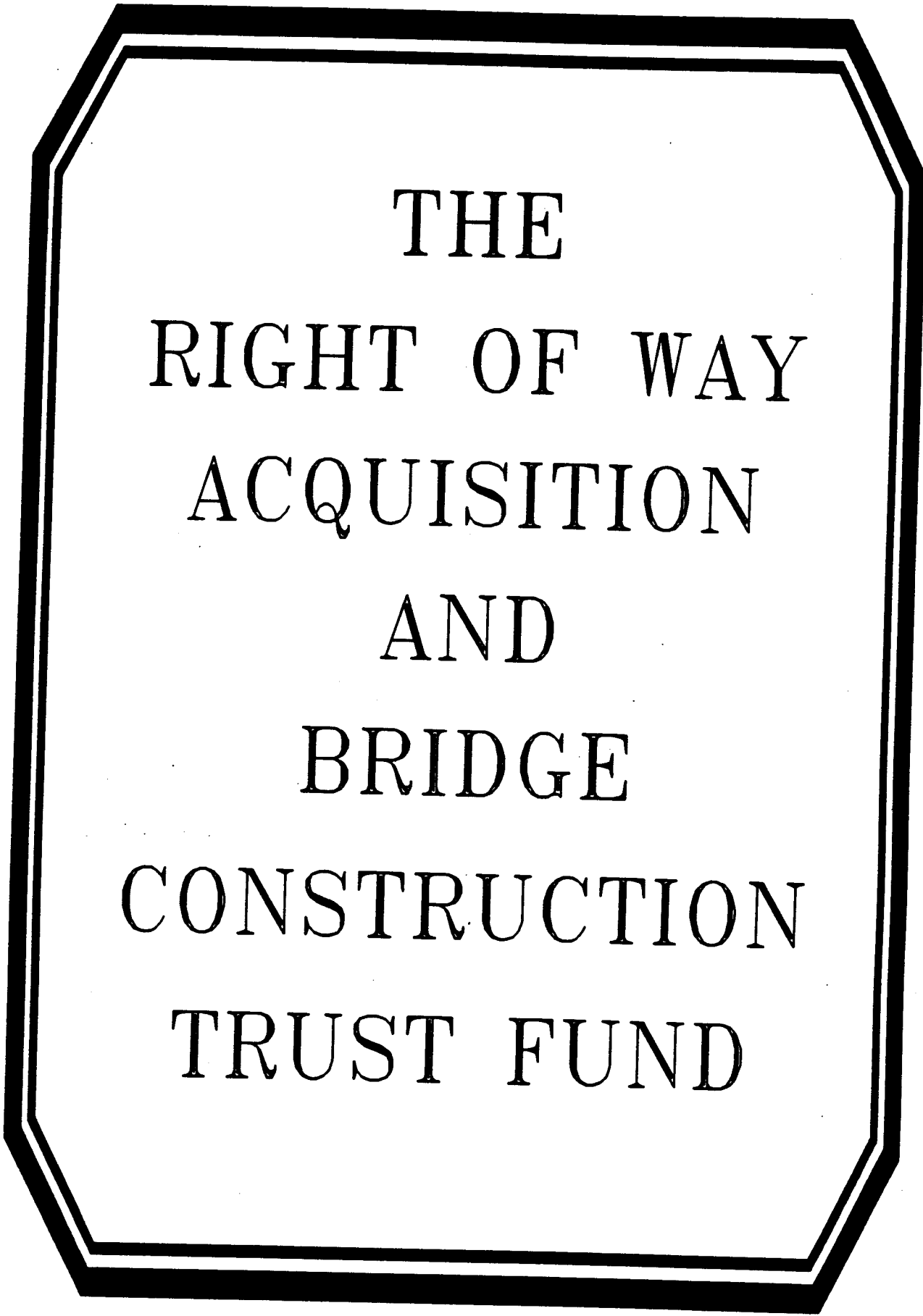


**SOURCE: OOC CASH FORECAST BASED ON THE 02/11/96 TENTATIVE WORK PROGRAM AND RESOURCE PLAN**

The assumptions to the cash forecast are an integral part of this report.

## HIGHLIGHTS

July, 1994	Advanced Construction Conversion of \$11.1M
October, 1994	Advanced Construction Conversion of \$11.8M
November, 1994	Advanced Construction Conversion of \$20.1M
December, 1994	Final CSX payment of \$106.3M
Feb - May 1995	Advanced Construction Conversion of \$46.2M
August, 1995	ROW Bond Fund reimbursement to the STTF for Advances
Mar - May 1996	Advanced Construction Conversion of \$101.7M
July, 1996	ROW Bond Fund reimbursement to the STTF for Advances
Mar - May 1997	Advanced Construction Conversion of \$125.2M
July, 1997	ROW Bond Fund reimbursement to the STTF for Advances
Mar - May 1999	Advanced Construction Conversion of \$27.1M
July - Oct 1999	Reimbursement for HEFT Advances
Mar - May 2000	Advanced Construction Conversion of \$53.8M



THE  
RIGHT OF WAY  
ACQUISITION  
AND  
BRIDGE  
CONSTRUCTION  
TRUST FUND



**ROW Bond Fund Cash Forecast  
Synopsis of the Year-To-Date  
as of 01/31/95**

**OVERVIEW**

The attached Cash Forecast is a projection of the cash position of the Right of Way Bond Fund based upon the February 11, 1995 Tentative Work Program Plan (Program Plan 96TENT7A). The Cash Forecast includes the following:

- Right of Way cash disbursements for FY 94/95 and FY 95/96 based on the 01/95 District Right of Way Expenditure Plan.
- Estimated advances totaling \$191.5M from the State Transportation Trust Fund from FY 94/95 through FY 99/00, to be reimbursed each following fiscal year from bond proceeds.
- Bond Sales with estimated net proceeds of \$144.7M in 8/95, \$172.2M in 7/96, and \$108.9 in 7/97.
- Debt Service Transfers of \$8.1M in FY 94/95, \$18.6M in FY 95/96, \$32.5M in FY 96/97, \$40.8M in FY 97/98, \$41.1M in FY 98/99, and \$41.1M in FY 99/00
- Statutory transfer of \$50M from the State Transportation Trust Fund each year; with the amount not required for debt service being returned in the same year.

The variances reported for the ROW Bond Fund are based upon the actual fiscal year to date Cash Receipts and Disbursements through 01/31/95 as compared to the August, 1994 Adopted Work Program Forecast. The variance reflects six months of activity.

## ROW Bond Fund Cash Forecast Synopsis of the Year-To-Date

### Cash Balance Variance as of 01/31/95

	YEAR-TO-DATE				MONTH-TO-DATE			
	ACTUAL	AUG EST	ESTIMATE VARIANCE	PERCENT VARIANCE	ACTUAL	AUG EST	ESTIMATE VARIANCE	PERCENT VARIANCE
BEGINNING CASH	4.8	4.8	0.0	0.0%	4.1	5.0	-0.9	-18.6%
RECEIPTS	57.6	46.4	11.2	24.1%	8.0	6.3	1.7	28.1%
DISBURSEMENTS	<u>58.5</u>	<u>46.2</u>	<u>12.3</u>	<u>26.7%</u>	<u>8.2</u>	<u>6.3</u>	<u>1.9</u>	<u>31.5%</u>
ENDING CASH	3.9	5.0	-1.1	-22.8%	3.9	5.0	-1.1	-22.8%

NOTE: TOTALS MAY NOT ADD DUE TO ROUNDING

### VARIANCE HIGHLIGHTS

Actual Receipts are \$11.2M higher than projected due to:

- Higher than anticipated transfers in due to higher than anticipated disbursements.

Actual Disbursements are \$12.3M higher than projected due to:

- Higher than anticipated Right of Way Disbursements.

### Cash Receipts Variance as of 01/31/95

	YEAR-TO-DATE				MONTH-TO-DATE			
	ACTUAL	AUG EST	ESTIMATE VARIANCE	PERCENT VARIANCE	ACTUAL	AUG EST	ESTIMATE VARIANCE	PERCENT VARIANCE
BOND PROCEEDS	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0%
STTF ADVANCES	52.7	41.5	11.2	27.0%	7.3	5.6	1.7	31.7%
DEBT SERVICE	4.7	4.7	0.0	0.0%	0.7	0.7	0.0	0.0%
INTEREST EARNINGS	<u>0.1</u>	<u>0.2</u>	<u>-0.1</u>	<u>-17.3%</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0%</u>
TOTAL	57.6	46.4	11.2	24.1%	8.0	6.3	1.7	28.1%

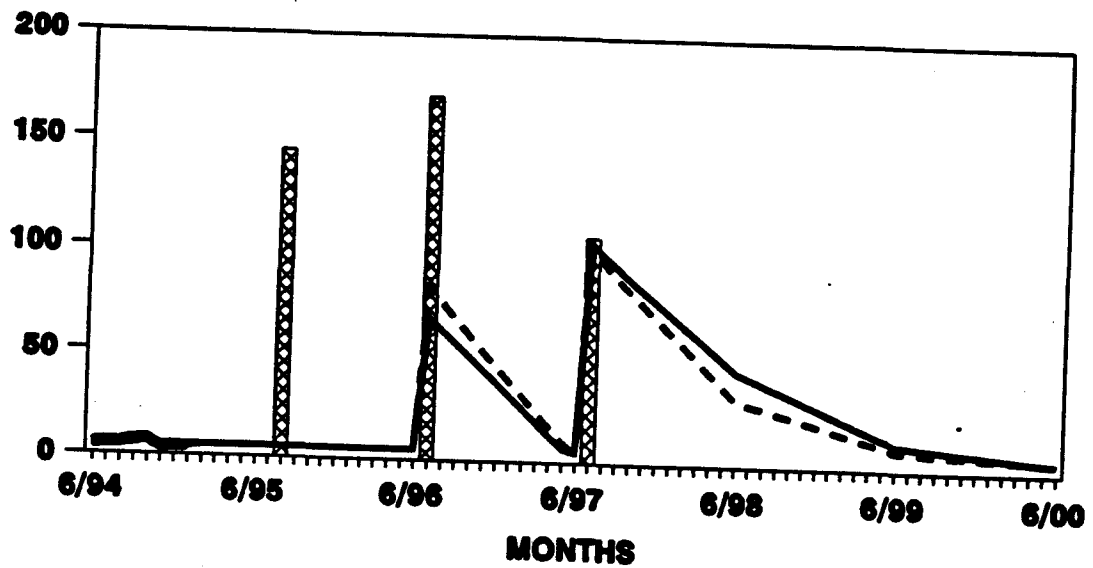
NOTE: TOTALS MAY NOT ADD DUE TO ROUNDING

### Cash Disbursements Variance as of 01/31/95

	YEAR-TO-DATE				MONTH-TO-DATE			
	ACTUAL	AUG EST	ESTIMATE VARIANCE	PERCENT VARIANCE	ACTUAL	AUG EST	ESTIMATE VARIANCE	PERCENT VARIANCE
RIGHT OF WAY	48.2	33.0	15.2	46.0%	6.4	4.0	2.4	62.0%
CONSULTANTS	5.4	8.4	-3.0	-35.3%	1.1	1.6	-0.5	-31.8%
STTF REIMBURSEMENT	0.1	0.0	0.1		0.0	0.0	0.0	0.0%
DEBT SERVICE	<u>4.7</u>	<u>4.7</u>	<u>0.0</u>	<u>0.0%</u>	<u>0.7</u>	<u>0.7</u>	<u>0.0</u>	<u>0.0%</u>
TOTAL	58.5	46.2	12.3	26.7%	8.2	6.3	1.9	31.5%

NOTE: TOTALS MAY NOT ADD DUE TO ROUNDING

## ROW BOND FUND CASH FORECAST FISCAL YEARS 1994/95 - 1999/00



ACTUALS  
  AUG 94 FCST  
  FEB 95 FCST  
  BOND PROCEEDS

**SOURCE: OOC**

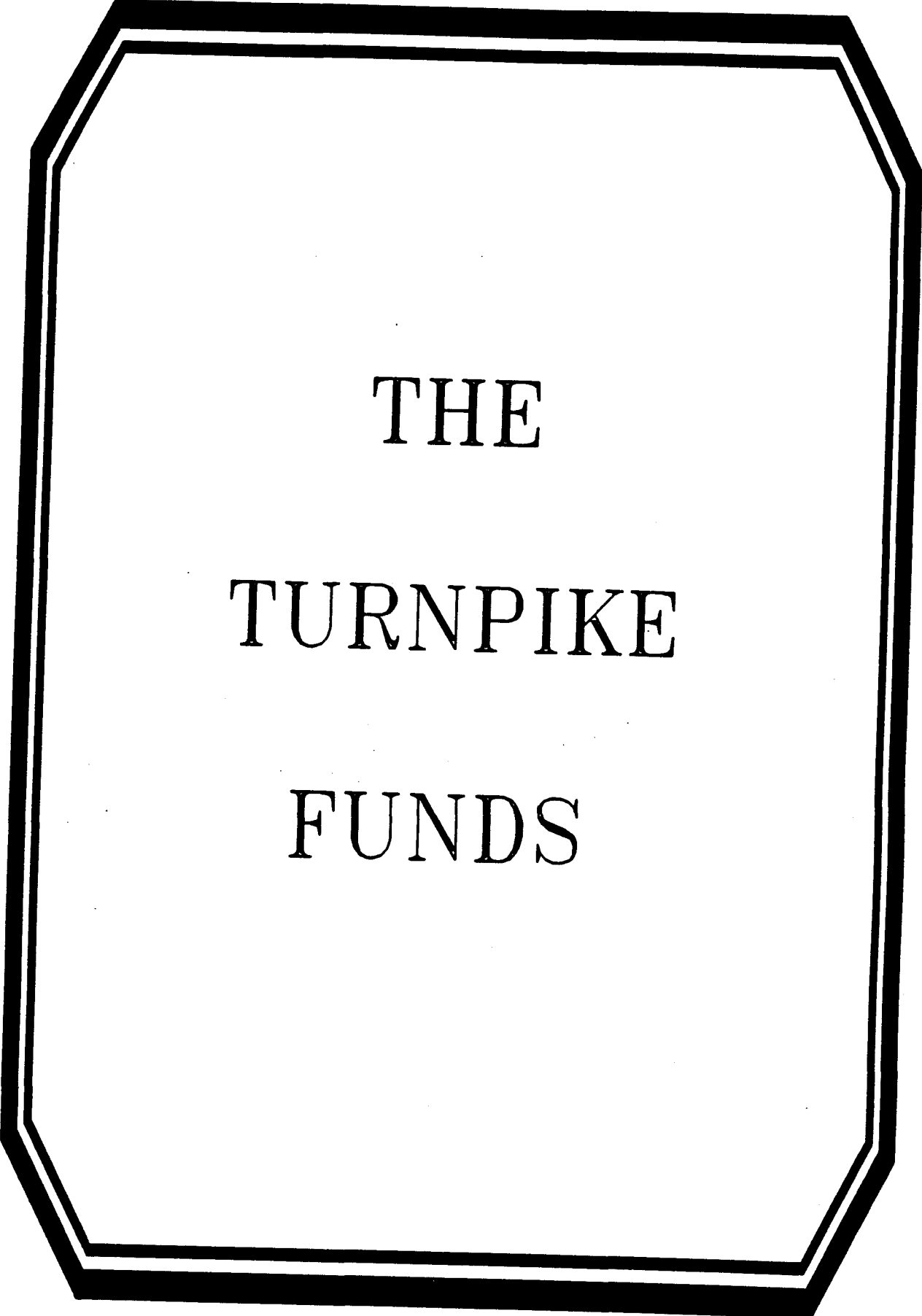
The accompanying assumptions to the cash forecast are an integral part of this report.

### HIGHLIGHTS

- Bond sale net proceeds:

- December, 1991 - \$49.3M
- July, 1993 - \$62.8M
- August, 1995 - \$144.7M
- July, 1996 - \$172.2M
- July, 1997 - \$108.9M

- Advances from the State Transportation Trust Fund are scheduled with the understanding that there is a clear intention to reimburse the STTF for authorized expenditures.



THE  
TURNPIKE  
FUNDS

**Turnpike Cash Forecast**  
**Synopsis of the Year-To-Date**  
as of 01/31/95

**OVERVIEW**

The attached Cash Forecast is a projection of the cash position of Turnpike Funds based on the February 10, 1995 Tentative Work Program (TPTNT596 Work Program Plan). The Cash Forecast includes the following:

- Anticipated roll forward in the Renewal and Replacement Fund, General Reserve Fund, and construction in the Controlled Access Fund of 15% in FY 94/95, and 10% over the remainder of the forecast period based on current year contingency analysis and program lapse trends.
- Deductions to the Southern Connector Extension Program of approximately \$10.0M in FY 96/97 and \$3.3M in FY 97/98 so that the non-cash transactions of the Southern Connector Agreement are accurately presented in the Cash Forecast.
- STTF advances for the HEFT toll deferral of \$12M in 93/94 and \$12M in FY 94/95 to the General Reserve Fund. Reimbursement is planned in FY 99/2000.
- Toll and Concession revenue estimates based on URS/Coverdale and Colpitts Report dated February 7, 1995.
- 1995A and 1998A Bond Funds to finance the Polk County Parkway and North Suncoast Corridor projects with net bond proceeds of \$357.1M in FY 95/96, and \$139.1M in FY 98/99, respectively.
- Polk County Parkway Right of Way projects totaling approximately \$82.9M programmed in the General Reserve Fund to be reimbursed by 1995A bond proceeds.
- A transfer of \$59.6M expected in the Turnpike General Reserve Trust Fund in FY 94/95 from the debt service reserve. The funds are being transferred as a result of purchasing an insurance policy in lieu of maintaining a debt service reserve.

The variances reported for Turnpike Funds are based upon the actual fiscal year to date Cash Receipts and Disbursements through 1/31/95 as compared to the August, 1994 Adopted Work Program Forecast. The variance reflects six months of activity.

**Turnpike Cash Forecast  
Synopsis of the Year-To-Date**

Cash Balance Variance as of 01/31/95					
	COMBINED REVENUE FUNDS*	PKCA	1991A & 1992A FUNDS	1995A & 1998A FUNDS	ALL TURNPIKE FUNDS
CASH BALANCE	115.2	140.8	63.7	0.0	319.7
PROJECTED CASH BALANCE	<u>115.8</u>	<u>114.1</u>	<u>68.3</u>	<u>101.2</u>	<u>399.4</u>
CASH BALANCE VARIANCE	-0.6	26.7	-4.6	-101.2	-79.7

\* Turnpike Revenue Fund, Renewal and Replacement Fund, General Reserve Fund

**VARIANCE HIGHLIGHTS**

The Controlled Access Fund cash balance is \$26.7M above projections because:

- Construction and Consultant Disbursements are lower than anticipated.

The 1991A/1992A Bond Fund cash balance is \$4.6M lower than projected because:

- Higher Construction Disbursements in 1992A Bond Fund is partially off-set by lower Consultants Disbursements in 1991A & 1992A Bond Funds.

The 1995A/1998A Bond Fund cash balance is \$101.2M lower than projected because:

- 1995A Bond Fund Bond sale of November 1994 is now scheduled for September 1995.

## Turnpike Cash Forecast Synopsis of the Year-To-Date

Cash Receipts Variance as of 01/31/95					
	COMBINED REVENUE FUNDS*	PKCA	1991A & 1992A FUNDS	1995A & 1998A FUNDS	ALL TURNPIKE FUNDS
CASH RECEIPTS	133.1	4.8	2.7	0.0	140.6
PROJECTED CASH RECEIPTS	<u>137.0</u>	<u>6.0</u>	<u>3.1</u>	<u>104.4</u>	<u>250.5</u>
CASH RECEIPTS VARIANCE	-3.9	-1.2	-0.4	-104.4	-109.9

\* Turnpike Revenue Fund, Renewal and Replacement Fund, General Reserve Fund

### VARIANCE HIGHLIGHTS

The Combined Revenue Funds Receipts are \$3.9M below projections because:

- Reimbursements to the General Reserve Fund from 1995A Bond Fund sale did not occur in November 1994 as anticipated.
- Interest Earnings are lower than anticipated.

