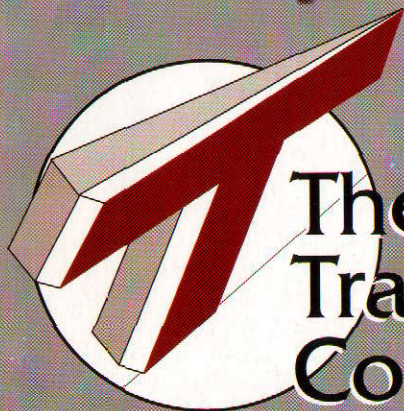


**REVIEW OF  
DEPARTMENT OF  
TRANSPORTATION  
TENTATIVE WORK  
PROGRAM**

**FY 1998/99 - 2002/03**



The Florida  
Transportation  
Commission

Meeting Version



**AGENDA**  
**Statewide Public Hearing, March 5, 1998**  
***Review of Tentative Work Program, FY 1998/99-2002/03***

	<b>PAGE</b>
<b>1. <i>Overview of Tentative Work Program</i></b>	
General Overview by Commission .....	1
Statewide Overview by Tom Barry, Secretary .....	2
<b>2. <i>Overview of Florida Intrastate Highway System (FIHS)</i></b>	
Statewide Overview by Nick Serianni, Assistant Secretary, District Ops. Regional Overviews by District Secretaries .....	9
<b>3. <i>Intermodal Development Program</i></b>	
by Marion Hart, State Public Transportation Administrator .....	13
<b>4. <i>Financial Soundness</i></b>	
by Tom Boyd, Comptroller .....	16
<b>5. <i>Stability of Project Schedules</i></b>	
Statewide Overview by Commission .....	22
District Overviews by District Secretaries .....	26
<b>6. <i>Linkage of Work Program with Short Range Objectives</i></b>	
By Commission .....	34
<b>7. <i>Production Capacity</i></b>	
By Commission .....	38
<b>8. <i>Compliance with Approved Local Government Comprehensive Plans</i></b>	
By Commission .....	39
<b>9. <i>Objections &amp; Requests by Metropolitan Planning Organizations</i></b>	
By Commission .....	41
<b>10. <i>Florida Intrastate Highway System Funding</i></b>	
By Commission .....	44
<b>11. <i>Public Transportation Funding</i></b>	
By Commission .....	47
<b>12. <i>Fund Distribution</i></b>	
By Commission .....	49
<b>13. <i>State Comprehensive Enhanced Transportation System Tax Distribution</i></b>	
By Commission .....	50
<b>14. <i>Public Comments</i></b> .....	51

***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
Overview of Florida Intrastate Highway System (FIHS) .....	9
Intermodal Development Program .....	13
Financial Soundness .....	16
Stability of Project Schedules .....	22
Linkage of Work Program with Short Range Objectives .....	34
Production Capacity .....	38
Compliance With Approved Local Government Comprehensive Plans .....	39
Objections and Requests by Metropolitan Planning Organizations .....	41
Florida Intrastate Highway System Funding .....	44
Public Transportation Funding .....	47
Fund Distribution .....	49
State Comprehensive Enhanced Transportation System Tax Distribution .....	50
Public Comments .....	51



**OVERVIEW**  
**TENTATIVE WORK PROGRAM**  
**FY 1998/99 - 2002/03**

***Key Statutory Requirement:***

- 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.

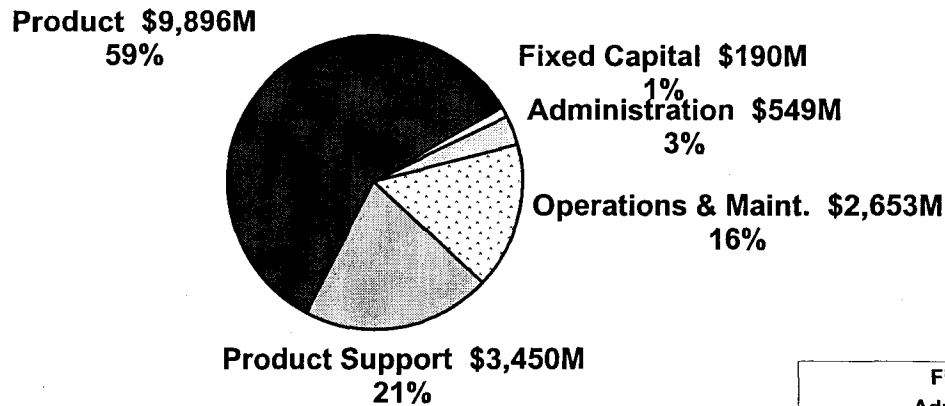
***Findings***

- The Tentative Work Program totals \$16.7 Billion. \$13.3 Billion or 80% is planned in Product and Product Support.
- The Tentative Work Program will let contracts to:
  - \* Construct 1,043 additional lane miles of roadway 1,103 > LAST YEAR
  - \* Resurface 11,213 lane miles of existing roadway 10,800
  - \* Repair 822 bridges 542 LAST YEAR
  - \* Replace 188 bridges 273 REPLACED LAST YEAR
- The Tentative Work Program includes \$1.9 Billion for Public Transportation.

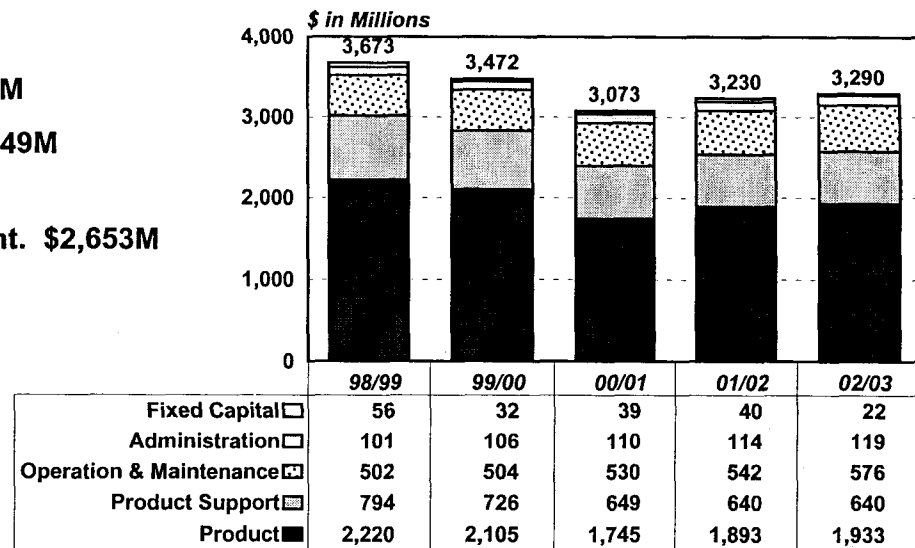
# TOTAL PROGRAM

FY 98/99 - 02/03

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$16,738M**

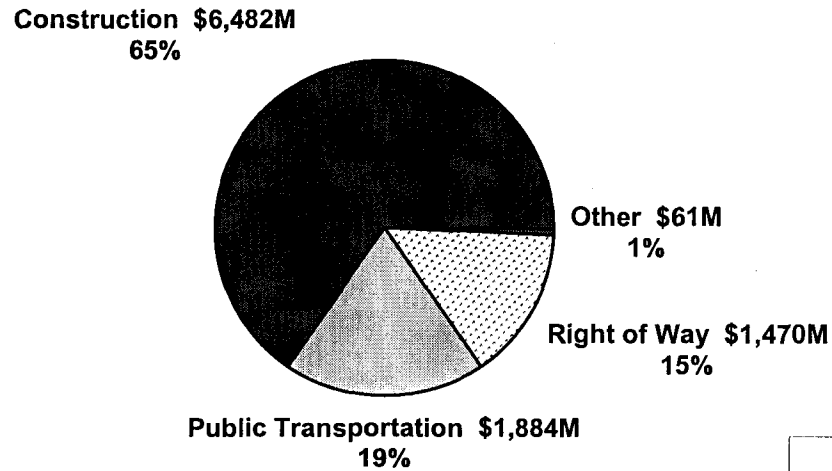
Totals may not add due to rounding



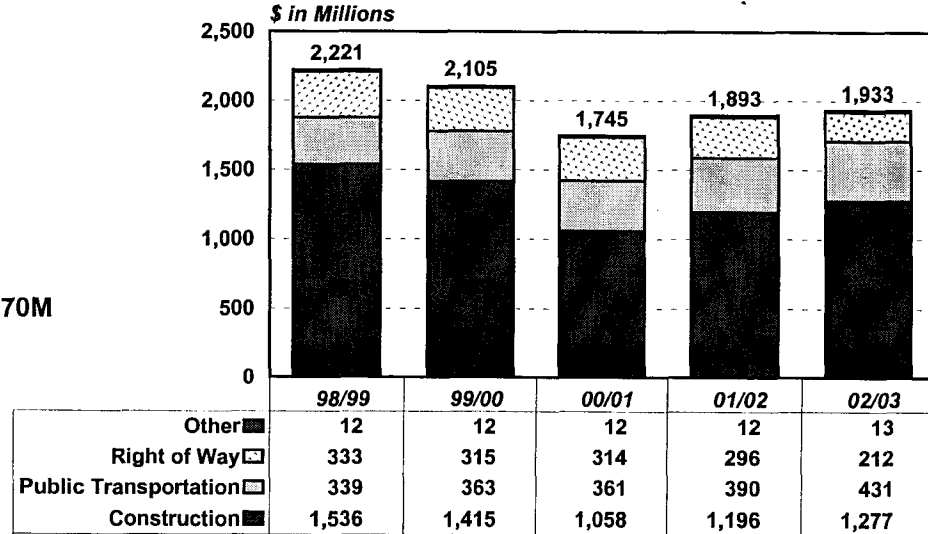
# PRODUCT

## FY 98/99 - 02/03

### Five Year Summary



### By Fiscal Year



## Total 5-Year Tentative Work Program \$9,896M

Note: 1) Other Includes \$61 million for Economic Development & Safety Grants.

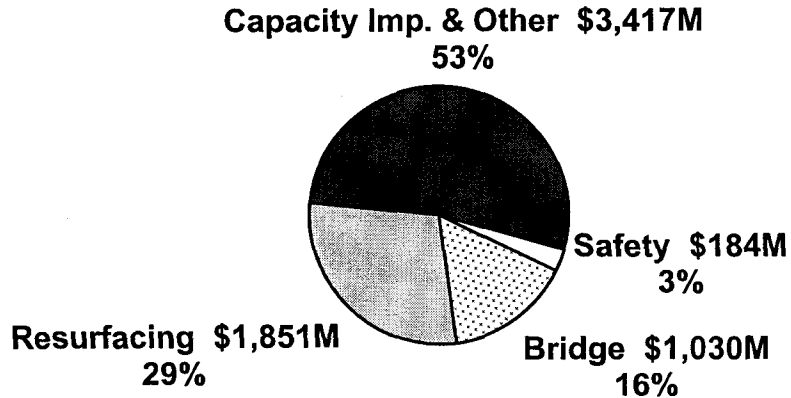
2) Public Transportation Intermodal Access program contains \$42.4M of Construction phases, and \$7.1M of Land Acquisition phases.

Totals may not add due to rounding

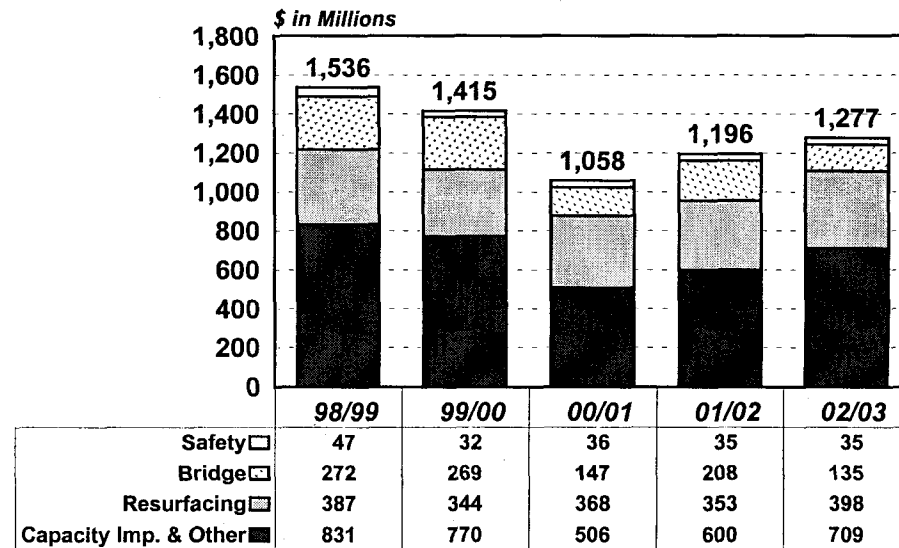
# CONSTRUCTION

FY 98/99 - 02/03

## Five Year Summary



## By Fiscal Year



## Total 5-Year Tentative Work Program \$6,482M

**Note:**

- 1) Construction phases of \$42.4M contained in the PTO Intermodal Access Program.
- 2) Construction includes contract lettings, utility agreements, and reserves for contingencies and supplementals.

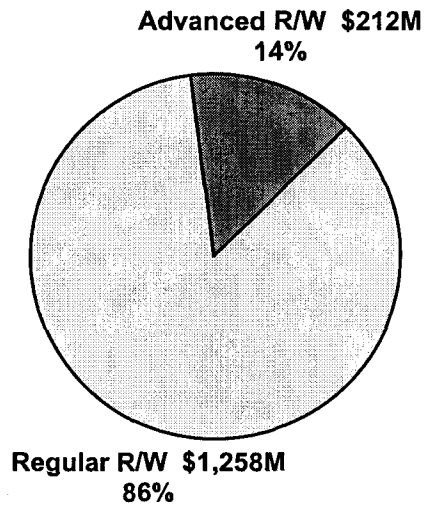
Totals may not add due to rounding



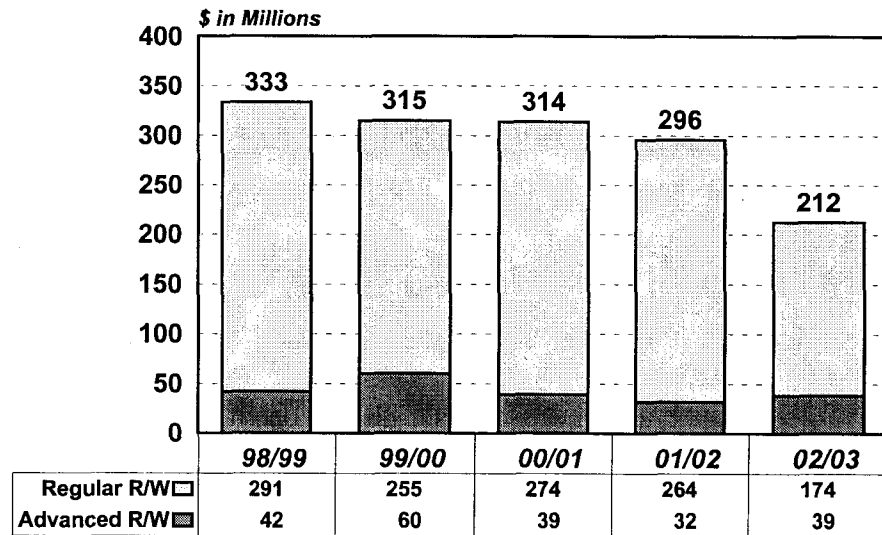
# RIGHT OF WAY LAND

FY 98/99 - 02/03

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$1,470M**

**Note:**

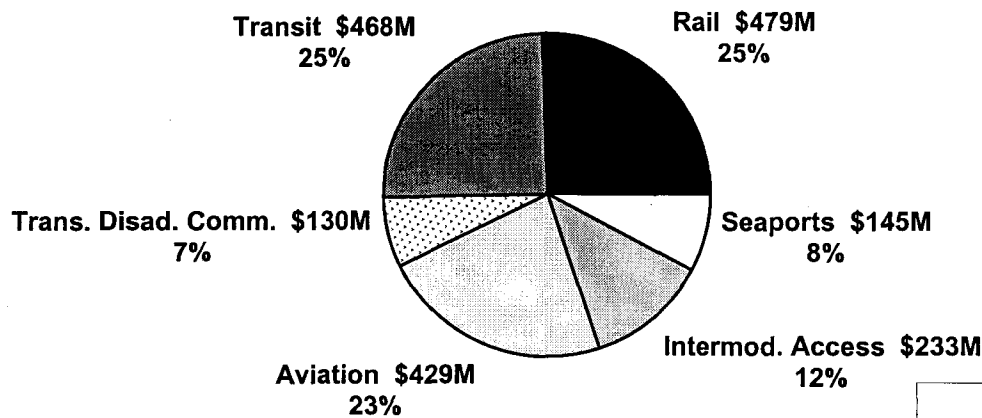
*Right of Way acquisition of \$7.1M contained in the PTO Intermodal Access Program.*

*Totals may not add due to rounding*

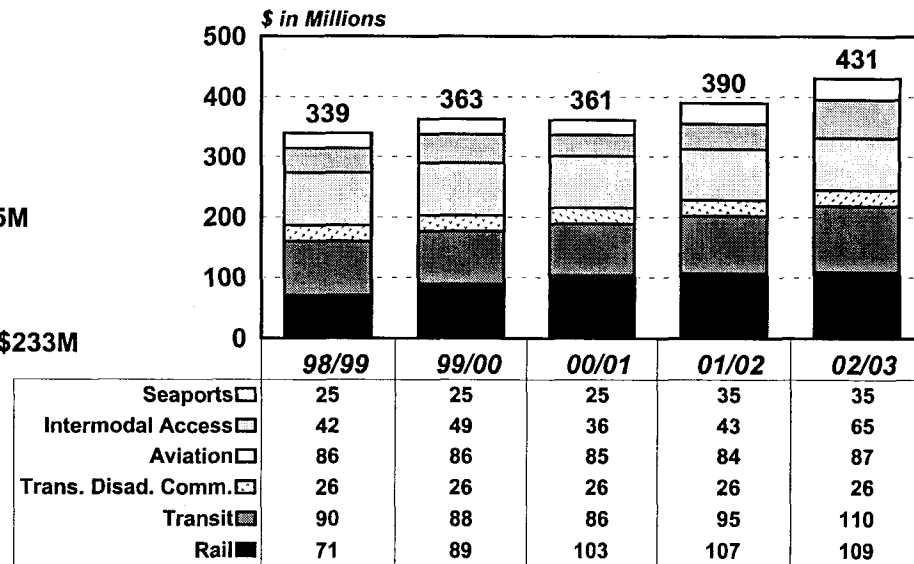
# PUBLIC TRANSPORTATION

FY 98/99 - 02/03

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$1,884M**

Note:

Intermodal Access Program total of \$233.1M contains \$42.4M of construction phases, and \$7.1M of land acquisition phases.

