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**IN-DEPTH EVALUATION  
OF  
TENTATIVE WORK PROGRAM  
FOR  
FY 1996/97 - 2000/01**



# FLORIDA TRANSPORTATION COMMISSION

Malcolm Kirschenbaum, Chairman  
John Browning, Jr.  
Art Kennedy  
David Kerr  
Jim Kimbrough  
Dick Nunis  
Herminio San Roman  
Gay Rebel Thompson  
Lee Vause



Lawton Chiles  
Governor

March 19, 1996

Honorable Lawton Chiles  
Governor  
The Capitol  
Tallahassee, Florida

Honorable Mario Diaz-Balart, Chairman  
Senate Ways and Means 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 March 7, 1996, the Commission conducted the Statewide Public Hearing and In-depth Evaluation of the *Department of Transportation Tentative Work Program for FY 1996/97 through FY 2000/01*. 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 in compliance with applicable laws and policies. We feel comments are warranted in four areas:*

## ***Resurfacing, Bridge Repair and Bridge Replacement Objectives***

In last year's review, these programs were identified as areas of non-compliance in that Department objectives were not achieved during the 5-year work program period (these objectives were based on reducing deficiencies to a target number by a year certain.)

Since last year, the Department has adopted new objectives that are based on the Department's ability to program current deficiencies for correction within specified time periods. For example, the resurfacing objective is to program 95% of deficient pavements on Interstate and Turnpike highways (90% for arterials) in the 5-year work program. In this work program, the Department programmed 100% of the deficient pavements (7,546 lane miles), plus an additional 2,281 lane

miles *projected to become deficient* during the 5-year period. In light of this ongoing and necessary strategy of programming not only current deficiencies but also *anticipated future deficiencies*, the Commission and Department agree that the objective needs adjustment - as presently worded, the Department will easily meet it. The second resurfacing objective is to resurface 2,200 lane miles annually on the state highway system beginning in FY 2000/01, a goal accomplished in FY 1999/2000, when 2,235 lane miles are to be resurfaced.

The Commission feels that the above objectives, as well as those for bridge repair and replacement, should be augmented with objectives that address what we believe to be the public's foremost concern: whether the condition of the highway system is getting better or worse as a result of the Department's efforts. We encourage the Department to include these results-oriented objectives in its 2020 Plan Short-range Component. An example of such an objective is, "Meet acceptable pavement standards on 80 percent of the state highway system" (80% is the actual level this year). This would inform the public as to whether programming strategies used by the Department are producing the desired results. The Commission's chart on page E-2 projects that over the 5-year work program period, the percent of the system meeting standards will decline slightly from 80% to 78%. Passage of more time is needed for the Department to know whether its 2,200 lane miles per year goal will reduce deficiencies and bring that percentage up.

Last year, the Department attributed some of the growth in deficiencies to steady increases in the "cost per mile" of resurfacing projects. The Department conducted an analysis of resurfacing project costs (366 projects from FY 1991/92 to 1994/95), and the results showed that on the average, about 62 percent of the costs were actual resurfacing, with the balance being widening lanes (9%), drainage improvements (7%), shoulder work (7%), signs and signals (5%), etc. Most of this work is required to meet current safety and design standards.

A task team was created to recommend ways to reduce/control costs, and the overriding recommendation was that closer scrutiny be given to project add-ons requested by local governments such as lane additions or signal work, and that Department decisions affecting lane mile costs (such as the design change adding one foot to four-foot paved shoulders) be discussed and agreed to by those impacted. We commend the Department for taking these steps and urge continuing emphasis on ways to get the most preservation value for each resurfacing dollar spent. Pilot projects in this work program using Superpave (*Superior performing asphalt pavements*) are good examples.

### ***Stability of Project Schedules***

Last year, we reported that stability of project schedules had declined for the second straight year, and that the Commission would work with the Department to identify the reasons for that trend. In this review, for the first time, reasons are provided for each phase deferred, moved out or deleted in the tentative work program.

This year, the trend was reversed and stability improved, with 81.8% (77% last year) of project phases experiencing no change in schedule or being advanced to an earlier year. The Commission feels that 80% or more of phases with no changes or advancement, reflects good program stability.

Of those phases that were deferred, moved out or deleted, 50 percent were due to local government requests -- and a little over three-quarters of those were public transportation projects (mostly airport improvements) not within the Department's control. Priority or policy changes

initiated by the Department accounted for another 16% and production schedule changes, for 13%. These categories will be refined, and data accuracy improved, for next year's review.

***Amendment Four Bond Funds Allocated to Turnpike Program***

In this Tentative Work Program, the Department plans to allocate \$20 million in bond revenue for advance right of way acquisition to the Turnpike District. The Department's General Counsel has determined that this action requires legislative approval pursuant to s. 338.223(3), which, in pertinent part, authorizes the Department, with legislative approval, to use state transportation funds to pay a portion of the capital cost of toll projects as necessary to meet statutory economic feasibility requirements.

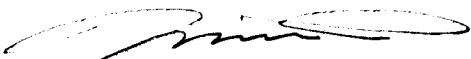
The law is now clear that Amendment Four bond funds may be used on revenue-producing projects and we concur in the Department's plan to use bond funds on Turnpike projects. We bring attention to it here only because legislative approval of the work program is accomplished through the appropriations process.

***Linkage of 5-year Work Program with Long-range Goals***

Over time, it has become more and more apparent to us that in order for Commission review of the tentative work program to be meaningful, it must go beyond verifying compliance with law and *must demonstrate how the projects in the work program are advancing achievement of long-range transportation goals* adopted last year in the 2020 Florida Transportation Plan. If this connection is not demonstrated in a readily understandable way, there is no assurance that long-range goals are being implemented. Now that the Department has adopted long-range goals (25-year) and has completed the first version (presently being improved) of its short-range objectives (5-10 year) that will guide development of future work programs, next year's review will be revised to focus on this linkage.

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: Hon. Jim Scott, President, The Florida Senate  
Hon. Peter Wallace, Speaker, The Florida House of Representatives  
Hon. Malcolm Beard, Chairman, Senate Transportation Committee, and Members  
Hon. Kelley Smith, Chairman, House Transportation Committee, and Members  
Hon. Rick Dantzler, Chairman Senate Ways and Means Sub A, and Members  
Hon. Alzo Reddick, Chairman, House Approp. Trans. & Econ. Dev. Sub, and Members  
Dr. Robert B. Bradley, Director, Office of Planning and Budgeting, Executive Office of the Governor  
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 and the Governor.
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 Executive Office of the Governor and the legislative appropriations committees a report that evaluates the Tentative Work Program for:

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

## TABLE OF CONTENTS

	<b>Page</b>
Overview . . . . .	1
Financial Soundness . . . . .	7
Stability of Project Schedules . . . . .	11
Production Capacity . . . . .	15
Accomplishments . . . . .	16
Compliance With Approved Local Government Comprehensive Plans . . . . .	17
Objections and Requests by Metropolitan Planning Organizations . . . . .	22
Intrastate Highway System Funding . . . . .	23
Public Transportation Funding . . . . .	29
Fund Distribution . . . . .	31
State Comprehensive Enhanced Transportation System Tax Distribution . . . . .	32
Compliance With Other Applicable Laws and Policies . . . . .	33
Public Comments . . . . .	34

## APPENDICES

Overview . . . . .	A
District Overviews and Significant Projects . . . . .	B
Finance Plans . . . . .	C
36-Month Cash Forecast . . . . .	D
Program Objectives . . . . .	E
Objections & Requests By MPOs . . . . .	F
State Comprehensive Enhanced Transportation System Tax . . . . .	G
DOT Response to Florida Transportation Commission Questions . . . . .	H
Public Comments . . . . .	I

**OVERVIEW**  
**TENTATIVE WORK PROGRAM**  
**FY 1996/97 - 2000/01**

***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 \$15.2 Billion. \$12.2 Billion or 80% is planned in Product and Product Support.
- The Tentative Work Program will let contracts to:
  - \* Construct 1,204 additional lane miles of roadway
  - \* Resurface 10,335 lane miles of existing roadway
  - \* Repair 981 bridges
  - \* Replace 253 bridges
- The Tentative Work Program includes \$1.5 Billion for Public Transportation.

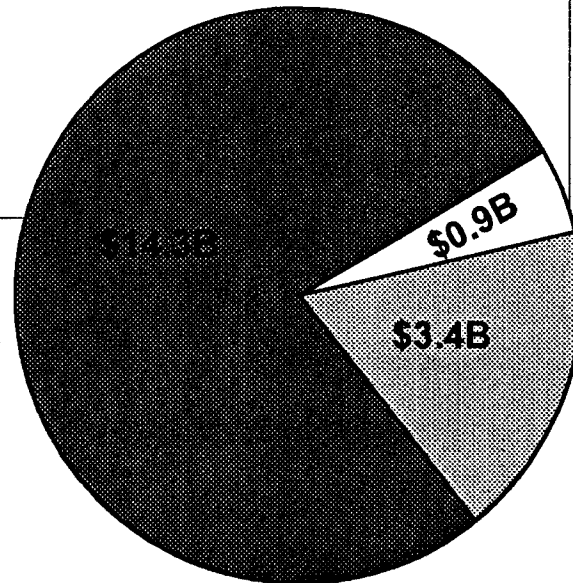
***Support Documentation:***

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

# Total 5-Year Department Funding

FY 96/97 - 00/01

**\$18.6 Billion**



**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.

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

Totals may not add due to rounding

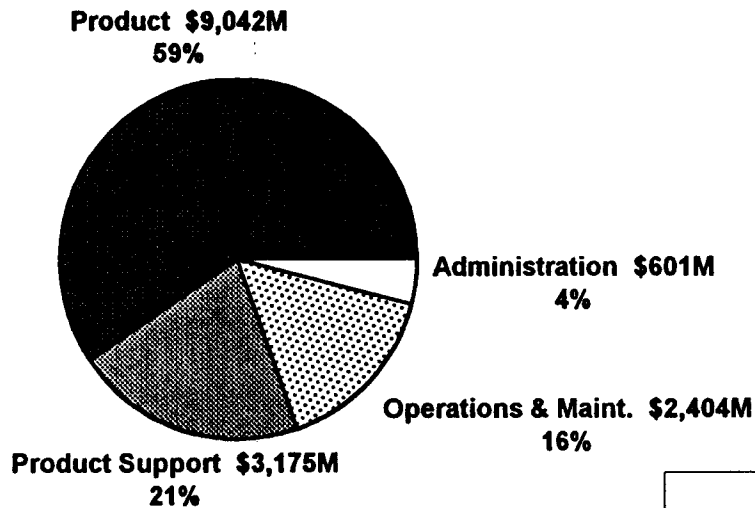
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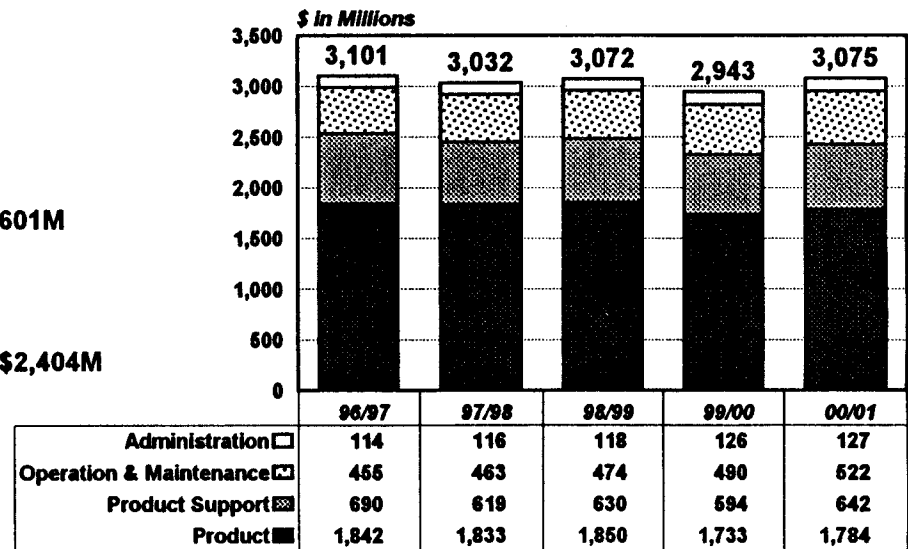
# TOTAL PROGRAM

FY 96/97 - 00/01

## Five Year Summary



## By Fiscal Year

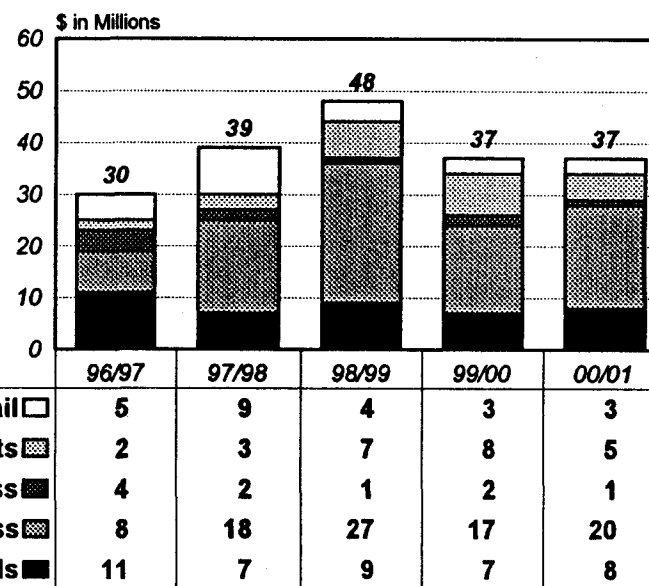
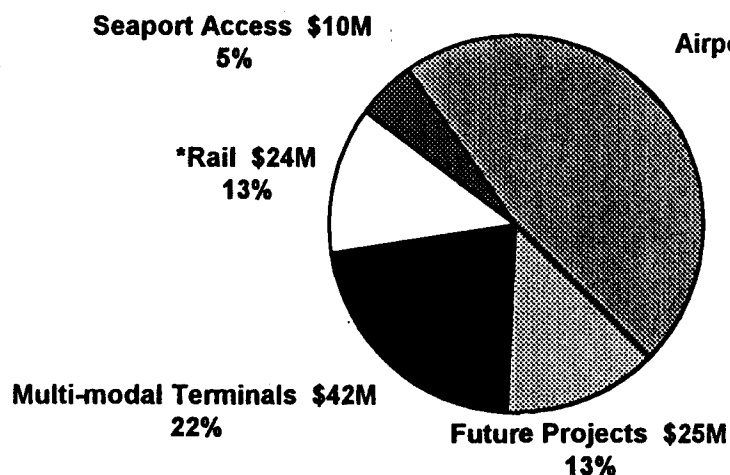


**Total 5-Year Tentative Work Program \$15,222M**

Totals may not add due to rounding

OMB 21-FEB-96  
STATE/97TENTO6

# Intermodal Development Funding Access Program Budgeted Funds FY 96/97 - 00/01 Tentative Work Program



	96/97	97/98	98/99	99/00	00/01
*Rail	5	9	4	3	3
Future Projects	2	3	7	8	5
Seaport Access	4	2	1	2	1
Airport Access	8	18	27	17	20
Multi-modal Terminals	11	7	9	7	8

**Total 5-Year Tentative Work Program \$191M**

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

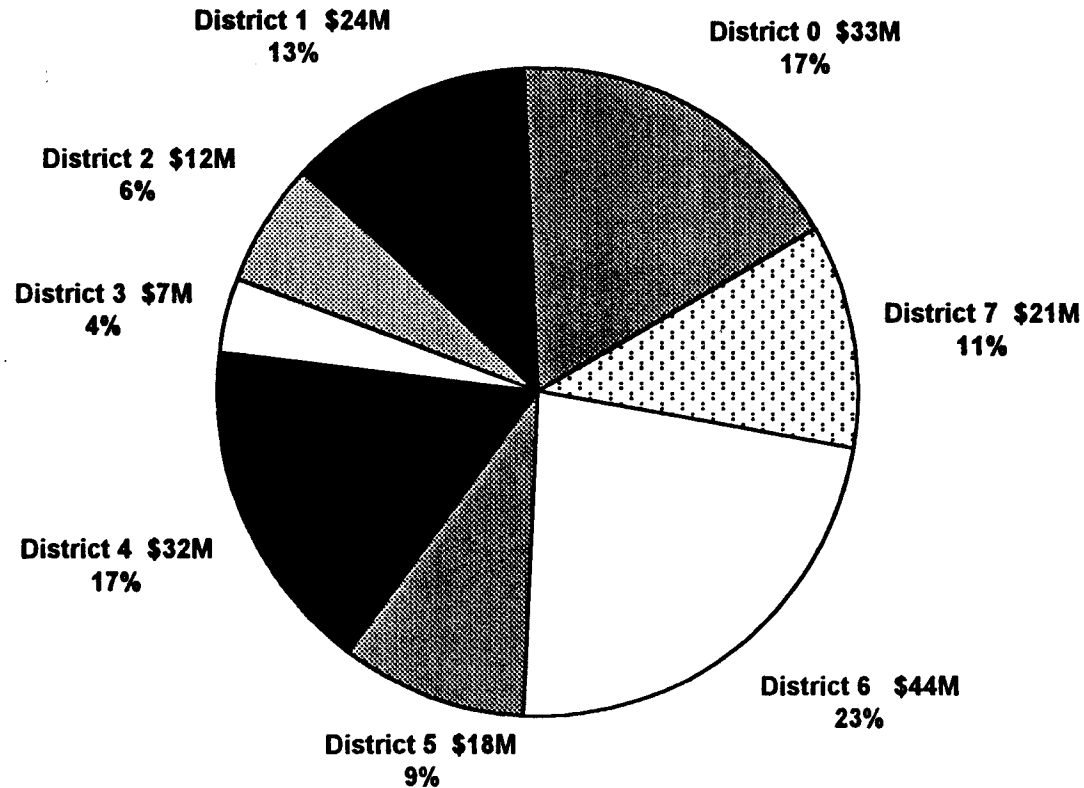
Totals may not add due to rounding

# Intermodal Development Funding Access Program

Budgeted Funds

FY 96/97 -00/01

## Tentative Work Program by District



**Total 5-Year Tentative Work Program \$191M**

Totals may not add due to rounding

OMB 22-FEB-96  
97INST5/97TENTO6

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>
Southwest International Airport	<ul style="list-style-type: none"> <li>Construct extension of Access Roads to Southwest International Airport</li> </ul>	Grant	\$9.4
Jacksonville International Airport	<ul style="list-style-type: none"> <li>Construction of Jacksonville International Airport South Access Road from I-295 to Airport Road and new interchange at I-95 and Airport Rd.</li> </ul>	PD&E Construction	\$0.9 \$1.7
Jax Multimodal Center	<ul style="list-style-type: none"> <li>Construction of Jacksonville Multimodal Center</li> </ul>	Grant	\$4.3
Port of Jacksonville	<ul style="list-style-type: none"> <li>Construct extension of 20th St. Expressway to Port of Jacksonville.</li> </ul>	PD&E Grant	\$0.8 \$0.9
Port Canaveral	<ul style="list-style-type: none"> <li>New Interchange at Dave Nisbit Dr. to improve access to Port Canaveral</li> </ul>	Grant	\$5.6
Miami Intermodal Center (MIC)	<ul style="list-style-type: none"> <li>Funding for engineering, right-of-way and construction</li> </ul>	Grant	\$28.6
Tampa Downtown Intermodal Terminal	<ul style="list-style-type: none"> <li>Downtown Tampa Intermodal Terminal right of way and construction</li> </ul>	Grant	\$1.2

\* Reflects Intermodal Development Funding share of total project cost

**FINANCIAL SOUNDNESS  
TENTATIVE WORK PROGRAM  
FY 1996/97 - 2000/01**

***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 (January, 1999) for the STTF is \$61.7 million, which complies with the statutory minimum. This cash balance is 3.0% of outstanding commitments of \$2.060 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, H-3, H-5 & H-6).

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

### **Major Assumptions:**

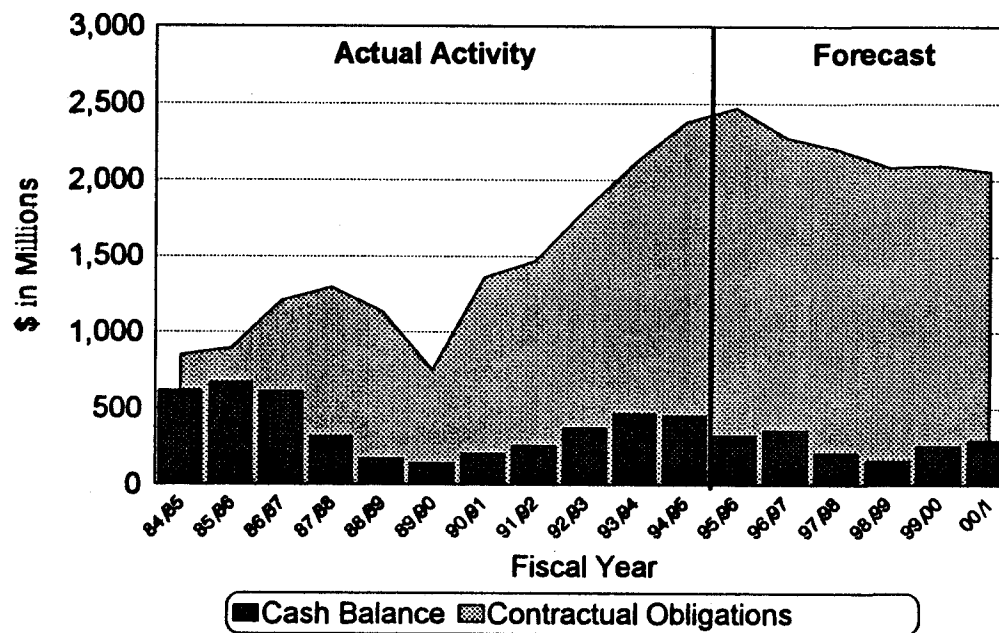
- Fuel Tax, Aviation Fuel and Motor Vehicle License Tag Fees are based on Revenue Estimating Conference Forecast of December, 1995.
- Federal aid funding levels are based on Official Federal Aid Highway Forecast of January 3, 1996.
- Right of way expenditures reflect the district cash requirements reported by the Right of Way Office on January 9, 1996 for FY 1995/96 and FY 1996/97.
- Annual transfer to Right of Way Acquisition and Bridge Construction Trust Fund for debt service. Also, includes temporary advance of \$96.9 million in STTF funds during FY 1995/96 to be reimbursed by bond proceeds from Bond sale in July 1996.
- Reimbursement of \$130.5 million in long-term receivables from toll facilities through FY 2000/01.
- \$88.2 million in long-term payables from toll facilities for operating and maintenance costs through FY 2000/01.
- \$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 (19%), consultants (28%) and public transportation (15%) are based on current year contingency analysis and program lapse funds.

## **Major Financial Assumptions Turnpike Finance Plan**

### **Major Assumptions:**

- Tentative Debt Service Coverage Ratio averages 2.24 over the 5 year period as follows: 2.4, 2.3, 2.2, 2.2 and 2.1.
- Realization of 100% of current revenue estimates. The Mainline currently provides approximately 83% of revenues. The expansion project revenues are "ramping-up" as anticipated and will become increasingly more significant.
- June 1997 bond sale of approximately \$104.0 M. to fund the acquisition of the right of way for the Suncoast Parkway, Project 1.
- June 1998 bond sale of approximately \$208.4 M. to fund a portion of the construction costs of the Suncoast Parkway, Project 1, to SR 50.
- Toll rate increases on the Seminole 1 and Veterans are planned July 1998, increasing the 12.5 cent and 8.0 cent per mile rates to 16.7 and 10.0 cents respectively, generating total additional revenue of \$5.6 M. in FY 1998/99, \$5.9 M. in FY 1999/00, and \$6.4 M. in FY 2000/01.
- Early repayment of the \$24 M. loan from State Transportation Trust Fund is planned for 1999/00. The loan was to replace revenues lost due to deferral of a July, 1993 toll rate increase scheduled for the HEFT. The toll rate increase was deferred two years to provide Hurricane Andrew relief to South Florida.

## 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 1996/2001 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 1996/97 through 2000/01, the average year-end cash balance is projected to be \$256 million and the average contractual obligations to be \$2.14 billion. That is, cash "on hand" is projected to be 11.9% 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 1996/97 - 2000/01**

***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 (1996/97 to 1999/00), changes from the Adopted Work Program to the Tentative Work Program were as follows: 81.8% of project phases experienced no change in schedule or were advanced to an earlier year; 13.2% of project phases were deferred either to a later year within the 4 common years or to a year beyond FY 1999/00; and 5.0% of project phases were deleted. Note: Stability Report includes construction, right of way land, and public transportation product phases only.
- 50% of project phases deferred, moved out or deleted were requested by local governments.
- The Department minimized changes and adjustments in the Tentative Work Program.

***Support Documentation:***

Stability Summary is on pages 12 thru 14. Other stability reports are available upon request to Transportation Commission staff. Also, see Department Responses #3, 14, & 15 (pages H-2, and H-6).

**STABILITY REPORT 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 1996/97 - 1999/00	No Changes	1,783	76.99%
	Advances	113	4.88%
	Defers	145	6.26%
	Moved Out	160	6.91%
	Deletions	115	4.97%
<b>Total</b>		<b>2,316</b>	<b>100.00%</b>

**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.

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

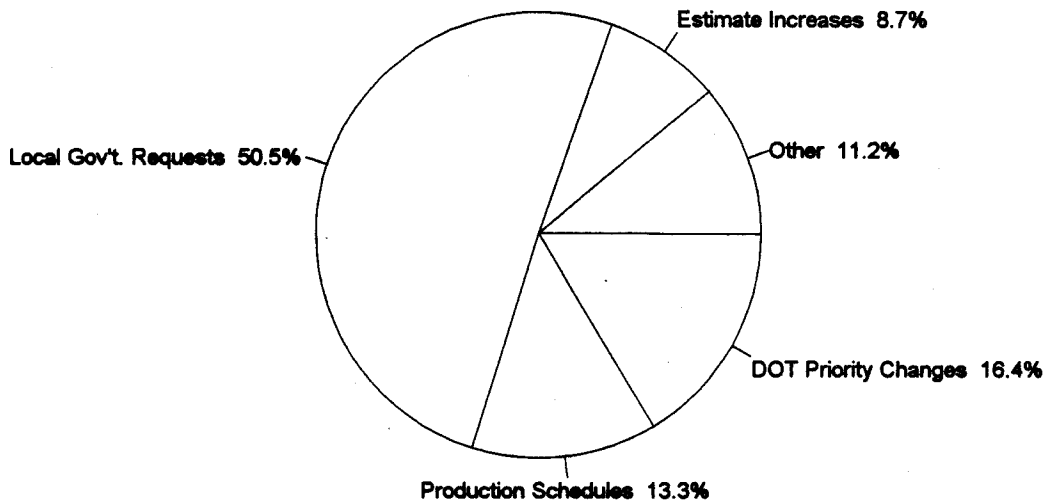
Fiscal Year	Category	# of Phases	% of Total
4 Common Years 1996/97 - 1999/00  <i>Roads &amp; Bridges</i>	No Changes	986	75.85%
	Advances	75	5.77%
	Defers	94	7.23%
	Moved Out	85	6.54%
	Deletions	60	4.62%
<b>Total</b>		<b>1,300</b>	<b>100.00%</b>

Fiscal Year	Category	# of Phases	% of Total
4 Common Years 1996/97 - 1999/00  <i>Public Transportation</i>	No Changes	797	78.44%
	Advances	38	3.74%
	Defers	51	5.02%
	Moved Out	75	7.38%
	Deletions	55	5.41%
<b>Total</b>		<b>1,016</b>	<b>100.00%</b>

**Statewide - Work Program Stability  
For FY 1995/96 - FY 1999/00**

Category	# of Phases	% of Total
No Changes	3,193	83.50%
Advances	113	2.96%
Defers	212	5.54%
Moved Out	168	4.39%
Deletions	138	3.61%
<b>Total</b>	<b>3,824</b>	<b>100.00%</b>

**Reasons for 518 Projects Deferred, Deleted or Moved Out**



Note: 5 year total - This chart includes FY 1995/96 and the 4 common years (FY 1996/97 - 1999/00) of the Adopted and Tentative Work Programs.

**PRODUCTION CAPACITY  
TENTATIVE WORK PROGRAM  
FY 1996/97 - 2000/01**

***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 \$81 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 and 5 (page A-20 and A-21).

**ACCOMPLISHMENTS  
TENTATIVE WORK PROGRAM  
FY 1996/97 - 2000/01**

***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 revised Department objectives for resurfacing, bridge repair and bridge replacement. The revised objectives are based on the Department's ability to program current deficiencies for correction within specified time periods. The level of inaccuracy inherent in forecasting deficiencies in future years, was a principal and valid reason for replacing previous objectives aimed at achieving a specified number of deficiencies by a year certain.
- The Tentative Work Program is planned to meet the Department objective for routine maintenance.
- Regarding the statutory objective to "reduce congestion of the State Transportation System," the Department is in the process of developing a mobility performance measure that can be used to measure highway and multi-modal system performance.

***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 1996/97 - 2000/01**

***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 446 approved local government comprehensive plans (as of January, 1996), the Department of Community Affairs (DCA) identified four (4) 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 21.

**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 Highlands County. 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 has submitted amendment to plan which includes project.*
  
- One (1) project to widen US 27 from north of SR 540 to north of SR 544 in Polk County. The project is not identified in the future traffic circulation maps of Polk County, City of Dundee and City of Lake Hamilton.  
*DOT District 1 Response: DOT is working with local governments to identify inconsistencies between their respective local comprehensive plans, the Metropolitan Planning Organization's 2020 Long Range Transportation Plan, and the Department's Five Year Work Program. The Department anticipates that local governments will amend their comprehensive plans to be consistent with the Department's Five year Work Program.*
  
- One (1) project to widen US 27 from north of CR 547 to south of I-4 in Polk County. The project is not identified in the future traffic circulation maps of Polk County.  
*DOT District 1 Response: DOT is working with local governments to identify inconsistencies between their respective local comprehensive plans, the Metropolitan Planning Organization's 2020 Long Range Transportation Plan, and the Department's Five Year Work Program. The Department anticipates that local governments will amend their comprehensive plans to be consistent with the Department's Five year Work Program.*
  
- One (1) project to widen SR 52 from US 19 to I-75 in Pasco County. The project is not identified in the future traffic circulation maps of Pasco County.  
*DOT District 7 Response: This project is contained in Pasco County's Long Range Transportation Plan but is not contained in Pasco County's Comprehensive Plan. Pasco County staff has indicated that during the next Comprehensive Plan amendment, the County's Comprehensive Plan will be updated to be consistent with the County's Long Range Transportation Plan; thus making everything consistent with one another.*





STATE OF FLORIDA  
DEPARTMENT OF COMMUNITY AFFAIRS

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

LAWTON CHILES  
Governor

JAMES F. MURLEY  
Secretary

February 9, 1996

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

Dear Mr. Kirschenbaum:

The FY 1997-2001 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:

FDOT DISTRICT 1:

Project Number: 1112566                      Highway: SR 54  
Segment: West of Olivia Drive to US 27  
Description: P D & E Study to widen the roadway to four-lanes.  
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 Department previously noted this inconsistency in its review of the 1996-2000 TWP.

Project Number: 1118564                      Highway: US 27  
Segment: North of SR 540 to North of SR 544  
Description: P D & E Study to widen the roadway to six-lanes.  
Inconsistency: The project is not identified in the future traffic circulation maps of the Polk County, City of Dundee and City of Lake Hamilton comprehensive plans.

Project Number: 1118565                      Highway: US 27  
Segment: North of CR 547 to South of I-4  
Description: P D & E Study to widen the roadway to six-lanes.

2740 CENTERVIEW DRIVE • TALLAHASSEE, FLORIDA 32399-2100

FLORIDA KEYS AREA OF CRITICAL STATE CONCERN  
FIELD OFFICE  
2796 Overseas Highway, Suite 212  
Marathon, Florida 33050-2227

SOUTH FLORIDA RECOVERY OFFICE  
P.O. Box 4022  
8600 N.W. 36th Street  
Miami, Florida 33159-4022

GREEN SWAMP AREA OF CRITICAL STATE CONCERN  
FIELD OFFICE  
155 East Summerlin  
Bartow, Florida 33830-4641

Mr. Malcom Kirschenbaum  
February 9, 1996  
Page 2

Inconsistency: The project is not identified in the future traffic circulation map of the Polk County comprehensive plan.

FDOT DISTRICT 7:

Project Number: 7115879

Highway: SR 52

Segment: US 19 to I-75

Description: P D & E Study to widen the roadway to six and four-lanes.

Inconsistency: The portion of the project from US 41 to I-75 is not identified in the future traffic circulation map of Pasco County.

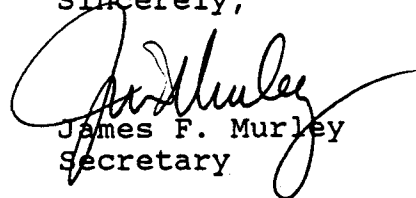
Our review entailed examining projects in the TWP against the goals, objectives, policies and maps in the approved local government comprehensive plans. We realize that the planning process is ongoing and that future analyses or other currently available information could indicate a need for these projects. The affected comprehensive plans may therefore need to be amended to include these projects in one of the twice per calendar year plan amendments.

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. This 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 9, 1996  
Page 3

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.

Sincerely,



James F. Murley  
Secretary

JFM/ra

cc: Bob Bradley, Office of the Governor  
Bob Romig, FDOT Central Office  
Norm Feder, FDOT District 1  
David Twiddy, FDOT District 7  
Doris Gentry, Highlands County Commission Chairman  
Jeffrey Ludwig, Highlands County Planning Dept.  
Neil Combee, Polk County Commission Chairman  
Merle Bishop, Polk County Planning Dept.  
Pete Gardner, Town of Dundee  
Kathleen B. Latimer, Town of Lake Hamilton  
Ed Collins, Pasco County Commission Chairman  
Samuel Steffey, Pasco County Growth Management Dept.  
Julia Greene, Tampa Bay RPC  
R. Douglas Leonard, Central Florida RPC

**OBJECTIONS AND REQUESTS BY METROPOLITAN PLANNING ORGANIZATIONS  
TENTATIVE WORK PROGRAM  
FY 1996/97 - 2000/01**

***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:***

- No objections were 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.
- Seven (7) 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-21).

**INTRASTATE HIGHWAY SYSTEM FUNDING  
TENTATIVE WORK PROGRAM  
FY 1996/97 - 2000/01**

***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:***

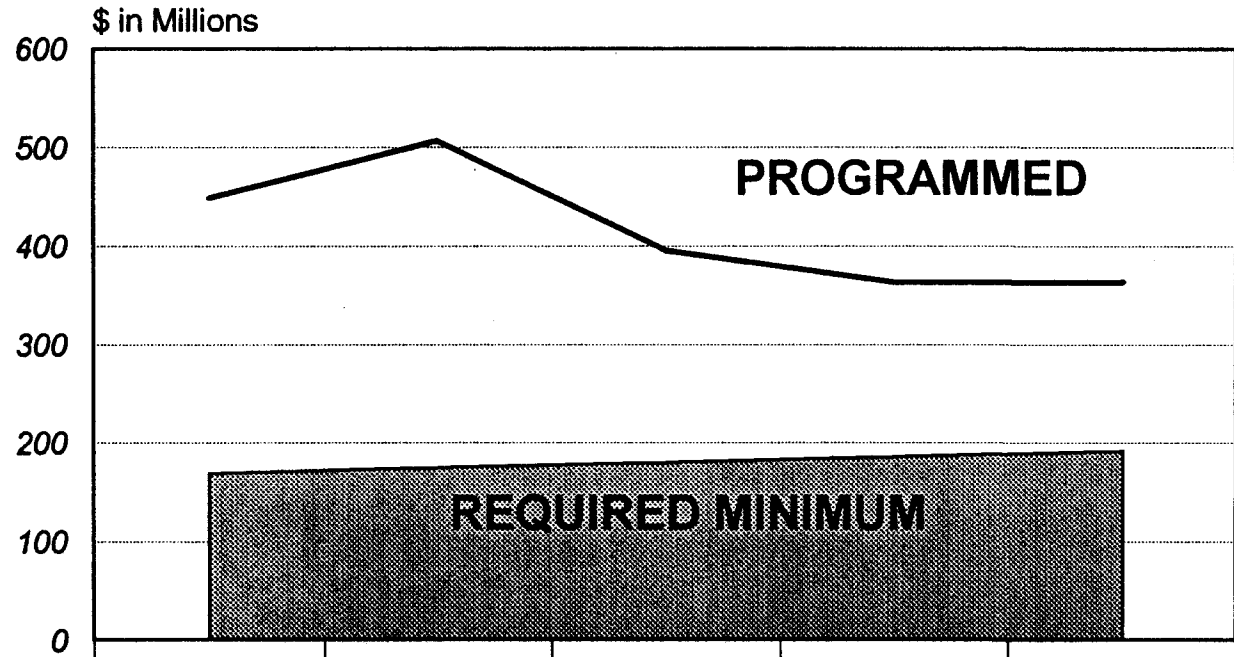
- The Tentative Work Program plans to commit in excess of the amounts required by statute over the 5-year period.
- Of the total 3,750 mile FIHS, 837 miles or 22% are 2-lane roads. The Tentative Work Program will let contracts to widen 82 miles or 10% of these 2-lane roads.



***Support Documentation:***

A chart showing planned commitments is on page 23.  
FIHS overview charts are on pages 24 thru 27.

# INTRASTATE HIGHWAY SYSTEM

FY 96/97 - 00/01



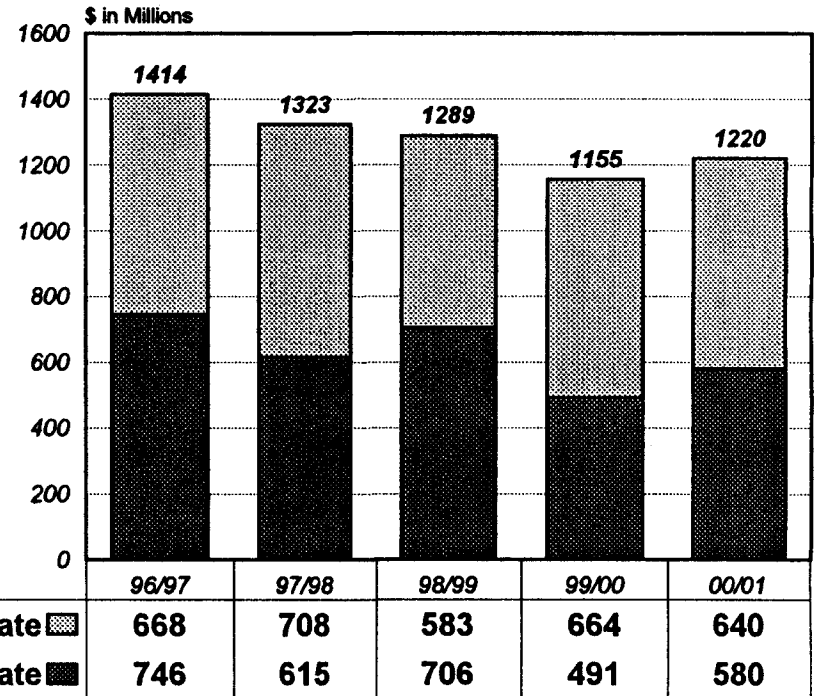
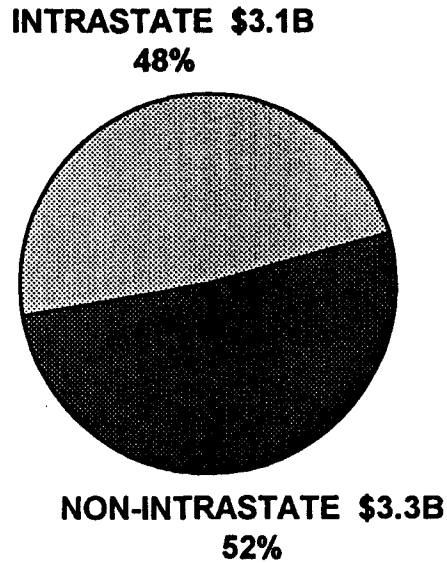
	96/97	97/98	98/99	99/00	00/01
Required Minimum 	169	175	180	186	192
Programmed 	449	507	395	363	363

**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

# The Florida Intrastate Highway System Program

## FY 96/97 - 00/01 Tentative Work Program Intrastate Compared with Non-Intrastate Capacity Improvement Only



**Total 5-Year Tentative Work Program \$6.4B**

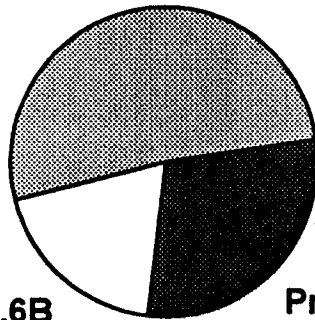
Totals may not add due to rounding

# The Florida Intrastate Highway System Program

FY 96/97 - 00/01 Tentative Work Program

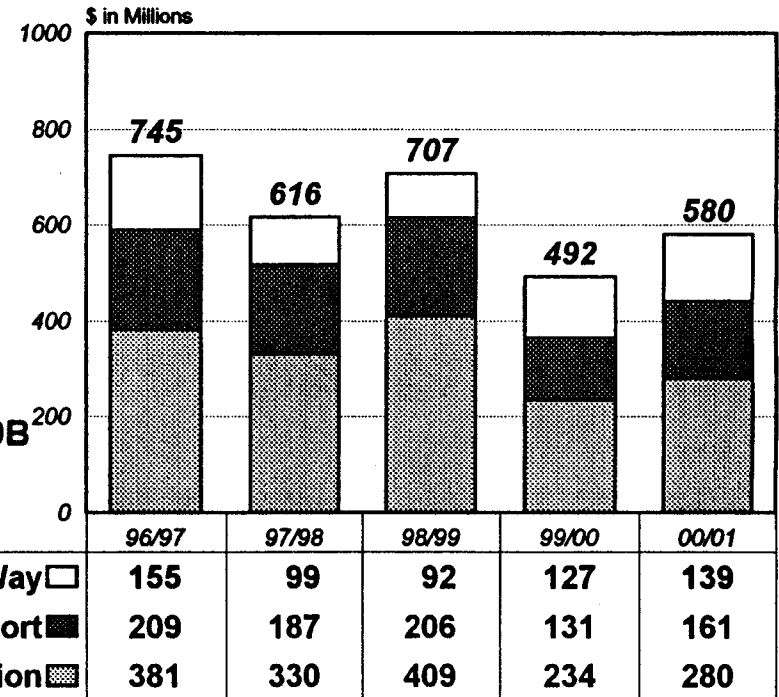
Capacity Improvement Only

Construction \$1.6B  
52%



Right of Way \$0.6B  
19%

Product Support \$0.9B  
29%



**Total 5-Year Tentative Work Program \$3.1B**

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

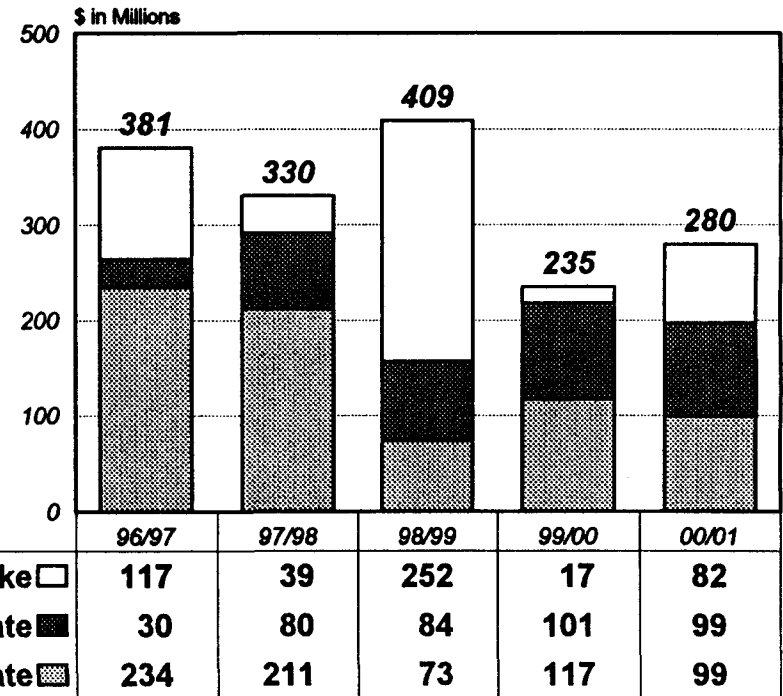
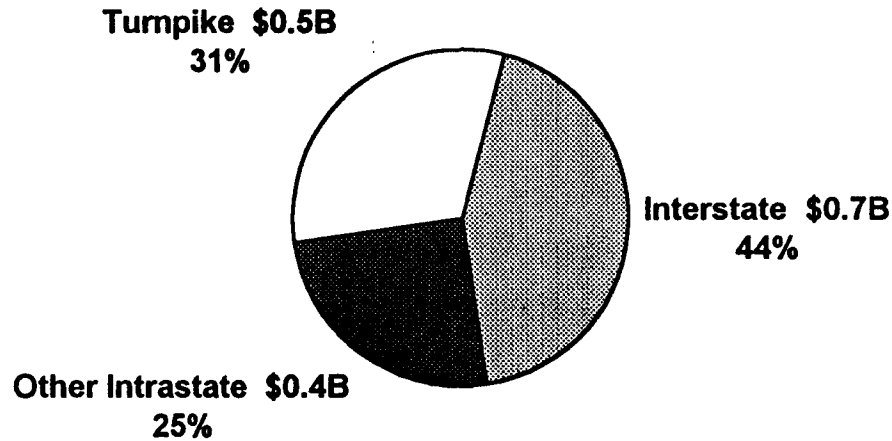


# The Florida Intrastate Highway System Program

FY 96/97 - 00/01 Tentative Work Program

Capacity Improvement Only

- Construction Only -

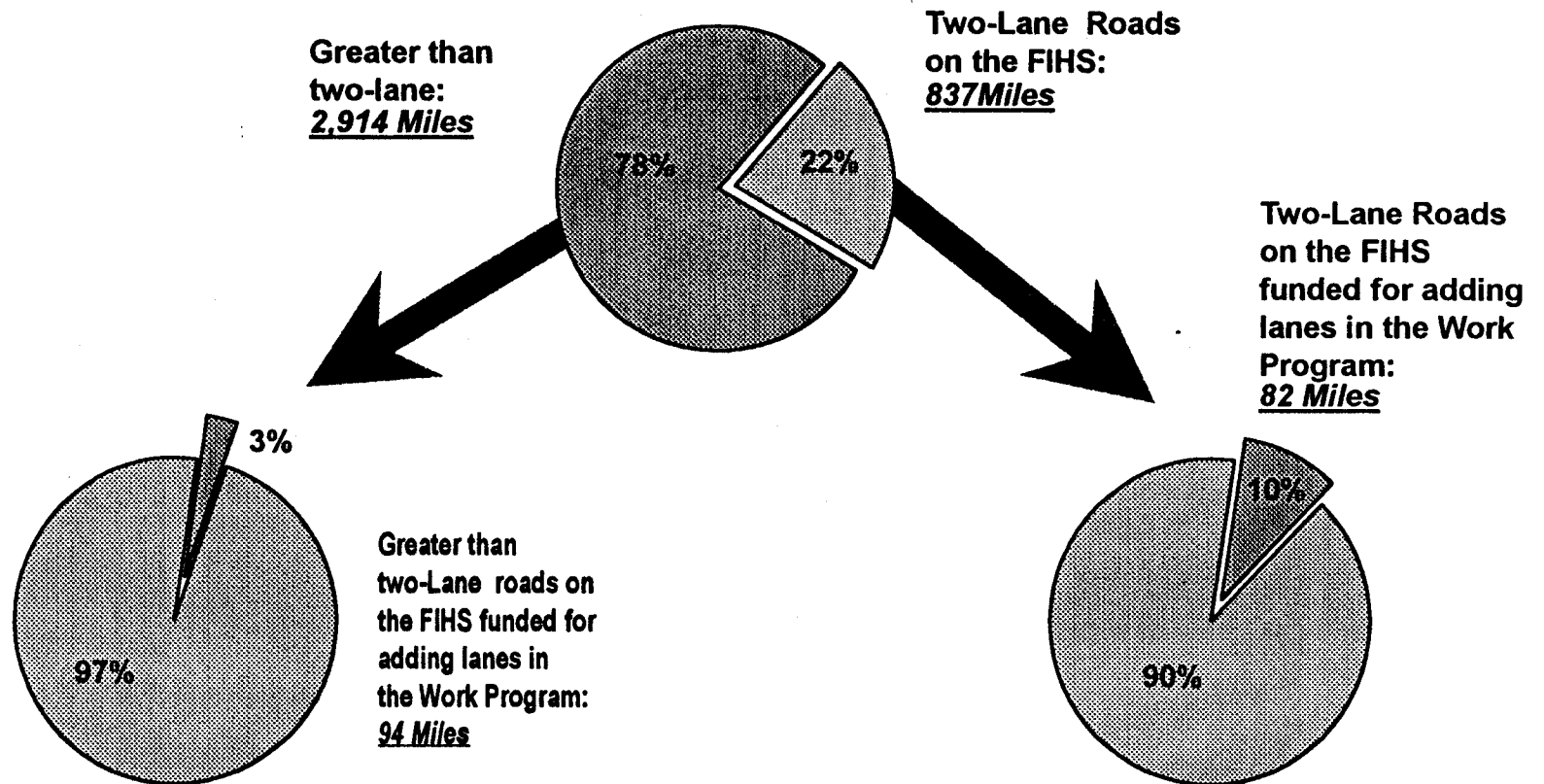


**Total 5-Year Tentative Work Program \$1.6B**

Totals may not add due to rounding

# The Florida Intrastate Highway System Program

## Roads Funded for Adding Lanes in the 1996/97 - 2000/01 Tentative Work Program



**PUBLIC TRANSPORTATION FUNDING  
TENTATIVE WORK PROGRAM  
FY 1996/97 - 2000/01**

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

***Commission Findings:***

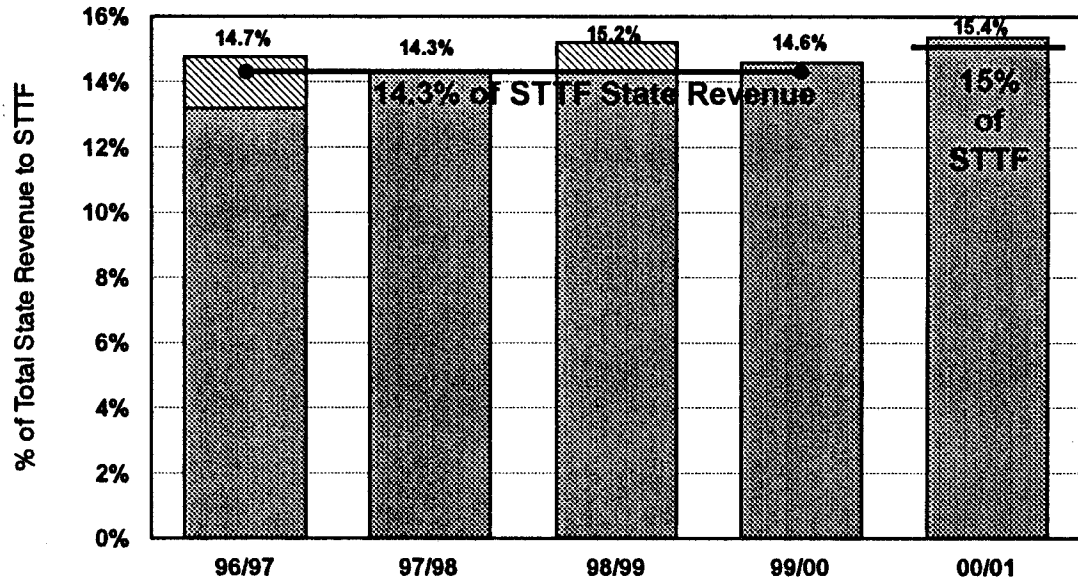
- The Tentative Work Program is planned to exceed the statutory minimum through fiscal year 1999/2000. Over the 4-year period an average of 14.7% is programmed for public transportation projects.
- The Tentative Work Program is planned to exceed the statutory minimum for fiscal year 2000/01, in which 15.4% is programmed for public transportation projects

***Support Documentation:***

A chart showing planned commitments is on page 29. Also, see Department Response #9 (page H-4).

# STATE FUNDED PUBLIC TRANSPORTATION (Excludes Seaports) Tentative Work Program FY 96/97 - 00/01

30



Annual Program	209	236	246	260	285
Adjustments	25		15		
Revised Program	234	236	261	260	285
Total Rev. STTF	1,586	1,652	1,715	1,783	1,854

**Notes:**

- (1) STTF from DEC. 1, 1995 Revenue Estimating Conference.
- (2) Revised Program includes adjustment for projects advanced to the period prior to 1996/97.

Totals may not add due to rounding

**FUND DISTRIBUTION  
TENTATIVE WORK PROGRAM  
FY 1996/97 - 2000/01**

***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-4).

**STATE COMPREHENSIVE ENHANCED  
TRANSPORTATION SYSTEM TAX DISTRIBUTION  
TENTATIVE WORK PROGRAM  
FY 1996/97 - 2000/01**

***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 1996/97 - 2000/01**

***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 Findings:***

- The Tentative Work Program is in compliance with applicable state laws and Departmental policies.
- 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 (FTP) which establishes State transportation policy - both long-range goals and short-range objectives. Thus it has not been possible to assure the Legislature and public that the Work Program advances implementation of Statewide transportation goals. The Department has completed the long-range component and the first version of short-range component, thus allowing direct correlation between the Work Program and the FTP's short-range objectives. Questions 26 thru 34 (pages H-11 thru H-14) are the first attempt to provide this important linkage. As the short-range objectives are improved, a stronger linkage will be created.

***Support Documentation:***

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

**PUBLIC COMMENTS  
TENTATIVE WORK PROGRAM  
FY 1996/97 - 2000/01**

***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 two (2) comments were received during the Public Comment portion of the hearing.
- One (1) comment by a representative of the Brevard County Metropolitan Planning Organization expressing concern about lack of funds for right of way and construction phases on US 192 west of I-95.
- One (1) comment by a representative of COST (Citizens Opposed to Suncoast Tollway), who spoke in opposition of Suncoast Parkway Project I and II. Note: no funds for Suncoast Parkway Project II are contained in Tentative Work Program.

***Support Documentation:***

Complete list of speakers and correspondence are Appendix I.



# **APPENDICES**

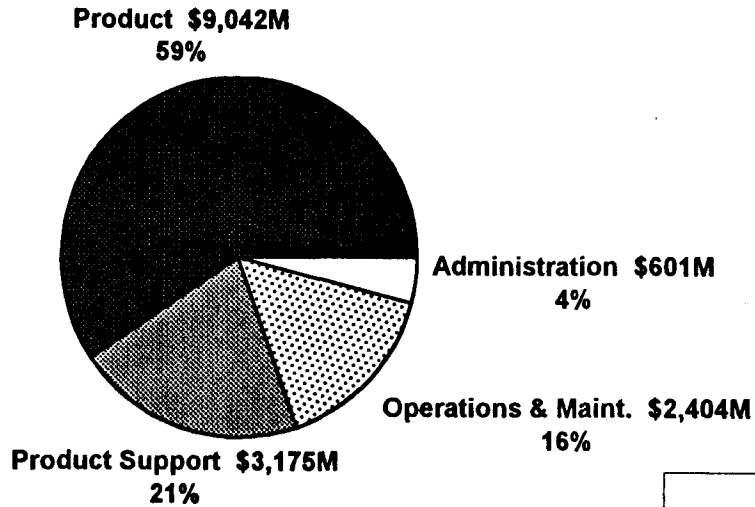
# **APPENDIX A**

## **OVERVIEW**

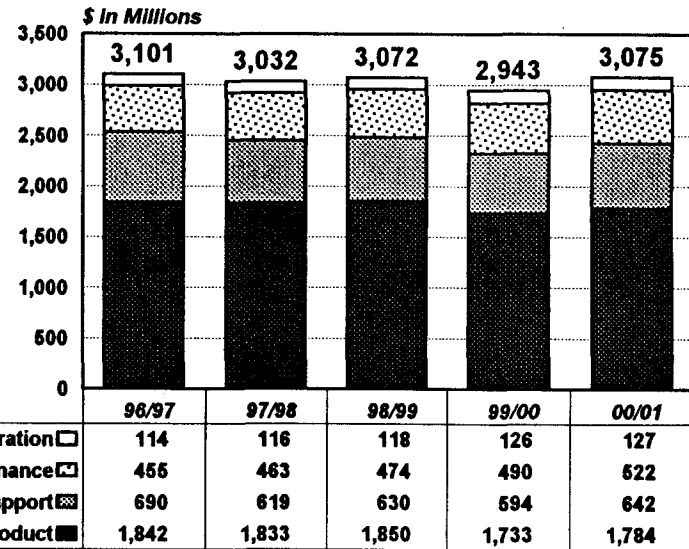
# TOTAL PROGRAM

FY 96/97 - 00/01

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$15,222M**

Totals may not add due to rounding

OMB 21-FEB-96  
STATE/97TENT06

# ***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***

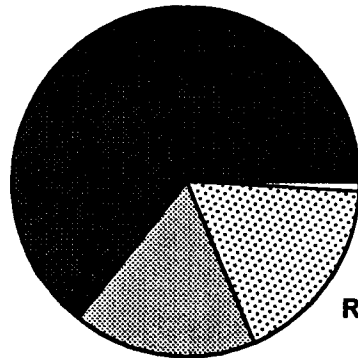
- **Local Government Cooperative Assistance (LGCA) Program projects, the Department of Commerce Economic Development Program, and safety grants**

# PRODUCT

## FY 96/97 - 00/01

### Five Year Summary

Construction \$5,818M  
64%

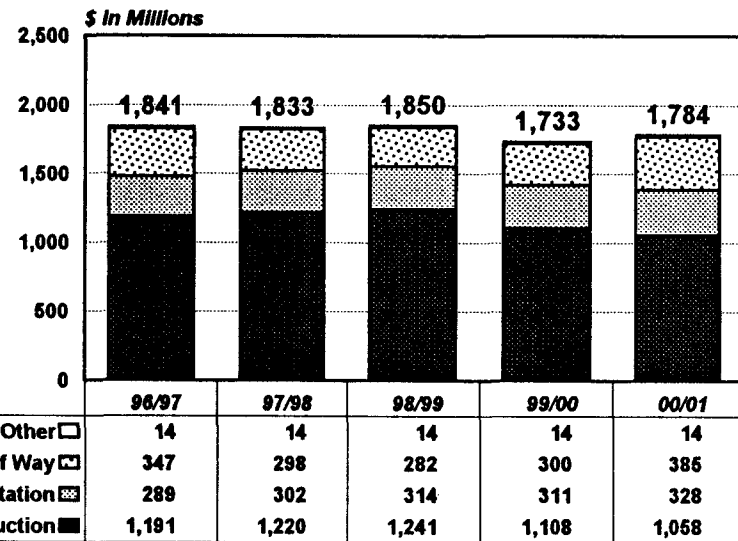


Other \$68M  
1%

Right of Way \$1,612M  
18%

Public Transportation \$1,544M  
17%

### By Fiscal Year



	96/97	97/98	98/99	99/00	00/01
Other	14	14	14	14	14
Right of Way	347	298	282	300	385
Public Transportation	289	302	314	311	328
Construction	1,191	1,220	1,241	1,108	1,058

**Total 5-Year Tentative Work Program \$9,042M**

Note: Other Includes \$68 million for Economic Development & Safety Grants.