The Controlled Access Fund Receipts are \$1.2M below projections because:

- Interest Earnings are lower than anticipated.
- Federal Reimbursement for Hurricane Andrew are lower than anticipated.

The 1991A/1992A Bond Fund Receipts are \$0.4M lower than projected because:

- Interest Earnings are lower than anticipated.

The 1995A/1998A Bond Fund Receipts are \$104.4M lower than projected because:

- 1995A Bond Fund Bond sale of November 1994 is now scheduled for September 1995.

## Turnpike Cash Forecast Synopsis of the Year-To-Date

Cash Disbursements Variance as of 01/31/95					
	COMBINED REVENUE FUNDS*	PKCA	1991A & 1992A FUNDS	1995A & 1998A FUNDS	ALL TURNPIKE FUNDS
CASH DISBURSEMENTS	159.3	54.0	55.9	0.0	269.2
PROJECTED CASH DISBURSEMENTS	<u>162.6</u>	<u>81.9</u>	<u>51.6</u>	<u>3.3</u>	<u>299.4</u>
CASH DISBURSEMENTS VARIANCE	-3.3	-27.9	4.3	-3.3	-30.2

\* Turnpike Revenue Fund, Renewal and Replacement Fund, General Reserve Fund

### VARIANCE HIGHLIGHTS

The Combined Revenue Funds disbursements are \$3.3M lower than projected because:

- Construction and Consultant Disbursements are lower than anticipated.

The Controlled Access disbursements are \$27.9M lower than projected because:

- Construction and Consultant Disbursements are lower than anticipated.

The 1991A/1992A Bond Fund disbursements are \$4.3M higher than projected because:

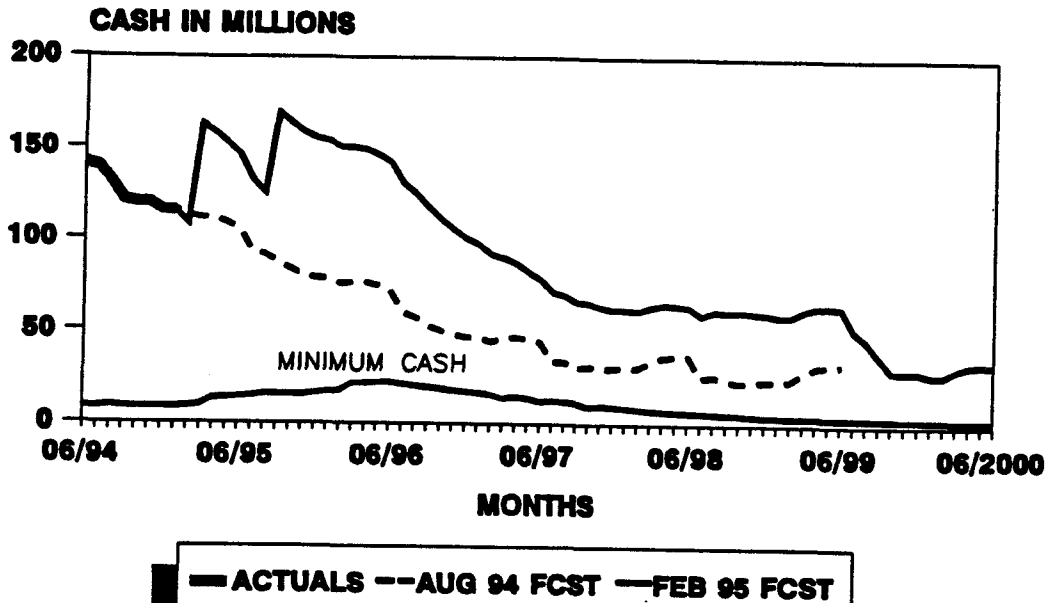
- Higher Construction Disbursements in 1992A Bond Fund is partially off-set by lower Consultants Disbursements in 1991A & 1992A Bond Funds.

The 1995A/1998A Bond Fund disbursements are \$3.3M lower than projected because:

- 1995A Bond Fund Bond sale of November 1994 is now scheduled for September 1995.



## TURNPIKE COMBINED FUNDS\* CASH FORECAST FISCAL YEARS 1994/95 - 1999/2000



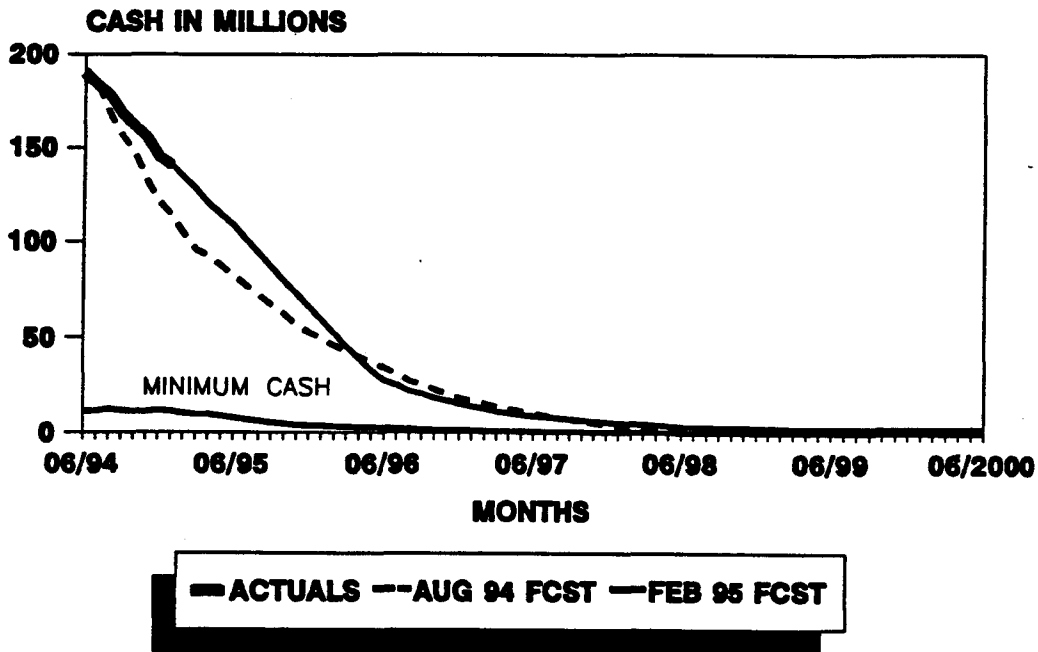
**SOURCE: THE OOC CASH FORECAST BASED ON THE 02/10/95 TENTATIVE PROGRAM PLAN  
\* TURNPIKE REVENUE FUND, RENEWAL & REPLACEMENT FUND, AND GENERAL RESERVE FUND**

The accompanying assumptions are an integral part of this report.

### HIGHLIGHTS

- A transfer of \$59.6M expected in the Turnpike General Reserve Trust Fund in FY 94/95 from the debt service reserve. The funds are being transferred as a result of purchasing an insurance policy in lieu of maintaining a debt service reserve.
- \$82.9M in reimbursements from the 1995A Bond Fund for Polk County Pkwy ROW programmed in the General Reserve Fund are expected.
- Deductions to the General Reserve Fund Southern Connector Extension Program of \$10.0M in FY 96/97 and \$3.3M in FY 97/98 are included to accurately present non-cash transactions of the Southern Connector Extension Agreement.
- FY 94/95 \$12M advance from STTF for HEFT toll deferrals
- FY 94/95 General Reserve Fund: \$ 9.0M Sawgrass disbursements
- FY 95/96 General Reserve Fund: \$ 6.7M Sawgrass disbursements
- FY 96/97 General Reserve Fund: \$ 5.5M Sawgrass disbursements
- FY 97/98 General Reserve Fund: \$ 4.9M Sawgrass disbursements
- FY 98/99 General Reserve Fund: \$ 4.2M Sawgrass disbursements
- FY 99/00 General Reserve Fund: \$ 3.1M Sawgrass disbursements
- FY 99/00 \$24M Reimbursement to STTF for HEFT toll deferrals

## TURNPIKE CONTROLLED ACCESS FUND CASH FORECAST FISCAL YEARS 1994/95 - 1999/00



**SOURCE: THE OOC CASH FORECAST BASED ON THE 02/10/95 TENTATIVE PROGRAM PLAN (TPTNT596)**

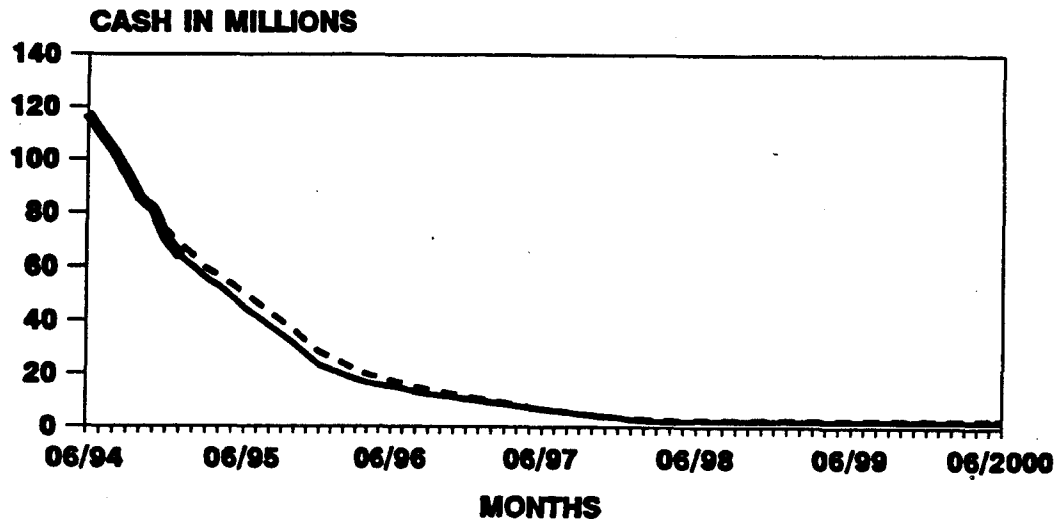
The accompanying assumptions are an integral part of this report.

### HIGHLIGHTS

**Major Projects programmed in FY 94/95:**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>- Lantana Toll Plaza Expansion</li> <li>- Polk County Parkway</li> <li>- Dart Blvd Interchange Construction</li> <li>- Okeechobee Toll Plaza Expansion</li> </ul> | <ul style="list-style-type: none"> <li>- Electronic Toll &amp; Traffic Monitoring</li> <li>- Southern Connector Ext Construction</li> <li>- Stage I ETTM Integration Equipment</li> </ul> |
|--|---|

## TURNPIKE 1991A/92A BOND FUNDS CASH FORECAST FISCAL YEARS 1994/95 - 1999/2000



— ACTUALS -- AUG 94 FCST — FEB 95 FCST

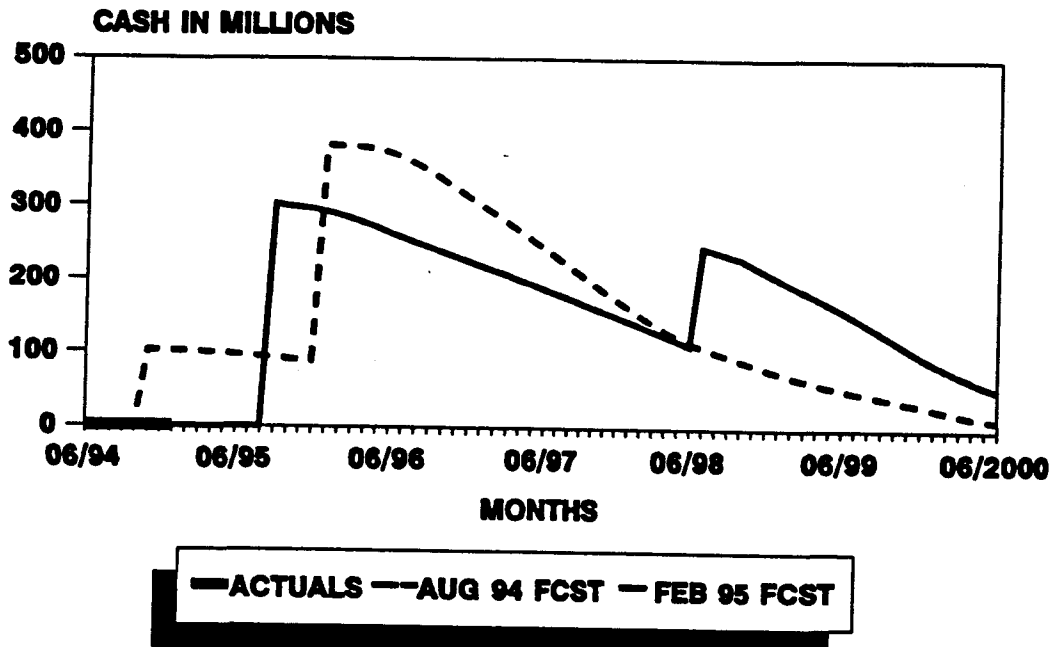
SOURCE: THE OOC CASH FORECAST BASED ON THE 02/10/95 TENTATIVE PROGRAM PLAN (TPTNT896)

The accompanying assumptions are an integral part of this report.

### HIGHLIGHTS

- The 1991A/1992A Bonds primarily fund the Right of Way and Construction of the Seminole Expressway and Northwest Hillsborough Expressway.
- The 1992A Bonds also fund a portion of the Southern Connector Extension Project.

## TURNPIKE 1995A/98A BOND FUNDS CASH FORECAST FISCAL YEARS 1994/95 - 1999/2000



**SOURCE: THE OOC CASH FORECAST BASED ON THE 02/10/95 TENTATIVE PROGRAM PLAN (TPTNT396)**

The accompanying assumptions are an integral part of this report.

### HIGHLIGHTS

- The 1995A Bond Fund Cash Forecast contains \$82.9M in reimbursements to the General Reserve Fund beginning in 9/95 for Polk County ROW disbursements.
- The 1995A/1998A Bonds primarily fund the Right of Way, Construction, and Consultants of the Polk County Parkway and the North Suncoast Corridor.
- 1995A BOND SALE - September 1995 net proceeds : \$357.1M
- 1998A BOND SALE - September 1998 net proceeds : \$139.1M

**APPENDIX E**

**PROGRAM OBJECTIVES**

# Resurfacing Backlog

Statutory Objective:

Meet the annual needs for resurfacing of the state highway system.

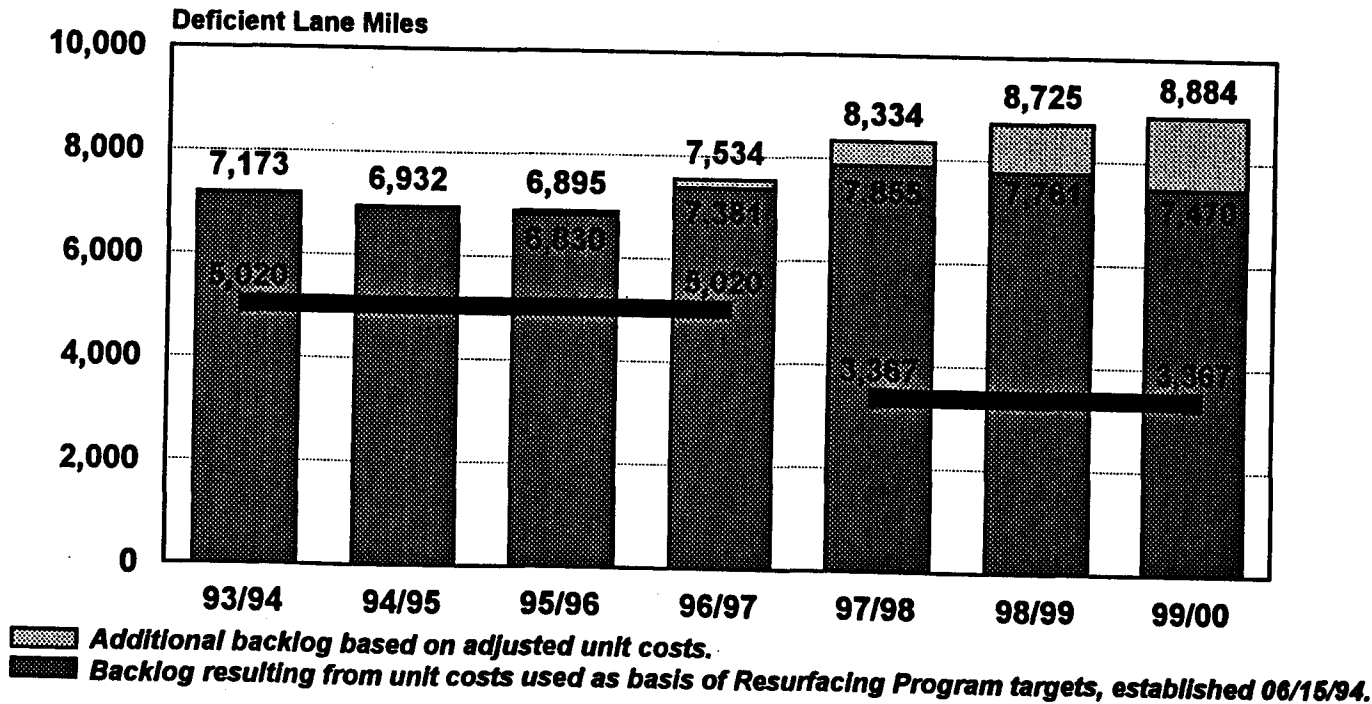
Agency Operating Policy:

Reduce the backlog of structurally deficient state highways to the 1983 level by the end of 1996/97.

By the end of 2002/03, reduce the backlog of structurally deficient lane miles on the Interstate and Turnpike systems to 5% of each system and to 10% of the arterial highway system lane miles through resurfacing 2,200 lane miles each year.

Note: Policy Under Review

E-1



# RESURFACING PROGRAM BACKLOG FORECAST

## RESULTS OF ADJUSTED UNIT COSTS

	Lane Miles					
	94/95	95/96	96/97	97/98	98/99	99/00
Beginning Backlog	7,173	6,932	6,895	7,534	8,334	8,725
+ Accruals	2,533	2,480	2,394	2,377	2,467	2,196
- Resurfacing	2,774	2,517	1,755	1,577	2,076	2,037
Ending Backlog	6,932	6,895	7,534	8,334	8,725	8,884

	\$ in Millions					
Funding	\$352.9	\$303.9	\$244.6	\$219.2	\$315.4	\$309.7

E-2

# Bridge Backlog

## Statutory Objective:

Meet the annual needs for repair and replacement of bridges on the state highway system.

Note: Of the 1,818 deficient bridges in FY 1993/94 backlog, only 48 are structurally deficient. Of these, 12 need repair and 36 need to be replaced.

## Agency Operating Policies:

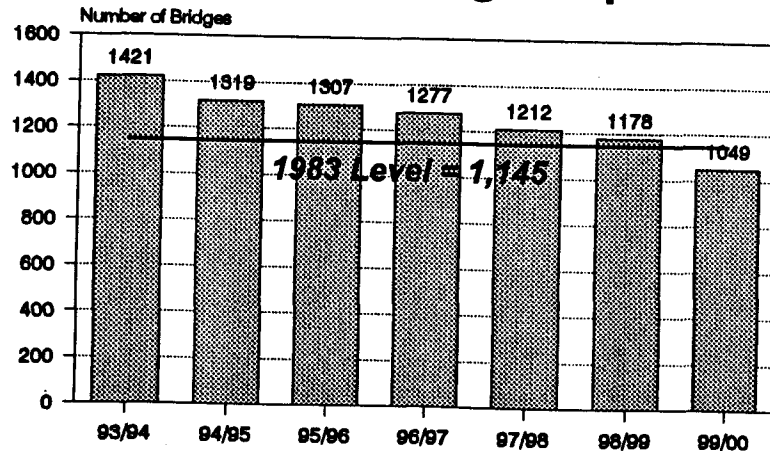
Reduce the backlog of bridges on the state highway system requiring replacement or repair to the 1983 level by the end of 1999/00, and replace seven major bridges over a 10-year period, 1984 to 1993.

Reduce the number of state maintained bridges needing replacement to 4% of inventory by the end of 2002/03 and those needing repair to 15% of inventory by the end of 2007/08.