Totals may not add due to rounding

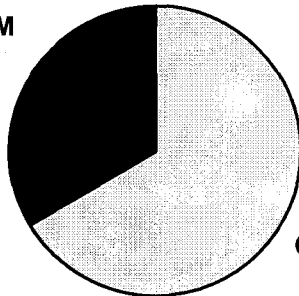


# PRELIMINARY ENGINEERING

FY 98/99 - 02/03

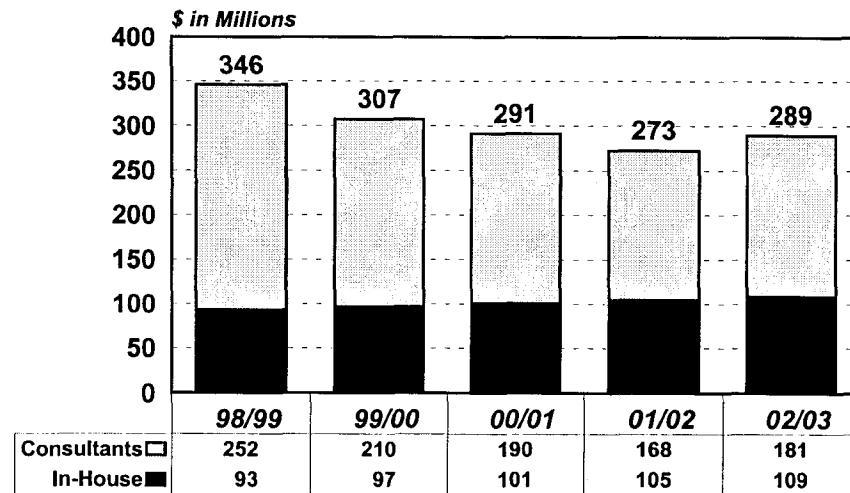
## Five Year Summary

In-House \$504M  
33%



Consultant \$1,001M  
67%

## By Fiscal Year



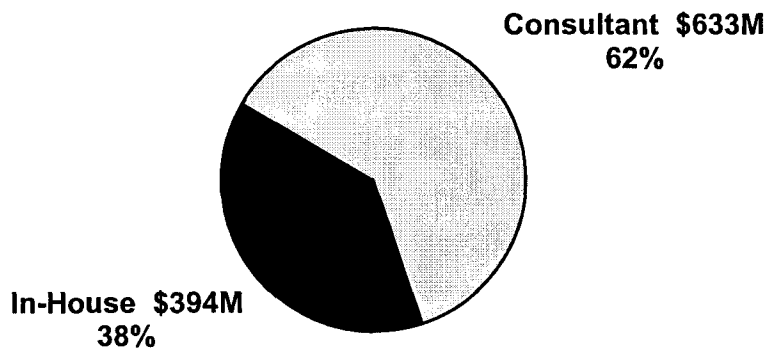
**Total 5-Year Tentative Work Program \$1,505M**

Totals may not add due to rounding

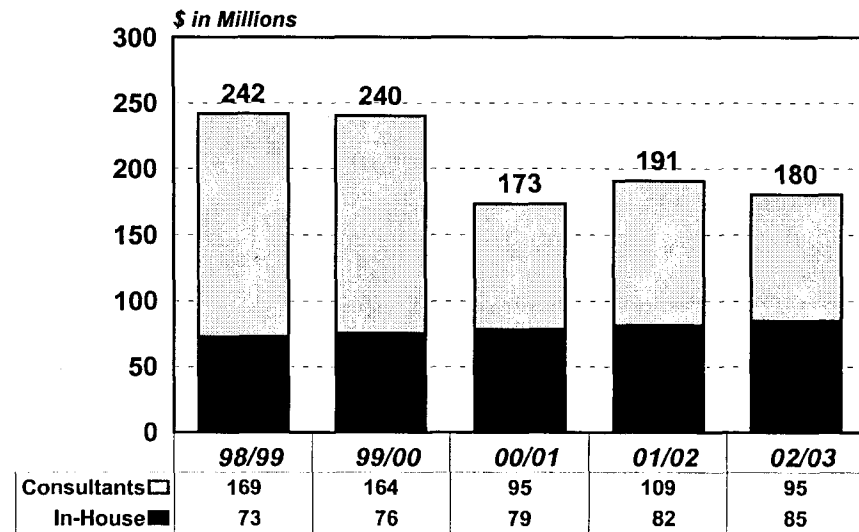
# CONST. ENGINEERING INSPECTION

FY 98/99 - 02/03

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$1,026M**

Totals may not add due to rounding



**OVERVIEW OF FLORIDA INTRASTATE HIGHWAY SYSTEM  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***Key Statutory Requirements:***

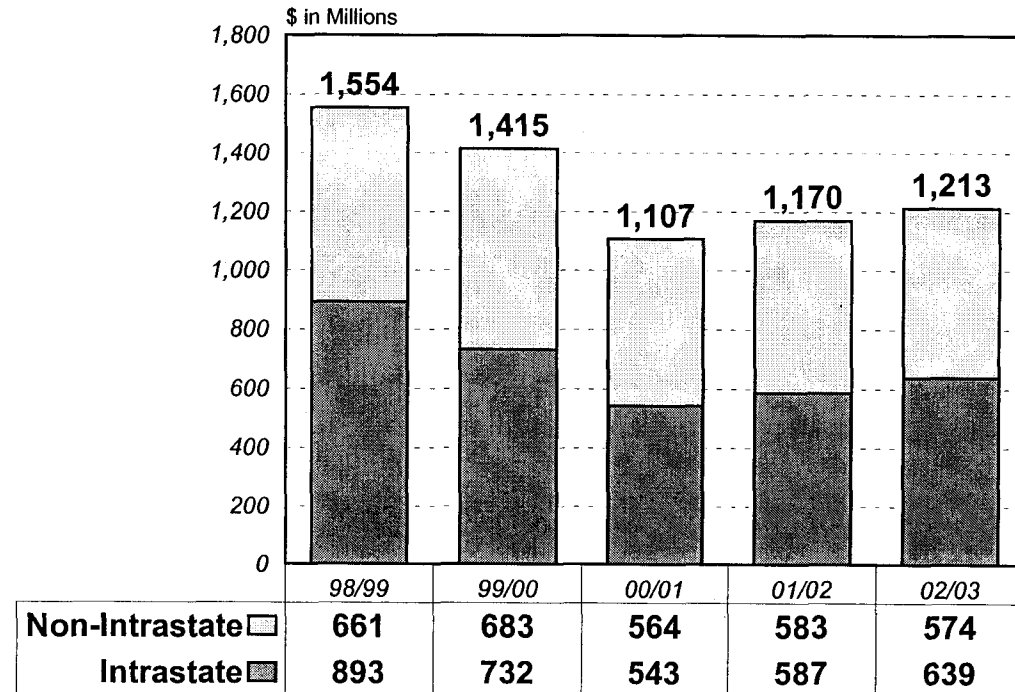
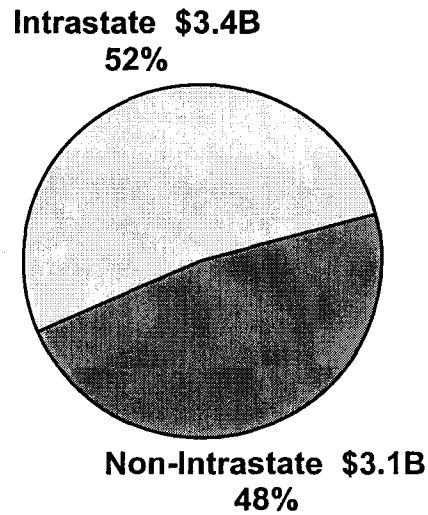
- The Department shall plan and develop a proposed Florida Intrastate Highway System (FIHS) which shall delineate a statewide system of limited access facilities and controlled access facilities. *s. 338.001, F.S.*
- The plan shall provide a statewide transportation network that allows for high-speed and high-volume traffic movements within the state. *s. 338.001, F.S.*

***Findings:***

- Mandated by the 1990 Legislature, the FIHS is 4,118 centerline miles (3,751 existing/367 proposed) of interstate, turnpike and other major state highways that provide intercity and interregional travel.
- A road on the FIHS carries about 10 times the traffic volume as a typical Florida public road.
- The FIHS carries about 70% of all heavy truck traffic on the State Highway System.
- The year 2010 needs on the FIHS are \$28 billion. Anticipated revenues through 2010 total \$6 billion, leaving a \$22 billion shortfall.
- The 2020 Cost Feasible Plan builds only meets about 30% of the 2010 funding needs.
- The Tentative Work Program has a total of \$3.4 billion (456 lane miles) programmed on the FIHS for capacity improvements. This is 52% of the total highway capacity improvement program of \$6.5 billion.
- Of this \$3.4 billion for capacity improvements on the FIHS, \$1.9 billion is programmed for construction phases -- 52% on Interstate highways, 17% on Turnpike, and 31% on other highways on the FIHS -- \$1.0 billion for product support and \$0.5 for right of way.

# The Florida Intrastate Highway System Program

FY 98/99 - 02/03 Tentative Work Program  
 Intrastate Compared with Non-Intrastate  
 Capacity Improvement Only



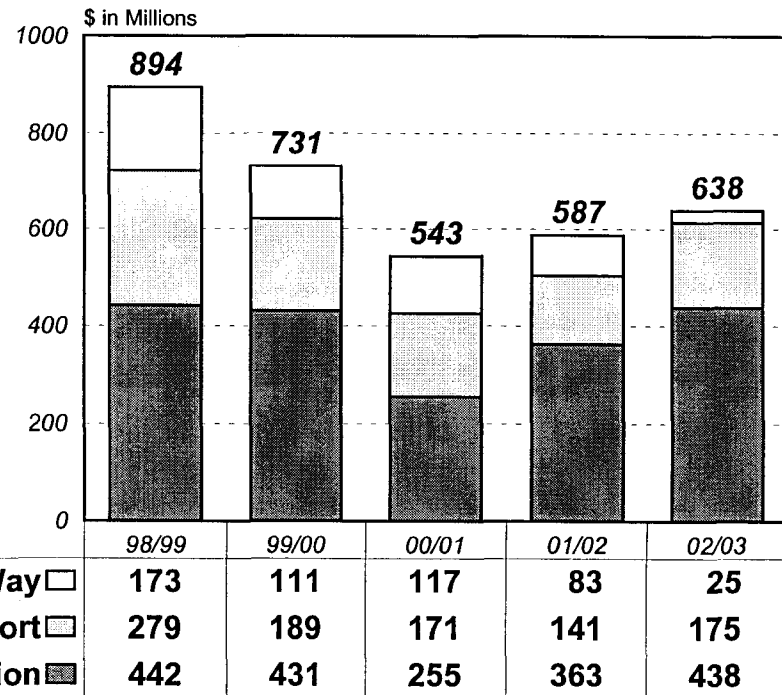
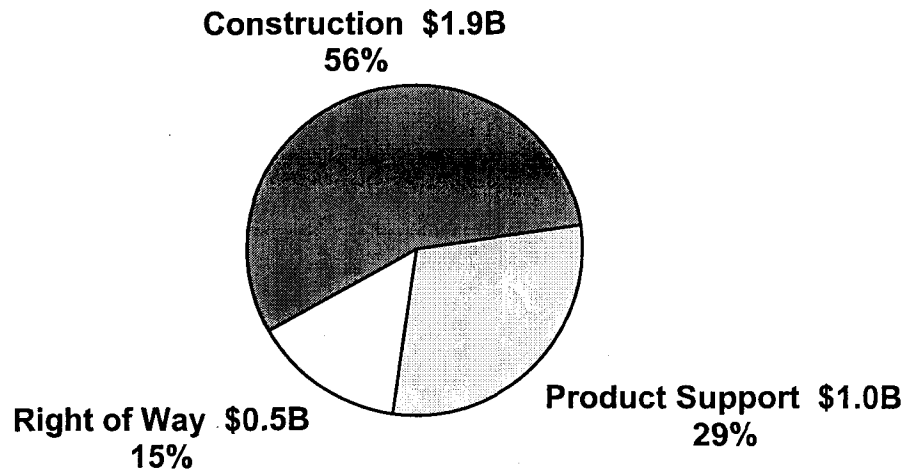
**Total 5-Year Tentative Work Program \$6.5B**

Totals may not add due to rounding

# The Florida Intrastate Highway System Program

FY 98/99 - 02/03 Tentative Work Program

Capacity Improvement Only



**Total 5-Year Tentative Work Program \$3.4B**

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

Totals may not add due to rounding

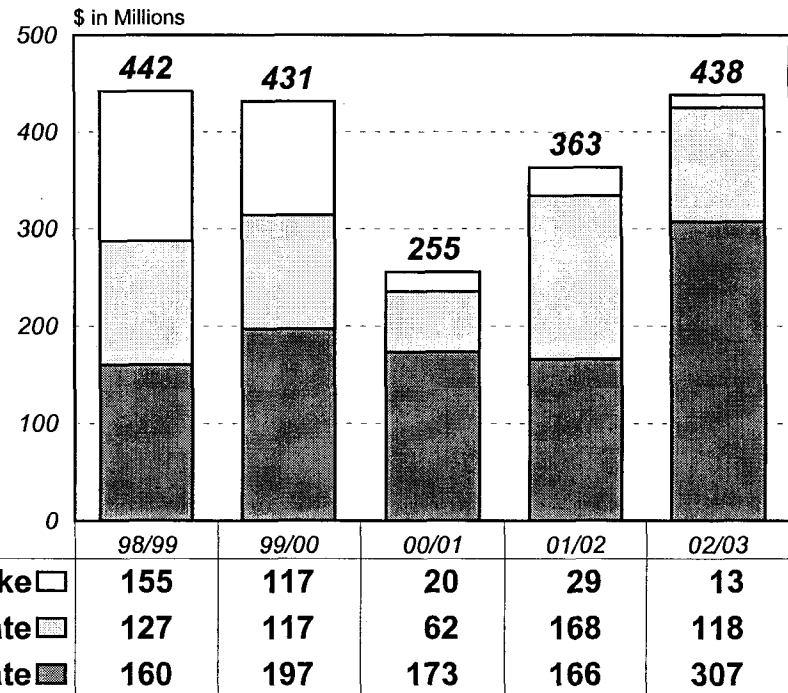
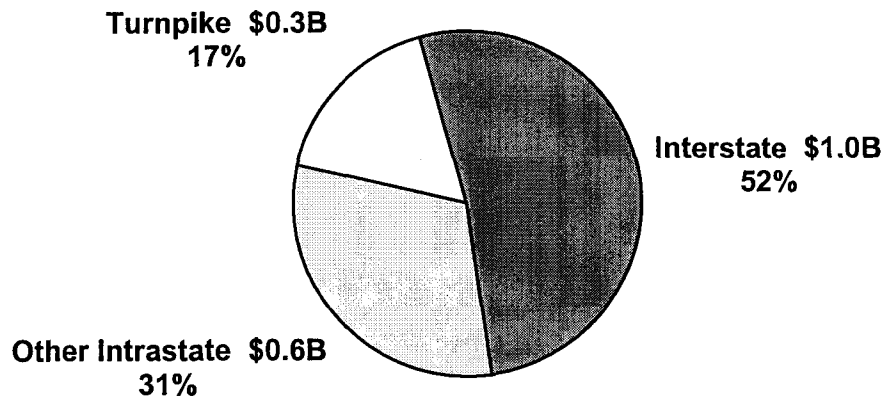


# The Florida Intrastate Highway System Program

FY98/99 - 02/03 Tentative Work Program

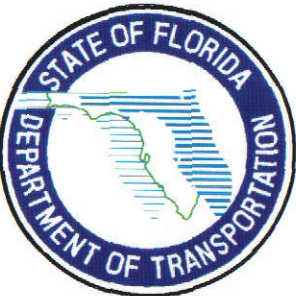
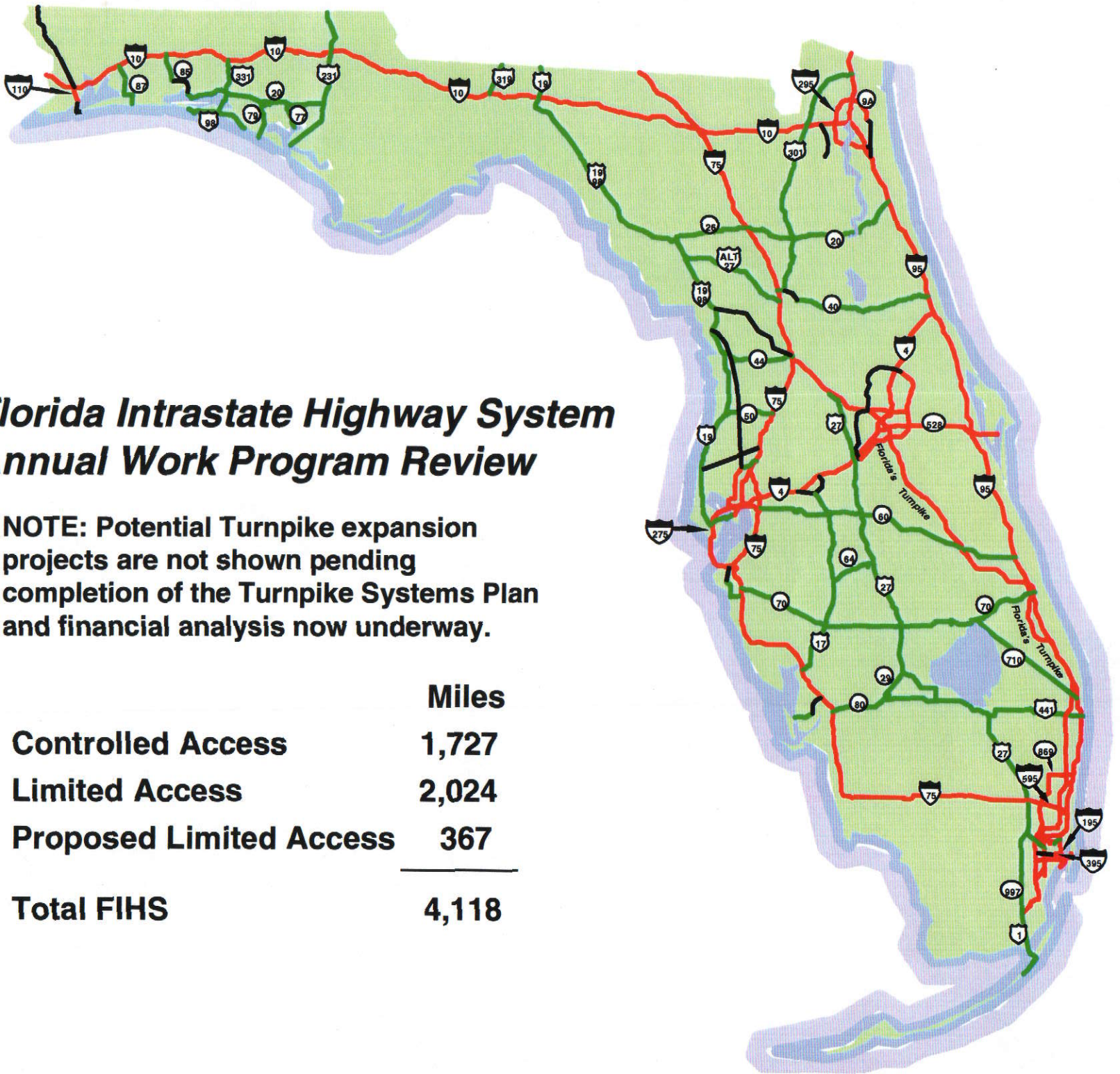
Capacity Improvement Only

- Construction Only -



**Total 5-Year Tentative Work Program \$1.9B**

Totals may not add due to rounding



## Florida Intrastate Highway System Annual Work Program Review

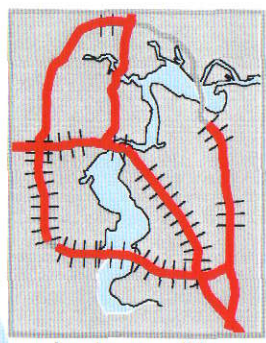
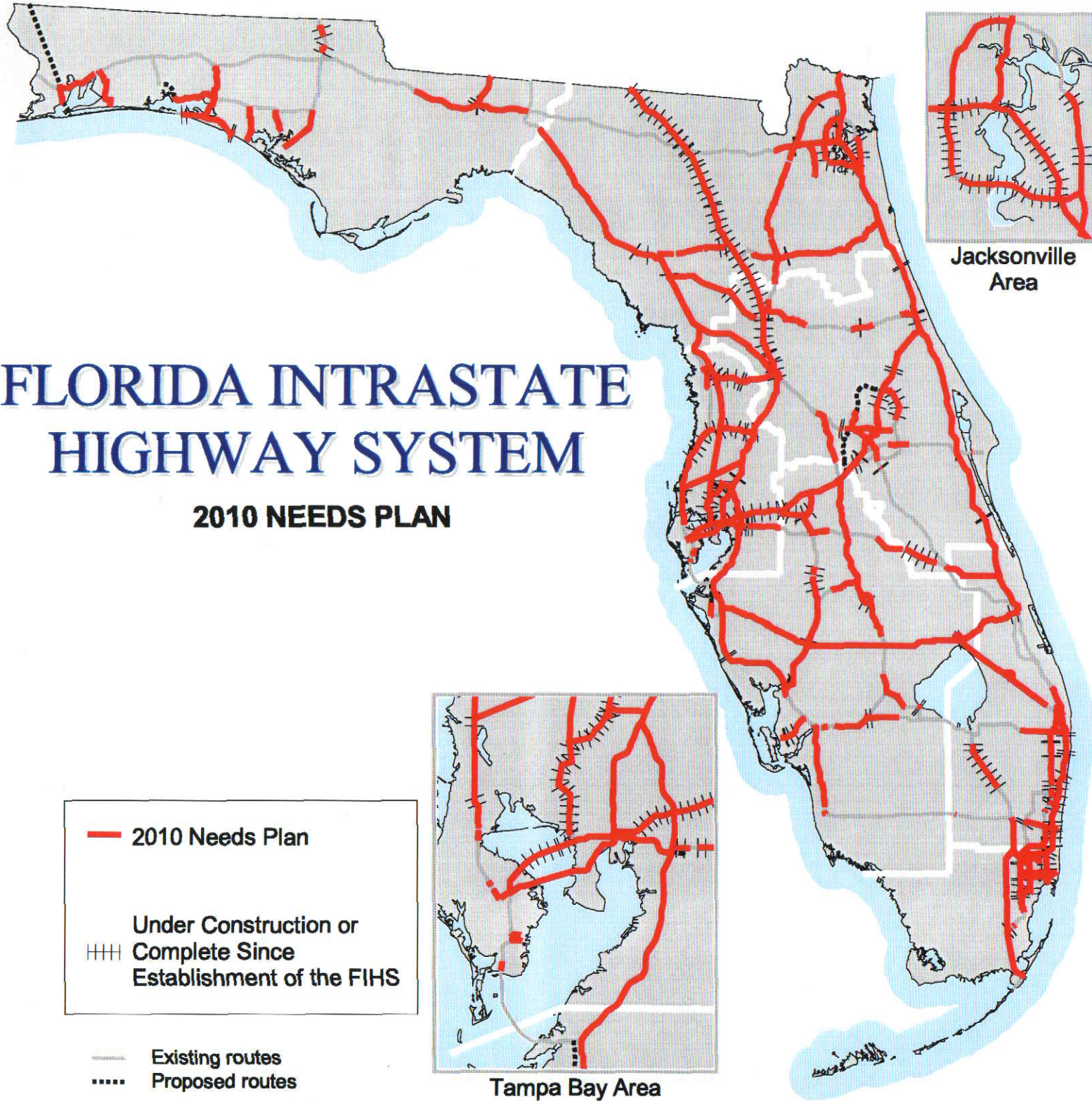
**NOTE:** Potential Turnpike expansion projects are not shown pending completion of the Turnpike Systems Plan and financial analysis now underway.