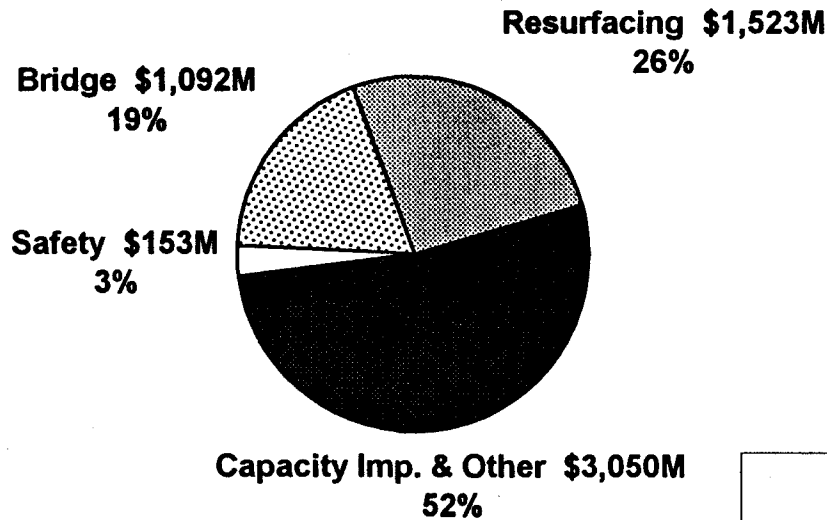
Totals may not add due to rounding

OMB 21-FEB-96  
STATE/97TENTO6

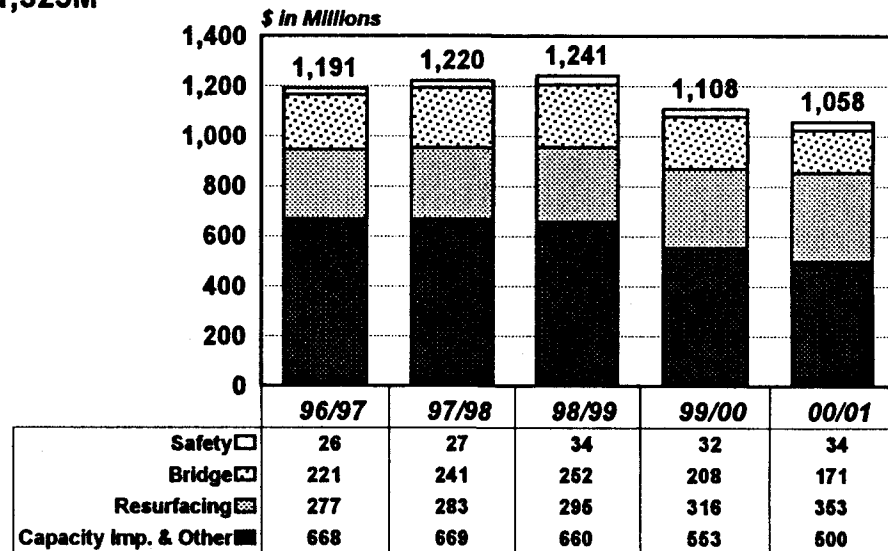
# CONSTRUCTION

FY 96/97 - 00/01

## Five Year Summary



## By Fiscal Year



## Total 5-Year Tentative Work Program \$5,818M

Note:

- 1) Construction phases of \$23.4M 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

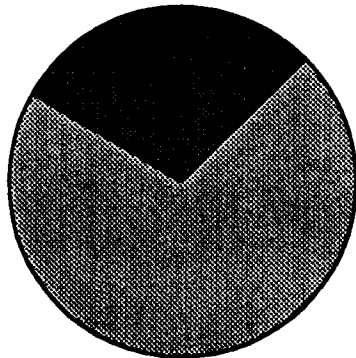
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STATE/97TENTO6

# RIGHT OF WAY LAND

FY 96/97 - 00/01

## Five Year Summary

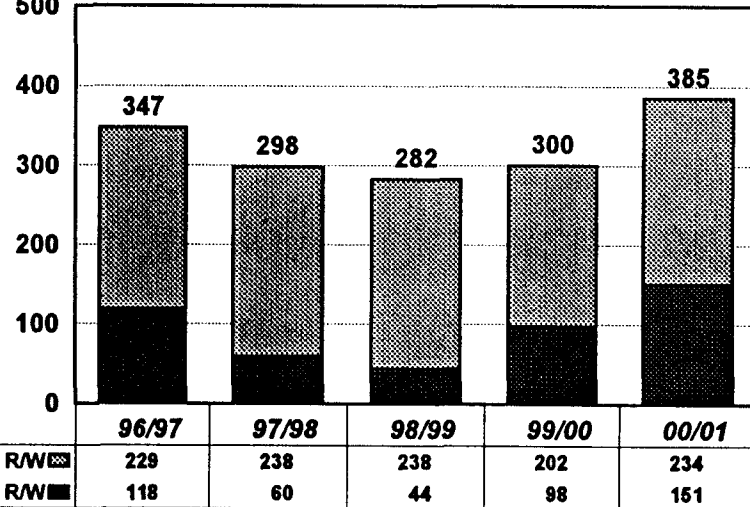
Advanced R/W \$471M  
29%



Regular R/W \$1,141M  
71%

## By Fiscal Year

\$ In Millions



Regular R/W	229	238	238	202	234
Advanced R/W	118	60	44	98	151

**Total 5-Year Tentative Work Program \$1,612M**

**Note:**

*Right of Way acquisition of \$1.4M contained in the PTO Intemodal/Rail Program.*

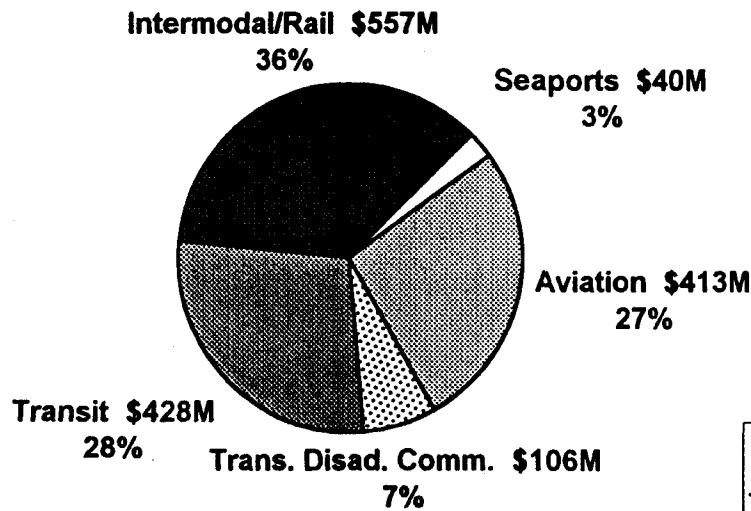
Totals may not add due to rounding

OMB 21-FEB-96  
STATE/97TENTO6

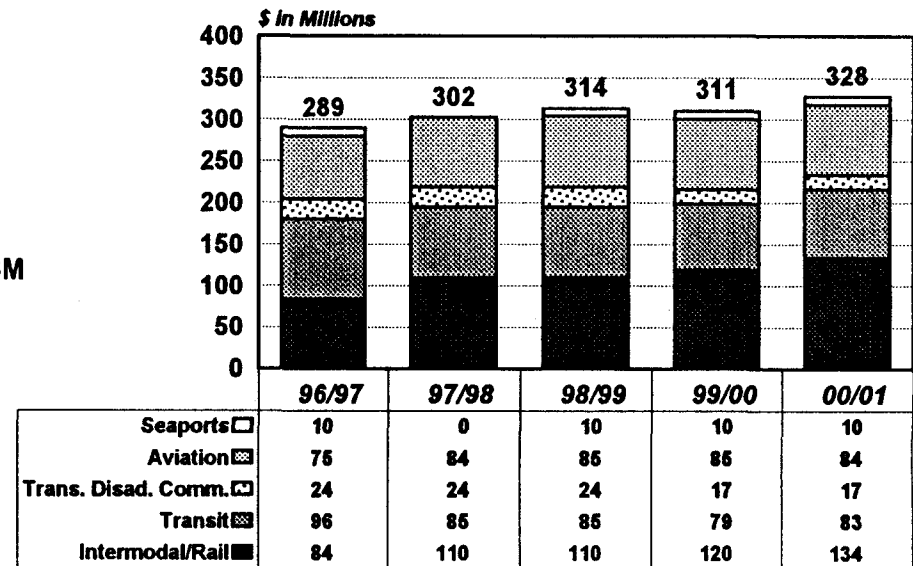
# PUBLIC TRANSPORTATION

FY 96/97 - 00/01

## Five Year Summary



## By Fiscal Year



## Total 5-Year Tentative Work Program \$1,544M

**Note:**

Intermodal/Rail Program total of \$556.8M contains \$23.4M of construction phases, and \$1.4M of land acquisition phases.

Totals may not add due to rounding

OMB 21-FEB-96  
STATE/97TENTO6

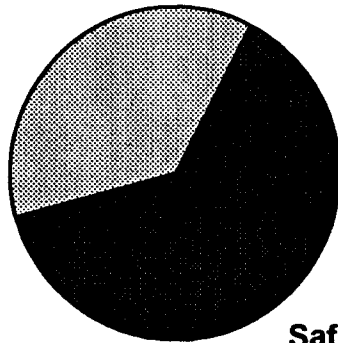


# OTHER

## FY 96/97 - 00/01

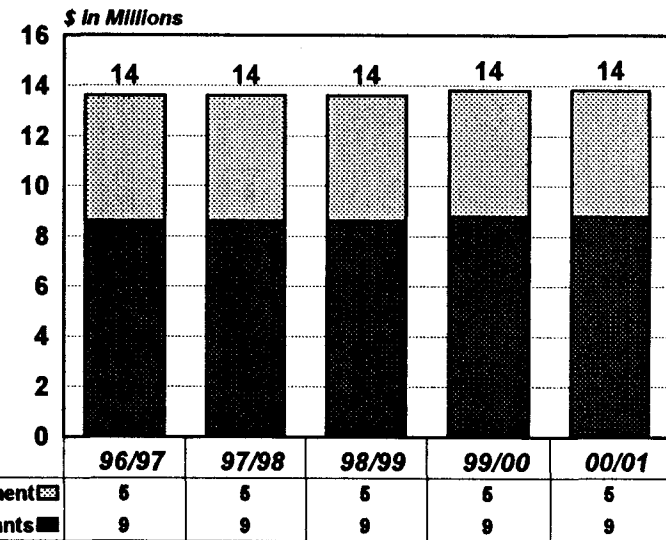
### Five Year Summary

Economic Dev. \$25M  
37%



Safety Grants \$43M  
63%

### By Fiscal Year



**Total 5-Year Tentative Work Program \$68M**

Totals may not add due to rounding

OMB 21-FEB-96  
STATE/97TENTO6

A-7

## ***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***

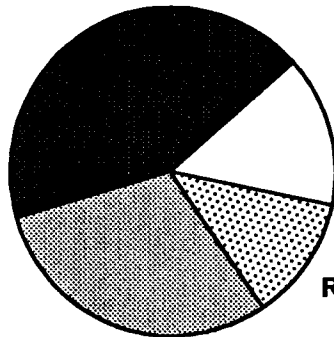
- **Materials and Research**  
materials specifications, performance and compliance with specifications
- **Applied Research**  
research contracts/State University System
- **Planning**  
transportation analysis and data collection
- **Public Transportation Operations Support**  
administer/support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

# PRODUCT SUPPORT

FY 96/97 - 00/01

## Five Year Summary

Preliminary Eng. \$1,362M  
43%

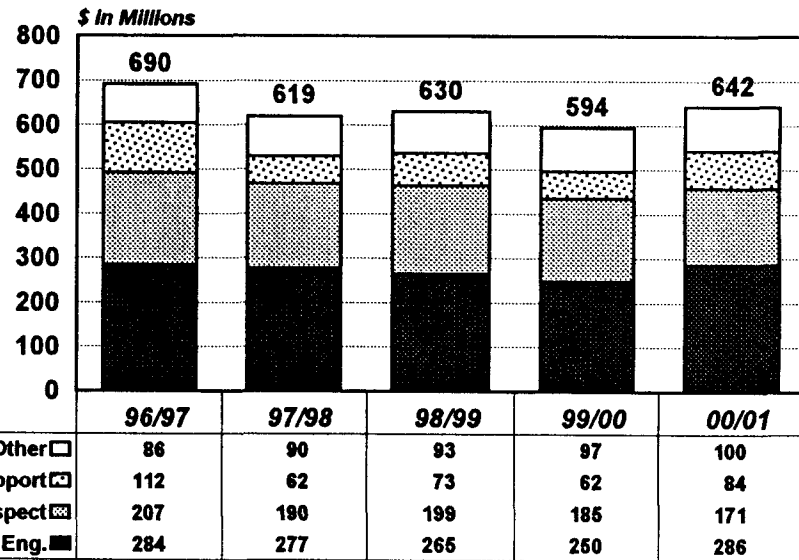


Other \$467M  
15%

R/W Support \$394M  
12%

Const. Eng. Inspect. \$953M  
30%

## By Fiscal Year



**Total 5-Year Tentative Work Program \$3,175M**

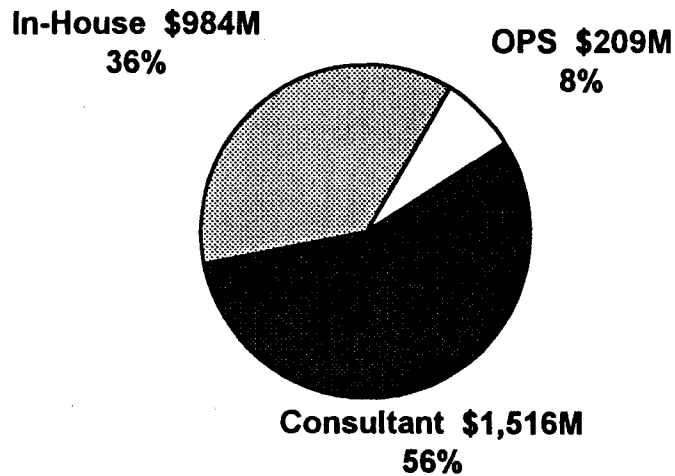
Totals may not add due to rounding

OMB 21-FEB-96  
STATE/97TENT06

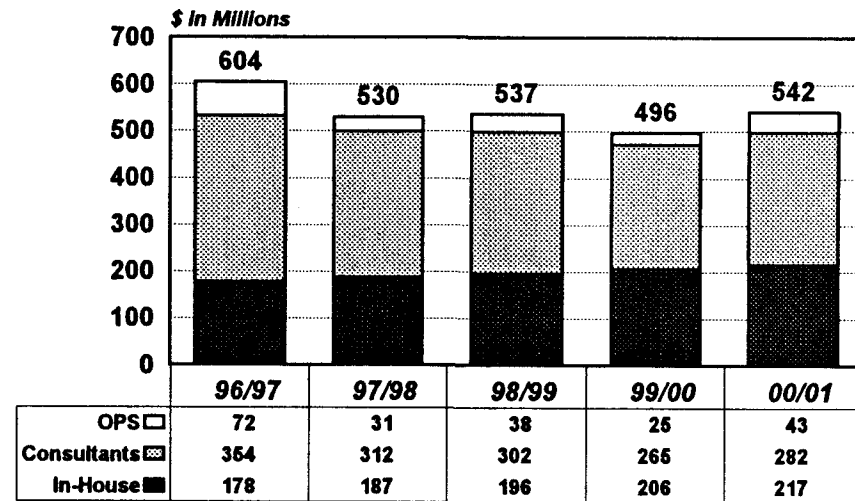
# PRODUCT SUPPORT

(Preliminary Engineering, R/W Support, CEI)  
FY 96/97 - 00/01

## Five Year Summary



## By Fiscal Year



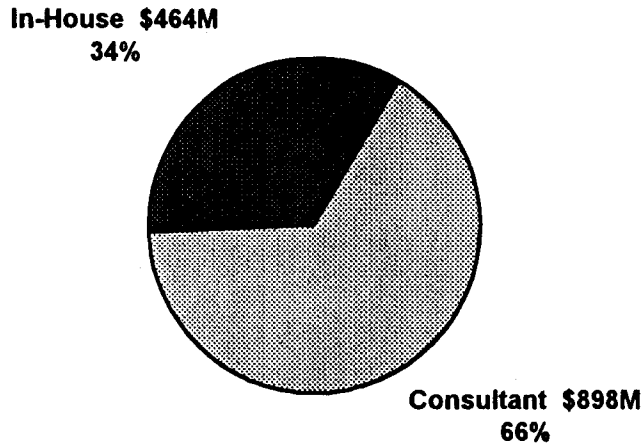
**Total 5-Year Tentative Work Program \$2,709M**

Totals may not add due to rounding

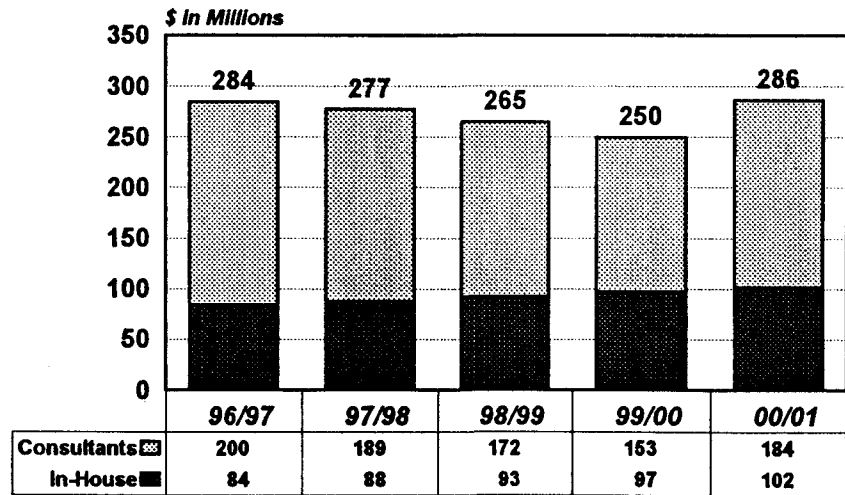
# PRELIMINARY ENGINEERING

FY 96/97 - 00/01

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$1,362M**

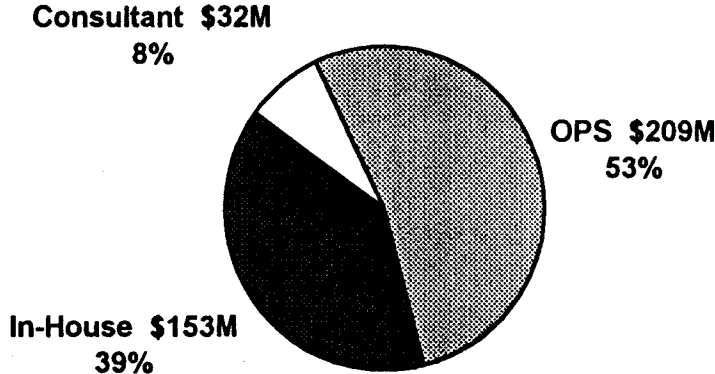
Totals may not add due to rounding

OMB 21-FEB-96  
STATE97TENT06

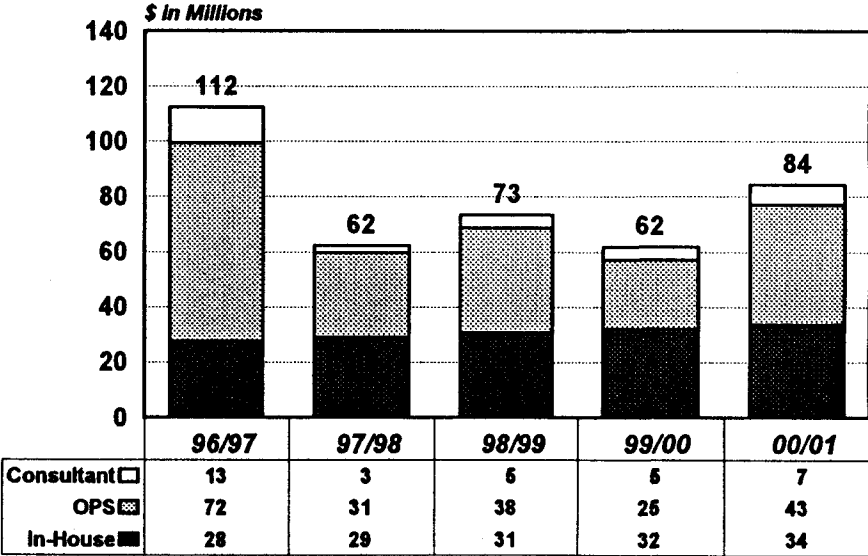
# RIGHT OF WAY SUPPORT

FY 96/97 - 00/01

## Five Year Summary



## By Fiscal Year



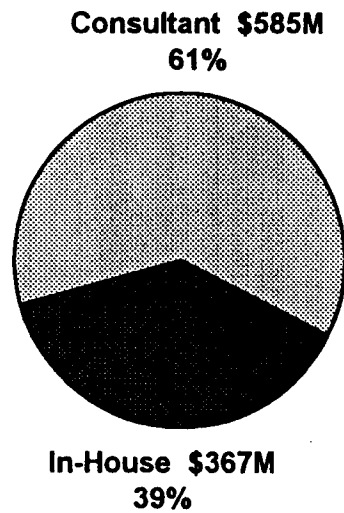
**Total 5-Year Tentative Work Program \$394M**

Totals may not add due to rounding

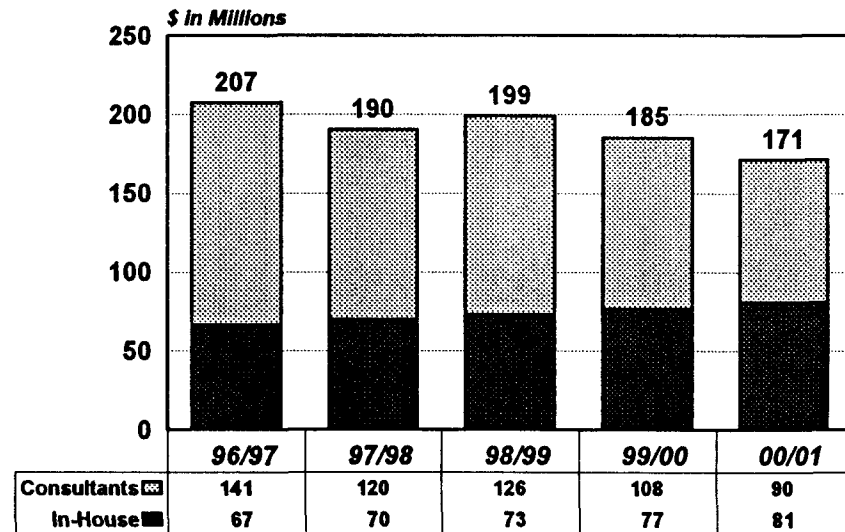
# CONST. ENGINEERING INSPECTION

FY 96/97 - 00/01

## Five Year Summary



## By Fiscal Year



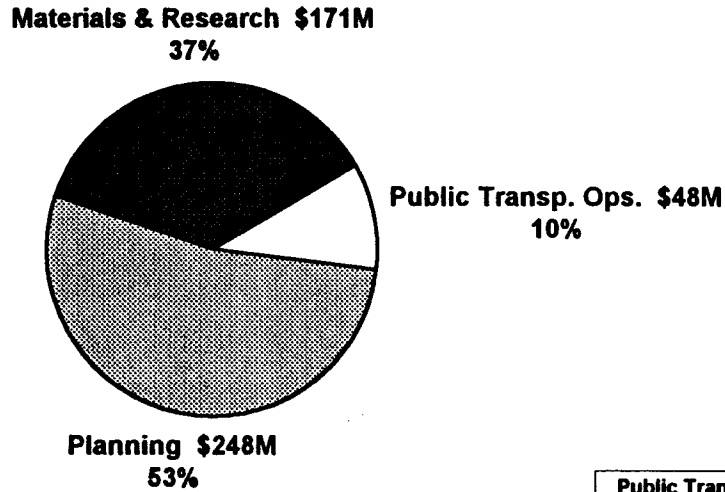
**Total 5-Year Tentative Work Program \$953M**

Totals may not add due to rounding

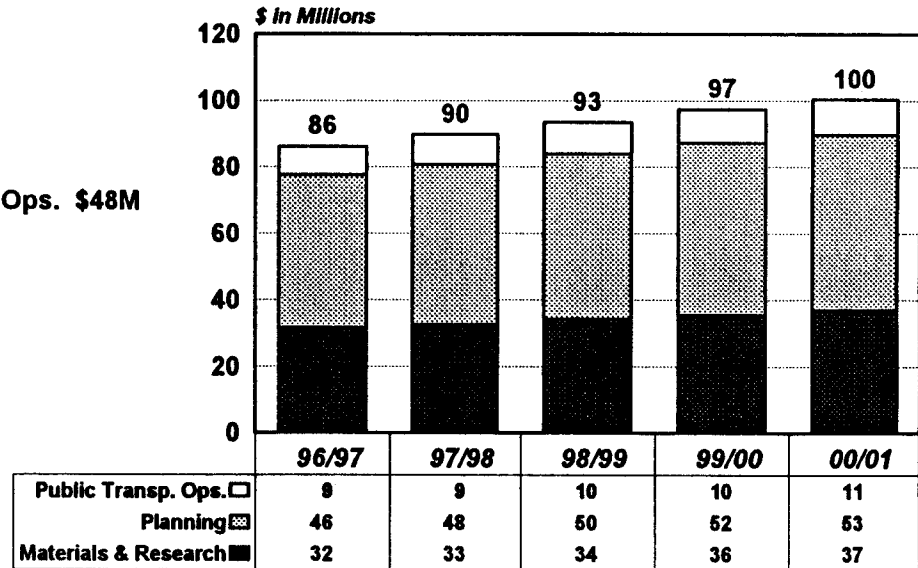
# OTHER SUPPORT

FY 96/97 - 00/01

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$467M**

Totals may not add due to rounding

OMB 21-FEB-96  
STATE/97TENTO6



## ***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

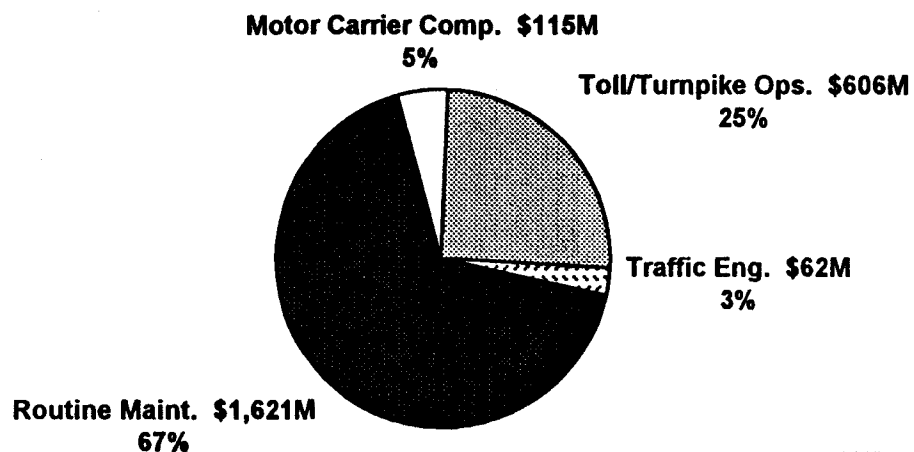
### ***Motor Carrier Compliance***

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

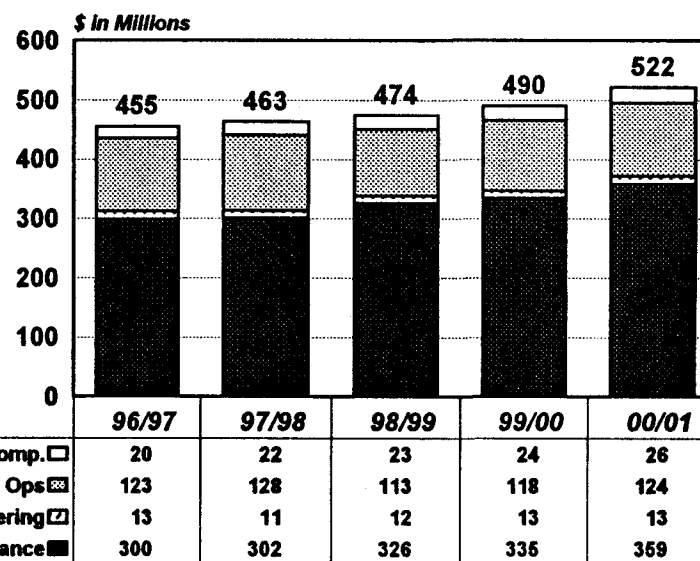
# OPERATIONS & MAINTENANCE

## FY 96/97 - 00/01

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$2,404M**

Totals may not add due to rounding

OMB 21-FEB-96  
STATE/97TENT06

## ***ADMINISTRATION***

### ***Administration***

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

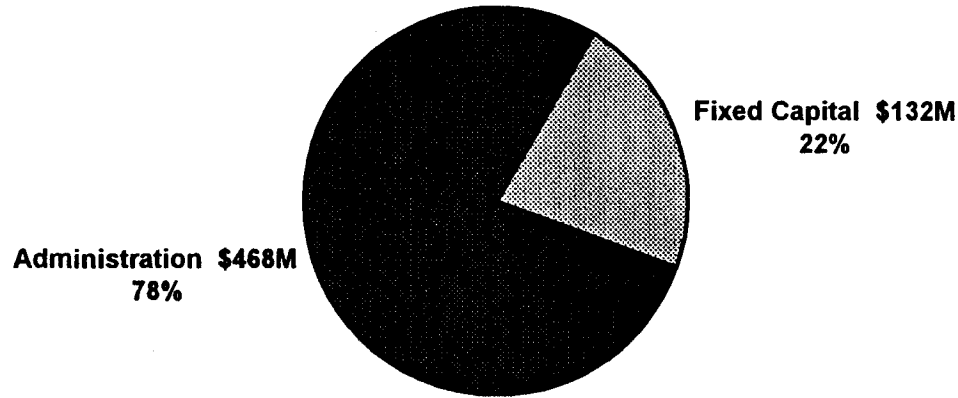
### ***Fixed Capital Outlay***

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

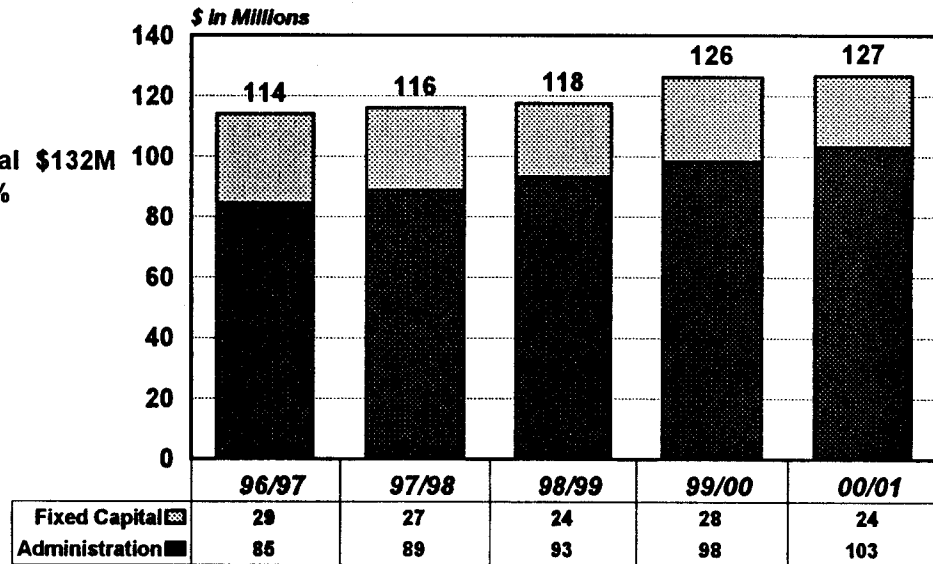
# ADMINISTRATION

FY 96/97 - 00/01

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$601M**

Totals may not add due to rounding

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

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**QUESTIONS - OVERVIEW/INFORMATIONAL**

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**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 and bridge programs, and Federal Demonstration projects, there is only one project funded "off-the-top". This project is the Fuller Warren Bridge replacement in Duval County (Item No. 2142478).

It should also be noted that \$20 million in Amendment 4 bond funds have been allocated "off-the-top" to the Turnpike, although no project has yet been identified for utilization of these funds.

**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 Central Office is allowing the districts to program contingency funds in two box types. "Contingency Boxes" include amounts earmarked for supplemental agreements, pending litigation, estimate changes, and other unanticipated financial contingencies. "Target Boxes" include amounts earmarked to specifically to meet program targets. Target boxes are used in the out years of the work program for target identification in programs where individual line items (project phases) are not yet identified. Included with this response is a Contingency Box Analysis for the current year and the five years of the Tentative Work Program.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - OVERVIEW/INFORMATIONAL**

**QUESTION 3:** Please identify the following, by fiscal year:

A. How many lane miles will the Tentative Work Program construct?

LM Source	96/97	97/98	98/99	99/00	00/01	Total
Tent WP	263	253	276	238	174	1,204

B. How many lane miles will the Tentative Work Program resurface?

**ANSWER:** Please refer to the answer to Question 27.

C. How many bridges will the Tentative Work Program repair?

Repair	96/97	97/98	98/99	99/00	00/01	Total
No. of Bridges	203	197	179	200	202	981

D. How many bridges will the Tentative Work Program replace?

Replace	96/97	97/98	98/99	99/00	00/01	Total
No. of Bridges	33	32	93	72	23	253

**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 7/95 for each fiscal year), if any, is needed to produce the Tentative Work Program?

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - OVERVIEW/INFORMATIONAL**

Fiscal Year	Amount (in millions)
FY 96/97	2.3
FY 97/98	31.3
FY 98/99	18.3
FY 99/00	29.5
FY 00/01	13.5
<b>Total 5 Years</b>	<b>94.9</b>

**QUESTION 6:** Please provide by fiscal year, the amount contained in the Tentative Work Program for design-build projects.

Item Number	Description	96/97 (\$ in millions)	97/98 (\$ in millions)	Totals (\$ in millions)
<i>District 1</i> 1227804	DOT Fixed Capital Outlay, District Office Building	3.6	3.8	7.4
<i>District 2</i> 2221160	DOT Fixed Capital Outlay, Jacksonville Urban Office - Meeting/Training Facility	0.6		0.6
<i>District 3</i> 3148543	Blackwater River Bridge, I-10	37.4		37.4
<i>District 3</i> 3229601	DOT Fixed Capital Outlay, Chipley District Office Addition/Renovation	1.8	0.6	2.4
<i>District 5</i> 5221056	DOT Fixed Capital Outlay, Deland District Office, Phase II	1.0		1.0
<b>Totals</b>		<b>44.4</b>	<b>4.4</b>	<b>48.8</b>

**QUESTION 7:** The ISTEAs authorize 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 transfers are utilized in the Tentative Work Program, as the actual transfers do not take place until federal funds are requested to be authorized, and these authorization requests only take place in the current year of each Adopted Work Program.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - OVERVIEW/INFORMATIONAL**

However, the Department plans on utilizing such transfers for certain projects contained in the Tentative Work Program. The Department plans on transferring some federal highway funds, Congestion Mitigation (CM) and Surface Transportation Urban Funds (XU), to FTA for transit projects. Provided with this response is an analysis showing these transit projects, including their costs and the fiscal year in which the transfers are to take place.

**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:** The ten percent set aside for the Transportation Enhancement Program is fully implemented in the Tentative Work Program. The primary enhancement activities that are programmed are for Pedestrian/Bicycle Facilities and Landscaping/Scenic Beautification activities.

**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.



**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - OVERVIEW/INFORMATIONAL**

**ANSWER:** Compliance with this provision is effected by the FHWA allocation and suballocation process and FHWA approval of obligating authority for projects or project listings.

<b>WPA FUND</b>	<b>FED. TREASURY ID#</b>	<b>DESCRIPTION</b>
SS	33A	STP - Optional Safety (the 10% of STP)
SP	33M	STP - Rail Highway Crossing, Protective Devices (91 level or greater)
SR	33N	STP - Rail Highway Crossing, Elimination of Hazards(91 level or greater)

The provisions are fully implemented in the work program.

**QUESTION 10:** ISTEA provides for a national program to provide grants to the states that have scenic byway programs. Grants are available for the planning, design and development of the state scenic byway program. Does the Tentative Work Program contain any grant funding for this program? If so, please provide by fiscal year.

**ANSWER:** The Tentative Work Program does not currently include any Scenic Byways funding. These funds are discretionary in nature and historically the Department has not submitted a request (identification of specific projects) for this funding. The receipt of these funds would result in a corresponding loss of equity adjustment apportionments (Minimum Allocation, Hold Harmless, Donor State Bonus, or 90% of Payments). For the remaining year of ISTEA, the Department may submit a request for Scenic Byways funds (FHWA solicits input), since there would no longer be a potential impact to the equity adjustment apportionments.

**QUESTION 11:** 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.

**ANSWER:** The National Highway System Designation Act of 1995 reinstated funding levels for those areas which were in non-attainment during any part of 1994-95 and were part of the FHWA calculation of fund allocated to the State. The House Report on NHSDA, page 55, reads, "the Committee simply froze the program's funding allocations until the entire CMAQ program is addressed when ISTEA is reauthorized."

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - OVERVIEW/INFORMATIONAL**

NHSDA appears to extend eligibility to areas in "Maintenance" status, but the FHWA interpretation is that a county would have had to have received funds under ISTEA's original provisions in order for them to be able to receive them under the NSDA as a Maintenance area.

As you are aware from our Work Program Instructions the frozen CMAQ level is being distributed to those counties which received CMAQ under ISTEA based upon their share of population of the eligible counties as determined by the 1990 U.S. Census. In previous years the population factor was weighted by EPA's Pollution Severity Rating. For instance, Dade, Broward, and Palm Beach counties had a severity rating of 1.1 compared to the 1.0 for Hillsborough and Pinellas. Since all of Florida's areas are now at a rating of 0, only the population factor is used in determining the distribution.

COUNTY	POPULATION	%	Matched CMAQ Allocations in \$Millions					
			95/96	96/97	97/98	98/99	99/00	00/01
Hillsborough	834,054	14.5	4.9	5.6	0.9	0.9	0.9	0.9
Pinellas	851,659	14.8	5.0	5.7	1.0	1.0	1.0	1.0
Broward	1,225,488	21.9	7.3	8.4	1.4	1.4	1.4	1.4
Dade	1,937,094	33.7	11.3	12.9	2.6	2.6	2.6	2.6
Palm Beach	<u>863,518</u>	<u>15.0</u>	<u>5.0</u>	<u>5.8</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>
TOTAL	<u>5,741,813</u>	<u>100.0</u>	<u>33.5</u>	<u>38.3</u>	<u>6.4</u>	<u>6.4</u>	<u>6.4</u>	<u>6.4</u>

Provided with this response is a summary of projects included in the Congestion Mitigation and Air Quality Improvement Program.

**QUESTION 12:** ISTEA 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.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - OVERVIEW/INFORMATIONAL**

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

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

Item No.	Description	Amount (in millions)	FY
1142212	I-75 (Alley) Recreational Access Construction	1.0	96/97
1142217	I-75 (Alley) North Rest Area Construction	1.2	97/98
4140786	I-75 (Alley) L-28 Interchange Construction	1.0	96/97
4140796	I-75 (Alley) Rest Area Construction	17.1	96/97
5110560	Beeline Extension North (SR 407) Resurfacing	1.4	97/98
6123165	Port of Miami Tunnel (Potential as toll facility) Preliminary Engineering	7.7	96/97
6123193 6123278	Venetian Causeway Bridge Replacement - Post Design and Landscaping	.8	96/97 98/99
6141902	I-395/SR 386 Corridor Improvement - Planning, Preliminary Engineering Phases	3.0	96/97 00/01
6141908	I-195/SR 112 Bridge widening, safety improvement, ramp reconstruction, - Preliminary Engineering, Construction	5.5	96/97 97/98
6141915	I-195/SR 112 Traffic Operations (ICS) - Preliminary Engineering	.8	99/00
6830331	East-West Multimodal Corridor/SR 836 & Miami Intermodal Center - Grants <i>(Exact amounts per facility is yet to be determined)</i>	10.8	96/97 97/98 98/99 99/00 00/01

*Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01*

**QUESTIONS - OVERVIEW/INFORMATIONAL**

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

**ANSWER:** To the best of our knowledge and belief, the following policies have been modified since last year's Tentative Work Program:

**RESURFACING PROGRAM:** Change from striving to meet a future target of deficient lane miles to:

Resurface 2,200 lane miles annually on the State Highway System, beginning no later than fiscal year 2000-2001. Provide sufficient funds to ensure that at least 95% of deficient pavements on the Interstate and Turnpike Systems, and at least 90% of deficient pavements on other Arterials may be programmed in the Department's 5 Year Work Program.

**BRIDGE REPLACEMENT PROGRAM:** Change from striving to meet a future target of bridges needing replacement to:

Program for construction all FDOT-maintained bridges identified as either structurally deficient or posted for weight restriction within six years of deficiency identification. Program for construction all other FDOT-maintained bridges identified as deficient within nine years of deficiency identification.

**BRIDGE REPAIR PROGRAM:** Change from striving to meet a future target of bridges needing repair to:

Program for construction all FDOT-maintained structurally deficient bridges needing repair within six years of deficiency identification. Program for construction all other FDOT-maintained bridges needing repair at the earliest date within funds available.

**FEDERAL ENHANCEMENT PROGRAM:** Change local/state/federal matching share requirements to provide that the program will now be funded entirely with federal funds.

**BOX CONTINGENCY ANALYSIS**  
**FY 96/97 - 00/01**

(\$ in Millions)

	96/97	97/98	98/99	99/00	00/01	Total
Total Box Level	441.3	178.9	235.3	356.1	517.9	1,729.5
(1) Less Targets	-134.1	-119.3	-158.1	-213.6	-343.5	- 968.6
(2) Less AC Conversion	- 232.1				-3.0	-235.1
(3) Remaining for Contingencies	75.1	59.6	77.2	142.5	171.4	525.8
Programmed Level	1,413.1	1,207.7	1,265.8	980.9	960.4	5,827.9
Plus Targets	134.1	119.3	158.1	213.6	343.5	968.6
Total	1,547.2	1,327.0	1,423.9	1,194.5	1,303.9	6,796.5
Percent for Contingencies	4.9%	4.5%	5.4%	11.9%	13.1%	7.7%

A-27

- (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.

## Response to Question #7

### ISTEA Funds Programmed in Public Transportation

WPI	Description	Fund	96/97	97/98	98/99	99/00	00/01	5 Yr.Total
4811316	TMA Oakland Park Downtown Express Bus Service	CM	190.0					190.0
4811332	S.Fla.Educational Complex TMA	CM	125.0					125.0
4811333	Hollywood Shuttle Circulator Service	CM	84.0					84.0
4811341	Ft. Lauderdale TMA Projects	CM	50.0					50.0
4811395	TMA - Hollywood	CM	50.0					50.0
4811396	Alternative Fuel Buses (5)	CM	1,100.0					1,100.0
4811397	Broward - New Routes	CM	2,598.0					2,598.0
4811398	Bus Bike Racks	CM	178.0					178.0
4838276	Palm Beach Intermodal Center	CM			2,100.0			2,100.0
6810370	Dade MPO Purchase Vans for leasing	CM	250.0	250.0				500.0
6830310	Metrorail Ext.	CM	9,219.0	7,100.0	2,192.2			18,511.2
6830331	Intermodal Center (MIC)	CM		2,157.9	2,157.9	2,160.0	2,160.0	8,635.9
7810135	CM Box	CM	8,064.1		10.7		124.7	8,199.6
7814019	Hillsborough TMA Box	CM	877.5	877.5	617.5	877.5	877.5	4,127.5
7814037	Hillsborough-HART Purchase Rubber Tired Trolley	CM			260.0			260.0
7814068	Hillsborough Co TDM	CM	150.0					150.0
7814069	Hillsborough-HART Peplemover Improvements	CM	2,000.0					2,000.0
7814070	Hillsborough-HART Streetcar Purchase	CM	300.0					300.0
7814071	Hillsborough-HART Catalytic Converters for Buses	CM	435.0					435.0
7814072	Hillsborough-HART Shuttle Promotions	CM	150.0					150.0
7814073	City of Tampa TMO Projects	CM	121.0					121.0
7816665	Pinellas Co. Box	CM		827.5			877.5	1,705.0
	Total		25,941.6	11,212.9	7,338.3	3,037.5	4,039.8	51,570.2

TMA = Transportation Management Associations  
 TDM = Transportation Demand Management  
 TMO = Transportation Management Organizations

**Response to Question #7**  
**ISTEA Funds Programmed in Public Transportation**

WPI	Description	Fund	96/97	97/98	98/99	99/00	00/01	5 Yr.Total
1814963	Lee Co. Purchase 12 Buses	XU				3,000.0		3,000.0
1815604	Manatee Co. Purchase 10 Buses	XU		2,133.4				2,133.4
5815140	Orange-CFRTA/LYNX Const.Transit Facility	XU		3,000.0				3,000.0
5815155	Orange-CFRTA/LYNX Vehicle Purchase	XU		782.0	3,068.4	2,048.4	2,600.0	8,498.8
5819649	Volusia CC Vehicle Purchase	XU		924.0				924.0
7813988	Hillsborough-HART Purchase Buses	XU	4,884.0					
7814078	Hillsborough-HART Purchase Buses	XU		6,000.0				6,000.0
7814079	Hillsborough-HART Purchase Buses	XU			6,616.0			6,616.0
7814083	Hillsborough Co MIS Study for Rail Transit	XU	242.0					242.0
7833293	Commuter Rail (Tampa to Lakeland)	XU		3,805.0	1,395.0	1,800.0		7,000.0
	<b>Total</b>		<b>5,126.0</b>	<b>16,644.4</b>	<b>11,079.4</b>	<b>6,848.4</b>	<b>2,600.0</b>	<b>37,414.2</b>

TMA = Transportation Management Associations  
TDM = Transportation Demand Management  
TMO = Transportation Management Organizations

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

2/16/96 TAPE : Created 2/19/96

Page 1 of 3

<b>DISTRICT</b>	<b>1995/96</b>	<b>1996/97</b>	<b>1997/98</b>	<b>1998/99</b>	<b>1999/00</b>	<b>2000/01</b>	<b>TOTAL</b>	<b>%</b>
<b>I. Available Funds</b>	<b>9,822</b>	<b>5,431</b>	<b>5,704</b>	<b>5,038</b>	<b>5,509</b>	<b>3,758</b>		
Projects:								
Mitigation of Water Pollution							0	0.0%
Pedestrian/Bicycle Facilities	3,669	1,730	3,101	2,282	3,630	2,197	16,609	59.3%
Landscaping/Scenic Beautification	3,390	258		119	483	379	4,629	16.5%
Rehabilitation/Oper. Historic Transp. Facility	360	289					649	2.3%
Historic Preservation	262				106		368	1.3%
Boxes/DW Consultants	1,003	819	1,046	625	1,208	1,068	5,769	20.6%
<b>Total</b>	<b>8,684</b>	<b>3,096</b>	<b>4,147</b>	<b>3,026</b>	<b>5,427</b>	<b>3,644</b>	<b>28,024</b>	<b>100%</b>
<i>Cum. Difference</i>	<i>1,138</i>	<i>2,335</i>	<i>1,557</i>	<i>2,012</i>	<i>82</i>	<i>114</i>		
<b>II. Available Funds</b>	<b>7,109</b>	<b>3,832</b>	<b>2,634</b>	<b>2,989</b>	<b>3,004</b>	<b>3,156</b>		
Projects:								
Mitigation of Water Pollution	187						187	0.8%
Pedestrian/Bicycle Facilities	5,429	2,513	2,242	2,067	2,278	1,927	16,456	72.4%
Landscaping/Scenic Beautification	597	676		2	299		1,574	6.9%
Rehabilitation/Oper. Historic Transp. Facility		75		351			426	1.9%
Preservation of Abandoned RR Corridors	698						698	3.1%
Historic Preservation	19	255	1	134			409	1.8%
Boxes	178	313	391	434	427	1,228	2,971	13.1%
<b>Total</b>	<b>7,108</b>	<b>3,832</b>	<b>2,634</b>	<b>2,988</b>	<b>3,004</b>	<b>3,155</b>	<b>22,721</b>	<b>100%</b>
<i>Cum. Difference</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>	<i>1</i>		
<b>III. Available Funds</b>	<b>4,817</b>	<b>1,286</b>	<b>2,207</b>	<b>2,196</b>	<b>2,211</b>	<b>2,354</b>		
Projects:								
Mitigation of Water Pollution	10			1,320		282	1,612	10.0%
Pedestrian/Bicycle Facilities	4,824	524	1,760	791	1,288	1,912	11,099	68.9%
Landscaping/Scenic Beautification	514				424		938	5.8%
Acquisition of Scenic Easements/Hist. Sites	304		276				580	3.6%
Boxes/DW Consultants	511	650	140	50	430	100	1,881	11.7%
<b>Total</b>	<b>6,163</b>	<b>1,174</b>	<b>2,176</b>	<b>2,161</b>	<b>2,142</b>	<b>2,294</b>	<b>16,110</b>	<b>100%</b>
<i>Cum. Difference</i>	<i>(1,346)**</i>	<i>112</i>	<i>31</i>	<i>35</i>	<i>69</i>	<i>60</i>		

\*\* - Reflects a financial decision to obligate SE funds that are available on a statewide basis in lieu of using AC Funds on a specific project. Program is in balance the following year.

A-30



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

2/16/96 TAPE: Created 2/19/96  
Page 2 of 3

<b>DISTRICT</b>	<b>1995/96</b>	<b>1996/97</b>	<b>1997/98</b>	<b>1998/99</b>	<b>1999/00</b>	<b>2000/01</b>	<b>TOTAL</b>	<b>%</b>
<b>IV. Available Funds</b>	<b>11,449</b>	<b>8,318</b>	<b>8,966</b>	<b>6,371</b>	<b>4,944</b>	<b>5,132</b>		
Projects:								
Mitigation of Water Pollution	250						250	0.7%
Pedestrian/Bicycle Facilities	4,997	2,584	3,355	3,711	2,923	2,908	20,478	55.7%
Landscaping/Scenic Beautification	1,279		2,927	1,527	1,489	1,024	8,246	22.4%
Rehabilitation/Oper. Historic Transp. Facility		165					165	0.4%
Historic Preservation	180	185				1,145	1,510	4.1%
Archaeological Planning and Research	150						150	0.4%
Boxes/DW Consultants	2,149	1,100	1,150	1,050	500		5,949	16.2%
<b>Total</b>	<b>9,005</b>	<b>4,034</b>	<b>7,432</b>	<b>6,288</b>	<b>4,912</b>	<b>5,077</b>	<b>36,748</b>	<b>100%</b>
<i>Cum. Difference</i>	2,444	4,284	1,534	83	32	55		
<b>V. Available Funds</b>	<b>15,421</b>	<b>14,984</b>	<b>4,714</b>	<b>6,071</b>	<b>5,312</b>	<b>5,139</b>		
Projects:								
Mitigation of Water Pollution	93		275				368	0.9%
Pedestrian/Bicycle Facilities	2,340	12,297	1,829	4,701	4,234	3,018	28,419	69.7%
Landscaping/Scenic Beautification	1,106	763	40	243	279		2,431	6.0%
Rehabilitation/Oper. Historic Transp. Facility	1,173	1,253	225		519		3,170	7.8%
Boxes	1,625	656	1,128	693	267	2,045	6,414	15.7%
<b>Total</b>	<b>6,337</b>	<b>14,969</b>	<b>3,497</b>	<b>5,637</b>	<b>5,299</b>	<b>5,063</b>	<b>40,802</b>	<b>99%</b>
<i>Cum. Difference</i>	9,084	15	1,217	434	13	76		
<b>VI. Available Funds</b>	<b>6,294</b>	<b>313</b>	<b>3,508</b>	<b>3,621</b>	<b>3,639</b>	<b>3,820</b>		
Projects:								
Pedestrian/Bicycle Facilities			2,983	2,575	3,213	2,906	11,677	46.8%
Landscaping/Scenic Beautification	176		322	585		700	1,783	7.1%
Archaeological Planning/Research							0	0.0%
Historic Preservation	8,976						8,976	35.9%
Boxes/DW Consultants	1,167	263	154	410	375	164	2,533	10.1%
<b>Total</b>	<b>10,319</b>	<b>263</b>	<b>3,459</b>	<b>3,570</b>	<b>3,588</b>	<b>3,770</b>	<b>24,969</b>	<b>100%</b>
<i>Cum. Difference</i>	(4,025)**	50	49	51	51	50		

\*\* - Reflects a financial decision to obligate SE funds that are available on a statewide basis in lieu of using AC Funds on a specific project. Program is in balance the following year.

A-31

## SUMMARY OF SURFACE TRANSPORTATION PROGRAM - ENHANCEMENT FUNDS

(Dollars in Thousands)

2/16/96 TAPE : Created 2/19/96

Page 3 of 3

DISTRICT	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	TOTAL	%
<b>VII. Available Funds</b>	<b>7,974</b>	<b>5,114</b>	<b>4,045</b>	<b>4,466</b>	<b>4,196</b>	<b>4,401</b>		
Projects:								
Pedestrian/Bicycle Facilities	3,145	2,271	1,010	1,661	1,570	1,570	11,227	39.0%
Rehabilitation/Oper. of Historic Transp. Facility			80				80	0.3%
Historic Preservation	1,050			400			1,450	5.0%
Boxes/DW Consultants	<u>3,527</u>	<u>2,674</u>	<u>2,491</u>	<u>2,232</u>	<u>2,451</u>	<u>2,674</u>	<u>16,049</u>	<u>55.7%</u>
<b>Total</b>	<b>7,722</b>	<b>4,945</b>	<b>3,581</b>	<b>4,293</b>	<b>4,021</b>	<b>4,244</b>	<b>28,806</b>	<b>100%</b>
<i>Cum. Difference</i>	252	169	464	173	175	157		
<b>O. Available Funds</b>	<b>4,193</b>	<b>2,800</b>	<b>3,260</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>		
Projects:								
Pedestrian/Bicycle Facilities	1,489	1,235					2,724	14.1%
Control/Removal of Outdoor Advertising	1,240	760	500	500	500	500	4,000	20.8%
Rehabilitation/Oper. of Historic Transp. Facility							0	0.0%
Historic Preservation	343	141					484	2.5%
Archaeological Planning/Research	70	500	380				950	4.9%
Scenic or Historic Highway Programs	150						150	0.8%
Boxes	<u>901</u>	<u>164</u>	<u>2,380</u>	<u>2,500</u>	<u>2,500</u>	<u>2,500</u>	<u>10,945</u>	<u>56.8%</u>
<b>Total</b>	<b>4,193</b>	<b>2,800</b>	<b>3,260</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>19,253</b>	<b>100%</b>
<i>Cum. Difference</i>	0	0	0	0	0	0		
<b>STATEWIDE</b>								
<b>Available Funds</b>	<b>67,079</b>	<b>42,078</b>	<b>35,038</b>	<b>33,752</b>	<b>31,815</b>	<b>30,760</b>		
Projects:								
Mitigation of Water Pollution	540	0	275	1,320	0	282	2,417	1.1%
Pedestrian/Bicycle Facilities	25,893	23,154	16,280	17,788	19,136	16,438	118,689	54.6%
Landscaping/Scenic Beautification	7,062	1,697	3,289	2,476	2,974	2,103	19,601	9.0%
Control/Removal of Outdoor Advertising	1,240	760	500	500	500	500	4,000	1.8%
Preservation of Abandoned RR Corridors	698	0	0	0	0	0	698	0.3%
Acquisition of Scenic Easements/Historic Sites	304	0	276	0	0	0	730	0.3%
Historic Preservation	10,830	581	1	534	106	1,145	13,197	6.1%
Archaeological Planning/Research	220	500	380	0	0	0	950	0.4%
Rehabilitation/Oper. of Historic Transp. Facility	1,533	1,782	305	351	519	0	4,490	2.1%
Scenic or Historic Highway Programs	150						150	0.1%
Boxes /DW Consultants	<u>11,061</u>	<u>6,639</u>	<u>8,880</u>	<u>7,994</u>	<u>8,158</u>	<u>9,779</u>	<u>52,511</u>	<u>24.2%</u>
<b>Total</b>	<b>59,531</b>	<b>35,113</b>	<b>30,186</b>	<b>30,963</b>	<b>31,393</b>	<b>30,247</b>	<b>217,433</b>	<b>100%</b>
<i>Cum. Difference</i>	7,548	6,965	4,852	2,789	422	513		

A-32

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

2/16/96 - TAPE: Created - 2/19/96

Page 1 of 2

DISTRICT	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	TOTAL	%
<b>IV. Available Funds:</b>	<b>39,478</b>	<b>34,594</b>	<b>20,704</b>	<b>15,638</b>	<b>3,082</b>	<b>2,952</b>		
Projects:								
Pedestrian/Bicycle Facilities	8		2,018	1,671	2,454		6,151	9.8%
Intersection	1,110						1,110	1.8%
Add Turn Lanes	963						963	1.5%
Traffic Signal Update & Control Devices	6,841	11,189	4,904	10,429			33,363	53.0%
Transit Improvements	2,550	4,475		2,100			9,125	14.5%
Boxes	7,538	589	505	719	40	2,875	12,266	19.5%
<b>Total</b>	<b>19,010</b>	<b>16,253</b>	<b>7,427</b>	<b>14,919</b>	<b>2,494</b>	<b>2,875</b>	<b>62,978</b>	<b>100%</b>
<i>Cum. Difference</i>	20,468	18,341	13,277	719	588	77		
<b>VI. Available Funds:</b>	<b>17,310</b>	<b>19,657</b>	<b>11,698</b>	<b>4,350</b>	<b>2,160</b>	<b>2,160</b>		
Projects:								
Traffic Signal Update & Control Devices	94						94	0.2%
HOV Lanes	3,590						3,590	9.2%
Fixed Guideway Improvements		9,219	9,258	4,350	2,160	2,160	27,147	69.8%
Environmental Studies	5,542						5,542	14.3%
Transit Improvements	500	250	250				1,000	2.6%
Boxes	846	650					1,496	3.8%
<b>Total</b>	<b>10,572</b>	<b>10,119</b>	<b>9,508</b>	<b>4,350</b>	<b>2,160</b>	<b>2,160</b>	<b>38,869</b>	<b>100%</b>
<i>Cum. Difference</i>	6,738	9,538	2,190	0	0	0		
<b>VII. Available Funds:</b>	<b>20,436</b>	<b>22,995</b>	<b>3,073</b>	<b>1,840</b>	<b>2,831</b>	<b>1,840</b>		
Projects:								
Pedestrian/Bicycle Facilities		4,388					4,388	11.2%
Intersection		2,126			1,994		4,120	10.5%
Traffic Signal Update & Control Devices	1,749		1,408				3,157	8.0%
Add Turn Lanes	175						175	0.4%
PTO/Transit Improvements	5,750	150		260			6,160	15.7%
Ride-share Programs	51						51	0.1%
Boxes	958	15,138	1,706	629	878	1,881	21,190	54.0%
<b>Total</b>	<b>8,683</b>	<b>21,802</b>	<b>3,114</b>	<b>889</b>	<b>2,872</b>	<b>1,881</b>	<b>39,241</b>	<b>100%</b>
<i>Cum. Difference</i>	11,753	1,193	(41) *	951	(41)	(41)		

\* Estimate was changed in current year and a box was adjusted in 1997/98 to balance funds.