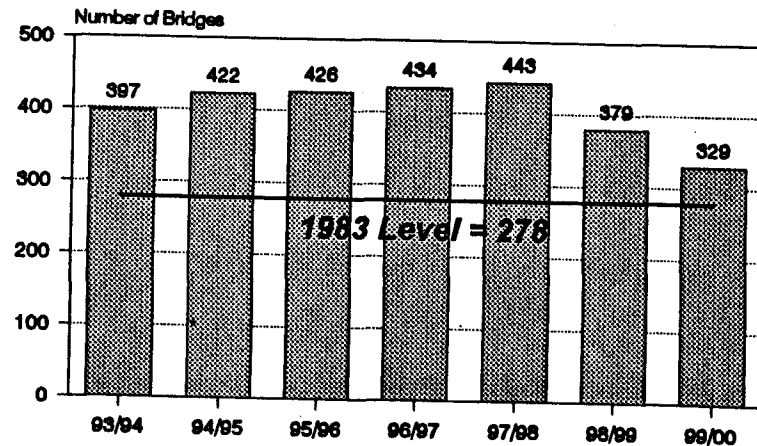
Program for construction all structurally deficient bridges in the backlog within 6 years of deficiency identification.

E-3

## Bridge Backlog - Repair



## Bridge Backlog - Replacement





# BRIDGE REPAIR PROGRAM BACKLOG FORECAST

E-4

	Number of Bridges					
	94/95	95/96	96/97	97/98	98/99	99/00
Beginning Backlog	1,421	1,319	1,307	1,277	1,212	1,178
+ Accruals	160	170	180	190	200	200
- Removals	262	182	210	255	234	329
Ending Backlog	1,319	1,307	1,277	1,212	1,178	1,049

Funding	\$ in Millions					
	94/95	95/96	96/97	97/98	98/99	99/00
	\$46.6	\$52.0	\$46.6	\$52.2	\$55.5	\$75.7

# BRIDGE REPLACEMENT PROGRAM BACKLOG FORECAST

E-5

	Number of Bridges					
	94/95	95/96	96/97	97/98	98/99	99/00
Beginning Backlog	397	422	426	434	443	379
+ Accruals	42	42	42	42	42	42
- Removals	17	38	34	33	106	92
Ending Backlog	422	426	434	443	379	329

Funding	\$ in Millions					
	94/95	95/96	96/97	97/98	98/99	99/00
	\$228.8	\$70.9	\$110.5	\$158.5	\$205.4	\$195.3

# Routine Maintenance

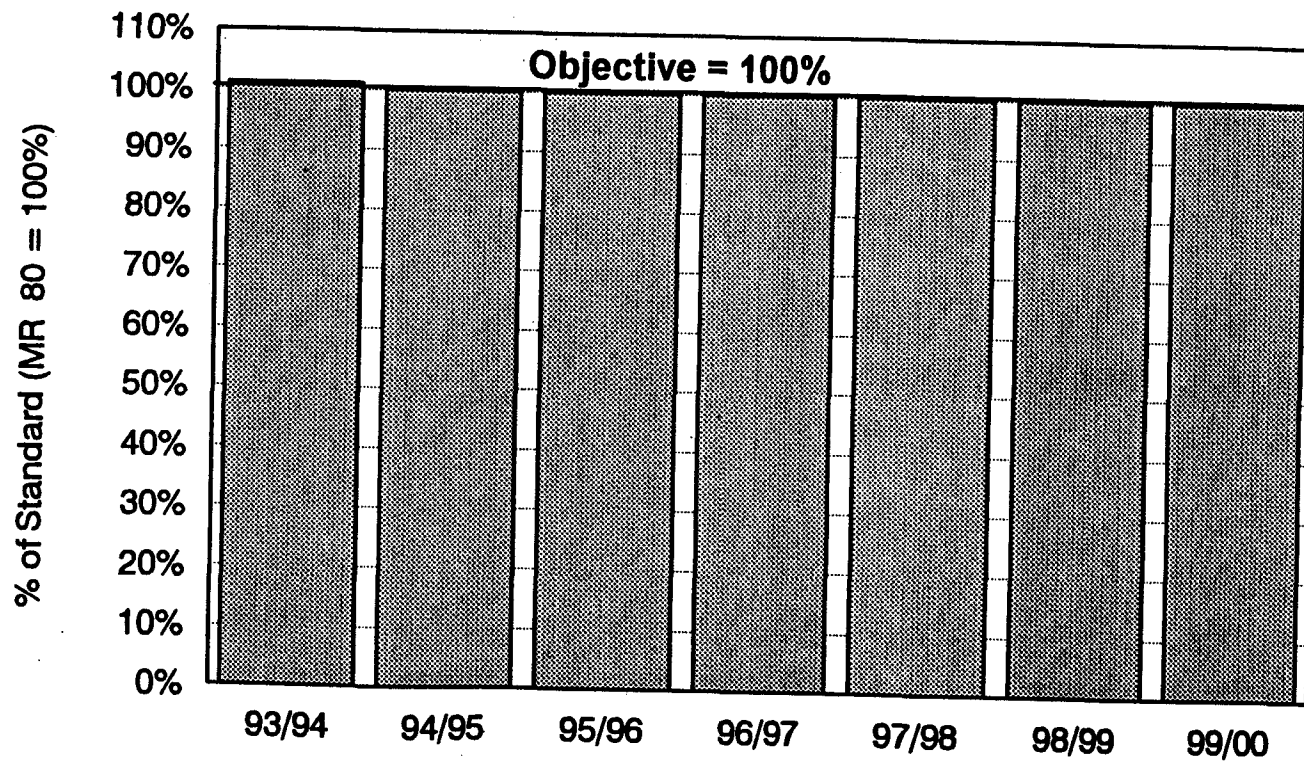
## Statutory Objective:

Provide routine and uniform maintenance of the state highway system.

## Agency Operating Policy:

Achieve a maintenance rating of 80 on the state highway system.

### Projected Maintenance Ratings Expressed as Percent



**APPENDIX F**

**OBJECTIONS & REQUESTS**

**BY MPOs**

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**FORT WALTON BEACH URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

PO. BOX 486 3435 NORTH 12TH AVENUE (904) 444-8910  
PENSACOLA, FLORIDA 32593-0486 FAX 444-8967

*Staff to the MPO:*  
West Florida  
Regional Planning Council

Kathleen A. O'Dell  
Chairman

Joe Mizell  
Vice Chairman

November 17, 1994

Mr. Bill Waddell, District Secretary  
FL Department of Transportation  
Post Office Box 607  
Chipley, FL 32428-0607

Dear Mr. Waddell:

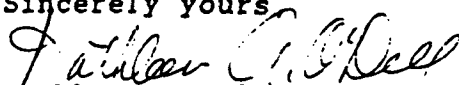
RE: Fort Walton Beach MPO Comments on the Tentative FY 1995 Five  
Year Work Program

Attached are the comments and recommendations that the Fort  
Walton Beach MPO adopted for the new Tentative Five Year Work  
Program. These comments and recommendations were adopted by the  
Fort Walton Beach MPO on November 17, 1994.

In addition, a separate letter is being sent in this package  
requesting the Department to remove the Mooney Road Enhancement  
Project (WPI No. 3127285) and box funds for other enhancement  
projects in the Fort Walton Beach Urbanized Area.

Please provide a response to these comments and  
recommendations. Thank you.

Sincerely yours

  
Kathleen A. O'Dell  
Chairman

xc: Mr. Jim DeVries, FDOT Pensacola

FORT WALTON BEACH MPO  
ENDORSEMENT OF THE DEPARTMENT OF TRANSPORTATION  
TENTATIVE FY 1995/1996 WORK PROGRAM

The following constitutes the Fort Walton Beach MPO's endorsement of the Department's Tentative FY 1995/1996 Work Program. Commissioner Sansom stated the following motion: "the Fort Walton Beach Metropolitan Planning Organization endorses the Department's Tentative FY 1995/1996 Work Program with the four (4) following comments." Motion passed on a vote of 10 yeas and 0 nays.

1. Recommend FDOT keep the interchange on the SR85 at SR123 as a separate project and schedule design funding for the interchange. The MPO feels this should be a stand alone project from the previous Bypass project. It remains the number seven major project priority of the MPO. Motion was stated by Councilman Covey and passed by 10 yeas and 0 nays.
2. Recommend that the Department keep the Transportation Enhancement Project, WPI No. 3127285, in the Work Program for now. The project has no local sponsor at this time. The MPO adopted the following motion: "the MPO requests Okaloosa County and Fort Walton Beach to reevaluate the scope and scale of this project and rescale the project so that it better meets the needs and approval of local governments and residents along Mooney Road." Motion was stated by Councilman Murtha and adopted by 10 yeas and 0 nays.
3. Recommend FDOT continue efforts on project 3117342, Santa Rosa Boulevard Interchange, to identify interim traffic operations improvements. This is MPO major project priority Number 6. The MPO adopted the following motion: "the interchange design is to remain on hold and the Department is requested to update the intersection study and review signal operations, turn lanes, permissible turns and other aspects that may improve traffic flow, then make a recommendation to the MPO concerning interim, low-cost traffic operations improvements." Motion was stated by Councilman Murtha and adopted by 10 yeas and 0 nays.
4. "Recommend that FDOT amend WPI No. 3117473, Beal Parkway at Racetrack Road, by extending the left turn lane on Racetrack Road as soon as possible, using maintenance or pushbutton funds if possible, then design and construct the major intersection improvement as scheduled in FY 98/99." This motion was stated by Commissioner Peebles and passed by 10 yeas and 0 nays.



Post Office Box 607  
Chipley, Florida 32428

December 28, 1994

Kathleen O'Dell, Chairman  
Fort Walton Beach Metropolitan Planning Organization  
c/o West Florida Regional Planning Council  
Post Office Box 486  
Pensacola, Florida 32593

RE: FDOT TENTATIVE 5 YEAR WORK PROGRAM 95/96 - 99/00

Dear Chairman O'Dell:

In reply to your recommendation to the Department's Tentative Work Program, I offer the following responses:

1. Recommend FDOT keep the interchange on the SR 85 at SR 123 as a separate project and schedule design funding for the interchange. The MPO feels this should be a stand alone project from the previous Bypass project. It remains the number seven major project priority of the MPO. Motion was stated by Councilman Covey and passed by 10 yeas and 0 nays.

FDOT is reluctant to segregate any element of the Niceville Bypass into a stand alone project. The Niceville Bypass hearings revealed several valid points that should be cleared prior to programming the design phase for the Interchange. First, the military representatives indicated they would not relinquish any property for the Bypass. In fact, this project would require property from Eglin. Secondly, the public opposition to the Bypass was not clearly defined and FDOT is not sure if the Interchange was one of the elements the public opposed.

FDOT recognizes the fact that the project is in the Long Range Plan for Fort Walton and FDOT does not have any prejudice to the project. However, before we include the project and expend consultant funds to develop the Interchange, we would like the MPO to conduct a workshop with the public and Military communities, to determine the level of support for the project.



2. Recommend that the Department keep the Transportation Enhancement Project, WPI No. 3127285, in the work Program for now. The project has no local sponsor at this time. The MPO adopted the following motion: "the MPO requests Okaloosa County and Fort Walton Beach to reevaluate the scope and scale of this project and rescale the project so that it better meets the needs and approval of local governments and residents along Mooney Road." Motion was stated by Councilman Murtha and adopted by 10 yeas and 0 nays.

-This project 3127285, Mooney Road Enhancement project, is scheduled for construction in FY 96/97. We will continue to process the plans based on your recommendations. However, any substantial change in the scope of work may require reapplying for the enhancement funds.

3. Recommend FDOT continue efforts on project 3117342, Santa Rosa Boulevard Interchange, to identify interim traffic operations improvements. This is MPO major project priority Number 6. The MPO adopted the following motion: "the interchange design is to remain on hold and the Department is requested to update the intersection study and review signal operations, turn lanes, permissible turns and other aspects that may improve traffic flow, then make a recommendation to the MPO concerning interim, low-cost traffic operations improvements." Motion was stated by Councilman Murtha and adopted by 10 yeas and 0 nays.

This request will be passed onto the District Traffic Operations Engineer, Joe Poole, and the current project 3117342 has been dropped from the 5 year program.

4. Recommend that FDOT amend WPI No. 3117473, Beal Parkway at Racetrack Road, by extending the left turn lane on Racetrack Road as soon as possible, using maintenance or push-button funds if possible, then design and construct the major intersection improvement as scheduled in FY 98/99." This motion was stated by Commissioner Peebles and passed by 10 yeas and 0 nays.

This request will also be passed onto the District Traffic Operations Engineer, Joe Poole, and the current project 3117473 will be amended to include this change.

Kathleen O'Dell, Chairman  
Fort Walton Beach Metropolitan Planning Organization  
December 28, 1994  
Page 3

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Thank you for the endorsement of the Tentative Work Program. If I can be of any further assistance in these matters, please contact me at your earliest convenience.

Sincerely,



Gene Martin, P.E.  
District Director of Production

cgm  
enclosures

cc: Bill Waddell, FDOT District Secretary  
Jimmy Rodgers, FDOT Director of Operations  
Regina Battles, FDOT Environmental Management Engineer  
Mike Zeigler, NWFRPC  
Jim DeVries, FDOT Pensacola  
file

**PANAMA CITY URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

PO. BOX 486 3435 NORTH 12TH AVENUE (904) 444-8910  
PENSACOLA, FLORIDA 32593-0486 FAX 444-8967

*Staff to the MPO:*  
West Florida  
Regional Planning Council

Carol Atkinson  
Chairman

Hubert L. Rodgers  
Vice Chairman

November 30, 1994

Mr. Bill Waddell, District Secretary  
Florida Department of Transportation  
Post Office Box 607  
Chipley, Florida 32428-0607

Dear Mr. Waddell:

RE: Panama City MPO Comments on the Tentative FY 1995 Five Year  
Work Program

Attached are the comments and recommendations that the Panama  
City MPO adopted for the new Tentative Five Year Work Program.  
These comments and recommendations were adopted by the Panama City  
MPO on November 16, 1994.

Please provide a response to these comments and  
recommendations. Thank you.

Sincerely yours,



Carol Atkinson  
Chairman

xc: Mr. Jim DeVries, FDOT Pensacola

**PANAMA CITY MPO  
ENDORSEMENT OF THE DEPARTMENT OF TRANSPORTATION  
TENTATIVE FY 1995/1996 WORK PROGRAM**

The following constitutes the Panama City MPO's endorsement of the Department's Tentative FY 1995/1996 Work Program. Mayor Rodgers stated the following motion, which passed by a unanimous vote: "the Panama City Metropolitan Planning Organization endorses the Department's Tentative FY 1995/1996 Work Program, with the three (3) following recommendations."

1. Recommend FDOT keep the resurfacing of US231, WPI # 3110327, in FY97/98 as scheduled in the current Five Year Work Program.
2. Recommend FDOT keep the resurfacing of US98A (Front Beach Road), WPI # 3110329, in FY96/97 as scheduled in the current Five Year Work Program.
3. Recommend FDOT restore funds in the Public Transit Block Grant Program at the level identified in the current Five Year Work Program for the Panama City MPO, with revenue to be used for development of the fixed route transit system for Bay County.



December 28, 1994

Carol Atkinson, Chairman  
Panama City Metropolitan Planning Organization  
c/o West Florida Regional Planning Council  
Post Office Box 486  
Pensacola, Florida 32593

RE: PANAMA CITY MPO COMMENTS ON THE TENTATIVE 95/95-99/00 WORK PROGRAM

Dear Chairman Atkinson:

In reply to your recommendation to the Department's Tentative Work Program, I offer the following responses:

- 1) Recommend FDOT keep the resurfacing of US 231, WPI # 3110327 in FY 97/98 as scheduled in the current Five Year Work Program.

This project was moved back into FY 97/98 as requested.

- 2) Recommend FDOT keep the resurfacing of US 98A (Front Beach Road), WPI #3110329, in FY 96/97 as scheduled in the current Five Year Work Program.

The existing pavement condition study was also re-examined by the Department, it was determined that the project would remain in FY 97/98 as presented in the Tentative Work Program MPO meeting, and the subsequent Public Hearing. We will continue to design the project on an aggressive schedule, and when the plans become production ready, we will examine the possibility of advancing the construction should the need be there.

- 3) Recommend FDOT restore funds in the Public Transit Block Grant Program at the level identified in the current Five Year Work Program for the Panama City MPO, with revenue to be used for development of the fixed route transit system for Bay County.

This was done after the Public Hearing, with the funds restored in FY 95/96, under 3810582.

Carol Atkinson, Chairman  
Panama City Metropolitan Planning Organization  
December 28, 1994  
Page 2

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Thank you for the endorsement of the Tentative Work Program. If I can be of any further assistance in these matters, please contact me at your earliest convenience.

Sincerely,



Gene Martin, P.E.  
District Director of Production

cgm

cc: Bill Waddell, FDOT District Secretary  
Jimmy Rodgers, FDOT Director of Operations  
Mike Zeigler, NWRPC  
Jim DeVries, FDOT Pensacola  
file

**PENSACOLA URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

PO. BOX 486 3435 NORTH 12TH AVENUE (904) 444-8910  
PENSACOLA, FLORIDA 32593-0486 FAX 444-8967

**Staff to the MPO:**  
West Florida  
Regional Planning Council

W. Rhetta Anderson  
Chairman

Johnny Reading  
Vice Chairman

November 18, 1994

Mr. Bill Waddell, District Secretary  
FL Department of Transportation  
Post Office Box 607  
Chipley, FL 32428-0607

Dear Mr. Waddell:

RE: Pensacola MPO Comments on the Tentative FY 1995 Five Year Work Program

Attached are the comments and recommendations that the Pensacola MPO adopted for the new Tentative Five Year Work Program. These comments and recommendations were adopted by the Pensacola MPO on November 18, 1994.

As requested by the Department, the MPO is providing specific comments on two (2) projects: Davis Highway Sidewalk (WPI No. 3111882) and Ninth Avenue Stormwater Improvements (WPI No. 3111997). The MPO recommends that the sidewalk, which is located in front of Spencer Bibbs Elementary School, be constructed as programmed. Also, the MPO recommends a modified plan for treatment of stormwater associated with Ninth Avenue.

Please provide a response to these comments and recommendations. Thank you.

Sincerely yours,



W. Rhetta Anderson  
Chairman

Attachment  
xc: Mr. Jim DeVries, FDOT Pensacola

**PENSACOLA MPO  
ENDORSEMENT OF THE DEPARTMENT OF TRANSPORTATION  
TENTATIVE FY 1995/1996 WORK PROGRAM**

The following constitutes the Pensacola MPO's endorsement of the Department's Tentative FY 1995/1996 Work Program. Commissioner Reading stated the following motion: "the Pensacola Metropolitan Planning Organization endorses the Department's Tentative FY 1995/1996 Work Program with the five (5) following comments." Motion passed on a vote of 8 yeas and 0 nays.

1. Recommend that WPI No. 3118049, resurfacing of SR 87 from US 98 to I-10, be restored to FY 95/96, as scheduled in the current Transportation Improvement Program. If another project must be delayed in order to restore WPI No. 3118049 to 95/96, then keep the project in FY 96/97 as proposed.
2. Recommend that the Department construct the sidewalk on Davis Highway (WPI No. 3111882), in front of Spencer Bibbs Elementary School, as scheduled in FY 97/98.
3. Recommend that the project limits for the final design phase on WPI No. 3111981, Nine Mile Road from US 29 to University Parkway, be extended westward to I-10.
4. Recommend that the Department construct the drainage improvements along Ninth Avenue, WPI No. 3111997, using a reduced-cost modification of the consultant's study recommendation developed by the MPO and City of Pensacola. Referring to the consultant report, the modified recommendation is:
  - a. For Airport Boulevard Basin, divert "first-flush" stormwater flow to City's 12th Avenue Pond.
  - b. For Bayou Boulevard Basin, purchase detention Site 1 on Ninth Avenue at Carpenter's Creek Road, construct pond and divert stormwater from Ninth Avenue pipe through pond.
  - c. No practical treatment alternatives for Springhill and Drew Circle Basins.
  - d. For Clematis Street Basin, purchase detention Sites 1 and 2 (if Site 2 is an occupied home, delete it from this recommendation), construct detention ponds and divert stormwater from Ninth Avenue pipe through detention ponds. There is no practical treatment alternative for Subbasins 3 and 4 in the Clematis Street Basin.
  - e. There is no practical treatment alternative for the Texar Drive Drainage Basin.