	Miles
<b>Controlled Access</b>	1,727
<b>Limited Access</b>	2,024
<b>Proposed Limited Access</b>	367
<b>Total FIHS</b>	4,118

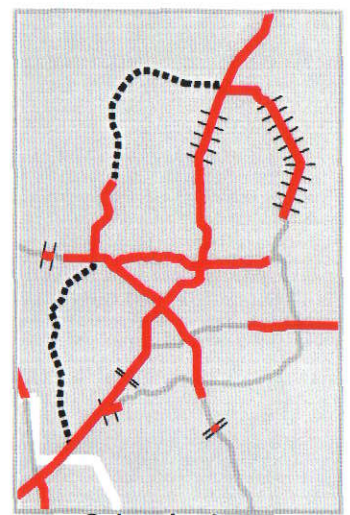


# FLORIDA INTRASTATE HIGHWAY SYSTEM

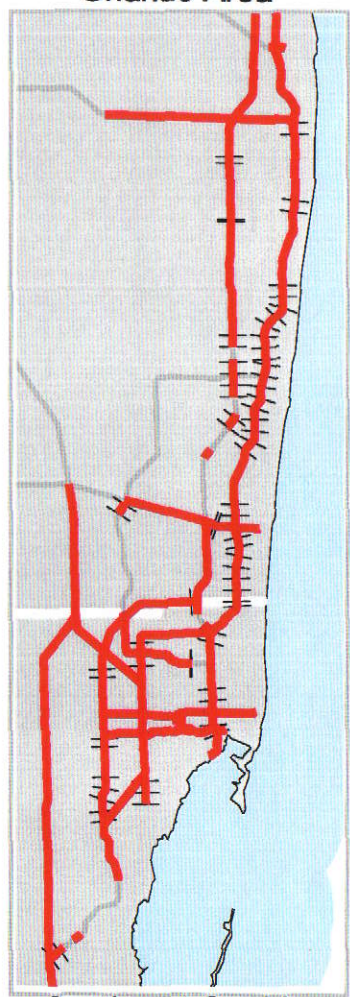
## 2010 NEEDS PLAN



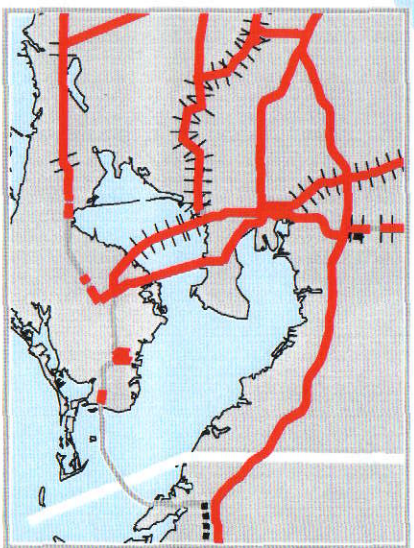
Jacksonville Area



Orlando Area



Southeast Corridor



Tampa Bay Area

— 2010 Needs Plan

Under Construction or Complete Since Establishment of the FIHS

Existing routes

Proposed routes

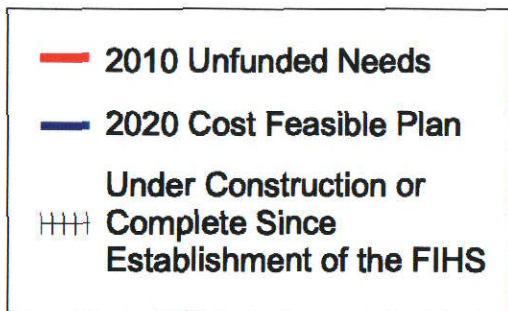
Existing routes

Proposed routes

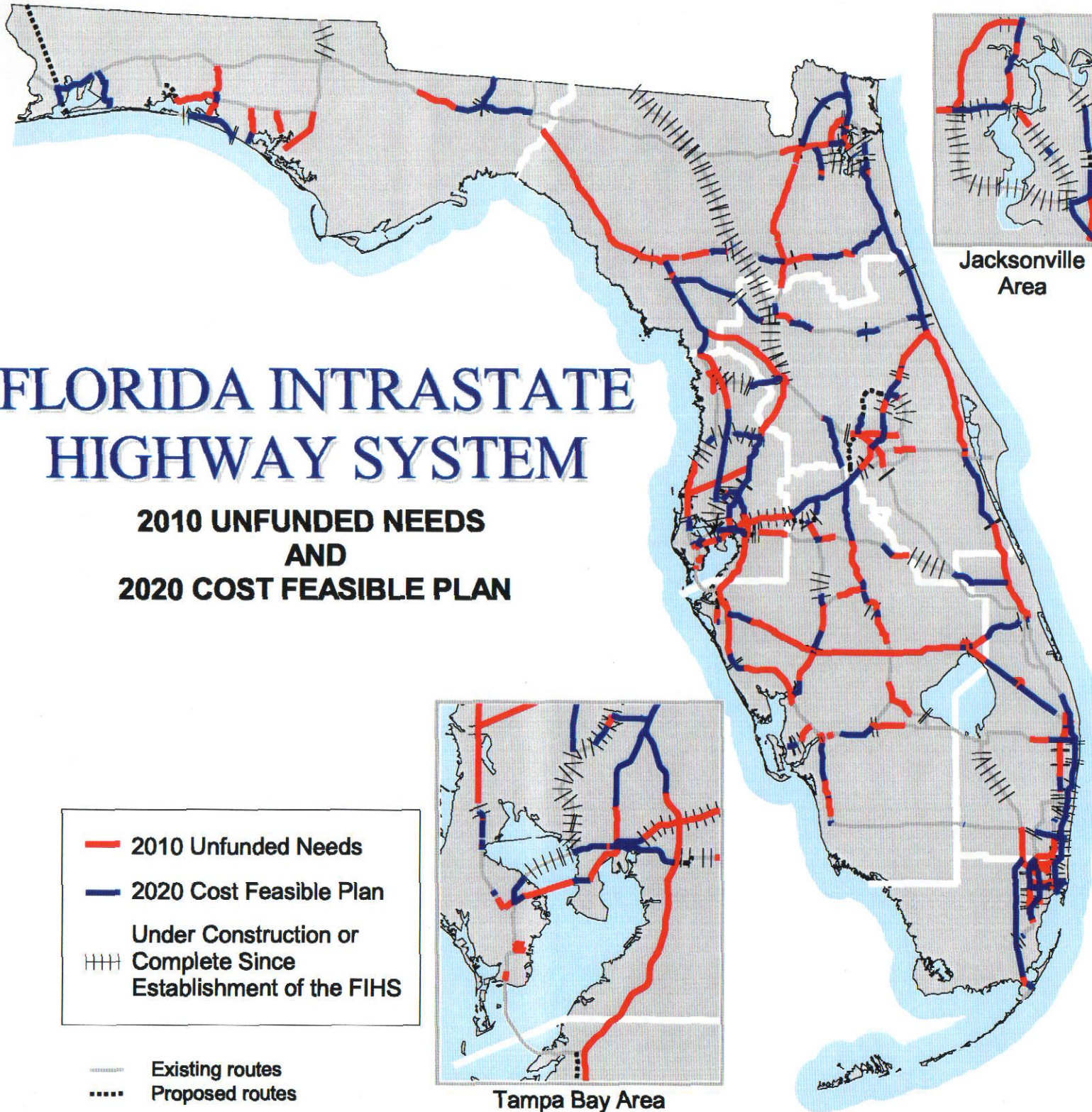
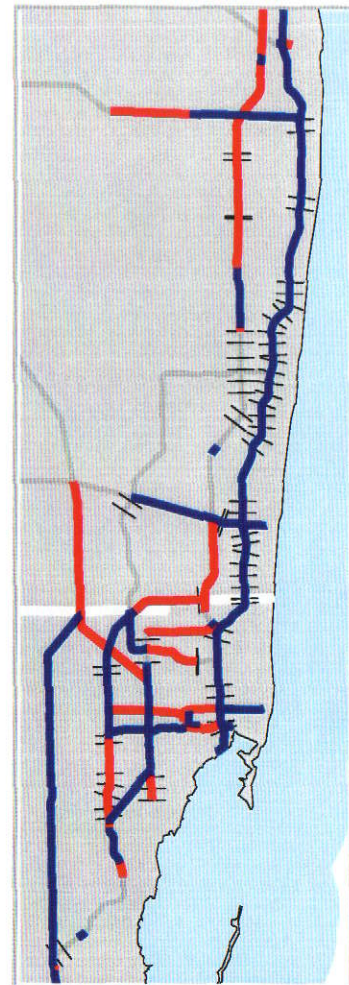
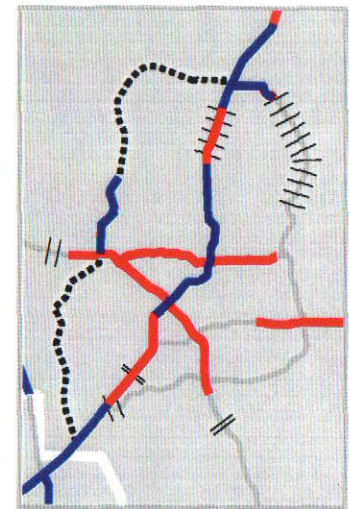
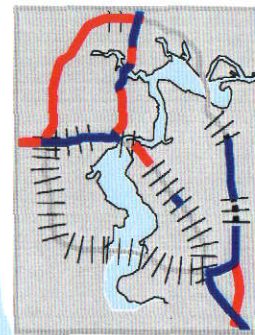
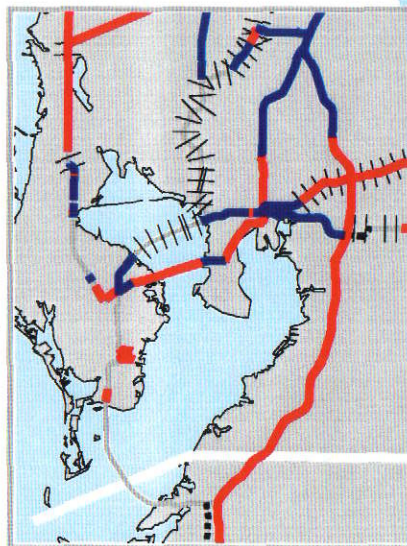


# FLORIDA INTRASTATE HIGHWAY SYSTEM

**2010 UNFUNDED NEEDS  
AND  
2020 COST FEASIBLE PLAN**



— Existing routes  
..... Proposed routes








# FLORIDA INTRASTATE HIGHWAY SYSTEM

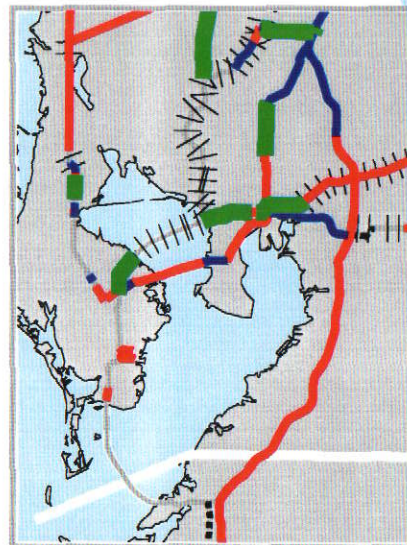
## STATUS OF COMPLETING THE FIHS 2020 COST FEASIBLE PLAN

Tentative Work Program 2/16/98  
Plus Current Year

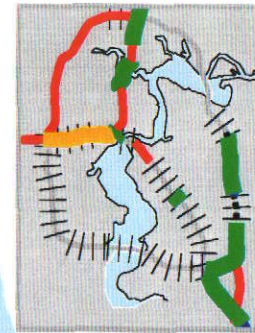
-  Construction or ROW
-  Intelligent Transportation Systems

-  2010 Unfunded Needs
-  2020 Cost Feasible Plan
-  Under Construction or Complete Since Establishment of the FIHS

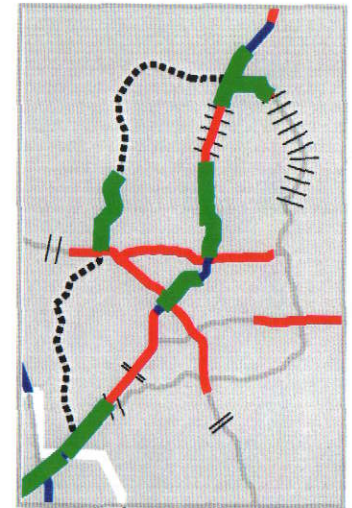
-  Existing routes
-  Proposed routes



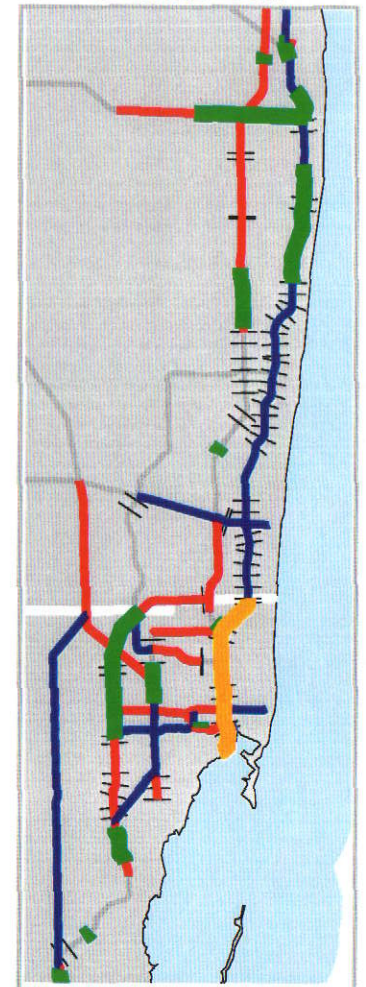
Tampa Bay Area



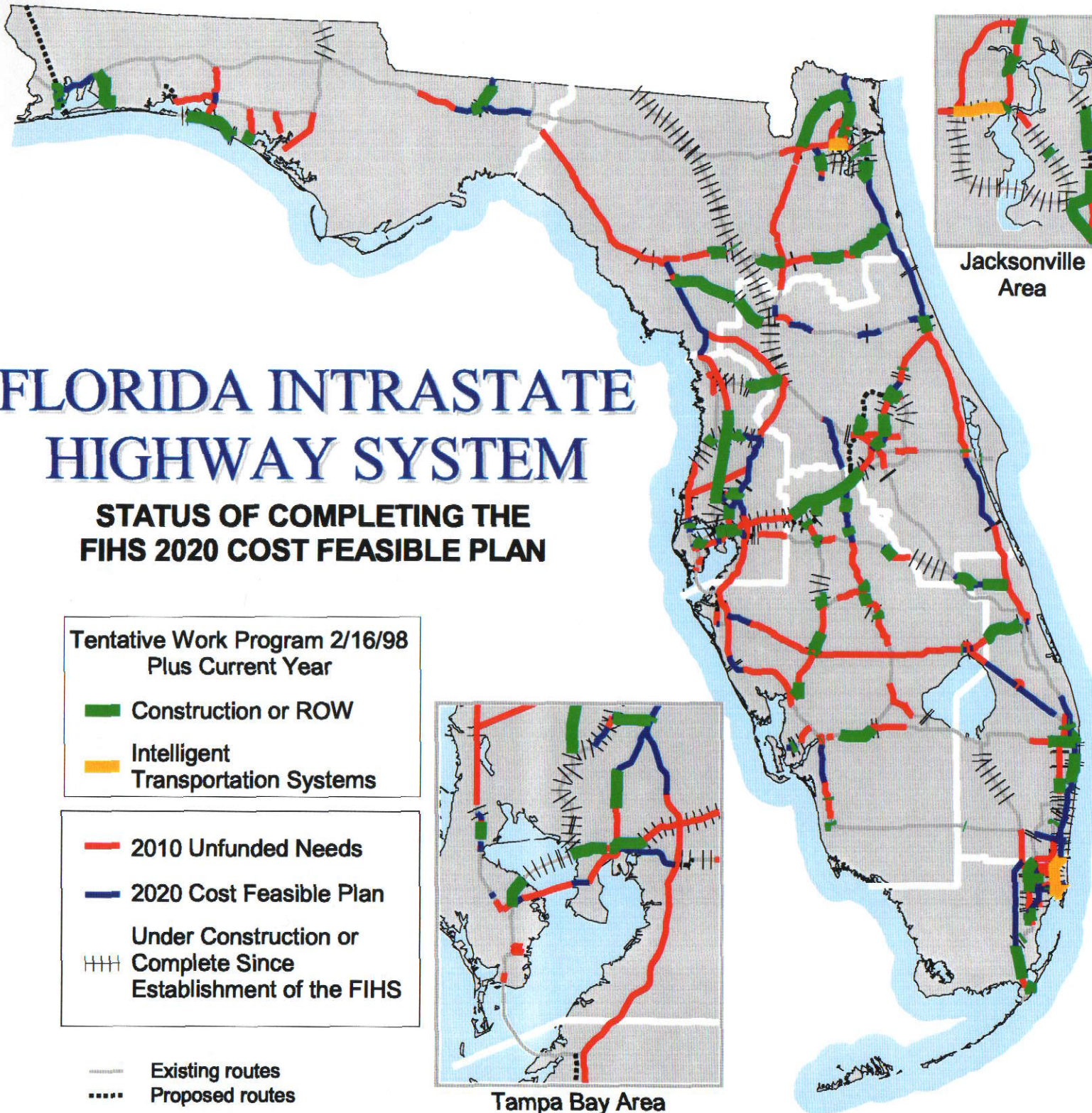
Jacksonville Area



Orlando Area



Southeast Corridor





# FLORIDA INTRASTATE HIGHWAY SYSTEM

## STATUS OF COMPLETING THE FIHS 2020 COST FEASIBLE PLAN

### TURNPIKE DISTRICT

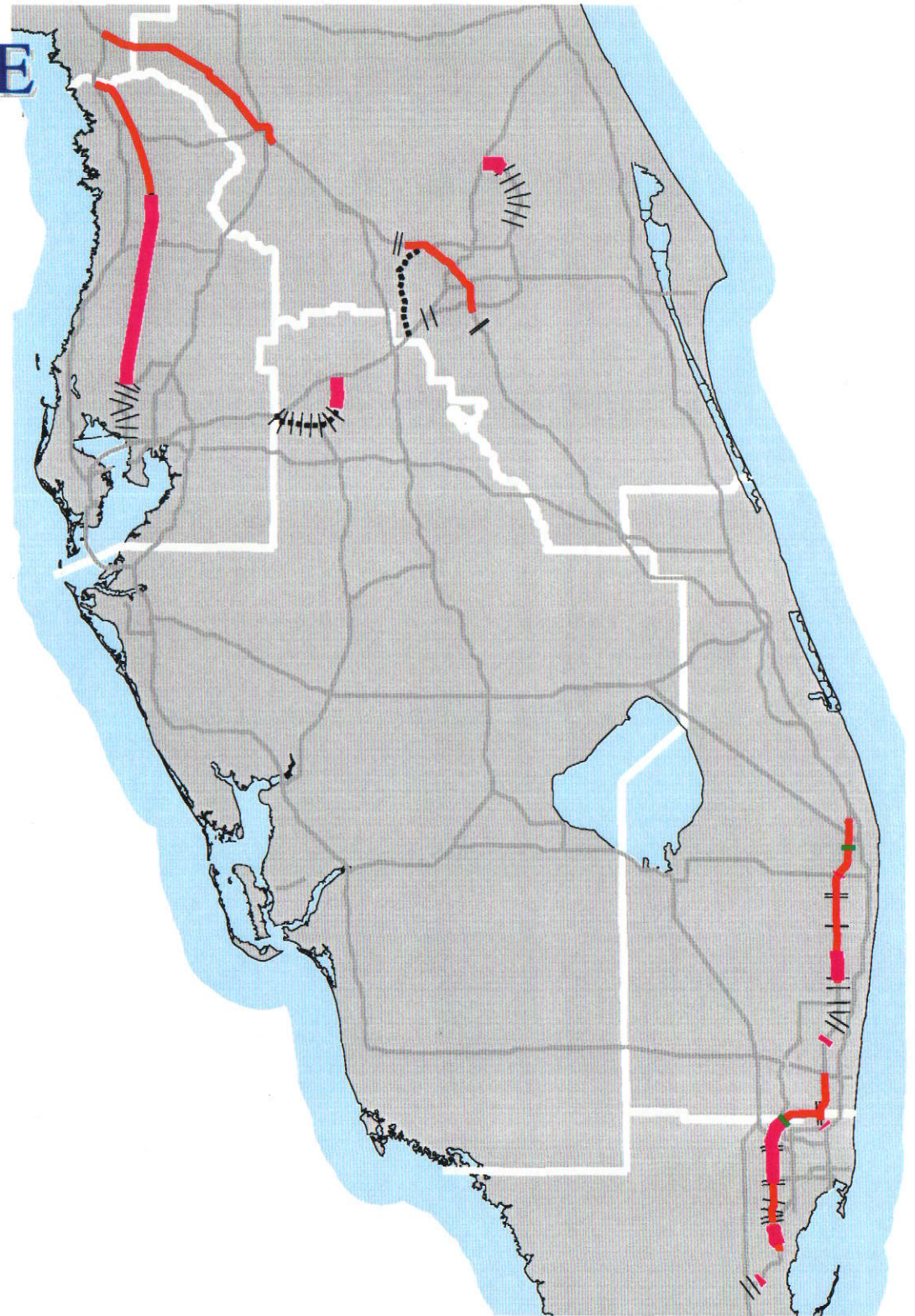
NOTE: Potential Turnpike expansion projects are not shown pending completion of the Turnpike Systems Plan and financial analysis now underway.