A-33

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

2/16/96 - TAPE: Created - 2/19/96

Page 2 of 2

	<u>1995/96</u>	<u>1996/97</u>	<u>1997/98</u>	<u>1998/99</u>	<u>1999/00</u>	<u>2000/01</u>	<u>TOTAL</u>	<u>%</u>
<b>STATEWIDE</b>								
<b>Available Funds:</b>	<b>77,224</b>	<b>77,246</b>	<b>35,475</b>	<b>21,828</b>	<b>8,073</b>	<b>6,952</b>		
<b>Projects:</b>								
Pedestrian/Bicycle Facilities	8	4,388	2,018	1,671	2,454	0	10,539	7.5%
Intersection	1,110	2,126	0	0	1,994	0	5,230	3.7%
Add Turn Lanes	1,138	0	0	0	0	0	1,138	0.8%
Traffic Signal Update & Control Devices	8,684	11,189	6,312	10,429	0	0	36,614	26.0%
HOV Lanes	3,590	0	0	0	0	0	3,590	2.5%
Fixed Guideway Improvements	0	9,219	9,258	4,350	2,160	2,160	27,147	19.2%
Transit/Environmental Studies	5,542	0	0	0	0	0	5,542	3.9%
PTO/Transit Improvements	8,800	4,875	250	2,360	0	0	16,285	11.5%
Ride-Share Programs	51	0	0	0	0	0	51	0.0%
Boxes	9,342	16,377	2,211	1,348	918	4,756	34,952	24.8%
<b>Total</b>	<b>38,265</b>	<b>48,174</b>	<b>20,049</b>	<b>20,158</b>	<b>7,526</b>	<b>6,916</b>	<b>141,088</b>	<b>100%</b>
<i>Cum. Difference</i>	38,959	29,072	15,426	1,670	547	36		

A-34

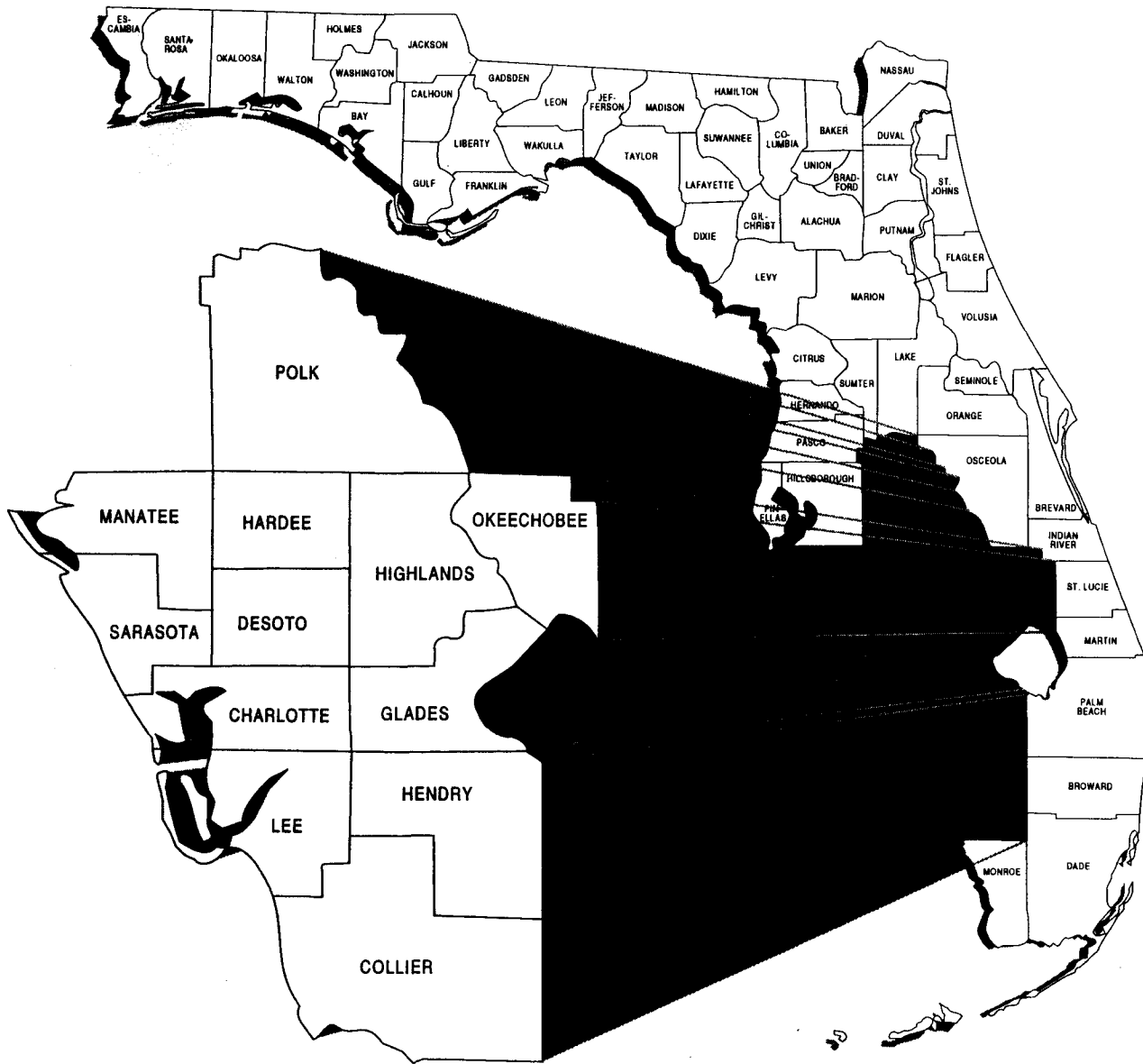
**APPENDIX B**

**DISTRICT OVERVIEWS**

**AND**

**SIGNIFICANT PROJECTS**

# DISTRICT 1



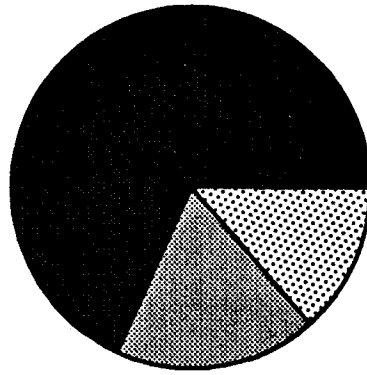
B-1

# DISTRICT 1 PRODUCT

## FY 96/97- 00/01

### Five Year Summary

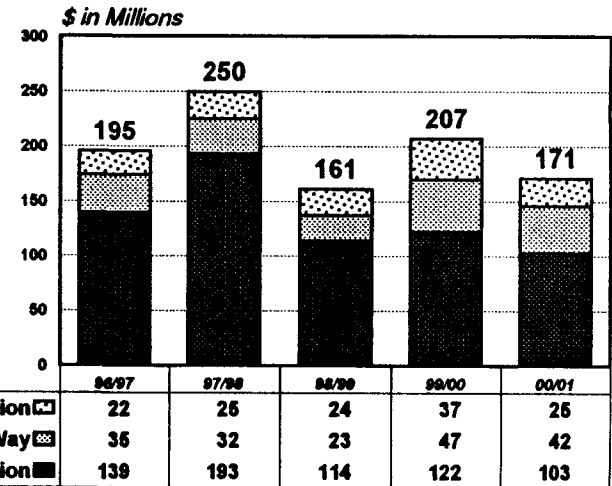
Construction \$671M  
68%



Right of Way \$179M  
18%

Public Transportation \$133M  
13%

### By Fiscal Year



**Total 5-Year Tentative Work Program \$983M**

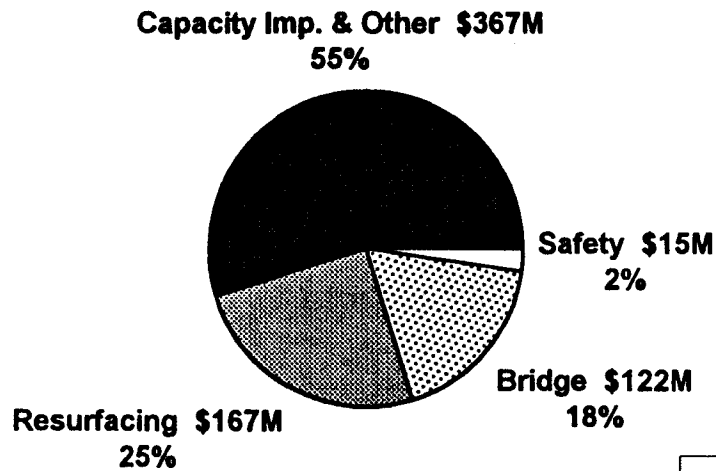
Totals may not add due to rounding

OMB 22-FEB-96  
97D\_PROD/97TENTO6

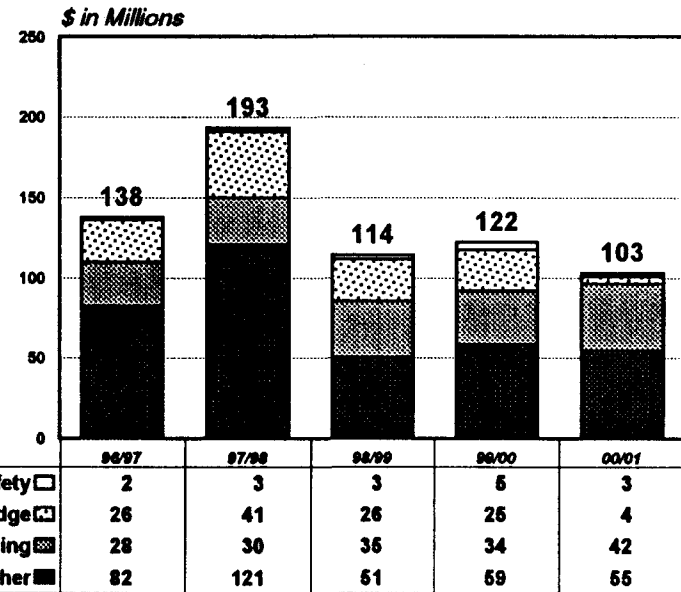
# DISTRICT 1 CONSTRUCTION

FY 96/97 - 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



	96/97	97/98	98/99	99/00	00/01
Safety □	2	3	3	5	3
Bridge □	26	41	26	25	4
Resurfacing ▨	28	30	35	34	42
Capacity Imp. & Other ■	82	121	51	59	55

**Total 5-Year Tentative Work Program \$671M**

**Note:**

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

Totals may not add due to rounding

OMB 21-FEB-96  
97D\_CON/97TENTO6

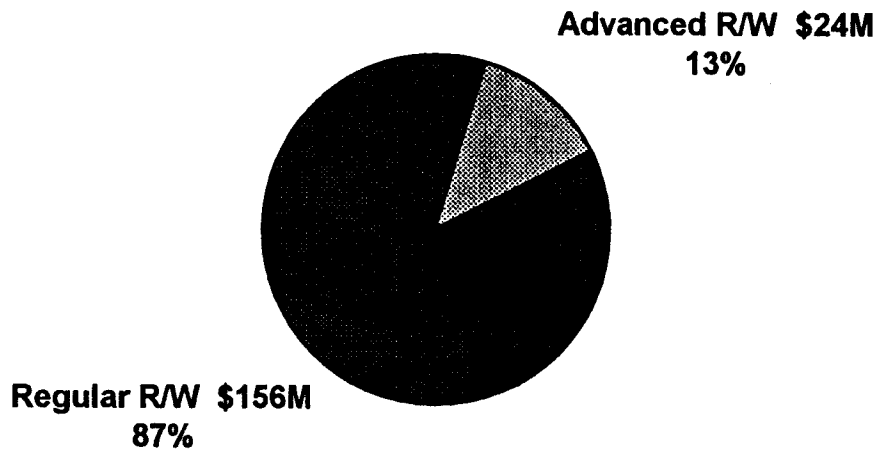


# DISTRICT 1 RIGHT OF WAY LAND

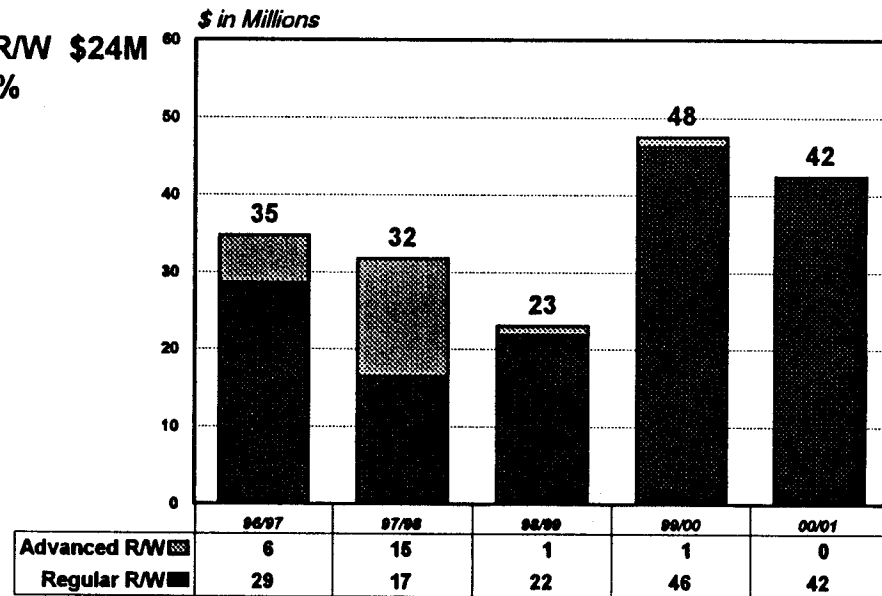
## FY 96/97 - 00/01

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



**Total 5-Year Tentative Work Program \$180M**

Totals may not add due to rounding

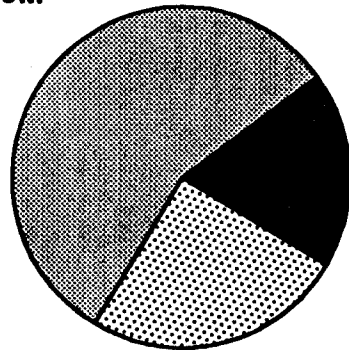
OMB 21-FEB-96  
97D\_ROW/97TENTO6

# DISTRICT 1 PUBLIC TRANSPORTATION

## FY 96/97 - 00/01

### Five Year Summary

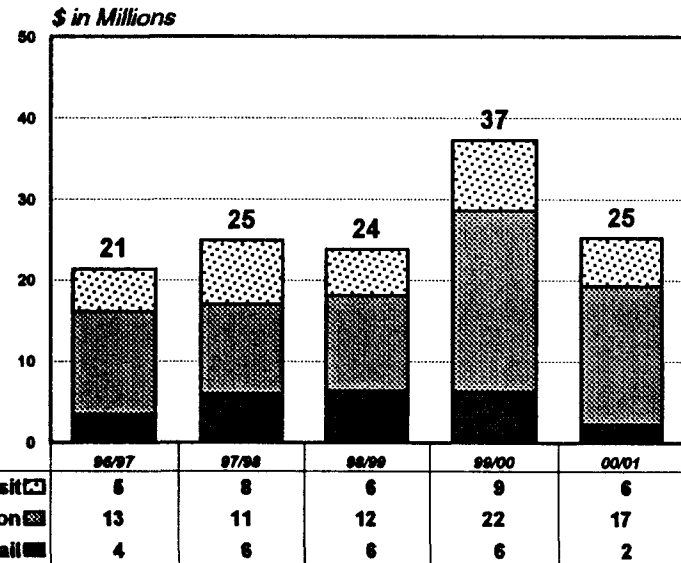
Aviation \$75M  
56%



Intermodal/Rail \$24M  
18%

Transit \$33M  
25%

### By Fiscal Year



**Total 5-Year Tentative Work Program \$132M**

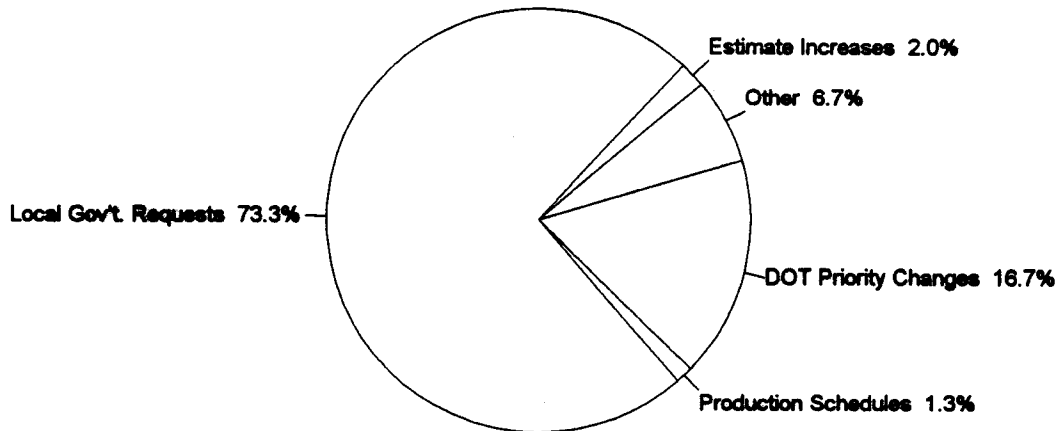
Totals may not add due to rounding

OMB 22-FEB-96  
97D\_PTO1/97TENT06

**District 1 - Work Program Stability  
For FY 1995/96 - FY 1999/00**

Category	# of Phases	% of Total
No Changes	560	76.09%
Advances	26	3.53%
Defers	57	7.74%
Moved Out	70	9.51%
Deletions	23	3.13%
<b>Total</b>	<b>736</b>	<b>100.00%</b>

**Reasons for 150 Projects Deferred, Deleted or Moved Out**

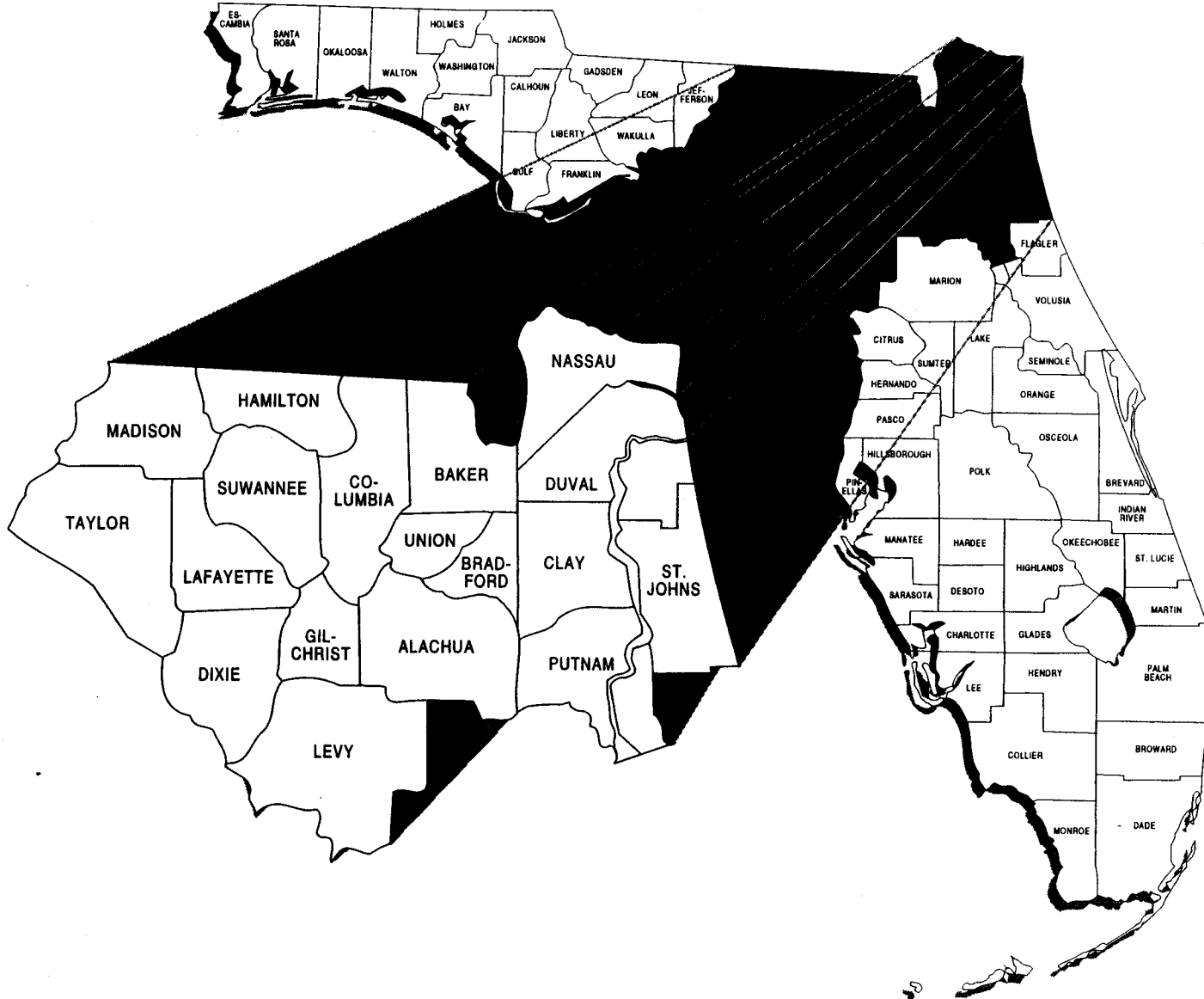


Note: 5 year total - This chart includes FY 1995/96 and the 4 common years (FY 1996/97 - 1999/00) of the Adopted and Tentative Work Programs.

**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	\$29.1 \$20.0
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, 19.7 miles)</li> </ul>	Right-of-Way Construction	\$12.8 \$66.3
SR 78	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes from Santa Barbara Blvd. to Slater Rd. (Lee Co., 10.3 miles)</li> </ul>	Right-of-Way Construction	\$17.2 \$10.3
SR 70	<ul style="list-style-type: none"> <li>Widen 2 to 6 lanes from US 301 to I-75 (Manatee Co., 3.9 miles)</li> </ul>	Right-of-Way Construction	\$7.2 \$16.2
US 41	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes from SR 951 in Collier Co. north to Oscar Sherer Pk. in Sarasota Co. (Collier, Lee, and Sarasota Counties, 37.1 miles)</li> </ul>	Right-of-Way Construction	\$32.2 \$57.7
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)	\$169.1
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	\$106.1 \$57.9
US 27	<ul style="list-style-type: none"> <li>Replace Moorehaven bridge (Glades Co.)</li> <li>Widen 4 to 6 lanes from US 98 to SR 64 (Highlands Co., 14.2 miles)</li> </ul>	Right-of-Way Construction Right-of-Way Construction	\$4.6 \$21.9 \$4.1 \$26.1
Bus. US 41	<ul style="list-style-type: none"> <li>Widen 2 to 4 and 6 lanes in Lee County from Alico Rd. To US 41 and in Sarasota County from US 41 north to US 41 (11.5 miles)</li> </ul>	Right-of-Way Construction	\$26.2 \$29.3
SR 80	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes from Hickey Creek Bridge to Miller Ave. (Lee and Hendry Counties, 14.9 miles)</li> </ul>	Right-of-Way Construction	\$8.9 \$13.7

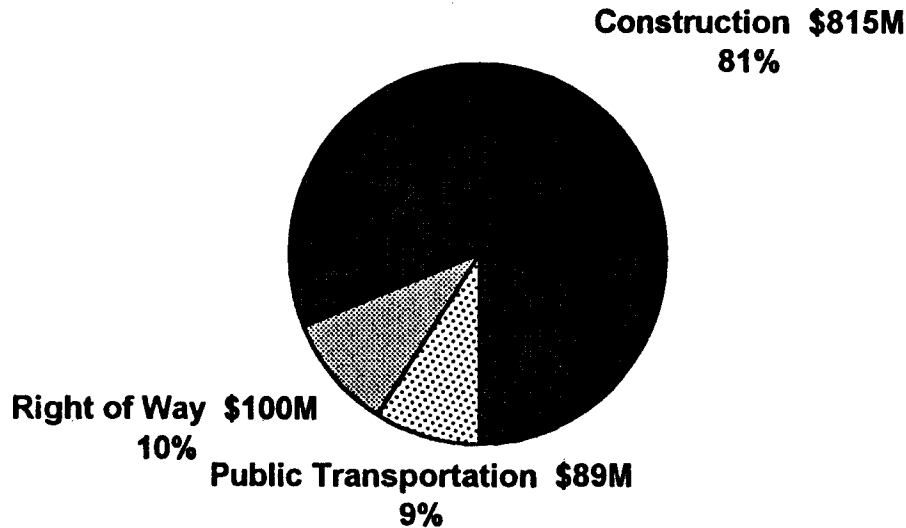
# DISTRICT 2



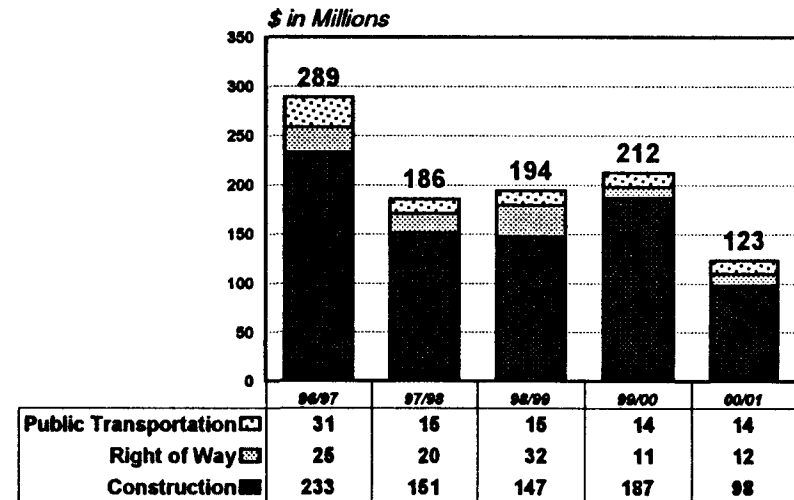
# DISTRICT 2 PRODUCT

FY 96/97- 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$1,004M**

Totals may not add due to rounding

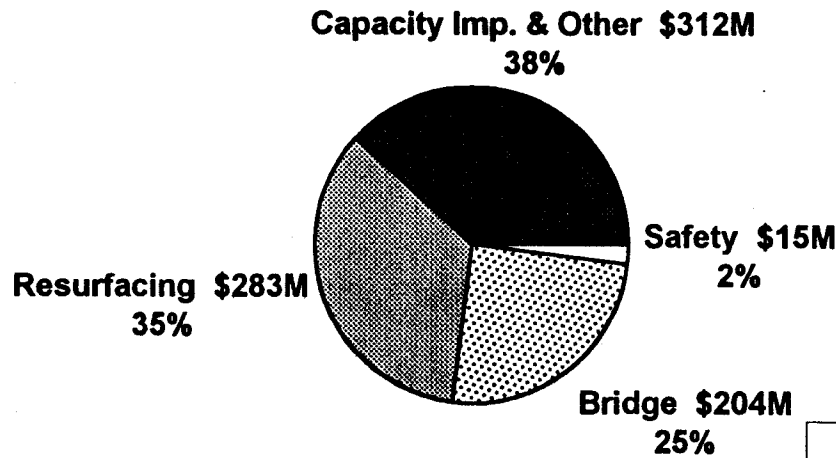
OMB 22-FEB-96  
97D\_PROD/97TENT06

# DISTRICT 2 CONSTRUCTION

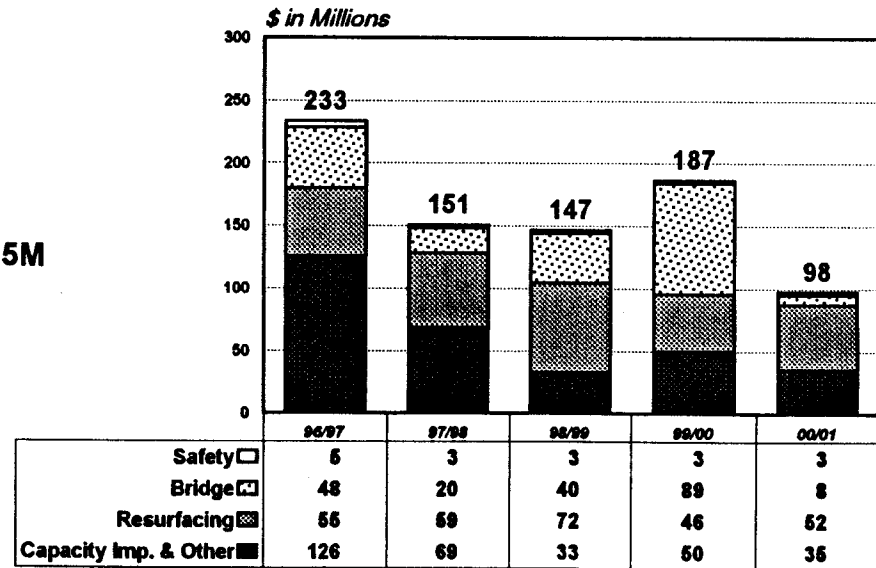
## FY 96/97 - 00/01

(Excludes Turnpike)

### Five Year Summary



### By Fiscal Year



### Total 5-Year Tentative Work Program \$815M

**Note:**

Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.  
 Construction phases of \$1.6M contained in the PTO Intermodal/Rail Program.

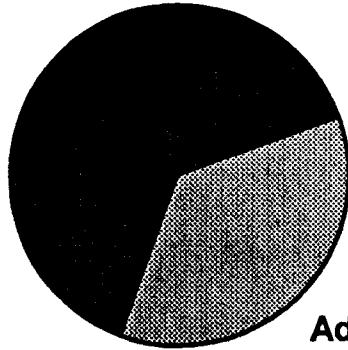
Totals may not add due to rounding

# DISTRICT 2 RIGHT OF WAY LAND

FY 96/97 - 00/01  
(Excludes Turnpike)

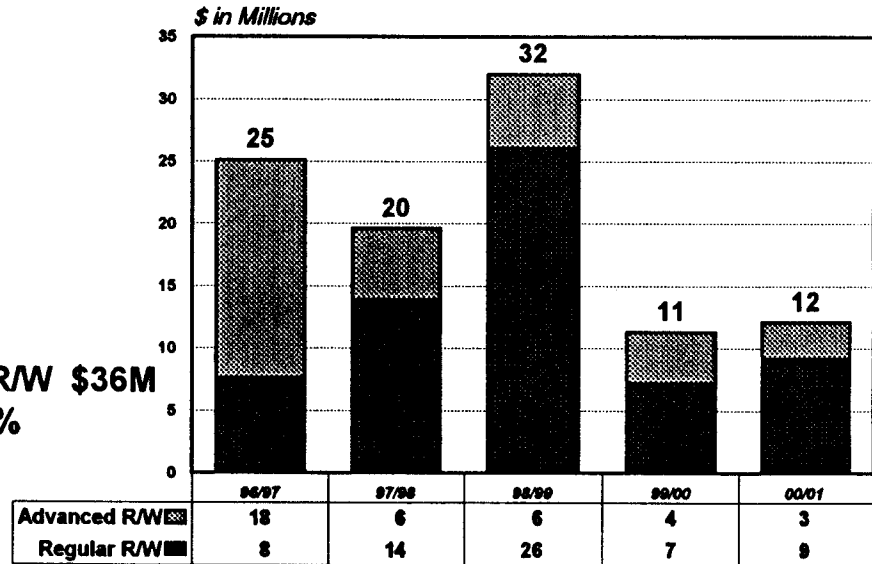
## Five Year Summary

Regular R/W \$64M  
64%



Advanced R/W \$36M  
36%

## By Fiscal Year



**Total 5-Year Tentative Work Program \$100M**

**Note:**

Right of Way acquisition of \$1.4M contained in the PTO Intermodal/Rail Program.

Totals may not add due to rounding

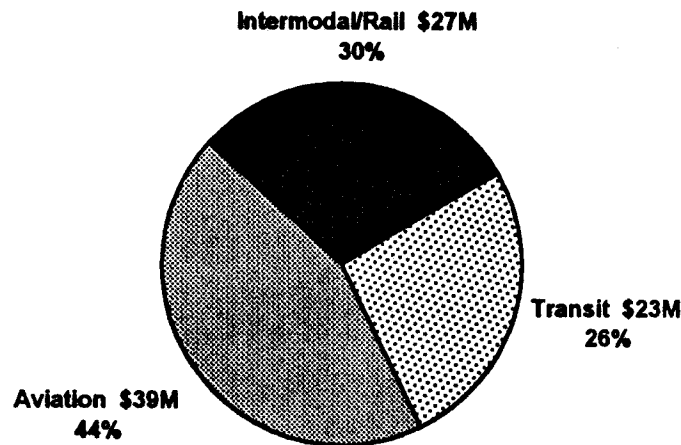
OMB 21-FEB-96  
97D\_ROW/97TENTO6



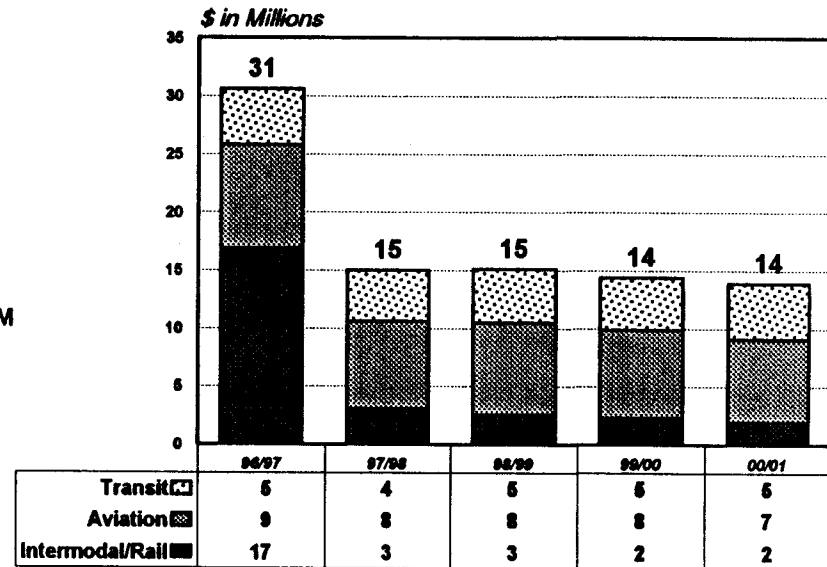
# DISTRICT 2 PUBLIC TRANSPORTATION

## FY 96/97 - 00/01

### Five Year Summary



### By Fiscal Year



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

**Note:**

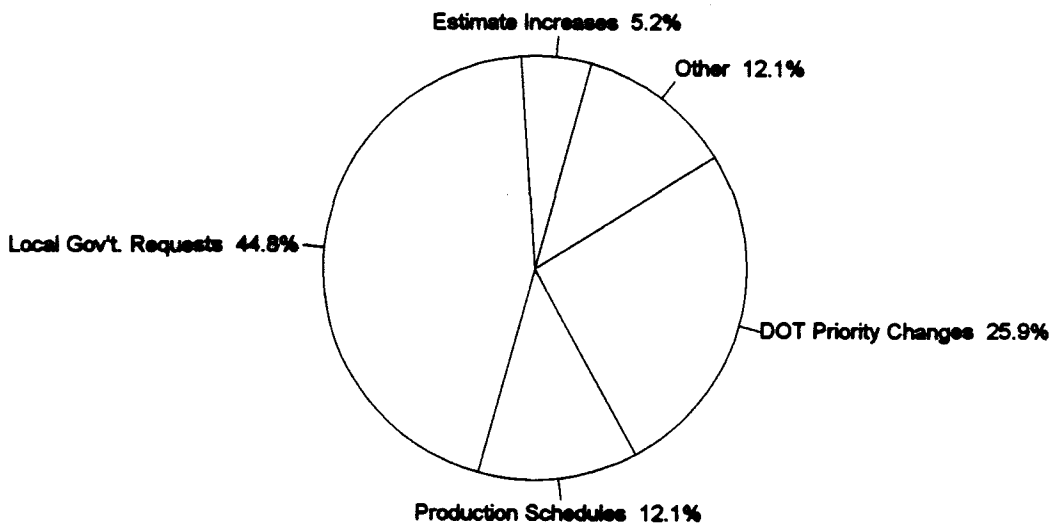
Intermodal/Rail program total of \$27.0M contains \$1.6M of construction and \$1.4M of land acquisition phases.

Totals may not add due to rounding

**District 2 - Work Program Stability**  
**For FY 1995/96 - FY 1999/00**

Category	# of Phases	% of Total
No Changes	577	88.36%
Advances	17	2.60%
Defers	25	3.83%
Moved Out	15	2.30%
Deletions	19	2.91%
<b>Total</b>	<b>653</b>	<b>100.00%</b>

**Reasons for 59 Projects Deferred, Deleted or Moved Out**



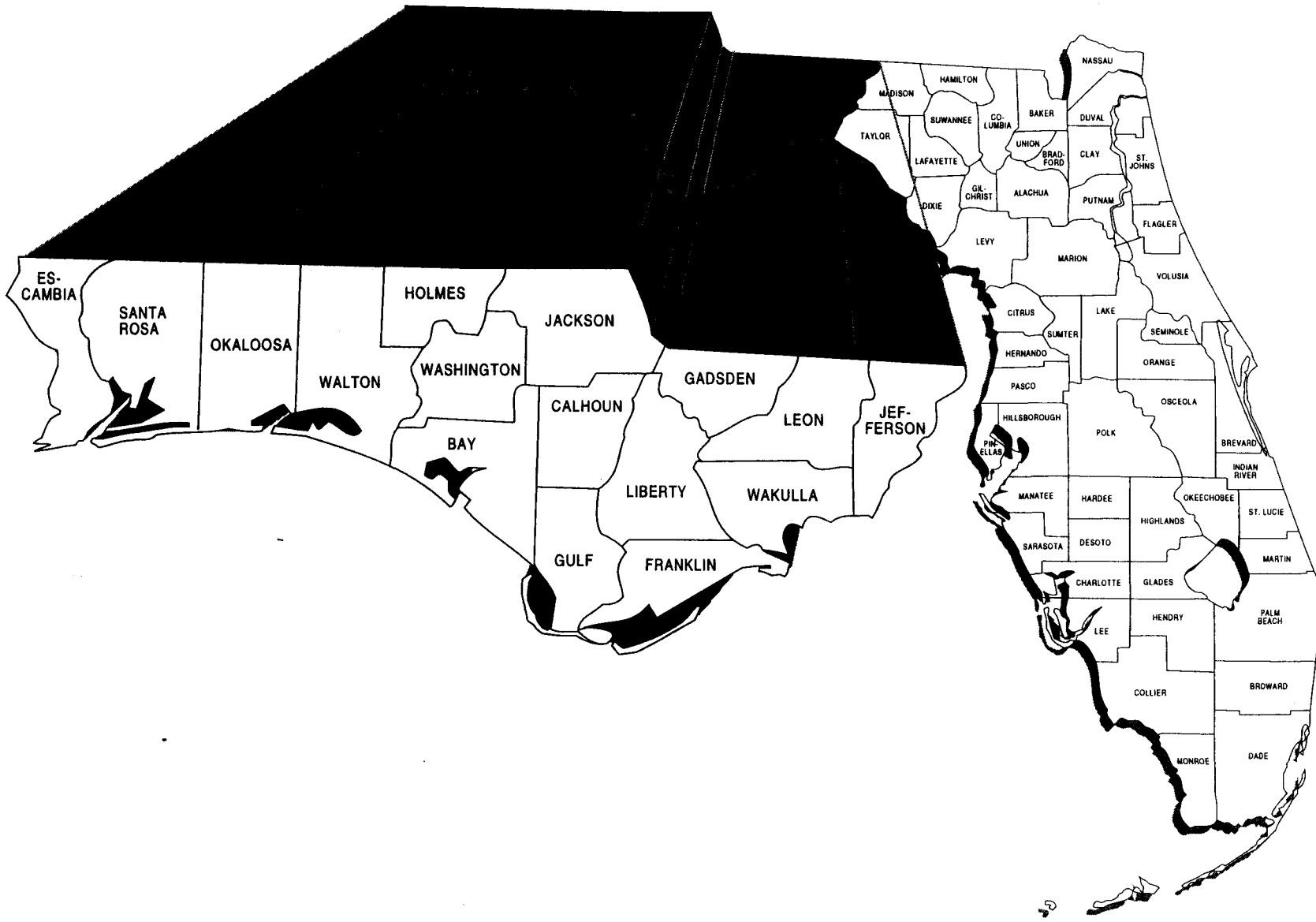
Note: 5 year total - This chart includes FY 1995/96 and the 4 common years (FY 1996/97 - 1999/00) of the Adopted and Tentative Work Programs.

**DISTRICT 2  
SIGNIFICANT PROJECTS**

<b>Project Name</b>	<b>Description of Work</b>	<b>Phase(s)</b>	<b>Estimated Cost (\$ in millions)</b>
SR 20	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from end of 4-lanes to CR 325 (Alachua Co., 5.0 miles)</li> </ul>	Construction	\$9.8
SR 26/ Newberry Rd.	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from CR 241 to existing 4 lanes (Alachua Co., 4.2 miles)</li> </ul>	Construction	\$11.0
I-75	<ul style="list-style-type: none"> <li>Interchange improvement at 39th Ave. (Alachua Co.)</li> </ul>	Construction	\$8.0
SR 9A	<ul style="list-style-type: none"> <li>New construction of 4 lanes from south of J. Turner Butler Blvd. to south of Baymeadows Rd. (Duval Co., 2.9 miles)</li> </ul>	Construction	\$29.1
Branan Field/ Chaffee Road	<ul style="list-style-type: none"> <li>New construction of 4 lanes from SR 21 to 103rd St. (Duval and Clay Co., 5.7 miles)</li> </ul>	Right-of-Way	\$12.3
SR 13/ San Jose Blvd.	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from Clair Lane to Sunbeam Rd. (Duval Co., 2.3 miles)</li> </ul>	Right-of-Way Construction	\$4.2 \$9.9
SR 15/ Riverside Ave.	<ul style="list-style-type: none"> <li>Widen 2 to 6 lanes and reconstruct from Forest St. to Acosta Bridge (Duval Co., 0.5 miles)</li> </ul>	Right-of-Way Construction	\$17.5 \$3.6
SR 500	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from CR 241 to Marion County line (Levy Co., 7.0 miles)</li> </ul>	Construction	\$9.8
US 301	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from US 1 to I-95 (Nassau Co., 11.7 miles)</li> </ul>	Right-of-Way	\$2.9
SR 207	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from SR 100 to SR 206 (St. John Co., 9.5 miles)</li> </ul>	Right-of-Way Construction	\$10.3 \$30.2
SR 312	<ul style="list-style-type: none"> <li>Construct new 2-lane bridge (St. Johns Co.)</li> </ul>	Construction	\$13.9
SR 207	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from I-95 to US 1 (4.9 miles)</li> </ul>	Construction	\$12.1

B-14

# DISTRICT 3

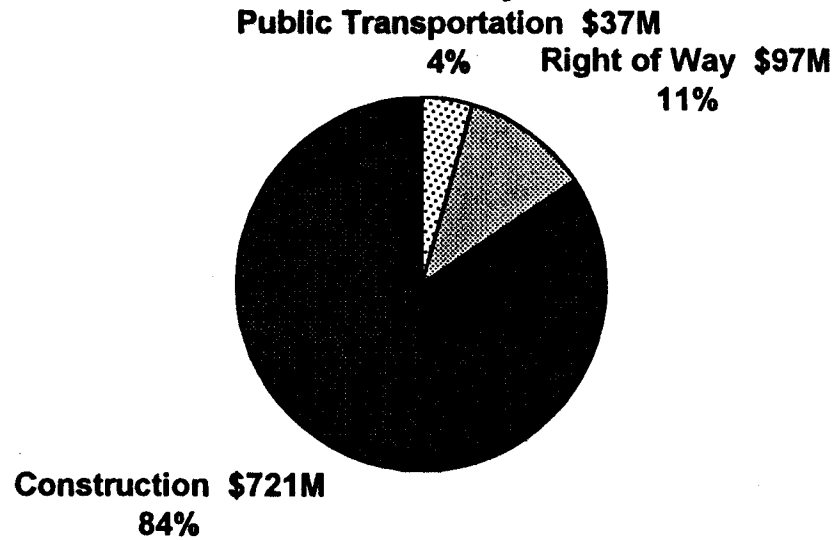


B-15

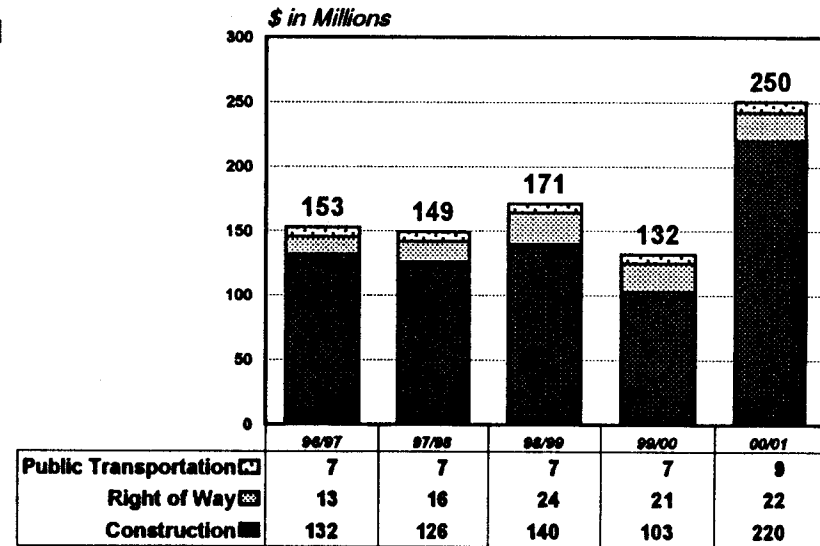
# DISTRICT 3 PRODUCT

FY 96/97- 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$855M**

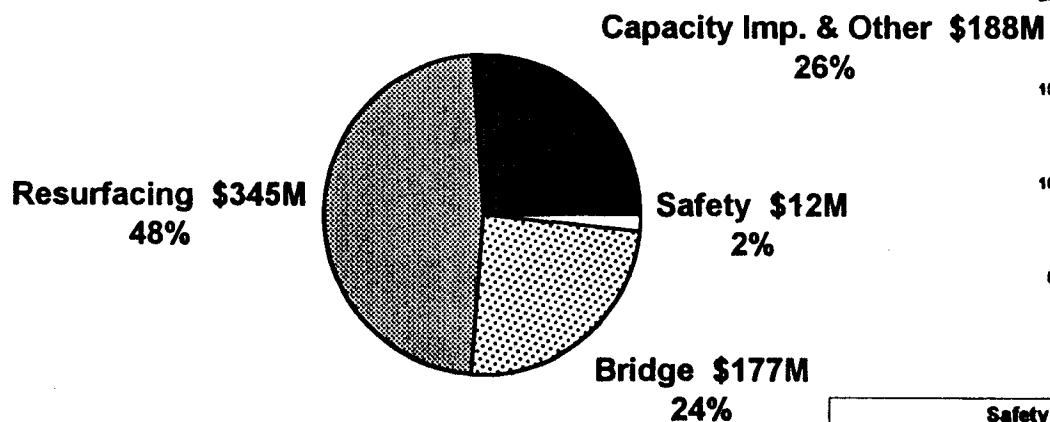
Totals may not add due to rounding

OMB 22-FEB-96  
97D\_PROD/97TENT06

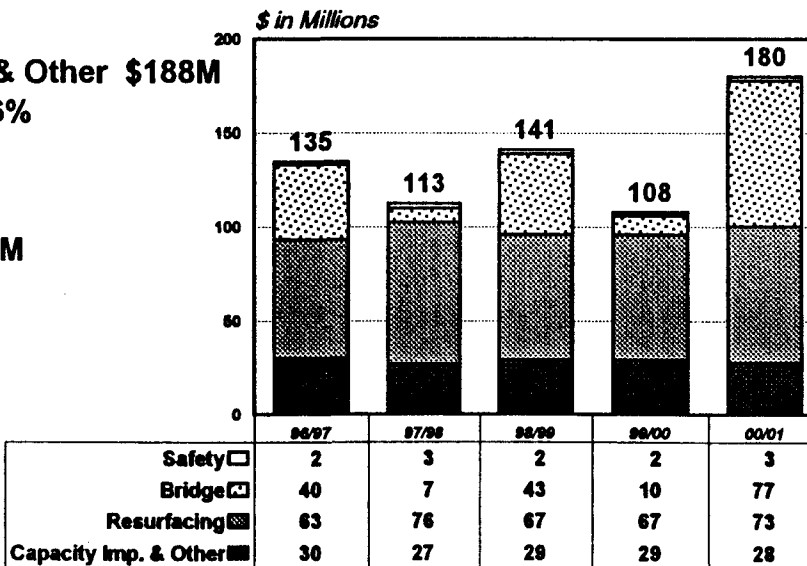
# DISTRICT 3 CONSTRUCTION

FY 96/97 - 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$721M**

Note:

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

Totals may not add due to rounding

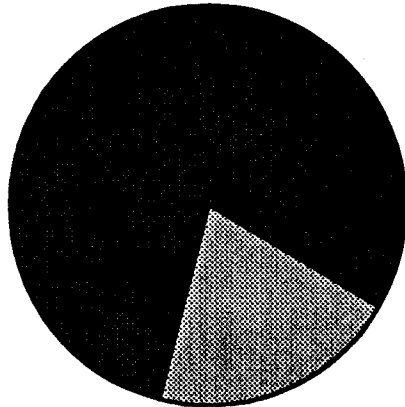
OMB 21-FEB-96  
97D\_CON/97TENTO6

# DISTRICT 3 RIGHT OF WAY LAND

FY 96/97 - 00/01  
(Excludes Turnpike)

## Five Year Summary

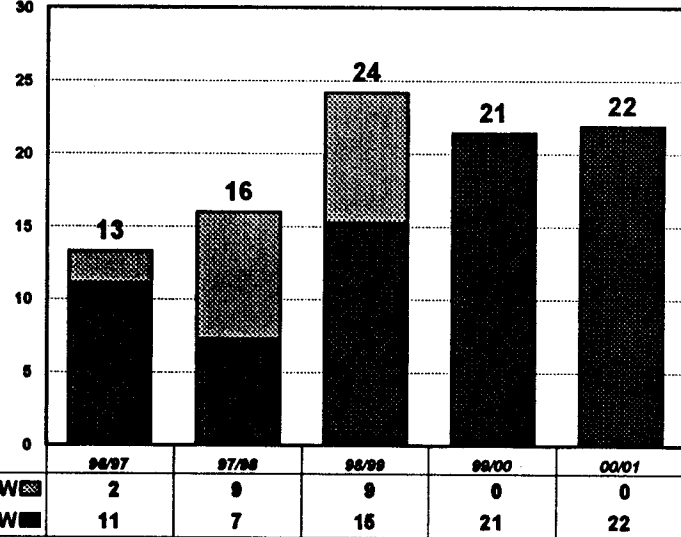
Regular R/W \$77M  
80%



Advanced R/W \$20M  
20%

## By Fiscal Year

\$ in Millions



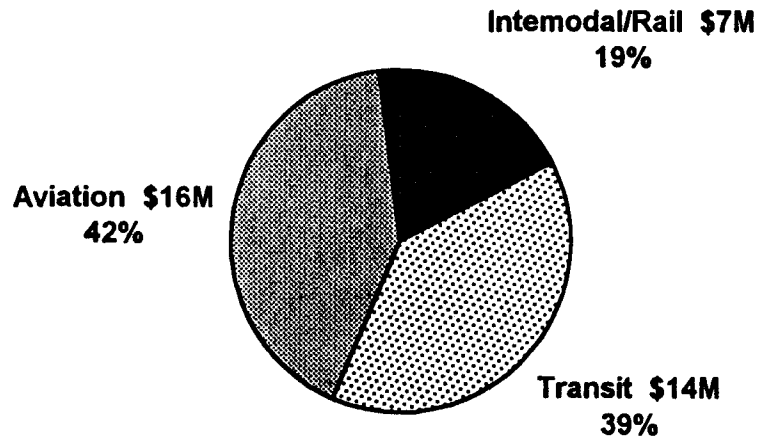
**Total 5-Year Tentative Work Program \$97M**

Totals may not add due to rounding

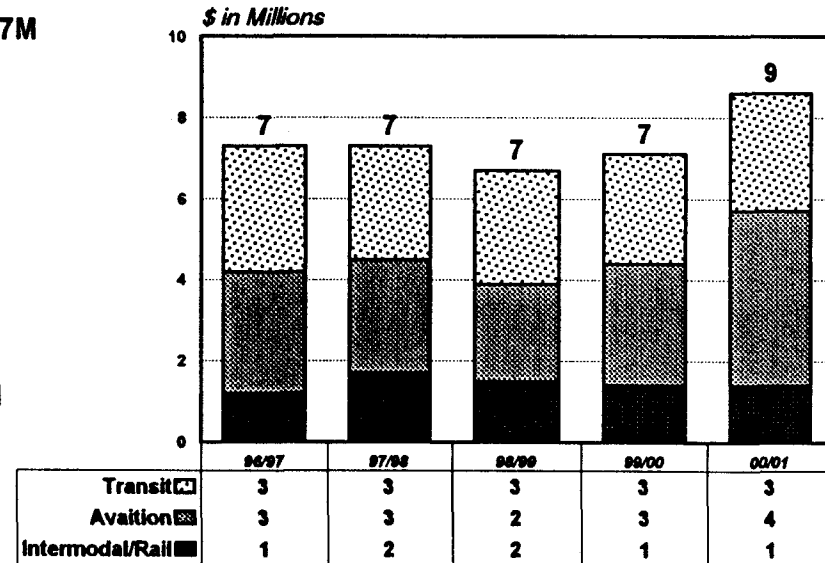
# DISTRICT 3 PUBLIC TRANSPORTATION

## FY 96/97 - 00/01

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$37M**

Totals may not add due to rounding

OMB 22-FEB-96  
97D\_PTO1/97TENT06

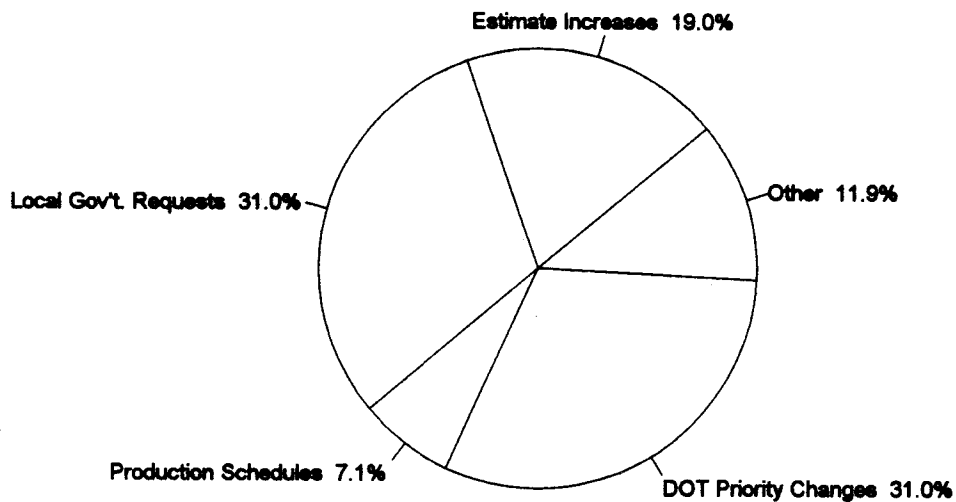
B-19



**District 3 - Work Program Stability  
For FY 1995/96 - FY 1999/00**

Category	# of Phases	% of Total
No Changes	436	88.26%
Advances	16	3.24%
Defers	22	4.45%
Moved Out	13	2.63%
Deletions	7	1.42%
<b>Total</b>	<b>494</b>	<b>100.00%</b>

**Reasons for 42 Projects Deferred, Deleted or Moved Out**

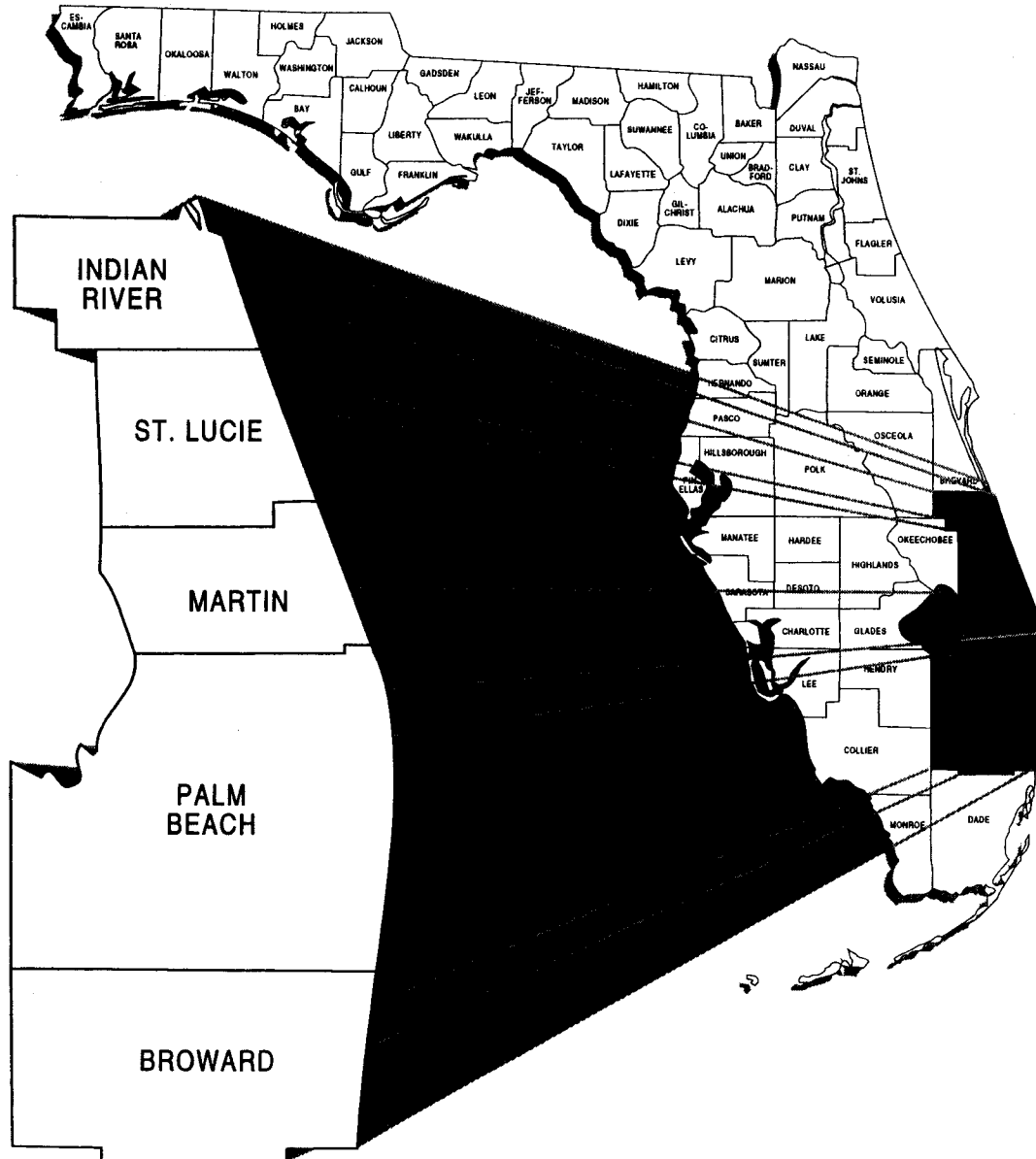


Note: 5 year total - This chart includes FY 1995/96 and the 4 common years (FY 1996/97 - 1999/00) of the Adopted and Tentative Work Programs.