5. Modify funding levels for two (2) Pensacola Regional Airport projects, WPI Nos. 3821448 (\$700,000 total cost) and 3821463 (\$3.1 million) to the total costs shown in the Draft TIP, as shown in parentheses.



December 28, 1994

Rhette Anderson, Chairman  
Pensacola Beach Metropolitan Planning Organization  
c/o West Florida Regional Planning Council  
Post Office Box 486  
Pensacola, Florida 32593

RE: FDOT TENTATIVE 5 YEAR WORK PROGRAM 95/96 - 99/00

Dear Chairman Anderson:

In reply to your recommendation to the Department's Tentative Work Program, I offer the following responses:

1. Recommend that WPI No. 3118049, resurfacing of SR 87 from US 98 to I-10, be restored to FY 95/96, as scheduled in the current Transportation Improvement Program. If another project must be delayed in order to restore WPI o. 3118049 to 5/96, then keep the project in FY 96/97 as proposed.

Project 3118049 is scheduled for construction in 96/97. The Department has looked at moving 3118049 back into FY 96, but in order for the project to be advanced into 95/96, \$6 million dollars of resurfacing projects would have to be moved out into FY 96/97. We are continuing to develop the plans and purchase the Right-of-Way on an aggressive schedule. As soon as the project becomes production ready, we will examine the possibility of advancing it.

2. Recommend that the Department construct the sidewalk on Davis Highway (WPI No. 3111882), in front of Spencer Bibbs Elementary School, as scheduled in FY 97/98.

The project will be constructed in FY 96/97 as scheduled, with an October 96 letting, and construction beginning approximately three months later.

3. Recommend that the project limits for the final design phase on WPI No. 3111981, Nine Mile Road from US 29 to University Parkway, be extended westward to I-10.

The limits for this project have been changed as requested.

4. Recommend that the Department construct the drainage improvements along Ninth Avenue, WPI No. 3111997, using a reduced cost. modification of the consultant's study recommendation developed by the MPO and City of Pensacola. Referring to the consultant report, the modified recommendation is:
  - a. For Airport Boulevard Basin, divert "first-flush" stormwater flow to City's 12th Avenue Pond.
  - b. For Bayou Boulevard Basin, purchase detention site 1 on Ninth Avenue at Carpenter's Creek Road, construct pond and divert stormwater from Ninth Avenue pipe through pond.
  - c. No practical treatment alternatives for Springhill and Drew Circle Basins.
  - d. For Clematis Street Basin, purchase detention Sites 1 and 2 (if Site 2 is an occupied home, delete it from this, recommendation), construct detention ponds and divert stormwater from Ninth Avenue pipe through detention ponds. There is no practical treatment alternative for Subbasin 3 and 4 in the Clematis Street Basin.
  - e. There is no practical treatment alternative for the Texar Drive Drainage Basin.

RESPONSE: The project remains in the Work Program with an August 96 letting date. We have instructed the Consultant to process the plans with the requests of the MPO. No Right-of-Way purchases involving homes will be considered.

5. Modify funding levels for two (2) Pensacola Regional Airport projects, WPI Nos. 3821448 (\$700,000 total cost) and 3811463 (\$3.1 million) to the total costs shown in the Draft TIP, as shown in parentheses.

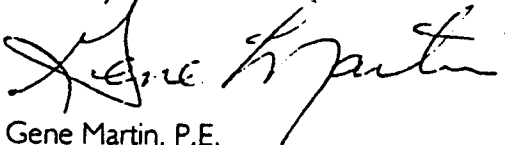
Both of these have been corrected, and 3821448 is programmed in FY 95/96, while 3821463 is programmed in FY 98/99.

Rhette Anderson, Chairman  
Pensacola Beach Metropolitan Planning Organization  
December 28, 1994  
Page 3

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Thank you for the endorsement of the Tentative Work Program. If I can be of any further assistance in these matters, please contact me at your earliest convenience.

Sincerely,



Gene Martin, P.E.  
District Director of Production

cgm  
enclosures

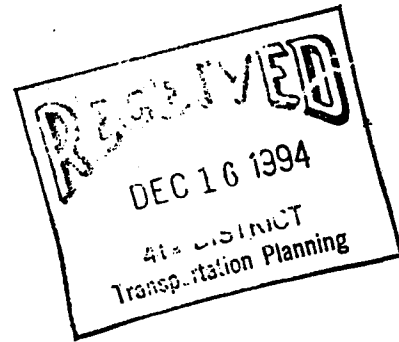
cc: Bill Waddell, FDOT District Secretary  
Jimmy Rodgers, FDOT Director of Operations  
Gerald Vickery, FDOT District Design Engineer  
Mike Zeigler, NWFPC  
Jim DeVries, FDOT Pensacola  
file

**BOARD OF COUNTY COMMISSIONERS**

1840 25th Street, Vero Beach, Florida 32960

Telephone: (407) 567-8000

December 12, 1994



Mr. Gustavo Schmidt, P.E.  
District Planning Engineer  
FDOT District 4  
3400 West Commercial Blvd., 3rd Floor  
Ft. Lauderdale, FL 33309-3421

Dear Gus:-

At its November 9, 1994 meeting, the Indian River County Metropolitan Planning Organization reviewed and endorsed the Indian River County portion of the Draft Tentative FDOT Five-Year Work Program (FY 95/96 - 99/00). The MPO's conditional approval is subject to FDOT District 4 staff adequately addressing the following concerns:

- the use of Indian River County boxed funds for FY 93/94 and previous years;
- allocation of construction funds for the 16th/17th Street lane addition project (WPI 4125354); and
- application of access management standards to State Road 60 from 43rd Avenue to 20th Avenue, when it is resurfaced.

Please contact me if any questions arise.

Sincerely,

Robert M. Keating, AICP  
Community Development Director

\\u\k\mpo\wkprggus.ltr

DIVISION OF  
**PLANNING AND PROGRAMS**

December 29, 1994

Mr. Robert M. Keating, AICP  
Community Development Director  
Indian River County  
1840 25 Street  
Vero Beach, Florida 32960

**RECEIVED**

JAN 4 1995

District 4  
Program Development Office

Dear Mr. Keating:

Re: Draft Tentative 1995/96-1999/2000 Work Program  
MPO Comments

Thank you for your letter of December 12 transmitting the MPO's approval and comments on our Draft Tentative Work Program. Listed below is our response to each of them.

- **Boxed Funds**  
As we committed at the November 9 Indian River MPO meeting, we will provide information to you on the use of boxed funds in our work program.
- **WPI 4125354, 16th/17th Street Widening**  
As stated at the November 9 MPO meeting, we are willing to work with you on restructuring our program to identify construction funds for this project. It will require the removal of funds from projects which are higher on the MPO's Priority List.
- **WPI 4115452, SR 60 from 43rd Avenue to 20th Avenue**  
A meeting was held on December 9 with City of Vero Beach and Indian River County staff to review the access management standards for this project. It is my understanding that this issue is close to an agreeable resolution.

Letter to Mr. Robert M. Keating, AICP  
December 29, 1994  
Page Two

Thank you for your assistance in this year's work program development.  
Please contact me if you have any questions.

Sincerely,



Joseph M. Yesbeck, P.E.  
District Director  
Planning and Programs

cc: Gus Schmidt  
Mike DeRosa



**METROPOLITAN PLANNING ORGANIZATION  
OF  
PALM BEACH COUNTY**

180 Australian Avenue, Suite 201, West Palm Beach, Florida 33406 Tel. (407) 684-4170

November 30, 1994

Mr. Rick Chesser, P.E.  
District IV Secretary  
Florida Department of Transportation  
3400 West Commercial Boulevard  
Fort Lauderdale, Florida 33309-3421

**RE: Draft Tentative Work Program Comments**

Dear Rick:

At their meeting on November 17, the Metropolitan Planning Organization reviewed the Department's FY 96-2000 Draft Tentative Work Program. The Board made the following comments.

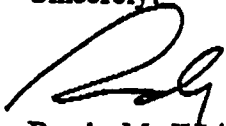
- Old Dixie Highway/Lake Worth: U.S. 1/Lantana - WPB Canal** CST 97-98  
Review planned improvements in light of recent resurfacing activities
- Atlantic Avenue: Turnpike - Jog Road** ROW 96  
County constructing I-95 to Jog Road. Schedule CST as soon as possible for continuity.
- PBC Signal System Group 3B** CST 2000  
Move CST to earlier year to maintain schedule (Group 4 CST 96)
- Military Trail: Okeechobee Blvd. - Beeline Highway** ROW 97-98  
Extend project to Blue Heron Blvd. and schedule construction
- Parker Bridge/North Palm Beach: U.S. 1/ICWW** ROW 97 & CST 2000  
Delay work on Parker Bridge. Use funds to study needs on PGA Boulevard
- Dixie Highway/WPB: Belvedere Road - Palm Beach Lakes Blvd.** CST 98  
Divide project at Okeechobee Boulevard. Convert Dixie Highway to 2-lane, 2-way and schedule construction for FY 97



Rick Chesser Letter  
RE: Draft Work Program Comments  
November 30, 1994  
Page 2

These comments were approved by the MPO and presented at the November 17 public hearing.  
If you have any questions, please contact me.

Sincerely,



Randy M. Whitfield, P.E.  
Director

RMW:pvn

cc: Joseph M. Yesbeck, P.E., District Director of Planning & Programs, FDOT  
Gus Schmidt, P.E., District Planning Manager, FDOT



**DIVISION OF  
PLANNING AND PROGRAMS**

December 12, 1994

Mr. Randy M. Whitfield, P.E.  
Executive Director  
Palm Beach Metropolitan Planning Organization  
P.O. Box 21229  
West Palm Beach, Florida 33416-1229

**RECEIVED**

DEC 11 1994

District 4  
Program Development Office

Dear Mr. Whitfield:

Re: Draft Tentative 1995/96 - 1999/2000 Work Program  
MPO Comments

Thank you for your letter of November 30, 1994 that transmitted the comments from the MPO at their November 17 meeting. Listed below are our actions on each item.

- **WPIs 4118048, 4118132, 4118469**  
**Dixie Hwy. from U.S. 1/Lantana to WPB Canal**  
We will contact City of Lake Worth staff to review the design features of these projects.
- **WPI 4118611**  
**SR 806 (Atlantic Avenue) from Turnpike to Jog Road**  
The request was to schedule construction as soon as possible without delay to other projects. Our proposed program uses all available funds. We will coordinate the addition of the construction phase with you during next year's gaming cycle.
- **WPIs 4118780, 4118781, 4128199**  
**Palm Beach Signal System Group 3B**  
**and**  
**WPIs 4118641, 4118775**  
**Palm Beach Signal System Group 4**

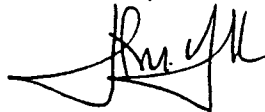
As requested, we have exchanged the funding years for construction of the Group 3B package with the Group 4 package. Group 3B is now funded for construction in FY 1995/96 and Group 4 is funded for construction in FY 1999/2000.

Letter to Mr. Randy M. Whitfield, P.E.  
December 12, 1994  
Page Two

- **WPI 4118631**  
**SR 809 (Military Trail) from Okeechobee Blvd. to Beeline Hwy.**  
As requested, we modified the project description. It now reflects a northern limit of Blue Heron Blvd.
- **WPI 4118447**  
**U.S. 1 at the Parker Bridge**  
As requested, we have moved the R/W phase on this project to FY 1999/2000 and construction is unfunded. Our staff will also review whether to study the expansion of the PGA Boulevard bridge over the Intracoastal Waterway. We will coordinate this issue with you.
- **WPI 4118766**  
**Dixie Hwy. from Belvedere Road to Palm Beach Lakes Blvd.**  
As requested, we have revised this project's limits, scope of work and funding year. We adjusted the limits to begin at Belvedere Road and end at Okeechobee Boulevard. It will continue to be a resurfacing project, but will contain the elements necessary to convert from one-way to two-way operation. We have also modified the project schedule so that design is funded in FY 1995/96 and construction in FY 1996/97. We assume that no R/W acquisition will be necessary to implement this project. Please note that we continue to insist on a traffic study for this area to ensure that there will not be a negative impact on traffic flow and circulation. In addition, we will rely on the City of West Palm Beach to coordinate any necessary on-street parking removal with the community.

Thank you for your assistance in development of this year's draft Tentative Work Program. Please contact me if you have any questions.

Sincerely,



Joseph M. Yesbeck, P.E.  
District Director  
Planning and Programs

cc: Rick Chesser  
Jim Wolfe  
Gus Schmidt  
Mike DeRosa



METROPOLITAN PLANNING ORGANIZATION  
OF  
PALM BEACH COUNTY

160 Australian Avenue, Suite 201 West Palm Beach, Florida 33406 Tel. (407) 684-4170

December 19, 1994

Mr. Joseph M. Yesbeck  
District Director of Planning & Programs  
Florida Department of Transportation  
3400 West Commercial Boulevard  
Fort Lauderdale, Florida 33309-3421

**RECEIVED**  
DEC 22 1994  
4th DISTRICT  
Director of Planning & Programs

RE: Notice of Programming Changes

Dear Joe:

The MPO staff has reviewed the proposed program changes in the District's Tentative Work Program. Our comments on these changes are listed below.

A number of projects are to be deferred to the next fiscal year due to "production constraints". Generally, these deferrals involve only a few months. Please indicate any exceptions to this assumption of a short-term deferral.

Projects 4118641 and 4118775, Signal System Group 4 is shown for implementation in FY 2000. Our recent comments to you requested these projects be scheduled sooner to continue the program of computerized signalization throughout the county.

We appreciate the opportunity to review these proposed changes. If you have questions, please contact me.

Sincerely,

Randy M. Whitfield, P.E.  
Director

RMW:pvn

DIVISION OF  
PLANNING AND PROGRAMS

January 17, 1995

Mr. Randy M. Whitfield, P.E.  
Director  
Metropolitan Planning Organization  
of Palm Beach County  
P.O. Box 21229  
West Palm Beach, Florida 33416-1229

**RECEIVED**

JAN 18 1995

Dear Mr. Whitfield:

District 4  
Program Development Office

SUBJECT: FDOT Tentative Work Program Changes

This is in response to your letter of December 19, 1994 inquiring about changes in the District's Tentative Work Program, FY 1995/6 through 1999/2000.

Your assumption is correct that the changes due to "production constraints" involve only a few months delay from the Tentative Work Program reviewed earlier.

You will recall that the earlier Tentative Work Program showed Signal System Group 4 scheduled for implementation before Group 3. Based on the concern expressed by County Engineering, the MPO requested that we schedule WPI No.s 4118641 and 4118775 (Signal System Group 4) following Group 3. In response to that request, we switched the projects and Group 4 was moved to FY 2000 in the revised Tentative Work Program.

I hope this answers your questions.

Sincerely,

Joseph M. Yesbeck, P.E.  
District Director  
Planning and Programs

cc: Mike DeRosa  
Gustavo Schmidt

JMY:jad

File: 4310.34

# ST. LUCIE METROPOLITAN PLANNING ORGANIZATION

2300 Virginia Avenue, Room 203  
Ft. Pierce, FL 34982-5652

Telephone: 407/462-1576  
Facsimile: 407/462-1735

December 8, 1994

Mr. Joseph M. Yesbeck, P.E.  
District 4 Director, Planning and Programs  
Florida Department of Transportation  
3400 West Commercial Boulevard  
Fort Lauderdale, Florida 33309-3421

**RECEIVED**

DEC 12 1994

District 4  
Program Development Office

RE: Draft FDOT Tentative Work Program for FY 1995/96 through FY 99/00

Dear Mr. Yesbeck:

As per your request, we are submitting a summary of MPO action concerning the FDOT's draft five-year Tentative Work Program for St. Lucie County, which includes the time period beginning July 1, 1995 through June 30, 2000.

At the November 15, 1994 meeting, MPO members officially endorsed the draft work program with the following concerns: 1) Deletion of the Okeechobee Road (from Virginia/Hartman Road to 17th Street) resurfacing project (WPI No. 4129264); 2) Delay of the U.S. 1 (from Port St. Lucie Blvd. to Rio Mar Drive) widening project (WPI No. 4119371); and 3) Delay of the Tiffany Drive (from Morningside Drive to Village Green Drive) bikepath project (WPI No. 4129278). Also, MPO members requested advancement of the construction timeframes for the I-95 lighting projects at Gatlin Blvd. and St. Lucie West Blvd. (WPI Nos. 4148385 & 4148386) and requested FDOT explore options concerning planning and design of the West Midway Road (from U.S. 1 to S. 25th Street) widening project (WPI No. 4129294).

Should you have any questions, or need additional information, please contact me at 407/462-1576.

Sincerely,



Cheri Boudreaux Fitzgerald, AICP  
MPO Supervisor

cc: Michael S. DeRosa, FDOT District 4  
Dennis Murphy, St. Lucie County Development Manager

B:\FDOTTEN.REV

*Transportation Planning for Ft. Pierce, Port St. Lucie, St. Lucie Village and St. Lucie County*



**DIVISION OF  
PLANNING AND PROGRAMS**

February 16, 1995

Ms. Cheri Boudreaux Fitzgerald, AICP  
MPO Supervisor  
St. Lucie Metropolitan Planning Organization  
2300 Virginia Avenue, Room 203  
Ft. Pierce, Florida 34982

Dear Ms. Fitzgerald:

Re: 1995/96 - 1999/2000 Tentative Work Program

We want to update you on the status of the projects discussed at the November 15, 1994 MPO meeting and in your December 8, 1994 letter. Each project and its status is listed below.

- WPI# 4129264, Okeechobee Boulevard from Virginia Avenue to 17th Street  
We are currently processing a work program and budget amendment to place this project back in our work program. This is based on discussions and a tentative agreement with City of Fort Pierce and St. Lucie County officials at a January 20 meeting sponsored by Representative Ken Pruitt. We will keep you updated as this issue is finalized.
- WPI# 4119371, U.S. 1 from Port St. Lucie Boulevard to Rio Mar Drive  
As noted in our November 14, 1994 letter to you and at the November 15 MPO meeting, the construction phase was moved to 1997/98 as it was necessary to add an additional right-of-way phase for asbestos removal and cleanup of fuel contamination from service stations. In addition, the Federal Highway Administration now requires all cleanup to be completed prior to the advertisement for bids. In the past, the work only needed to be completed prior to awarding the construction contract.
- WPI# 4129278, Tiffany Drive from Morningside Drive to Village Green Drive  
The scheduled letting date for this projects is still February, 1997. As noted in our November 14 letter, this is based on a purposely conservative production schedule because of the uncertainty at this time of environmental or right-of-way issues with this project. We will know more information about this project, including the possibility of advancing its schedule, after a few months when the environmental analysis is complete.

Letter to Ms. Cheri Bordreaux Fitzgerald, AICP  
February 16, 1995  
Page Two

- WPI# 4148385 & 4148386, I-95 at Gatlin Boulevard and at St. Lucie West  
We are unable to advance these projects through the use of other funds. As we noted at the November 15 meeting, the MPO could advance these projects through its project priority process.
- WPI# 4129294, West Midway Road from U.S. 1 to South 25 Street  
We recently discussed with Tom Pastore, St. Lucie County Engineering Department, the modifying of this item from a project development phase to right-of-way or construction to support the County's on-going project. Another meeting is needed to determine which specific phase needs funding and if any modifications to our work program are necessary.

Thank you for your assistance with the development of our Tentative Work Program. If you have any questions, please do not hesitate to call.