Tentative Work Program 2/16/98  
Plus Current Year

- Construction
- ROW
- Intelligent Transportation Systems

- 2010 Unfunded Needs
- 2020 Cost Feasible Plan
- |||| Under Construction or Complete Since Establishment of the FIHS

- Existing routes
- ..... Proposed routes





# FLORIDA INTRASTATE HIGHWAY SYSTEM

STATUS OF COMPLETING THE  
FIHS 2020 COST FEASIBLE PLAN

## DISTRICT 3

Tentative Work Program 2/16/98  
Plus Current Year

- █ Construction
- █ ROW
- █ Intelligent Transportation Systems

- 2010 Unfunded Needs
- 2020 Cost Feasible Plan
- |||| Under Construction or Complete Since Establishment of the FIHS





# FLORIDA INTRASTATE HIGHWAY SYSTEM

## STATUS OF COMPLETING THE FIHS 2020 COST FEASIBLE PLAN

### DISTRICT 2

Tentative Work Program 2/16/98  
Plus Current Year

Construction

ROW

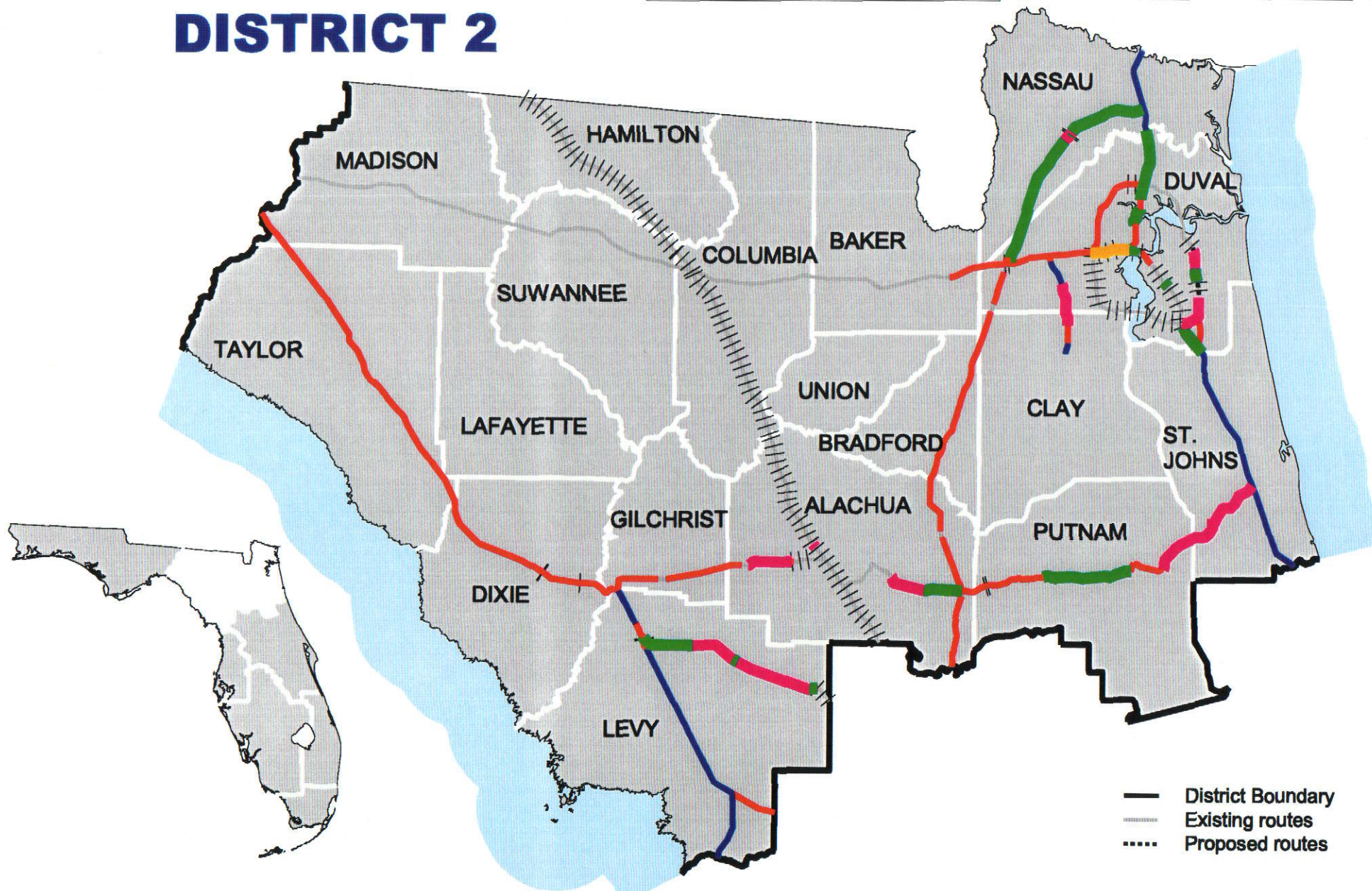
Intelligent

Transportation Systems

2010 Unfunded Needs

2020 Cost Feasible Plan

Under Construction or  
Complete Since  
Establishment of the FIHS

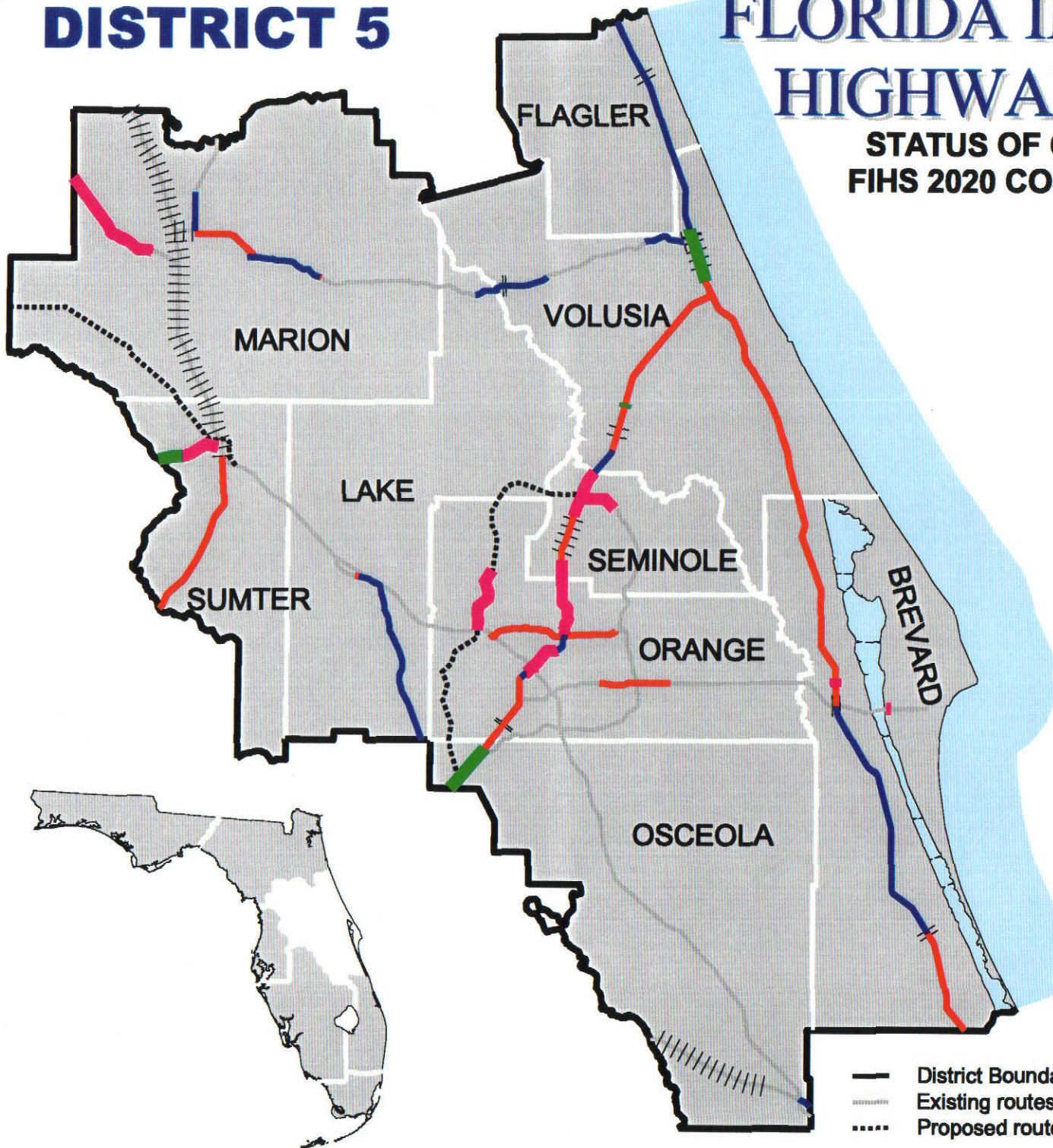




# DISTRICT 5

# FLORIDA INTRASTATE HIGHWAY SYSTEM

## STATUS OF COMPLETING THE FIHS 2020 COST FEASIBLE PLAN



Tentative Work Program 2/16/98  
Plus Current Year

- █ Construction
- █ ROW
- █ Intelligent Transportation Systems

- 2010 Unfunded Needs
- 2020 Cost Feasible Plan
- |||| Under Construction or Complete Since Establishment of the FIHS

- District Boundary
- - - Existing routes
- ..... Proposed routes

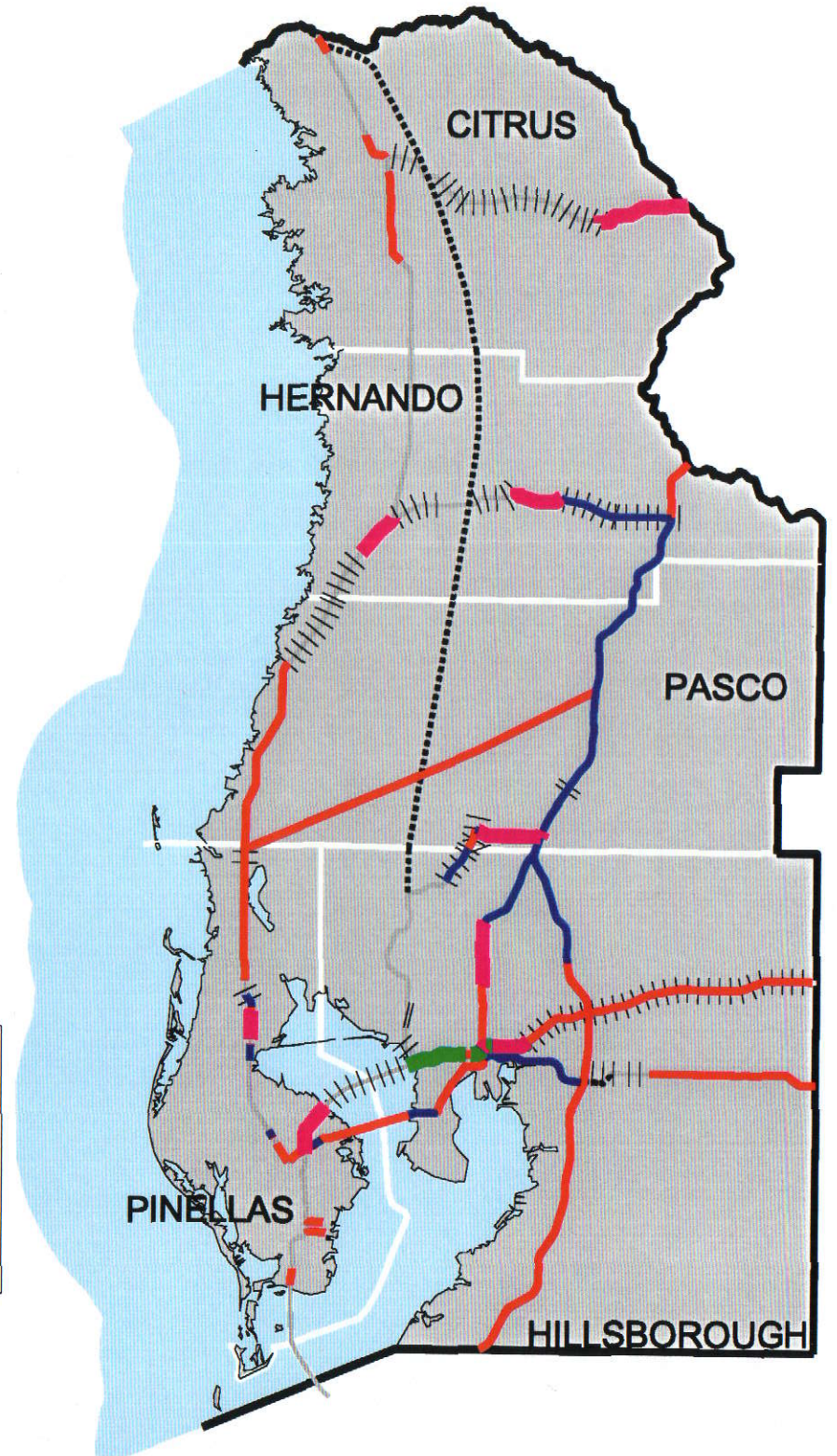
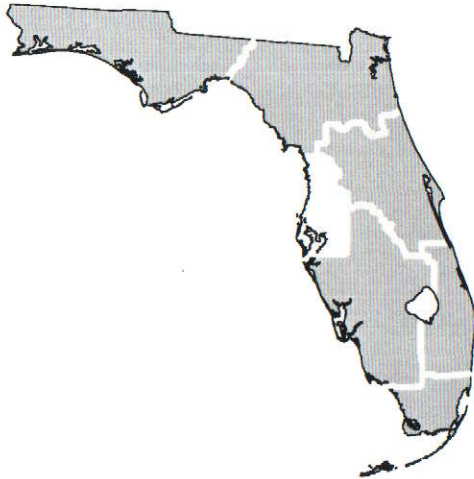
**NOTE:**  
The alignment of the proposed Western Beltway Part B is under review. Part A will be constructed by OOCEA within the Tentative Work Program period.



# FLORIDA INTRASTATE HIGHWAY SYSTEM

STATUS OF COMPLETING THE  
FIHS 2020 COST FEASIBLE PLAN

## DISTRICT 7



Tentative Work Program 2/16/98  
Plus Current Year

 Construction




 ROW

 Intelligent  
Transportation Systems

 2010 Unfunded Needs

 2020 Cost Feasible Plan

 Under Construction or  
Complete Since  
Establishment of the FIHS

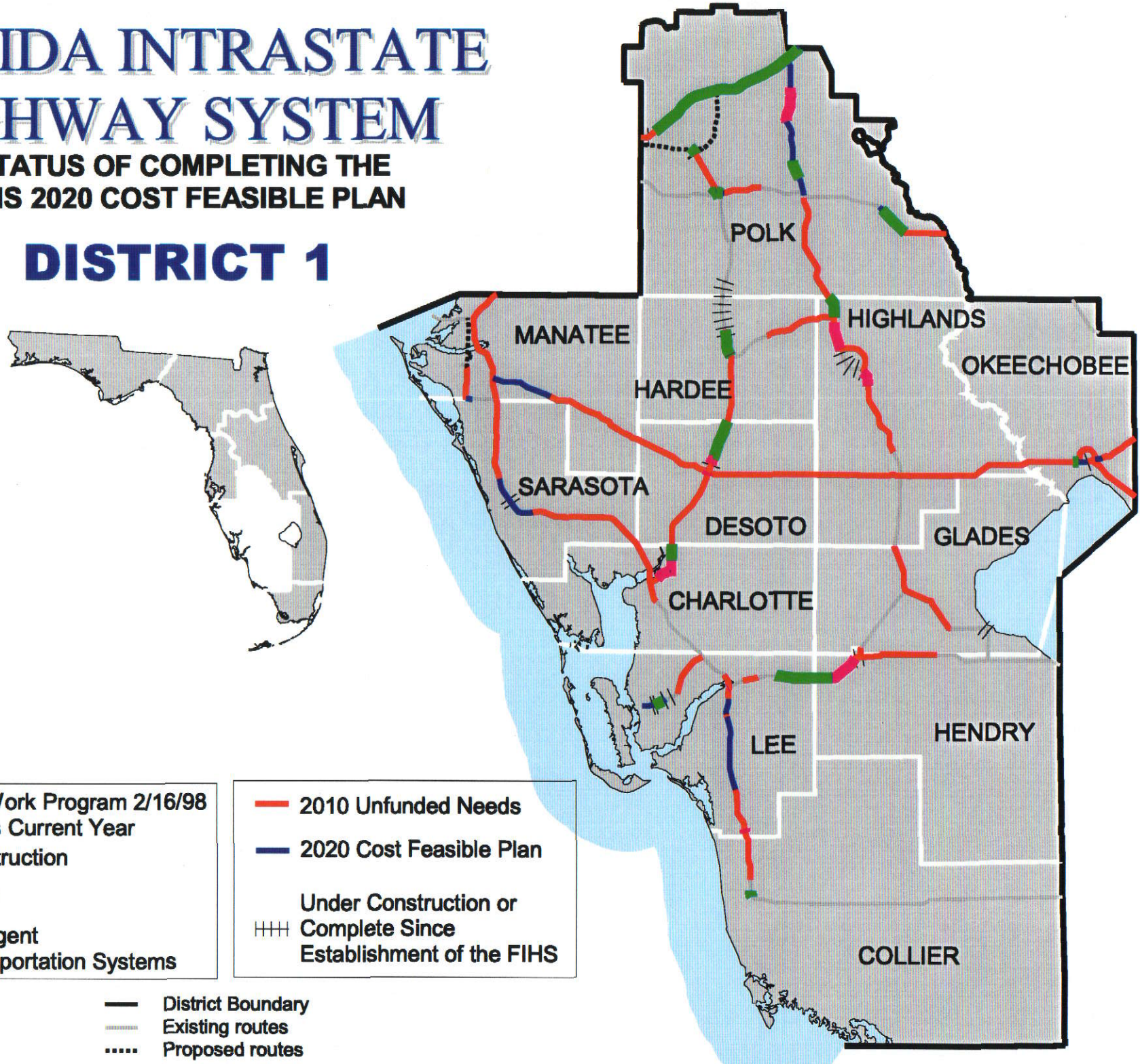
 District Boundary  
 Existing routes  
 Proposed routes