**DISTRICT 3  
SIGNIFICANT PROJECTS**

<b>Project Name</b>	<b>Description of Work</b>	<b>Phase(s)</b>	<b>Estimated Cost (\$ in millions)</b>
SR 77	• <b>Replace Bailey Bridge (Bay Co.)</b>	Construction	\$20.6
US 98	• <b>Widen 2 to 4 lanes from SR 173 to SR 295 (Escambia Co., 3.9 miles)</b>	Construction	\$10.8
Airport Blvd.	• <b>Widen 2 to 5 lanes from CR 55A to SR 251 (Escambia Co., 2.7 miles)</b>	Construction	\$9.8
SR 8A	• <b>Interchange modification from I-10 to Davis Highway (Escambia Co., 0.727 miles)</b>	Construction	\$38.6
SR 71	• <b>Widen 2 to 4 lanes from I-10 to US 90 (Jackson Co., 1.5 miles)</b>	Construction	\$5.3
SR 61/ S. Monroe St.	• <b>Widen 2 to 4 lanes from Paul Russell Rd. to Perkins St. (Leon Co., 1.1 miles)</b>	Construction	\$4.9
SR 261/ Capital Circle	• <b>Widen 2 to 6 lanes from US 90 to Park Ave. (Leon Co., 1.7 miles)</b>	Construction	\$10.9
SR 261/ Capital Circle	• <b>Widen 2 to 6 lanes from Park Ave. to US 27 (Leon Co., 1.0 miles)</b>	Right of Way	\$4.3
SR 20	• <b>Widen 2 to 4 lanes from Rocky Bayou to White Point Rd. (Okaloosa Co., 2.8 miles)</b>	Construction	\$12.2
SR 89	• <b>Widen 2 to 4 lanes from US 90 to SR 87 (Santa Rosa Co., 3.7 miles)</b>	Construction	\$11.8
SR 87	• <b>Widen 2 to 4 lanes from end of 4 lane in Milton to End Clear Creek Bridge (Santa Rosa Co., 4.5 miles)</b>	Construction	\$8.6

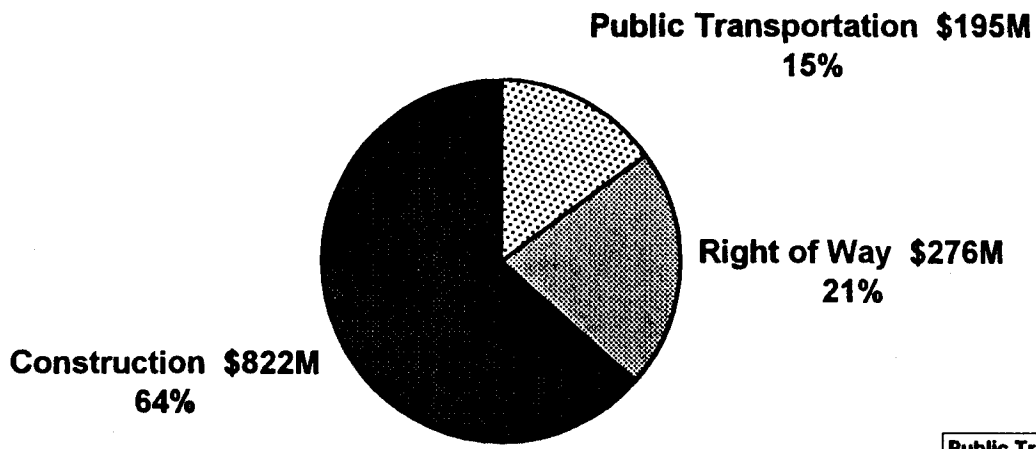
# DISTRICT 4



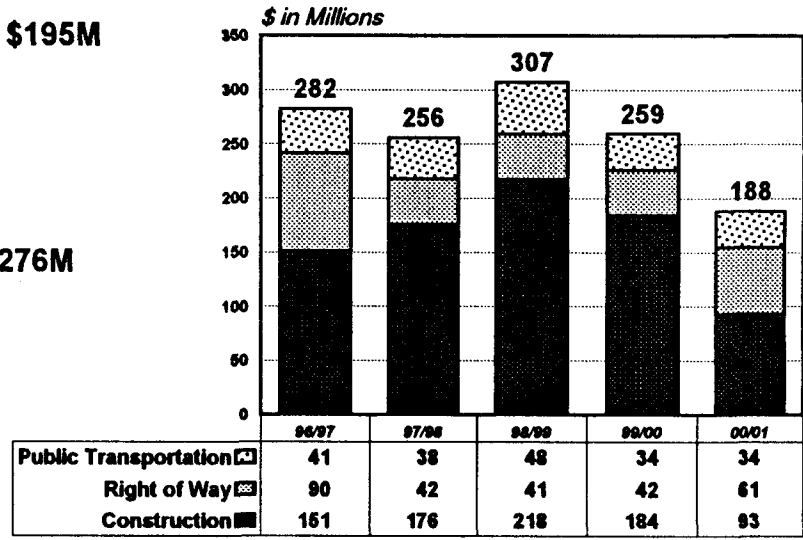
# DISTRICT 4 PRODUCT

FY 96/97- 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$1,292M**

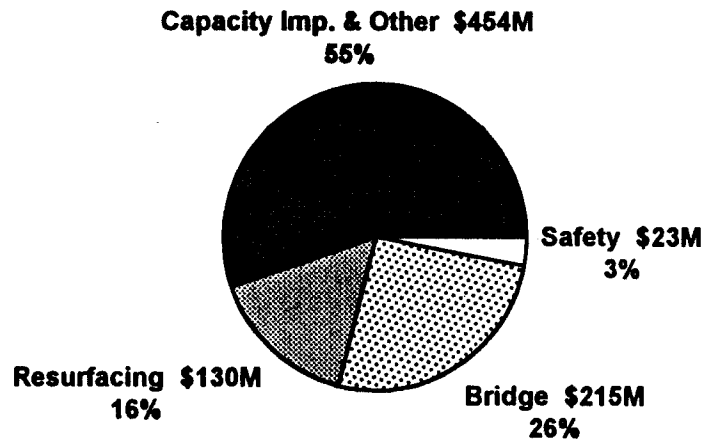
Totals may not add due to rounding

B-23

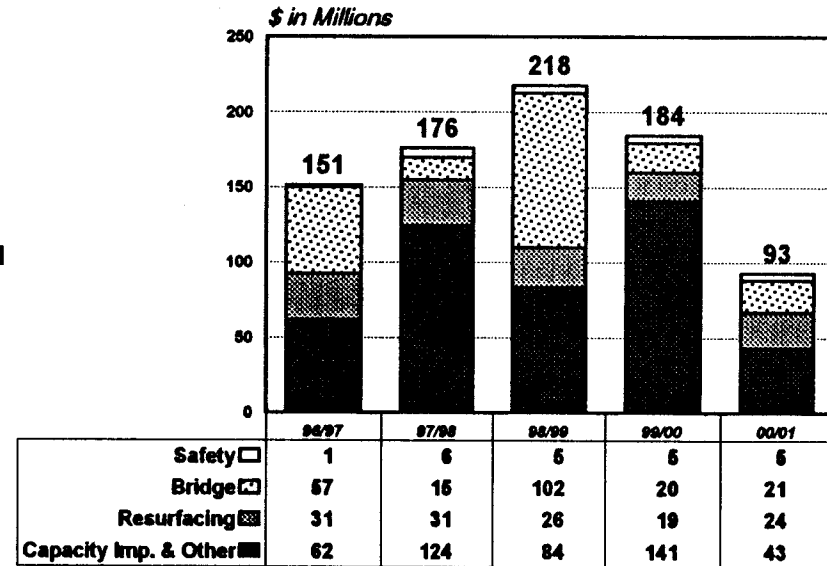
# DISTRICT 4 CONSTRUCTION

FY 96/97 - 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$822M**

**Note:**

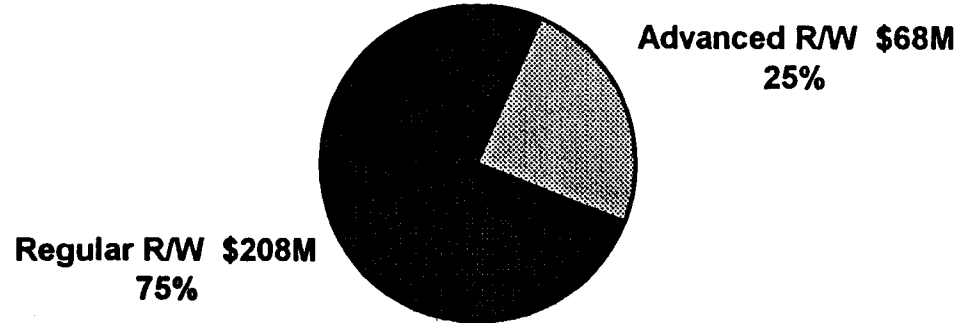
Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.  
Construction phases of \$21.8M contained in the PTO Intermodal/Rail Program.

Totals may not add due to rounding

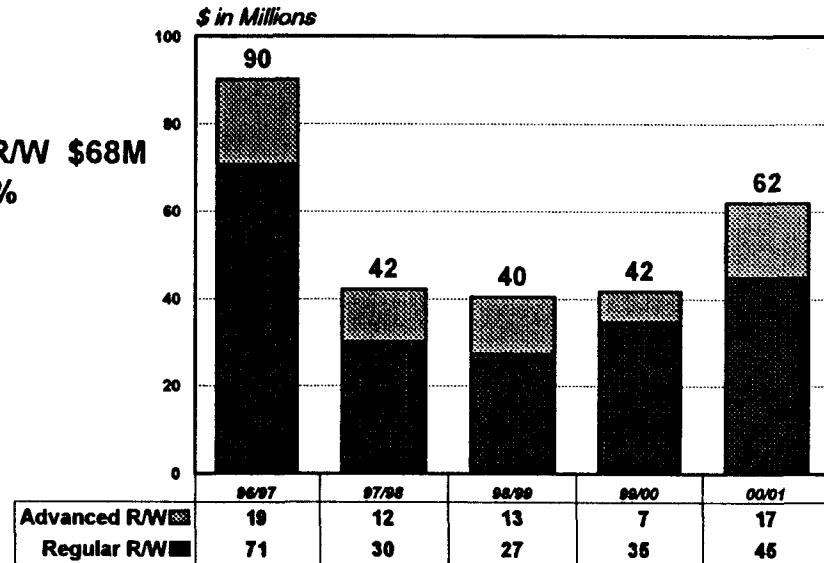
# DISTRICT 4 RIGHT OF WAY LAND

FY 96/97 - 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$276M**

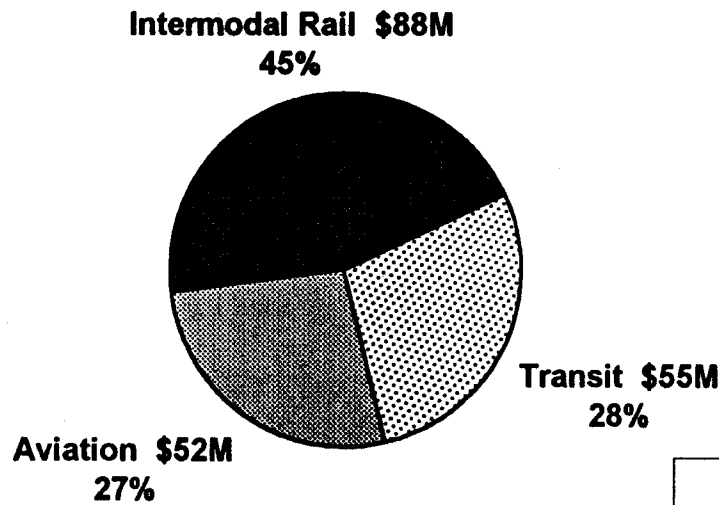
Totals may not add due to rounding

OMB 21-FEB-96  
97D\_ROW/97TENTO6

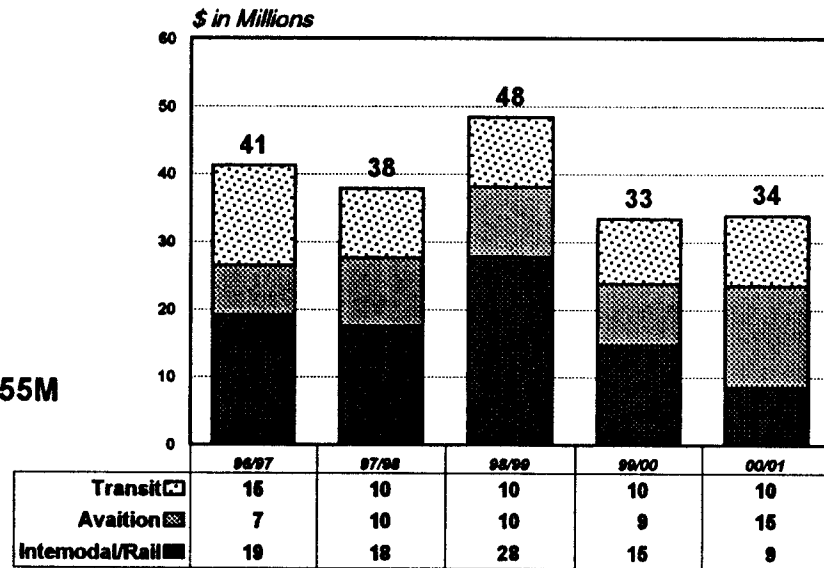
# DISTRICT 4 PUBLIC TRANSPORTATION

## FY 96/97 - 00/01

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$195M**

*Note:*  
Intermodal/Rail program total of \$88.0M contains \$21.8M of construction phases.

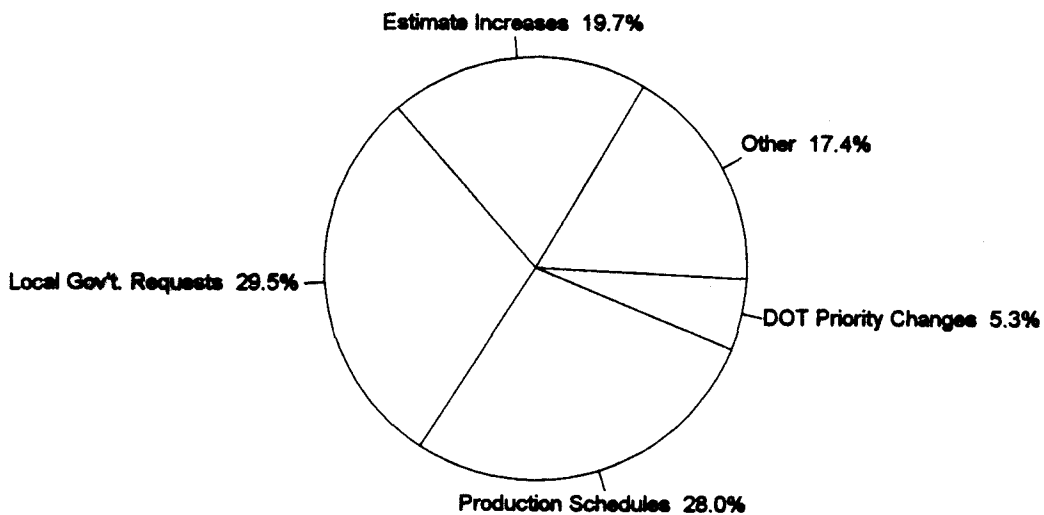
Totals may not add due to rounding

OMB 22-FEB-96  
97D\_PTO1/97TENTO6

**District 4 - Work Program Stability  
For FY 1995/96 - FY 1999/00**

Category	# of Phases	% of Total
No Changes	503	76.79%
Advances	20	3.05%
Defers	58	8.85%
Moved Out	37	5.65%
Deletions	37	5.65%
<b>Total</b>	<b>655</b>	<b>100.00%</b>

**Reasons for 132 Projects Deferred, Deleted or Moved Out**



Note: 5 year total - This chart includes FY 1995/96 and the 4 common years (FY 1996/97 - 1999/00) of the Adopted and Tentative Work Programs.



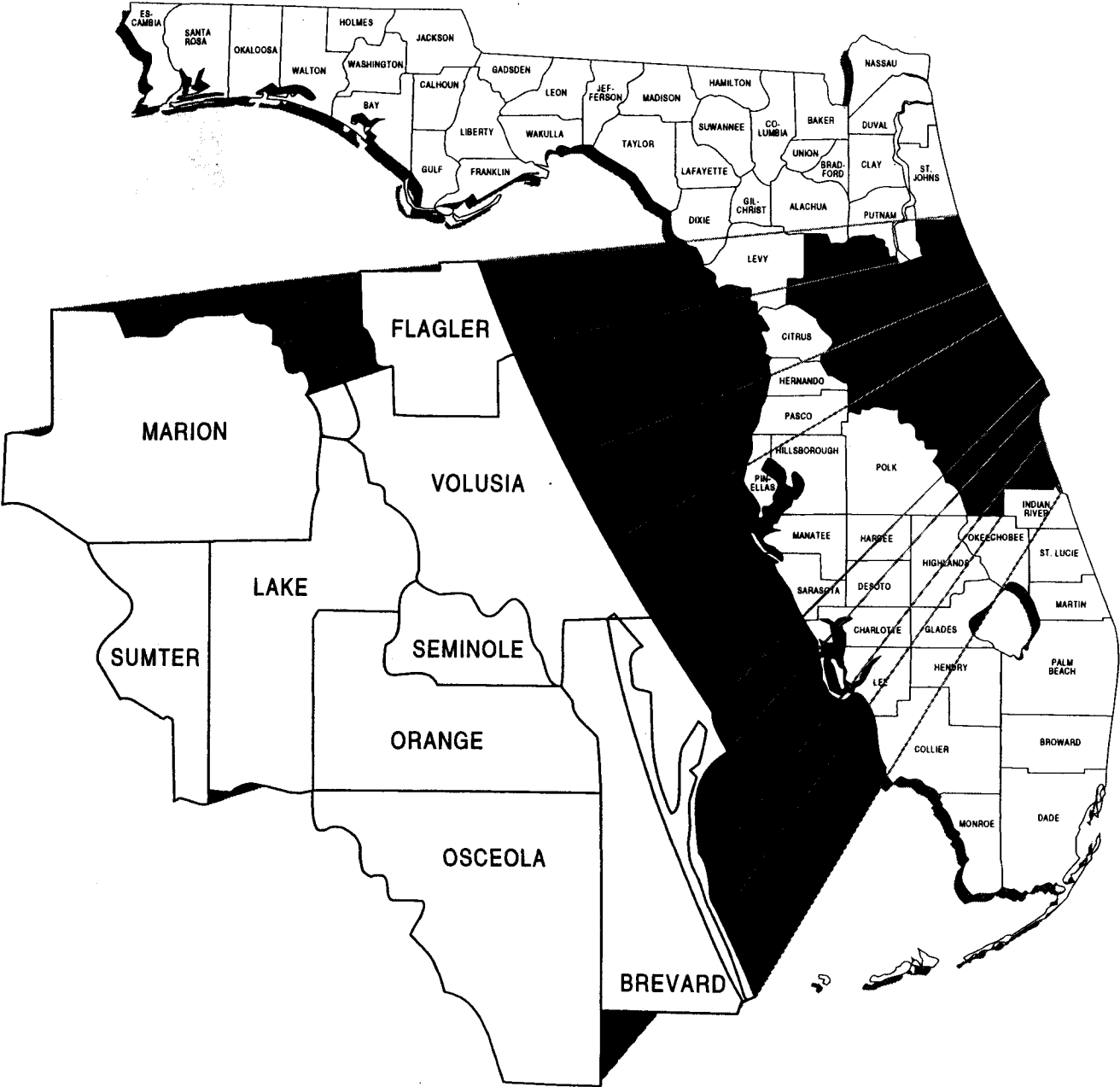
**DISTRICT 4  
SIGNIFICANT PROJECTS**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
I-95	• Construct Palm Beach International Airport interchange from Southern Blvd. to North Belvedere Rd. (Palm Beach Co.)	Construction	\$55.5
	• Add auxiliary lanes and resurface from Woolbright Rd. to North Lake Blvd. and reconstruct Okeechobee Blvd. interchange (Palm Beach Co.)	P.E. Construction	\$1.7 \$61.8
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	\$9.2 \$12.3
	• Widen 2 to 4 and 6 lanes and reconstruct from north of Glades Rd. to south of Okeechobee Blvd. (Palm Beach Co., 23.0 miles)	Right-of-Way Construction	\$51.8 \$83.2
	• Widen 4 to 6 lanes from north of Sheridan Street to south of Orange Dr. (Broward Co., 2.2 miles)	P.E. Right-of-Way	\$1.0 \$25.9
Southern Blvd./ SR 80	• Widen 5 to 6 and 8 lanes and reconstruct from west of Haverhill to east of I-95 (Palm Beach Co., 2.1 miles)	Right-of-Way	\$4.5
SR 805/Dixie Hwy..	• Widen 4 to 5 lanes from SR 5 to W. Palm Beach Canal (Palm Beach Co., 3.8 miles)	Construction	\$9.3
SR 60	• Widen 2 to 4 lanes and reconstruct from Osceola Co. line to I-95 (Indian River Co., 22.5 miles)	P.E.	\$6.2
		Right-of-Way Construction	\$26.6 \$13.2
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)	Right-of-Way Construction	\$4.9 \$5.2
	• Widen 4 to 6 lanes and reconstruct from Port St. Lucie Blvd. to Rio Mar Dr. (St. Lucie Co., 5.0 miles)	Construction	\$13.3
	• Resurface and reconstruct from 5th Ave. North (Lake Worth) to West Palm Beach Canal (Palm Beach Co., 3.6 miles)	Construction	\$8.1

**DISTRICT 4**  
**(Continued)**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
A-1-A	• Construct 17th Street Causeway Bridge (Broward Co.)	Construction	\$55.6
	• Replace Lyons Bridge over the Indian River (Martin Co.)	Construction	\$14.7
	• Replace Evans Crary (bascule) Bridge with high level bridge over St. Lucie River (Martin Co.)	Construction	\$32.3
SR 732	• Replace movable span bridge over Intracoastal Waterway, Jensen Beach Causeway (Martin Co.)	Construction	\$11.3
SR 70/ Okeechobee Blvd.	• Resurface from MP 3.8 to MP 7.89, and MP 10.471 to MP 16.1 (St. Lucie Co., 9.7 miles)	Construction	\$1.8
	• Widen 2 to 4 lanes from Okeechobee County line to MP 17.3 (St. Lucie Co., 17.3 miles)	Right of Way	\$5.8
SR 818	• 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).	Right-of-Way Construction	\$53.7 \$19.5
SR 858	• Replace movable span bridge, Hallandale Beach Blvd. over Intracoastal Waterway (Broward Co.).	Construction	\$44.3

**DISTRICT 5**



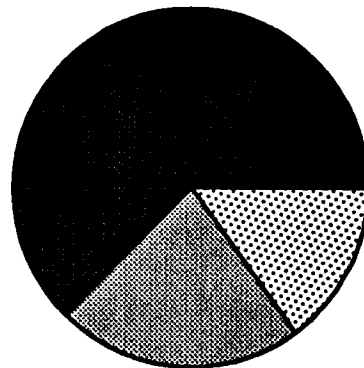
# DISTRICT 5 PRODUCT

FY 96/97- 00/01

(Excludes Turnpike)

## Five Year Summary

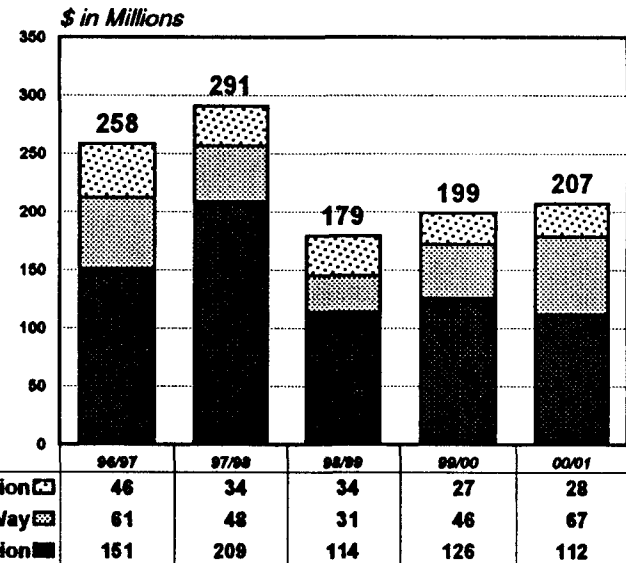
Construction \$710M  
63%



Right of Way \$253M  
22%

Public Transportation \$170M  
15%

## By Fiscal Year



	96/97	97/98	98/99	99/00	00/01
Public Transportation	46	34	34	27	28
Right of Way	61	48	31	46	67
Construction	151	209	114	126	112

**Total 5-Year Tentative Work Program \$1,134M**

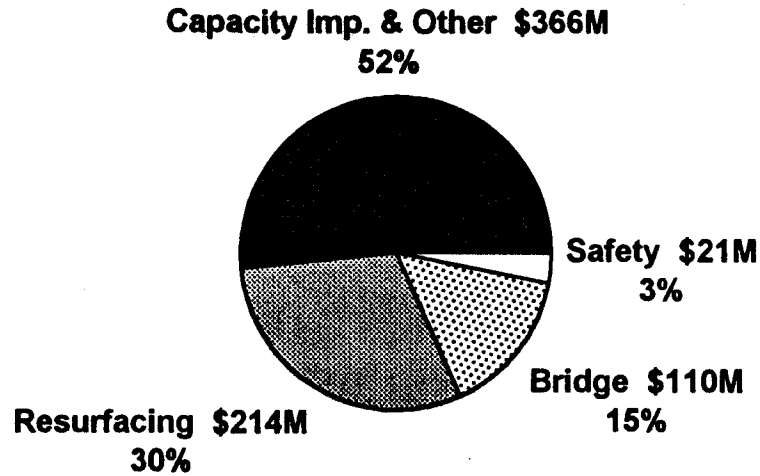
Totals may not add due to rounding

OMB 22-FEB-96  
97D\_PROD/97TENT06

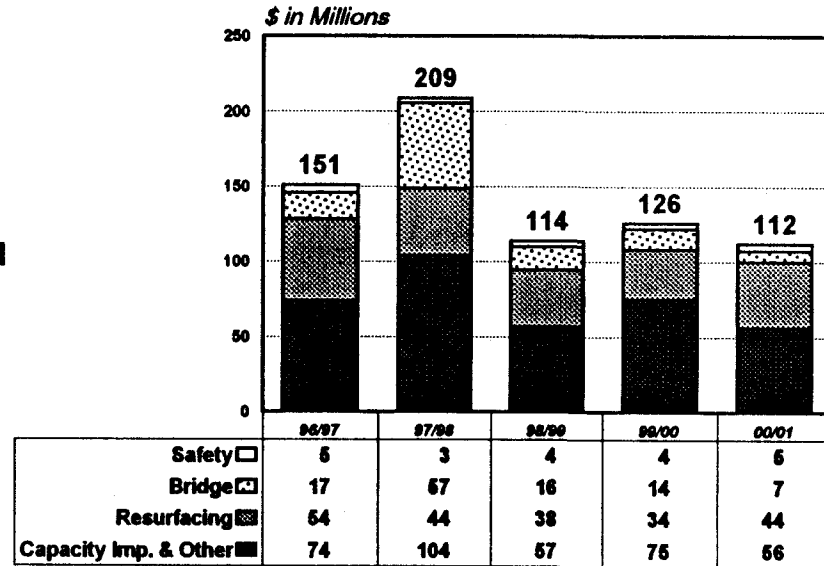
# DISTRICT 5 CONSTRUCTION

FY 96/97 - 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$711M**

**Note:**

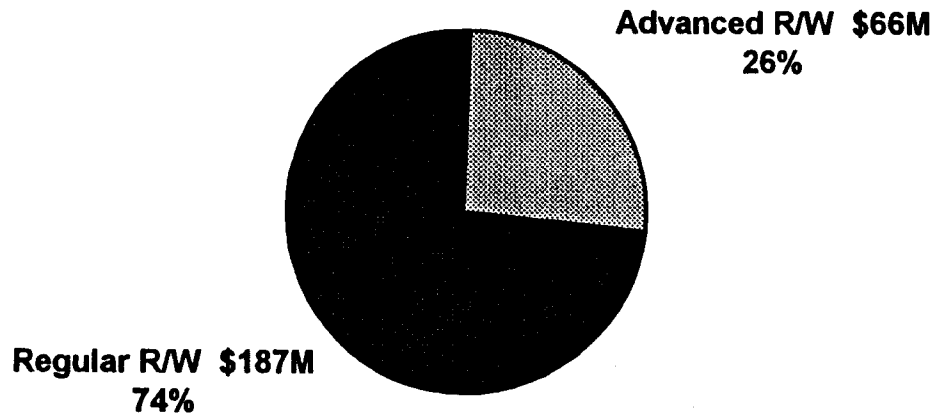
*Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.*

*Totals may not add due to rounding*

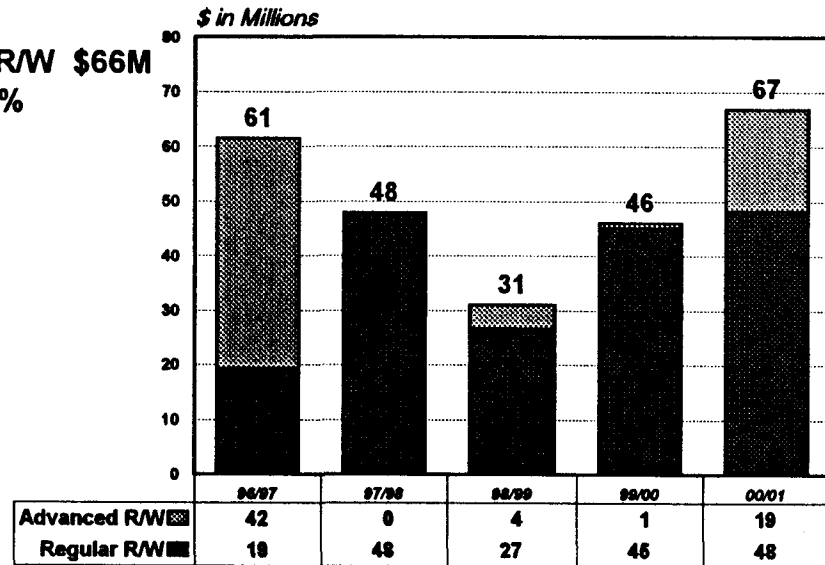
# DISTRICT 5 RIGHT OF WAY LAND

FY 96/97 - 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$253M**

**Note:**  
Right of Way acquisition of \$0.005M contained in the PTO Intermodal/Rail Program.

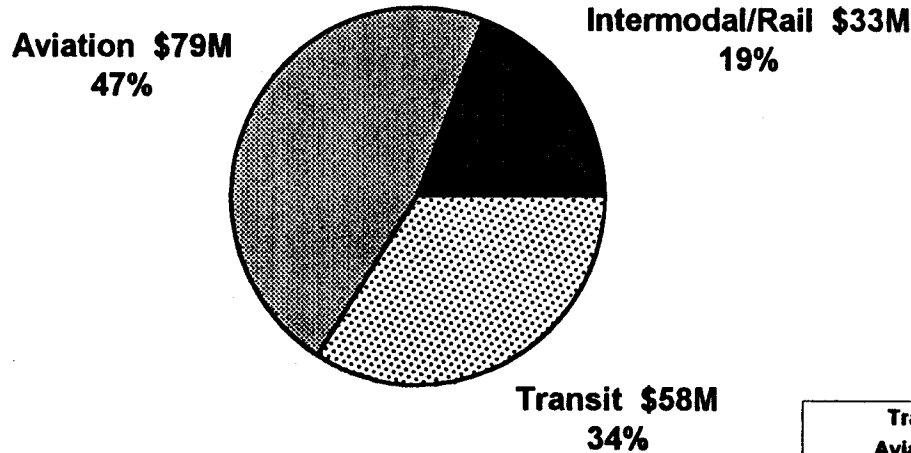
Totals may not add due to rounding

OMB 21-FEB-96  
97D\_ROW/97TENT06

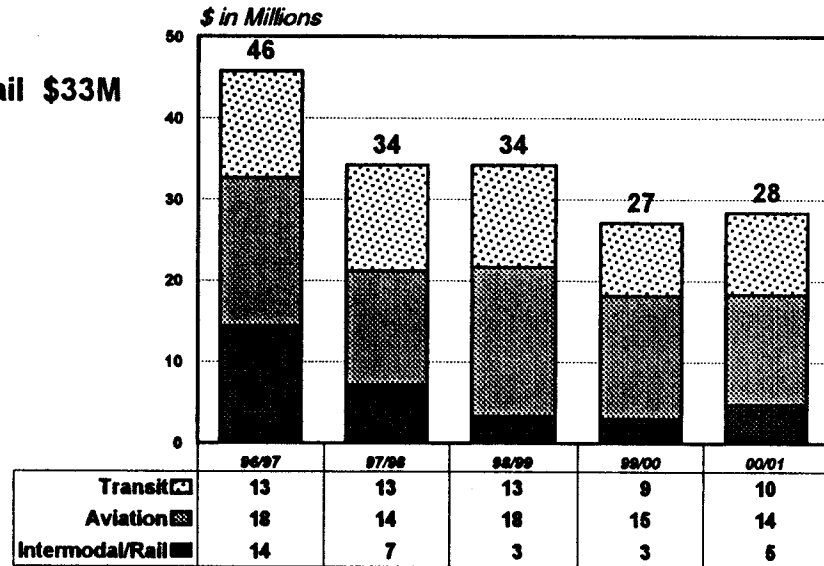
# DISTRICT 5 PUBLIC TRANSPORTATION

## FY 96/97 - 00/01

### Five Year Summary



### By Fiscal Year



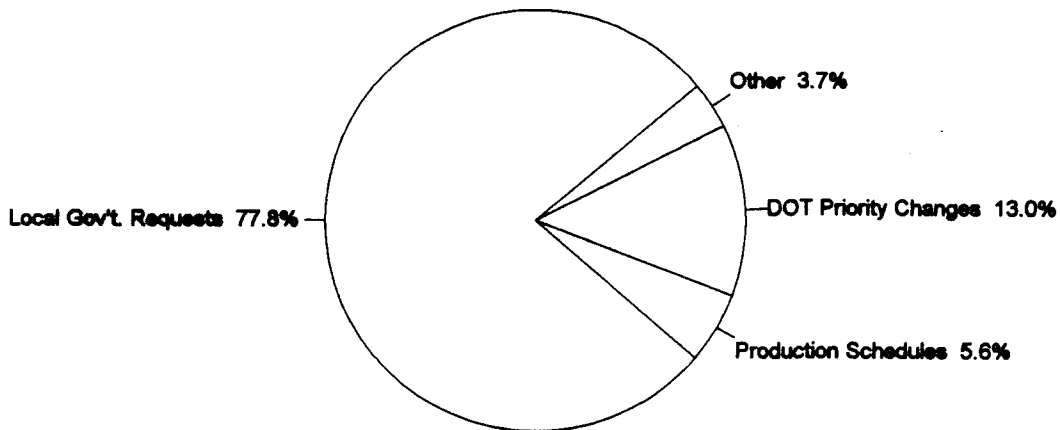
**Total 5-Year Tentative Work Program \$170M**

Totals may not add due to rounding

**District 5 - Work Program Stability  
For FY 1995/96 - FY 1999/00**

Category	# of Phases	% of Total
No Changes	514	87.86%
Advances	17	2.91%
Defers	24	4.10%
Moved Out	10	1.71%
Deletions	20	3.42%
<b>Total</b>	<b>585</b>	<b>100.00%</b>

**Reasons for 54 Projects Deferred, Deleted or Moved Out**



Note: 5 year total - This chart includes FY 1995/96 and the 4 common years (FY 1996/97 - 1999/00) of the Adopted and Tentative Work Programs.



**DISTRICT 5  
SIGNIFICANT PROJECTS**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
I-4	<ul style="list-style-type: none"> <li>● Widen 4 to 6 lanes from Polk County line to SR 530/US 192 (Osceola Co., 6.5 miles)</li> </ul>	P.E.	\$4.1
	<ul style="list-style-type: none"> <li>● Right-of-Way acquisition Interstate Master Plan (Seminole Co.)</li> </ul>	Right-of-Way	\$2.8
	<ul style="list-style-type: none"> <li>● Interchange modification at 33rd St./John Young Parkway (Orange Co.)</li> </ul>	Right-of-Way	\$17.4
		P.E.	\$2.1
I-95	<ul style="list-style-type: none"> <li>● Widen 4 to 6 lanes and resurface from I-4 to St. Johns County line (Volusia and Flagler Counties, 37.3 miles)</li> </ul>	P.E.	\$8.8
	<ul style="list-style-type: none"> <li>● Widen 4 to 6 lanes and resurface from I-4 to SR 40 (Volusia Co., 7.9 miles)</li> </ul>	Right-of-Way	\$1.0
	<ul style="list-style-type: none"> <li>● Interchange improvements at SR 514 (Brevard Co.)</li> </ul>	Construction	\$9.1
	<ul style="list-style-type: none"> <li>● New interchange at Port St. John (Brevard Co.)</li> </ul>	Construction	\$9.0
SR 436	<ul style="list-style-type: none"> <li>● Widen 4 to 6 lanes and resurface from SR 500/US 441 to Hunt Club Blvd. (Orange and Seminole Counties, 3.0 miles)</li> </ul>	Right-of-Way	\$6.1
	<ul style="list-style-type: none"> <li>● Widen 4 to 6 lanes and resurface from Pearl Lake Causeway to Douglas Rd. (Seminole Co., 2.3 miles)</li> </ul>	Construction	\$20.7
	<ul style="list-style-type: none"> <li>● Widen 4 to 6 lanes and resurface from Pearl Lake Causeway to Douglas Rd. (Seminole Co., 2.3 miles)</li> </ul>	Right-of-Way	\$16.1
		Construction	\$15.0

**DISTRICT 5**  
(Continued)

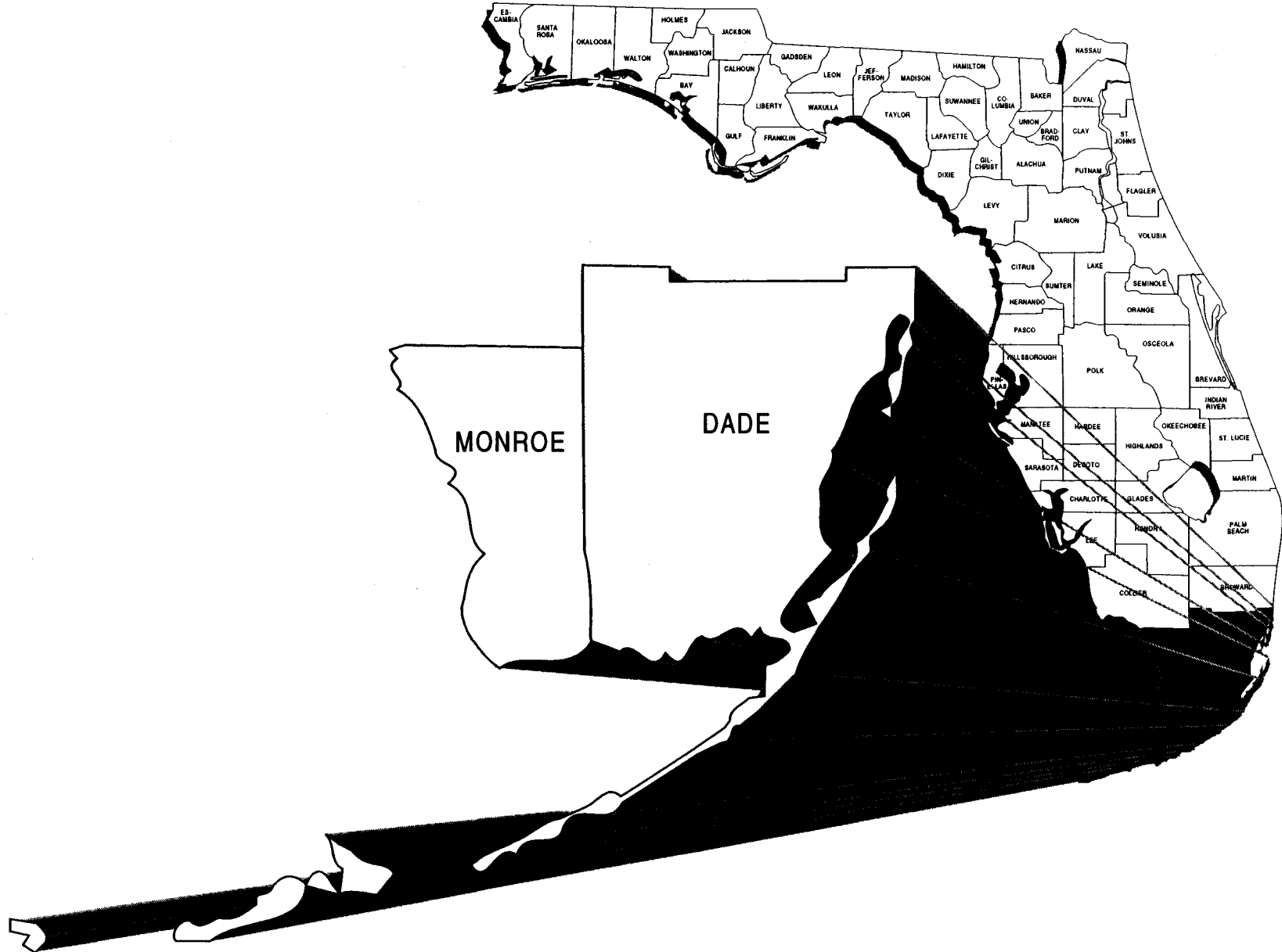
Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
SR 15	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and reconstruct from Hoffner Rd. to Curry Ford Rd. (Orange Co, 3.2 miles)</li> </ul>	Construction	\$10.5
US 192	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes and reconstruct from US 27 to Orange County line (Lake Co., 1.0 miles)</li> </ul>	Construction	\$2.2
	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes and reconstruct from Lake County line to 1,000 feet east of Reedy Creek (Orange and Osceola Counties, 5.2 miles)</li> </ul>	Right-of-Way	\$10.8
	<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., 3.0 miles)</li> </ul>	Construction	\$14.8
	<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.	\$5.4
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	\$19.4
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	\$11.8
		Construction	\$5.2
SR 500/ US 27	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes and resurface from CR 326 to CR 225A (Marion Co., 7.6 miles).</li> </ul>	P.E.	\$1.7
		Construction	\$15.9

B-37

**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.	\$1.8
	<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	\$7.0
	<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>	Right-of-Way	\$4.5
	<ul style="list-style-type: none"> <li>● Widen 2 to 4 lanes and reconstruct from Sumter County line to CR 468 (Lake Co., 2.2 miles)</li> </ul>	Construction	\$ 5.8
	<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	\$10.8
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.	\$3.2
LYMMO Downtown Orlando Transit Project (formerly OSCAR)	<ul style="list-style-type: none"> <li>● Widen 2 to 4 lanes and reconstruct from CR 4139 to SR 415 (Volusia Co., 11.5 miles)</li> </ul>	Right-of-Way	\$17.9
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>	Grant	\$8.0
LYMMO 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	\$3.8
Orlando International Airport	<ul style="list-style-type: none"> <li>● New 4th runway design and construction (Orange Co.)</li> </ul>	Grant	\$25.5
	<ul style="list-style-type: none"> <li>● Future terminal development</li> </ul>	Grant	\$13.9

# DISTRICT 6

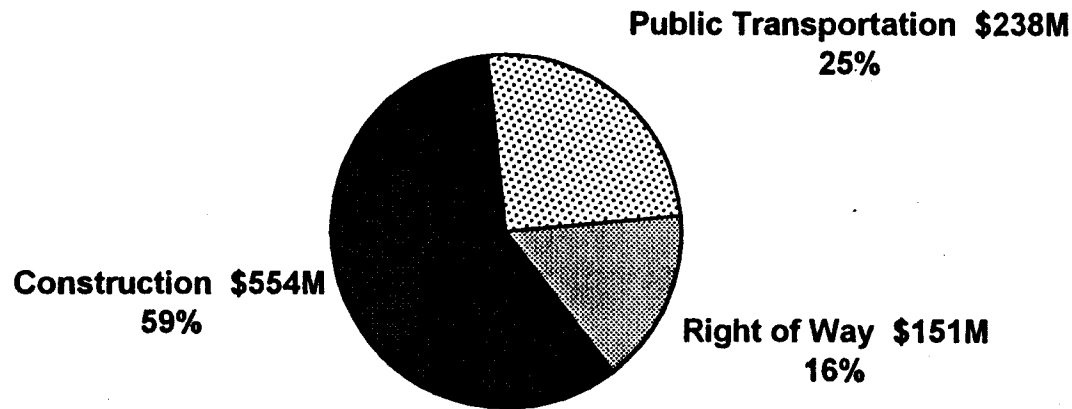


B-39

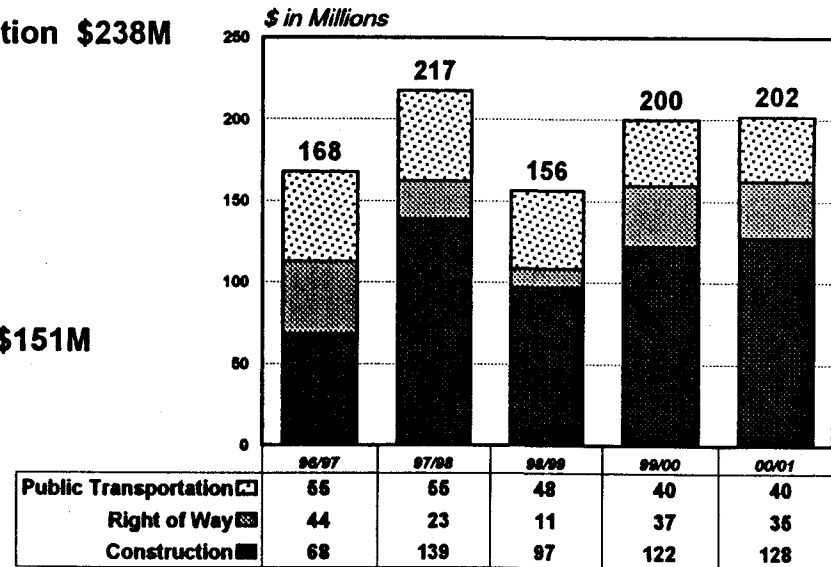
# DISTRICT 6 PRODUCT

FY 96/97- 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$943M**

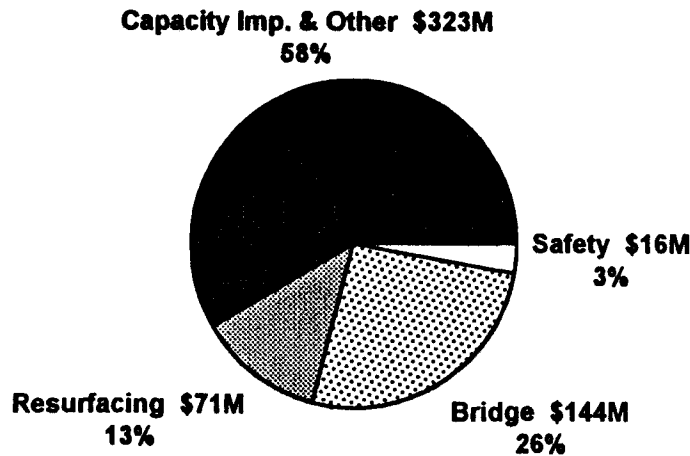
Totals may not add due to rounding

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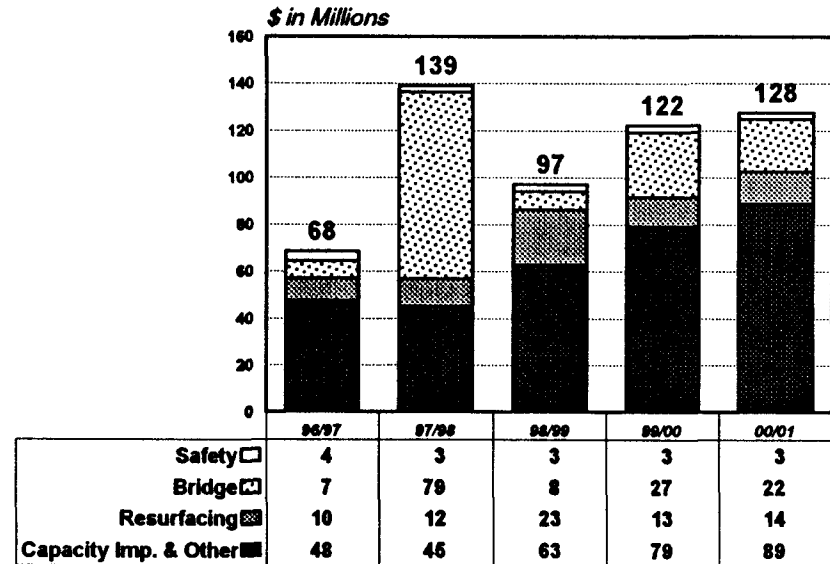
# DISTRICT 6 CONSTRUCTION

FY 96/97 - 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$554M**

**Note:**

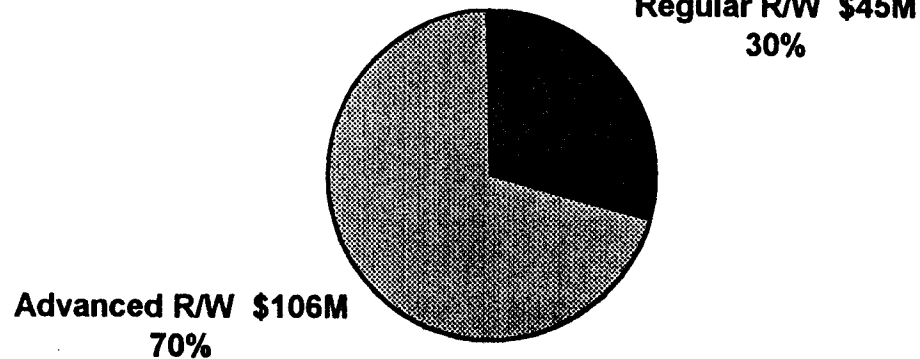
*Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.*

Totals may not add due to rounding

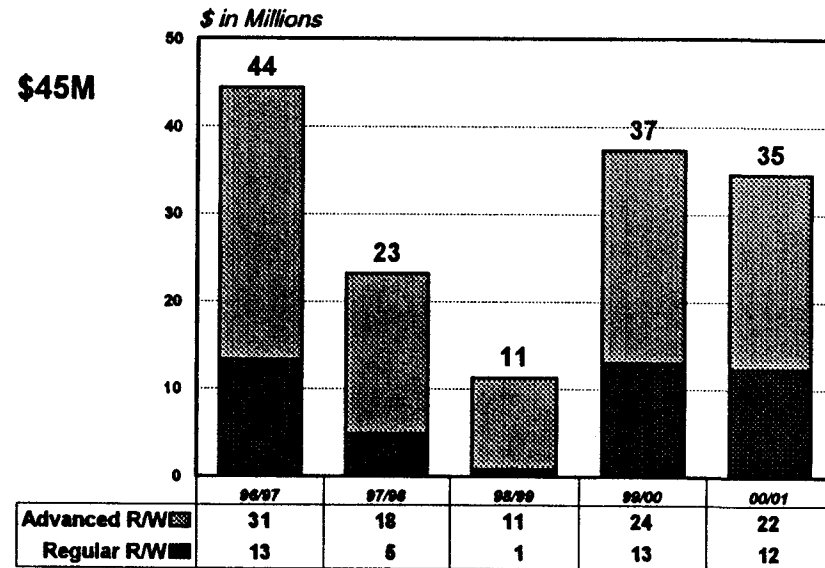
# DISTRICT 6 RIGHT OF WAY LAND

FY 96/97 - 00/01  
(Excludes Turnpike)

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$151M**

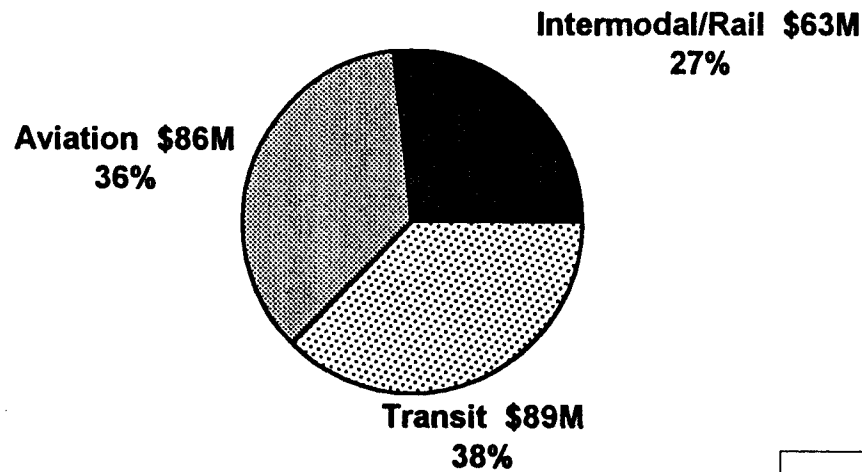
Totals may not add due to rounding

OMB 21-FEB-96  
97D\_ROW/97TENTO6

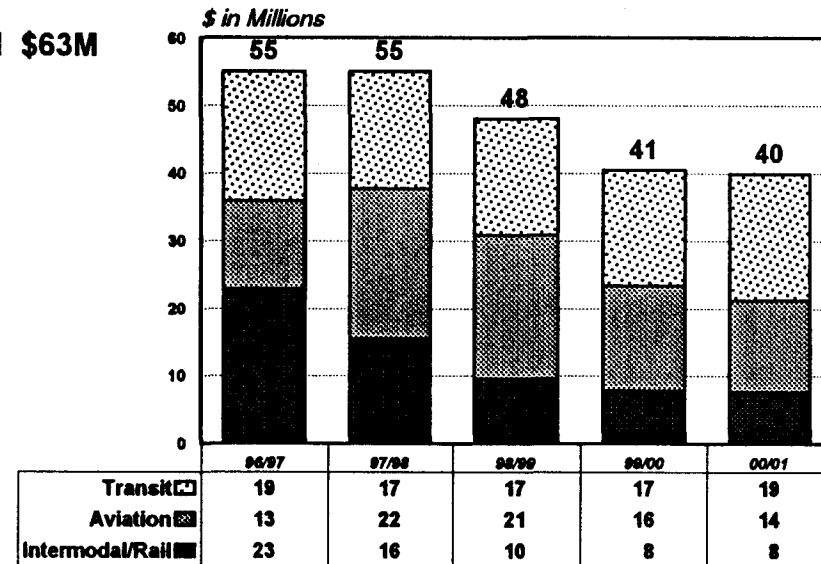
# DISTRICT 6 PUBLIC TRANSPORTATION

## FY 96/97 - 00/01

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$238M**

Totals may not add due to rounding

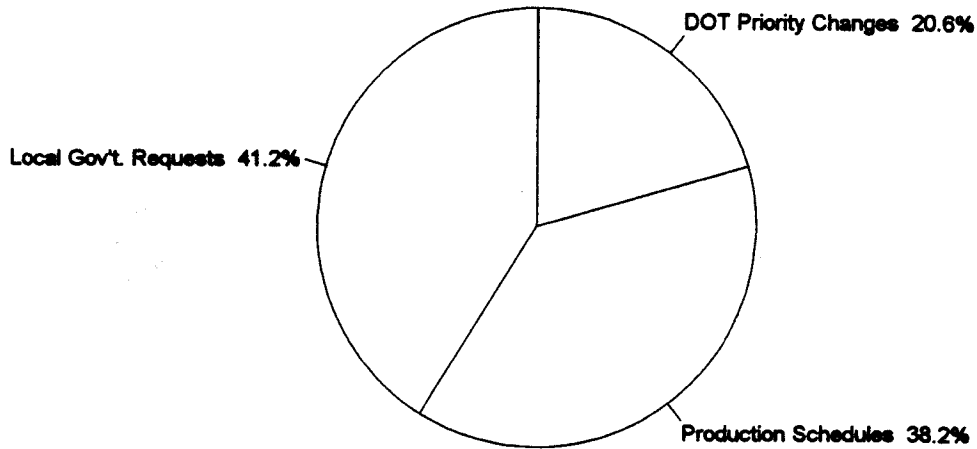
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97D\_PTO1/97TENTO6



**District 6 - Work Program Stability**  
**For FY 1995/96 - FY 1999/00**

Category	# of Phases	% of Total
No Changes	211	86.48%
Advances	2	0.82%
Defers	12	4.92%
Moved Out	6	2.46%
Deletions	13	5.33%
<b>Total</b>	<b>244</b>	<b>100.00%</b>

**Reasons for 31 Projects Deferred, Deleted or Moved Out**



Note: 5 year total - This chart includes FY 1995/96 and the 4 common years (FY 1996/97 - 1999/00) of the Adopted and Tentative Work Programs.