Sincerely,



Joseph M. Yesbeck, P.E.  
District Director  
Planning and Programs

cc: Rick Chesser  
Gustavo Schmidt  
Mike DeRosa



# MPO

OCALA  
MARION COUNTY

p.o. box 1270  
ocala, fl. 32678-1270  
(904) 629-8529  
suncom 654-8529  
fax (904) 629-8391

## METROPOLITAN PLANNING ORGANIZATION

December 29, 1994

Ms. Nancy M. Houston  
District Secretary  
Florida Department of Transportation  
719 South Woodland Boulevard  
DeLand, Florida 32720

**SUBJECT:** Tentative Five Year Work Program FY 95/96 - 99/00  
WPI #5123439 Ocala Union Train Station

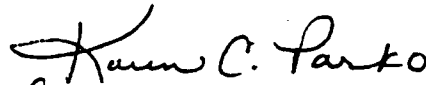
Dear Ms. Houston,

We have received notification from Mr. James Kimbler that the above referenced project will be deferred. The right-of-way acquisition phase has been deferred from 1994/1995 to 1995/1996 and the construction phase from 1995/1996 to 1996/1997. This deferral is unacceptable to the Ocala/Marion County MPO. The MPO has worked diligently with the FDOT to advance the acquisition of this important property, since it is currently on the market for sale. The City of Ocala Engineering Department agreed to complete the property survey and legal descriptions for the FDOT to expedite the acquisition (see attachment). This information was provided to the FDOT on July 11, 1994 (see attachment). Even if there were problems with the legal descriptions, how does this warrant delaying the project for an entire year?

We have also requested clarification from Mr. John Gray about the substantial increase in the right-way-acquisition included in the Tentative Work Program. The increase in this phase from \$444,000 to \$1,022,000 needs extensive justification. This increase greatly concerns us since the City of Ocala will be required to provide a 10% match. The City has committed to the \$444,000 in the signed Joint Participation Agreement and was confident that the properties could be purchased for this amount or possibly even less.

Please reconsider the deferral of this project. If you have any questions regarding this request, please feel free to contact me or the MPO staff.

Sincerely,

  
for Paul K. Nugent  
MPO Administrator

xc: Mr. James D. Kimbler  
Mr. Renzo Nastasi

cooperative planning for our transportation needs



719 S. Woodland Blvd.  
DeLand, FL 32720  
Telephone: (904) 943-5474

January 13, 1995

Mr. Paul K. Nugent  
Ocala/Marion County MPO Administrator  
Post Office Box 1270  
Ocala, FL 34478-1270

Dear Mr. Nugent:

**SUBJECT: TENTATIVE FIVE YEAR WORK PROGRAM FOR FY 95/96 - 99/00  
WPI NO. 5123439/OCALA UNION TRAIN STATION**

I am responding to your request for reconsideration of the deferral of right-of-way and construction phases for the project. I understand your interest in the project as well as the financial constraints of the City.

The estimate for right-of-way increased upon the receipt of maps and survey information; the prior estimate was developed as a part of the City's project application and did not include ancillary costs. For your information, the present cost estimate includes:

1.	Land (Improved)	\$ 600,000
2.	Administration Settlement	120,000
3.	Litigation	144,000
4.	Owners Appraisal Fees	10,000
5.	Owners CPA Fees	4,000
6.	Defendants Attorneys Fees	120,000
7.	Other Condemnation Costs	24,000

**T O T A L**

**\$1,022,000**

The above estimate is based upon purchase of the CSX Property, the REA building and two easements within the project area. Appraisals have not been done.

Naturally, if the cost of the improved land is less, and if acquisition occurs without litigation, the total cost will be reduced. We have received and evaluated the January 4, 1995 letter from Mr. Richard Gilligan (CSX) in which it indicates the improved land owned by CSX may be acquired for \$200,000. In order to consummate this transaction, the Department must notify CSX of the actual appraised amount and confirm their willingness to accept less than the appraised value if it exceeds \$200,000. This is a requirement for all Federally funded projects.

Similar arrangements must be made by the Department to acquire property owned by Sidney Dosh, the owner of the former REA building located at the Ocala Union Train station and for the two easements within the project area, if we are to acquire such property at less than appraised value.

Mr. Paul Nugent  
January 13, 1995  
Page 2

The proposed schedule for the right-of-way acquisition is provided below. As you can see, land acquisition and property survey activities do not require an additional year, however they are not expected to be complete before the end of FY 95/96 which is on June 30, 1996.

FINALIZE R/W DEEDS	04/10/95
CONTRACT FOR APPRAISALS	04/17/95
APPRAISALS BEGIN	07/24/95
NEGOTIATIONS	12/15/95
CONDEMNATION	12/20/96
ACQUISITION COMPLETE	10/10/96

The above schedule is based upon our normal acquisition process that meets all state and Federal requirements. Should this project require less than the normal acquisition time, we are prepared to advance the construction phase to FY 95/96 as originally planned.

The terms of the Joint Participation Agreement provide for the participation of the City of Ocala to be \$62,977. I recommend the terms of this agreement be met and then reevaluated upon the determination of the actual total project cost. Project Manager George Pappas will keep you informed of project status and any modifications needed to the agreement.

Should you need further clarification on the status of this project, please contact Jim Kimbler (407/623-1085) or Bob Cortelyou (904/943-5476).

Sincerely,

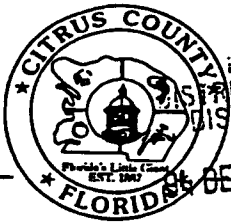
Nancy M. Houston  
District Secretary  
District Five

NMH/KC/wwm  
512439J10

cc: Secretary Ben G. Watts  
Bob Cortelyou  
Jim Kimbler  
George Pappas

OCALA UNION TRAIN STATION  
WPI NO. 5123439

- 05/14/93 - APPLICATION SUBMITTED BY OCALA MPO
- 10/15/93 - E-MAIL FROM GARY PHILLIPS INDICATING THAT FHWA AND FDOT POLICY PLANNING FOUND APPLICATION ELIGIBLE FOR FUNDING.
- 12/00/93 - CITY OF OCALA COMMITTED TO PROVIDING SURVEY AND LEGAL DESCRIPTION AT THE REQUEST OF FDOT (JOHN GRAY) IN ORDER TO EXPEDITE PURCHASE OF PROPERTY.
- 12/10/93 - SCREEN PRINT OF TENTATIVE WP SHOWS: PHASE 20 - \$5,500, PHASE 23 - \$131,300, PHASE 30 - 12,000, PHASE 31 - \$400,000 (PHASE 32 ADDED AT LATER DATE \$12,000), PHASE 40 - \$400,000 (PHASE 40 COSTS BASED UPON INFORMATION BY THE MPO STAFF. STAFF INDICATED THAT THE STATION WAS LISTED FOR SALE FOR APPROXIMATELY \$250,000. THIS FIGURE DID NOT INCLUDE PARCEL #5 OR THE COST OF PURCHASING 2 BUILDINGS. THE ORIGINAL \$250,000 WAS INFLATED TO \$400,000 TO ACCOMMODATE CONTINGENCIES, PARCEL #5 AND TWO BUILDINGS.
- 06/28/94 - CITY OF OCALA PROVIDED PRELIMINARY SURVEY AND LEGAL DESCRIPTION.
- 07/11/94 - CITY OF OCALA PROVIDED SIGNED AND SEALED COPIES OF THE FINAL PROPERTY SURVEY. DOCUMENTS DISTRIBUTED BY R. NASTASI ON 07/12/94 TO JOHN GRAY, RANDY STAFFORD, GEORGE PAPPAS.
- 10/00/94 - JPA EXECUTED: PHASE 20, 23, 30, 31, 32 AND 52 SHOWN AS \$539,777. LOCAL MATCH SHOWN AS \$52,977 FOR ALL PHASES AS SHOWN ABOVE.
- 09/13/94 - WORK PROGRAM INDICATES ROW HAS BEEN INCREASED FROM \$444,000 TO \$1,022,000. BASED ON A PRELIMINARY ESTIMATE BY R/W ADMINISTRATION UPON REVIEW OF MAPS AND PARCEL INFORMATION.
- 12/09/94 - LETTER TO CHAIRMAN FINN FROM J. KIMBLER INFORMING THE MPO THAT DUE TO ERRORS IN LEGAL DESCRIPTION ROW HAS BEEN DEFERRED TO 95/96 AND THAT CST HAS BEEN DEFERRED TO 96/97.
- 12/19/94 - LETTER FROM PAUL NUGENT TO JOHN GRAY FOR EXPLANATION OF INCREASE FOR ROW. ORIGINAL ESTIMATE WAS \$444,000 NOW HAS INCREASED TO \$1,022,000.
- 12/29/94 - LETTER TO SECRETARY HOUSTON FROM PAUL NUGENT OBJECTING TO THE DEFERRAL OF PHASES. ALSO ADDRESSES NEED FOR JUSTIFICATION OF COST INCREASES.



RECEIVED  
DISTRICT SECRETARY  
DISTRICT SEVEN

CITRUS COUNTY

DEPARTMENT OF TECHNICAL SERVICES

1300 South Lecanto Highway • P.O. Box 440  
Lecanto, Florida 34460-0440  
(904) 746-2694 • FAX (904) 746-3368

DEC 31 AM 9:01

Reply To:

December 28, 1994

Mr. William H. McDaniel, Jr., P.E.  
District Secretary  
11201 N. McKinley Dr.  
Tampa, Florida 33612

Subject: District 7 Work Program Variances FY 1995-96 - 1999-00

Dear Mr. McDaniel:

Reference is made to Mr. Barry's letter of December 13, 1994 to Chairman Phillips regarding the subject variances. Our comments are as follow:

1. WPI 7119005: It appears the county is losing \$2.6 million. We are unsure what this money was for, but believe it may have been planned for the \$2,000,000 reimbursement to the county on SR 44. We object to this variance unless this money is somehow being transferred to the reimbursement.
2. WPI 7119016: It appears construction of the bikepaths on CR 44 have been delayed a year until FY 99-00. We would like to see these lanes constructed as soon as possible.

As a general comment, I would like to say that we are very concerned about the \$2,000,000 reimbursement on SR 44. Unless this matter is resolved, it will severely impact planned four laning of CR 491, which is projected to have an ADT of 18,000 within the next three years.

Respectfully yours,

James W. Pinkerton, P.E.  
County Engineer

xc: Anthony Shoemaker  
Vince Cautero

James W. Pinkerton, P.E.  
County Engineer and Director



District Seven  
11201 N. McKinley Drive  
Tampa, FL 33612

January 6, 1995

Mr. James W. Pinkerton, P.E.  
County Engineer, Citrus County  
1300 South Lecanto Highway  
P.O. Box 440  
Lecanto, FL 34660

Subject: DISTRICT SEVEN WORK PROGRAM VARIANCES FY 1996 TO 2000

Dear Mr. Pinkerton:

Thank you for your correspondence dated December 28, 1994, in which you expressed your concerns relative to two variances in Citrus County as reflected in the District's Tentative Work Program. I have summarized in the following paragraphs these two issues and the District's response to them:

Work Program Item Number (WPI) 7119005/Reserve: The funds reserved under this item were for cost increases and overruns for projects in Citrus County. The funds originally contained in this reserve totaled \$2.6 Million. Those funds have remained in Citrus County in the current Tentative Work Program but have been assigned in the following manner:

- Design and Construction Cost Increases associated with State Road 44 Projects in Citrus County in an amount of \$1.5 Million.
- Contingency Reserve under WPI 7119005 for future contingencies on State Road Projects in Citrus County in the amount of \$1.1 Million.

Work Program Item Number (WPI) 7119016/County Road 44 Bicycle Lanes: District Seven has been able, through use of Districtwide funds, to advance this project back to FY 1999. This advance has been accomplished under our Tentative Work Program.

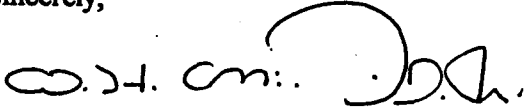
Comparison of the four common years of the new Citrus County Tentative Work Program with the previous Adopted Work Program indicates that Citrus County has benefited by the amount of approximately \$5 Million. This amount is in addition to more than \$1.6 Million added in the current fiscal year to address construction cost increases.

The issue relating to the State Road 44 Right Of Way acquisition and the Department's participation therein is a more complex issue which will be addressed in separate correspondence in the next two days.

Mr. James W. Pinkerton, P.E.  
January 6, 1995  
Page 2

Once again, I thank you for your comments on the District Tentative Work Program. If you have any additional comments or questions, please call me at 813-975-6039.

Sincerely,

A handwritten signature in black ink, appearing to read "W.H. McDaniel, Jr." with a large, stylized flourish above the name.

William H. McDaniel, Jr., P.E.  
District Secretary

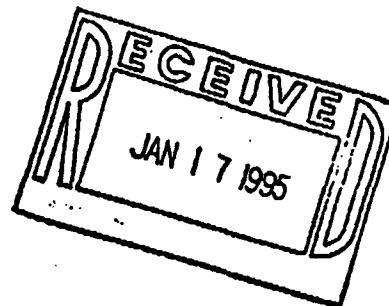
cc: David A. Twiddy, Jr., P.E.



11201 N. McKinley Drive  
Tampa, Florida 33612

January 10, 1995

Mr. James W. Pinkerton, P.E.  
County Engineer, Citrus County  
1300 South Lecanto Highway  
P.O. Box 440  
Lecanto, FL 34660



Re: Florida Department of Transportation Participation in State Road 44 Right of Way Costs

Dear Mr. Pinkerton:

Thank you for your recent letters and for the efforts that Citrus County has undertaken to acquire right of way for the State Road 44 projects in the Department's Work Program. It is the purpose of this letter to advise you and Citrus County of the Department's understandings and position relative to your request for the Department's financial participation in right of way for these projects.

In April of 1994, you requested District Five of the Department of Transportation to financially participate in the acquisition of right of way for the State Road 44 projects in Citrus County. Your request was based on the fact that actual right of way costs being realized were significantly greater than the amounts for which the County had obligated itself. District Five committed to "try" to assist with such costs and cited the potential for advancing to Citrus County approximately \$2 million less a necessary amount for contingency to cover cost overruns on Citrus County projects. The net amount of such an advance could have been reasonably estimated at \$1.5 million. This participation was premised on there being a legal basis for transaction of the funding and that consummation of an agreement between Citrus County and District Five of the Department would be accomplished.

Unfortunately, the aforementioned agreement was not consummated and only \$500,000 for such a transaction is currently available from reserves without impacting other projects in Citrus County. In addition, at this point in time, no legal method of transfer of the funds, if there is one, has been worked out between Citrus County and the Department.

At this point, it is my recommendation that you and the Citrus County attorney work directly with the General Counsels of District Five and District Seven to ascertain whether there is a legal mechanism by which to convey funds from the Department to Citrus County. If that can be accomplished, the Department is amenable to funding \$500,000 from our contingency reserve for Citrus County and to entertaining, if requested by the Board of County Commissioners,



Mr. James W. Pinkerton, P.E.

January 10, 1995

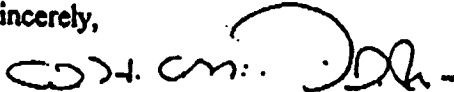
Page 2

cancellation of a design phase programmed at \$1 million for the eastern most segment of State Road 44. Such action would result in approximately \$1.5 million being available for transfer to Citrus County.

As you know, the Department has already added more than \$5 million to the Citrus County Work Program due to cost estimate increases for project work for which it is responsible. The above described process to allow transfer of \$1.5 million is contingent on the Department's receipt of satisfactory bids for State Road 44 projects in the current fiscal year.

While it is unfortunate that this issue has not been resolved before this time, it is evident that both Citrus County and the Department need to make a firm commitment to resolve all outstanding issues at the earliest possible time. To this end, I recommend that you take immediate action in contacting Mr. Steve Tabano, General Counsel for District Seven, to address the outstanding issues.

Sincerely,



William H. McDaniel, Jr., P.E.

District Secretary

District Seven

cc: Ben G. Watts, Secretary  
Nancy Houston, District Five Secretary  
David Tuiddy, District Seven Director of Planning and Programs  
Steve Tabano, District Seven General Counsel  
George Lovett, District Five General Counsel



December 15, 1994

Mr. William P. McDaniel, District Secretary  
 Florida Department of Transportation, District Seven  
 11201 North McKinley Drive, Mail Station 7-100  
 Tampa Florida 33612-6403

Re: Recommendation on the FDOT 1995-1999 Tentative Work Program

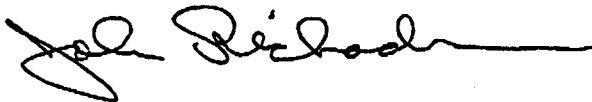
Dear Mr. McDaniel:

In accordance with its responsibilities for prioritizing roadway improvements within the urbanized area, the Spring Hill/Hernando County Metropolitan Planning Organization, wishes to provide the following direction to the Florida Department of Transportation for use in finalizing its Tentative Work Program for 1995-1999. This action was taken at the MPO Board meeting on December 13, 1994.

Specifically, the MPO requests that FDOT include funding in the fifth year of the new Work Program (FY 1998/99) to initiate a Project Development and Environmental (PD&E) Study of the County Line Road corridor between the planned alignment of the North Suncoast (Nature Coast) Parkway and US Highway 41. It is our understanding that FDOT has already boxed funds for FY 1998/99 in anticipation of this action.

Although this project will begin development of a needed roadway corridor, it is still a concern to the MPO that additional highway projects were not able to be included in the fifth year of the program. However, we do wish to thank FDOT and staff for the opportunity to work on the development of the Tentative Work Program which will properly provide for Hernando County's transportation needs for the next five years.

Sincerely,



Commissioner John Richardson, Chairman  
 Spring Hill/Hernando County Metropolitan Planning Organization

cc: Jerry Karp, FDOT District VII, MS 7-350  
 David Twiddy, FDOT District VII, MS 7-340

\_\_\_\_\_  
 SPRING HILL/HERNANDO COUNTY METROPOLITAN PLANNING ORGANIZATION  
 20 N. MAIN STREET, ROOM 262  
 SUNCOM: (904) 669-4057

BROOKSVILLE, FLORIDA 34601  
 PHONE: (904) 754-4057  
 FAX: (904) 754-4420

District 7 did not respond in writing, but did comply with MPO's request by adding PD&E Study of the County Line Road corridor to Tentative Work Program.

## Objection from Lakeland/Winter Haven MPO

The following objection was received subsequent to the Statewide Public Hearing, but within fourteen days allowed by law for objections to any project rescheduled or deleted from the district work program that was included in the Adopted Work Program. The objection relates to the deferral of a portion of the Polk Parkway in the Turnpike District's revised Tentative Work Program of February, 1995.



March 3, 1995

Mr. Malcolm Kirschenbaum,  
Chairman  
Florida Transportation Commission  
605 Suwannee Street, M.S. 9  
Tallahassee, FL 32399-0450

RE: MPO RESOLUTION 95-02 OBJECTING TO THE  
PROPOSED DELETION OF THE CONSTRUCTION  
PHASE FOR A PORTION OF POLK COUNTY  
PARKWAY

Dear Chairman Kirschenbaum:

The Metropolitan Planning Organization for the Lakeland/Winter Haven Urbanized Areas (MPO) adopted MPO Resolution 95-02 at a special meeting on March 2, 1995. Through this resolution, the MPO objects to the deletion of the construction phase for a portion of the Polk County Parkway.

Construction on the northeast leg of the Parkway (US 92 to Interstate 4) is proposed to be deferred beyond FY 1999/2000, as part of the Florida Department of Transportation's (FDOT) Turnpike District's Fiscal Years 1995/96 - 1999/2000 Tentative Work Program. The MPO objects to this change and requests the continued programming of construction for all project segments.

If you have any questions regarding this resolution, please contact the MPO staff at (813) 534-6486.

Sincerely,

  
Thomas M. Deardorff, AICP  
MPO Coordinator

TMD/

Enclosures

cc: MPO Board  
MPO-Technical Advisory Comm.  
MPO-Citizens Advisory Comm.