# FLORIDA INTRASTATE HIGHWAY SYSTEM

STATUS OF COMPLETING THE  
FIHS 2020 COST FEASIBLE PLAN

## DISTRICT 1



Tentative Work Program 2/16/98  
Plus Current Year

- █ Construction
- █ ROW
- █ Intelligent Transportation Systems

- 2010 Unfunded Needs
- 2020 Cost Feasible Plan
- ||||| Under Construction or Complete Since Establishment of the FIHS

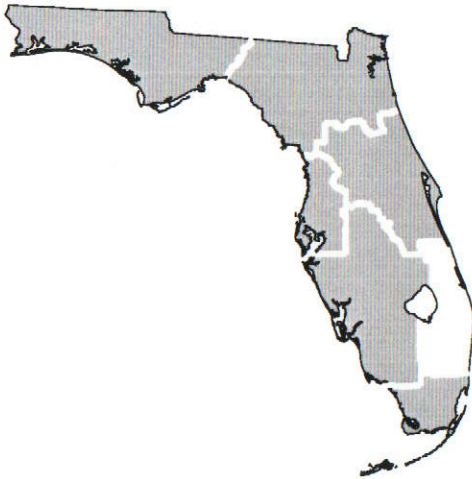
- District Boundary
- Existing routes
- ..... Proposed routes



# FLORIDA INTRASTATE HIGHWAY SYSTEM

STATUS OF COMPLETING THE  
FIHS 2020 COST FEASIBLE PLAN

## DISTRICT 4



Tentative Work Program 2/16/98  
Plus Current Year

Construction

ROW

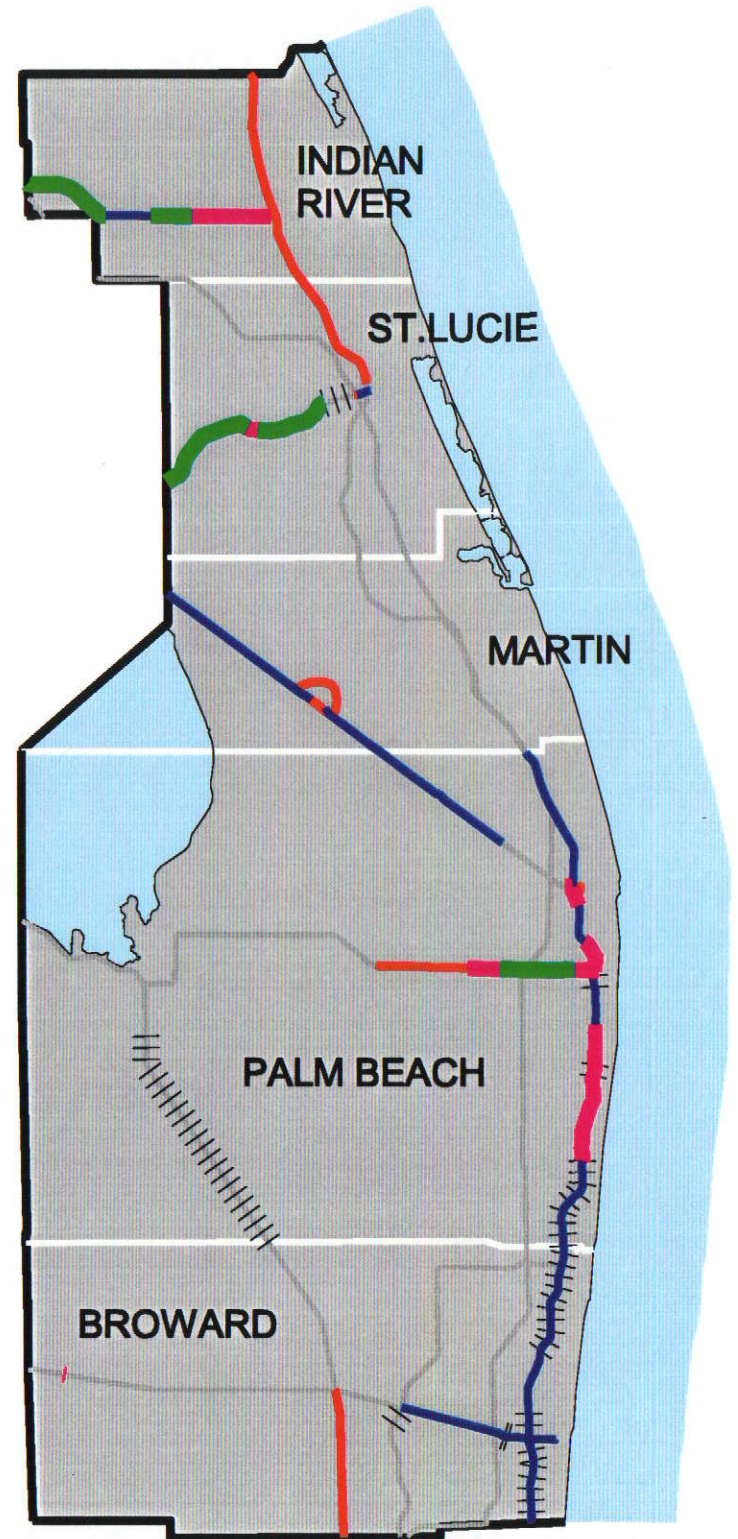
Intelligent  
Transportation Systems

2010 Unfunded Needs

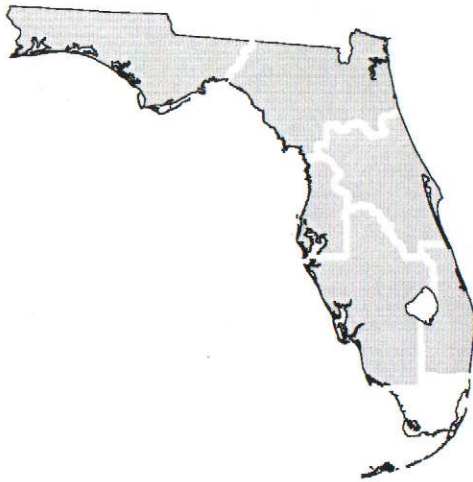
2020 Cost Feasible Plan

Under Construction or  
Complete Since  
Establishment of the FIHS

District Boundary  
Existing routes  
Proposed routes







# DISTRICT 6

## FLORIDA INTRASTATE HIGHWAY SYSTEM

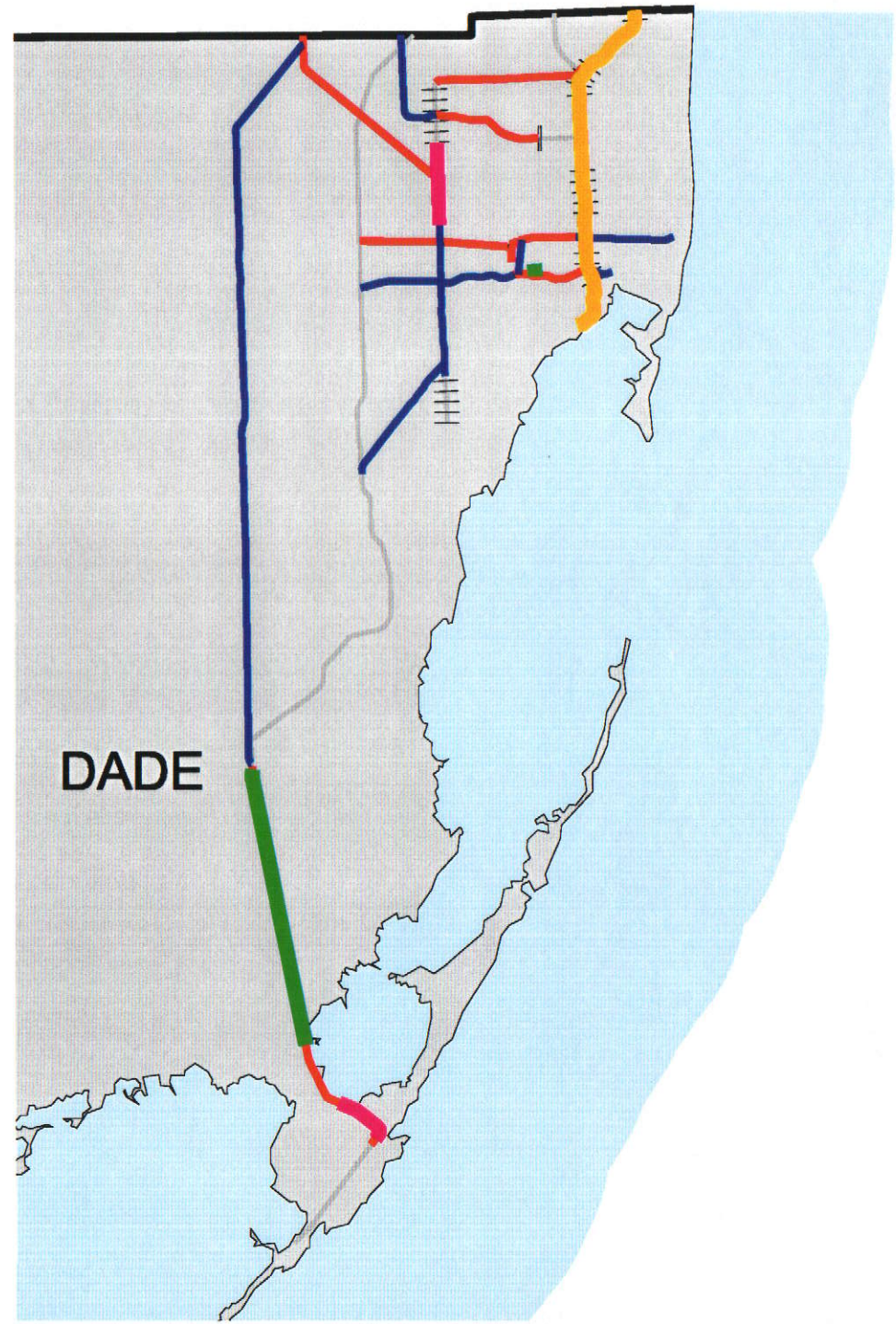
### STATUS OF COMPLETING THE FIHS 2020 COST FEASIBLE PLAN

Tentative Work Program 2/16/98  
Plus Current Year

- █ Construction
- █ ROW
- █ Intelligent Transportation Systems

- 2010 Unfunded Needs
- 2020 Cost Feasible Plan
- Under Construction or Complete Since Establishment of the FIHS

- District Boundary
- Existing routes
- Proposed routes



**OVERVIEW OF INTERMODAL DEVELOPMENT PROGRAM  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***Key Statutory Requirements:***

- Created within the Department of Transportation is the Intermodal Development Program which is to provide for major capital investments in fixed-guideway transportation systems, access to seaports, airports and other transportation terminals; to provide for the construction of intermodal or multimodal terminals; and to otherwise facilitate the intermodal or multimodal movement of people and goods. *s. 341.053, F.S.*
- The Department is authorized to fund projects within the Intermodal Development Program, which are consistent, to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the project is located. *s. 341.053, F.S.*

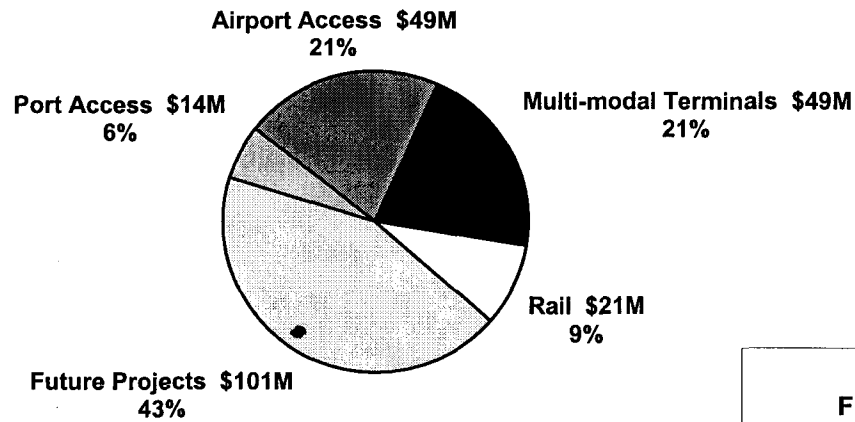
***Findings:***

- The Tentative Work Program has a total of \$234 M. programmed for the Intermodal Development Program.
- Of the \$234 M. for the Intermodal Development Program, \$21 M. is programmed for rail access, \$14 M. for seaport access, \$49 M. for airport access, \$49 M. for multi-modal terminals, and \$101 M. for future projects.

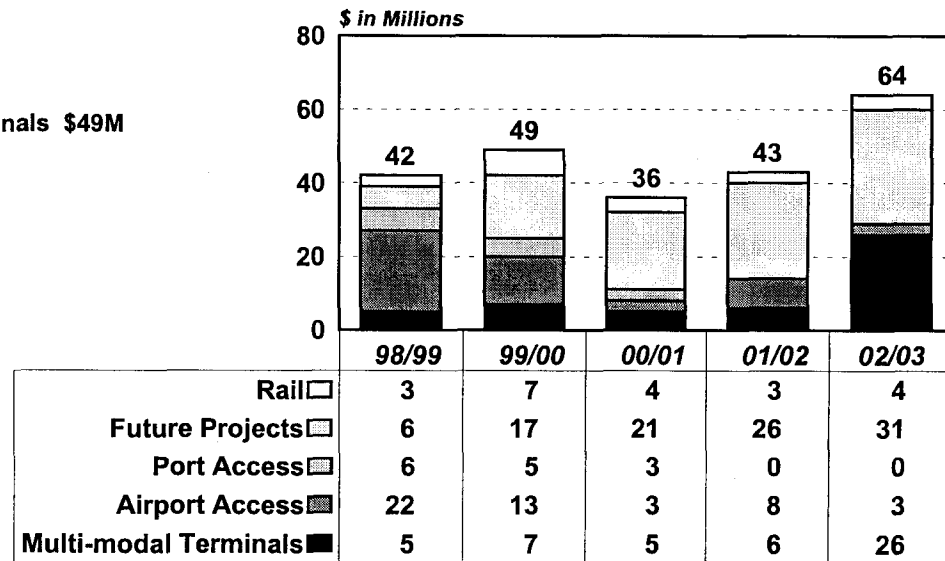
# Intermodal Access Program

FY 98/99 - 02/03

## Five Year Summary



## By Fiscal Year



**Total 5-Year Tentative Work Program \$234M**

Totals may not add due to rounding

**INTERMODAL DEVELOPMENT FUNDING\*  
SIGNIFICANT PROJECTS**

Project Name	Description of Work	Phase(s)	Estimated Cost (\$ in millions) *
Southwest International Airport	● Construct extension of access roads	GRANT	\$8.6
Port Manatee	● Construct access roads and reconstruct main entrance road	GRANT	\$1.8
Jacksonville International Airport	● Construction of access road from I-295 to Airport Road	PE	\$0.7
Jax Multimodal Center	● Construction of Jacksonville Multimodal Center	PE GRANT	\$3.0 \$9.1
Port of Jacksonville	● Construct extension of 20th St. Expressway to Port of Jacksonville	PE	\$1.0
Panama City Airport	● Add lanes and reconstruct access road	GRANT	\$2.2
Pensacola Airport	● Improve interchange at Airport Blvd. and Brent Lane	PE ROW	\$0.8 \$4.2
Palm Beach International Airport	● Construct access road and interchange at I-95	CONS	\$10.5
Palm Beach Intermodal Center	● Construction of intermodal center	GRANT	\$4.1
Port of Palm Beach	● Access improvements - Skypass	GRANT	\$3.2
Ft. Lauderdale Airport/ Port Everglades	● Construct connector between Airport and Port Everglades cruise terminal	GRANT	\$1.0
Port Canaveral	● New Interchange at Dave Nisbit Dr. to improve access	GRANT	\$4.6
Orange-Lynx	● Light Rail Development (Engineering, ROW, Construction)	GRANT	\$12.9
Miami Intermodal Center (MIC)	● Funding for engineering, right-of-way and construction ● Improvements between MIC and East/West Corridor	PE ROW CONS	\$11.7 \$31.2 \$40.6
East/West Intermodal Corridor	● Funding for engineering, right of way, and construction	ROW GRANT	\$18.0 \$20.9
Port of Miami	● Preliminary Engineering for tunnel to I-395	PE	\$6.8
U.S. 1 Busway	● Construct stage two of exclusive busway	ROW CONS	\$2.0 \$15.0
Downtown Tampa	● Construction of Downtown Tampa Intermodal Terminal ● Tampa/Ybor Electric Streetcar Project ● Design for the bus rail transit system	GRANT GRANT GRANT	\$2.4 \$2.0 \$3.3
Port of Tampa	● Expand rail facilities access to truck interchange facility	GRANT	\$1.4

\* Amount Programmed in Work Program

**FINANCIAL SOUNDNESS  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***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.*

***Findings:***

- The Tentative Work Program is based on a complete, balanced financial plan for the STTF.
- The lowest end-of-month cash balance (December, 1999) for the STTF is \$50.8 million, which complies with the statutory minimum. This cash balance is 1.9% of outstanding commitments of \$2.704 billion.
- The lowest end-of-month cash balance (November, 2001) for the Turnpike General Reserve Fund is \$13.1 million, which complies with the statutory minimum.



## Major Financial Assumptions State Transportation Trust Fund (STTF)

- Fuel Tax, Aviation Fuel and Motor Vehicle License Tag Fees are based on Revenue Estimating Conference Forecast of February, 1998.
- Federal aid funding levels are based on Official Federal Aid Highway Forecast of September 27, 1996.
- Right of way expenditures reflect the district cash requirements reported by the Right of Way Office on July 1997 for FY 1997/98 and FY 1998/99.
- Annual transfer to Right of Way Acquisition and Bridge Construction Trust Fund for debt service.

<i>Fiscal Year</i>	<i>Debt Service</i>	<i>Fiscal Year</i>	<i>Debt Service</i>
98/99	\$51.3 M	01/02	\$89.2 M
99/00	\$73.8 M	02/03	\$90.7 M
00/01	\$83.3 M		

Also, includes temporary advances of STTF funds to be reimbursed by bond proceeds from bond sales annually in July 1999 to 2003.

- \$77.1M in long-term payables from toll facilities for operating and maintenance costs through FY 2002/03.
- \$24M HEFT toll deferral (\$12M in FY 1993/94 and \$12M in FY 1994/95) to repay STTF in FY 1999/00.
- \$10M annually of operating budget will not be obligated and therefore is available for funding the Work Program.
- Rollforwards in construction (21%), consultants (30%), R/W OPS (70%), Fixed Capital Outlay (35%) and public transportation (15%) are based on current year contingency analysis and program lapse funds.
- Quarterly installments for environmental mitigation are planned to begin in FY 97/98. The annual program of \$10M in 98/99, \$10M in FY 99/00, \$15M in FY 00/01, and \$20M in FY 01/02 to 06/07 are cash flowed in the year they are programmed. The \$12M Wetlands Credit is anticipated by FY 2001/02.