**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	\$70.0
	<ul style="list-style-type: none"> <li>● Widen 2 to 4 lanes and construct high level bridge from Abaco Rd. to north of Dade Co. line (Monroe Co., 7.0 miles)</li> </ul>	Construction	\$91.9
	<ul style="list-style-type: none"> <li>● Rigid pavement reconstruction from SW 264 St. to SW 112 Ave. (Dade Co., 4.9 miles)</li> </ul>	P.E. Construction	\$0.4 \$10.1
	<ul style="list-style-type: none"> <li>● Key Deer Mitigation from North Pine Channel Bridge to Spanish Harbor Bridge (Monroe Co.)</li> </ul>	P.E. Construction	\$0.5 \$2.7
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	\$3.6 \$14.4
	<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	\$13.2
	<ul style="list-style-type: none"> <li>● Golden Glades multi-modal terminal (Dade Co., 0.3 miles)</li> </ul>	P.E.	\$0.7
	<ul style="list-style-type: none"> <li>● Service patrols (Dade Co.)</li> </ul>	Grant	\$1.2
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>	Construction	\$40.8

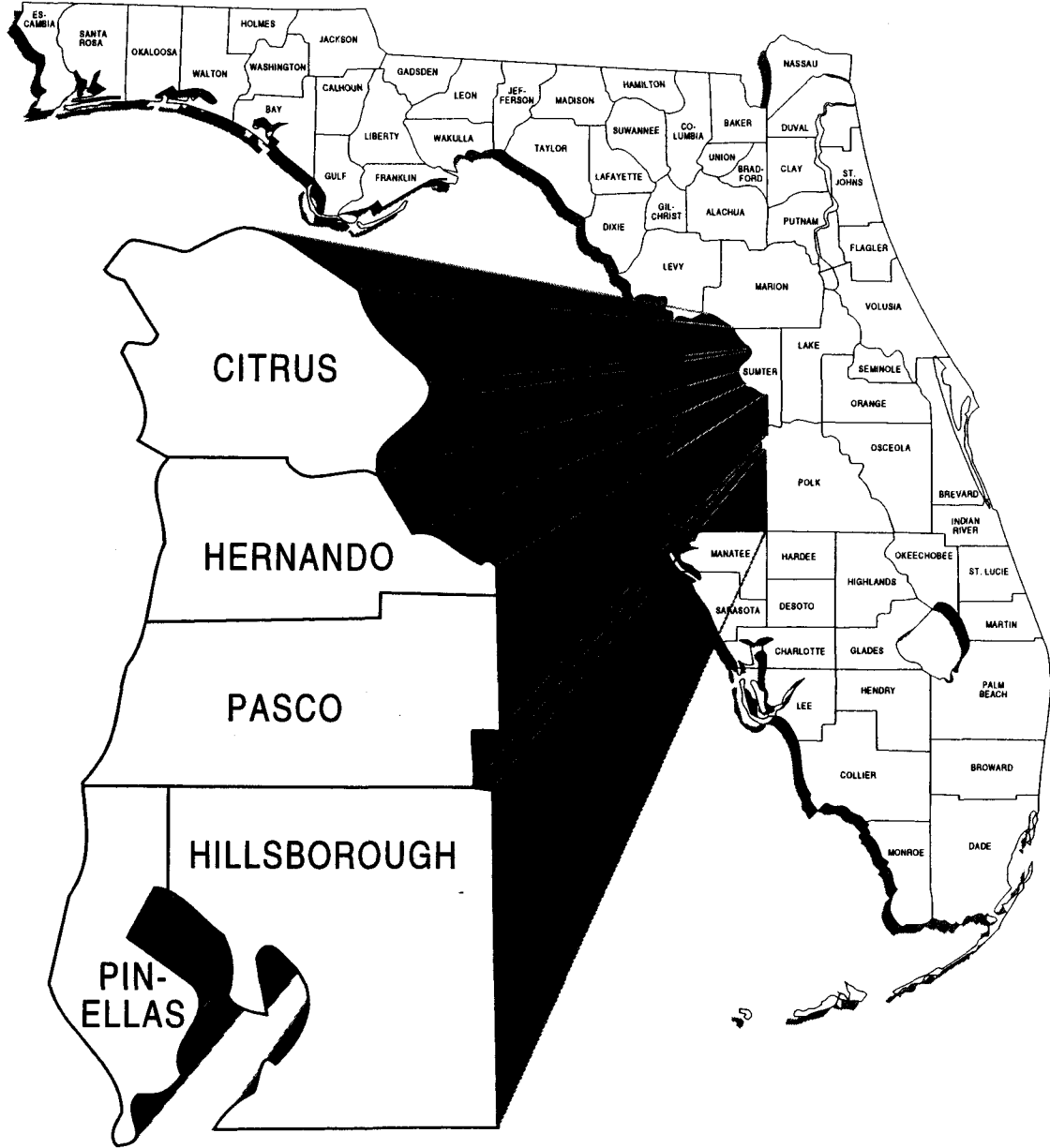
B-45

**DISTRICT 6**  
(Continued)

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
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., Right-of-Way-4.8 miles, Construction-3.3 miles).</li> </ul>	Right-of-Way Construction	\$27.9 \$17.1
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	\$0.5 \$9.4
SR90/ S.W. 8th Street	<ul style="list-style-type: none"> <li>Widen 4 to 5 lanes from SR 826/Palmetto Expy. To SW 27th Ave. (Dade Co., 5.1 miles)</li> </ul>	Right-of-Way Construction	\$4.9 \$32.0
I-395	<ul style="list-style-type: none"> <li>Corridor improvement from NW 17th Ave. To MacArthur Causeway Bridge (Dade Co., 2.5 miles)</li> </ul>	P.E.	\$3.0
<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
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	\$58.3
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> </ul>	Grant	\$2.0
	<ul style="list-style-type: none"> <li>Funding for engineering, right-of-way, and construction (Dade Co.)</li> </ul>	Grant	\$39.3

B-46

**DISTRICT 7**



B-47

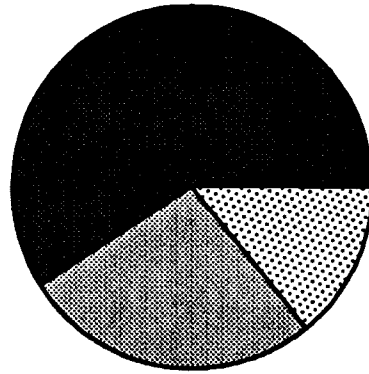
# DISTRICT 7 PRODUCT

## FY 96/97- 00/01

### (Excludes Turnpike)

#### Five Year Summary

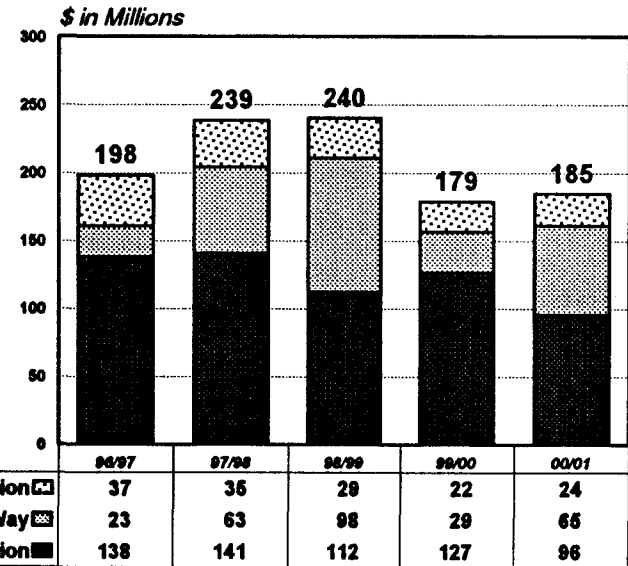
Construction \$614M  
59%



Right of Way \$279M  
27%

Public Transportation \$147M  
14%

#### By Fiscal Year



	96/97	97/98	98/99	99/00	00/01
Public Transportation	37	35	29	22	24
Right of Way	23	63	98	29	65
Construction	138	141	112	127	96

**Total 5-Year Tentative Work Program \$1,040M**

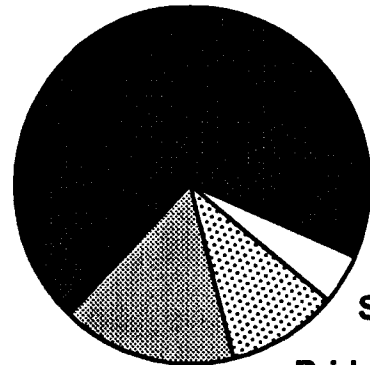
Totals may not add due to rounding

# DISTRICT 7 CONSTRUCTION

FY 96/97 - 00/01  
(Excludes Turnpike)

## Five Year Summary

Capacity Imp. & Other \$426M  
69%

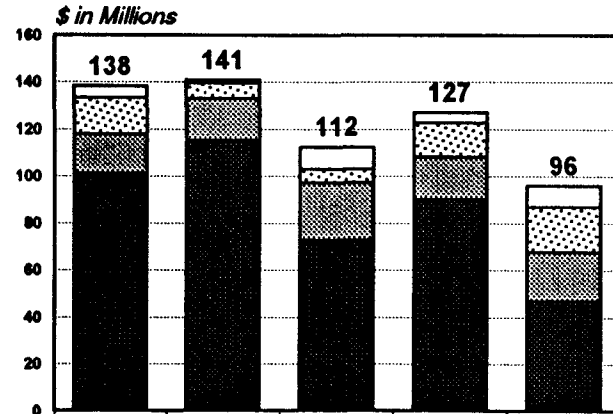


Resurfacing \$97M  
16%

Bridge \$62M  
10%

Safety \$29M  
5%

## By Fiscal Year



	96/97	97/98	98/99	99/00	00/01
Safety	5	1	9	5	9
Bridge	16	7	6	14	19
Resurfacing	17	18	25	18	21
Capacity Imp. & Other	101	115	73	90	47

**Total 5-Year Tentative Work Program \$614M**

**Note:**

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

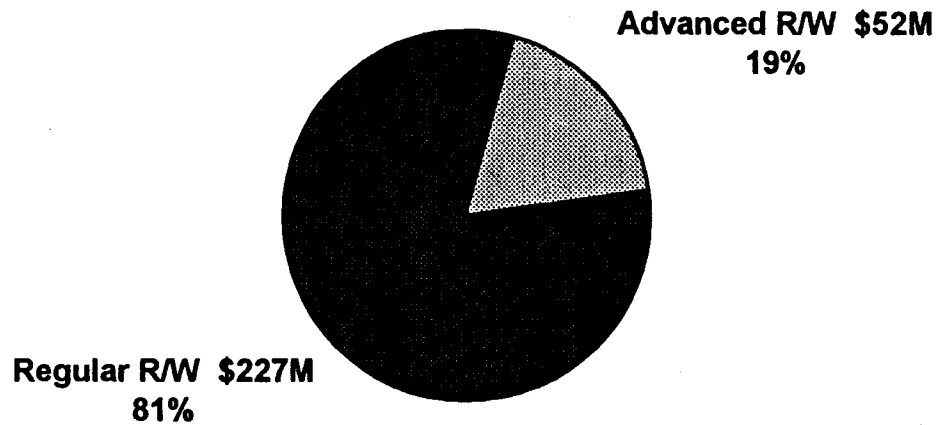
Totals may not add due to rounding

# DISTRICT 7 RIGHT OF WAY LAND

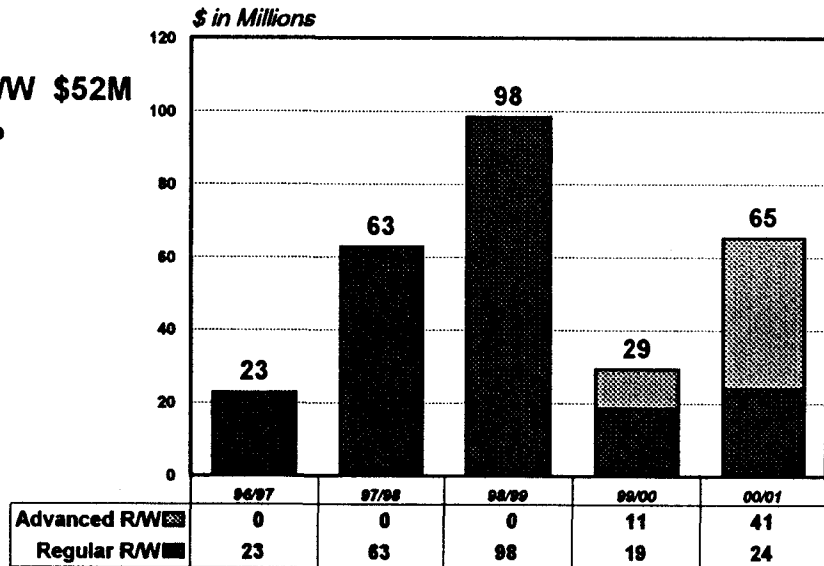
## FY 96/97 - 00/01

### (Excludes Turnpike)

#### Five Year Summary



#### By Fiscal Year



**Total 5-Year Tentative Work Program \$278M**

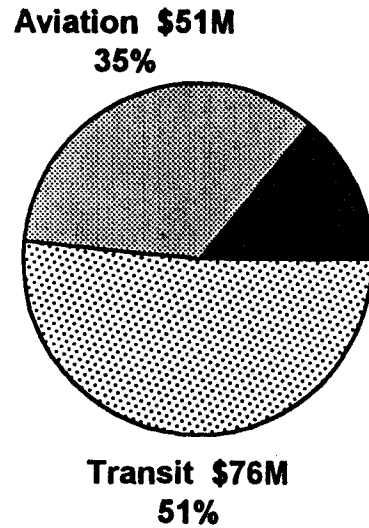
Totals may not add due to rounding

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# DISTRICT 7 PUBLIC TRANSPORTATION

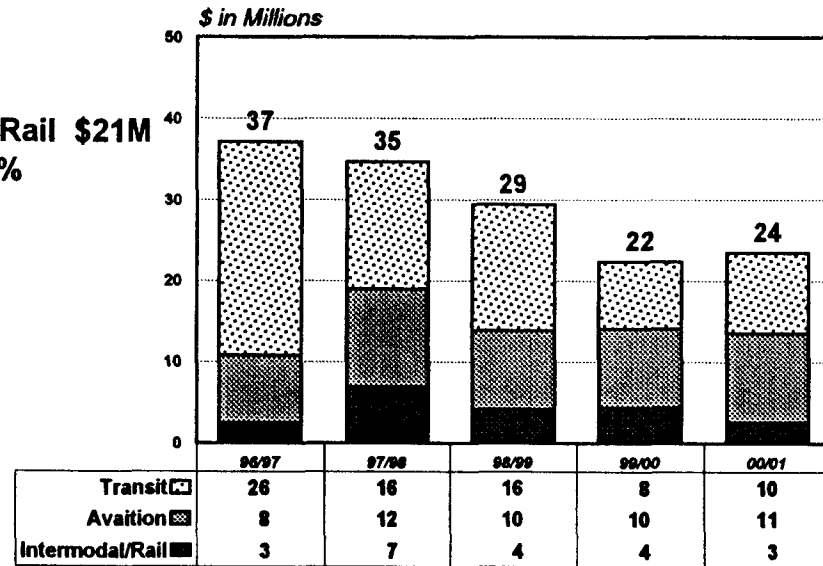
## FY 96/97 - 00/01

### Five Year Summary



Intermodal/Rail \$21M  
14%

### By Fiscal Year



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

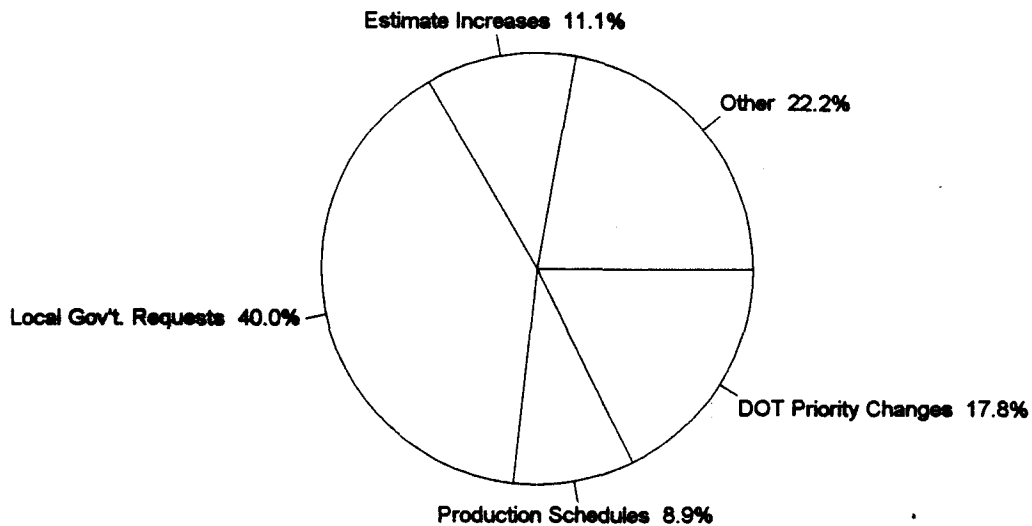
Totals may not add due to rounding



**District 7 - Work Program Stability**  
**For FY 1995/96 - FY 1999/00**

Category	# of Phases	% of Total
No Changes	282	83.19%
Advances	11	3.24%
Defers	14	4.13%
Moved Out	16	4.72%
Deletions	16	4.72%
<b>Total</b>	<b>339</b>	<b>100.00%</b>

**Reasons for 46 Projects Deferred, Deleted or Moved Out**



Note: 5 year total - This chart includes FY 1995/96 and the 4 common years (FY 1996/97 - 1999/00) of the Adopted and Tentative Work Programs.

**DISTRICT 7  
SIGNIFICANT PROJECTS**

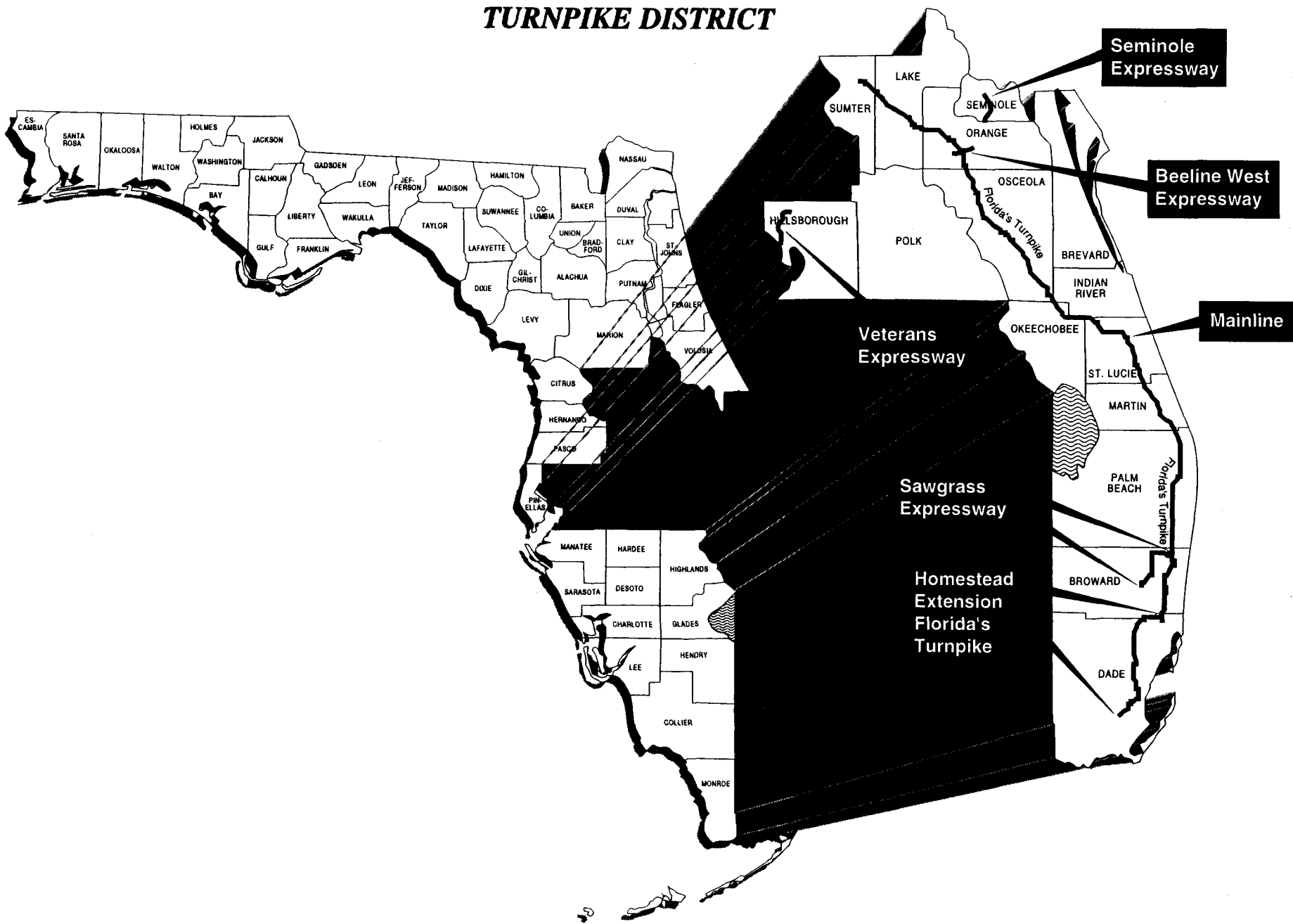
Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
SR 50	<ul style="list-style-type: none"> <li>Widen 2 to 4 lanes with traffic operational improvements from Colorado Street to US 98, from CR 541 to Cedar Lane Rd. and from Rital Croom Rd. To SR 700 (Hernando Co., 10.1 miles)</li> </ul>	Right-of-Way Construction	\$11.6 \$26.6
I-4	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes with drainage and safety improvements from 50th Street to I-75 and from McIntosh Rd. to the Polk County line (Hillsborough Co., 15.7 miles)</li> </ul>	Right-of-Way Construction	\$39.8 \$213.7
US 41	<ul style="list-style-type: none"> <li>Widen 2 to 6 lanes from Hillsborough County line to Bell Lake and purchase right-of-way from Bell Lake Rd. to Tower Rd. ( Pasco Co., 6.2 miles)</li> </ul>	Right-of-Way Construction	\$29.2 \$16.6
SR 580/ SR 600	<ul style="list-style-type: none"> <li>Widen 4 to 6 lanes from Dale Mabry Highway to Beacon St. and reconstruct 4 lanes from Florida Ave. To Central Ave. (Hillsborough Co., 2.0 miles).</li> </ul>	Right-of-Way Construction	\$32.3 \$10.3
US 19	<ul style="list-style-type: none"> <li>Construct interchange at Drew St. (Pinellas Co.)</li> </ul>	Construction	\$25.3
	<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	\$53.5
SR 54	<ul style="list-style-type: none"> <li>Widen 2 to 4 and 6 lanes from US 19 to Mitchell Bypass and from US 41 to Cypress Creek (Pasco Co., 9.5 miles).</li> </ul>	Construction	\$28.2
	<ul style="list-style-type: none"> <li>Purchase right-of-way from US 19 to SR 56 (Pasco Co., 21.3 miles)</li> </ul>	Right-of Way	\$64.8
SR 56	<ul style="list-style-type: none"> <li>New construction of 4 and 6 lanes from Cypress Creek to CR 581 (Pasco Co., 3.0 miles)</li> </ul>	Right-of-Way Construction	\$5.1 \$9.5
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	\$4.4

B-53

**DISTRICT 7**  
**(Continued)**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions)
Port of Tampa	• Improvements and intermodal access projects (Hillsborough Co.)	Grant	\$4.3
Transit Agencies	• Provide operating assistance for transit agencies (HARTline, PSTA and Pasco County)	Grant	\$5.6

# TURNPIKE DISTRICT



B-55

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

**Seminole Expressway II** - Design underway by Seminole County Expressway Authority. The SCEA and the DOT are actively seeking funding for the project from various sources.

**Polk Parkway** - \$347.7 M. in bonds issued in August 1995 to fund acquisition of right of way and pay a portion of construction costs. Ground breaking was held on January 25, 1996. Expected completion of the first phase is November 1999.

**Southern Connector Extension** - Construction in progress. Estimated open to traffic date is June 1996 -- 16 months ahead of the original estimated opening date of October 1997 as expressed in the SCE partnership agreement with the private sector.

**Suncoast Parkway I** - Met final tests of economic feasibility in December 1995. Right of way acquisition for the total project and construction to SR 50 are currently programmed.

**Suncoast Parkway II** - PD&E is underway.

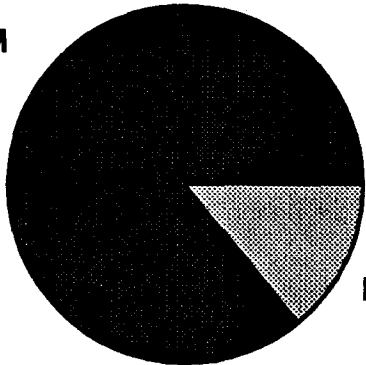
**Northern Extension** - PD&E reevaluation of the northern portion of the project is underway

# TURNPIKE PRODUCT

FY 96/97- 00/01

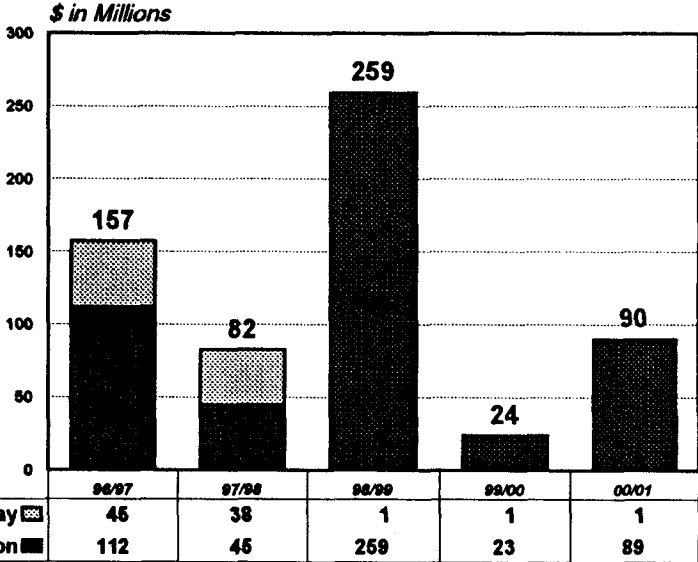
## Five Year Summary

Construction \$527M  
86%



Right of Way \$86M  
14%

## By Fiscal Year



Right of Way	45	38	1	1	1
Construction	112	45	259	23	89

**Total 5-Year Tentative Work Program \$613M**

BNPK Fund is included in FY 96/97

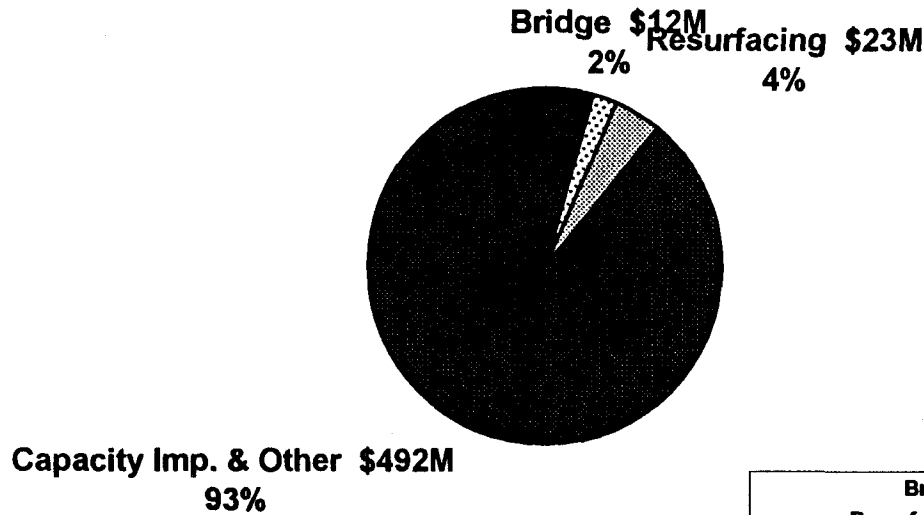
Totals may not add due to rounding

B-57

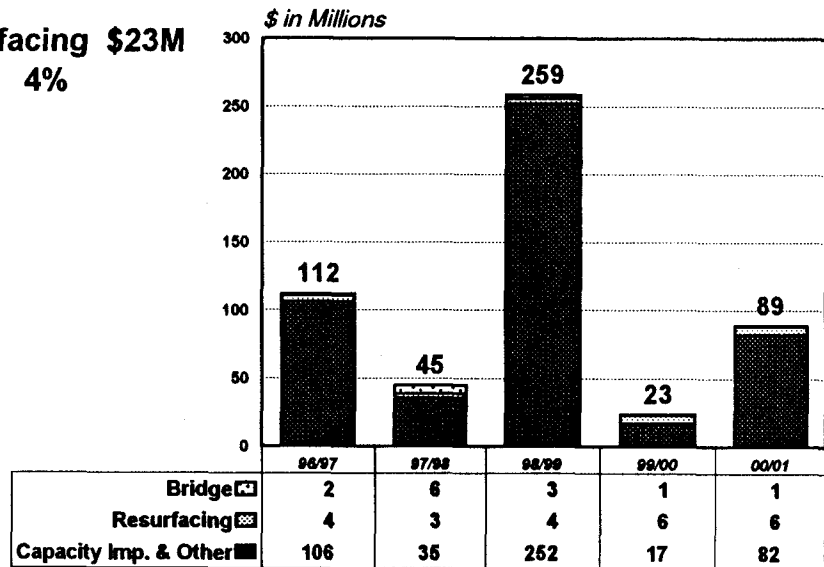
# TURNPIKE CONSTRUCTION

## FY 96/97 - 00/01

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$527M**

**Note:**

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

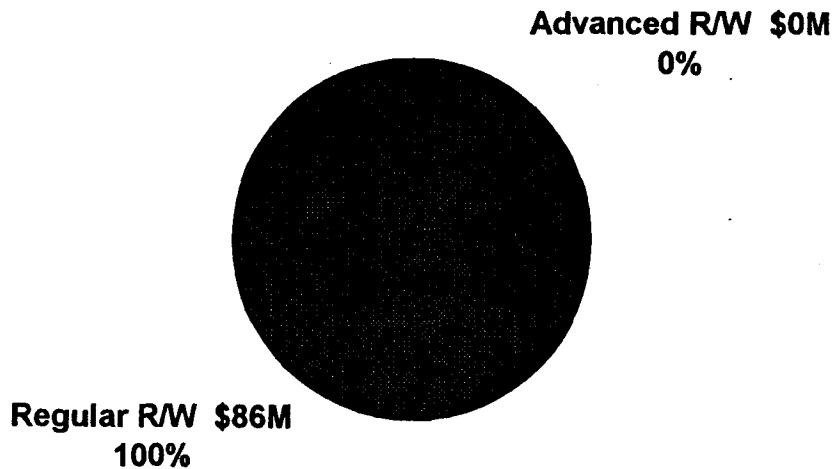
Totals may not add due to rounding

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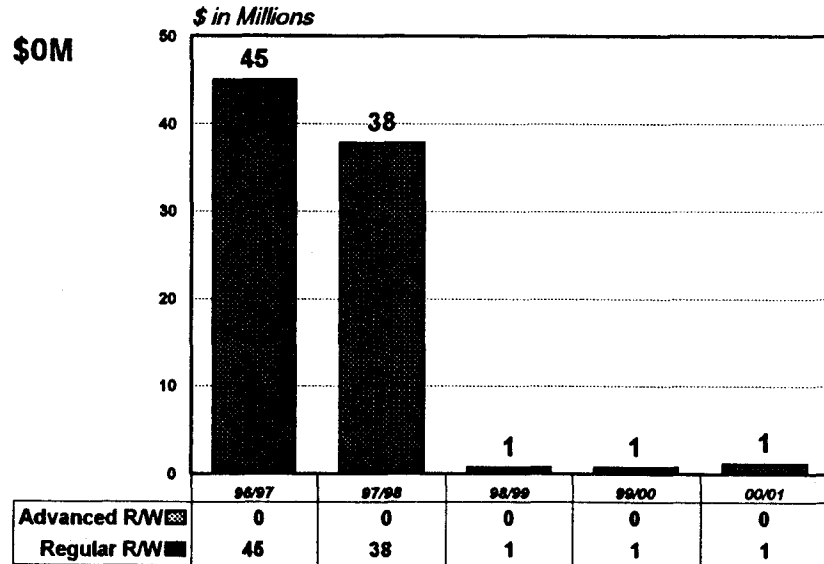
# TURNPIKE RIGHT OF WAY LAND

## FY 96/97 - 00/01

### Five Year Summary



### By Fiscal Year



**Total 5-Year Tentative Work Program \$86M**

BNPK Fund is included in FY 96/97

Totals may not add due to rounding

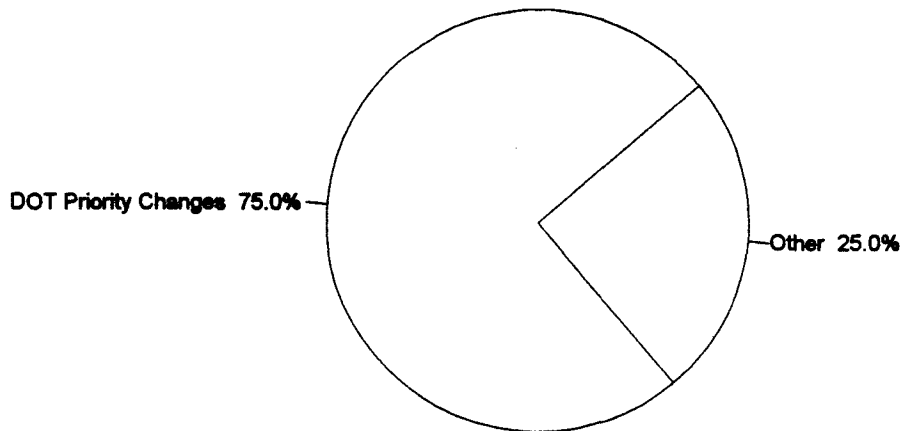
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97D\_ROW/97TENTO6



***Tpk District - Work Program Stability***  
**For FY 1995/96 - FY 1999/00**

Category	# of Phases	% of Total
No Changes	110	93.22%
Advances	4	3.39%
Defers	0	0.00%
Moved Out	1	0.85%
Deletions	3	2.54%
<b>Total</b>	<b>118</b>	<b>100.00%</b>

**Reasons for 4 Projects Deferred, Deleted or Moved Out**



Note: 5 year total - This chart includes FY 1995/96 and the 4 common years (FY 1996/97 - 1999/00) of the Adopted and Tentative Work Programs.

**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. Right-of-way and construction for entire Parkway fully funded. This project will be constructed in stages. (Polk Co.)</li> </ul>	Right-of-Way Construction	\$56.9 \$329.6
Suncoast Parkway I	<ul style="list-style-type: none"> <li>Construct a limited access toll facility from Veterans Parkway to US 98. Right-of-way for entire corridor fully funded. Construction is funded to SR 50. This project will be constructed in stages (Hillsborough, Pasco, and Hernando Counties).</li> </ul>	Right-of-Way Construction	\$72.6 \$286.9
Intelligent Transportation System (ITS)	<ul style="list-style-type: none"> <li>Electronic toll and traffic management system for more efficient processing of vehicles through toll plazas (Turnpikewide)</li> </ul>	Construction	\$43.5
Homestead Extension (HEFT)	<ul style="list-style-type: none"> <li>Widen from 4 to 6 lanes from SR 836 to I-75 (Dade Co., 12.0 miles)</li> </ul>	Construction	\$39.6
	<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	\$13.9
Tamiami Toll Plaza	<ul style="list-style-type: none"> <li>Replace Tamiami toll plaza (Dade Co.)</li> </ul>	Construction	\$27.2

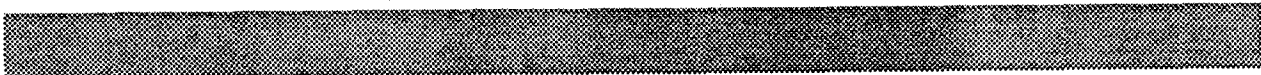
B-61

**APPENDIX C**

**FINANCE PLANS**

**FLORIDA DEPARTMENT OF TRANSPORTATION**


**PRELIMINARY TENTATIVE WORK PROGRAM  
1996-97 through 2000-01**



**Office of Management and Budget  
February 23, 1996**

**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)  
1996-97 THRU 2000-01 PRELIMINARY TENTATIVE WORK PROGRAM FINANCE PLAN  
(\$ IN MILLIONS)  
OMB - FINANCIAL PLANNING OFFICE

	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	6 YEAR TOTAL
BEGINNING OF YEAR BALANCE	453.9	332.6	340.2	209.1	152.9	257.5	453.9
<b>REVENUES</b>							
FUEL TAX [12/95/REC]	1,007.2	1,064.9	1,115.0	1,168.4	1,226.8	1,292.4	6,874.7
AVIATION FUELS [12/95 REC]	46.5	47.6	48.7	49.5	50.4	51.2	293.9
MVL TAG FEES [12/95 REC]	471.1	479.3	486.8	495.5	502.4	508.4	2,943.5
MISC REVENUES	62.2	58.6	61.0	63.4	65.7	64.4	375.3
PARTICIPATIONS	74.4	97.5	72.4	55.8	38.6	43.7	382.2
REIMBURSEMENT	127.6	257.6	148.2	155.3	174.6	148.7	1,012.0
INTEREST	23.7	13.9	11.5	5.4	6.0	9.3	69.9
FEDERAL AID REIMB	856.6	856.1	811.8	902.7	898.1	835.5	5,160.7
<b>TOTAL REVENUES</b>	<b>2,669.4</b>	<b>2,875.6</b>	<b>2,755.3</b>	<b>2,895.7</b>	<b>2,962.6</b>	<b>2,953.6</b>	<b>17,112.2</b>
<b>EXPENDITURES</b>							
ADMIN/OPS & MAINT	396.7	401.9	409.1	425.6	449.5	471.6	2,554.4
IN-HOUSE SUPPORT	222.2	229.1	239.7	252.0	264.6	279.1	1,486.8
CONSULTANT SUPPORT	353.1	388.5	362.9	340.0	313.4	303.2	2,061.0
RIGHT OF WAY	207.1	152.6	254.2	267.3	225.8	258.3	1,365.4
CONSTRUCTION	1,049.3	1,101.3	1,025.2	1,060.3	1,008.7	1,007.9	6,252.7
PUBLIC TRANSPORT	252.7	304.2	317.4	317.5	311.8	309.7	1,813.3
MISC EXPENDITURES	144.2	73.4	71.0	84.0	92.9	93.1	558.6
FIXED CAP OUTLAY	15.0	18.2	21.7	22.6	23.4	23.6	124.5
SUB-TOTAL	2,640.2	2,669.2	2,701.2	2,769.4	2,690.1	2,746.5	16,216.6
OTHER FUNDED:							
LOCAL FUND PROJECTS	43.2	80.1	52.8	42.9	31.9	28.5	279.4
TOLL/TPK SERVICES	107.2	118.7	132.5	139.7	136.0	134.8	768.9
SUB-TOTAL	150.5	198.8	185.3	182.5	167.9	163.4	1,048.3
<b>TOTAL EXPENDITURES</b>	<b>2,790.7</b>	<b>2,868.0</b>	<b>2,886.4</b>	<b>2,951.9</b>	<b>2,858.0</b>	<b>2,909.9</b>	<b>17,264.9</b>
END OF YEAR BALANCE	332.6	340.2	209.1	152.9	257.5	301.2	301.2
OUTSTANDING COMMITMENTS	2,484.3	2,268.5	2,255.4	2,062.1	2,094.9	2,068.1	2,068.1

**Assumptions Used:**

Fuel Tax, Aviation Fuels and MVL Tag Fees are based on Revenue Estimating Conference (REC) Forecast of December, 1995.

Federal Aid Funding levels are based on Official Federal Aid Highway Forecast of January 3, 1996. Includes FA Matching Rates revised on September 28, 1993 for Soft Match [ST95MR2B September 28, 1993] and FA Match Rates revised on September 30, 1995 by Federal Aid Participation Committee. Includes Advanced Construction Forecast of AC Plan [97TENT06] updated February 22, 1996.

Includes the Districts' cash requirements for Right of Way expenditures reported by the Right of Way Office on January 9, 1996 for FY 95/96 and FY 96/97.

Includes annual transfer to Right of Way Acquisition and Bridge Construction Trust Fund for debt service. Also, includes temporary advance of STTF funds \$96.9M FY95/96 to be reimbursed by bond proceeds from Bond sale in July 1996. [Plan RT97008B, February 1996].

Includes reimbursement of \$130.5M in long-term receivables from toll facilities through 2000/01. Also includes \$88.2M in long-term payables from toll facilities for operating and maintenance costs through 2000/01. 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 2000/01.

Includes Tentative Program, Base Tape of February 16, 1996 [97TENT06]. The rolforwards in Construction (19%), Consultants (28%), R/W OPS (65%), FCO (50%) and Public Transportation (15%) are based on current year contingency analysis and program lapse trends.

**Florida Department of Transportation**  
**Right of Way Acquisition and Bridge Construction Trust Fund**  
**FINANCE PLAN**  
**Tentative Work Program 1996-97 through 2000-01**

Fiscal Years	90-91	91-92	92-93	93-94	94-95	95-96	96-97	97-98	98-99	99-00	00-01	01-02	TOTAL
<b>Bond Sales</b>	0.0	50.0	0.0	63.7	150.0	0.0	270.5	248.8	178.3	124.0	55.4	20.5	1,161.2
<b>Beginning Cash Balance</b>	0.0	4.3	5.7	5.0	4.8	7.6	5.0	5.0	5.0	5.0	5.0	5.0	0.0
<b>Cash/Revenue</b>													
Net Proceeds from Bonds	0.0	49.3	0.0	62.8	148.3	0.0	267.7	246.2	176.5	122.6	54.7	20.2	1,148.2
Const Fund Interest Earnings	0.0	0.3	0.8	0.2	0.1	0.0	3.7	6.2	4.2	2.8	1.2	0.4	20.0
<b>Transfers from STTF:</b>													
Debt Service Transfers	0.0	22.0	46.2	42.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	152.2
Debt Service	0.0	2.5	3.8	8.0	8.0	20.6	37.0	54.1	66.0	74.2	77.7	78.9	430.8
Project Costs	0.0	4.4	0.0	13.6	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4
Fund Advances	22.2	23.7	57.8	83.4	94.3	96.9	0.0	0.0	0.0	0.0	0.0	0.0	378.3
<b>Total</b>	<b>22.2</b>	<b>102.2</b>	<b>108.6</b>	<b>210.0</b>	<b>295.1</b>	<b>117.5</b>	<b>308.4</b>	<b>306.5</b>	<b>246.7</b>	<b>199.6</b>	<b>133.6</b>	<b>99.5</b>	<b>2,149.9</b>
<b>Expenditures</b>													
Right of Way Projects	17.9	36.1	58.5	97.1	93.8	90.2	101.3	115.1	118.5	75.1	38.3	13.7	855.6
Fuller Warren Bridge	0.0	0.0	0.0	0.0	0.0	0.6	16.5	70.1	12.8	0.0	0.0	0.0	100.0
Other Bridge	0.0	0.0	0.0	0.0	0.0	8.7	31.8	67.2	49.4	50.3	17.6	6.9	231.9
Debt Service	0.0	2.5	3.8	8.0	8.0	20.6	37.0	54.1	66.0	74.2	77.7	78.9	430.8
<b>Transfers to STTF:</b>													
Debt Service Transfers	0.0	22.0	46.2	42.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	152.2
Repayment of Advances	0.0	40.2	0.8	63.1	148.5	0.0	121.8	0.0	0.0	0.0	0.0	0.0	374.4
<b>Total</b>	<b>17.9</b>	<b>100.8</b>	<b>109.3</b>	<b>210.2</b>	<b>292.3</b>	<b>120.1</b>	<b>308.4</b>	<b>306.5</b>	<b>246.7</b>	<b>199.6</b>	<b>133.6</b>	<b>99.5</b>	<b>2,144.9</b>
<b>Ending Cash Balance</b>	<b>4.3</b>	<b>5.7</b>	<b>5.0</b>	<b>4.8</b>	<b>7.6</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>

**Notes:**

Interest rates on bond issues in accordance with REC "average yield on Municipal Bonds", D.R.I., November 1995.

6.47% 91/92, 05.76% 93/94, 5.79% 94/95, 5.61% 96/97, 5.49% 97/98, 5.12% 98/99, 4.93% 99/00, 4.58% 00/01, 4.42% 01/02.

(Adjusts REC 10 Basis Points for Full Faith & Credit Yield).

Bond sales - November 1991; July 1993; April 1995; Annually in July from 1996 to 2001; 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 95/96 and FY 96/97 as of January 9, 1996.

RW OPS/Consultants & Bridge Construction/Consultant payouts adjusted to Comptroller's Cash Forecast TENT0697, 2/23/96 as of 01/31/96

**FLORIDA DEPARTMENT OF TRANSPORTATION  
TURNPIKE FINANCE PLAN**

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Page 1

**Fund Summary - Revenue Funds (Revenue, General Reserve, & Renewal & Replacement)  
TENTATIVE WORK PROGRAM 1996-97 through 2000-2001**

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

	<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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	<u>TOTAL</u>
<b>BEGINNING CASH BALANCE</b>	<b>151.1</b>	<b>133.3</b>	<b>86.5</b>	<b>109.3</b>	<b>73.1</b>	<b>33.7</b>	<b>36.0</b>	<b>46.5</b>	<b>52.4</b>	<b>58.7</b>	<b>151.1</b>
<b>SOURCES:</b>											
Toll Revenue	228.1	245.0	256.5	273.2	287.6	301.2	324.8	336.4	349.0	358.9	2960.6
Concessions	6.6	6.9	7.0	7.4	7.8	7.9	8.0	8.0	8.0	8.1	75.5
Transfers from STTF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Local Funds	17.8	9.5	7.5	3.9	0.6	0.6	0.0	2.0	0.0	0.0	41.9
Reimbursement/Miscellaneous	42.3	4.9	60.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	107.6
Interest	<u>8.2</u>	<u>6.2</u>	<u>5.5</u>	<u>5.1</u>	<u>2.9</u>	<u>1.8</u>	<u>2.1</u>	<u>2.5</u>	<u>2.8</u>	<u>3.6</u>	<u>40.8</u>
<b>Total Sources</b>	<b>303.1</b>	<b>272.5</b>	<b>336.8</b>	<b>289.6</b>	<b>298.8</b>	<b>311.5</b>	<b>334.8</b>	<b>348.9</b>	<b>359.9</b>	<b>370.5</b>	<b>3226.4</b>
<b>USES:</b>											
Transfers to SBA O & M Fund	75.8	64.6	68.5	73.7	77.4	84.5	91.3	97.2	100.7	104.5	838.1
Net Debt Service	78.0	78.0	83.3	94.7	100.6	105.6	105.6	105.5	105.5	105.5	962.3
Miscellaneous	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	24.0
Renew & Replace Fund	16.7	15.1	16.3	16.5	13.9	12.3	19.9	29.4	33.0	29.6	202.6
General Reserve Fund	<u>150.4</u>	<u>161.6</u>	<u>146.0</u>	<u>140.8</u>	<u>122.4</u>	<u>106.8</u>	<u>107.6</u>	<u>110.9</u>	<u>114.4</u>	<u>107.8</u>	<u>1268.7</u>
<b>Total Uses</b>	<b>320.9</b>	<b>319.3</b>	<b>314.1</b>	<b>325.7</b>	<b>338.3</b>	<b>309.2</b>	<b>324.4</b>	<b>342.9</b>	<b>353.6</b>	<b>347.4</b>	<b>3295.7</b>
<b>ENDING CASH BALANCE</b>	<b><u>133.3</u></b>	<b><u>86.5</u></b>	<b><u>109.3</u></b>	<b><u>73.1</u></b>	<b><u>33.7</u></b>	<b><u>36.0</u></b>	<b><u>46.5</u></b>	<b><u>52.4</u></b>	<b><u>58.7</u></b>	<b><u>81.9</u></b>	<b><u>81.9</u></b>
Outstanding Commitments	<u>121.2</u>	<u>149.3</u>	<u>132.9</u>	<u>113.4</u>	<u>64.9</u>	<u>107.1</u>	<u>114.3</u>	<u>113.0</u>	<u>103.8</u>	<u>97.6</u>	
Debt Coverage Ratio-Gross	2.0	2.4	2.3	2.2	2.2	2.1	2.3	2.3	2.4	2.5	

C-3

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

	<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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	<u>9.7</u>	<u>10.6</u>	<u>11.8</u>	<u>12.4</u>	<u>13.2</u>	<u>13.9</u>	<u>14.5</u>	<u>15.3</u>	<u>15.9</u>	<u>16.6</u>	<u>9.7</u>
<b>Sources of Funds</b>											
Toll Revenue	228.1	245.0	256.4	278.7	293.5	307.5	331.8	344.9	360.7	375.3	3022.0
Toll Revenue - Future Bond Projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Concession Revenue	6.6	6.9	7.0	7.4	7.8	7.9	8.0	8.0	8.0	8.1	75.5
Interest	0.6	0.7	0.7	0.7	0.8	0.7	0.8	0.8	0.8	0.9	7.5
Transfer from General Reserve Fund	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reserve for Constant Tolls	0.0	0.0	0.0	-5.5	-5.9	-6.3	-7.0	-8.6	-11.6	-16.4	-61.4
<b>Total Sources</b>	<u>235.3</u>	<u>252.5</u>	<u>264.2</u>	<u>281.3</u>	<u>296.1</u>	<u>309.8</u>	<u>333.5</u>	<u>345.2</u>	<u>357.9</u>	<u>367.8</u>	<u>3043.6</u>
<b>Uses of Funds</b>											
Transfers to SBA O & M Fund	75.8	64.6	68.5	73.7	77.4	84.5	91.3	97.2	100.7	104.5	838.1
Debt Service	78.0	78.0	83.3	94.7	100.6	105.6	105.6	105.5	105.5	105.5	962.3
Debt Service on Future Bond Sales	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Renewal & Replacement Fund	<u>8.4</u>	<u>13.2</u>	<u>16.5</u>	<u>15.3</u>	<u>14.1</u>	<u>12.2</u>	<u>22.0</u>	<u>30.0</u>	<u>32.0</u>	<u>29.0</u>	<u>192.7</u>
<b>Total Uses before transfer to General Reserve</b>	<u>162.2</u>	<u>155.8</u>	<u>168.3</u>	<u>183.7</u>	<u>192.1</u>	<u>202.3</u>	<u>218.9</u>	<u>232.7</u>	<u>238.2</u>	<u>239.0</u>	<u>1993.1</u>
<b>Cash Balance</b>	<u>10.6</u>	<u>11.8</u>	<u>12.4</u>	<u>13.2</u>	<u>13.9</u>	<u>14.5</u>	<u>15.3</u>	<u>15.9</u>	<u>16.6</u>	<u>17.3</u>	<u>17.3</u>
<b>Transfer to General Reserve Fund</b>	<u>72.3</u>	<u>95.5</u>	<u>95.2</u>	<u>96.8</u>	<u>103.3</u>	<u>106.9</u>	<u>113.9</u>	<u>111.9</u>	<u>118.9</u>	<u>128.2</u>	<u>1042.9</u>

C4



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

	<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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	<b>11.7</b>	<b>3.8</b>	<b>2.1</b>	<b>2.4</b>	<b>1.4</b>	<b>1.7</b>	<b>1.7</b>	<b>3.9</b>	<b>4.8</b>	<b>4.0</b>	<b>11.7</b>
<b>Sources of Funds</b>											
Miscellaneous Transfers											0.0
Trns fr Revenue Fund	8.4	13.2	16.5	15.3	14.1	12.2	22.0	30.0	32.0	29.0	192.7
Interest on Fund	0.4	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	1.8
<b>Total Sources of Funds</b>	<b>8.8</b>	<b>13.4</b>	<b>16.6</b>	<b>15.4</b>	<b>14.2</b>	<b>12.3</b>	<b>22.1</b>	<b>30.2</b>	<b>32.2</b>	<b>29.2</b>	<b>194.5</b>
<b>Uses of Funds</b>											
Miscellaneous Transfers											0.0
Product Disbursements	16.7	15.1	16.3	16.5	13.9	12.3	19.9	29.4	33.0	29.6	202.6
<b>Total Uses of Funds</b>	<b>16.7</b>	<b>15.1</b>	<b>16.3</b>	<b>16.5</b>	<b>13.9</b>	<b>12.3</b>	<b>19.9</b>	<b>29.4</b>	<b>33.0</b>	<b>29.6</b>	<b>202.6</b>
<b>Ending Cash Balance</b>	<b>3.8</b>	<b>2.1</b>	<b>2.4</b>	<b>1.4</b>	<b>1.7</b>	<b>1.7</b>	<b>3.9</b>	<b>4.8</b>	<b>4.0</b>	<b>3.6</b>	<b>3.6</b>
Statutory Reserve	1.6	1.8	1.8	1.3	0.9	1.7	3.5	3.8	3.0	2.9	

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog #</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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	<u>Total</u>
Materials & Research	3110											0.0
CEI Consultants	3170	3.9	2.6	3.0	1.3	0.3	2.9	5.9	5.4	3.1	4.5	32.8
CEI In-House	3700	0.8	2.0	1.1	1.6	1.5	0.4	1.6	0.8	0.8	1.1	11.8
Design Consultants	5011	0.3	0.5	0.7	0.1	1.0	1.5	0.8	1.4	0.4	0.2	6.9
RW Sup Consultants	5020											0.0
RW Ops	5031											0.0
RW Acquisition	5093											0.0
PE In-House	5700	0.3	0.1	0.3	0.2	0.3	0.4	0.4	0.5	0.5	0.5	3.6
RW In-House	5701											0.0
Constr Improvmt	6500	5.2	3.6	0.8	0.3	0.2	8.6	19.7	3.9	4.7	2.1	49.0
Equipment	6520											0.0
Highway Preservation	6540	7.9	4.2	3.2	4.0	5.9	6.0	10.0	18.0	12.0	10.0	81.2
Turnpike Rehabilitation	6550	0.5	1.0	0.3	0.8	0.4	0.4	0.4	0.4	0.3	0.3	4.6
Bridges	6560	5.8	1.6	6.3	2.8	0.5	0.5	1.2	2.1	2.1	10.8	33.7
Production Subtotal		24.7	15.6	15.6	11.1	10.0	20.8	40.0	32.4	23.9	29.5	223.7
Prior Year Commitments		11.3										11.3
<b>Total Production</b>		<b>36.0</b>	<b>15.6</b>	<b>15.6</b>	<b>11.1</b>	<b>10.0</b>	<b>20.8</b>	<b>40.0</b>	<b>32.4</b>	<b>23.9</b>	<b>29.5</b>	<b>235.0</b>

C-5

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

7tent2b.wk4  
 02/23/96  
 Page 4

	95-96	96-97	97-98	98-99	99-00	00-01	01-02	02-03	03-04	04-05	Total
<b>Beginning Cash Balance</b>	<b>129.7</b>	<b>118.9</b>	<b>72.6</b>	<b>94.4</b>	<b>58.6</b>	<b>18.1</b>	<b>19.8</b>	<b>27.3</b>	<b>31.8</b>	<b>38.1</b>	<b>129.7</b>
<b>Sources of Funds</b>											
Trns fr Revenue Fund	72.3	95.5	95.2	96.8	103.3	106.9	113.9	111.9	118.9	128.2	1042.9
Local Funds/Misc. Revenue	17.8	9.5	7.5	3.9	0.6	0.6	0.0	2.0	0.0	0.0	41.9
Reimbursement from Bond Proceeds	42.3	4.9	60.4								107.6
Transfers from STTF											0.0
Interest on Fund	7.2	5.4	4.7	4.3	2.1	1.0	1.2	1.5	1.8	2.5	31.5
Transfer to Revenue Fund											0.0
<b>Total Sources of Funds</b>	<b>139.6</b>	<b>115.3</b>	<b>167.8</b>	<b>104.9</b>	<b>106.0</b>	<b>108.5</b>	<b>115.1</b>	<b>115.4</b>	<b>120.7</b>	<b>130.7</b>	<b>1223.9</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	150.4	161.6	146.0	140.8	122.4	106.8	107.6	110.9	114.4	107.8	1268.7
<b>Total Uses of Funds</b>	<b>150.4</b>	<b>161.6</b>	<b>146.0</b>	<b>140.8</b>	<b>146.4</b>	<b>106.8</b>	<b>107.6</b>	<b>110.9</b>	<b>114.4</b>	<b>107.8</b>	<b>1292.7</b>
<b>Ending Cash Balance</b>	<b>118.9</b>	<b>72.6</b>	<b>94.4</b>	<b>58.6</b>	<b>18.1</b>	<b>19.8</b>	<b>27.3</b>	<b>31.8</b>	<b>38.1</b>	<b>61.0</b>	<b>61.0</b>
<b>Statutory Reserve</b>	<b>15.8</b>	<b>19.7</b>	<b>17.3</b>	<b>15.1</b>	<b>8.4</b>	<b>13.6</b>	<b>11.9</b>	<b>11.2</b>	<b>11.1</b>	<b>10.2</b>	

**COMMITMENTS BY YEAR:**

Program Description	Prog #	95-96	96-97	97-98	98-99	99-00	00-01	01-02	02-03	03-04	04-05	Total
General Consultants - CEI		7.7	6.6	6.9	7.2	7.6	7.9	8.0	8.3	8.5	8.8	77.4
General Consultants - PE		23.0	21.3	21.0	19.6	19.8	20.1	21.9	22.9	24.1	25.2	218.8
Fixed Capital Outlay	3076	0.6	1.3	2.9	0.0	4.3	0.0	0.4	6.1	5.7	0.0	21.4
CEI Consultants	3170	3.4	6.0	10.1	4.5	1.6	13.5	2.0	2.9	1.0	1.2	46.1
CEI Expansion Projects	3170	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CEI In-House	3700	2.1	2.5	2.0	1.7	1.5	3.9	3.5	3.7	4.2	4.6	29.6
Design Consultants	5011	25.5	7.6	7.9	7.6	8.1	6.4	7.4	5.2	6.2	5.9	85.9
RW Sup Consultants	5020	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RW Ops	5031	16.1	11.4	0.5	0.3	0.2	0.4	0.9	0.5	0.5	0.6	31.3
RW Acquisition	5093	63.6	32.3	0.8	0.7	0.7	1.2	8.1	0.8	5.6	0.9	114.4
PE In-House	5700	0.7	0.4	0.4	0.4	0.7	0.7	0.9	0.1	1.0	1.0	6.2
RW In-House	5701	0.9	0.3	0.4	0.3	0.5	0.6	0.7	0.7	1.0	0.9	6.1
Constr Improvmt	6500	17.7	22.8	23.4	8.0	4.2	68.6	14.0	16.4	16.7	18.8	210.6
Expansion Projects	6500	0.0	0.0	5.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	48.5
Equipment	6520	3.5	19.4	15.0	0.0	0.0	0.0	0.0	9.5	16.4	9.0	72.8
Highway Preservation	6540	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turnpike Rehabilitation	6550	5.0	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.2
Bridges	6580	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.4
OX PHASES - R & I		5.8	16.5	19.1	19.6	20.2	20.8	21.5	22.1	22.8	23.5	194.0
Grants/reimbursements/LF		6.0	5.5	4.9	8.8	9.4	4.8	2.3	2.5	0.5	0.5	45.1
Production Subtotal		161.6	161.1	120.6	121.5	76.7	148.9	91.6	106.9	114.1	100.7	1243.7
Prior Year Commitments		79.4										79.4
<b>Total Production</b>		<b>241.0</b>	<b>161.1</b>	<b>120.6</b>	<b>121.5</b>	<b>76.7</b>	<b>148.9</b>	<b>91.6</b>	<b>106.9</b>	<b>114.1</b>	<b>100.7</b>	<b>1323.1</b>

C-6

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

C-7

	<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>
<b>Beginning Cash Balance</b>	<b>18.7</b>	<b>11.6</b>	<b>5.6</b>	<b>1.7</b>	<b>0.2</b>	<b>-0.0</b>	<b>18.7</b>
<b>Sources of Funds</b>							
Miscellaneous	7.7				0.0		7.7
Interest on Fund	0.9	0.5	0.2	0.1	0.0	0.0	1.6
<b>Total Sources of Funds</b>	<b>8.6</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>
<b>Uses of Funds</b>							
Product Disbursements	15.6	6.5	4.1	1.5	0.2	0.0	28.0
<b>Total Uses of Funds</b>	<b>15.6</b>	<b>6.5</b>	<b>4.1</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>28.0</b>
<b>Ending Cash Balance</b>	<b>11.6</b>	<b>5.6</b>	<b>1.7</b>	<b>0.2</b>	<b>-0.0</b>	<b>-0.0</b>	<b>-0.0</b>

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog.#</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	1.2	1.5	0.0	0.0	0.0	0.0	2.7
CEI In-House	3700							0.0
Design Consultants	5011	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RW Sup Consultants	5020							0.0
RW Ops	5031	1.4	0.5	0.0	0.0	0.0	0.0	1.9
RW Acquisition	5083	6.4	1.0	0.0	0.0	0.0	0.0	7.4
PE In-House	5700							0.0
RW In-House	5701							0.0
Constr Improvmt	6500	2.4	2.5	0.0	0.0	0.0	0.0	4.9
Equipment	6520	0.5	0.0	0.0	0.0	0.0	0.0	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>		<b>11.8</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.3</b>
<b>Prior Year Commitments</b>		<b>10.7</b>						<b>10.7</b>
<b>Total Production</b>		<b>22.5</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.0</b>

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

7len2b.wk4  
02/23/96  
Page 6

	<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>
<b>Beginning Cash Balance</b>	<b>20.2</b>	<b>7.0</b>	<b>4.9</b>	<b>1.3</b>	<b>0.8</b>	<b>0.9</b>	<b>20.2</b>
<b>Sources of Funds</b>							
Local Funds Reimbursement							0.0
Interest on Fund	0.8	0.3	0.2	0.1	0.0	0.0	1.4
<b>Total Sources of Funds</b>	<b>0.8</b>	<b>0.3</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>
<b>Uses of Funds</b>							
Transfers (PKMT)	0.0						0.0
Product Disbursements	14.0	2.4	3.7	0.5	0.0	0.0	20.7
<b>Total Uses of Funds</b>	<b>14.0</b>	<b>2.4</b>	<b>3.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>20.7</b>
<b>Ending Cash Balance</b>	<b>7.0</b>	<b>4.9</b>	<b>1.3</b>	<b>0.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog #</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	1.2	0.0	0.0	0.0	0.0	0.0	1.2
CEI In-House	3700	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Design Consultants	5011	0.3	0.0	0.0	0.0	0.0	0.0	0.3
RW Sup Consultants	5020							0.0
RW Ops	5703							0.0
RW Acquisition	5093	0.4	0.0	0.0	0.0	0.0	0.0	0.4
PE In-House	5700							0.0
RW In-House	5701							0.0
Constr Improvmt	6500	2.1	0.0	0.0	0.0	0.0	0.0	2.1
Equipment	6520	3.0	0.0	0.0	0.0	0.0	0.0	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>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>
<b>Prior Year Commitments</b>		<b>13.6</b>						<b>13.6</b>
<b>Total Production</b>		<b>20.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.7</b>

C-8

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

	<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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	<b>0.0</b>	<b>234.8</b>	<b>164.5</b>	<b>103.2</b>	<b>39.5</b>	<b>6.8</b>	<b>1.3</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>
<b>Sources of Funds</b>											
Net Bond Proceeds	340.6										340.6
Interest on Fund	15.3	11.3	7.5	4.0	1.2	0.2	0.1	0.1	0.1	0.1	39.7
<b>Total Sources of Funds</b>	<b>355.9</b>	<b>11.3</b>	<b>7.5</b>	<b>4.0</b>	<b>1.2</b>	<b>0.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>380.3</b>
<b>Uses of Funds</b>											
Miscellaneous (Reimb. PKYI & P91A)	50.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.9
Product Disbursements	71.1	76.7	68.8	67.7	34.0	5.6	0.3	0.1	0.0	0.0	324.3
<b>Total Uses of Funds</b>	<b>121.1</b>	<b>81.6</b>	<b>68.8</b>	<b>67.7</b>	<b>34.0</b>	<b>5.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>379.2</b>
<b>Ending Cash Balance</b>	<b>234.8</b>	<b>164.5</b>	<b>103.2</b>	<b>39.5</b>	<b>6.8</b>	<b>1.3</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.1</b>	<b>1.1</b>

July 1995 bond sale for Polk Right of Way and Const at 5.65%.