MPO RESOLUTION 95-02

**A RESOLUTION OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE LAKELAND/WINTER HAVEN URBANIZED AREAS (MPO) OBJECTING TO THE PROPOSED DELETION OF THE CONSTRUCTION PHASE FOR A PORTION OF THE POLK COUNTY PARKWAY**

WHEREAS, the Florida Department of Transportation's (FDOT) Turnpike District is developing the Polk County Parkway as a toll project; and

WHEREAS, the FDOT's Adopted Fiscal Years 1994/95 - 1998/99 Five Year Work Program includes project construction for the entirety of the Polk County Parkway (Segments # 1 - 7); and

WHEREAS, the Turnpike District has proposed work program changes for the Polk County Parkway as part of the Fiscal Years 1995/96 - 1999/2000 Tentative Work Program, and these changes include the deletion of the construction phase for Polk County Parkway Segment #7 (1.0 mi N. of CR 546 (Old Dixie Hwy) to I-4 @ Mt. Olive Rd.) and a portion of Segment #6 (US 92 to 1.0 N. of CR 546); and

WHEREAS, US 92 is proposed to be the eastern terminus of the Polk County Parkway for the initial stage of construction; and

WHEREAS, the Metropolitan Planning Organization for the Lakeland/Winter Haven Urbanized Areas (MPO) was not given an appropriate and adequate amount of time to review these proposed changes prior to the Florida Transportation Commission's Work Program Public Hearing, pursuant to Section 339.135, Florida Statutes; and

WHEREAS, the Florida Turnpike District's annual update to the Project Traffic and Toll Revenue Forecast was the basis for the proposed change to Parkway Segments #7 and #6; and

WHEREAS, the latest traffic modeling for the Parkway incorporated the MPO's new 2020 population and employment projections, but this modeling was not conducted using the MPO's newly validated 1990 base-year transportation model; and

WHEREAS, any revised traffic projections for the Polk County Parkway should be developed using both the MPO's new population/employment projections and new transportation model in the context of the MPO's 2020 Long-Range Transportation Plan Update; and

WHEREAS, an eastern terminus of the Polk County Parkway at US 92 is inconsistent with both the MPO's 2010 Long-Range Transportation Plan and local government comprehensive plans; and

WHEREAS, the Secretary of Transportation has certified to the State the feasibility of the Polk County Parkway and the project has satisfied all statutory requirements for such certification; and

WHEREAS, there is no precedent for additional feasibility testing following such certification; and

WHEREAS, the connection of the Polk County Parkway (East) to Interstate 4 is a vital part of the Parkway's traffic function and deletion of the referenced portion will likely diminish the traffic volume on other segments of the Parkway; and

WHEREAS, terminating the Polk County Parkway at US 92 will likely cause congestion on other existing parallel routes which are not funded for capacity improvements; and

WHEREAS, terminating the Polk County Parkway at US 92 will have serious detrimental effects on the economic development of the Parkway's northeast corridor and the designated Community Redevelopment Area; and

WHEREAS, the long-term viability of the Polk County Parkway as a toll project is dependent upon such associated economic development efforts.

NOW, THEREFORE, BE IT RESOLVED, by the Metropolitan Planning Organization for the Lakeland/Winter Haven Urbanized Areas (MPO) at a special meeting convened on March 2, 1995:

1. That the MPO objects to the proposed deletion of the construction phase for the referenced portion of the Polk County Parkway as part of the Florida Department of Transportation's Fiscal Years 1995/96 - 1999/2000 Tentative Work Program.
2. That the MPO requests Florida Department of Transportation Secretary Ben G. Watts to ensure the continued programming of project construction for all segments of the Polk County Parkway.
3. That no further tests of economic feasibility be required for the Polk County Parkway.

Signed:

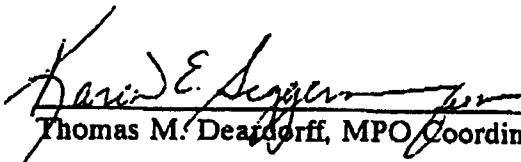


Neil Combee, MPO Chairman

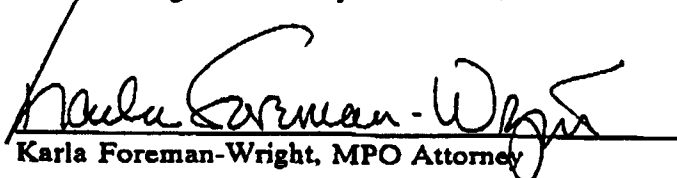
March 3, 1995

Date

ATTEST:

  
Thomas M. Deardorff, MPO Coordinator

Approved by the MPO Attorney as to form and legal sufficiency:

  
Karla Foreman-Wright, MPO Attorney



**APPENDIX G**

**STATE COMPREHENSIVE  
ENHANCED TRANSPORTATION  
SYSTEM TAX**

**District Dedicated Revenues (DDR)**  
*Estimated County Collections Compared to Work Program in the County*

(millions)

	9/22/94							2/10/95 G1							Program/ Revenue Variance \$
	Balance &	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM							
		1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	
<b>DISTRICT 1</b>															
CHARLOTTE	7.28	3.16	3.37	3.61	3.82	4.08	25.313	1.826	0.314	6.261	2.324	1.278	13.148	25.151	(0.162)
COLLIER	11.63	4.57	4.88	5.22	5.53	5.91	37.742	8.659	13.164	9.067	2.175	2.727	1.769	37.561	(0.181)
DESOTO	0.14	0.55	0.58	0.61	0.63	0.66	3.163	1.222	0.165	0.050	0.059	0.507	0.737	2.740	(0.423)
GLADES	(0.16)	0.20	0.21	0.22	0.23	0.24	0.929	0.049				1.000		1.049	0.120
HARDEE	(1.58)	0.52	0.54	0.57	0.58	0.60	1.241	0.246					1.025	1.271	0.030
HENDRY	(1.22)	0.86	0.91	0.96	1.01	1.06	3.573	2.931			0.225	0.100	0.355	3.611	0.038
HIGHLANDS	1.94	2.00	2.11	2.23	2.34	2.47	13.095	1.965	0.782	3.632	2.526	3.596	0.727	13.228	0.133
LEE	10.15	9.25	9.80	10.41	10.95	11.62	62.182	8.645	6.718		12.011	13.117	15.322	55.813	(0.150)
<i>FA Matching</i> 01	(1.00)	(0.98)	(1.00)	(1.05)	(1.09)	(1.10)	(6.219)								
MANATEE	7.25	4.83	5.09	5.38	5.62	5.93	34.097	11.198	3.996	6.435	2.041	1.509	3.748	28.927	0.219
<i>FA Matching</i> 02	(0.87)	(0.85)	(0.87)	(0.91)	(0.94)	(0.95)	(5.388)								
OKEECHOBEE	2.69	1.15	1.21	1.28	1.34	1.42	9.098	3.818	0.136	0.822	1.131	1.185	1.998	9.090	(0.008)
POLK	19.71	11.88	12.47	13.12	13.65	14.33	85.167	8.908	9.351	13.652	17.279	24.459	11.022	84.671	(0.496)
SARASOTA	2.04	6.06	6.38	6.74	7.04	7.41	35.663	10.550	6.926	1.428	3.331	2.738	3.681	28.654	0.133
<i>FA Matching</i> 02	(1.15)	(1.12)	(1.15)	(1.21)	(1.25)	(1.26)	(7.143)								
District Wide*	(0.08)						(0.080)	0.130						0.130	0.210
STTF Advances	2.30	(1.80)	(0.50)												
PAR Allocation	59.06	40.28	44.02	47.17	49.47	52.44	292.434	60.147	41.552	41.347	43.102	52.216	53.532	291.896	(0.538)
Matching Transfer	(3.03)	(2.95)	(3.02)	(3.17)	(3.28)	(3.31)	559.55								
Reverse Advances	(2.30)	1.80	0.50												
<b>Total DDR Funds</b>	<b>59.78</b>	<b>45.03</b>	<b>47.54</b>	<b>50.34</b>	<b>52.75</b>	<b>55.74</b>	<b>1081.365</b>								

\*Any amount shown as a District Wide collection is a temporary advancement from, or repayment to, STTF.

G-1

OMB-AWS

Revised

1/17/95

**District Dedicated Revenues (DDR)**  
**Estimated County Collections Compared to Work Program in the County**  
 (millions)

	9/22/94							2/10/95 G1							Program/ Revenue Variance \$	
	Balance &	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM								
	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL		
<b>DISTRICT 2</b>																
ALACHUA	7.04	4.22	4.42	4.63	4.81	5.04	30.159	4.047	2.302	4.662	7.683	4.576	4.168	27.438		(2.721)
BAKER	1.70	0.58	0.61	0.64	0.67	0.70	4.898	3.482	0.200	1.182	0.025			4.889		(0.009)
BRADFORD	2.20	0.66	0.69	0.72	0.75	0.78	5.800	0.847	3.899	0.137	0.137	0.400		5.420		(0.380)
CLAY	0.93	2.62	2.78	2.96	3.12	3.31	15.730	2.847	1.067	0.094	0.168	6.426	5.120	15.722		(0.008)
COLUMBIA	(2.34)	2.18	2.29	2.41	2.51	2.64	9.897	2.655	1.040	1.826	1.920	2.682		10.123		0.426
DIXIE	0.40	0.44	0.46	0.49	0.51	0.54	2.830	0.606	0.036	0.091	0.480	0.990	0.540	2.743		(0.087)
DUVAL	22.39	18.29	19.11	20.03	20.78	21.74	122.343	14.779	15.104	13.401	14.783	16.180	20.259	94.506		(7.015)
<i>FA Matching</i> 03	(3.36)	(3.27)	(3.35)	(3.52)	(3.64)	(3.67)	(20.822)									
GILCHRIST	0.34	0.16	0.17	0.18	0.19	0.21	1.264	0.211	0.479	0.065	0.343	0.194		1.292		0.028
HAMILTON	1.66	0.61	0.64	0.67	0.70	0.74	5.018	0.521	0.299	0.630		1.340	1.955	4.745		(0.273)
LAFAYETTE	(0.02)	0.12	0.13	0.13	0.14	0.15	0.642	0.234	0.416					0.650		0.008
LEVY	2.84	0.89	0.94	0.99	1.03	1.09	7.765	1.721	1.471	4.137	0.051	0.525	0.362	8.267		0.502
MADISON	0.79	0.90	0.94	0.98	1.02	1.07	5.706	4.618	0.418		3.749			8.785		3.079
NASSAU	0.79	1.53	1.61	1.70	1.77	1.86	9.260	2.540	0.241	0.240	0.898	6.079	2.272	12.270		3.010
PUTMAN	3.19	1.61	1.69	1.78	1.86	1.95	12.091	1.815	0.246	1.257	3.825	0.200	4.000	11.343		(0.748)
ST. JOHNS	6.28	3.21	3.40	3.62	3.81	4.05	24.378	5.264	6.480	5.372	1.086	0.791	3.337	22.330		(2.048)
SUWANNEE	3.17	1.03	1.08	1.13	1.17	1.23	8.812	1.000	0.828	4.691	0.330	0.274	1.700	8.823		0.011
TAYLOR	1.54	0.54	0.57	0.59	0.61	0.63	4.478	2.668	0.182	0.668	4.996		0.054	8.568		4.090
UNION	0.84	0.30	0.31	0.33	0.34	0.36	2.483	0.301	0.004	0.042		1.500	0.637	2.484		0.001
District Wide*	(1.96)						(1.955)	0.214						0.214		2.169
STTF Advances	2.75	(2.75)														
PAR Allocation	51.18	33.89	38.49	40.47	42.15	44.40	250.578	50.370	34.712	38.495	40.474	42.157	44.404	250.612		0.034
Matching Transfer	(3.36)	(3.27)	(3.35)	(3.52)	(3.64)	(3.67)	471.00									
Reverse Advances	(2.75)	2.75														
<b>Total DDR Funds</b>	<b>51.79</b>	<b>39.91</b>	<b>41.84</b>	<b>43.99</b>	<b>45.79</b>	<b>48.07</b>	<b>937.094</b>									

\*Any amount shown as a District Wide collection is a temporary advancement from, or repayment to, STTF.

G-2

OMB-AWS  
 Revised  
 1/17/95

**District Dedicated Revenues (DDR)**  
*Estimated County Collections Compared to Work Program in the County*  
 (millions)

	9/22/94							2110/95 G1							Program/ Revenue Variance \$	
	Balance &	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM								
	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL		
<b>DISTRICT 3</b>																
BAY	7.44	3.63	3.80	4.00	4.17	4.37	27.411	5.797	1.012	0.595	2.527	0.712	14.379	25.022	(2.389)	
CALHOUN	0.74	0.36	0.37	0.39	0.41	0.43	2.698	0.030			3.890			3.920	1.222	
ESCAMBIA	4.19	6.37	6.63	6.92	7.14	7.44	38.683	5.860	1.256	2.193	1.464	1.377	0.608	12.758	(18.776)	
<i>FA Matching</i> 04	(1.15)	(1.12)	(1.15)	(1.21)	(1.25)	(1.26)	(7.150)									
FRANKLIN	(0.08)	0.04	0.04	0.05	0.05	0.05	0.157	0.413				0.552		0.965	0.808	
GADSDEN	0.49	0.92	0.96	1.00	1.03	1.07	5.459	1.499	1.236	0.095	0.025			2.855	(2.604)	
GULF	0.35	0.25	0.26	0.27	0.28	0.29	1.711	0.541						0.541	(1.170)	
HOLMES	1.44	0.41	0.42	0.44	0.46	0.47	3.847	0.011						0.011	(3.636)	
JACKSON	(0.16)	1.83	1.90	1.98	2.04	2.12	9.706	0.868	0.469	2.790		2.705		6.832	(2.874)	
JEFFERSON	2.21	0.80	0.83	0.87	0.90	0.94	6.541	0.076						0.076	(6.465)	
LEON	9.29	4.83	5.08	5.35	5.57	5.86	35.992	4.393	6.654	1.597	1.545	5.898	0.864	20.951	(15.041)	
LIBERTY	(0.01)	0.19	0.20	0.21	0.22	0.22	1.039	1.884						1.884	0.845	
OKALOOSA	6.63	3.24	3.42	3.62	3.76	3.93	24.600	0.804	1.778	0.178	0.192	1.157	0.183	4.292	(20.308)	
SANTA ROSA	7.30	2.36	2.50	2.66	2.79	2.96	20.562	2.903	0.140	0.700	18.570	0.325		22.638	2.076	
WAKULLA	0.72	0.39	0.41	0.43	0.45	0.48	2.892	0.494						0.494	(2.398)	
WALTON	2.64	0.94	0.99	1.05	1.10	1.15	7.873	1.182	0.548	0.044	0.030	4.241		6.045	(1.828)	
WASHINGTON	1.63	0.43	0.45	0.47	0.49	0.51	3.980		2.188	0.239				2.427	(1.553)	
District Wide*	(8.96)						(8.960)	7.663	10.841	9.326	9.499	12.800	15.002	65.131	74.091	
<i>STTF Advances</i>																
PAR Allocation	34.72	25.87	27.12	28.50	29.60	31.04	176.843	34.418	26.122	17.757	37.742	29.767	31.036	176.842	(0.001)	
Matching Transfer	(1.15)	(1.12)	(1.15)	(1.21)	(1.25)	(1.26)	326.27									
<i>Reverse Advances</i>																
<b>Total DDR Funds</b>	<b>35.87</b>	<b>26.99</b>	<b>28.27</b>	<b>29.71</b>	<b>30.85</b>	<b>32.30</b>	<b>649.851</b>									

\*Any amount shown as a District Wide collection is a temporary advancement from, or repayment to, STTF.

G-3

OMB-AWS

Revised

1/17/95

**District Dedicated Revenues (DDR)**  
*Estimated County Collections Compared to Work Program in the County*  
 (millions)

	9/22/94							2/10/95 G1							Program/ Revenue Variance \$
	Balance & 1994-95	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM							
		1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	
<b>DISTRICT 4</b>															
BROWARD	49.28	30.04	31.49	33.11	34.45	36.15	214.521	39.062	26.773	14.181	28.012	22.883	26.678	157.589	(22.019)
<i>FA Matching</i> 05	(5.64)	(5.49)	(5.62)	(5.91)	(6.10)	(6.16)	(34.913)								
INDIAN RIVER	4.15	2.49	2.64	2.79	2.93	3.11	18.109	0.598	5.060	0.703	1.418	6.283	4.100	18.162	0.053
MARTIN	3.21	2.64	2.80	2.97	3.12	3.31	18.047	3.547	3.662	0.750	2.010	4.155	4.000	18.124	0.077
PALM BEACH	41.37	20.58	21.73	23.01	24.11	25.49	156.300	15.867	9.431	23.465	22.989	23.627	23.095	118.474	(15.413)
<i>FA Matching</i> 06	(3.62)	(3.52)	(3.61)	(3.79)	(3.92)	(3.95)	(22.413)								
ST. LUCIE	8.10	4.26	4.52	4.82	5.08	5.40	32.174	10.000	9.408	2.126	10.662			32.196	0.022
District Wide*	(14.28)						-14.280	4.808	4.170	3.100	2.100	3.272	5.479	22.929	37.209
STTF Advances	1.76		(1.76)												
PAR Allocation	84.34	51.01	52.18	57.01	59.67	63.34	367.545	73.882	58.504	44.325	67.191	60.220	63.352	367.474	(0.071)
Matching Transfer	(9.25)	(9.01)	(9.23)	(9.70)	(10.02)	(10.12)	520.57								
Reverse Advances	(1.76)		1.76												
<b>Total DDR Funds</b>	<b>91.83</b>	<b>60.02</b>	<b>63.17</b>	<b>66.70</b>	<b>69.69</b>	<b>73.45</b>	<b>1076.052</b>								

\*Any amount shown as a District Wide collection is a temporary advancement from, or repayment to, STTF.

G-4

**District Dedicated Revenues (DDR)**  
*Estimated County Collections Compared to Work Program in the County*  
 (millions)

	Balance & 1994-95	9/22/94						2/10/95 G1						Program/ Revenue Variance \$	
		ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM							
		1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00		TOTAL
<b>DISTRICT 5</b>															
BREVARD	20.66	10.34	10.91	11.55	12.11	12.80	78.368	15.148	9.008	13.540	18.385	4.550	6.530	67.161	(2.580)
<i>FA Matching</i> 08	(1.39)	(1.36)	(1.39)	(1.46)	(1.51)	(1.52)	(8.628)								
FLAGLER	2.71	0.92	0.99	1.07	1.14	1.24	8.067	3.349	0.700	0.054		0.100	2.577	6.780	(1.287)
LAKE	7.15	3.91	4.13	4.39	4.61	4.88	29.060	2.886	3.328	2.510	1.114	10.595	3.922	24.355	(4.705)
MARION	16.36	7.15	7.58	8.06	8.48	9.00	56.618	7.342	8.023	9.115	2.100	19.437	1.700	47.717	(8.901)
ORANGE	28.40	20.90	22.09	23.43	24.59	26.04	145.449	56.946	4.359	7.436	15.096	14.540	24.397	122.774	2.341
<i>FA Matching</i> 09	(4.04)	(3.93)	(4.03)	(4.23)	(4.37)	(4.41)	(25.015)								
OSCEOLA	13.10	4.13	4.43	4.76	5.07	5.44	36.924	4.932	7.508	0.001	9.646	1.347	8.613	32.047	(4.877)
SEMINOLE	6.40	6.45	6.85	7.29	7.69	8.17	42.844	5.289	1.693	0.396	22.144		6.909	36.431	(6.413)
SUMTER	7.00	2.50	2.63	2.79	2.91	3.06	20.894	0.540		9.819	0.562	0.775	5.825	17.521	(3.373)
VOLUSIA	5.84	8.64	9.12	9.65	10.10	10.68	54.023	5.264	14.272	1.374	1.006	15.842	8.463	46.221	(1.560)
<i>FA Matching</i> 07	(1.01)	(0.98)	(1.01)	(1.06)	(1.09)	(1.10)	(6.241)								
District Wide*	(0.55)						(0.549)	11.404	2.886	3.276	4.711	2.558	5.599	30.434	30.983
STTF Advances	12.29	0.09	(12.38)												
PAR Allocation	112.91	58.75	49.92	66.24	69.72	74.27	431.814	113.100	51.777	47.521	74.764	69.744	74.535	431.441	(0.373)
Matching Transfer	(6.44)	(6.27)	(6.43)	(6.75)	(6.97)	(7.04)	(39.88)								
Reverse Advances	(12.29)	(0.09)	12.38												
<b>Total DDR Funds</b>	<b>107.06</b>	<b>64.93</b>	<b>68.72</b>	<b>72.98</b>	<b>76.69</b>	<b>81.31</b>	<b>471.699</b>								

\*Any amount shown as a District Wide collection is a temporary advancement from, or repayment to, STTF.