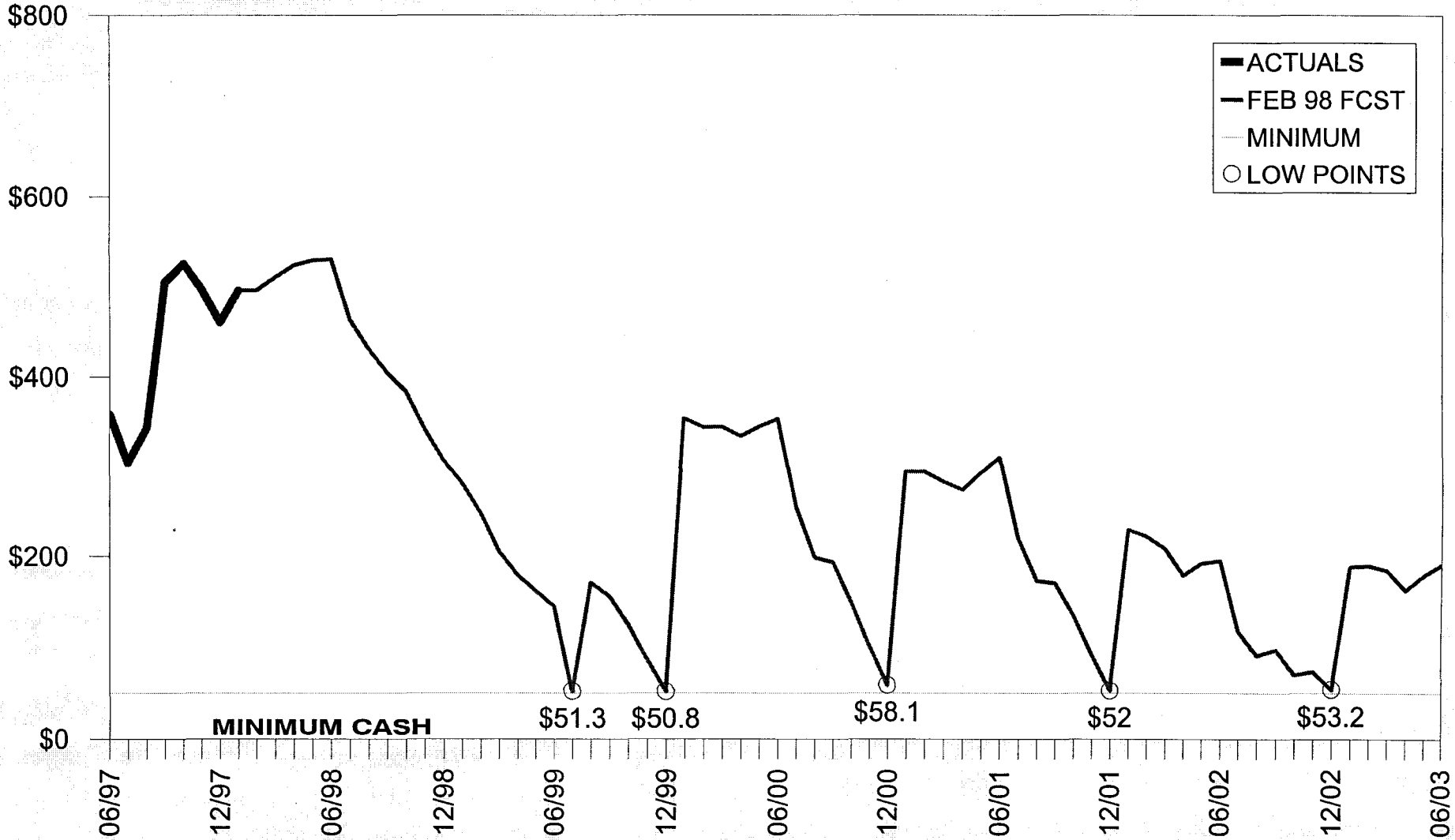
- \$15M is set aside in July of each year for bonding of Seaport Projects.
- Alternative Contracts - \$200M per year in A + B and No Excuse Bonus Contracts are planned. A \$32M per year maximum has been established for *state funded* A+B and No Excuse Bonus contracts. These contracts are expected to take 20% less time to complete. The bonuses on these contracts are expected to average 3.5% of the total construction contract amount. Bonuses planned for Incentive/Disincentive and Liquidated Savings contracts equal \$1.8M in FY 97/98, \$1.5M in FY 98/99, \$1.7M in FY 99/00, \$1.2M in FY 00/01, and \$1.1M in FY 01/02.
- An Economic Development reserve of \$5M per year is planned.
- The following funds are set aside to fund an FDOT State Infrastructure Bank (SIB). Interest cost loans and operation and maintenance (O & M) loans are planned to help fund SR 80, Seminole II, and Suncoast Pkwy.

	<i>Federal Funds</i>	<i>State Funds</i>
FY 98/99	\$5.6 M	\$1.4 M
FY 99/00	\$2.5 M	\$0.6 M
FY 00/01	\$1.7 M	\$0.5 M
FY 01/02	\$1.5 M	\$0.4 M
FY 02/03	\$1.2 M	\$0.3 M

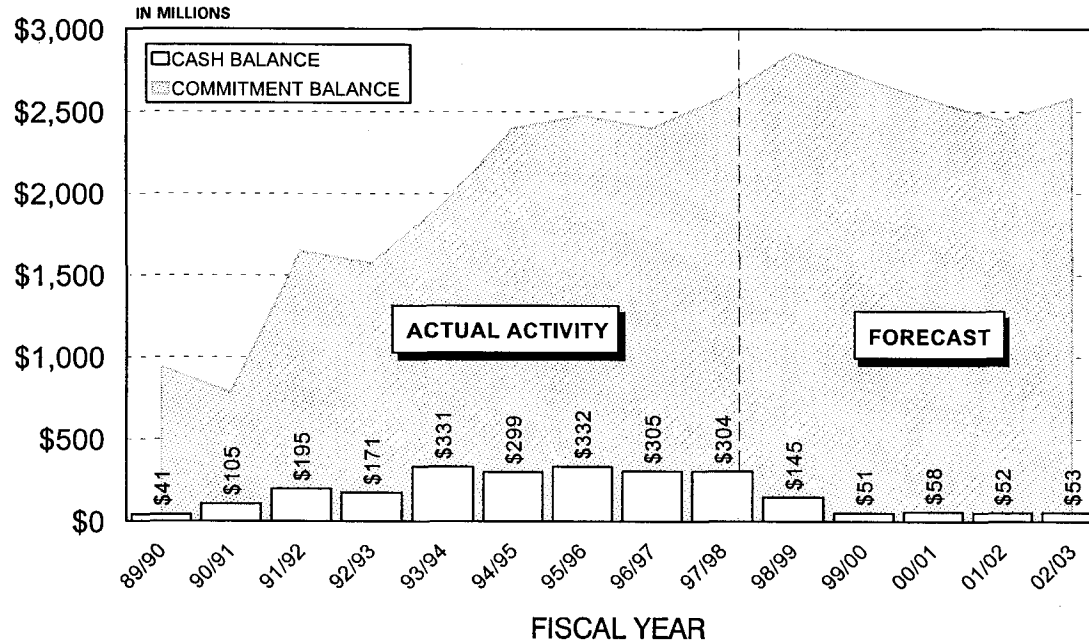
- The Florida High Speed Rail commitment planned in FY 97/98 for \$30.5M and in FY 98/99 for \$47.0M are cash flowed over 3 years. Quarterly payments of annual commitments of \$70M are planned for FY 99/00, \$72.8M for FY 2001/02, and \$75.7M for FY 2002/03.
- The Advanced Construction Program is structured to convert 100% of prior year projects in January 2000. 60% of FY 1997/98 projects are planned for conversion in January 2000 and 40% in January 2001. FY 1998/99 - 02/03 projects are planned for conversion in 85% in 2nd year and 15% in the 3rd year. The plan revolves converted AC program beginning FY 97/98.

# STTF TENTATIVE WORK PROGRAM CASH FORECAST FISCAL YEARS 1997/1998 - 2002/2003

IN MILLIONS



## State Transportation Trust Fund Annual Low Point Cash Balance and Outstanding 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 1989/90 through 2002/03 the annual low point cash balance (represented by the bars) and the contractual obligations (represented by the shaded area). During the Tentative Work Program period FY 1998/99 through 2002/03, the average low point cash balance is projected to be \$71.8 million and the average contractual obligations to be \$2.645 billion. That is, cash “on hand” is projected to be 2.7% of contractual obligations.

## Major Financial Assumptions Turnpike General Reserve Fund

- Tentative Debt Service Coverage Ratio averages 2.5 on a *gross* basis and 1.7 on a *net* basis over the 5-year period as follows: 2.6, 2.4, 2.4, 2.5 and 2.6 *gross*, and 1.8, 1.6, 1.6, 1.7 and 1.7 *net*.
- Revenue projections are based upon the preliminary estimates of URS Traffic and Revenue Consultants January 1998 and 100% will be realized. This includes a \$32 M. SunPass commuter discount over the next five years.
- Toll rate increases are not expected until beyond the Work Program period.
- Turnpike's share of the on-going SunPass system is funded at \$47.4 M.
- December 1997 bond sale of \$199.7 M. to refund portions of the outstanding 1989, 1991, and 1992 bonds resulting in a savings in debt service of approximately \$25.5 M. over 25 years.
- March 1998 bond sale of approximately \$225 M. to reimburse right of way and construction of the Suncoast Parkway Project 1, and reimburse preliminary engineering and fund the final phase of construction on Polk Parkway.
- May 1998 bond sale of approximately \$245 M. to reimburse right of way and fund construction on Suncoast Parkway Project 1, and fund Western Beltway, Part A, Interchange.
- March 1999 bond sale of approximately \$195 M. to fund the construction of the State Road 80 Interchange and the Seminole Expressway, Project 2 (non-Turnpike funds of approximately \$195 M. will assist in the feasibility of Seminole, Project 2).
- Bonds sales in November 1999 (\$67 M.) and November 2003 (\$83 M.) for other Turbo Plan projects.
- Approximately \$20 M. has been programmed for design of projects which will be identified by the Turnpike System Plan (TSP).

- Includes State Infrastructure Bank (SIB) interest cost loans for the SR 80 Interchange and Seminole Expressway, Project 2.

	<i>SR/80 Seminole II</i>	<i>Future Bonds</i>
FY 98/99	\$1.8	\$1.0
FY 99/00	\$4.8	\$4.4
FY 00/01	\$4.8	\$4.8
FY 01/02	\$4.8	\$4.8
FY 02/03	\$4.8	\$4.7

- Includes operation and maintenance (O & M) loans for the SR 80 Interchange, Seminole Expressway, Project 2, and Suncoast Parkway.

	<i>SR 80</i>	<i>Seminole II</i>	<i>Suncoast</i>
FY 00/01			\$3.8
FY 01/02	\$0.5	\$0.7	\$7.3
FY 02/03	\$0.4	\$0.5	\$7.4

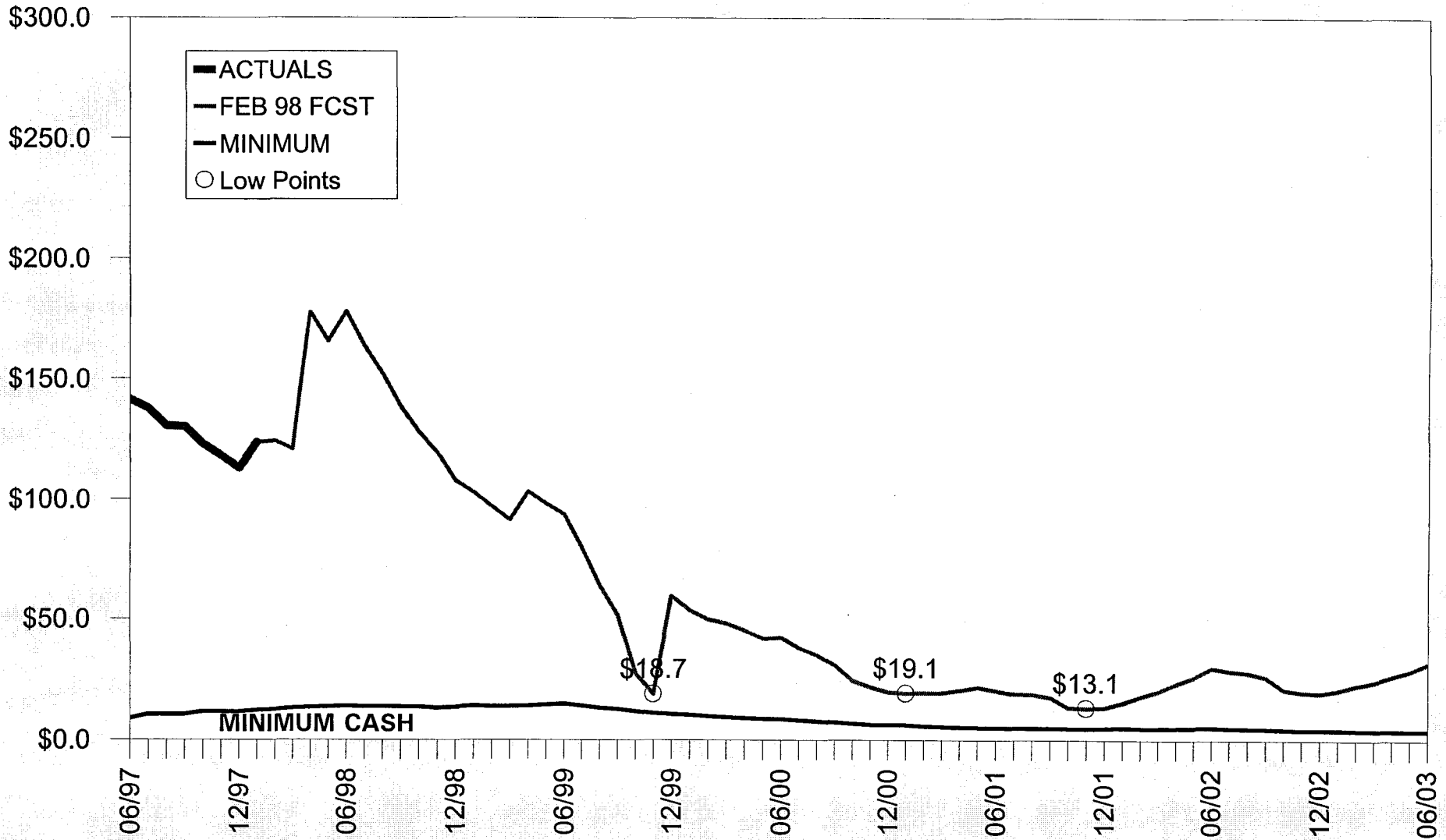
- Includes payments from Turnpike General Reserve Fund.

	Toll Facility Revolving TF Repayments	HEFT Loan Repayment to STTF	Repayments to DOT Districts
98/99	\$4.6		
99/00	\$6.3	\$24.0	
00/01	\$3.7		
01/02			\$3.7
02/03			\$6.0



# TURNPIKE GENERAL RESERVE FUND CASH FORECAST FISCAL YEARS 1997/1998 - 2002/2003

IN MILLIONS



**STABILITY OF PROJECT SCHEDULES  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***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.*

***Findings:***

- For the 4 common fiscal years (1998/99 to 2001/02), changes from the Adopted Work Program to the Tentative Work Program were as follows: 85.8% of project phases experienced no change in schedule or were advanced to an earlier fiscal year; 10.0% of project phases were deferred either to a later fiscal year within the 4 common fiscal years or to a fiscal year beyond FY 2001/02; and 4.2% of project phases were deleted. Note: Stability Report includes construction, right of way land, and public transportation product phases only.
- For the 4 common fiscal years, 87.6% of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.
- For the 4 common fiscal years, 82.8% of Public Transportation project phases experienced no change in schedule or were advanced to an earlier fiscal year.
- Compared to last year's Tentative Work Program, stability of this Tentative Work Program is 2.4% higher.
- Excluding those project phases deferred/deleted/moved out at the request of local governments or other funding entities, 94.4% of project phases experienced no change in schedule or were advanced to an earlier year.
- Of the 321 project phases deferred, moved out or deleted, 61.3% were due to requests by local governments or other funding entities.

**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	No Changes/Advances	1,940	85.81%
	Defers	121	5.35%
	Moved Out	106	4.69%
	Deletions	94	4.16%
Total		2,261	100.00%

**LEGEND:**

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

**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 <i>Roads &amp; Bridges</i>	No Changes/Advances	1,228	87.65%
	Defers	75	5.35%
	Moved Out	32	2.28%
	Deletions	66	4.71%
<b>Total</b>		<b>1,401</b>	<b>100.00%</b>

Fiscal Year	Category	# of Phases	% of Total
4 Common Years <i>Public Transportation</i>	No Changes	712	82.79%
	Defers	46	5.35%
	Moved Out	74	8.60%
	Deletions	28	3.26%
<b>Total</b>			<b>100.00%</b>



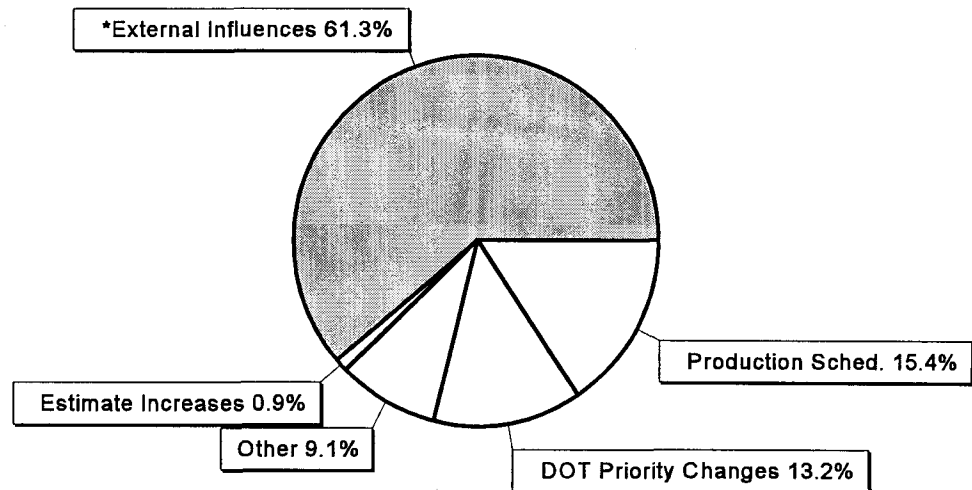
*Statewide - Work Program Stability*  
For FY 1998/99 - FY 2001/02

Category	# of Phases	% of Total
No Changes/Advances	1,940	85.81%
<i>Defers</i>	121	5.35%
<i>Moved Out</i>	106	4.69%
<i>Deletions</i>	94	4.16%
<b>Total</b>	<b>2,261</b>	<b>100.00%</b>

Results Without External Influences

Category	# of Phases	% of Total
No Changes/Advances	2,135	94.43%
Defers	66	2.92%
Moved Out	23	1.02%
Deletions	37	1.64%
<b>Total</b>	<b>2,261</b>	<b>100.00%</b>

Reasons for 321 Projects Deferred, Deleted or Moved Out

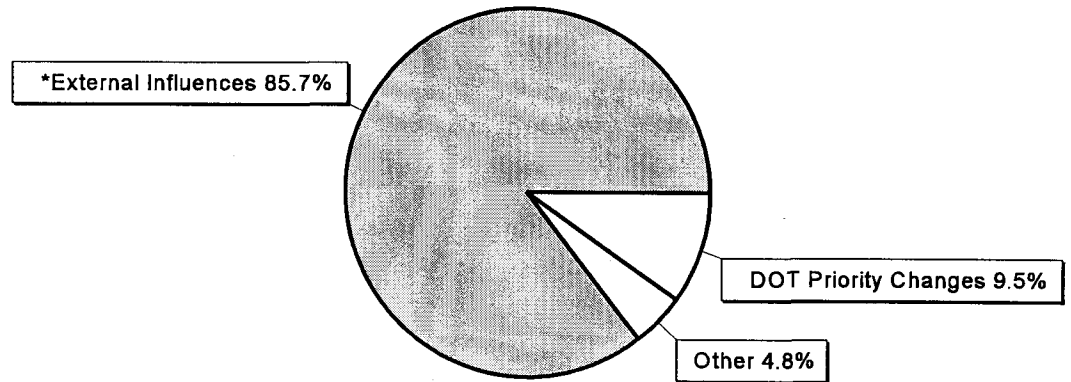


\*External Influences result from requests by Local Governments and other funding entities.

*District 1 - Work Program Stability*  
For FY 1998/99 - FY 2001/02

Category	# of Phases	% of Total
No Changes/Advances	461	87.98%
<i>Defers</i>	10	1.91%
<i>Moved Out</i>	30	5.73%
<i>Deletions</i>	23	4.39%
<b>Total</b>	<b>524</b>	<b>100.00%</b>

Reasons for 63 Projects Deferred, Deleted or Moved Out



Results Without External Influences

Category	# of Phases	% of Total
No Changes/Advances	515	98.28%
Defers	3	0.57%
Moved Out	1	0.19%
Deletions	5	0.95%
<b>Total</b>	<b>524</b>	<b>100.00%</b>

\*External Influences result from requests by Local Governments and other funding entities.

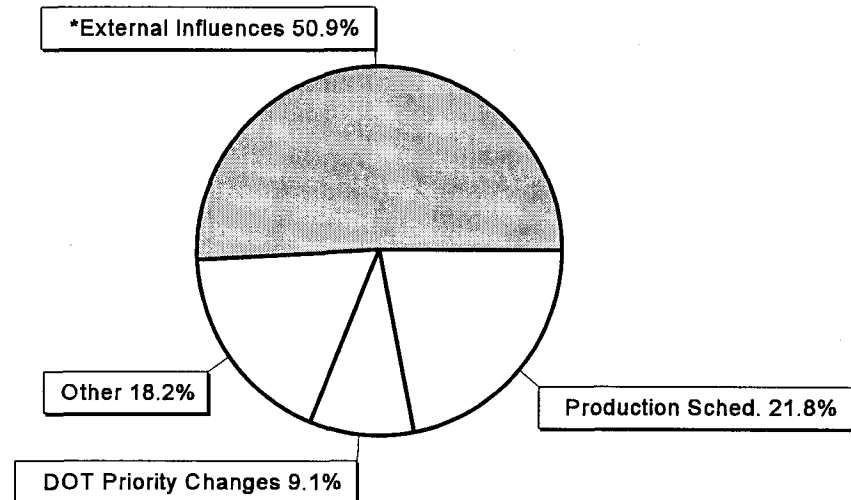
*District 2 - Work Program Stability*  
For FY 1998/99 - FY 2001/02

Category	# of Phases	% of Total
No Changes/Advances	316	85.17%
<i>Defers</i>	26	7.01%
<i>Moved Out</i>	13	3.50%
<i>Deletions</i>	16	4.31%
<b>Total</b>	<b>371</b>	<b>100.00%</b>

Results Without External Influences

Category	# of Phases	% of Total
No Changes/Advances	344	92.72%
Defers	13	3.50%
Moved Out	3	0.81%
Deletions	11	2.96%
<b>Total</b>	<b>371</b>	<b>100.00%</b>

Reasons for 55 Projects Deferred, Deleted or Moved Out



\*External Influences result from requests by Local Governments and other funding entities.