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog.#</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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	<u>Total</u>
Materials & Research	3110											0.0
CEI Consultants	3170	26.5	4.4	1.7	0.2	0.4	0.0	0.0	0.0	0.0	0.0	33.2
CEI In-House	3700	1.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Design Consultants	5011	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
RW Sup Consultants	5020											0.0
RW Ops	5031	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
RW Acquisition	5093	43.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.4
PE In-House	5700											0.0
RW In-House	5701											0.0
Constr Improvmt	6500	182.1	45.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	228.2
Equipment	6520	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2
Highway Preservation	6540											0.0
Turnpike Rehabilitation	6550											0.0
Bridges	6560											0.0
Grants/reimbursements	6500	5.5										5.5
<b>Production Subtotal</b>		<b>262.3</b>	<b>54.3</b>	<b>7.2</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>324.4</b>
Prior Year Commitments												0.0
<b>Total Production</b>		<b>262.3</b>	<b>54.3</b>	<b>7.2</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>324.4</b>

C-9

**Florida Department of Transportation  
TURNPIKE FINANCE PLAN  
P97A Fund Detail: P97A Construction Fund**

7tent2b.wk4  
02/23/96  
Page 8

	<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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	<u>Total</u>
<b>Beginning Cash Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.9</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>
<b>Sources of Funds</b>											
Bond Proceeds			95.1								95.1
Interest on Fund	0.0	0.0	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2.5
<b>Total Sources of Funds</b>	<b>0.0</b>	<b>0.0</b>	<b>96.8</b>	<b>0.7</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>97.6</b>
<b>Uses of Funds</b>											
Miscellaneous (Reimb PKYI)	0.0		60.4								60.4
Product Disbursements	0.0	0.0	10.5	26.5	0.0	0.0	0.0	0.0	0.0	0.0	37.0
<b>Total Uses of Funds</b>	<b>0.0</b>	<b>0.0</b>	<b>70.9</b>	<b>26.5</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>97.4</b>
<b>Ending Cash Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>25.9</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>

June 1997 Bond sale for Suncoast ROW and ROW reimbursements at 5.50%

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog #</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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	<u>Total</u>
General Consultants												0.0
Materials & Research	3110											0.0
CEI Consultants	3170											0.0
CEI In-House	3700											0.0
Design Consultants	5011											0.0
RW Sup Consultants	5020											0.0
RW Acquisition	5093	0.0	0.0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0
PE In-House	5700											0.0
RW In-House	5701											0.0
RW Ops	5703											0.0
Constr Improvment	6500											0.0
Equipment	6520											0.0
Highway Preservation	6540											0.0
Turnpike 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>37.0</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>0.0</b>	<b>37.0</b>
<b>Prior Year Commitments</b>		<b>0.0</b>	<b>0.0</b>	<b>37.0</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>0.0</b>	<b>37.0</b>
<b>Total Production</b>		<b>0.0</b>	<b>0.0</b>	<b>37.0</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>0.0</b>	<b>37.0</b>

C-10

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

	<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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</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>166.4</b>	<b>73.1</b>	<b>25.0</b>	<b>3.9</b>	<b>3.8</b>	<b>4.0</b>	<b>0.0</b>
<b>Sources of Funds</b>											
Net Bond Proceeds				206.3							206.3
Interest on Fund	0.0	0.0	0.0	10.4	9.2	3.8	1.3	0.2	0.2	0.2	25.3
<b>Total Sources of Funds</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>216.7</b>	<b>9.2</b>	<b>3.8</b>	<b>1.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>231.6</b>
<b>Uses of Funds</b>											
Miscellaneous				0.0							0.0
Product Disbursements	0.0	0.0	0.0	50.3	102.4	52.0	22.4	0.3	0.0	0.0	227.5
<b>Total Uses of Funds</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.3</b>	<b>102.4</b>	<b>52.0</b>	<b>22.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>227.5</b>
<b>Ending Cash Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>166.4</b>	<b>73.1</b>	<b>25.0</b>	<b>3.9</b>	<b>3.8</b>	<b>4.0</b>	<b>4.2</b>	<b>4.2</b>

June 1998 Bond sale for Suncoast construction to State Road 50 at 5.23%

**COMMITMENTS BY YEAR:**

<u>Program Description</u>	<u>Prog #</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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	<u>Total</u>
General Consultants												0.0
Materials & Research	3110											0.0
CEI Consultants	3170				27.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0
CEI In-House	3700				1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Design Consultants	5011				5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6
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				190.8	2.8	0.0	0.0	0.0	0.0	0.0	193.7
Equipment	6520											0.0
Highway Preservation	6540											0.0
Turnpike 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>224.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>227.5</b>
Prior Year Commitments												0.0
<b>Total Production</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>224.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>227.5</b>

C-11

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

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 02/23/96  
 Page10

	<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>
<b>Beginning Cash Balance</b>	<b>88.9</b>	<b>23.0</b>	<b>9.4</b>	<b>1.3</b>	<b>0.4</b>	<b>0.3</b>	<b>88.9</b>
<b>Sources of Funds</b>							
Control Access Funds	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reimburse Hurricane Damage	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Interest on Fund	3.3	0.9	0.3	0.0	0.0	0.0	4.7
<b>Total Sources of Funds</b>	<b>3.9</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>
<b>Uses of Funds</b>							
Expansion Project Reserve							0.0
Due to STTF for Interest Earnings	3.3	0.9	0.3	0.0	0.0	0.0	4.7
Product Disbursements	66.4	13.6	8.1	1.0	0.1	0.0	89.2
<b>Total Uses of Funds</b>	<b>69.7</b>	<b>14.5</b>	<b>8.4</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>93.8</b>
<b>Ending Cash Balance</b>	<b>23.0</b>	<b>9.4</b>	<b>1.3</b>	<b>0.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>Statutory Reserve</b>	<b>3.4</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>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		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fixed Capital Outlay	3076	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
Materials & Research	3110	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CEI Consultants	3170	1.2	0.0	0.0	0.0	0.0	0.0	1.2
CEI In-House	3700	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Design Consultants	5011	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RW Ops	5031	2.1	0.0	0.0	0.0	0.0	0.0	2.1
RW Acquisition	5093	1.1	0.0	0.0	0.0	0.0	0.0	1.1
PE In-House	5700	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RW In-House	5701	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hurricane Damage	6110/6114	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Constr Improvmt	6500	3.5	0.0	0.0	0.0	0.0	0.0	3.5
Equipment	6520	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Highway Preservation	6540	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turnpike Rehabilitation	6550	1.3	0.0	0.0	0.0	0.0	0.0	1.3
Bridges	6560	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Grants/reimbursements/		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Production Subtotal		9.7	0.0	0.0	0.0	0.0	0.0	9.7
Prior Year Commitments		79.4						79.4
<b>Total Production</b>		<b>89.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>89.1</b>

C-12



TURNPIKE REVENUE SCHEDULE  
SOURCE: URS COVERDALE AND COLPITTS

	<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>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	<u>05-06</u>	<u>URS Reference date</u>
<b>TOLL REVENUE</b>												
MAINLINE	157.6	165.6	169.2	172.6	176.1	179.4	182.5	185.1	187.6	189.5	191.1	URS Quarterly Report 2/12/96
HEFT	48.6	54.4	58.0	61.3	64.7	69.2	72.8	76.0	79.0	82.0	84.9	URS Quarterly Report 2/12/96
BEE LINE	6.5	6.5	6.8	7.1	7.4	7.7	8.0	8.3	8.6	8.9	9.2	URS Quarterly Report 2/12/96
VETERANS	8.3	9.1	10.0	14.0	15.2	16.3	17.4	18.5	19.6	20.7	28.7	URS Quarterly Report 2/12/96
SEMINOLE	7.2	8.0	8.9	12.1	12.8	13.6	14.4	15.1	18.5	19.4	20.2	URS Quarterly Report 2/12/96
TOTAL TOLLS - OPEN TO TRAFFIC	228.1	243.6	252.9	267.1	276.2	286.1	294.9	303.0	313.3	320.4	334.1	
CONCESSIONS	6.6	6.9	7.0	7.4	7.8	7.9	8.0	8.0	8.0	8.1	8.1	URS Quarterly Report 2/12/96
NET CONCESSIONS	<u>6.6</u>	<u>6.9</u>	<u>7.0</u>	<u>7.4</u>	<u>7.8</u>	<u>7.9</u>	<u>8.0</u>	<u>8.0</u>	<u>8.0</u>	<u>8.1</u>	<u>8.1</u>	
TOTAL TOLLS & CONCESSIONS	234.7	250.5	259.9	274.4	283.9	294.0	302.9	311.0	321.3	328.5	342.2	
SOUTHERN CONNECT EXT		1.4	1.8	2.1	2.4	2.7	2.2	2.4	2.6	2.9	4.1	URS Quarterly Report 2/12/96
POLK PARKWAY full project			1.8	9.5	14.9	16.0	17.5	19.8	20.2	24.7	25.8	URS Quarterly Report 2/12/96
SUNCOAST PARKWAY ( to SR 50)						2.7	17.2	19.7	24.6	27.3	28.7	URS Quarterly Report 2/12/96
TOTAL PROJECTS UNDERWAY	<u>0.0</u>	<u>1.4</u>	<u>3.5</u>	<u>11.6</u>	<u>17.4</u>	<u>21.4</u>	<u>36.8</u>	<u>41.9</u>	<u>47.4</u>	<u>54.9</u>	<u>58.5</u>	
TOTAL-TOLL REVENUE	228.1	245.0	256.4	278.7	293.5	307.5	331.8	344.9	360.7	375.3	392.6	
TOTAL-CONCESSIONS	6.6	6.9	7.0	7.4	7.8	7.9	8.0	8.0	8.0	8.1	8.1	
GRAND TOTAL	234.7	251.9	263.4	286.1	301.3	315.4	339.7	352.9	368.7	383.4	400.7	

C-13

**FLORIDA DEPARTMENT OF TRANSPORTATION  
TENTATIVE WORK PROGRAM 1996-97 through 2000-2001  
ASSUMPTIONS**

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02/23/96

Page 12

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 Expressway, Southern Connector Extension, Polk Parkway and Suncoast Parkway expansion projects are based upon the First Quarter 1996 URS Traffic and Revenue Report projections including toll increases on the HEFT which occurred 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.

Revenue projections include a reserve for constant tolls on expansion projects. Estimates are based on alternatives included in the 1995 Annual Report.

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 all of Polk Parkway and from Veterans Expressway to State Road 50 on Suncoast Parkway.

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 1/3/96. Expansion project O&M is included in the Mainline O&M estimate.

Assumes the department will reimburse Broward County for gas tax contributions used on the Sawgrass Expressway. Calculation of anticipated payments is provided by URS in memo of September 13, 1995.

Commitment levels in the Renewal and Replacement Trust Fund for 1995-96 reflect levels recommended by Post Buckley Schuh & Jernigan in letter of May 22, 1995. Cash transfers from Revenue Fund reflect the cash needed to support these commitment levels and maintain the statutorily 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 as provided by the Office of the Comptroller July 28, 1995.

Interest earnings based on Projected Security Investment Rates table furnished by Joint Legislative Management Committee, dated December 19, 1995.

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 8/95.

This plan assumes lapse factors in PKYI, PKYR, and PKCA as recommended in the 1995 Reconciliation Conference.

C-14

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

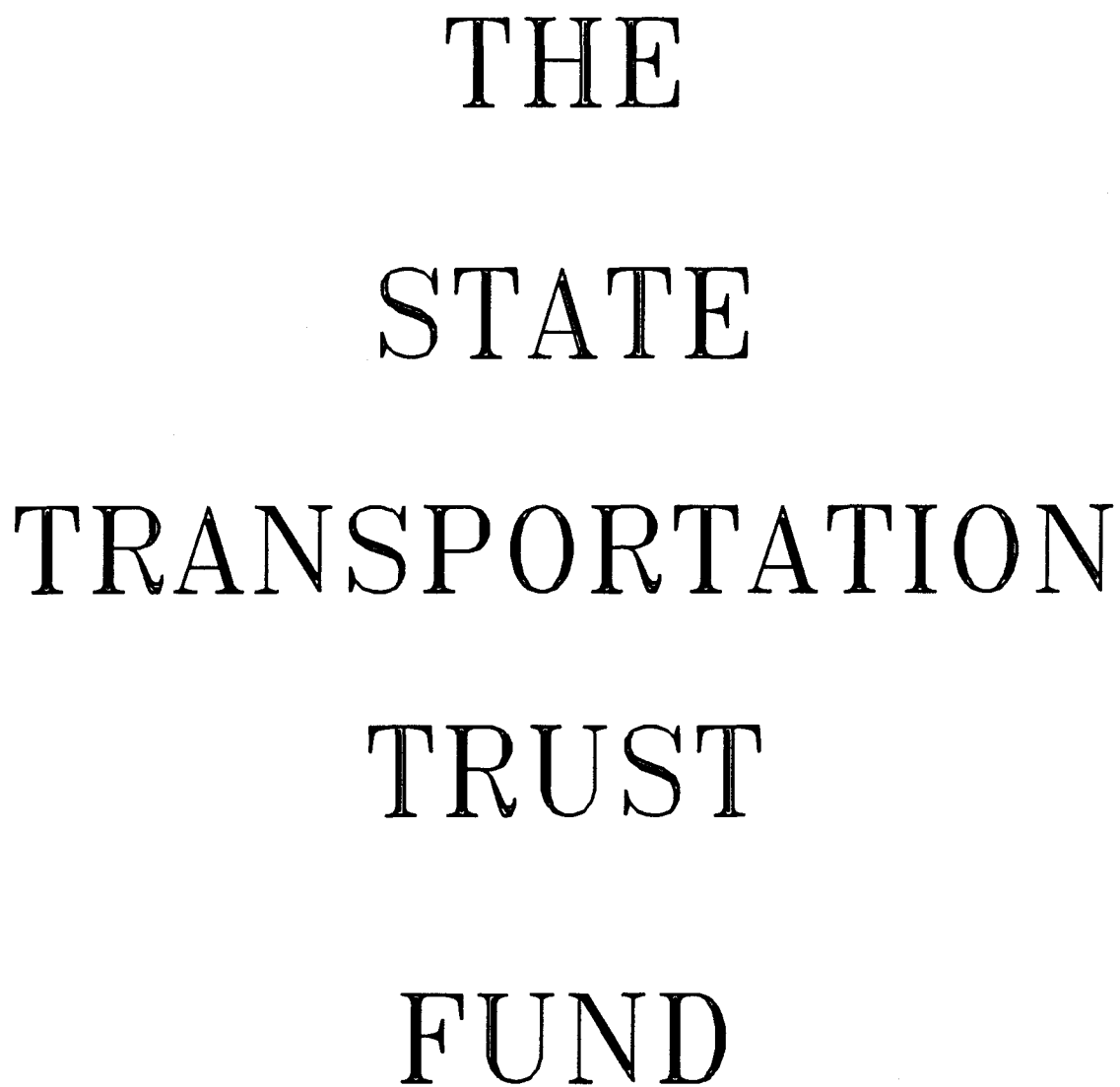
	<u>95-96</u>	<u>96-97</u>	<u>97-98</u>	<u>98-99</u>	<u>99-00</u>	<u>00-01</u>	<u>01-02</u>	<u>02-03</u>	<u>03-04</u>	<u>04-05</u>	Assumptions:
<b>GROSS DEBT SERVICE:</b>											
Existing Bond Sales:											
1989A, 1991A, 1992A, & 1993A	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	Interest per Actual Bond Sales
Programmed Bond Sales:											
Polk Parkway - ROW & Const 1-5	19.2	19.2	19.2	19.2	25.6	25.5	25.5	25.4	25.4	25.4	7/95 Polk & Const 1-5 \$347.7M @ 5.65%
Suncoast Parkway ROW			5.3	5.3	5.3	6.9	6.9	6.9	6.9	6.9	6/97 Suncoast ROW \$97.4@5.50%
Suncoast Parkway - ROW & Const.	0.0	0.0	0.0	11.4	10.9	14.4	14.4	14.4	14.4	14.4	6/98 Suncoast Const. \$208.7@ 5.23%
<b>Total Existing &amp; Programmed Gross Debt Service</b>	<b>78.0</b>	<b>78.0</b>	<b>83.3</b>	<b>94.7</b>	<b>100.6</b>	<b>105.6</b>	<b>105.6</b>	<b>105.5</b>	<b>105.5</b>	<b>105.5</b>	
<b>Total Gross Debt Service</b>	<b>78.0</b>	<b>78.0</b>	<b>83.3</b>	<b>94.7</b>	<b>100.6</b>	<b>105.6</b>	<b>105.6</b>	<b>105.5</b>	<b>105.5</b>	<b>105.5</b>	
<b>INTEREST EARNING D.S.RES:</b>											
Existing Bond Sales:											
1989A, 1991A, 1992A, & 1993A											
Programmed Bond Sales:											
Polk Parkway - ROW & Const 1-5											
Polk Parkway - ROW & Const 1-5 Second sale											
Suncoast Parkway											
<b>Total Existing &amp; Programmed Interest Earnings</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>TOTAL INTEREST EARNINGS</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>NET DEBT SERVICE:</b>											
Existing & Programmed Bond Sales	78.0	78.0	83.3	94.7	100.6	105.6	105.6	105.5	105.5	105.5	
Candidate Project Bond Sales	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<b>TOTAL NET DEBT SERVICE</b>	<b>78.0</b>	<b>78.0</b>	<b>83.3</b>	<b>94.7</b>	<b>100.6</b>	<b>105.6</b>	<b>105.6</b>	<b>105.5</b>	<b>105.5</b>	<b>105.5</b>	

C-15

**APPENDIX D**

**36-MONTH**

**CASH FORECAST**



THE  
STATE  
TRANSPORTATION  
TRUST  
FUND

**STTF Cash Forecast**  
**Synopsis of the Year-To-Date**  
as of 01/31/96

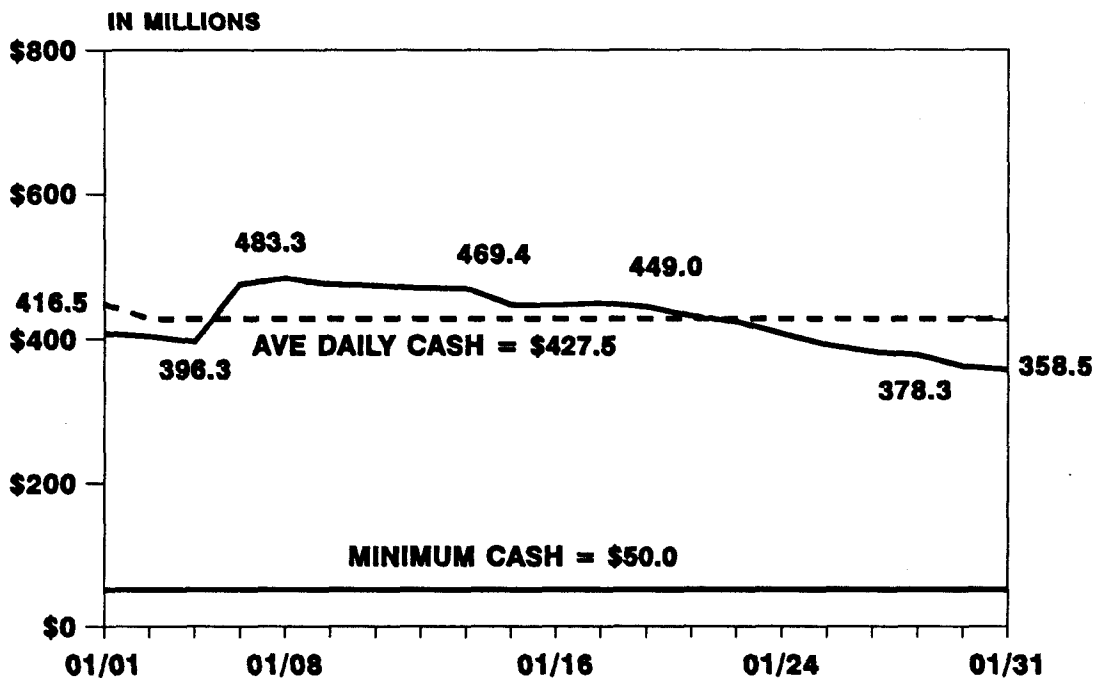
**OVERVIEW**

The attached Cash Forecast is a projection of the cash position of STTF based on the February 20, 1996 Tentative Work Program Plan (TENT0697). The Cash Forecast includes the following:

- The December 1995 Revenue Estimating Conference.
- Anticipated annual roll forward of 19% for Construction, 28% for Consultant Support, 15% for Public Transportation, 50% for Fixed Capital Outlay, and 65% for Right of Way OPS. The rollforward is based on current year contingency analysis and program lapse trends.
- Construction litigation contingencies of \$12M per year.
- Advanced construction with Federal participating levels of \$129.0M in FY 95/96, \$114.2M in FY 96/97, \$64.5M in FY 97/98, \$76.3M in FY 98/99, \$38.5M in FY 99/00 and \$19.2 in FY 00/01. Advanced Construction conversions are planned totaling \$109.4M in FY 95/96, \$154.0M in FY 96/97, \$38.4 in FY 97/98, \$61.9M in FY 98/99, \$75.3M in FY 99/00 and \$29.2 in FY 00/01. An advanced construction carryforward of \$200M is expected in FY 96/97.
- The Federal Aid Effective Rate Committee State Matching Costs developed for the ISTEA Work Program with slight adjustments made in October, 1995 based upon trends in the Interstate program. The Soft Match Adjustment has been made for Interstate and OFA construction.
- Right of Way cash disbursements for FY 95/96 and FY 96/97 based on the January 1996 District Right of Way Expenditure Plan.
- Special litigation contingencies of \$2M in FY 95/96, \$22M in FY 96/97, and \$2M a year for the remainder of the forecast period.
- An estimated Hurricane Erin and Hurricane Opal net impact of \$63.7M.

The variances reported are based on actual fiscal year to date cash receipts and disbursements through 01/31/96 as compared to the 8/95 Adopted Work Program Forecast. The variance reflects six months of activity.

## STTF ACTUAL DAILY CASH BALANCES DAILY ACTUALS FOR JANUARY 1996



SOURCE: OOC DAILY CASH REPORT

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

### HIGHLIGHTS

01/04/96	ROW Disbursements
01/05/96	Gas Tax, SCETS, and Federal Aid Receipts
01/08/96	Motor Vehicle Receipts
01/09/96	ROW Disbursements
01/16/96	Payroll Disbursements
01/18/96	SCETS Receipts
01/19/96	Federal Aid Receipts; Construction Disbursements
01/22/96	Construction Disbursements
01/23/96	Construction Disbursements
01/24/96	Construction Disbursements
01/26/96	Construction Disbursements
01/30/96	Federal Aid Receipts; Payroll Disbursements
01/31/96	Construction Disbursements

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

### Cash Balance Variance as of 01/31/96

	YEAR-TO-DATE				MONTH-TO-DATE			
	ACTUAL	AUG EST	ESTIMATE	PERCENT	ACTUAL	AUG EST	ESTIMATE	PERCENT
			VARIANCE	VARIANCE			VARIANCE	VARIANCE
BEGINNING CASH	453.9	453.9	0.0	0.0%	416.6	398.4	18.2	4.6%
RECEIPTS	1477.6	1511.2	-33.5	-2.2%	152.6	198.3	-45.6	-23.0%
DISBURSEMENTS	<u>1573.0</u>	<u>1614.0</u>	<u>-41.0</u>	<u>-2.5%</u>	<u>211.1</u>	<u>245.6</u>	<u>-34.6</u>	<u>-14.1%</u>
ENDING CASH	358.6	351.0	7.5	2.1%	358.1	351.0	7.1	2.0%

### VARIANCE HIGHLIGHTS

Actual Receipts are \$33.5 lower than projected due to:

- Lower than anticipated Federal Aid Reimbursements
- Lower than anticipated Toll/Turnpike Reimbursements
- Partially offset by higher than anticipated Aviation Receipts

Actual Disbursements are \$41.0M lower than projected due to:

- Lower than anticipated Construction and Consultant disbursements
- Lower than anticipated Toll/Turnpike disbursements
- Partially offset by higher than anticipated ROW disbursements.

### Cash Receipts Variance as of 01/31/96

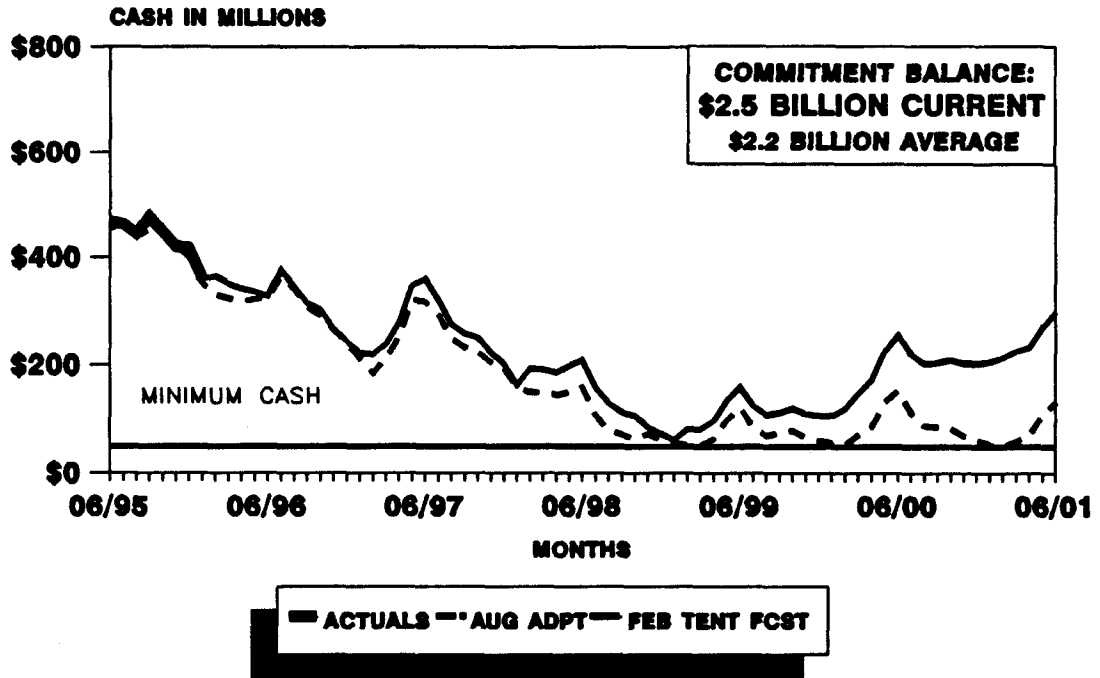
	YEAR-TO-DATE				MONTH-TO-DATE			
	ACTUAL	AUG EST	ESTIMATE	PERCENT	ACTUAL	AUG EST	ESTIMATE	PERCENT
			VARIANCE	VARIANCE			VARIANCE	VARIANCE
<b>CASH RECEIPTS:</b>								
FUEL TAX (REC)	561.0	560.8	0.2	0.0%	87.4	75.2	12.2	16.2%
AVIATION TAX	35.9	28.2	7.8	27.5%	2.9	1.8	1.1	59.7%
MVL TAG FEES	265.6	269.2	-3.6	-1.3%	27.8	39.4	-11.6	-29.5%
MISC REVENUE	31.9	35.8	-3.9	-10.9%	1.8	6.2	-4.4	-71.0%
PARTICIPATION	46.5	42.9	3.5	8.2%	3.0	6.2	-3.2	-51.5%
REIMBURSEMENTS	62.7	82.9	-20.2	-24.4%	5.1	11.0	-5.9	-53.8%
INTEREST	16.3	16.0	0.3	2.0%	2.0	2.0	0.0	-0.3%
ACI CONVERSIONS	55.6	61.8	-6.2	-10.0%	1.5	0.0	1.5	
FEDERAL AID	<u>402.1</u>	<u>413.6</u>	<u>-11.5</u>	<u>-2.8%</u>	<u>21.1</u>	<u>56.4</u>	<u>-35.3</u>	<u>-62.6%</u>
<b>TOTAL RECEIPTS</b>	<u>1477.6</u>	<u>1511.2</u>	<u>-33.5</u>	<u>-2.2%</u>	<u>152.6</u>	<u>198.3</u>	<u>-45.6</u>	<u>-23.0%</u>



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

Cash Disbursements Variance as of 01/31/96								
	VARIANCE YEAR-TO-DATE				VARIANCE MONTH-TO-DATE			
	ACTUAL	AUG EST	Y-T-D	%	ACTUAL	AUG EST	M-T-D	%
<b>MAINTENANCE OPS</b>								
INT MAINT OPS	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0%
OFA MAINT OPS	6.4	10.2	-3.8	-37.4%	0.7	1.7	-1.1	-61.9%
ST MAINT OPS	52.4	96.1	-43.7	-45.5%	9.6	18.5	-8.9	-48.2%
MAINTENANCE	<u>47.7</u>	<u>48.5</u>	<u>-0.8</u>	<u>-1.7%</u>	<u>5.9</u>	<u>7.5</u>	<u>-1.6</u>	<u>-21.8%</u>
<b>CONTRACTS</b>								
SUBTOTAL	106.4	154.8	-48.3	-31.2%	16.1	27.7	-11.6	-41.9%
<b>OPS/IN-HOUSE SUPP</b>								
INT OPS/INHOUSE	4.5	4.1	0.4	9.8%	1.0	0.8	0.2	21.7%
OFA OPS/INHOUSE	22.7	44.0	-21.3	-48.4%	5.0	8.6	-3.7	-42.4%
ST OPS/INHOUSE	<u>247.9</u>	<u>167.1</u>	<u>80.8</u>	<u>48.4%</u>	<u>24.1</u>	<u>21.8</u>	<u>2.3</u>	<u>10.7%</u>
SUBTOTAL	275.1	215.2	59.9	27.8%	30.0	31.2	-1.1	-3.7%
<b>CONSULTANTS</b>								
INT CONSULT	10.4	8.6	1.8	20.7%	1.7	1.3	0.5	35.5%
OFA CONSULT	78.0	82.0	-4.0	-4.9%	9.3	12.3	-3.0	-24.6%
ST CONSULT	<u>101.5</u>	<u>117.5</u>	<u>-16.0</u>	<u>-13.6%</u>	<u>14.4</u>	<u>17.6</u>	<u>-3.2</u>	<u>-17.9%</u>
SUBTOTAL	189.8	208.1	-18.3	-8.8%	25.5	31.2	-5.7	-18.4%
<b>RIGHT OF WAY</b>								
INT ROW	0.6	0.3	0.2	71.4%	0.0	0.0	0.0	-57.7%
OFA ROW	64.1	46.7	17.4	37.2%	7.5	6.9	0.6	8.4%
ST ROW	<u>62.9</u>	<u>51.1</u>	<u>11.8</u>	<u>23.1%</u>	<u>8.4</u>	<u>6.9</u>	<u>1.5</u>	<u>21.8%</u>
SUBTOTAL	127.6	98.2	29.5	30.0%	16.0	13.9	2.1	14.9%
<b>CONSTRUCTION</b>								
INT CONSTR	36.9	40.3	-3.4	-8.3%	4.1	6.0	-1.9	-31.9%
OFA CONSTR	348.6	360.5	-11.8	-3.3%	46.6	53.2	-6.6	-12.5%
ST CONSTR	<u>201.3</u>	<u>218.7</u>	<u>-17.3</u>	<u>-7.9%</u>	<u>27.5</u>	<u>32.8</u>	<u>-5.2</u>	<u>-16.0%</u>
SUBTOTAL	586.9	619.4	-32.6	-5.3%	78.2	92.0	-13.8	-15.0%
<b>PTO</b>								
INT PTO	1.9	0.1	1.8	0.0%	0.3	0.0	0.3	679.4%
OFA PTO	20.9	14.4	6.5	45.5%	3.7	2.5	1.3	50.4%
ST PTO	<u>108.7</u>	<u>137.7</u>	<u>-29.0</u>	<u>-21.1%</u>	<u>16.5</u>	<u>20.8</u>	<u>-4.4</u>	<u>-21.0%</u>
SUBTOTAL	131.4	152.1	-20.6	-13.6%	20.5	23.4	-2.8	-12.1%
<b>OTHER</b>								
ECON DEV/MISC	73.5	61.5	12.0	19.5%	11.5	8.8	2.7	30.6%
FCO	15.6	9.9	5.7	57.0%	2.2	1.5	0.7	48.6%
LOCAL FUND	18.2	28.3	-10.1	-35.6%	1.6	4.8	-3.1	-65.7%
TOLL/TPK. SERVICES	<u>48.3</u>	<u>66.6</u>	<u>-18.2</u>	<u>-27.4%</u>	<u>9.4</u>	<u>11.2</u>	<u>-1.8</u>	<u>-15.9%</u>
SUBTOTAL	155.6	166.3	-10.6	-6.4%	24.8	26.3	-1.5	-5.8%
<b>TOTAL CASH DISBURSEMENTS</b>	<u>1573.0</u>	<u>1614.0</u>	<u>-41.0</u>	<u>-2.5%</u>	<u>211.1</u>	<u>245.6</u>	<u>-34.6</u>	<u>-14.1%</u>

## STTF CASH FORECAST FISCAL YEARS 95/96 - 00/01

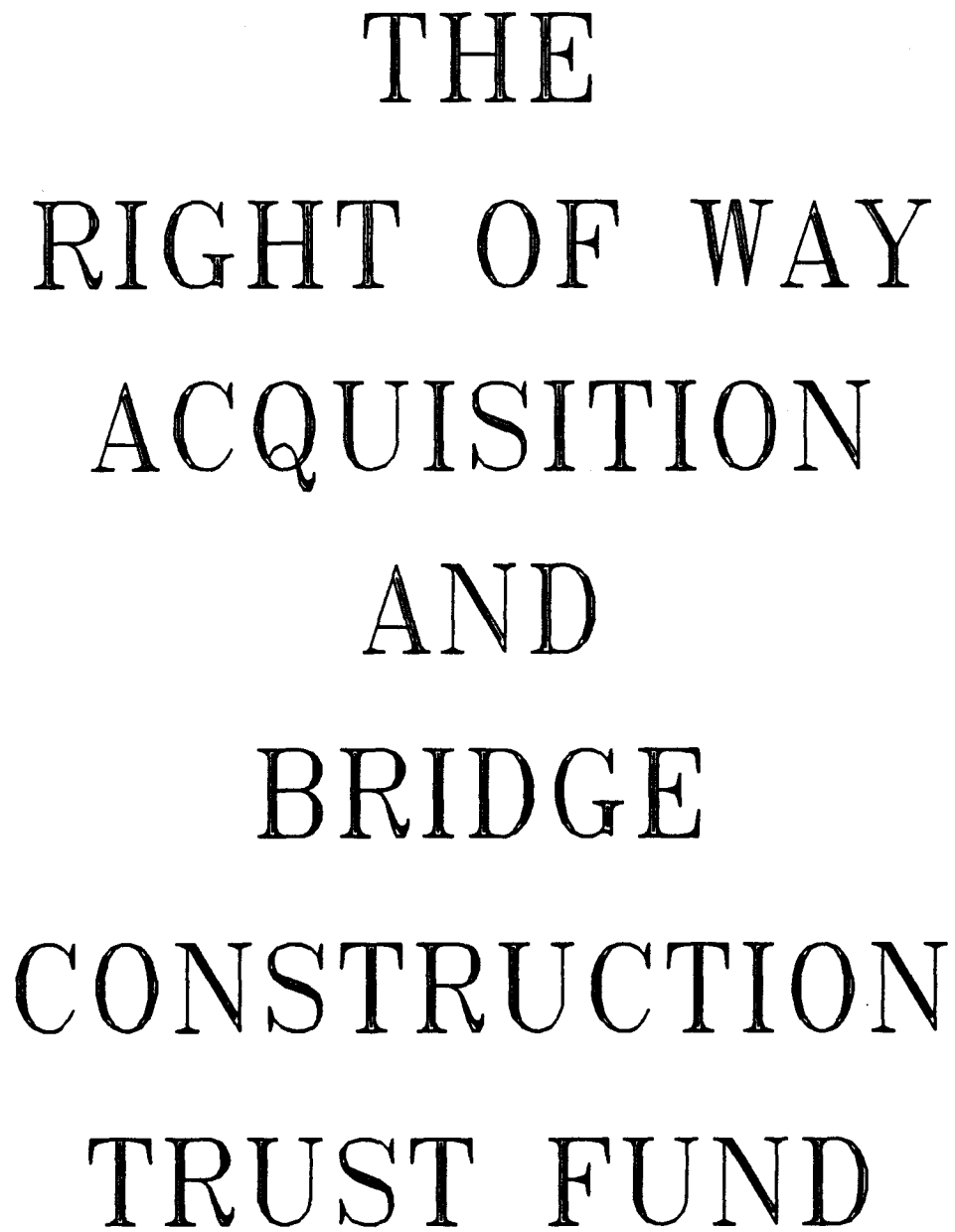


**SOURCE: THE OOC CASH FORECAST BASED ON THE 02/20/96 TENTATIVE PROGRAM PLAN.**

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

### HIGHLIGHTS

July - Sept. 1995	Advanced Construction Conversion of \$54.1M
Jan - May 1996	Advanced Construction Conversion of \$55.2M
July, 1996	ROW Bond Fund reimbursement to the STTF for Advances
Feb - May 1997	Advanced Construction Conversion of \$154.0M
Feb, 1998	Advanced Construction Conversion of \$38.4M
Feb - May 1999	Advanced Construction Conversion of \$61.9M
July - Oct 1999	Reimbursement for HEFT Advances
Feb - May 2000	Advanced Construction Conversion of \$75.3M
Feb - May 2001	Advanced Construction Conversion of \$29.2M



THE  
RIGHT OF WAY  
ACQUISITION  
AND  
BRIDGE  
CONSTRUCTION  
TRUST FUND

**ROW Acquisition and Bridge Construction Trust Fund Cash Forecast**  
**Synopsis of the Year-To-Date**  
as of 01/31/96

**OVERVIEW**

The attached Cash Forecast is a projection of the cash position of the ROW Acquisition and Bridge Construction Trust Fund based upon the February 20, 1996 Tentative Work Program Plan (Program Plan TENT0697) updated for the Bond Plan of February 20, 1996. The Cash Forecast includes the following:

- Right of Way cash disbursements for FY 95/96 and FY 96/97 based on the January District Right of Way Expenditure Plan.
- Estimated advances totaling \$97.3 from the State Transportation Trust Fund from FY 95/96 through FY 00/01, to be reimbursed each following fiscal year from bond proceeds.
- Bond Sales with estimated net proceeds of \$267.7M in FY 96/97, \$246.2M in FY 97/98, \$176.5M in FY 98/99, \$122.6M in FY 99/00 and \$54.7M in FY 2000/2001.
- Debt Service Transfers of \$20.6M in FY 95/96, \$37.0M in FY 96/97, \$54.1M in FY 97/98, \$66.0M in FY 98/99, \$74.2M in FY 99/00 and \$77.7M in 2000/2001.

The variances reported for the ROW Acquisition and Bridge Construction Trust Fund are based upon the actual fiscal year to date Cash Receipts and Disbursements through 01/31/96 as compared to the August, 1995 Adopted Work Program Forecast. The variance reflects six months of activity.

## ROW Acquisition and Bridge Construction Trust Fund Cash Forecast Synopsis of the Year-To-Date

Cash Balance Variance as of 01/31/96								
	YEAR-TO-DATE				MONTH-TO-DATE			
	ACTUAL	AUG EST	ESTIMATE VARIANCE	PERCENT VARIANCE	ACTUAL	AUG EST	ESTIMATE VARIANCE	PERCENT VARIANCE
BEGINNING CASH	7.6	7.6	0.0	0.0%	0.9	0.9	0.0	0.0%
RECEIPTS	60.1	51.0	9.1	17.9%	15.0	15.4	-0.4	-2.4%
DISBURSEMENTS	<u>61.7</u>	<u>53.6</u>	<u>8.1</u>	<u>15.2%</u>	<u>9.9</u>	<u>11.3</u>	<u>-1.4</u>	<u>-12.0%</u>
ENDING CASH	6.0	5.0	1.0	19.5%	6.0	5.0	1.0	19.7%

NOTE: TOTALS MAY NOT ADD DUE TO ROUNDING

### VARIANCE HIGHLIGHTS

Actual Receipts are \$9.1M higher than projected due to:

- Higher than anticipated STTF Advances

Actual Disbursements are \$8.1M higher than projected due to:

- Higher than anticipated Right of Way Disbursements

### Cash Receipts Variance as of 01/31/96

	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	
STTF ADVANCES	48.1	38.9	9.2	23.7%	13.3	13.6	-0.3	-2.3%
DEBT SERVICE	11.8	11.9	-0.1	-0.8%	1.7	1.7	0.0	0.0%
INTEREST EARNINGS	<u>0.2</u>	<u>0.2</u>	<u>0.0</u>	<u>0.0%</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	
TOTAL	60.1	51.0	9.1	17.9%	15.0	15.3	-0.3	-2.4%

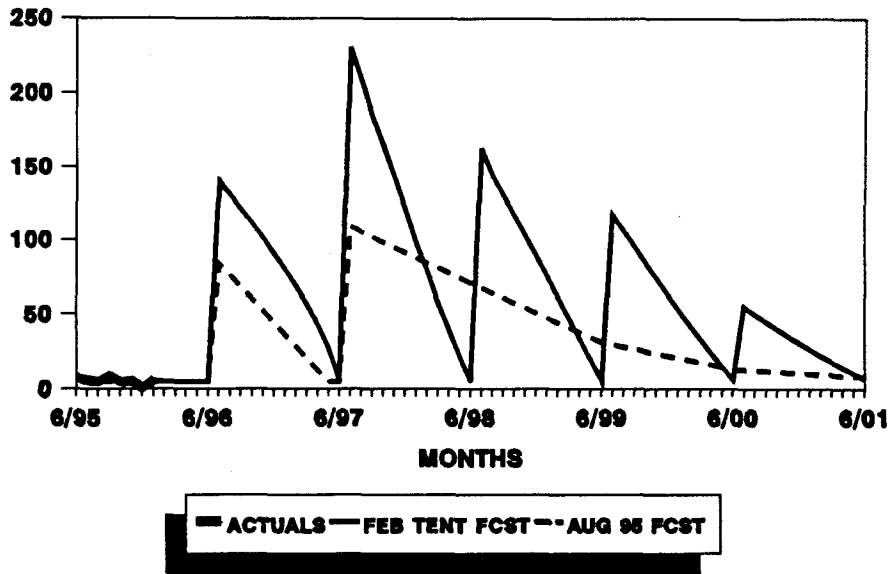
NOTE: TOTALS MAY NOT ADD DUE TO ROUNDING

### Cash Disbursements Variance as of 01/31/96

	YEAR-TO-DATE				MONTH-TO-DATE			
	ACTUAL	AUG EST	ESTIMATE VARIANCE	PERCENT VARIANCE	ACTUAL	AUG EST	ESTIMATE VARIANCE	PERCENT VARIANCE
RIGHT OF WAY	41.5	34.5	7.0	21.5%	5.3	6.9	-1.6	-22.8%
CONSULTANTS	5.9	7.1	-1.2	-10.6%	0.6	1.3	-0.6	-50.3%
CONSTRUCTION	2.2		2.2		2.2	1.3	0.9	
STTF REIMBURSEMENT	0.2	0.0	0.2		0.0	0.0	0.0	
DEBT SERVICE	<u>11.8</u>	<u>11.9</u>	<u>-0.1</u>	<u>-0.8%</u>	<u>1.7</u>	<u>1.7</u>	<u>0.0</u>	<u>0.0%</u>
TOTAL	61.7	53.6	8.1	15.2%	9.8	11.3	-1.4	-12.0%

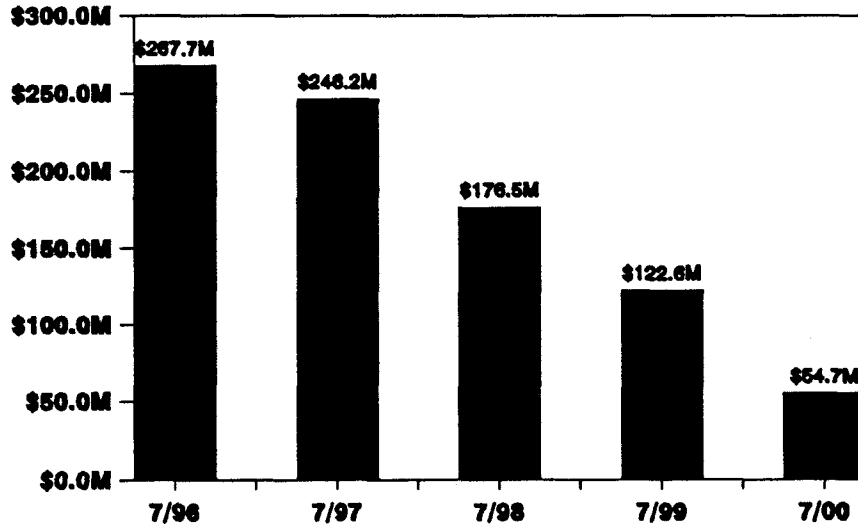
NOTE: TOTALS MAY NOT ADD DUE TO ROUNDING

**ROW ACQUISITION AND BRIDGE CONSTRUCTION TRUST FUND  
FISCAL YEARS 1995/96 - 2000/01**



SOURCE: THE OOC CASH FORECAST BASED ON 02/20/96 TENTATIVE PROGRAM PLAN

**ROW ACQUISITION AND BRIDGE CONSTRUCTION TRUST FUND  
PLANNED BOND SALES  
FISCAL YEARS 1995/1996 - 2000/01**



SOURCE: THE OOC CASH FORECAST BASED ON 02/20/96 TENTATIVE PROGRAM PLAN



THE  
TURNPIKE  
FUNDS

**Turnpike Cash Forecast**  
**Synopsis of the Year-To-Date**  
as of 01/31/96

**OVERVIEW**

The attached Cash Forecast is a projection of the cash position of Turnpike Funds based on the February 16, 1996 Tentative Work Program (TPWP0897 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 95/96 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 Quarterly Report of September 1995.
- 1995A, 1997A, and 1998A Bond Funds to finance the Polk County Parkway, North Suncoast Corridor Right of Way, and North Suncoast Corridor Constructions projects with net bond proceeds of \$340.6M in FY 95/96, \$95.1M in 97/98, and \$206.3M in FY 98/99.
- Polk County Parkway Right of Way projects totaling approximately \$47.9M programmed in the General Reserve Fund to be reimbursed by 1995A bond proceeds.
- North Suncoast Parkway Right of Way projects totaling approximately \$60.4M programmed in the General Reserve Fund to be reimbursed by 1997A bond proceeds.

The variances reported for Turnpike Funds are based upon the actual fiscal year to date Cash Receipts and Disbursements through 1/31/96 as compared to the August, 1995 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 01/31/96					
	COMBINED REVENUE FUNDS*	PKCA	1991A & 1992A FUNDS	1995A & 1998A FUNDS	ALL TURNPIKE FUNDS
CASH BALANCE	167.0	50.1	36.0	279.2	532.3
PROJECTED CASH BALANCE	<u>149.6</u>	<u>49.6</u>	<u>22.2</u>	<u>275.8</u>	<u>497.1</u>
CASH BALANCE VARIANCE	17.4	0.5	13.8	3.4	35.2

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

### VARIANCE HIGHLIGHTS

The Combined Revenue Funds cash balance is \$17.4M higher than projected because:

- Lower than anticipated Right of Way and Consultant disbursements and higher than anticipated toll receipts.

The Controlled Access Fund cash balance is \$0.5M higher than projected because:

- Lower than anticipated Consultant disbursements.

The 1991A/1992A Bond Fund cash balance is \$13.8M higher than projected because:

- Lower than anticipated Right of Way, Construction and Consultant disbursements.

The 1995A/1998A Bond Fund cash balance is \$3.4M higher than projected because:

- Lower than anticipated Right of Way disbursements.

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

Cash Receipts Variance as of 01/31/96					
	COMBINED REVENUE FUNDS*	PKCA	1991A & 1992A FUNDS	1995A & 1998A FUNDS	ALL TURNPIKE FUNDS
CASH RECEIPTS	196.6	2.7	9.0	347.8	556.1
PROJECTED CASH RECEIPTS	<u>191.7</u>	<u>3.2</u>	<u>1.2</u>	<u>347.1</u>	<u>543.2</u>
CASH RECEIPTS VARIANCE	4.9	-0.5	7.8	0.7	13.0

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

### VARIANCE HIGHLIGHTS

The Combined Revenue Funds Receipts are \$4.9M higher than projections because:

- Toll revenues and Local Fund receipts are higher than anticipated.

The Controlled Access Fund receipts are \$0.5M lower than projections because:

- Hurricane Andrew reimbursements are lower than anticipated.

The 1991A/1992A Bond Fund receipts are \$7.8 higher than anticipated because:

- Interest earnings are higher than anticipated and the 1995A Fund reimbursed for 1991A Polk County Right of Way disbursements.

The 1995A/1998A Bond Fund receipts are \$0.7M higher than projections because:

- Interest Earnings are higher than anticipated.

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

Cash Disbursements Variance as of 01/31/96					
	COMBINED REVENUE FUNDS*	PKCA	1991A & 1992A FUNDS	1995A & 1998A FUNDS	ALL TURNPIKE FUNDS
CASH DISBURSEMENTS	180.8	41.5	11.8	68.6	302.7
PROJECTED CASH DISBURSEMENTS	<u>193.3</u>	<u>42.5</u>	<u>17.8</u>	<u>71.3</u>	<u>324.9</u>
CASH DISBURSEMENTS VARIANCE	-12.5	-1.0	-6.0	-2.7	-22.2

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

### VARIANCE HIGHLIGHTS

The Combined Revenue Funds disbursements are \$12.5M lower than projected because:

- Lower than anticipated Right of Way and Consultant Disbursements in the General Reserve Fund.

The Controlled Access disbursements are \$1.0M lower than projected because:

- Lower than anticipated Consultants disbursements.

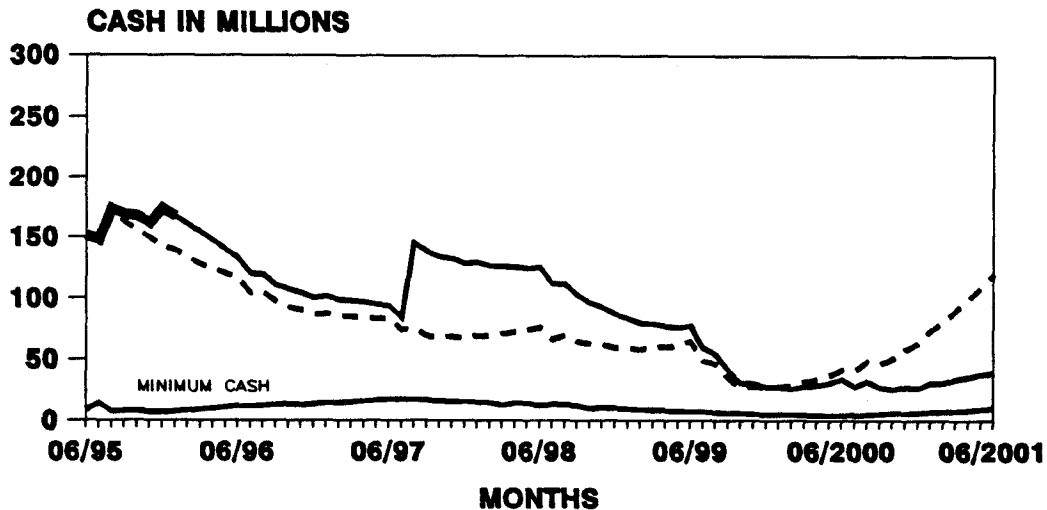
The 1991A/1992A Bond Fund disbursements are \$6.0M lower than projected because:

- Lower than anticipated Construction and Consultant Disbursements.

The 1995A/97A/98A Bond Fund disbursements are \$2.7M lower because:

- Lower than anticipated Right of Way disbursements.

## TURNPIKE COMBINED FUNDS\* CASH FORECAST FISCAL YEARS 1995/96 - 2000/01



**ACTUALS**

**AUG 95 FCST**

**FEB 96 TENT FCST**

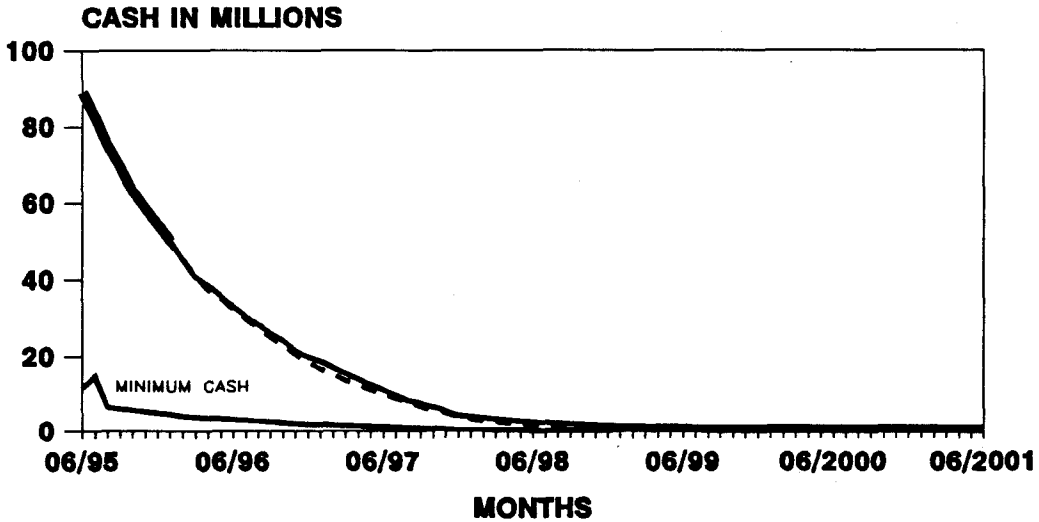
**SOURCE: THE OOC CASH FORECAST BASED ON THE 02/16/96 TENTATIVE PROGRAM PLAN  
\* TURNPIKE REVENUE FUND, RENEWAL & REPLACEMENT FUND, AND GENERAL RESERVE FUND**

The accompanying assumptions are an integral part of this report.