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OMB-AWS

Revised

1/17/95

**District Dedicated Revenues (DDR)**

*Estimated County Collections Compared to Work Program in the County*

(millions)

	Balance & 1994-95	9/22/94						2110/95 G1						Program/ Revenue Variance \$	
		ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM							
		1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00		TOTAL
<b>DISTRICT 6</b>															
DADE	47.78	39.75	41.54	43.54	45.15	47.23	264.979	45.285	34.160	21.819	34.345	36.402	37.525	209.538	(1.453)
FA Matching 10	(8.72)	(8.48)	(8.70)	(9.13)	(9.44)	(9.53)	(53.990)								
MONROE	(1.34)	2.36	2.47	2.60	2.70	2.84	11.630	1.495	0.870	2.925	2.660	2.016	3.010	12.976	1.346
District Wide*								0.110						0.110	0.110
STTF Advances	10.57		(10.57)												
PAR Allocation	48.30	33.62	24.74	37.00	38.42	40.54	222.620	46.890	35.030	24.744	37.005	38.418	40.535	222.622	0.002
Matching Transfer	(8.72)	(8.48)	(8.70)	(9.13)	(9.44)	(9.53)	(53.99)								
Reverse Advances	(10.57)		10.57												
<b>Total DDR Funds</b>	<b>46.44</b>	<b>42.11</b>	<b>44.01</b>	<b>46.14</b>	<b>47.85</b>	<b>50.06</b>	<b>276.609</b>								

\*Any amount shown as a District Wide collection is a temporary advancement from, or repayment to, STTF.

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**District Dedicated Revenues (DDR)**  
*Estimated County Collections Compared to Work Program in the County*

(millions)

	9/22/94							2/10/95 G1							Program/ Revenue Variance \$
	Balance & 1994-95	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM							
		1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	
<b>DISTRICT 7</b>															
CITRUS	6.416	2.09	2.21	2.36	2.49	2.64	18.203	8.245	0.320		0.080	0.783	5.250	14.678	(3.525)
HERNANDO	4.688	2.72	2.91	3.12	3.32	3.56	20.324	3.815	0.007	0.007	10.137	2.106	5.250	16.072	(4.252)
HILLSBOROUGH	34.774	21.25	22.28	23.43	24.38	25.59	151.706	45.685	15.790	13.881	5.892	18.146	5.857	105.251	(19.473)
<i>FA Matching</i> 11	(4.356)	(4.24)	(4.35)	(4.56)	(4.72)	(4.76)	(26.982)								
PASCO	17.621	5.86	6.18	6.54	6.85	7.24	50.303	2.036	13.478	12.807	6.173	6.396	2.377	43.267	(7.036)
PINELLAS	36.451	15.77	16.45	17.21	17.81	18.59	122.295	17.734	8.192	7.754	19.759	15.465	29.293	98.197	(2.898)
<i>FA Matching</i> 11	(3.422)	(3.33)	(3.42)	(3.59)	(3.70)	(3.74)	(21.200)								
District Wide*	(15.113)						(15.113)								
STTF Advances	0.530	(0.53)						4.842	2.817	1.852	2.507	3.526	6.426	21.970	37.083
PAR Allocation	77.588	39.59	42.28	44.52	46.43	49.13	299.535	82.357	40.604	36.301	44.548	46.422	49.203	299.435	(0.100)
Matching Transfer	(7.78)	(7.57)	(7.76)	(8.15)	(8.42)	(8.50)	(48.18)								
Reverse Advances	(0.53)	0.53													
<b>Total DDR Funds</b>	<b>84.84</b>	<b>47.69</b>	<b>50.04</b>	<b>52.67</b>	<b>54.85</b>	<b>57.63</b>	<b>347.718</b>								

\*Any amount shown as a District Wide collection is a temporary advancement from, or repayment to, STTF.

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OMB-AWS  
 Revised  
 1/17/95

**District Dedicated Revenues (DDR)**  
*Estimated County Collections Compared to Work Program in the County*  
 (millions)

	9/22/94							2/10/95 G1							Program/ Revenue Variance
	Balance & 1994-95	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM							
	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	TOTAL	\$
PAR Allocation	468.080	283.01	278.74	320.91	335.48	355.15	2041.368	461.164	288.301	250.490	344.826	338.944	356.597	2040.322	
Matching Transfer	39.727	38.67	39.65	41.63	43.01	43.43	246.104								(1.046)
Reverse Advances	(30.20)	4.99	25.21												
<b>Total DDR Funds</b>	<b>477.607</b>	<b>326.67</b>	<b>343.60</b>	<b>362.54</b>	<b>378.49</b>	<b>398.57</b>	<b>2287.472</b>								

\*Any amount shown as a District Wide collection is a temporary advancement from, or repayment to, STTF.

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**APPENDIX H**

**DOT RESPONSE**

**TO**

**FLORIDA TRANSPORTATION**

**COMMISSION**

**QUESTIONS**

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1995/96 through 1999/00**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 1:** The program objectives of the department for the purpose of enhancing public safety and providing for a comprehensive transportation system are:

- (a) To complete the Florida interstate system.
- (b) To meet the annual needs for resurfacing of the State Highway System, including repair and replacement of bridges on the system, and to provide routine and uniform maintenance of the State Highway System.
- (c) To reduce congestion on the state transportation system, the generation of pollutants, and fuel consumption by:
  - 1. Developing and implementing the Florida Intrastate Highway System as approved by the Legislature;
  - 2. Reducing deficient lane miles through new construction and expansion of existing facilities;
  - 3. Constructing intersection improvements, grade separations, and other traffic operation improvements;
  - 4. Participating in the development of toll roads; and
  - 5. Promoting all forms of public transit.
- (d) To provide matching financial assistance to local governments for meeting local transportation needs that improve traffic flow and reduce traffic congestion on the State Highway System.

Does the Department's Tentative Work Program for Fiscal Years 1995-96/1999-00 accomplish the program objectives stated above? If not, then what percentage of each program objective does it accomplish? 334.046 F.S.

**ANSWER:** The Tentative Work Program meets the legislated program objectives established in 334.046 F.S., except progress toward the Resurfacing and Bridge Replacement Backlog reduction is slower than anticipated. Each of these programs has experienced construction costs higher than expected, resulting in less lane miles of construction and fewer bridge replacements than projected. Since another major objective is to protect the Adopted Work Program, additional funding could not be redirected into these program areas. Resolution of this shortfall will be a subject for Executive Committee summer workshops.

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

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1995/96 through 1999/00**

**QUESTIONS - CENTRAL OFFICE**

**ANSWER:** Yes, to the extent that several large dollar volume projects, with rather inflexible schedules, will allow. Other projects scheduled for letting in fiscal year 95/96 will be processed as early as production permits in order to avoid large letting amounts late in the year. Should actual production tend to bunch projects early, we will ease the processing activity to cause later month letting of particular projects, with the notable exception of safety-related or preservation work which will not be delayed.

**QUESTION 3:** Has the department stabilized the work program to ensure the timely and systematic completion of projects? 337.015(4) F.S.

**ANSWER:** Yes. Sound concepts have been utilized for developing the Tentative Work Program to insure, to the maximum extent, the stability of the Work Program and its successful implementation. The department has developed the Tentative Work Program to balance to the multi-year finance plans, 36 month cash forecast, forecast of state transportation revenues, forecast of receipt of federal aid, and forecasts of construction cost inflation factors.

In regard to production, preliminary engineering is funded at levels sufficient to ensure that projects are available as adjustments are made to the work program. In addition, MPOs have been included in work program development from the outset which will reduce the probability of change.

**QUESTION 4:** 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 5 percent of the unpaid balance of all State Transportation Trust Fund obligations at the close of such quarter, whichever amount is less.

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

**ANSWER:** Yes. As required by law, the department's Comptroller has prepared a 36 Month Cash Forecast to be submitted with the Tentative Work Program, indicating the cash balance is greater than the statutory reserve\* at all times. A copy of the Comptroller's Forecast will be submitted with the preliminary Tentative Work Program to the Florida Transportation Commission and to the Governor and Legislature on February 21, 1995.

\* The lessor of \$50 million or 5% of unpaid balance of State Transportation Trust Fund obligations.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1995/96 through 1999/00**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 5:** Section 338.241 F.S. requires the budget for the turnpike system to be so planned as to provide for a cash reserve of not less than 10 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?

**ANSWER:** Yes. Refer to the Comptroller's 36 Month Cash Forecast for the Turnpike which will be submitted with the preliminary Tentative Work Program to the Florida Transportation Commission and the Governor and Legislature on February 21, 1995.

**QUESTION 6:** 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 financial plans for the STTF, Right-of-Way Acquisition and Bridge Construction Trust Fund, and Florida's Turnpike are the basis for the Tentative Work Program. Copies are provided.

**QUESTION 7:** Is the Tentative Work Program planned so as to deplete the estimated resources of each fund? 339.135(3)(b) F.S.

**ANSWER:** Yes. Schedules of available funding were issued consistent with the financially balanced Program and Resource Plan. The schedules were used by district and central office staff to develop and review the Tentative Work Program.

**QUESTION 8:** When developing the Tentative Work Program were funds allocated to each district according to 339.135(4)(a) F.S.?

- Funds for new construction based on equal parts of population and motor fuel collection.
- 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 shall be allocated based on the results of these assessments.
- Funds for public transit block grants allocated pursuant to s. 341.052 F.S.

**ANSWER:** The work program funds have been allocated to each district in accord with Chapter 339.135(4)(a)F.S. and pertinent sections of Title 23 USC. The following documents are provided to detail the fund distribution logics and compliance by fund:

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1995/96 through 1999/00**

**QUESTIONS - CENTRAL OFFICE**

- SCHEDULE A -- FEDERAL FUNDS DISTRIBUTION MATRIX
- SCHEDULE A -- STATE FUNDS DISTRIBUTION MATRIX
- REVISED FEDERAL FUND CODES
- Surface Transportation Program - DISTRIBUTION LOGIC DIAGRAM
- SIX YEAR FUND ALLOCATIONS - 1994/95 through 1999/00 Categorized By Method of Distribution
- 1994-95 DISTRICT DISTRIBUTION PERCENTAGE FACTORS

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

**QUESTION 9:** Does the Department's Tentative Work Program provide for a minimum of 14.3 percent of all state revenues deposited into the State Transportation Trust Fund to be committed annually by the department for public transportation projects in accordance with chapter 341 and ss. 332.003-332.007 F.S.? 206.46(3) F.S.

**ANSWER:** Yes. The Tentative Work Program does provide for a minimum of 14.3 percent of all state revenues deposited into the State Transportation Trust Fund to be committed annually for public transportation projects.

**QUESTION 10:** 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 anticipated liabilities payable in each fiscal year are less than the cash resources anticipated as available for each respective fiscal year. This is ensured by development of the multi-year finance plans previously referenced.

**QUESTION 11:** Is the Tentative Work Program developed in accordance with the program and resource plan of the Florida Transportation 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 with Work Program Instructions directed to district and central office program managers, followed by a rigorous review process by central

*Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1995/96 through 1999/00*

**QUESTIONS - CENTRAL OFFICE**

office program management staff, and review and approval of the Tentative Work Program by the Secretary.

**QUESTION 12:** Does the Department's Tentative Work Program specifically identify advanced right-of-way acquisition projects and separately allocate funds for advanced right-of-way acquisition phases in each fiscal year, as provided in s. 337.276 F.S.? 339.135(4)(b)3. F.S.

**ANSWER:** Yes. The Tentative Work Program identifies advanced right-of-way projects both by unique fund codes and program numbers. Allocations for advanced right-of-way were issued as part of Schedule A and Work Program Instructions.

**QUESTION 13:** Does the Department's Tentative Work Program include advanced right of way acquisition projects funded with Amendment 4 Bond proceeds? Are any such projects identified in Section 338.2275 F.S. as proposed turnpike projects? If yes, provide a listing of such projects.

**ANSWER:** Yes, the Department's Tentative Work Program includes advanced right-of-way acquisition projects funded with Amendment 4 Bonds. No, none of these bond-funded projects are identified in Section 338.2275 as proposed Turnpike projects.

**QUESTION 14:** 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)4. F.S.

**ANSWER:** To the maximum extent feasible, the Department transferred projects from the second year of the previous Adopted Work Program (95/96) to the first year of the current Tentative Work Program (95/96). Variance summaries provided to you indicate that 72.38% of these project phases remained stable in the 95/96 Fiscal Year. In addition the Department was able to advance 4.54% of its project phases to an earlier year.

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, changing revenue forecasts, difficulty in obtaining right-of-way, and ecological

***Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1995/96 through 1999/00***

**QUESTIONS - CENTRAL OFFICE**

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.

Yes, the Secretary determined that these adjustments were necessary.

**QUESTION 15:** Does the Tentative Work Program clearly identify and reflect the effect of such changes and adjustments to such projects? 339.135(4)(b)4. F.S.

**ANSWER:** Yes. The variance reports provided to you clearly identify and reflect the effect of such changes and adjustments.

**QUESTION 16:** 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)5. F.S.

**ANSWER:** Yes. Refer to the Comptroller's 36 Month Cash Forecast for the Turnpike which will be submitted with the preliminary Tentative Work Program to the Florida Transportation Commission and the Governor and Legislature on February 21, 1995.

**QUESTION 17:** 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 18:** 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 paragraph (b)? 339.135(4)(e) F.S.

**ANSWER:** The Central Office reviewed the individual District Work Programs for compliance with the Work Program Instructions, Florida Statutes, federal laws and regulations, and other departmental policies and procedures. The District Work Programs were also reviewed with Secretary Watts by the Program Development Office.



***Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1995/96 through 1999/00***

**QUESTIONS - CENTRAL OFFICE**

The other four questions pertaining to compliance with the requirement of paragraph (b) have already been addressed in the responses to Questions 10, 11, 14, 15 and 16.

**QUESTION 19:** Did the department submit a preliminary Tentative Work Program to the Governor, legislative appropriations committees, the Transportation Commission and the Department of Community Affairs at least 14 days prior to the convening of the regular legislative session? 339.135(4)(f) F.S.

**Note:** The Department of Community Affairs shall 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 metropolitan planning organizations, said list shall 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. The Commission shall consider said list as part of its evaluation of the Tentative Work Program. 339.135(4)(f) F.S.

**ANSWER:** Yes, the preliminary Tentative Work Program was submitted to the Governor, legislative appropriations committees, the Commission and the Department of Community Affairs at least 14 days prior to the convening of the regular legislative session. A draft version of the preliminary Tentative Work Program was also submitted to the Department of Community Affairs (DCA) on December 14, 1994 and January 25, 1995, along with a variance report showing all projects added to the existing Tentative Work Program. Copies of transmittal letters to DCA have been provided with this response.

**QUESTION 20:** 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? 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:** The aviation and airport work program, which is included in the Tentative Work Program, is based on local sponsor's proposed projects. The projects are programmed in accordance with sponsor construction scheduling and Federal Aviation Administration priorities for funding.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1995/96 through 1999/00**

**QUESTIONS - CENTRAL OFFICE**

The Tentative Work Program identifies each aviation and airport program with a discrete program number. The discretionary capacity improvement projects are all separately listed.

In accordance with statutory requirements, the aviation and airport work program is consistent with the statewide aviation system plan, which is the aviation element of the Florida Transportation Plan. The program is also consistent, to the maximum extent feasible, with approved local government comprehensive plans.

The aviation and airport work program is balanced to the Department's program and finance plan and includes all projects to be undertaken and implemented by airport sponsors with funds administered by the department.

**QUESTION 21:** Section 338.22(2) F.S., requires that all revenues and bond proceeds from the turnpike system received by the department pursuant to s. 338.22-338.244 F.S., the Florida Turnpike Law, shall be used only for the cost of turnpike projects and turnpike improvements and for the administration, operation, maintenance, and financing of the turnpike system. No revenues or bond proceeds from the turnpike system shall be spent for the operation, maintenance, construction, or financing of any project which is not part of the turnpike system.

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

**ANSWER:** Yes. Separate schedules of available funds are developed for the Florida Turnpike System. These schedules are based upon all available revenues and bond proceeds of the Florida Turnpike System. This process assures that all revenues and bond proceeds from the turnpike system are used only for the costs of turnpike projects and improvements and for administration, operation, maintenance and financing of the turnpike system.

**QUESTION 22:** Section 338.001(7) F.S., requires that any additions or deletions of Florida Intrastate Highway System projects contained in the adopted work program and any modifications to such projects from the adopted work program, be specifically identified and submitted as a separate part of the tentative work program.

Does the Department's Tentative Work Program meet the above requirement? If not, please explain.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1995/96 through 1999/00**

**QUESTIONS - CENTRAL OFFICE**

**ANSWER:** The Department's Tentative Work Program meets the above requirement. A copy of the variance report comparing the Adopted Work Program and the Tentative Work Program for the Florida Intrastate Highway System is included as a part of this submittal.

**QUESTION 23:** Section 336.045 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:** The Department does not specifically fund aesthetic design considerations in its work program, but requires aesthetic design considerations be an intrinsic part of every roadway design project.

Aesthetics are addressed in both our Project Development and Environment and Plans Preparation Manuals. The Department is also in the process of developing guidelines for the inclusion of vegetation and aesthetic considerations in the design phase of all roadway projects.

In addition, the Department has the Florida Highway Beautification Council Grant Program as a means of aesthetic improvement for funding local projects on a 50/50 basis with local governments for existing highways.

**QUESTION 24:** Section 338.001 F.S., requires the Department to allocate funds to the Florida Intrastate Highway System as follows:

FY 1995/96 and each fiscal year thereafter: \$151.3 million adjusted annually by the change in the Consumer Price Index (CPI) for the prior fiscal year compared to the CPI for fiscal year 1991/92.

Does the Department's Tentative Work Program meet the above requirement? If not, please explain.

***Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1995/96 through 1999/00***

**QUESTIONS - CENTRAL OFFICE**

**ANSWER:** The Department's Tentative Work Program allocates funds to the Intrastate Highway System consistent with these requirements.

**QUESTION 25:** Section 338.001 F.S., allows the Department to allocate Florida Intrastate System funds to the Florida Turnpike System as follows:

FY 1995/96 and each fiscal year thereafter: No funds dedicated to the Florida Intrastate System may be allocated to turnpike projects.

Does the Department's Tentative Work Program meet the above requirement? If not, please explain.

**ANSWER:** No additional Florida Intrastate Highway System funds are allocated to the Florida Turnpike System in FY 1995/96 and each fiscal year thereafter.

**QUESTION 26:** Section 133, of Title 23 U.S.C., requires that after apportionment to the state of Surface Transportation Program funds (plus 1/2 of certain equity adjustment categories), 10 percent be set aside for safety construction activities, 10 percent be set aside for transportation enhancements, and (after adding 1/2 of minimum allocation and donor bonus funds) 50 percent be divided by population among the areas with over 200,000 population and other areas of the state. The remaining 30 percent may be used in any area of the state.

Is the above requirement implemented in the Tentative Work Program? If yes, please provide the applicable dollar amounts for each of the required percentages for the 5-year period. If not, please explain.

**ANSWER:** The Tentative Work Program implements this requirement. The applicable dollar amounts for each of the required percentages are shown in Schedule A of the Work Program Instructions, which have been provided to you.

*Response to Florida Transportation Commission Questions  
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Fiscal Year 1995/96 through 1999/00*

**QUESTIONS - CENTRAL OFFICE**

**COMPLIANCE WITH DEPARTMENT POLICIES:**

**QUESTION 27:** Protect the first three years of the adopted work program, consistent with statutory direction, to ensure stability for local government planning purposes.

To what extent does the Tentative Work Program protect the first three years of the adopted work program? If the Department was unable to completely comply, please explain why in general terms.

**ANSWER:** To the maximum extent feasible and to the best of our knowledge, the first three years of the adopted work program were protected.

**QUESTION 28:** Program sufficient funds to address significant safety problems and needs. (s. 334.046, F.S. and 1993 FTP)

Does the Tentative Work Program comply with the above policy? If not, please explain.

**ANSWER:** While there are insufficient funds to address every safety problem, significant safety problems and needs are addressed in all design, construction, and maintenance projects in the work program. The districts have programmed available Safety Improvement Funds leaving a minimum of funds to meet immediate safety needs and contingencies.