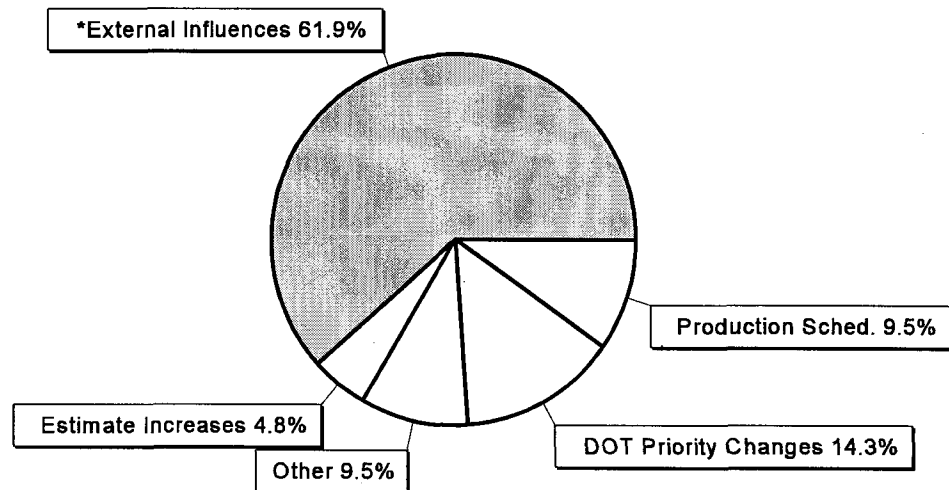
*District 3 - Work Program Stability*  
For FY 1998/99 - FY 2001/02

Category	# of Phases	% of Total
No Changes/Advances	296	93.38%
<i>Defers</i>	7	2.21%
<i>Moved Out</i>	3	0.95%
<i>Deletions</i>	11	3.47%
<b>Total</b>	<b>317</b>	<b>100.00%</b>

Results Without External Influences

Category	# of Phases	% of Total
No Changes/Advances	309	97.48%
Defers	3	0.95%
Moved Out	2	0.63%
Deletions	3	0.95%
<b>Total</b>	<b>317</b>	<b>100.00%</b>

Reasons for 21 Projects Deferred, Deleted or Moved Out



\*External Influences result from requests by Local Governments and other funding entities.

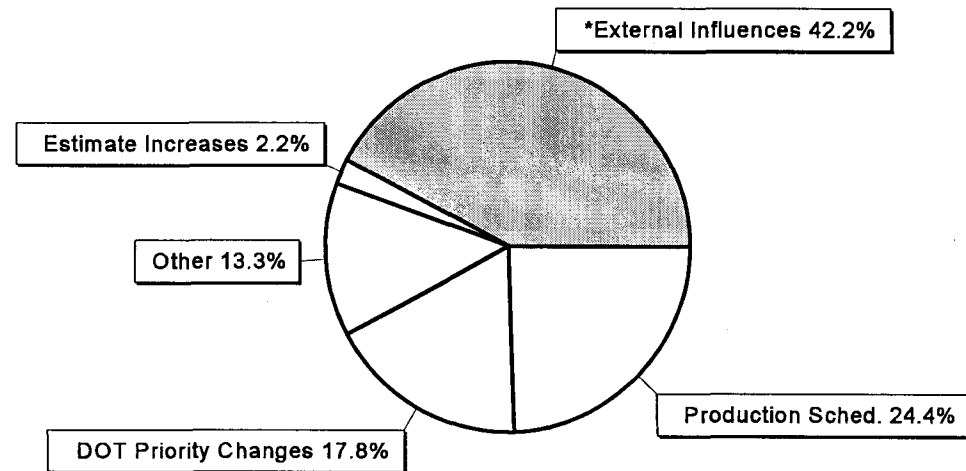
*District 4 - Work Program Stability*  
For FY 1998/99 - FY 2001/02

Category	# of Phases	% of Total
No Changes/Advances	246	72.99%
<i>Defers</i>	44	13.06%
<i>Moved Out</i>	33	9.79%
<i>Deletions</i>	14	4.15%
<b>Total</b>	<b>337</b>	<b>100.00%</b>

Results Without External Influences

Category	# of Phases	% of Total
No Changes/Advances	284	84.27%
Defers	32	9.50%
Moved Out	10	2.97%
Deletions	11	3.26%
<b>Total</b>	<b>337</b>	<b>100.00%</b>

Reasons for 91 Projects Deferred, Deleted or Moved Out



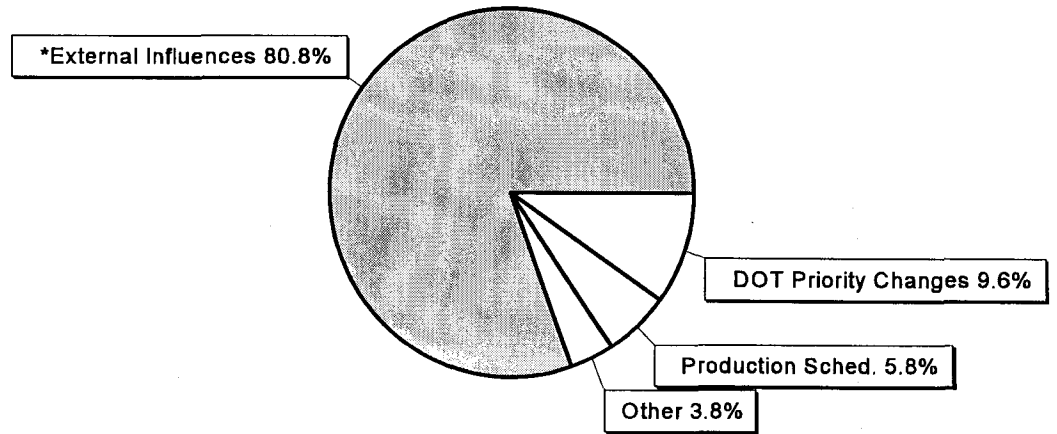
\*External Influences result from requests by Local Governments and other funding entities.



*District 5 - Work Program Stability*  
For FY 1998/99 - FY 2001/02

Category	# of Phases	% of Total
No Changes/Advances	287	84.17%
<i>Defers</i>	17	4.99%
<i>Moved Out</i>	19	5.57%
<i>Deletions</i>	18	5.28%
<b>Total</b>	<b>341</b>	<b>100.00%</b>

Reasons for 54 Projects Deferred, Deleted or Moved Out



\*External Influences result from requests by Local Governments and other funding entities.

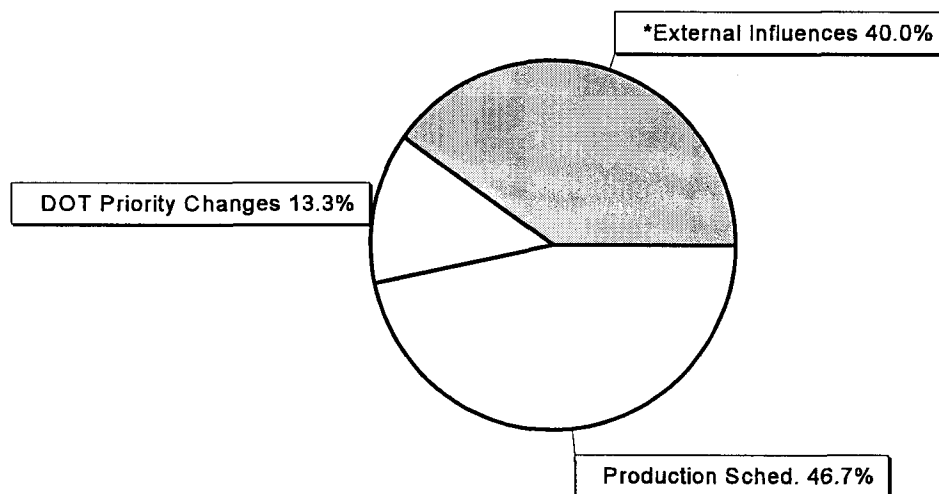
Results Without External Influences

Category	# of Phases	% of Total
No Changes/Advances	329	96.49%
Defers	5	1.47%
Moved Out	4	1.17%
Deletions	3	0.88%
<b>Total</b>	<b>341</b>	<b>100.00%</b>

**District 6 - Work Program Stability**  
**For FY 1998/99 - FY 2001/02**

Category	# of Phases	% of Total
No Changes/Advances	113	88.28%
<i>Defers</i>	10	7.81%
<i>Moved Out</i>	5	3.91%
<i>Deletions</i>	0	0.00%
<b>Total</b>	<b>128</b>	<b>100.00%</b>

Reasons for 15 Projects Deferred, Deleted or Moved Out



\*External Influences result from requests by Local Governments and other funding entities.

**Results Without External Influences**

Category	# of Phases	% of Total
No Changes/Advances	117	92.97%
Defers	7	5.47%
Moved Out	2	1.56%
Deletions	0	0.00%
<b>Total</b>	<b>128</b>	<b>100.00%</b>



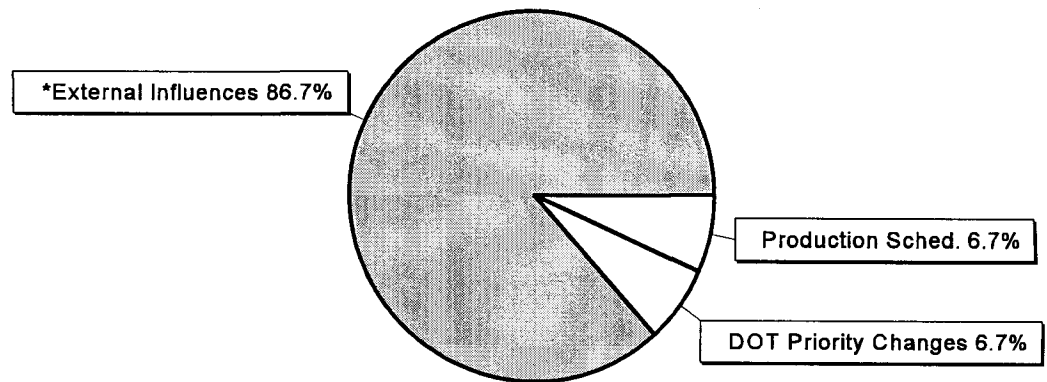
*District 7 - Work Program Stability*  
For FY 1998/99 - FY 2001/02

Category	# of Phases	% of Total
No Changes/Advances	191	92.71%
<i>Defers</i>	5	2.43%
<i>Moved Out</i>	2	0.97%
<i>Deletions</i>	8	3.88%
<b>Total</b>	<b>206</b>	<b>100.00%</b>

Results Without External Influences

Category	# of Phases	% of Total
No Changes/Advances	204	99.02%
Defers	1	0.49%
Moved Out	0	0.00%
Deletions	1	0.49%
<b>Total</b>	<b>206</b>	<b>100.00%</b>

Reasons for 15 Projects Deferred, Deleted or Moved Out



\*External Influences result from requests by Local Governments and other funding entities.

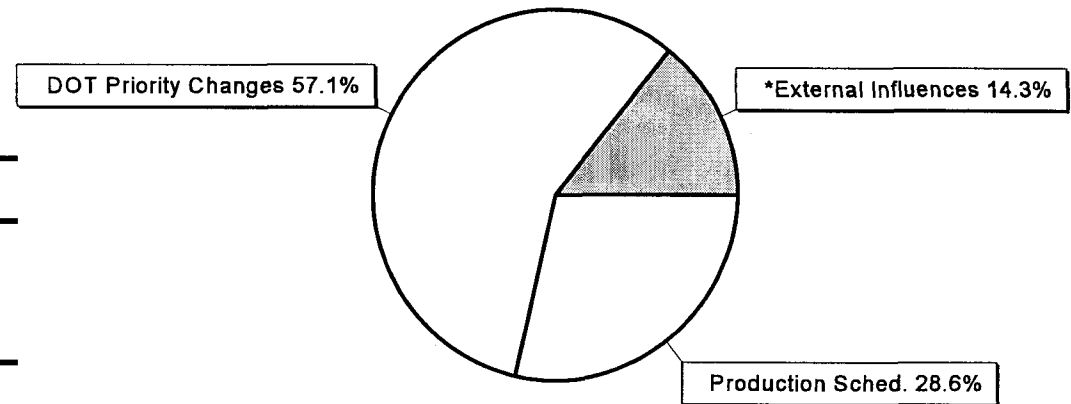
*Turnpike District - Work Program Stability*  
For FY 1998/99 - FY 2001/02

Category	# of Phases	% of Total
No Changes/Advances	30	80.88%
<i>Defers</i>	2	5.41%
<i>Moved Out</i>	1	2.70%
<i>Deletions</i>	4	10.81%
<b>Total</b>	<b>37</b>	<b>100.00%</b>

Results Without External Influences

Category	# of Phases	% of Total
No Changes/Advances	31	83.78%
Defers	2	5.41%
Moved Out	1	2.70%
Deletions	3	8.11%
<b>Total</b>	<b>37</b>	<b>100.00%</b>

Reasons for 7 Projects Deferred, Deleted or Moved Out



\*External Influences result from requests by Local Governments and other funding entities.

**LINKAGE OF WORK PROGRAM WITH SHORT RANGE OBJECTIVES  
AND LONG RANGE GOALS  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***Key Statutory Requirements:***

- The tentative work program is to be developed within the policy framework provided by the Florida Transportation Plan. *s. 339.155(1), F.S.*
- The tentative work program shall be developed in accordance with the Florida Transportation Plan required in s. 339.155 and must comply with the program funding levels contained in the program and resource plan. *s. 339.155 (2), F.S.*

***Findings:***

- Improved short range objectives contained in the 1998 Short Range Component are used to demonstrate linkage between this tentative work program and long range goals, even though the Department is in the midst of transitioning to these objectives.
- The Department met all six short range objectives that are measured directly through the work program (the remaining five objectives are measured in other ways, such as the fatality rate or transit ridership).



**Statutory Guidance:** 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. s. 334.046(1)(b) F.S.

**Long Range Goal in 2020 Plan:** Protection of the public's investment in transportation.

**Long Range Objective:** Preserve the State Highway System.

**Resurfacing Short Range Objective:**

Through Fiscal Year 2006, ensure that 80 percent of pavement on the State Highway System meets Department standards.

**Tentative Work Program:**

	98/99	99/00	00/01	01/02	02/03
% Meeting Standards	81%	81%	81%	80%	80%

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

**Bridges Short Range Objective:**

Through 2006, ensure that 90 percent of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe.

**Tentative Work Program:**

	98/99	99/00	00/01	01/02	02/03
% Meeting Standards	94%	94%	94%	93%	92%

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

**Maintenance Short Range Objective:**

Through Fiscal Year 2006, achieve 100 percent of the acceptable maintenance standard on the State Highway System.

**Tentative Work Program:**

	98/99	99/00	00/01	01/02	02/03
% Achieved	100%	100%	100%	100%	100%

**Finding:**

- The Tentative Work Program meets the Department's short range objectives for resurfacing, bridges and maintenance.

**Statutory Guidance:** 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 (FIHS) 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; and (4) Participating in the development of toll roads. *s. 334.046(1)(c), F.S.*

**Long Range Goal in 2020 Plan:** A statewide interconnected transportation system that enhances Florida’s economic competitiveness.

**Long Range Objectives:**

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

Improve major airports, seaports, railroads and truck facilities to strengthen Florida’s position in the global economy.

**The FIHS Short Range Objective:**

Through Fiscal Year 2006, approximately 50 percent of the highway capacity improvement program shall be committed for capacity improvements on the FIHS.

**Tentative Work Program:**

	98/99	99/00	00/01	01/02	02/03	Average
% FIHS	57%	52%	49%	50%	53%	52%

The percent programmed for capacity improvements on the FIHS during the Tentative Work Program period is 52% of the highway capacity improvement program.

**The Intermodal Access Short Range Objective:**

Through Fiscal Year 2006, continue to improve intermodal connections and access by annually allocating a minimum of \$30 million in state funds for the Intermodal Access Program.

**Tentative Work Program:**

	98/99	99/00	00/01	01/02	02/03	Average
Intermodal Access	\$42.5	\$48.7	\$35.8	\$42.6	\$64.5	\$46.8

The dollar amount programmed for the Intermodal Access Program during the Tentative Work Program period averages \$46.8 M. annually.

**Finding:**

- The Tentative Work Program meets the Department’s short-range objectives for both the FIHS and Intermodal Access Programs.

**Statutory Guidance:** 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.*

**Long Range Goal in 2020 Plan:** Travel choices to ensure mobility, sustain the quality of the environment, preserve community values and reduce energy consumption.

---

**Work Program Stability Short Range Objective:**

Implement the priorities of metropolitan planning organizations and local governments in annually maintaining or advancing the schedule of at least 80 percent of project phases in the Department's adopted work program.

**Tentative Work Program:**

The percent of project phases maintained or advanced during the Tentative Work Program period is 85.8%. (see pages 22, 23 & 25)

**Finding:**

- The Tentative Work Program exceeds the Department's short range objective by 5.8%.



**PRODUCTION CAPACITY  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***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.

***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 \$93.2 million.
- Existing resources are adequate to produce the Tentative Work Program.

**COMPLIANCE WITH APPROVED  
LOCAL GOVERNMENT COMPREHENSIVE PLANS  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***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.*

***Findings:***

- Following review of the Tentative Work Program for compliance with all approved local government comprehensive plans (as of January, 1998), the Department of Community Affairs (DCA) identified six (6) 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 (Project Development 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.

**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**

- Preliminary engineering and right of way acquisition phase to add lanes and rehabilitate the pavement on US Highway 27 from SR 64 to the Polk County line (approximately 3.5 miles) in Highlands County. The project is not in the future transportation maps of the comprehensive plans for the City of Avon Park and Highlands County.

*DOT District 1 Response: The Department is working with the city of Avon Park and Highlands County in the revision and update of the local government comprehensive plan and maps.*

- Project Development & Environment/Environmental Management Office study to widen J.T. Butler Boulevard to six lanes from Interstate 95 to A1A (approximately 13 miles) in Jacksonville. The widening of this roadway segment to six lanes is not included in the future traffic circulation map of the Jacksonville/Duval County comprehensive plan.

*DOT District 2 Response: This project is in the Metropolitan Planning Organization's (MPO) Long Range Plan as its number one priority, but did not get into Duval County's cost feasible comprehensive plan. The MPO and FDOT staff will amend the comprehensive plan later this fiscal year.*

- Right of way acquisition phase to widen SR 79 from SR 30A (US 98) to the West Bay Bridge (approximately 4.6 miles) in Bay County. The widening of this roadway segment to four lanes is not included in the future traffic circulation maps of the Bay County comprehensive plan.

*DOT District 3 Response: The District has notified Bay County of the inconsistency and instruct them to modify their comprehensive plan.*

- Preliminary engineering and construction phase to add lanes and rehabilitate the pavement on the Sawgrass Expressway from Sunrise Boulevard to Atlantic Boulevard (approximately 6.2 miles) in Broward County. The portion of the project from Commercial Boulevard to Atlantic Boulevard (approximately 3 miles) is not in the 2010 Highway Network map of the Broward County comprehensive plan.

*DOT District 4 Response: This project was programmed during the development of the Turnpike's "Turbo Plan" and it was too late to incorporate it into the comprehensive plan. The District has notified Broward County and it will be included in Broward County's comprehensive plan during the next update cycle.*

- Preliminary engineering phase to add lanes and rehabilitate I-95 from the Volusia County line to the Palm Coast Parkway (approximately 11.5 miles) in Flagler County. The project is not included in the future traffic circulation map of the Flagler County comprehensive plan.

*DOT District 5 Response: This same project was discussed with Flagler county last year and a request was made then for them to amend their comprehensive plan. The District is working with the County to establish a date certain as to when the amendment will be made.*

- Preliminary engineering phase to add lanes and reconstruct I-95 from Palm Coast Parkway to St. Johns County line (approximately 7.2 miles) in Flagler County. The project is not identified in the future traffic circulation map of the Flagler County comprehensive plan.