### HIGHLIGHTS

- \$47.9M in reimbursements from the 1995A Bond Fund for Polk County Pkwy ROW programmed in the General Reserve Fund are expected in FY 95/96 - FY 96/97.
- 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 95/96 General Reserve Fund: \$ 6.0M Sawgrass disbursements
- FY 96/97 General Reserve Fund: \$ 5.5M Sawgrass disbursements
- FY 97/98 General Reserve Fund: \$ 4.9M Sawgrass disbursements
- FY 97/98 \$60.4M in reimbursements from the 1997A Bond Fund for North Suncoast Parkway ROW programmed in the General Reserve Fund are expected.
- 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
- FY 00/01 General Reserve Fund: \$ 2.5M Sawgrass disbursements

## TURNPIKE CONTROLLED ACCESS FUND CASH FORECAST FISCAL YEARS 1995/96 - 2000/01



**— ACTUALS    - - - AUG 95 FCST    . . . FEB 96 TENT FCST**

**SOURCE: THE OOC CASH FORECAST BASED ON THE 02/16/96 TENTATIVE PROGRAM PLAN (TPWP0897)**

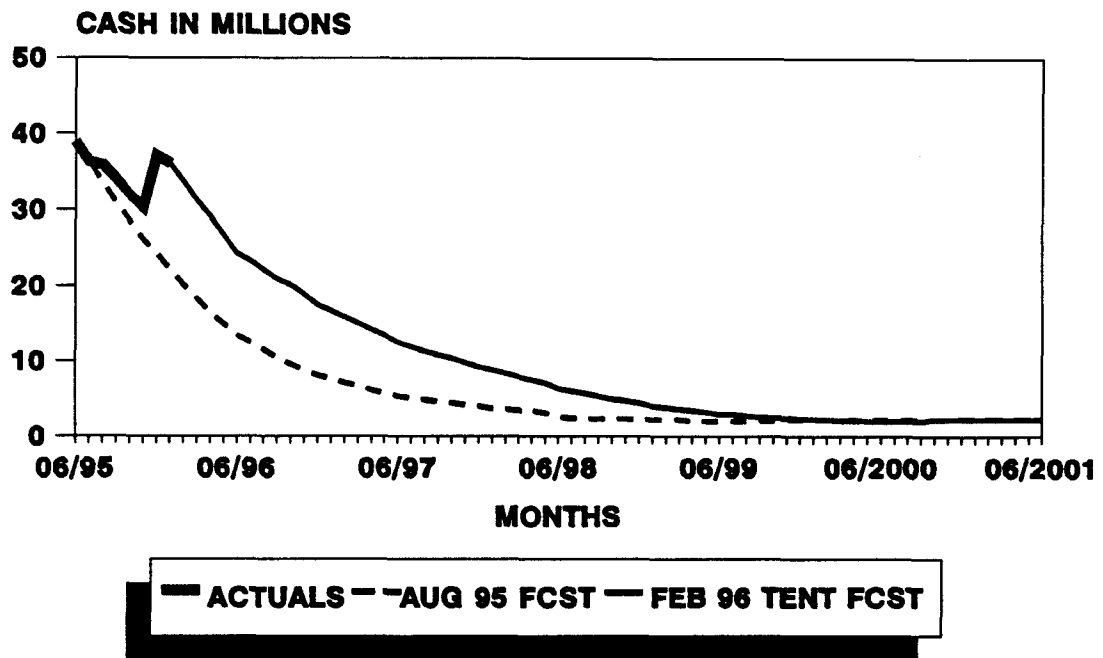
The accompanying assumptions are an integral part of this report.

### HIGHLIGHTS

Major Projects programmed in FY 95/96:

- |  |   |
|--|---|
| <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 1995/96 - 2000/01



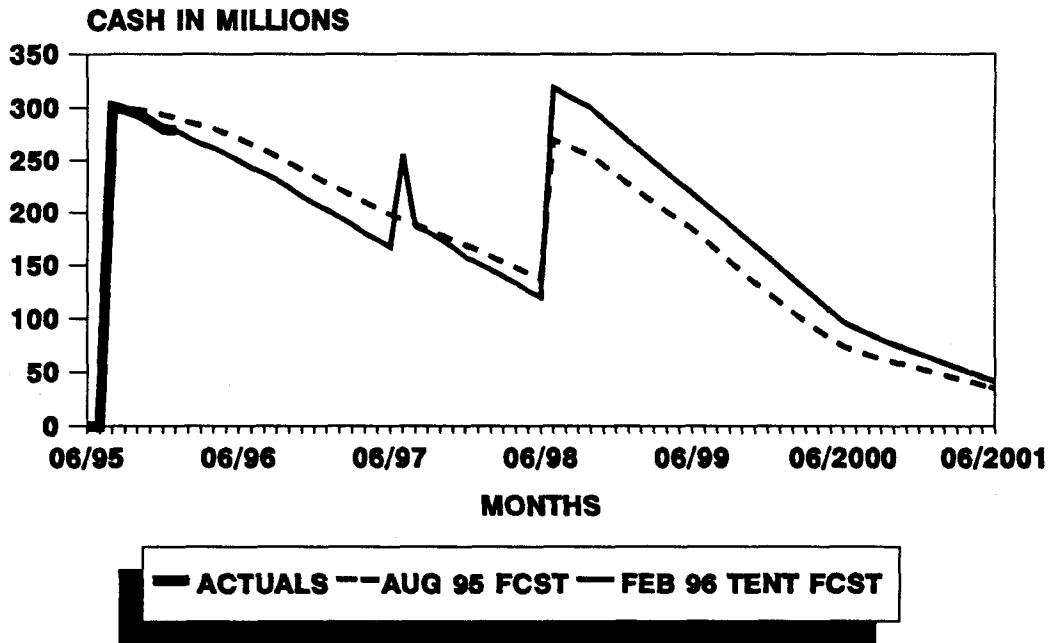
SOURCE: THE OOC TENTATIVE CASH FORECAST BASED ON THE 02/16/96 WORK PROGRAM PLAN (TPWP0897)

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 Veterans Expressway.
- The 1992A Bonds also fund a portion of the Southern Connector Extension Project.
- FY 95/96 Reimbursement from 1995A Bond Fund to 1991A Bond Fund for Right of Way expenditures on Polk County Parkway.

## TURNPIKE 1995A/97A/98A BOND FUNDS CASH FORECAST FISCAL YEARS 1995/96 - 2000/01



**SOURCE: THE OOC CASH FORECAST BASED ON THE 02/16/96 TENTATIVE PROGRAM PLAN (TPWP0897)**

The accompanying assumptions are an integral part of this report.

### HIGHLIGHTS

- The 1995A Bond Fund Cash Forecast contains \$47.9M in reimbursements to the General Reserve Fund beginning in 8/95 for Polk County ROW disbursements.
- The 1997A Bond Fund Cash Forecast contains \$60.4M in reimbursements to the General Reserve Fund beginning in 7/97 for North Suncoast ROW disbursements.
- The 1995A/97A/98A Bonds primarily fund the Right of Way, Construction, and Consultants of the Polk County Parkway and the North Suncoast Corridor.
- 1995A BOND SALE - August 1995 net proceeds : \$340.6M  
 1997A BOND SALE - July 1997 net proceeds : \$95.1M  
 1998A BOND SALE - July 1998 net proceeds : \$206.3M

**APPENDIX E**

**PROGRAM OBJECTIVES**



# Resurfacing

## Statutory Objective:

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

## Agency Operating Policies:

Resurface 2,200 lane miles annually on the state highway system beginning no later than FY 2000/01.

Provide sufficient funds to ensure that at least 95% of deficient pavements on the Interstate and Turnpike systems, and at least 90% of deficient pavements on other arterials, may be programmed in the Department's 5-year Work Program.

E-1

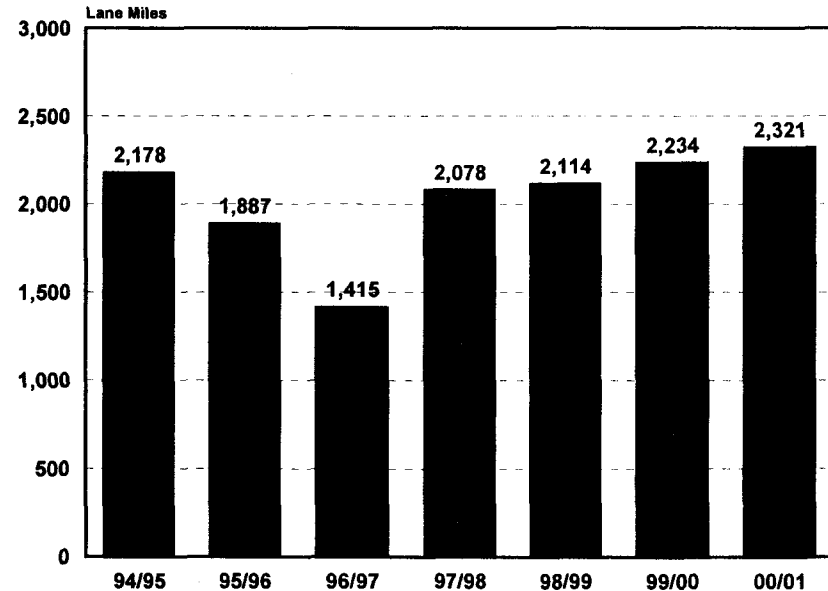
## Program Analysis Against Objectives

System	Deficient Lane Miles Reported FY1994/95	Deficient LM Programmed Thru FY 2000/01		Share of Deficient Lane Miles Programmed	
		As Projects	As Boxes		
Arterials	6,436	4,709	73%	2,800	100%
Interstate	1,025	809	79%	188	100%
Turnpike	85	75	88%	246	100%

System	Program Objective	
	Share of Deficient LM Programmed	Objective Met?
Arterials	90%	YES
Interstate	95%	YES
Turnpike	95%	YES

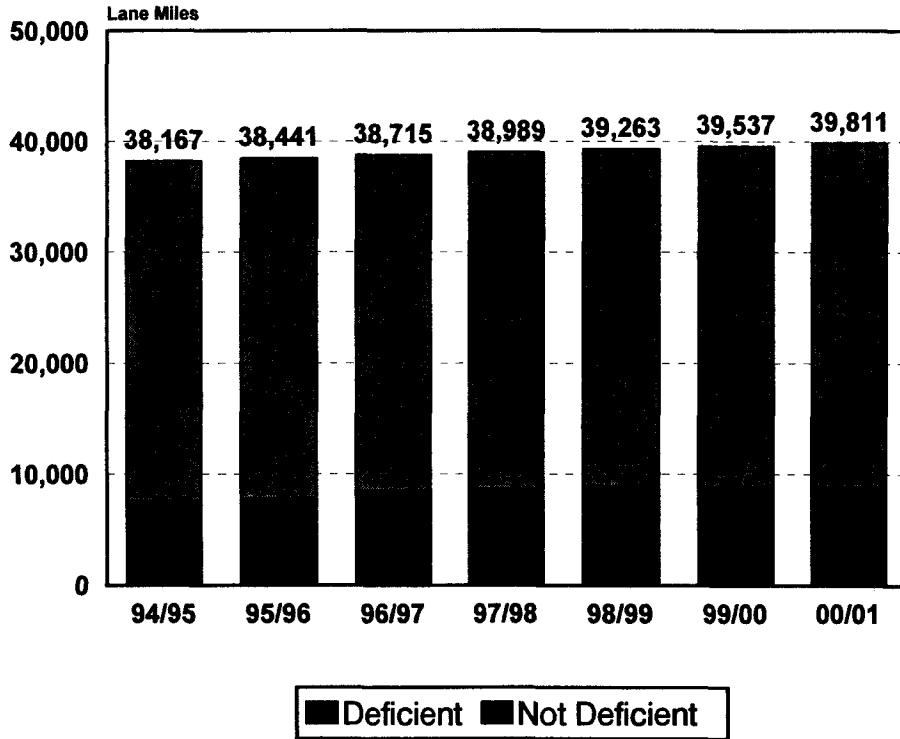
## Lane Miles Resurfaced

(On State Highway System)

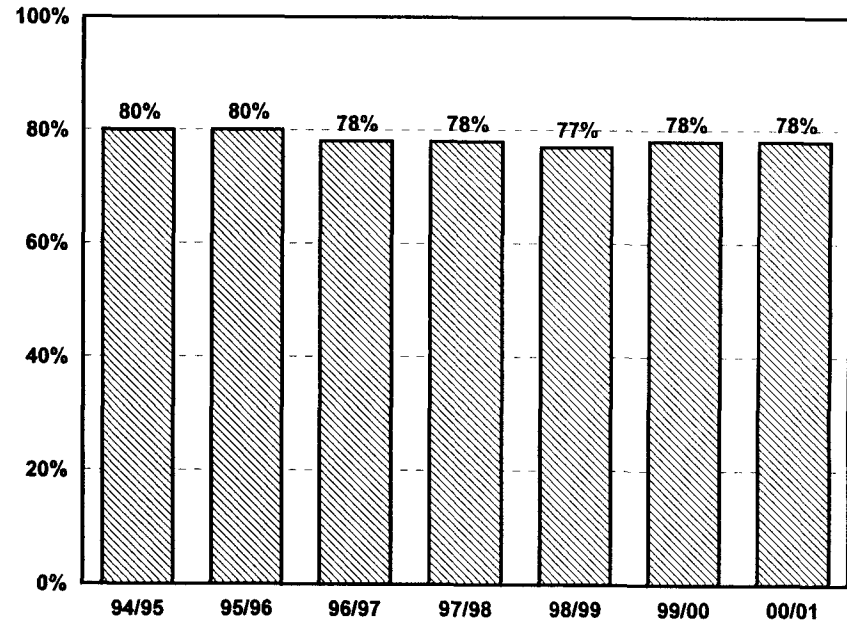


# Projection of System Pavement Condition

## Pavement Condition (in lane Miles)



## % Meeting Standards



# Bridge Repair

## Statutory Objective:

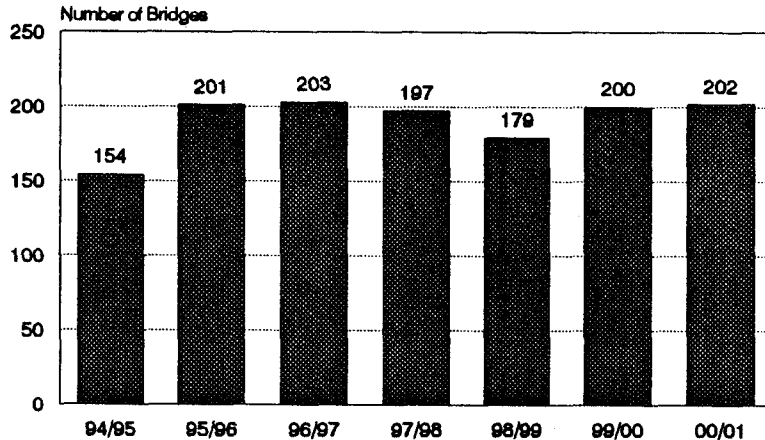
Meet the annual needs for repair of bridges on the state highway system.

Note: In FY 1994/95 there were 293 deficient bridges needing to be repaired. Of these, only 17 are structurally deficient.

## Agency Operating Policies:

Program for construction all structurally deficient bridges and bridges posted for weight restriction within 6 years of deficiency identification.

## Bridges Repaired by Year



## Program Analysis Against Objectives

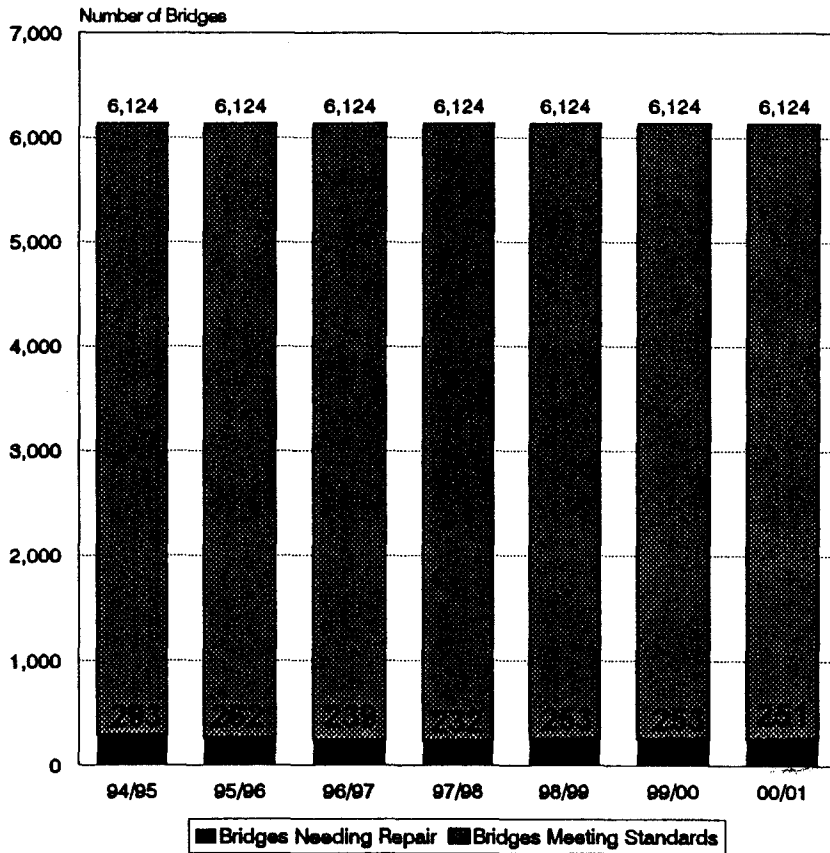
Bridges Structurally Deficient or Posted for Weight Restriction Reported FY 1994/95	Bridges Programmed		Program Objective	
	Deficient Bridges Prgrmd Thru FY 2000/01	Share of Deficient Bridges Programmed	Share of Deficient Bridges Programmed	Objective Met?
17	17(a)	100%	100%	YES

Note:

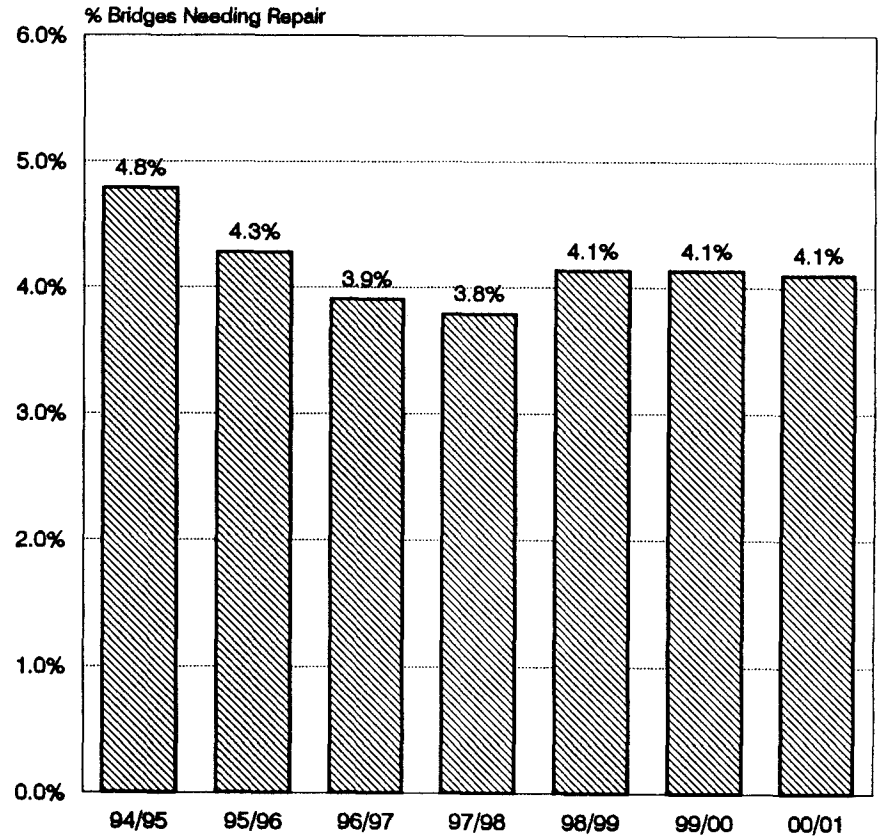
(a) Includes one bridge to be removed from deficient status by re-evaluation.

# Bridge Repair Projection of System Condition

## Bridge Condition



## % Bridges Needing Repair



# Bridge Replacement

## Statutory Objective:

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

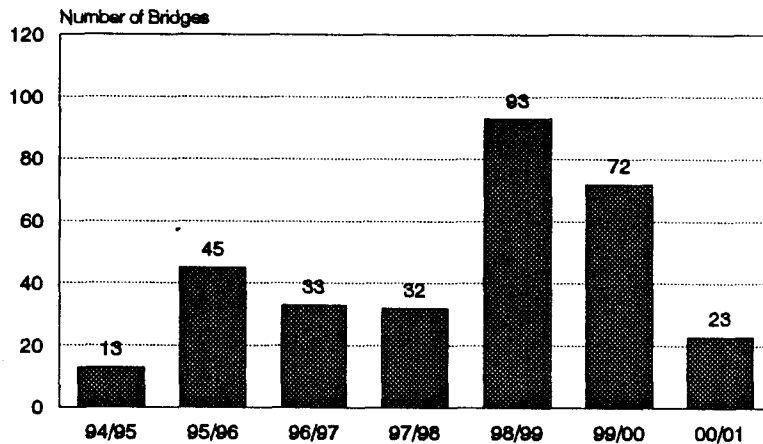
Note: In FY 1994/95 there were 186 deficient bridges needing to be replaced. Of these, only 32 are structurally deficient.

## Agency Operating Policies:

Program for construction all structurally deficient bridges and bridges posted for weight restriction within 6 years of deficiency identification.

Program for construction all other bridges which require structural repairs but which are more cost effective to replace within 9 years of deficiency identification.

## Bridges Replaced by Year



## Program Analysis Against Objectives

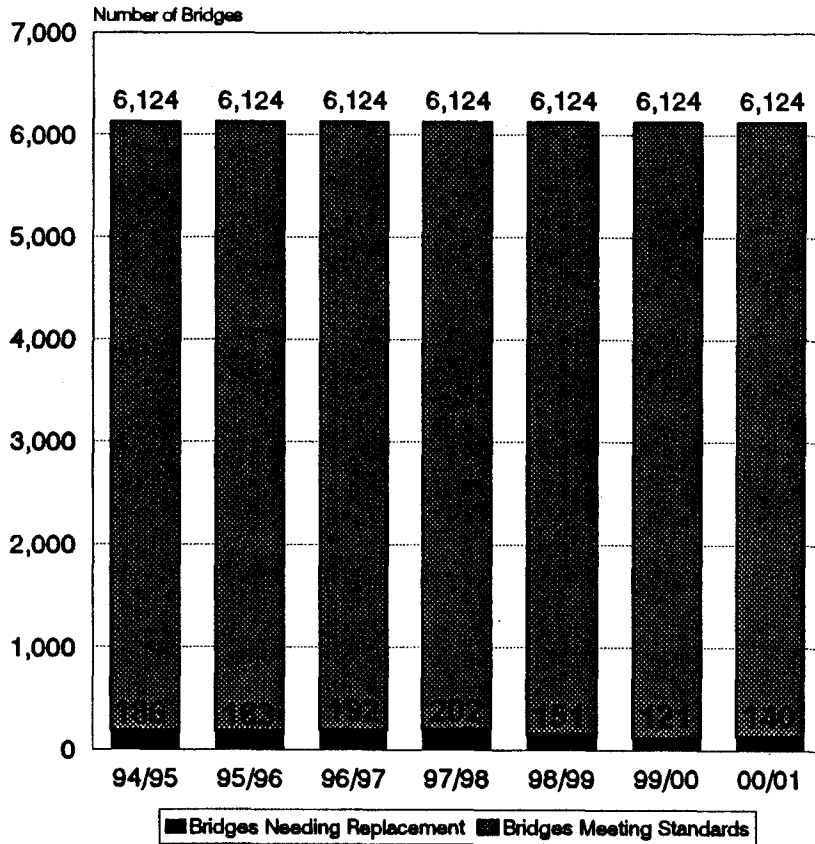
Bridges Structurally Deficient or Posted for Weight Restriction Reported FY 1994/95	Bridges Programmed		Program Objective	
	Deficient Bridges Prgrm'd Thru FY 2000/01	Share of Deficient Bridges Programmed	Share of Deficient Bridges Programmed	Objective Met?
41	41(a)	100%	100%	YES

Notes:

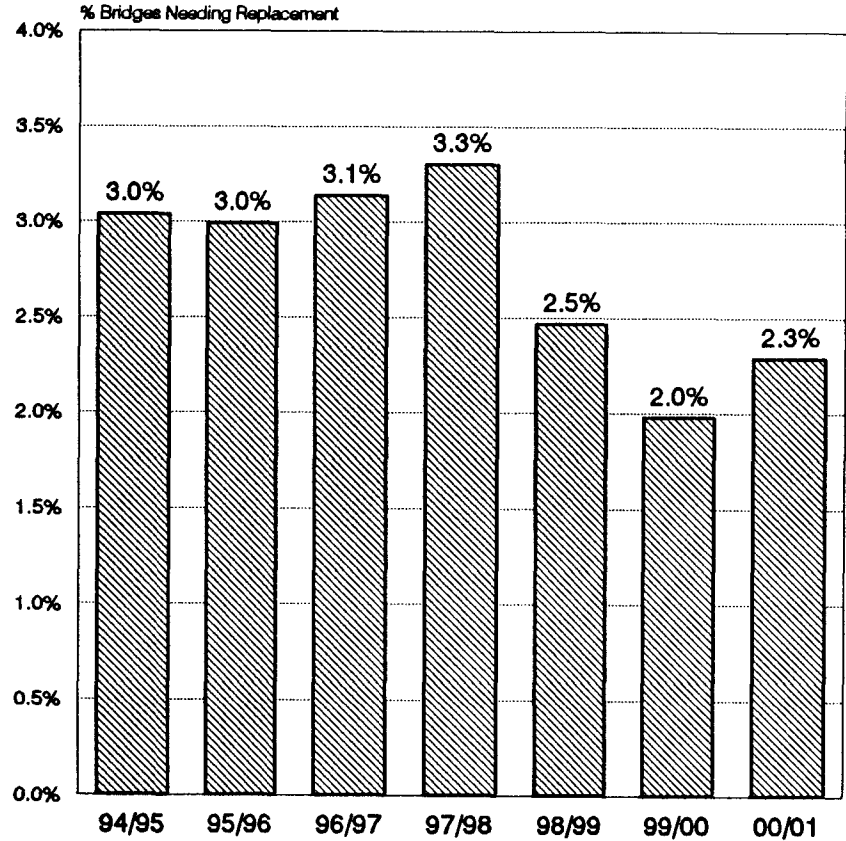
(a) Two structurally deficient bridges scheduled for replacement will undergo repairs instead.

# Bridge Replacement Projection of System Condition

## Bridge Condition



## % Bridges Needing Replacement



# Routine Maintenance

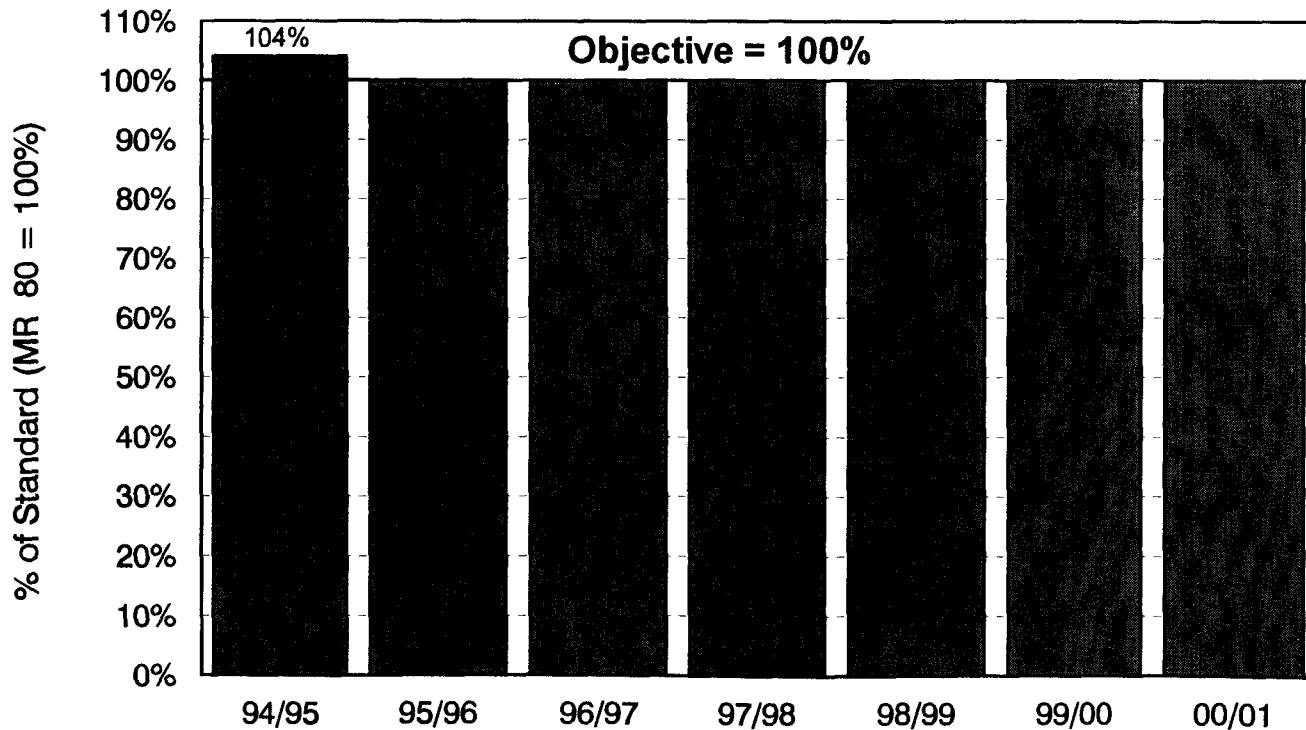
## Statutory Objective:

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**



## Index to Appendix F

	Page
<b>Holmes County:</b>	
Letter from Holmes County	F-1
District 3 Response	F-2
<b>Fort Walton Beach Urbanized Area MPO:</b>	
Letter from Fort Walton Beach Urbanized Area MPO	F-3
District 3 Response	F-4
<b>Panama City Urbanized Area MPO:</b>	
Letter from Panama City Urbanized Area MPO	F-5
District 3 Response to Objection	F-6
<b>Pensacola Urbanized Area MPO:</b>	
Letter from Pensacola Urbanized Area MPO	F-7
District 3 Response	F-9
<b>Indian River County MPO:</b>	
Letter from Indian River County MPO	F-12
District 4 Response	F-14
<b>Palm Beach MPO:</b>	
Letter from Palm Beach MPO	F-16
District 4 Response	F-18
<b>Brevard County MPO:</b>	
Letter from Brevard County MPO	F-20
District 5 Response	F-26



CODY TAYLOR  
Clerk

# HOLMES COUNTY BOARD OF COUNTY COMMISSIONERS

201 North Oklahoma Street  
Bonifay, Florida 32425  
(904) 547-1119  
Fax (904) 547-4013

EARL STAFFORD  
District 1

H.R. HARRISON  
District 2

HAROLD SMITH  
District 3

MICKEY J. WOODHAM  
District 4

JERRY COOLEY  
District 5

January 19, 1996

Gene Martin  
Florida Department of Transportation  
P.O. Box 607  
Chipley, Florida 32428

Dear Mr. Martin:

In reference to your letter dated January 5, 1995, the Holmes County Board of County Commissioners respectfully request that you reevaluate your decision to delay the plans for the Pittman Creek Bridge. This bridge was temporarily repaired until the Department of Transportation could assist in rearing the bridge.

Your consideration in this matter would be greatly appreciated. If you need additional information please feel free to call.

Sincerely,

Renay Gilmore, Secretary  
Holmes County Board of  
County Commissioners





Post Office Box 607  
Chipley, Florida 32428

January 25, 1996

Renay Gilmore, Secretary  
Holmes County Board of  
County Commissioners  
201 North Oklahoma Street  
Bonifay, Florida 32425

Dear Ms. Gilmore:

Thank you for your letter of January 19, 1996, regarding the Tentative Five Year Work Program.

The West Pittman Creek Bridge has been delayed due to the bridge inspection rating on the structure being too high. This in turn does not allow for participation by the Federal Highway Administration for possible Federal funding. Also, by this bridge being off the State Highway System it cannot be funded with State monies.

However, the Department will continue to monitor this structure and as soon as it is eligible for funding it will be considered as an addition to the Five Year Work Program.

If I can be of further assistance, please contact me.

Sincerely,

Gene Martin, P.E.  
Director of Production

GM:js

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

P.O. BOX 486 3435 NORTH 12TH AVENUE (904) 444-8910  
PENSACOLA, FLORIDA 32593-0486 1-800-226-8914  
FAX 444-8967

Kathleen A. O'Dell  
Chairman

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

Jim Murtha  
Vice Chairman

November 21, 1995

Mr. Gene Martin  
Director of Production  
Florida Department of Transportation  
Post Office Box 607  
Chipley, Florida 32428-0607



RE: FY1996/97 FDOT Tentative Five Year Work Program

Dear Gene:

At the November 16, 1995 meeting, the Fort Walton Beach MPO endorsed the FY1996/97 FDOT Tentative Five Year Work Program with the following comment:

WPI#3117478 - SR85 grade separated interchange at SR123. Final Design for this project was deferred from FY1998/99 to FY1999/00. The MPO requests that the Final Design be done in FY1998/99 if possible and that interim traffic operations improvements be done.

Thank you and Tommy Barfield for the presentations on the proposed work program at the November MPO, CAC and TCC meetings. Please call if clarification or additional information is needed.

Sincerely,

A handwritten signature in cursive script that reads "Nick Nickoloff".

Nick Nickoloff, MPO  
MPO Coordinator

xc: Marvin Stukey, FDOT Chipley  
Denny Wood, FDOT Chipley  
Jim DeVries, FDOT Pensacola  
Kathie O'Dell, MPO Chairman



Post Office Box 607  
Chipley, Florida 32428

January 2, 1996

Mr. Nick Nickoloff, AICP  
MPO Coordinator  
Fort Walton Beach Urbanized Area  
Metropolitan Planning Organization  
P.O. Box 486, 33435 North 12th Avenue  
Pensacola, Florida 32593-0486

Dear Nick:

This is in response to your letter of November 21, 1995, and the request of the Fort Walton Beach MPO.

**Comment:** WPI #3117478 - SR 85 grade separated interchange at SR 123. Final Design for this project was deferred from FY 1998/99 to FY 1999/00. The MPO requests that the Final Design be done in FY 1998/99 if possible and that interim traffic operations improvements be done.

**Response:** Due to increases in Consultant Design phases and limited available funding, the District was unable to return the design phase for WPI # 3117478 - SR 85 grade separated interchange at SR 123, back to fiscal year 1998/99. However, I did convey your concerns for interim traffic operations improvements to the District Traffic Operations Engineer, Joe Poole, for his consideration.

We appreciate your help and support and look forward to working with the Fort Walton Beach MPO in the future.

Sincerely,

Gene Martin, P.E.  
District Director of Production

GM:js

cc: Joe Poole

**PANAMA CITY URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

PO. BOX 486 3435 NORTH 12TH AVENUE  
PENSACOLA, FLORIDA 32593-0486

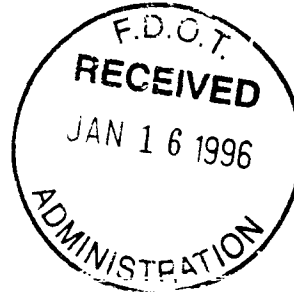
(904) 444-8910  
1-800-226-8914  
FAX 444-8967

**Staff to the MPO:**

West Florida  
Regional Planning Council

January 11, 1996

Mr. Gene Martin, P.E.  
District Director of Productions  
FL. Dept. of Transportation  
P.O. Box 486  
Chipley, FL 32428



Carol Atkinson  
Chairman

Hubert L. Rodgers  
Vice Chairman

RE: FDOT TENTATIVE FIVE-YEAR WORK PROGRAM 96/97-00/01

Dear Mr. Martin:

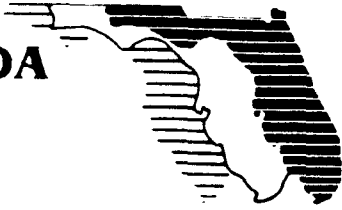
I have received your letter dated January 5, 1996 regarding the projects that have been rescheduled in Bay County in the Tentative Five-Year Work Program.

I wish to state at this time that I object to the moving out of all three of the referenced projects in the Work Program, but particularly the State Road 79 project in light of that road's particular importance to the hurricane evacuation route/planning being done by Bay County and the City of Panama City Beach. In accordance with the information provided in your letter, I would ask that the Department re-evaluate these changes and inform the MPO of their status as soon as possible. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Carol Atkinson".

Carol Atkinson,  
Chairman



Post Office Box 607  
Chipley, Florida 32428

January 25, 1996

Carol Atkinson, Chairman  
Panama City Urbanized Area  
Metropolitan Planning Organization  
P.O. Box 486 3435 North 12th Avenue  
Pensacola, Florida 32593-0486

Dear Chairman Atkinson:

Thank you for your letter of January 11, 1996, concerning the FDOT tentative Five-Year Work Program for 96/97 - 00/01.

After further review of available funding, I was able to move the design on SR 79 back to FY 1998. I was still unable to move the other 2 projects back to the years that they were originally programmed. The SR 30A project was delayed to align its letting with the letting of the resurfacing project in the same area. The other project has possible utility conflicts that may not be economically practical to pursue.

If I can be of further assistance, please contact me.

Sincerely,

Gene Martin, P.E.  
District Director of Production

GM:js

**PENSACOLA URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION**

P.O. BOX 486 3435 NORTH 12TH AVENUE (904) 444-8910  
PENSACOLA, FLORIDA 32593-0486 1-800-226-8914  
FAX 444-8967

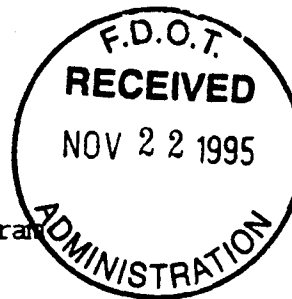
**Staff to the MPO:**  
West Florida  
Regional Planning Council

Johnny Reading  
Chairman

Daniel Kopack, Jr.  
Vice Chairman

November 21, 1995

Mr. Gene Martin  
Director of Production  
Florida Department of Transportation  
Post Office Box 607  
Chipley, Florida 32428-0607



RE: FY1996/97 FDOT Tentative Five Year Work Program

Dear Gene:

At the November 8, 1995 meeting, the MPO endorsed the FY1996/97 FDOT Tentative Five Year Work Program with the following comments:

1. The following structurally deficient bridges are scheduled for replacement in the work program:
  - \* Escambia County/WPI#3112015 - US90 bridge replacement at Escambia River (6 lane need shown in the MPO Long Range Plan),
  - \* Escambia County/WPI#3112021 - Davis Highway bridge replacement at Carpenters Creek (6 lane need shown in the MPO Long Range Plan),
  - \* Santa Rosa County/WPI#3118037 - US90 (East Milton) bridge replacement at CSX Railroad and MaCavis Bayou (4 lane need shown in the MPO Long Range Plan).

The MPO requests that these bridges be replaced with enough width for the number of lanes that will be needed to accommodate future traffic forecasts in the MPO's 2020 Long Range Transportation Plan.

2. Escambia County/WPI#3121545 - Airport Boulevard 4 laning from Davis Highway to Old Palafox Street. Construction of this project has been deferred from FY1996/97 to FY1997/98. The MPO requests that this project be constructed in FY1996/97 if possible.
3. Santa Rosa County/WPI#3118043 - SR87 4 laning from US98 to approximately CR399. The final design for this project has been deferred from FY1996/97 to FY1997/98 to coincide with the completion of the Project Development and Environmental (PD&E) Study. This is



Mr. Gene Martin  
November 21, 1995  
Page Two

the MPO's #2 Major Project Priority. The MPO requests FDOT to expedite the completion of the PD&E Study if possible and begin the final design as soon as possible.

4. Santa Rosa County/WPI#3118052 - Avalon Boulevard 4 laning from I-10 to US90. This is the MPO's #4 Major Project Priority. US98, east of Gulf Breeze in the Tiger Point area, is the MPO's #3 Major Project Priority. Final design is scheduled for Avalon Boulevard but not US98. The MPO requests the final design be scheduled for the US98 project prior to or the same year as the Avalon Boulevard project.
5. Escambia County/WPI# (not assigned) - I-110/Brent Lane/Airport Boulevard interchange project. This project is anticipated to be funded with State Intermodal Access funds to improve access from I-110 to the Pensacola Airport. Nothing is scheduled in the proposed work program. The MPO requests that Intermodal Access funds be programmed to begin the implementation of this project.

Thank you and Tommy Barfield for the presentations on the proposed work program at the November MPO, CAC and TCC meetings. Please call if clarification or additional information is needed.

Sincerely,

  
Nick Nikoloff, AICP  
MPO Coordinator

xc: Marvin Stukey, FDOT Chipley  
Denny Wood, FDOT Chipley  
Jim DeVries, FDOT Pensacola  
Johnny Reading, MPO Chairman



Post Office Box 607  
Chipley, Florida 32428

January 2, 1996

Mr. Nick Nickoloff, AICP  
MPO Coordinator  
Pensacola Urbanized Area  
Metropolitan Planning Organization  
P.O. Box 486, 3435 North 12th Avenue  
Pensacola, Florida 32593-0486

Dear Nick:

This is in response to your letter of November 21 and the requests of the Pensacola MPO.

Comment #1: The following structurally deficient bridges are scheduled for replacement in the Work Program:

- \* Escambia County/WPI #3112015 - US 90 bridge replacement at Escambia River (6 lane need shown in the MPO Long Range Plan),
- \* Escambia County/WPI #3112021 - Davis Highway bridge replacement at Carpenters Creek (6 lane need shown in the MPO Long Range Plan),
- \* Santa Rosa County/WPI #3118037 - US 90 (East Milton) bridge replacement at CSX Railroad and MaCavis Bayou (4 lane need shown in the MPO Long Range Plan).

The MPO requests that these bridges be replaced with enough width for the number of lanes that will be needed to accommodate future traffic forecasts in the MPO's 2020 Long Range Transportation Plan.

**Response:** When the Department designs these particular bridge projects, the bridge widths will be determined by the traffic volume associated with each corridor. The reason for this is the limited bridge replacement dollars the state has made available for these structures. However, for future widening the bridge design for each project will be in a manner as to allow for this to occur with minimum effort.

**Comment #2:** Escambia County/WPI #3121545 - Airport Boulevard 4 laning from Davis Highway to Old Palafox Street. Construction of this project has been deferred from FY 1996/97 to FY 1997/98. The MPO requests that this project be constructed in FY 1996/97 if possible.

**Response:** Due to the limited available funding and the increase in right-of-way costs for this and many other projects, the construction of Airport Boulevard will have to remain in FY1997/98.

**Comment #3:** Santa Rosa County/WPI #3118043 - SR 87 4 laning from US 98 to approximately CR 399. The final design for this project has been deferred from FY 1996/97 to FY 1997/98 to coincide with the completion of the Project Development and Environmental (PD&E) Study. This is the MPO's #2 Major Project Priority. The MPO requests FDOT to expedite the completion of the PD&E Study if possible and begin the final design as soon as possible.

**Response:** The District was able to fund final design for this project in the same year as in the Adopted Work Program (fiscal year 1996/97). The Department will align the schedule for final design to coincide with the completion of the PD&E Study that is underway.

**Comment #4:** Santa Rosa County/WPI #3118052 - Avalon Boulevard 4 laning from I-10 to US 90. This is the MPO's #4 Major Project Priority. US 98, east of Gulf Breeze in the Tiger Point area, is the MPO's #3 Major Project Priority. Final design is scheduled for Avalon Boulevard but not US 98. The MPO requests the final design be scheduled for the US 98 project prior to or the same year as the Avalon Boulevard project.

**Response:** The District added a new project for the Pensacola MPO's priority #4 on US 98 east of Gulf Breeze (WPI #3118080), final design was funded in fiscal year 1998/99. The MPO's priority #3 (WPI #3118052) was moved out to fiscal year 2000/01 to provide funding for this.

**Comment #5:** Escambia County/WPI # (not assigned) - I-110/Brent Lane/Airport Boulevard interchange project. This project is anticipated to be funded with State Intermodal Access funds to improve access from I-110 to the Pensacola Airport. Nothing is scheduled in the proposed Work Program. The MPO requests that Intermodal Access funds be programmed to begin the implementation of this project.

Response: As requested by the MPO, the District added a phase to begin the implementation of this project.

WPI # 3142582, will perform a feasibility study on I-110/Brent lane/Airport Blvd. Interchange, with State Intermodal Access funds in fiscal year 1996/97.

This study will provide FDOT with the information necessary to determine the remaining phases for future Work Program updates.

If you have any questions concerning the response to your comments, please contact me or my staff for further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Gene Martin". The signature is fluid and cursive, with a large initial "G" and "M".

Gene Martin, P.E.  
District Director of Production

GM:js

**BOARD OF COUNTY COMMISSIONERS**

1840 25th Street, Vero Beach, Florida 32960



DEC 21 1995

4th DISTRICT  
PLANNING

Telephone: (407) 567-8000

December 15, 1995

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

SUBJECT: Draft Tentative Work Program  
For FY 1996/97 through 2000/01

Dear Mr. Schmidt:

This letter is to inform you that, at the December 13, 1995 MPO meeting, the Indian River County MPO reviewed and approved the Florida Department of Transportation's Draft Tentative Work Program for FY 1996/97 through 2000/01. The MPO's approval is subject to FDOT making the following modifications:

- fund both new enhancement projects (WPI 4125382 and WPI 4125381) at \$87,500, with the South County Recreation Network (WPI 4125381) listed in the 2001/2002 year (in the next FDOT work program) and
- reduce the scope of the programmed 27th Avenue improvement project (WPI 4125355) to reconstruction of the existing lanes and apply funding from that project to the MPO's ninth-ranked priority project (intersection improvements at US 1/SR 60/Commerce Ave).

At the MPO meeting, the MPO also decided that it will initiate a meeting between Indian River, St. Lucie, and Martin Counties to discuss Citrus Highway Priorities.

Prior to the MPO's review, the MPO advisory committees had considered the draft Work Program and provided recommendations to the MPO. The MPO Citizens Advisory Committee reviewed the work program at its November 30, 1995 meeting, and recommended that the MPO approve the work program. At the December 1, 1995 MPO Technical Advisory Committee meeting, the TAC reviewed the Work Program and recommended that the MPO approve the document with several modifications. In addition, the TAC requested that FDOT prepare a comparison of FDOT's capacity improvement expenditures in

the MPO area to the projections of available revenue that FDOT provided to the MPO.

If any questions arise, do not hesitate to contact me.

Sincerely,



Robert M. Keating, AICP  
Staff Director  
Metropolitan Planning Organization

cc: Jim Davis  
Cliff Suthard

\\u\k\corr\schmwk96.ltr

**FLORIDA**

LAWTON CHILES  
GOVERNOR



**DEPARTMENT OF TRANSPORTATION**

3400 WEST COMMERCIAL BOULEVARD  
FORT LAUDERDALE, FLORIDA 33309-3421  
(305) 486-1400

BEN G. WATTS  
SECRETARY

DIVISION OF  
**PLANNING AND PROGRAMS**

January 23, 1996

Mr. Bob Keating, AICP  
Staff Director  
Indian River County Metropolitan Planning Organization  
1840 25th Street  
Vero Beach, Florida 32960

Dear Mr. Keating:

**SUBJECT:** Draft Tentative Work Program  
Fiscal Year 1996/97 through 2000/01

Thank you for your correspondence dated December 15, 1995 regarding the Department's Tentative Work Program. The following confirms the Department's follow-up actions in response to the modifications requested by the MPO at their December 13, 1995 meeting.

- One of the new referenced enhancement projects, WPI No. 4125382 is now funded and programmed in the fifth year (FY 2000/01) of the current version of the Tentative Work Program. The other project, WPI No. 4125381 will be programmed in the new fifth year, (FY 2001/02) during next year's Tentative Work Program development cycle.
- The 27th Avenue improvement project, WPI No. 4125355, has been redefined to a two-lane reconstruction project, thereby reducing the scope. The balance of the project's funding has been transferred for use in programming the MPO's ninth-ranked priority project, US-1/SR-5 at Commerce Ave., WPI No. 4115461.

This is also to acknowledge the TAC's request that the Department prepare a comparison of capacity improvement-type project expenditures from the Work Program within the MPO area to the projections of available revenue that were previously provided by the Department to the MPO. We are currently working on this task and will forward the results of our research to you as soon as possible but, no later than Friday, February 9, 1996.

Mr. Bob Keating, AICP  
January 23, 1996  
Page Two

We are confident that the above described actions address all of the items contained in your request. Thank you for your assistance.

Sincerely,



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

cc: Gustavo Schmidt  
Bill Lewis  
Beatriz Caicedo  
John Anderson  
Mike DeRosa  
Jim Scully

File: 4340.55





METROPOLITAN PLANNING ORGANIZATION  
OF  
PALM BEACH COUNTY

160 Australian Avenue, Suite 201, West Palm Beach, Florida 33406 Tel: (407) 684-4170  
DEC 15 1995

December 11, 1995

4th DISTRICT  
Director of Planning & Program

RECEIVED  
DISTRICT 4  
DISTRICT SECRETARY

DEC 14 1995

FLA. DEPT. OF TRANSPORTATION  
FT. LAUDERDALE

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

Re: **FDOT FY 97-01 Tentative Work Program**

Dear Rick:

On December 7, the Metropolitan Planning Organization of Palm Beach County reviewed the Department's Tentative Work Program for FY 97-01. The MPO supports the Program with consideration of the following comments.

WPI #4118765 Atlantic Avenue E-3 Canal - Congress Avenue  
This roadway was recently widened and will not require resurfacing in five years.

WPI #4118228 SR-7 Boynton Beach Blvd. - Lake Worth Road  
The MPO would support modifying this project to construct six lanes on SR-7 if no additional funds are required.

WPI #4118816 Atlantic Avenue Bridge over ICWW  
Schedule proposed rehabilitation from FY 99 to be carried out concurrently with maintenance to begin shortly.

WPI #4118447 US 1 Parker Bridge  
Schedule right-of-way in last year of program. Transfer funds to study improvements to PGA Boulevard bridge.

US 1 24th Street - Palm Beach Lakes Boulevard (West Palm Beach)  
Schedule resurface/repave project to complete resurfacing of this roadway through the area.

Mr. Rick Chesser

Re: FDOT FY 97-01 Tentative Work Program

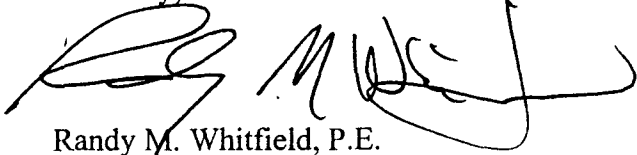
December 11, 1995

Page Two

The MPO appreciates the efforts of the Department to address adopted priorities and looks forward to continuing its working relationship with the DOT.

If you have any questions, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy M. Whitfield". The signature is stylized and cursive, with a large initial "R" and "M".

Randy M. Whitfield, P.E.  
Director

RMW/bch

CC: Joe Yesbeck

**FLORIDA**

LAWTON CHILES  
GOVERNOR



**DEPARTMENT OF TRANSPORTATION**

3400 West Commercial Boulevard  
Ft. Lauderdale, Florida 33309-3421  
Phone: (305) 777-4604

BEN G. WATTS  
SECRETARY

**Division Of  
Planning and Programs**

December 22, 1995

Mr. Randy M. Whitfield, P.E.  
Director, Palm Beach MPO  
P.O. Box 21229  
West Palm Beach, Florida 33416-1229

**Subject: FDOT Fiscal Year 96/97 - 00/01 Tentative Work Program**  
**MPO Comments**

Dear Mr. Whitfield:

Thank you for your December 11, 1995 letter regarding our Tentative Work Program. The Department will amend the Tentative Work Program to address your comments as follows:

- **WPI # 4118765 - Atlantic Ave - E-3 Canal to Congress Ave**  
This proposed resurfacing will be deleted and funds for this project will be moved to SR-5/US-1 from Palm Beach Lakes Blvd. to 24th Street to complete the resurfacing/reconstruction of the entire section of SR-5/US-1 from Palm Beach Lakes Blvd. to 59th Street in Riviera Beach.
- **WPI # 4118228 - We will investigate the probability of constructing six-lanes if we get commitments from property owners regarding R/W donations as requested by Chairman Koons.**
- **WPI # 4118816 - Atlantic Ave Bridge over ICWW - Rehabilitation**  
We are unable at this time to advance construction of this bridge. Plans preparation has not started.
- **WPI # 4118447 - US-1 Parker Bridge**  
We understand the MPO did not want this project funded at all. Funds from the Parker Bridge can not be transferred to the PGA Bridge since these funds are allocated on a statewide basis. The Department has a rehabilitation project for the PGA Bridge in the program and has set up a new bridge rehabilitation project for the Parker Bridge in FY 98/99 to repair piles under a new Work Program item (4118842).

Mr. Whitfield

December 22, 1995

Page 2

- **US-1 from Palm Beach Lakes Blvd to 24th Street**  
We have programmed funds to resurface this section of roadway by deleting the resurfacing on Atlantic Ave as mentioned above under 4118765.

We hope this satisfactorily addresses your comments.

Sincerely,



Joseph M Yesbeck, P.E.  
Director of Planning & Programs  
District IV

JMY:MD/cj

**BREVARD METROPOLITAN PLANNING ORGANIZATION**  
**COMMENTS REGARDING FDOT TENTATIVE WORK PROGRAM**  
**FY 1997-2001**

**December 13, 1995**

RESOLUTION 96-14

RESOLUTION, regarding the FDOT Tentative Work Program FY 1997-2001

WHEREAS, the Brevard Metropolitan Planning Organization is the designated and constituted body responsible for the urban transportation planning and programming process for the Melbourne - Titusville - Palm Bay Urbanized Area, and

WHEREAS, the Brevard Metropolitan Planning Organization annually prepares a list of project priorities; and

WHEREAS, the Florida Department of Transportation annually considers the MPO's project priority list in developing the Tentative Work Program; and

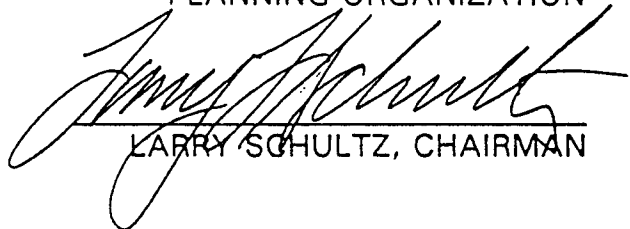
WHEREAS, the Brevard MPO has reviewed the Tentative Work Program dated 11/2/95; and

WHEREAS, the Tentative Work Program inadequately addresses the transportation needs as identified in the MPO's project priorities.

NOW, THEREFORE, BE IT RESOLVED by the Brevard Metropolitan Planning Organization that the Brevard Metropolitan Planning Organization hereby endorses and transmits to the Florida Transportation Commission, the Brevard Legislative Delegation and the Florida Department of Transportation the comments regarding the FY 1997 - 2001 Tentative Work Program, as noted in Attachment A.

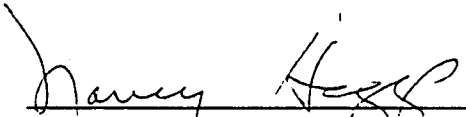
DONE, ORDERED AND ADOPTED THIS 13TH DAY OF DECEMBER 1995.

BREVARD METROPOLITAN  
PLANNING ORGANIZATION



LARRY SCHULTZ, CHAIRMAN

ATTEST:



NANCY HIGGS, SECRETARY

## ATTACHMENT A

## BREVARD MPO COMMENTS ON TENTATIVE FY 1996/97 - 2000/01 WORK PROGRAM

**1. *Traffic operation projects prioritized by the MPO are not included in the tentative work program, while non-prioritized projects are included.***

The Brevard MPO submitted a list of traffic operations priorities to FDOT in September (1995 Project Priorities, Attachment A). The traffic operations projects on Attachment A were submitted to the MPO by Brevard County local governments as part of the MPO's annual prioritization process. None of the traffic operations priorities on Attachment A are included in the tentative work program. However, two traffic operations projects are included in the tentative work program that are not MPO priorities (WPI No. 5110558: Traffic signal at SR 524 and London Blvd. in north Cocoa, and WPI No. 5110593: Dual SB left turn lanes at Fiske Blvd. and Barton Blvd.).

→ The MPO requests clarification as to:

- a) how traffic operations projects are selected for inclusion in the work program.
- b) the steps taken to evaluate traffic operations project priorities submitted by the MPO.
- c) the criteria FDOT used to determine the two specific projects in the tentative work program referenced above should be included relative to others submitted by the MPO.

**2. *The MPO's number one multimodal project priority is not included in the tentative work program, despite FDOT's explicit request for such projects.***

In February 1995, FDOT District 5 Public Transportation Office staff met with Brevard MPO and local government staff to request that Brevard County local governments consider submitting multimodal projects to FDOT as part of the MPO's annual project priority process. It was clearly indicated that funding was available for multimodal projects designed to reduce the use of single-occupant vehicles. Such project requests had not been previously submitted to FDOT by the Brevard MPO. The MPO added a new section to its project priorities for multimodal projects (Section D) and, based on requests from local governments, submitted four such projects in September.

The number one priority was a multimodal corridor improvement and transit study for SR A1A in Cocoa Beach/Cape Canaveral. The study would serve as a comprehensive guide for motorized and non-motorized transportation improvements in the North Beaches area of the county. MPO and District 5 Urban Office staff met in October to review the MPO's project priorities, at which time the nature, scope and desirability of the SR A1A project was reviewed in detail. However, funding for the corridor improvement study is not included in the tentative work program.

→ The MPO requests that FDOT:

- a) reconsider its decision not to fund the SR A1A multimodal study.
- b) consider the feasibility of funding such a study from unexpended funds originally allocated to the SR A1A traffic operation study (WPI 5110375).
- c) inform the MPO of how any unexpended funds originally programmed for the SR A1A traffic operation study are to be reallocated.
- d) clarify the District's programming objectives for multimodal projects.
- e) clarify which funding sources can be used for multimodal projects.