**QUESTION 29:** Program sufficient funds to meet the Department's annual preservation and resurfacing targets. (s. 334.046, F.S., and 1993 FTP) To ensure sufficient funding to meet annual targets, one-half of the resurfacing needs in large urbanized areas will be funded using Surface Transportation Program funds allocated to those areas. The remaining one-half of these needs will be funded by a combination of state and Federal funds allocated to the Districts for this purpose.

Does the Tentative Work Program implement the above policy? Please provide documentation.

Are there any exceptions to the above policy in the Tentative? If so, please document.

**ANSWER:** The Tentative Work Program implements this policy. Schedule A (Funds Allocations) to the Work Program Instructions was developed consistent with this policy. Copies of formula used to distribute funds within this policy are provided in documents supporting the response to question number 8.

**Response to Florida Transportation Commission Questions  
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**QUESTIONS - CENTRAL OFFICE**

**QUESTION 30:** Provide increased emphasis on public transportation and intermodal programs. (s. 334.046, s.339.135, and s. 339.155, F.S.; Department Program Objectives and 1993 FTP)

Does the Tentative Work Program implement the above policy? Please document how the Tentative provides increased emphasis on public transportation and intermodal programs.

**ANSWER:** Yes, the Tentative includes increased pass-through transit federal funding in the amount of \$1,053,300 for Section 16, Section 18, Section 26 and Section 8 programs. This increased federal funding is being matched from the 14.3% dedicated public transportation funding.

Additional state (above the 14.3% minimum) and federal funding in the amount of \$87.8M is being made available for public transportation programs from sources which can be used for either highway or public transportation projects (State \$3.6, Federal \$84.2).

**QUESTION 31:** All future development of the Interstate System will be guided by the "Interstate Highway System Policies and Priorities," (*Topic No.: 000-525-019-a*) dated November, 1991. Note: this policy limits the capacity of Interstate highways to 10 lanes; within urbanized areas over 200,000 population, there will be 6 general use lanes with 4 physically separated lanes reserved for transit vehicles, through traffic and high occupancy vehicles of 3 or more persons.

Does the Tentative Work Program implement the Interstate Policy, with exceptions granted by the Secretary in memoranda to each District Secretary on January 17, 1992? If not, please explain.

**ANSWER:** Yes, to the maximum extent possible, the Interstate Program included in the FY 95/96 - 99/00 Tentative Work Program implements the policy guidance outlined in the "Interstate Highway System Policies and Priorities" memorandum dated November 1991.

**QUESTION 32:** The Interstate Work Program shall be developed in accordance with "Interstate Highway System Program Development," (*Topic No.: 000-525-020-b*) dated June 15, 1993. Note: this policy states that the State Highway Engineer is responsible for selecting and prioritizing projects with the Interstate Preservation and Safety Program targets. The State Transportation Planner is responsible for selecting and prioritizing projects within the Interstate Capacity Improvement Program targets. The Interstate Program Manager is responsible for

*Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
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**QUESTIONS - CENTRAL OFFICE**

developing the Interstate Program within funds available, within target guidelines, and matched to priority listings and production schedules. Programs shall be developed in consultation with the Districts.

Does the Tentative Work Program implement the Interstate Highway System Program Development Policy?

**ANSWER:** The Interstate Program has been developed in coordination with the Assistant Secretaries for Finance and Administration and Transportation Policy, the State Highway Engineer, the State Transportation Planner and the Districts. Projects were programmed based on overall statewide priority, production capability, and available funding. The first objective was to preserve projects previously programmed in the July 1, 1994, Adopted Work Program.

**QUESTION 33:** Revenues from the State Comprehensive Enhanced Transportation System Tax (SCETS tax) will be used to match Federal funds in urbanized areas with populations greater than 200,000 population, and may be used in other areas to match Federal funds.

Does the Tentative Work Program implement the above policy in urbanized areas over 200,000 population? Are there any exceptions? If so, please explain.

To what extent, if at all, is the policy implemented in other areas?

**ANSWER:** The policy is implemented for SCETS Funds (see attached DDR report).

**QUESTION 34:** Bridges on the State Highway System that have been identified as being structurally deficient will be programmed for construction within six (6) years of deficiency identification (Topic No.: 000-360-001-a, July 21, 1994).

Does the Bridge Program in the Tentative Work Program comply with the above policy? Are there any exceptions to the above policy? If so, please explain.

**ANSWER:** Of the 48 structurally deficient bridges in the 1993-94 backlog, 3 bridges are not included in the Tentative Work Program. 2 have since been reclassified and found to be not structurally deficient since publication of the 1993-94 backlog summary; the remaining bridge will be programmed for repair in 1996-97. Funds have been set aside for this and future repair needs in later years of the Work Program. Preliminary

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**QUESTIONS - CENTRAL OFFICE**

Engineering for this bridge repair project is currently in progress , but had not fully defined the scope of work necessary at time of Work Program development.

**QUESTION 35:** Within the Bridge Program, priority will be given to bridges on the State Highway System. Fifteen percent of Federal funds will continue to be set aside for bridges on routes not otherwise eligible for Federal aid. Surface Transportation Program funds allocated to urbanized areas over 200,000 population will be used to fund bridges off the State Highway System in those areas (*Topic No.: 000-360-001-a, July 21, 1994*).

Does the Bridge Program in the Tentative Work Program comply with the above policy? Are there any exceptions to the above policy? If so, please explain.

**ANSWER:** The policy for programming bridges off the State Highway System makes treatment of project selection independent of geographic location.

The policy established last year states "Bridges off the SHS, but on the Federal-Aid System - The Department may program up to twenty percent of the available federal bridge funds. Funding priority will be based on ranking within the statewide listing."

The Tentative Work Program has been developed consistent with this policy.

**QUESTION 36:** The Department may program up to twenty percent of the available federal-aid bridge replacement and rehabilitation funds on bridges off the State Highway System, but on the Federal-Aid System. Funding priority will be based on the statewide deficiency ranking (*Topic No.: 000-360-001-a, July 21, 1994*).

Does the Bridge Program in the Tentative Work Program comply with the above policy? If not, please explain.

**ANSWER:** The Bridge Program complies with this policy. 20% of total federal bridge funds are programmed as BRT off the State Highway System.

**QUESTION 37:** The Departments first priority for federal-aid bridge placement -off system funds (BRTZ) on bridges of the State Highway System and off the Federal-Aid system is for bridge inspection programs (*Topic No.: 000-360-001-a, July 21, 1994*).



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**QUESTIONS - CENTRAL OFFICE**

Does the Bridge Program in the Tentative Work Program comply with the above policy? If not, please explain.

**ANSWER:** The Bridge Program complies with this policy. 51% of BRTZ funds are programmed for bridge inspections, mostly off the State Highway System.

**QUESTION 38:** The Department will fully match all Federal highway funds used on the State Highway System. To provide consistency with public transportation programs, for projects off the State Highway System, the Department will match one-half of the non-federal share.

Does the Tentative Work Program implement the above policy? Are there exceptions to the above match requirements in the Tentative? If so, please specify.

**ANSWER:** Yes, the Tentative Work Program was developed to implement this policy. However the Department will fully match certain other projects off the State Highway System that meet the following criteria:

- All project phases qualifying for the federal bridge program
- All project phases for safety improvements under the Section 130 Railway-Highway Crossings Program, the Section 152 Hazard Elimination Program, and other corridor safety improvements. (Note: for most of these projects, costs are 100% federally reimbursed, and no matching funds are required)
- All project phases already included in the Five Year Work Program for the FY's 1992/93 - 1996/97, adopted July 1, 1992.
- At the discretion of the District Secretary, Transit and Rail projects that qualify for funding under the federal Congestion Mitigation and Air Quality Improvement Program.

It should be noted that a procedural change is being considered relative to the federal Transportation Enhancement Program. This program includes a significant number of projects off the state highway system. As these projects approach the time of commitment, several districts are experiencing difficulties in obtaining the planned local matching funds for these projects. For this reason, among others, the Department is considering the option of applying soft match to at least a portion, if not all, of this program. Not only will this ensure commitment of previously scheduled projects, but will also allow the department to consider other project proposals which could not previously be considered because of the improbability of finding local matching funds. However, the Department will carefully weigh all the implications to the existing Transportation Enhancement Program before implementing any changes to the existing procedure.

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**QUESTIONS - CENTRAL OFFICE**

**QUESTION 39:** To accomplish increased data requirements of ISTEA, the Department will program additional funds for data collection on the State Highway System. The Department and MPO's will cooperate in programming additional funds for data collection off the State Highway System.

Does the Tentative Work Program implement the above policy? How much additional funding is programmed for data collection?

**ANSWER:** Yes, In trying to get a handle on what data is needed by all partners (FDOT, Metropolitan Planning Organizations, Regional Planning Councils, counties, cities, and other local governments), the first order of business was to identify what data is currently being collected or planned to be collected. The Department, through one of our consultants (Parsons, Brinckerhoff) and district planning Offices, conducted a survey, which was mailed to approximately 360 respondents. A draft final report was recently received (February 1, 1995) and circulated to the districts and Management Systems Coordinator/Team Leaders for comments. The final report is expected sometime toward the latter part of this month, which will include an analysis of responses received (approximately 50%).

The tentative work program contains approximately \$2.5 million annually for ISTEA data collection activities. Examples of projects programmed this year include:

1. Strategic Highway Research Program Data Collection and Reporting (weigh-in-motion);
2. Cartographic Database Compilation and Integration;
3. Design Traffic Training;
4. Pushbutton Traffic Monitoring Sites Repairs;
5. Programming Assistance (Straight Line Diagrams, Highway Performance Monitoring System, Speed, Metric, Edits); and
6. ISTEA Data Collection (to be determined, based on conclusions resulting from the survey and subsequent discussions with our ISTEA partners.)

**Response to Florida Transportation Commission Questions  
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**QUESTIONS - DISTRICTS**

**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 1 Yes, Yes  
District 2 Yes, Yes  
District 3 Yes, Yes  
District 4 Yes, Yes

District 5 Yes, Yes  
District 6 Yes, Yes  
District 7 Yes, Yes  
Turnpike Yes, Yes

**QUESTION 2:** Did the district receive an annual transportation improvement program (or Project Priority List) from each MPO at least 120 days prior to submission of the Tentative Work Program to the Commission (by September 27, 1994)? 339.135(4)(c)2. and 339.175(7)(d) F.S.

**ANSWER:**

District 1 Yes  
District 2 Yes  
District 3 Yes

District 4 Yes

District 5 Yes  
District 6 Yes  
District 7 No, Pinellas & Hills. were late  
(2 days).  
Turnpike Yes

**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 4 years of the Department's Adopted Work Program for Fiscal Years 1994-95/1998-99? If yes, then did the district provide the MPO with written justification prior to submittal of the district work program to the central office (by December 8, 1994). Please provide a copy of such written justification.

**ANSWER:**

District 1 Yes, Copies provided  
District 2 Yes, Copies provided

District 3 Yes, Copies provided  
District 4 Yes, Copies provided

District 5 Yes, Copies provided  
District 6 Yes, Included in MPO Meeting  
minutes.  
District 7 Yes, Copies provided  
Turnpike Yes, Copies provided

**Response to Florida Transportation Commission Questions  
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**QUESTIONS - DISTRICTS**

**QUESTION 4:** Did any MPO file an objection of such rescheduling or deletion with the Secretary (by December 22, 1994)? If yes, provide a copy of such objection.

**ANSWER:**

District 1 No, N/A  
District 2 No, N/A  
District 3 No, N/A  
District 4 No, N/A

District 5 No, N/A  
District 6 No, N/A  
District 7 No, N/A  
Turnpike No, N/A

**QUESTION 5:** Did the Secretary approve the rescheduling or deletion? If yes, provide a copy of objections for projects approved for rescheduling or deletion by the Secretary. 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.

**ANSWER:**

District 1 N/A  
District 2 N/A  
District 3 N/A  
District 4 N/A

District 5 N/A  
District 6 N/A  
District 7 N/A  
Turnpike N/A

**QUESTION 6:** Was a public hearing held on the District Work Program prior to its submission to the central office? If yes, provide a copy of such notice of the public hearing. Note: The public hearing must be held in at least one urbanized area in the district. 339.135(4)(d) F.S.

**ANSWER:**

District 1 Yes, Copies provided  
District 2 Yes, Copies provided  
District 3 Yes, Copies provided  
District 4 Yes, Copies provided

District 5 Yes, Copies provided  
District 6 Yes, Copies provided  
District 7 Yes, Copies provided  
Turnpike Yes, Copies provided

**QUESTION 7:** Were presentations given by the department at MPO meetings to determine the necessity of making 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? If yes, provide a copy of the agenda or date, time and location of each such MPO meeting. Did these meetings also include boards of county commissioners of counties not represented by MPOs? 339.135(4)(d) F.S.

**Response to Florida Transportation Commission Questions  
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**QUESTIONS - DISTRICTS**

**ANSWER:**

**District 1** Yes, Copies provided  
**District 2** Yes, Copies provided  
**District 3** Yes, Copies provided  
**District 4** Yes, Copies provided

**District 5** Yes, Copies provided  
**District 6** Yes, Copies provided  
**District 7** Yes, Copies provided  
**Turnpike** Yes, Copies provided

**QUESTION 8:** 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? If yes, provide a copy of such written explanation. 339.135(4)(d) F.S.

**ANSWER:**

**District 1** Yes, Copies provided  
**District 2** Yes, Copies provided  
**District 3** N/A  
**District 4** Yes, Copies provided

**District 5** Yes, Copies provided  
**District 6** Yes, Copies provided  
**District 7** Yes, Copies provided  
**Turnpike** Yes, Copies provided

**QUESTION 9:** 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 1** No  
**District 2** No  
**District 3** Yes, Copies provided  
**District 4** Yes, Copies provided

**District 5** Yes, Copies provided  
**District 6** No  
**District 7** Yes, Copies provided  
**Turnpike** No

**QUESTION 10:** 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 acknowledgement. 339.135(4)(d) F.S.

**ANSWER:**

**District 1** N/A  
**District 2** N/A  
**District 3** Yes, Copies provided  
**District 4** Yes, Copies provided

**District 5** Yes, Copies provided  
**District 6** N/A  
**District 7** Yes, Copies provided  
**Turnpike** N/A

**Response to Florida Transportation Commission Questions  
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**QUESTIONS - DISTRICTS**

**QUESTION 11:** Did the district forward a copy of all such requests to the Secretary and the Commission? Note: The Commission must include such requests in its evaluation of the Tentative Work Program. 339.135(4)(d) F.S.

**ANSWER:**

**District 1 N/A**

**District 2 N/A**

**District 3 Yes**

**District 4 Yes**

**District 5 Yes**

**District 6 N/A**

**District 7 Yes**

**Turnpike N/A**

**QUESTION 12:** Section 134 of Title 23, U.S.C., is amended to required that in transportation management areas (TMA's), 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 MPO's, consistent with the TIP.

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

**ANSWER:**

**District 1 Yes**

**District 2 Yes**

**District 3 Yes**

**District 4 Yes**

**District 5 Yes**

**District 6 Yes**

**District 7 Yes**

**Turnpike N/A**

**QUESTION 13:** For urbanized areas with 200,000 population 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.

**Response to Florida Transportation Commission Questions  
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**QUESTIONS - DISTRICTS**

**ANSWER:**

**District 1 Yes  
District 2 Yes  
District 3 Yes  
District 4 Yes**

**District 5 Yes  
District 6 Yes  
District 7 Yes  
Turnpike N/A**

**QUESTION 14:** For each parcel selected advanced acquisition that is not in the adopted Work Program, does the district project file contain a memo justifying the decision for the advanced acquisition as required by law? 337.276(1) F.S.

**ANSWER:**

**District 1 Yes  
District 2 Yes  
District 3 N/A  
District 4 N/A**

**District 5 Yes  
District 6 Yes  
District 7 N/A  
Turnpike N/A**

**APPENDIX I**

**PUBLIC COMMENTS**



## **Public Comments**

### *Listing of individuals providing public comment at Statewide Public Hearing:*

Honorable John Richardson, Hernando County Commissioner

Honorable Ginny Brown-Waite, Senator, District 10

Mr. Cliff Manuel, Hernando County Chamber of Commerce

Mr. Gus Guadagnino, Hernando County Manufacturers Association

Mr. Hal Robinson, Greater Hernando Chamber

Mr. Don Crane, Floridians for Better Transportation

Honorable Marlene Duffy Young, Polk County Commissioner (via letter read into record, copy on following page)



Office of  
**MARLENE YOUNG**  
Commissioner Dist. No. 3

*Board of County Commissioners*

Telephone (813) 534-6425  
P.O. Box 60  
Bartow, Fla. 33831

February 23, 1995

Mr. Malcolm Kirschenbaum  
Chairman  
Florida Transportation Commission  
605 Suwanee Street  
Tallahassee, Florida 32399-0450

Dear Chairman Kirschenbaum:

Late yesterday it came to my attention that the Florida Department of Transportation's Turnpike District has proposed the deletion of construction phase for the Polk County Parkway Segment #7 from its five-year Tentative Work Program. It is my understanding that the Florida Transportation Commission is conducting a public hearing today, February 23, 1995, in Tallahassee, to receive comment on the Tentative Work Program, which now reflects the deletion of Segment #7.

Although there has not been time to assemble the MPO or Board of County Commissioners to review the impacts of this proposed change, I want to formally register my own concerns with the Florida Transportation Commission about the deletion of Segment #7 from the Polk County Parkway. Several issues need careful consideration before a decision is made.

The recommendation to delete construction of Segment #7 is based largely on revised traffic counts which indicates lower traffic volume than originally projected. This is particularly true for Segment #7. Yet, Segment #7 is the final link to connect to I-4, the ultimate termination point on the eastern segment of the Polk Parkway. If connection cannot be made to I-4 due to the deletion of Segment #7, traffic volume on other segments of the Parkway will likely be diminished. This will adversely impact revenue potential on the portion of the Parkway that is constructed.

If the Parkway is terminated as proposed by this deletion, the traffic will dump onto a two-lane county maintained road that will likely be inadequate to handle to traffic volume. Capacity improvements are not programmed for CR 546, and there are no funds available for widening this road. This proposal creates an immediate traffic bottleneck for Polk County. Additionally, the deletion of this segment will cause congestion on other existing parallel routes, requiring other capacity improvements for which there is no funding.

Although I understand the legitimate concern about low traffic projections on Segment #7, there are a designated CRA (Community Redevelopment Area) and two proposed DRIs that, if developed, will dramatically and quickly alter the traffic projections. Will the Turnpike Authority recognize these increased volume when the DRIs are processed and alter the Work Program accordingly? Will monies be available at the time to re-insert the construction phase of Segment #7?

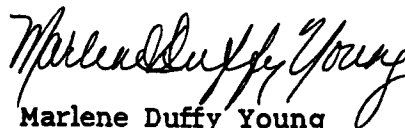
If the reason for deferring construction of Segment #7 is cost-driven, how much money is really going to be saved by deleting construction, given the fact that purchase of right-of-way is still included in the Work Program, and the construction of Segment #7 is a two-lane facility? Does this really make economic sense, considering the possible revenue consequences on other segments of the Parkway and the relatively low cost of two-lane construction?

I have concerns about the precedent of phasing a turnpike project when the economic viability may ultimately rely on the availability of the entire facility. Although I am familiar with traffic studies and the ability to analyze facility segments, I know from a common sense perspective that the viability of the eastern leg of the Polk Parkway relies on the ultimate connection to I-4. It makes no sense to terminate the project at CR 546, as now proposed.

The Board of County Commissioners and the MPO will certainly review this matter and, undoubtedly, offer comment as provided in Section 339.135, Florida Statutes. I offer these comments as my own, and in the interest of registering concerns with the Florida Transportation Commission in a timely fashion. I am disappointed that we didn't have earlier notice and the opportunity to prepare an official statement. I do ask that you please read my comments in the public hearing or accept this letter as an official record for the proceedings.

Thank you as always for your serious consideration of this important matter.

Sincerely,



Marlene Duffy Young  
Board of County Commissioners

/sls

xc: Secretary Ben Watts, Department of Transportation  
Transportation Commission  
Polk County Legislative Delegation  
Board of County Commissioners  
MPO Board Members



The Florida  
Transportation  
Commission