*DOT District 5 Response: This project was discussed with Flagler county last year and a request was made then for them to amend their comprehensive plan. The District is working with the County to establish a date certain as to when the amendment will be made.*

**OBJECTIONS AND REQUESTS BY METROPOLITAN PLANNING ORGANIZATIONS  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***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.*

***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.
- Twenty (20) 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.



## **Requests by MPO's for Projects Not Included in the Tentative Work Program or Not Adequately Addressed in the Tentative Work Program**

### ***Requests by Polk County and Responses by District 1:***

***Request:*** Advance construction for SR 540 and SR 655 by utilizing State Infrastructure Bank (SIB) funding and for the Department to program right of way acquisition funds for phase two of the In-Town Bypass if additional funds become available.

***Response:*** The District responded that it received approval from Central Office that both construction projects have been granted SIB funding allowing them to be advanced for construction to FY 1998/99. There are no additional funds available to address right of way funding for the In-Town Bypass project.

***Request:*** Polk County also submitted a resolution which requests the programming of construction funding for Interstate 4 improvements from Memorial Blvd. to the Osceola County Line.

***Response:*** The District stated that there are no sources of funds to accelerate construction of I-4 from Memorial Blvd. to the Osceola County Line.

### ***Request by Indian River County and Response by District 4:***

***Request:*** That enhancement projects in the work program be advanced to FY 98/99 or 99/00.

***Response:*** The enhancement projects originally scheduled for FY 01/02 have been advanced to either FY 98/99 or 99/00 as requested.

### ***Requests by Volusia County and Responses by District 5:***

***Request:*** Volusia County took exception to the deletion of the PD&E /EMO study for SR 15/US 17 from DeLeon Springs to the Town limits of Pierson. This contradicts action taken by the MPO to defer this project until FY 99/00.

***Response:*** The deletion of funds for the PD&E study of SR 15/US 17 gives the Department the opportunity to use these funds on other projects currently in the Volusia County Long Range Plan (LRP). The Department stated that it would revisit this project when it becomes part of the LRP and a priority in the MPO's Transportation Improvement Plan.

***Request:*** Volusia County requested construction phase funding for an interchange at I-4 and SR 472, which is their number one local interstate priority.

***Response:*** There is limited federal funding available for interstate projects which are programmed on a statewide basis. Based on the availability of these funds, construction of the interchange at I-4 will be completed as soon as funding is identified and production schedules will allow.

***Request:*** Volusia County requested design phase funding in FY 1998/99 for the widening of the St. Johns Bridge over I-4, which is the number one regional interstate project.

***Response:*** There is limited federal funding available for interstate projects which are programmed on a statewide basis. Based on the availability of these funds, design, right-of-way and construction phases of the St. Johns Bridge will be completed as soon as funding is identified and production schedules will allow.

### ***Requests by Brevard County and Responses by District 5:***

***Request:*** That the Department move forward on programming funds for the Apollo Boulevard Extension Study and that they be allocated as early in the work program as possible.

***Response:*** The District added the Apollo Boulevard Extension Study to the FY 97/98 Work Program. The Study should begin in approximately three months.

***Request:*** The MPO adopted a resolution to express their concern and request funds for the widening of I-95 in Brevard County as soon as possible.

***Response:*** National Highway System funds are earmarked for capacity projects to the year 2008, but do not include funds for I-95 in Brevard County. Advancement of the project to widen I-95 between SR 514 and SR 528 would depend on the availability of additional funds or a reassessment of District priorities. These priorities will be reviewed again during the next work program cycle.

***Request:*** In order to improve the SR 3/SR 528 interchange in a more cost efficient and less disruptive manner, the MPO requested the entire project phases be moved forward.

***Response:*** The MPO may want to consider switching funding years with another project to advance the design phase of the SR 3/SR 528 Interchange. By switching, for example, with the US 1 Corridor from SR 520 to Fay Boulevard, the interchange design could be advanced by one year.

***Request:*** The adopted work program allocates multimodal funds in FY 01/02 for a corridor study on SR A1A between Patrick AFB and Port Canaveral. The MPO requested FDOT to explore all possible means to advance this project.

***Response:*** The Corridor Study for SR A1A could not be advanced nor are there other fund categories available for the project.

*Request:* Concerning the Causeway Vulnerability Study, the MPO requested the Department to provide information on how the projects will be developed, how stabilization locations will be selected, and how environmental and recreational issues will be identified, among other things.

*Response:* There are five projects in the adopted and tentative work programs for shoreline stabilization on the causeways in Brevard County. These projects are meant to maintain the present viability of the causeways, not to present long-term solutions. The projects will require minor environmental permitting from the water management district.

***Requests by Pasco County and Responses by District 7:***

*Request:* Pasco County reported that a Joint Participation Agreement (JPA) between the Department and the County requires construction of a segment of SR 54 to start by June 30, 2002 in exchange for a \$9.5 million contribution from the County. The Tentative Work Program has this segment scheduled in FY 02/03.

*Response:* The JPA contains language that allows the year for construction to vary according to availability of funds. Advancement of the project is contingent upon resolution of an issue with West Coast Regional Water Supply. If the issue cannot be resolved, the project must remain in FY 02/03 due to availability of funds.

*Request:* Pasco County stated that I-275 design phase for six laning from US 41 Overpass in Hillsborough County to SR 56 does not appear in the Pasco County Work Program even though a portion of the project is in Pasco County.

*Response:* Since the widening project of I-275 from US 41 to SR 56 lies predominantly in Hillsborough County, it is shown with a Hillsborough County project number. The project has been added to the Pasco County Transportation Improvement Plan (TIP) and Work Program Comparison Report and will be reported in future updates.

*Request:* The County requested that a resurfacing project on SR 52 be revised to include widening the lanes to 12 feet and adding paved shoulders to improve safety since this is the main truck route to West Pasco County from I-75. It was also requested this project be lengthened by 1.25 miles.

*Response:* The District is reviewing the feasibility of extending the limits of SR 52. The extension segment is not considered deficient according to current DOT criteria. Project scope may include widening and paved shoulders depending on the need to acquire right of way.

*Request:* Since the MPO Long Range Transportation Plan sets aside six percent of anticipated arterial funding for congestion management system (CMS) type projects starting in FY 00/01, the work program should box money for CMS projects.

*Response:* In order for CMS funds to appear in the Work Program, the CMS box must be prioritized by the MPO in the TIP and funds must be taken from an existing project. This could be accomplished during the next Work Program cycle.

*Request:* That a traffic operations study be conducted at US 41 and Gator Lane (entrance to Land 'O Lakes High School) since congestion had worsened at this site.

*Response:* District Traffic Operations recently studied the intersection of US 41 and Gator Lane and concluded a signal was not needed. The study recommended lengthening a turn lane to alleviate congestion. The project was added to the Tentative Work Program and scheduled for construction in FY 99/00.

***Requests by Hillsborough County and Responses by District 7:***

*Request:* Hillsborough County reminded District Seven that improvements to I-275 remains a high priority of the MPO even though the reallocation of this project's right of way funds to I-4 improvements will not adversely delay the I-275 improvements.

*Response:* The I-275 link from Westshore to Downtown is being evaluated to develop a stage implementation concept along with cost estimates. Funds originally identified for this segment were placed on I-4 for more efficient use of the funds.

*Request:* The County stated that funding for the Long Range Transportation Plan (LRTP) update project has been allocated in FY 01/02 and 02/03 in the amount of \$300,000 per year. Since the LRTP must be adopted by December 2001, the MPO asked that the funds be allocated to this project in FY 00/01 and 01/02 as requested.

*Response:* Funds for the LRTP update project have been programmed for FY 00/01 and 01/02 as requested.

*Request:* That the McKay Bay Bikeway and Upper Tampa Bay Trail Structures Enhancement projects be funded in the Work Program if possible and that the "priority three" enhancement projects be moved into the work program should any additional enhancement funding become available. They requested that all "priority three" Congestion Mitigation and Air Quality (CMAQ) projects be programmed if additional funding becomes available.

*Response:* Currently, funds are unavailable to program priority three enhancement and CMAQ projects. When funds becomes available, the District will notify the MPO as projects move into the Work Program.

*Request:* That if additional intermodal funding becomes available to consider funding their port intermodal projects.

*Response:* The District Public Transit Operations Office annually requests Intermodal project applications from various transportation agencies and local governments. Port project applications will be considered along with other applications submitted to the District for the discretionary funds.

**FLORIDA INTRASTATE HIGHWAY SYSTEM FUNDING  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***Key Statutory Requirements:***

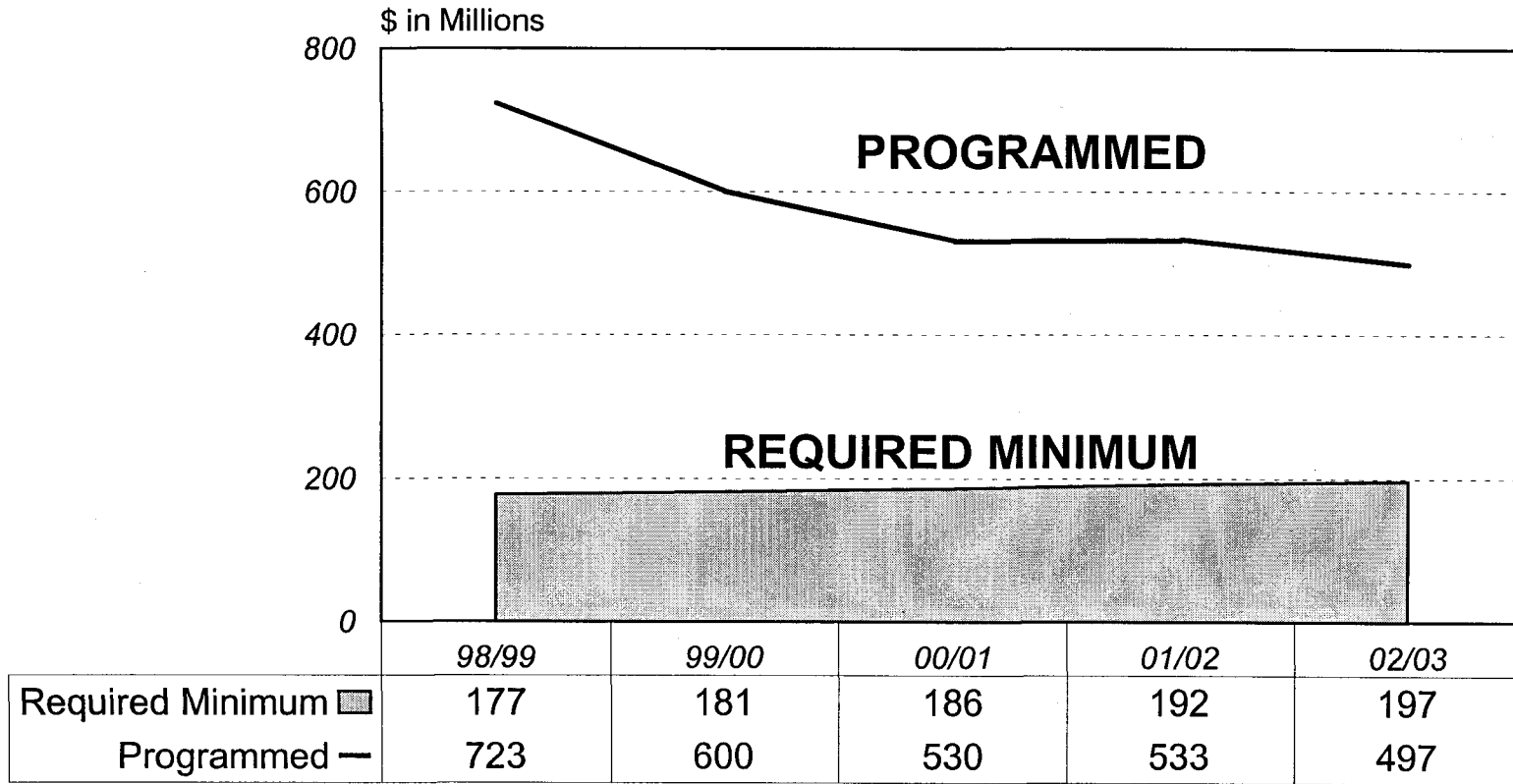
- The Department shall develop and implement the Florida Intrastate Highway System (FIHS) as approved by the Legislature. *s. 334.046, F.S.*
- The Department shall plan and develop a proposed Florida Intrastate System Plan which shall delineate a statewide system of limited access facilities and controlled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

***Findings:***

- The Tentative Work Program plans to commit in excess of the amounts required by statute over the 5-year period.
- Of the total 3,751 miles of FIHS, 831 miles or 22% are 2-lane roads. The Tentative Work Program will let contracts to widen 102 miles or 12% of these 2-lane roads.

# INTRASTATE HIGHWAY SYSTEM

FY 98/99 - 02/03



**Note:**

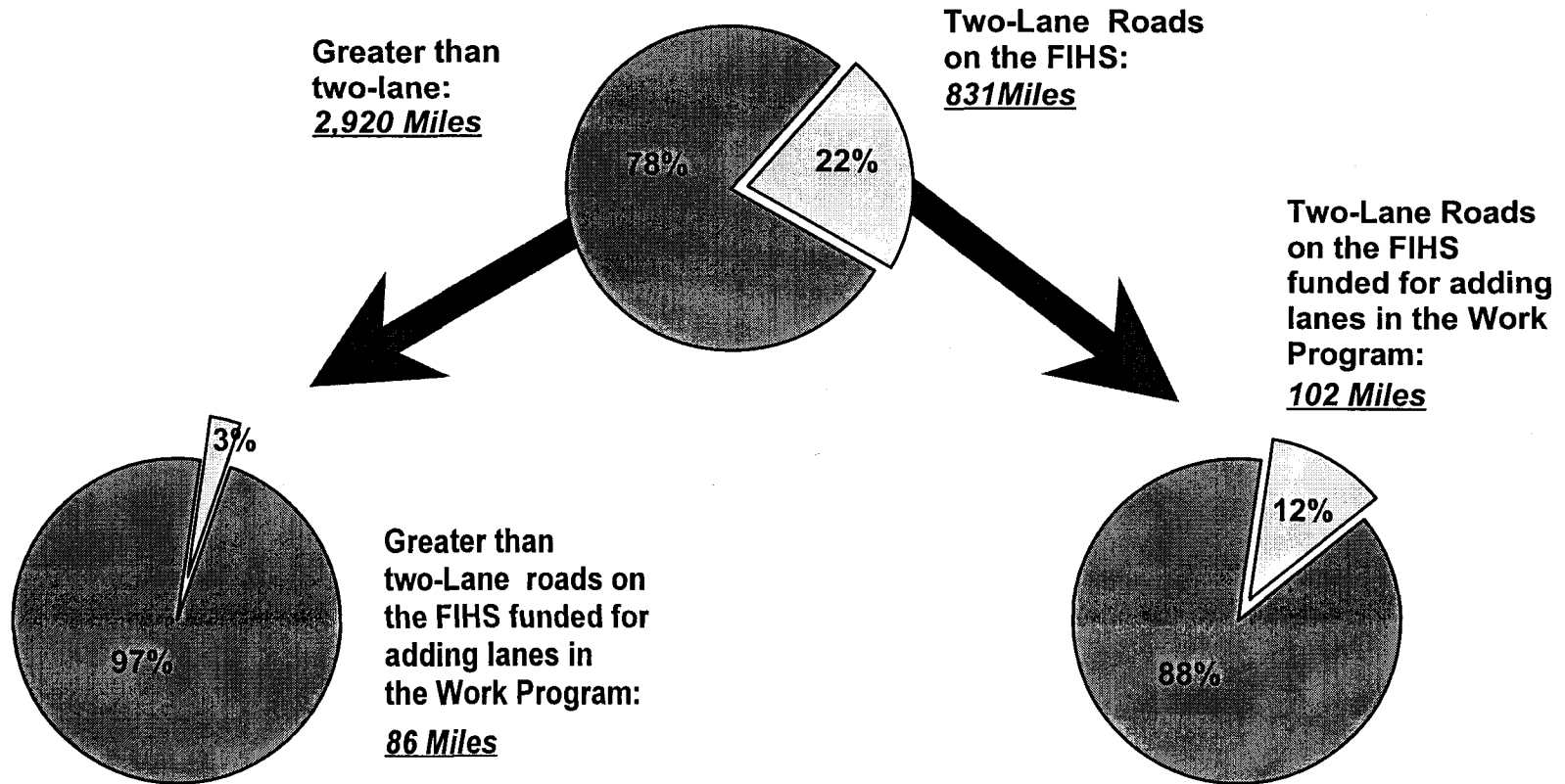
*Includes Construction, Right of Way, and Support that improves mobility, but excludes Turnpike, Federal Aid Interstate, Local, Bond, and ACI funds.*

Totals may not add due to rounding



# The Florida Intrastate Highway System Program

## Roads Funded for Adding Lanes in the 1998/99 - 2002/03 Tentative Work Program



Totals may not add due to rounding

**PUBLIC TRANSPORTATION FUNDING  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

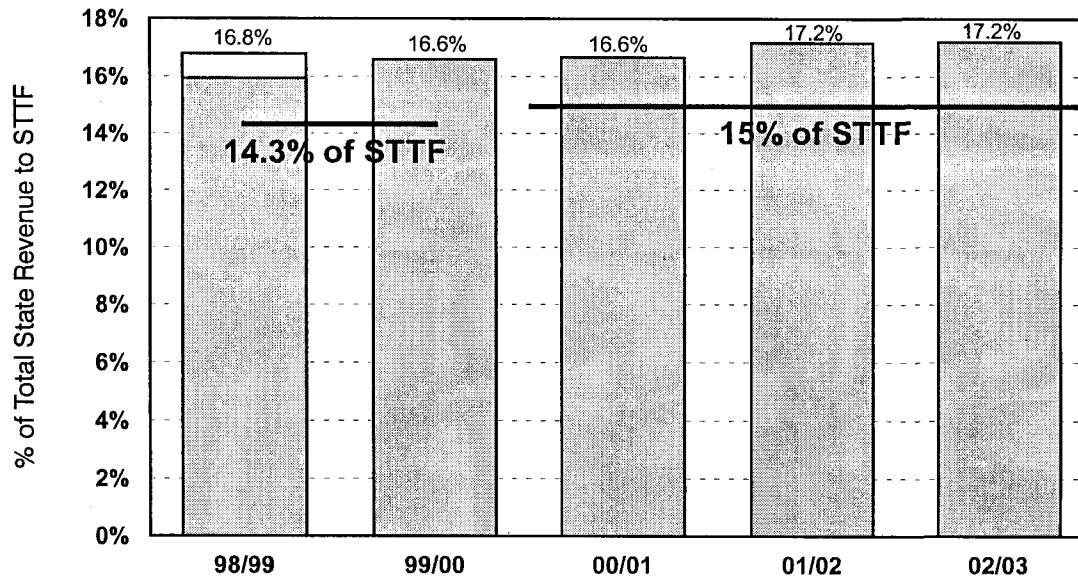
***Key Statutory Requirements:***

- 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.*

***Findings:***

- The Tentative Work Program is planned to exceed the statutory minimum through fiscal year 1999/2000. Over the 2-year period an average of 16.7% is programmed for public transportation projects.
- The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2000/01- 2002/03, in which 17.0% is programmed for public transportation projects.

# STATE FUNDED PUBLIC TRANSPORTATION Tentative Work Program FY 98/99 - 02/03



	98/99	99/00	00/01	01/02	02/03
Annual Program	281	302	314	336	350
Adjustments	15				
Revised Program	296	302	314	336	350
Total REC STTF	1,762	1,820	1,883	1,956	2,032

**Notes:**

- (1) STTF from Nov. 6, 1996 Revenue Estimating Conference.
- (2) Revised Program includes adjustment for projects advanced to the period prior to 1997/98.

Totals may not add due to rounding

**FUND DISTRIBUTION  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***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.

***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.

***Key Statutory Requirement:***

- For the period of July 1, 1998, through June 30, 2007 the Department, to the maximum extent feasible, shall program sufficient funds in the tentative work program such that the percentage of turnpike toll and bond financed commitments in South Florida (Broward and Palm Beach Counties) be at least 90 percent of the net toll collections attributed to users of the turnpike system in South Florida. s. 338.231(4), F.S.

***Finding:***

- The Tentative Work Program is planned at 95%, exceeding the statutory requirement of 90%.



**STATE COMPREHENSIVE ENHANCED  
TRANSPORTATION SYSTEM TAX DISTRIBUTION  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***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.

***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.

**PUBLIC COMMENTS  
TENTATIVE WORK PROGRAM  
FY 1998/99 - 2002/03**

***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.*

***Finding:***

- Public hearing - March 5, 1998 - 8:30 a.m. - Tallahassee, Florida