**3. Resurfacing projects prioritized by the MPO are not included in the tentative work program, while non-prioritized projects are included.**

In 1994, the MPO developed a set of resurfacing priorities based on FDOT's pavement condition data. In that none of the MPO's resurfacing priorities were programmed in last year's work program and pavement conditions were not likely to have improved, the MPO resubmitted the 1994 list as its 1995 priorities (1995 Project Priorities, Section E). One resurfacing project on the MPO's list is included in the tentative program (WPI No. 5110600: Malabar Rd. From Enterprise Rd. to US 1). However, four additional resurfacing projects not on the MPO's priority list are also included in the tentative program (WPI Nos. 5110470, 5110529, 5110560, 5110562). In addition, FDOT often implements operational improvements to a road as part of the resurfacing project, which can have adverse impacts on existing traffic patterns and may not adequately represent the community's interests.

- The MPO requests clarification as to:
- a) how specific resurfacing projects are selected for inclusion in the work program.
  - b) the steps taken to evaluate resurfacing project priorities submitted by the MPO.
  - c) the criteria FDOT used to determine the four resurfacing projects in the tentative work program referenced above should be included relative to others submitted by the MPO.
  - d) the feasibility of FDOT meeting with local governments to review resurfacing projects and applying flexibility to the design to insure projects fit with community needs.

**4. Improvements to South Patrick Drive (SR 513) are delayed until FY 98/99.**

The Brevard MPO and affected local governments have been under the impression that the redesign of South Patrick Dr. (SR 513) would delay the project approximately one year. However, the tentative work program indicates construction is scheduled for FY 98/99, or a delay of three years. Furthermore, the MPO and affected local governments believe that right-of-way necessary for the widening of SR 513 has already been acquired. Therefore, it is not clear why an additional year and \$1 million is needed for a right-of-way acquisition phase in order to implement a smaller scale project than was originally proposed. Sufficient right-of-way should already be available to accommodate improvements to S. Patrick Drive.

- The MPO requests clarification as to the redesign, right-of-way and construction schedule for South Patrick Drive.

**5. The MPO desires to retain funding previously programmed for four projects.**

The Brevard MPO recognizes that periodically projects must be reprogrammed, revised or even deleted to reflect changing conditions. Recently, four scheduled projects in Brevard County have undergone such programming revisions. Improvements to the Peebles Bridge over the Banana River and the US 1 intersection with SR 520 have been deleted from the work program. Cost estimates for the I-95 interchange near Port St. John and the SR A1A traffic operations improvements have been reduced.

- The MPO requests FDOT consider reprogramming surplus funds from the above four projects in the following manner:
- a) **Peebles Bridge funds to another high priority bridge replacement project in Brevard County.**
  - b) **US 1/SR 520 intersection funds to another high priority intersection improvement project in Brevard County.**
  - c) **I-95/Port St. John interchange funds to access road improvements at the interchange.**
  - d) **SR A1A traffic operations funds to the SR A1A multimodal corridor study described in comment 2.**



**6. Brevard County may not be receiving its fair share of federal discretionary funds.**

The programming authority for three types of federal highway improvement funds of particular interest to local governments lies with FDOT District Five. These are designated as XA, SS and SE funds (see attached table). These funds can be used on any arterial or collector roadway in District 5 for general roadway improvements, safety projects and transportation enhancements respectively. They constitute a major funding source for the implementation of significant operational and capacity improvements to the highway system. Together the three funds alone total over \$250 million in District 5 for the FY 96/97 to FY 00/01 period. While FDOT is obligated to consider MPO's project priorities, the programming authority for these three funds lies solely with FDOT District 5. The District is not specifically required to program these funds by an allocation formula or any other procedure that may insure an equitable distribution among counties. The District's procedures are totally consistent with state and federal law.

*Brevard County has approximately 20 percent of the District 5 population. However, less than 3 percent of XA and SS funds and approximately 12 percent of SE funds are programmed in the tentative work program for Brevard County. The analysis in the attached table indicates that Brevard County will not receive a reasonable share of federal discretionary funds, let alone an equitable share.*

→ The MPO requests:

- a) an equity analysis for Brevard County for XA, SS and SE funds covering the 1992 to 2000 time period.
- b) information on where XA, SS and SE funds have been spent within District 5 and are programmed to be spent for the 1992 to 2000 time period.

**7. In general, the priority projects of the Brevard MPO are not being aggressively implemented.**

The Tentative Work Program emphasizes a dilemma the Brevard MPO has encountered for the past few years. Each year, the MPO submits an extensive list of project priorities, only to find that projects not identified on the priority list are being programmed. Comments 1 and 3 above reference this issue. The projects the MPO does desire are implemented very slowly, if at all. In the tentative work program, only one capacity-oriented roadway construction phase is programmed in FY 99/00 and FY 00/01. That represents two years in which the only significant FDOT construction activity in Brevard County will be the widening of US 1 between Aurora Road and Post Road. Right-of-way for the next phase of the US 1 project (Post Road to Pineda Causeway) is being acquired over at least a three year period, and construction funds are not yet programmed. There appears to be a significant level of federal funding at the District level that is not being programmed for Brevard County improvements (comment 6). The US 1 widening project is representative of the type and scale of highway projects that will be needed in Brevard County if future travel demands are to be met. The MPO adopted a 2020 Long Range Plan in October. Given the apparent recent level of fiscal commitment by the District toward Brevard County projects, the MPO may have to significantly scale back the plan in the near future.

- The MPO requests a discussion with the FDOT District Secretary and other senior staff or steps both FDOT and the MPO can take to expedite the implementation of transportation improvement projects in Brevard County. Such a discussion could be scheduled as an MPC agenda item in March-May, 1996.

**8. *The US 192 change of status report is apparently not included in the tentative work program.***

On September 13, 1995, the Brevard MPO adopted Resolution 96-05 requesting FDOT prepare a roadway status change report for US 192 from I-95 to I-4. The intent of the status change study is to determine if US 192 meets the objectives and parameters for designation as a Florida Intrastate Highway System facility and a National Highway System facility. The study would follow a procedure developed for FDOT by URS Consultants and require coordination between the Brevard and Orlando MPOs. The tentative work program summaries provided to the Brevard MPO in early November do not include this project.

→ The MPO requests information concerning the programming of the US 192 change of status report.

**9. *The revised Valkaria Airport Improvement Plan should be reflected in the work program.***

On October 17, 1995, the Brevard Board of County Commissioners approved the 1996 to 2000 Valkaria Airport Improvement Plan. The revised plan includes (1) maintenance of the infield area; (2) formulation of alternatives for repair of Runway 9/27 that may include operational limitations; (3) recreational improvements; (4) no lighting of Runway 14/32; and (5) no facility for a Fixed Base Operator at this time. In that some of the Airport's improvements are funded in part by the FAA and FDOT, corresponding revisions to the FDOT work plan may be needed. Affected projects could include WPI Nos. 5820339, 5820288, 5820309, 5820310, 5820338.

→ The MPO requests FDOT coordinate with Brevard County and Valkaria Airport on possible revisions to the work program that reflect the current adopted airport improvement plan.

**10. *The bid letting date for the widening of Malabar Rd. is September 22, 1997.***

Widening Malabar Rd. (WPI No. 5110518) and reconstructing the I-95 interchange (WPI No. 5140652) are programmed for FY 96/97. Normally, that means bid letting sometime between July 1, 1996 and June 30, 1997. However, the tentative work program shows the projects will not actually be bid until September, 1997, well into the following fiscal year. Two years ago, the widening of SR 514 was delayed in order to coincide with the interchange improvement schedule. The proposed 1997 bid date further delays implementation of the MPO's number one priority project.

The MPO requests:

- additional information on the status of the improvements to SR 514 and the I-95 interchange.
- FDOT evaluate the possibility of advancing the letting dates of the SR 514 and interchange projects.

FLORIDA

LAWSON GIBBS  
GOVERNOR



DEPARTMENT OF TRANSPORTATION

BEN G. WALES  
SECRETARY

5151 Adanson Street  
Orlando, Florida 32804  
Phone (407) 623-1085

December 22, 1995

The Honorable Larry Schultz, Chairman  
Brevard Metropolitan Planning Organization  
2725 St. Johns Street, Building A  
Melbourne, Florida 32940

RE: RESOLUTION 96-14  
TENTATIVE FIVE YEAR WORK PROGRAM, FY 1996/97 TO 2000/2001

Dear Chairman Schultz:

This letter is in response to the comments of the Brevard MPO contained in Attachment A to the referenced resolution, on the Tentative Five Year Work Program for FY 1996/97 to 2000/2001. I will address the comments in order.

1. **Traffic operations projects prioritized by the MPO are not included in the tentative work program, while non-prioritized projects are included.**

Response:

- a. Traffic Operations projects are the results of requests from local governments, MPOs and citizens. In each case, a study ~~is~~ done to determine the necessity for and the feasibility of the project. If the project is feasible, which includes both cost and need, the project is "gamed" into the Work Program.
- b. The steps taken to evaluate traffic operations project priorities submitted by the MPO are the same as those taken for all projects.
- c. Regarding the two projects programmed that were not on the priority list, WPI No. 5110558, a signal at SR 524 and London Boulevard, was requested by the City of Cocoa. The request was analyzed and found to be needed. Mr. James McKnight, City Manager of Rockledge, requested the District to study the need for dual left turn lanes at Fiske Boulevard and

Barton Boulevard. It was determined the improvements were needed and the project was programmed as WPI No. 5110393.

Following is the status of the traffic operations priorities listed by the MPO on the State Highway System. The list submitted notes that the requested projects are not in priority order.

- (1) **Signal at I-95 and Palm Bay Road, northbound ramp.**

A new warrant study has been sent to Susan Hann which indicates that the signal is still not warranted.

- (2) **Left turn lanes at SR 46 and Turpentine and Hatbill Park intersections.**

A left turn lane at Turpentine has been programmed (WPI No. 5110603) for FY 1997/98 with Safety funds. A cost-benefit study is underway for the Hatbill Park intersection and will be forwarded to the MPO when completed.

- (3) **Improvements on SR 401 from SR 528 to the Cape Canaveral Air Force Station.**

The District has issued a work order to a consultant to review this request.

- (4) **Improvements at SR 520 at Fiske Blvd. and Lake Drive.**

The Traffic Operations office has been working with the City of Cocoa on this project, and agrees it is needed. Because it would involve the closing of side street crossovers on SR 520, the Department is reluctant to expend funds without a commitment from the City of Cocoa that they agree to the closures.

- (5) **Intersection improvements at SR 406 and Park Avenue.**

A consultant is currently reviewing the feasibility of this project.

- (6) **Improvements to Malabar Road from Babcock Street to the hospital entrance.**

At the meeting between MPO staff and District Planning Staff on October 2, 1995, the MPO staff indicated this item was not a high priority and has not been pursued.

- (7) Intersection improvements at Fiske Boulevard and Pluckebaum.

The District has informed the City of Rockledge that we will install a signal when the City constructs a right turn lane on its local street. We have not received a reply from the City.

- (8) Signal and other improvements on SR A1A, at various intersections.

The District is willing to look at the replacement of existing signals with mast arms for warranted signals only. Signals not warranted would be removed, and the Cities of Cape Canaveral and Cocoa Beach need to agree to the removal of unwarranted signals.

- (9) Closed loop signal systems on US 1 from Sarno Road to Aurora Road.

The District will consider a project for a closed loop system if the City of Melbourne can show the engineering capability to operate the system, or can come to an agreement with Brevard County for operation.

- (10) Signal at US 1 and Gus Hipp Boulevard.

A revised study showing the signal is not yet warranted has been sent to Susan Hann.

- (11) Pedestrian signal at US 192 and Palm Avenue.

The Traffic Operations office is working with the Town of Indialantic on this project and other improvements on US 192.

2. The MPO's number one multimodal project priority is not included in the tentative work program, despite PDOT's request for such projects.

**Response:**

The MPO has shown reluctance in the past to support public transit funding and other activities and projects related to lessening reliance on single occupant vehicles. For example, the approval of the park and ride lot at I-95 and Eau Gallie Boulevard passed by a narrow margin. In addition, the Transit Development Plan update in 1994, the van pool program, the transit marketing program all received criticism which exhibited a lack of

concern for the objectives of multimodal projects. Subsequent to the deletion of the widening project for SR A1A, the FDOT funded a corridor operations study which resulted in the improvements to be constructed beginning in 1996. The FDOT willingly programmed that study as a means to improve the functioning of SR A1A in lieu of the widening project.

The following is in response to specific items under this issue:

- a) At this point, funds are unavailable to fund the SR A1A multimodal study.
  - b) The MPO staff estimated a cost of \$350,000.00 for the multimodal study. As is pointed out in the response to issue Number 5(p. 6), the cost estimate for the SR A1A improvements has increased and funds need to be kept for possible future increases in project costs. The difference between the original estimate and the current estimate is \$130,000.00.
  - c) The funds programmed for the SR A1A improvements are DDR funds, which are spent to the extent feasible in Brevard County. The funds need to remain as programmed to address possible cost increases.
  - d) The Intermodal Surface Transportation Efficiency Act (ISTEA) placed new emphasis on finding solutions to transportation problems other than the continued construction of highways for single occupant vehicles. The FDOT's programming objectives for multimodal projects follow this emphasis by seeking to support projects that facilitate the intermodal or multimodal movement of people and goods.
  - e) Other than the Surface Enhancement and Safety funds, any of the STP funds programmed for projects within the Brevard Urban area may be used for the multimodal corridor study, if available, in addition, state DDR funds, PL funds and Section 8 funds can also be used for such studies.
3. **Resurfacing projects prioritized by the MPO are not included in the tentative work program, while non-prioritized projects are included.**

Response:

- a. Specific resurfacing projects are selected for inclusion in the Work Program based on the pavement

condition survey, funding availability, requests from FDOT Maintenance Engineers and input from local governments.

- b. The steps taken to evaluate resurfacing project priorities submitted by the MPO are the same as those taken for any other potential resurfacing project. Decisions on programming consider pavement condition and the availability of funds relative to other projects.
- c. The FDOT Tentative Work Program has programmed or addressed all resurfacing project priorities submitted by the MPO, in whole or in part, with one exception. The exception is SR 519, Fiske Boulevard, between Barnes Boulevard and SR 520. One of the four resurfacing projects programmed "outside" the MPO priorities (WPI No. 5110562) directly addresses the MPO priority for resurfacing of SR A1A. The other three projects mentioned (WPI Nos. 5110470, 5110529 and 5110560) were programmed because the pavement condition survey showed a greater need than the SR 519 priority mentioned above.

Specifically, WPI No. 5110542, resurfacing US 1 from Post Road to Barnes Boulevard, covers priorities one (1) and three (3) on the MPO's list, with the exception north and southbound from milepost 13.861 to 14.188 (Viera Blvd.)

WPI No. 5110600 addresses resurfacing priority number two(2) for Malabar Road.

Resurfacing of SR A1A, priority number four (4), is addressed in WPI Nos. 5110562 and 5110427. WPI No. 5110562 is for resurfacing the northbound lanes of SR A1A from Orange Avenue to the north end of the one-way pair.

WPI No. 5110427 extends from US 192 to one mile north of SR 404, and is scheduled to be completed in January 1996.

MPO priority number six (6) for SR 401 has been addressed, as well. Maintenance funds have been used to mill and repave the worst areas, and this project is completed.

- d. This comment presumably refers to access management

projects that are undertaken as part of resurfacing projects, specifically on US 192. The MPO and local governments involved requested FDOT to undertake improvements to forestall the need to widen US 192 to six lanes. The resurfacing project is simply being combined with the other corridor improvements the FDOT was asked to consider. FDOT representatives have met many times with affected local governments as well as businesses and other affected parties to find solutions to problems the community perceives and some changes have been made in response to local concerns. As each project progresses, local governments are given the opportunity to comment at various stages of the design process, and may certainly request a meeting to discuss any particular aspect of a project. The FDOT, however, is obligated to pursue the implementation of administrative rules governing access management, and must be cautious in "applying flexibility" within the context of the overall purpose of the rules, which is the safe and efficient functioning of the State Highway System.

4. **Improvements to South Patrick Drive (SR 513) are delayed until FY 98/99.**

Response:

When this project was stopped in 1994 at the request of the MPO and local governments, all activities ceased. The FDOT must start from the beginning on the redesign of the project, which will determine right-of-way needs. No right-of-way for retention areas has been acquired. The District's objective is to complete this project as expeditiously as possible. The anticipated letting date for the project is June 1998.

5. **The MPO wishes to retain funding previously programmed for four projects.**

Response:

- a. The funding for the Peebles Bridge on SR 520 (WPI No. 5110433), was allocated on a statewide priority basis, as has been previously explained to the MPO. It is not possible, therefore, to move funds for the Peebles Bridge to another bridge in Brevard County.
- b. The funds for the intersection improvements at SR



520 and US 1 were DS funds, controlled by District 5, and were moved to a project in another county in the District which was production-ready.

- c. The funds for the I-95/Port St. John interchange (WPI No. 5140616) are National Highway (NH) funds and are allocated on a statewide basis in support of the interstate system. Because of the overall shortage of funds to meet all interstate project needs, any funds from a reduction in a construction cost estimate are returned to Tallahassee. Also, because cost estimates are updated on a regular basis, the cost now contained in the Tentative Work Program may again increase before actual construction begins.
- d. The funds for the operational improvements to SR A1A (WPI No. 5110375) are DDR funds, which are gas taxes and obligated to be spent within the county where they were collected. However, the estimated cost for the project has increased, and any additional funds need to be available should cost estimates increase again.

**6. Brevard County may not be receiving its fair share of federal discretionary funds.**

Response:

- a. The FDOT will provide an equity analysis for the MPO meeting on January 10, 1996.
- b. The allocation of A, SS and SE funds from FY 1992/93 through 2000/01, by county, is attached for your information. Please note that the SS funds for FY 1998/99 through 2000/01 have not yet been programmed and are shown as District funds.

**7. In general, the priority projects of the Brevard MPO are not being aggressively implemented.**

Response: \_\_\_\_\_

After the MPO has submitted its priorities for projects, the FDOT has met with MPO staff to discuss each priority, and to apprise the staff and the MPO of the amount of funds that are estimated to be available to program projects in each new Tentative Work Program.

During the past several years, the MPO has not presented a consistent perspective on the needs and priorities for new projects as well as projects that have been in various stages toward implementation. This posture has resulted in the expenditure of funds, time and manpower with little or no benefit.

The following are examples of projects that have been ~~stopped~~ or delayed.

- a. Widening of SR A1A from First Street North to SR 528. Two projects were programmed for the six laning of SR A1A and almost \$1.3 million was spent on this project when it was stopped. The projected project cost was over \$35 million.
- b. SR 520 Bridges. Earlier this year, the MPO requested the FDOT to stop this project to replace two bridges on SR 520. Total cost of this project was over \$11 million, and over \$475,000.00 has been expended on design.
- c. Widening of SR 513 (South Patrick Drive). The widening of South Patrick Drive has been delayed due to the change in design requested by the MPO and affected local governments. Over \$1.2 million was expended on design for the previous four lane configuration.
- d. Intersection improvements at SR 520 and US 1. The FDOT has recently deleted this project at the request of the City of Cocoa and the MPO. Total construction cost was over \$600,000.00.
- e. PD&E Study for Palm Bay Road. This study involves local funds to match federal funds expended on a road not on the State Highway System. A consultant has been hired for this project but Brevard County and contributing cities have not been able to agree on local funding. Continued delay will result in an increase in cost for the consultant contract.

In response to the MPO's request, District Secretary Houston will certainly be willing to discuss ways in which projects in Brevard County can be approached in a positive manner.

8. The US 192 Change of Status report is apparently not included in the Tentative Work Program.

Response:

Please refer to the letter of December 18, 1995 from Lennon Moore to Chairman Schultz on this issue.

9. The revised Valkaria Airport Improvement Plan should be reflected in the work program.

Response:

The changes requested by the Brevard County Commission have been incorporated into the work program projects for the Valkaria Airport.

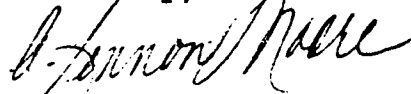
10. The bid letting date for the widening of Malabar Road is September 22, 1997.

Response:

A letter dated December 18, 1995 from Nancy Houston to Mayor Broom indicates that the projects for the widening of Malabar Road and the Interchange at I-95 and Malabar Road will be let in FY 1996/97.

The FDOT is willing to discuss any and all issues raised by the MPO regarding the Tentative Work Program. We appreciate the concerns raised by the MPO and look forward to a positive working relationship in the future.

Sincerely,



A. Lennon Moore  
Planning Manager  
District Five

ms.10.MPOWP

Enclosure

**APPENDIX G**

**STATE COMPREHENSIVE  
ENHANCED TRANSPORTATION  
SYSTEM TAX**

OMB-AWS

Revised  
1/8/96

**District Dedicated Revenues (DDR)**

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

(millions)

Program/  
Revenue  
Variance

	9/15/95							1/5/96 G1							
	ESTIMATED COLLECTIONS							CURRENT WORK PROGRAM							
	Balance & 1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	
<b>DISTRICT 1</b>															
CHARLOTTE	9.44	3.53	3.77	4.01	4.27	4.52	29.539	0.617	3.817	3.753	1.065	15.341	7.862	32.455	2.916
COLLIER	11.45	4.75	5.08	5.40	5.77	6.10	38.556	11.369	4.851	1.448	1.110	3.236	9.944	31.958	(6.598)
DESOTO	(0.51)	0.58	0.61	0.64	0.67	0.70	2.695	0.104	0.070	0.208	0.635	0.665	0.981	2.663	(0.032)
GLADES	(0.00)	0.22	0.23	0.24	0.25	0.27	1.205	0.019	0.220	0.968				1.207	0.002
HARDEE	(1.24)	0.60	0.62	0.65	0.67	0.69	1.990	0.003	1.293	0.030		0.205	0.462	1.993	0.003
HENDRY	(2.64)	0.96	1.01	1.07	1.12	1.18	2.698	0.385	1.206	0.410	0.669			2.670	(0.028)
HIGHLANDS	1.87	2.07	2.18	2.29	2.42	2.54	13.372	4.864	1.969	1.983	0.627	0.704	3.227	13.374	0.002
LEE	18.31	9.61	10.18	10.74	11.38	11.96	72.190	18.312	4.551	12.473	8.258	10.978	11.959	66.531	0.736
<i>FA Matching U01</i>	(0.82)	(1.23)	(1.05)	(1.08)	(1.09)	(1.13)	(6.395)								
MANATEE	2.40	5.14	5.42	5.68	5.99	6.27	30.894	2.393	6.830	2.832	1.794	5.309	6.274	25.432	0.078
<i>FA Matching U02</i>	(0.71)	(1.07)	(0.91)	(0.94)	(0.94)	(0.98)	(5.540)								
OKEECHOBEE	0.95	1.26	1.33	1.40	1.48	1.55	7.953	1.273	1.028	1.325	1.392	1.476	1.475	7.969	0.016
POLK	27.82	12.65	13.28	13.87	14.55	15.18	97.352	19.097	12.411	16.266	26.338	16.319	6.927	97.358	0.006
SARASOTA	0.12	6.38	6.71	7.03	7.39	7.72	35.340	2.978	3.680	6.175	5.388	3.762	6.021	28.004	0.008
<i>FA Matching U02</i>	(0.94)	(1.41)	(1.20)	(1.24)	(1.25)	(1.30)	(7.344)								
District Wide*	(0.07)						(0.067)				0.242			0.242	0.309
STTF Advances	(1.80)	(0.50)					(2.300)								
PAR Allocation	63.63	43.55	47.25	49.77	52.68	55.26	312.137	61.414	41.926	47.871	47.518	57.995	55.132	311.856	(0.281)
Matching Transfer	(2.47)	(3.71)	(3.16)	(3.26)	(3.28)	(3.41)	(19.28)								
Reverse Advances	1.80	0.50					2.30								
<b>Total DDR Funds</b>	<b>67.89</b>	<b>47.76</b>	<b>50.41</b>	<b>53.03</b>	<b>55.96</b>	<b>58.67</b>	<b>333.716</b>								

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

G-1

OMB-AWS

Revised

1/8/96

**District Dedicated Revenues (DDR)**

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

(millions)

Program/

Revenue

Variance

**DISTRICT 2**

	9/15/95							1/5/96 G1							
	Balance & 1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	
	<b>ESTIMATED COLLECTIONS</b>														
	<b>CURRENT WORK PROGRAM</b>														
ALACHUA	8.48	4.61	4.82	5.03	5.26	5.47	33.670	3.214	4.059	7.681	11.450	5.025	5.062	36.491	2.821
BAKER	(1.40)	0.63	0.66	0.69	0.73	0.76	2.075	0.502	1.102	0.440	0.428			2.472	0.397
BRADFORD	2.18	0.69	0.72	0.75	0.78	0.81	5.925	3.499	1.109	1.168	0.100		0.600	6.476	0.551
CLAY	2.55	2.80	2.97	3.14	3.33	3.50	18.292	1.361	0.809	1.261	1.472	5.120	4.700	14.723	(3.569)
COLUMBIA	(2.31)	2.40	2.52	2.64	2.77	2.89	10.916	1.173	1.159	1.170	4.559		0.950	9.011	(1.905)
DIXIE	0.69	0.38	0.40	0.42	0.45	0.47	2.807	0.262	0.105	0.327	1.343	0.500	0.800	3.337	0.530
DUVAL	25.38	19.16	20.02	20.84	21.77	22.63	129.797	18.972	17.022	13.887	15.408	22.204	19.414	106.907	(1.480)
FA Matching U03	(2.74)	(4.12)	(3.51)	(3.62)	(3.64)	(3.78)	(21.409)								
GILCHRIST	0.36	0.19	0.21	0.22	0.23	0.24	1.458	0.541	0.137	0.653	0.007		0.300	1.638	0.180
HAMILTON	1.83	0.59	0.62	0.65	0.69	0.72	5.099	0.311	0.630		0.644	0.349	2.200	4.134	(0.965)
LAFAYETTE	(0.26)	0.12	0.12	0.13	0.14	0.14	0.395	0.207	0.143	0.180			0.100	0.630	0.235
LEVY	2.66	0.98	1.04	1.09	1.15	1.20	8.109	2.079	3.568	0.051	0.525	0.362	0.005	6.590	(1.519)
MADISON	(2.05)	1.17	1.21	1.26	1.31	1.36	4.258	0.337		3.606				3.943	(0.315)
NASSAU	(0.26)	1.56	1.64	1.72	1.81	1.89	8.352	0.357	0.438	1.026	1.154	2.882	0.900	6.757	(1.595)
PUTMAN	2.46	1.68	1.76	1.84	1.93	2.01	11.680	0.243	0.243	2.526	4.145	2.153	2.000	11.310	(0.370)
ST. JOHNS	8.23	3.50	3.71	3.92	4.15	4.37	27.870	7.824	4.709	1.709	0.356	4.165	8.300	27.063	(0.807)
SUWANNEE	3.62	1.11	1.17	1.22	1.28	1.33	9.734	0.593	4.479	0.330	0.274	1.700	0.450	7.826	(1.908)
TAYLOR	(0.39)	0.61	0.63	0.65	0.68	0.71	2.899	0.372	0.706	5.032	1.058	0.054		7.222	4.323
UNION	1.11	0.30	0.32	0.33	0.35	0.36	2.780	0.264	0.030			0.637	1.300	2.231	(0.549)
District Wide*	(1.94)						(1.939)	1.254	0.015					1.269	3.208
STTF Advances	(2.75)						(2.750)								
PAR Allocation	45.44	38.38	41.04	42.92	45.15	47.08	260.018	43.365	40.463	41.047	42.923	45.151	47.081	260.030	0.012
Matching Transfer	(2.74)	(4.12)	(3.51)	(3.62)	(3.64)	(3.78)	(21.41)								
Reverse Advances	2.75						2.75								
<b>Total DDR Funds</b>	<b>50.93</b>	<b>42.51</b>	<b>44.55</b>	<b>46.54</b>	<b>48.79</b>	<b>50.86</b>	<b>284.178</b>								

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G-2

OMB-AWS

Revised

1/8/96

**District Dedicated Revenues (DDR)**

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

(millions)

Program/

Revenue

Variance

\$

	9/15/95							1/5/96 G1										
	Balance &	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM										
	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL				
<b>DISTRICT 3</b>																		
BAY	5.31	3.80	3.99	4.17	4.38	4.56	26.211	2.253	1.833	2.441	0.974	13.727	6.607	27.835	1.624			
CALHOUN	1.07	0.36	0.38	0.40	0.42	0.43	3.062	0.036						0.036	(3.026)			
ESCAMBIA	5.01	6.65	6.92	7.18	7.47	7.75	40.985	3.321	0.980	1.893	2.837	1.156	0.757	10.944	(22.689)			
FA Matching U04	(0.94)	(1.42)	(1.21)	(1.24)	(1.25)	(1.30)	(7.352)											
FRANKLIN	(0.44)	0.05	0.05	0.06	0.06	0.06	(0.157)	0.015			0.303			0.318	0.475			
GADSDEN	(0.14)	0.99	1.03	1.06	1.10	1.14	5.195	0.728	0.320	0.375		3.380		4.803	(0.392)			
GULF	0.19	0.27	0.28	0.29	0.30	0.31	1.645	0.006						0.006	(1.639)			
HOLMES	1.89	0.45	0.47	0.49	0.51	0.53	4.330	0.006						0.006	(4.324)			
JACKSON	1.68	2.12	2.21	2.29	2.38	2.46	13.137	0.475		3.134	0.450			4.059	(9.078)			
JEFFERSON	2.65	0.67	0.70	0.73	0.77	0.80	6.317	0.029						0.029	(6.288)			
LEON	13.34	5.35	5.62	5.88	6.18	6.45	42.831	3.650	3.226	2.602	5.705	1.228	1.555	17.966	(24.865)			
LIBERTY	(2.25)	0.23	0.24	0.25	0.26	0.27	(0.988)	0.002		0.030				0.032	1.020			
OKALOOSA	9.64	3.51	3.69	3.91	4.07	4.27	29.082	6.569	0.686	0.282	0.665	0.277	4.229	12.708	(16.374)			
SANTA ROSA	8.22	2.53	2.68	2.83	2.99	3.15	22.390	2.141	11.701	11.946				25.788	3.398			
WAKULLA	0.99	0.42	0.44	0.46	0.49	0.51	3.295	0.340		0.394				0.734	(2.561)			
WALTON	2.50	0.99	1.05	1.11	1.16	1.22	8.026	1.450	0.044	0.030	4.525			6.049	(1.977)			
WASHINGTON	2.15	0.50	0.52	0.54	0.57	0.59	4.863	1.055	0.434					1.489	(3.374)			
District Wide*	(13.07)						(13.071)	14.099	8.817	6.831	15.108	11.513	20.541	76.909	89.980			
STTF Advances																		
PAR Allocation	37.79	27.49	29.07	30.41	31.85	33.20	189.801	36.175	28.041	29.958	30.567	31.281	33.689	189.711	(0.090)			
Matching Transfer	(0.94)	(1.42)	(1.21)	(1.24)	(1.25)	(1.30)	(7.35)											
Reverse Advances																		
<b>Total DDR Funds</b>	<b>38.73</b>	<b>28.91</b>	<b>30.27</b>	<b>31.65</b>	<b>33.10</b>	<b>34.49</b>	<b>197.153</b>											

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G-3

OMB-AWS

Revised

1/8/96

**District Dedicated Revenues (DDR)**

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

(millions)

Program/  
Revenue  
Variance  
\$

	9/15/95							1/5/96 G1							
	Balance & 1995-96	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM							
	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL		
<b>DISTRICT 4</b>															
BROWARD	48.19	31.90	33.41	34.85	36.49	38.02	222.849	34.181	19.433	22.749	21.977	32.523	31.245	162.108	(24.842)
<i>FA Matching</i> U05	(4.59)	(6.91)	(5.88)	(6.07)	(6.10)	(6.34)	(35.898)								
INDIAN RIVER	6.62	2.82	2.97	3.13	3.31	3.47	22.311	1.809	6.897	0.465	4.660	2.202	6.270	22.303	(0.008)
MARTIN	5.05	2.85	3.02	3.18	3.36	3.53	20.995	5.838	1.250	0.530	0.600	5.454	7.327	20.999	0.004
PALM BEACH	51.85	21.25	22.43	23.60	24.91	26.12	170.164	18.999	31.908	18.297	26.183	15.358	17.415	128.160	(18.958)
<i>FA Matching</i> U06	(2.95)	(4.44)	(3.78)	(3.89)	(3.92)	(4.07)	(23.046)								
ST. LUCIE	7.50	4.51	4.79	5.07	5.39	5.68	32.940	14.276	0.717	13.205	0.500	1.000	3.322	33.020	0.080
District Wide*	(16.32)						-16.319	5.418	4.050	2.300	5.757	6.787	1.000	25.312	41.631
<i>STTF Advances</i>		(1.76)					-1.760								
PAR Allocation	95.35	50.21	56.96	59.87	63.44	66.40	392.236	80.521	64.255	57.546	59.677	63.324	66.579	391.902	(0.334)
Matching Transfer	(7.54)	(11.35)	(9.66)	(9.96)	(10.02)	(10.41)	(58.94)								
Reverse Advances		1.76					1.76								
<b>Total DDR Funds</b>	<b>102.89</b>	<b>63.32</b>	<b>66.62</b>	<b>69.83</b>	<b>73.46</b>	<b>76.82</b>	<b>452.939</b>								

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G-4



OMB-AWS

Revised

1/8/96

**District Dedicated Revenues (DDR)**

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

(millions)

Program/  
Revenue  
Variance  
\$

	9/15/95							1/5/96 G1							
	Balance &	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM							
	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	
<b>DISTRICT 5</b>															
BREVARD	17.84	10.92	11.53	12.13	12.81	13.42	78.647	11.946	13.611	11.697	4.436	6.127	19.415	67.232	(2.544)
<i>FA Matching U08</i>	(1.13)	(1.71)	(1.45)	(1.50)	(1.51)	(1.57)	(8.871)			0.130	0.100		3.287	4.225	(2.308)
FLAGLER	0.33	1.06	1.15	1.23	1.34	1.42	6.533	0.708		1.210	10.110	5.822	4.722	26.879	(6.199)
LAKE	9.15	4.27	4.52	4.77	5.05	5.31	33.078	4.439	0.576	0.988	23.230	0.167	2.800	49.246	(13.646)
MARION	21.35	7.40	7.84	8.28	8.78	9.23	62.892	13.303	8.758	9.595	26.244	13.342	93.855	(8.803)	
ORANGE	4.84	22.10	23.37	24.64	26.07	27.37	128.379	12.480	9.903	1.712	9.123	5.800	30.533	(8.753)	
<i>FA Matching U09</i>	(3.29)	(4.95)	(4.22)	(4.35)	(4.37)	(4.54)	(25.721)	4.385	0.259	0.008	7.035		35.191	(11.085)	
OSCEOLA	14.08	4.37	4.69	5.02	5.39	5.72	39.286	2.096	0.333	25.719	0.801	4.265	2.184	18.952	(4.115)
SEMINOLE	8.31	6.75	7.16	7.57	8.03	8.46	46.276	0.487	10.660	0.971	16.691	9.063	12.189	61.417	3.935
SUMTER	9.06	2.52	2.65	2.81	2.94	3.09	23.067								
VOLUSIA	12.40	9.27	9.78	10.27	10.83	11.35	63.900	21.022	1.481	3.080	6.451	14.388	40.658	41.205	
<i>FA Matching U07</i>	(0.82)	(1.24)	(1.05)	(1.08)	(1.09)	(1.13)	(6.418)	9.793	3.210	3.736	3.080	6.451	14.388	40.658	41.205
District Wide*	(0.55)						(0.547)								
<i>STTF Advances</i>	0.09	(12.38)					(12.290)								
PAR Allocation	91.66	48.38	65.98	69.79	74.27	78.13	428.210	80.659	48.791	76.551	69.763	74.297	78.127	428.188	(0.022)
Matching Transfer	(5.24)	(7.90)	(6.72)	(6.93)	(6.97)	(7.25)	(41.01)								
Reverse Advances	(0.09)	12.38					12.29								
<b>Total DDR Funds</b>	<b>96.81</b>	<b>68.66</b>	<b>72.70</b>	<b>76.72</b>	<b>81.24</b>	<b>85.37</b>	<b>481.510</b>								

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G-5

OMB-AWS

Revised  
1/8/96

**District Dedicated Revenues (DDR)**

*Estimated County Collections Compared to Work Program in the County*  
(millions)

	9/15/95							1/5/96 G1							Program/ Revenue Variance \$	
	Balance &	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM								
	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL		
<b>DISTRICT 6</b>																
DADE	47.96	40.85	42.67	44.39	46.35	48.18	270.392	16.302	23.915	52.621	5.419	36.283	68.609	203.149	(11.730)	
<i>FA Matching U10</i>	(7.10)	(10.69)	(9.10)	(9.38)	(9.44)	(9.81)	(55.513)									
MONROE	(0.16)	2.43	2.54	2.65	2.78	2.89	13.141	1.280	0.990	2.540	2.016	3.211	3.086	13.123	(0.018)	
District Wide*								1.183						1.183	1.183	
<i>STTF Advances</i>		(10.57)					(10.569)									
PAR Allocation	40.70	22.02	36.11	37.66	39.69	41.27	217.450	18.765	24.905	55.161	7.435	39.494	71.695	217.455	0.005	
Matching Transfer	(7.10)	(10.69)	(9.10)	(9.38)	(9.44)	(9.81)	(55.51)									
<i>Reverse Advances</i>		10.57					10.57									
<b>Total DDR Funds</b>	<b>47.80</b>	<b>43.28</b>	<b>45.21</b>	<b>47.05</b>	<b>49.13</b>	<b>51.08</b>	<b>283.532</b>									

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OMB-AWS

Revised

1/8/96

**District Dedicated Revenues (DDR)**

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

(millions)

Program/

Revenue

Variance

	9/15/95							1/5/96 G1							Program/ Revenue Variance \$	
	Balance &	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM								
	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL		
<b>DISTRICT 7</b>																
CITRUS	2.400	2.22	2.36	2.50	2.65	2.79	14.924	0.372			0.783	4.100		5.255	(9.669)	
HERNANDO	2.853	2.84	3.04	3.25	3.48	3.68	19.141	0.173	0.368	3.815		0.600	4.497	9.453	(9.688)	
HILLSBOROUGH	14.931	22.41	23.49	24.52	25.69	26.78	137.822	24.337	13.713	15.637	16.927	10.191	5.301	86.106	(23.973)	
<i>FA Matching U11</i>	(3.55)	(5.34)	(4.55)	(4.69)	(4.72)	(4.90)	(27.743)									
PASCO	20.378	6.22	6.55	6.88	7.25	7.60	54.885	12.084	13.135	8.163	9.460	2.374	8.258	53.474	(1.411)	
PINELLAS	42.487	16.59	17.28	17.93	18.67	19.36	132.327	22.290	4.735	13.748	18.124	28.209	30.294	117.400	6.871	
<i>FA Matching U11</i>	(2.79)	(4.20)	(3.57)	(3.68)	(3.71)	(3.85)	(21.798)									
<b>District Wide*</b>	(16.308)						(16.308)	5.647	3.757	3.241	1.358	3.547	3.218	20.768	37.076	
<i>STTF Advances</i>	(0.53)						(0.530)									
<b>PAR Allocation</b>	<b>59.875</b>	<b>40.74</b>	<b>44.61</b>	<b>46.71</b>	<b>49.33</b>	<b>51.46</b>	<b>292.720</b>	<b>64.903</b>	<b>35.708</b>	<b>44.604</b>	<b>46.652</b>	<b>49.021</b>	<b>51.568</b>	<b>292.456</b>	<b>(0.264)</b>	
<b>Matching Transfer</b>	(6.34)	(9.54)	(8.12)	(8.37)	(8.42)	(8.75)	(49.54)									
<i>Reverse Advances</i>	0.53						0.53									
<b>Total DDR Funds</b>	<b>66.74</b>	<b>50.28</b>	<b>52.73</b>	<b>55.08</b>	<b>57.75</b>	<b>60.22</b>	<b>342.792</b>									

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

G-7

OMB-AWS

Revised

1/8/96

**District Dedicated Revenues (DDR)**

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

(millions)

Program/

Revenue

Variance

	9/15/95							1/5/96 G1							
	Balance &	ESTIMATED COLLECTIONS						CURRENT WORK PROGRAM							
	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	TOTAL	\$
PAR Allocation	434.444	270.78	321.02	337.13	356.40	372.80	2092.572	385.802	284.089	352.738	304.535	360.563	403.871	2091.598	(0.974)
Matching Transfer	32.36	48.73	41.48	42.76	43.01	44.70	253.049								
Reverse Advances	4.99	25.21					30.199								
<b>Total DDR Funds</b>	<b>471.794</b>	<b>344.72</b>	<b>362.50</b>	<b>379.89</b>	<b>399.41</b>	<b>417.51</b>	<b>2375.820</b>								

G-8

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

**APPENDIX H**

**DOT RESPONSE**

**TO**

**FLORIDA TRANSPORTATION**

**COMMISSION QUESTIONS**

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**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 1996-97/2000-01 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. sections (a) through (c).

Due to the Department's ability to fully program all identified resurfacing needs and structurally deficient bridges within the 5 year work program period, the method of reporting progress in meeting these program objectives has been changed. Measurement of performance will now be reported by the Department's ability to program for correction measured deficiencies, rather than reporting on the number of deficiencies at end of each reporting period.

The program objective listed in section (d) is no longer operable. The Local Government Cooperative Assistance Program which provided matching financial assistance has been discontinued by repeal of 335.20 F.S. The Department continues, however, to maintain its partnership role in solving local transportation needs that improve traffic flow on the State Highway System through application of Federal funds for qualifying projects.

***Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01***

**QUESTIONS - CENTRAL OFFICE**

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

**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 96/97 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 Office of Comptroller prepares 5 year monthly cash forecasts to be submitted with the Tentative Work Program, indicating that the cash balance is greater than the statutory minimum cash balance (the lesser of \$50 million or 5% of the unpaid balance of State Transportation Trust Fund obligations) at all times. A copy of the Office of Comptroller 5 year monthly cash forecast report

***Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01***

**QUESTIONS - CENTRAL OFFICE**

accompanies the Preliminary Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

**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. As required by law, the department's Office of Comptroller prepares 5 year monthly cash forecasts to be submitted with the Tentative Work Program, indicating that the Turnpike General Reserve Fund, the Turnpike Renewal and Replacement Fund, and the Turnpike Controlled Access Fund monthly cash balances are greater than the statutory minimum cash balance (not less than 10% of outstanding contractual obligations) at all times. A copy of the Office of Comptroller 5 year monthly cash forecast report accompanies the Preliminary Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

**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 finance plans for the State Transportation Trust Fund, the Right of Way Acquisition and Bridge Construction Trust Fund, and Florida's Turnpike Funds accompany the Preliminary Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

**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.?



***Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01***

**QUESTIONS - CENTRAL OFFICE**

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:

- 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 - Categorized by Method of Distribution
- 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 for fiscal years 1996/97 through 1999/00 and a minimum of 15 percent for fiscal year 2000/01 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 at least the minimum as required by law of all state revenues deposited into the State Transportation Trust Fund to be committed annually for public transportation projects.

***Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01***

**QUESTIONS - CENTRAL OFFICE**

**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 Office of Comptroller 5 year monthly cash forecast report anticipates that the liabilities accruing in each of the 5 years of the Tentative Work Program will not exceed the revenues available for expenditure.

**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 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. It should be noted, however, that \$20 million in Amendment 4 bond funds have been allocated to the Turnpike, although no project has yet been identified for utilization of these funds.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - CENTRAL OFFICE**

**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 (96/97) to the first year of the current Tentative Work Program (96/97). Where changes were made, the Secretary determined that such adjustments were necessary.

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

Provided with this response is an analysis of the stability of this Tentative Work Program as measured by numbers of project phases advanced, deferred, deleted or moved out of the five year period. Also shown are the percentages of such changes due to influences beyond the control of the Department.

**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. The 5 year monthly cash forecast report and the 5-year annual finance plan accompanying the Preliminary Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature are reconciled and balanced.

***Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01***

**QUESTIONS - CENTRAL OFFICE**

**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. Yes, the Central Office ensured that the Work Program complied with the requirements of paragraph (b).

**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.

**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

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - CENTRAL OFFICE**

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.

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. The department establishes separate funds, programs, plans, and forecasts specific to Florida's Turnpike. The turnpike program, finance plans and forecasts are based on all available revenues and bond proceeds of the turnpike system. This process permits all revenues and bond proceeds from the turnpike system to be used only for the cost of turnpike projects and turnpike improvements and for the 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

***Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01***

**QUESTIONS - CENTRAL OFFICE**

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.

**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 Manual** and our **Florida Highway Landscape Guide**, as well as in the Department's **Plans Preparation Manual**. The Department is also in the process of developing a vegetation/aesthetics training course in order to increase the general awareness of vegetation considerations in all phases of the Department's operations.

In addition, the Department has the Florida Highway Beautification Council Grant Program as a means of improving aesthetics along existing state roads with funding for highway landscape projects on a 50/50 basis with local governments.

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

FY 1996/97 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 1996/97 through 2000/01***

**QUESTIONS - CENTRAL OFFICE**

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

**QUESTION 25:** Section 133, of Title 23 U.S.C., requires that after apportionment to the state of Surface Transportation Program funds (plus ½ 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 ½ 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  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - CENTRAL OFFICE**

**IMPLEMENTATION OF LONG-RANGE DEPARTMENT OBJECTIVES:**

The following questions link selected key objectives contained in the 2020 FTP (1995) to the Tentative Work Program. Responses to these questions should indicate how the Tentative Work Program furthers the objectives, i.e., contributes, over the 5-year period, to eventual full implementation of the Department's 2020 FTP.

**GOAL: PROTECTION OF THE PUBLIC'S INVESTMENT IN TRANSPORTATION.**

**LONG-RANGE OBJECTIVE:**

"Preserve the State Highway System"

**SHORT-RANGE OBJECTIVES:**

"By 2001, ensure that resurfacing costs are adequately stabilized and that 2,200 lane miles are resurfaced annually."

"Through 2005, ensure there is adequate funding to replace or repair all State Highway system bridges identified as needing replacement or repair."

**BENCHMARKS:**

"Annual percentage of State Highway System that meets or exceeds pavement standards."

"Annual percentage of state-maintained bridges that need replacement."

"Annual percentage of state-maintained bridges that need repair."

**STRATEGY:**

"Program sufficient funds to replace state-maintained bridges identified as either structurally deficient or posted for weight restriction within six years of deficiency identification."

**QUESTION 26:** Of the resurfacing projects contained in the Tentative Work Program what is the average cost to resurface a lane mile of roadway, by fiscal year?

<b>Average Cost Per Lane Mile in Thousand Dollars</b>					
<b>Type Facility</b>	<b>96/97</b>	<b>97/98</b>	<b>98/99</b>	<b>99/00</b>	<b>00/01</b>
<b>Arterials</b>	\$151	\$128	\$131	\$125	\$154
<b>Interstate</b>	\$152	\$130	\$107	---	---
<b>Turnpike</b>	\$80	\$58	\$63	---	---



**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 27:** What is the number of lane miles programmed to be resurfaced, by fiscal year?

LM Source	96/97	97/98	98/99	99/00	00/01	Total
SHS	1,415	2,078	2,114	2,234	2,321	10,162
Off-System	105	42	9	0	17	173
Total LM's	1,520	2,120	2,123	2,234	2,338	10,335

*Note: Above LM's are for Resurfacing Program (3006) and do not include incidental LM's resurfaced as part of any construction project work.*

**QUESTION 28:** What is the percentage of the State Highway System (lane miles) planned to meet or exceed pavement standards, by fiscal year?

	96/97	97/98	98/99	99/00	00/01
% Non-Deficient	78%	78%	77%	78%	78%

**QUESTION 29:** What percentage of state-maintained bridges need replacement, by fiscal year?

**QUESTION 30:** What percentage of state-maintained bridges need repair, by fiscal year?

	96/97	97/98	98/99	99/00	00/01
Replace %	3%	3%	2%	2%	2%
Repair %	4%	4%	4%	4%	4%

*Note: Use term "EDOT maintained bridges" to describe our agency responsibility. There are other 'state'-owned bridges maintained by other authorities.*

**QUESTION 31:** What percentage of state-maintained bridges currently identified as either structurally deficient or posted for weight restriction is programmed in the Tentative Work Program?

**ANSWER:** 100% are programmed in the Tentative Work Program.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - CENTRAL OFFICE**

**GOAL: A STATEWIDE INTERCONNECTED TRANSPORTATION SYSTEM THAT ENHANCES FLORIDA'S ECONOMIC COMPETITIVENESS.**

**LONG-RANGE OBJECTIVES:**

"Place priority on completing the Florida Intrastate Highway System (FIHS)"

"Complete a Statewide High Speed Rail System."

"Improve connections between seaports, airports, railroads and the highway system for efficient interregional movement of people and goods."

**SHORT-RANGE OBJECTIVES:**

"Maintain the pace of FIHS development by funding the program at a minimum of \$2.2 billion for construction and right-of-way through Fiscal Year 2000/01."

"Through 2000, improve intermodal connections and access to seaport and airport facilities by maintaining the intermodal development access program."

**BENCHMARKS:**

"Annual amount spent on the FIHS."

"Annual amount spent on intermodal development projects."

**STRATEGY:**

"Contribute \$70 million annually, beginning in 1999-2000, from revenues available to the Department to share in the expected cost of high speed rail system development."

**QUESTION 32:** What amount is contained in the Tentative Work Program for right-of-way and construction of the FIHS, by fiscal year?

Fiscal Year	FIHS Right of Way	FIHS Construction	Total (in millions)
FY 96/97	155.3	380.9	536.2
FY 97/98	98.5	330.0	428.5
FY 98/99	91.8	408.9	500.7
FY 99/00	126.9	234.1	361.0
FY 00/01	139.4	279.5	418.9
Total 5 Years	611.9	1633.4	2245.3

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 33:** What amount is contained in the Tentative Work Program for high speed rail development, by fiscal year?

Fiscal Year	Amount (in millions)
FY 96/97	0.0
FY 97/98	40.0
FY 98/99	47.0
FY 99/00	70.0
FY 00/01	70.0
<b>Total 5 Years</b>	<b>227.0</b>

**QUESTION 34:** What amount is contained in the Tentative Work Program to improve connections and access to seaport and airport facilities, by fiscal year?

Fiscal Year	Amount (in millions)
FY 96/97	29.5
FY 97/98	39.1
FY 98/99	48.4
FY 99/00	36.4
FY 00/01	37.7
<b>Total 5 Years</b>	<b>191.1</b>

***Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01***

**QUESTIONS - CENTRAL OFFICE**

**COMPLIANCE WITH DEPARTMENT POLICIES:**

Policies not contained in the Department's 2020 FTP

**QUESTION 35:** Provide sufficient funds to ensure that at least 95% of deficient pavements on the Interstate and Turnpike Systems, and at least 90% of deficient pavements on other Arterials may be programmed in the Department's 5 Year Work Program.

Does the Tentative Work Program implement the Resurfacing Policy?

**ANSWER:** The Tentative Work Program provides an adequate funding level to fully implement the Resurfacing Program policy.

**QUESTION 36:** 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.

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 Tentative Work Program implements the policy guidance provided in the "Interstate Highway System Policies and Priorities" memorandum dated November 1991.

**QUESTION 37:** 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 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 Develop Policy?

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - CENTRAL OFFICE**

**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 on overall statewide priority, production capability, and available funding. The first objective was to preserve project previously programmed in the July 1, 1995, Adopted Work Program.

**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.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**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.

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	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 October 24, 1995)? 339.135(4)(c)2. and 339.175(7)(d) F.S.

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

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - DISTRICTS**

**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 1995-96/1999-00? 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 5, 1995). Please provide a copy of such written justification. 339.135(4)(c)3. F.S.

District	Response	District	Response
1	Yes, Yes Copy provided	5	Yes, Yes Copy provided
2	Yes, Yes Copy provided	6	Yes, Yes Copy provided
3	Yes, Yes Copy provided	7	Yes, Yes Copy provided
4	Yes, Yes Copy provided	Turnpike	Yes, Yes Copy provided

**QUESTION 4:** Did any MPO file an objection of such rescheduling or deletion with the Secretary (by January 22, 1996)? If yes, provide a copy of such objection. 339.135(4)(c)3. F.S.

District	Response	District	Response
1	No	5	No
2	No	6	No
3	No	7	No
4	No	Turnpike	No

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - DISTRICTS**

**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.

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

**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.

District	Response	District	Response
1	Yes Copy provided	5	Yes Copy provided
2	Yes Copy provided	6	Yes Copy provided
3	Yes Copy provided	7	Yes Copy provided
4	Yes Copy provided	Turnpike	Yes Copy provided



**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - DISTRICTS**

**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.

District	Response	District	Response
1	Yes, Yes Copy provided	5	Yes, Yes Copy provided
2	Yes, Yes Copy provided	6	Yes, Yes Copy provided
3	Yes, No <sup>(1)</sup> Copy provided	7	Yes, Yes Copy provided
4	Yes, N/A Copy provided	Turnpike	Yes, Yes Copy provided
<sup>(1)</sup> County Commissioners were advised of the changes to the tentative work program by letter. 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.

District	Response	District	Response
1	Yes Copy provided	5	Yes Copy provided
2	Yes Copy provided	6	Yes Copy provided
3	Yes Copy provided	7	Yes Copy provided
4	Yes Copy provided	Turnpike	Yes Copy provided

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - DISTRICTS**

**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.

District	Response	District	Response
1	No	5	Yes Copy provided
2	No	6	No
3	Yes Copy provided	7	No
4	Yes Copy 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 acknowledgment. 339.135(4)(d) F.S.

District	Response	District	Response
1	N/A	5	Yes Copy provided
2	N/A	6	N/A
3	Yes <sup>(1)</sup> Copy provided	7	N/A
4	Yes Copy provided	Turnpike	N/A

<sup>(1)</sup> Requests were reviewed prior to submission of the District Work Program; acknowledgments were sent prior to the final central office reviews.

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**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.

District	Response	District	Response
1	N/A	5	Yes Copy provided
2	N/A	6	N/A
3	Yes	7	N/A
4	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.

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

**Response to Florida Transportation Commission Questions  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 1996/97 through 2000/01**

**QUESTIONS - DISTRICTS**

**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.

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	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.

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	N/A <sup>(1)</sup>	7	Yes
4	Yes	Turnpike	N/A <sup>(1)</sup>
<sup>(1)</sup> No parcels added.			

**APPENDIX I**  
**PUBLIC COMMENTS**

Florida Transportation Commission Meeting, DOT Auditorium,  
605 Suwannee Street, Tallahassee--March 7, 1996

My name is Janet Masaoy, and I live in Citrus County, I came to speak to you not only as a Citrus County resident but also as a Co-Chairman of COST (Citizens Opposed to the Suncoast Tollway) and also as a member of the Citizens Advisory Committee for the Suncoast Parkway 2.

My husband and I make this trip to Tallahassee today so that I can tell you that there are many Citrus County residents who do not want this tollway in Citrus County. In fact over 2,400 have signed our petition in opposition to Projects 1 and 2, and we continue to reach others who are just now learning of our grassroots organization.

January 9th we asked our County Commissioners to place the Parkway issue on our March 12th ballot. All it would have cost was the ink to print the referendum question. Our request was denied; and because we are not a chartered county, we do not have the right to initiate a citizen's petition. We in COST feel strongly that a referendum question would have shown that the majority of the citizens in Citrus County are opposed to the tollroad, but we were denied that opportunity. Many who are opposed to the tollway are afraid to speak out against it for fear of losing their jobs.

I do not know how many of you have had the opportunity to visit Citrus County. It is unique in Florida in its rural characteristics-- its hills and heavily wooded areas, its rivers, the Brooksville Ridge, the water shed area, the wildlife, and its habitat.

However we heard Secretary McDaniel tell those present at a DOT District 7 meeting in Brooksville December 18th that the Suncoast Parkway 1 and 2 is being planned for truck traffic. We do not want truck traffic brought through Citrus County. **This tollroad will not relieve traffic generated by the future growth of Citrus County.** This tollroad will generate more traffic accompanied by noise and air pollution, the paving over of water shed areas, the destruction of wildlife and its habitats, increased crime, and increased population requiring increased services and increased taxes.

The Citrus County Council is an organization formed of 30 homeowners associations and other organizations and represents over 10,000 residents of the County. November 9th a vote was taken of the representatives who had polled their respective membership, and the vote was in opposition by a substantial margin.

I would like to speak to you also about the Citizens Advisory Committee. COST was asked to seat a member shortly before the December, 1995 meeting. We were very pleased to have this opportunity as up until that time, since the Committee's inception in December, 1994, the membership of 10 (plus 1 alternate) were 6 in approval of the Parkway, 2 representatives who may have attended one meeting in the year, and 2 who

have chosen to take no stand for personal and community reasons. (The alternate is apparently opposed.) At the same I was seated on the Citizens Advisory Committee, the Co-Chairman of the newly formed proponents' group, RIGHT, was also seated. That member is Citrus County's largest real estate attorney. He had stated on a television show on which he and I had appeared in November that the phone number for RIGHT is that of the Citrus County Builders Association.

I mention this as today, as you convened your meeting at 9 a.m., this same lawyer was appearing before the Citrus County PDRB to request rezoning change for one of, or perhaps the largest land owner. This change would allow a permit for an outdoor amphitheater to accommodate 6,000 attendees. This site is on a two-lane road directly across from an elementary school.

I explain this because I wish you to understand that we feel this tollroad's proponents are large land developers, real estate people, bankers, and builders--the few who stand poised ready to gain economically from its construction.

This tollroad is being planned to accommodate traffic in the year 2020. You are more aware than I of the newly awarded \$70 million a year contract for the high speed railroad. This is a forward-thinking move by FDOT. It's my understanding that this system will be operable by the year 2006. It seems possible that the Suncoast Parkway may well be obsolete before it is built and most likely that it will be obsolete before the target traffic date 24 years from now!

In November, 1995 our State Representative Helen Spivey took a very clear stand in opposition to the proposed tollroad. In her letter of November 22nd to Lt. Governor Buddy MacKay, she said, "I have seen no studies that this tollroad could only come through the middle of a rural county, such as Citrus to help the state solve some unknown problem. The stressed ecosystem in this sensitive area it would divide are many, including habitat that supports the black bear, the red cockade woodpecker, etc. Beautiful developments only a few years old will be severely affected. And for what? The Turnpikers say that the tollroad will only remove a maximum of 13% of the traffic on U.S. 19." Representative Spivey concludes her comments, "With all of this citizens, grassroots opposition, and the opposition of many business people, home and taxpayer organizations, plus the oppressive responses by those proposing the toll road, led me to join with those opposing the extension of this tollroad. No need has been demonstrated for it to be placed in this area. It is the wrong road in the wrong place."

Janet F. Masaoy  
5365 West Ranger Street  
Pine Ridge Estates  
Beverly Hills, FL. 34465-4684  
(352) - 527-1289

(retyped verbatim from the original text)

## Public Comments

*Listing of individuals providing public comment at Statewide Public Hearing:*

Ms. Susan Hann, Brevard County Metropolitan Planning Organization

Ms .Janet Masaoy, Co-Chairperson of COST (Citizens Opposed to Suncoast Tollway) Copy of comments on following page.





The Florida  
Transportation  
Commission