

REVIEW OF
DEPARTMENT OF
TRANSPORTATION
TENTATIVE WORK PROGRAM
FY 2001/02 - 2005/06



Mark Reichert

By The Florida Transportation Commission

EXECUTIVE SUMMARY

On March 6th, 2001, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2001/02 through FY 2005/06*. The Department's Executive Board, composed of Secretary Tom Barry, the assistant secretaries and all eight district secretaries, were in attendance and participated in the review.

The Commission's review is limited to the policies and processes that govern the development of the tentative work program, which is the Department's production plan for the next five years. It does not address the effectiveness or efficiency of the Department in carrying out production activities including design, right of way acquisition, construction lettings, and construction contract adjustments in both time and cost. These production activities and other major areas of the Department are evaluated as part of the Commission's annual performance review to be conducted in August of this year.

By a unanimous vote, the Commission approved the review of the Tentative Work Program, having found it in compliance with applicable laws and policies. We would like to highlight the following areas of the review:

Finance: Programming Capacity and Cash Management

With the higher federal funding levels established by the Transportation Equity Act for the 21st Century (TEA-21) combined with almost \$1.4 billion in additional funding sources, this work program is the largest ever undertaken by the Department totaling approximately \$24.2 billion over the 5-year period. This work program is 16.7% larger than the previous one, with almost \$20.4 billion, or 84% of the work program dedicated to Product and Product Support. The Product category includes an increase of 42.9% in funding for capacity improvement projects. This Tentative Work Program will construct an additional 1,633 new lane miles of roadway, resurface 11,751 lane miles of existing roadway, repair 1,124 bridges and replace 33. Approximately \$2.4 Billion is dedicated to the public transportation program.

The Commission found this tentative work program to be based on a balanced 5-year financial plan and 36-month cash forecast of receipts and expenditures. However, the cash balance drops to within \$1.1 million of the required statutory minimum of \$50 million during the 5-year period. The lowest cash balance of \$51.1 million, which occurs in December of 2005, is only 1.0% of forecasted outstanding obligations of \$4.9 billion.

New Programs Implemented

There are several new programs that have been implemented in this tentative work program:

Mobility 2000

This program allows projects originally planned over the next 20 years to be built anywhere from one to 10 years sooner. Both additional recurring and non-recurring revenue was provided. Approximately \$771 million in revenue is designated to the program over the Tentative Work Program period. This new revenue has allowed \$1.4 Billion worth of projects to be

advanced within the 5-year work program period and an additional \$1.5 Billion to be advanced from outside the 5-year period to within this Tentative Work Program.

County Incentive Grant Program

This program provides grants to counties to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. \$220 million is designated to this program over the next five years.

Small County Outreach Program

The purpose of this program is to assist small county governments in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads. \$55 million is designated to this program over the next five years.

Transportation Outreach Program

This program is dedicated to funding transportation projects of a high priority based on the prevailing principles of preserving the existing transportation infrastructure, enhancing Florida's economic growth and competitiveness; and improving travel choices to ensure mobility. \$520 million has been designated to this program over the Tentative Work Program period.

State Infrastructure Bank – State Funded

This program provides loans to help fund transportation projects that otherwise may be delayed or not built. The loans will be repaid from revenues generated by the project such as toll road receipts or other pledged resources. The repayments are then re-loaned to fund new transportation projects. \$100 million is designated to this program over the Tentative Work Program period.

Additional Funding Sources

Funding increases generate an additional \$1.37 billion in revenue over the Tentative Work Program period.

The Florida Intrastate Highway System (FIHS)

As part of the Commission's ongoing efforts to elevate and improve regional transportation planning and focus on important regional projects throughout the state, once again this year's review emphasized projects on the FIHS. A copy of the statewide FIHS map highlighting current and planned capacity improvements to the interstate highway portion of the FIHS is included in the Review after page 22. This Tentative Work Program dedicates over \$7 Billion in construction, right of way and product support phases to the FIHS.

Stability of Project Schedules

Stability of project schedules increased significantly this year with 92.9% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. Stability of this Tentative Work Program is 8 percentage points higher

than last year. To put this measure into perspective, the Department's benchmark for stability is to have at least 80% of project phases remain unchanged or advanced to an earlier fiscal year.

Of the project phases that were deferred, moved out or deleted, 51% were due to requests by local governments or other funding entities. Production schedule changes accounted for 27% and priority or policy changes initiated by the Department accounted for another 19%.

Linkage of 5-Year Work Program with Long Range Goals

The Commission believes that in order for its review of the 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 the long range transportation goals in the *2020 Florida Transportation Plan*. That connection or linkage between the work program and long-range goals is embodied in the short range objectives that implement the long range goals and assist in guiding the development of the work program.

The short-range objectives contained in the *2000 Short Range Component of the 2020 Florida Transportation Plan* were used to demonstrate this linkage. Six of the 11 short-range objectives are measured directly through the work program. The Department met five of the six objectives. The Department fails to meet its resurfacing program objective of ensuring that 80 percent of pavement on the State Highway system meets Department standards. Funding levels in this Tentative Work Program ensure that 77 percent of pavement meets standards. There are two main reasons to account for the decline. Although there is an additional \$363 million allocated to the resurfacing program in this tentative work program compared to last year's, costs have increased so fewer miles can be resurfaced with it. Also, the 1999 Legislature established the Small County Road Assistance Program that reduced the State Highway resurfacing program by \$25 million annually. To counteract these impacts, the Department would have to take funding away from the capacity improvement program. The Department's Executive Board adopted policy not to take this action.

Compliance with Approved Local Government Comprehensive Plans

The Department of Community Affairs (DCA) reviews the Tentative Work Program for compliance with local government comprehensive plans and provides the Commission with a list of any inconsistencies. DCA identified six projects that were inconsistent with approved local government comprehensive plans. The Commission verified that all inconsistencies are being resolved satisfactorily.

Support documentation for Commission Findings in each area of the Review is available from the Commission Office upon request.

IN DEPTH REVIEW OF
THE TENTATIVE WORK
PROGRAM

STATEWIDE PUBLIC HEARING

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

Overview/New Programs Implemented	1
Overview of Florida Intrastate Highway System (FIHS)	19
Overview of Intermodal Development Program	24
Financial Soundness	27
Stability of Project Schedules	35
Linkage of Work Program with Long Range Goals and Short Range Objectives	46
Production Capacity	50
Compliance With Approved Local Government Comprehensive Plans	51
Objections and Requests by Metropolitan Planning Organizations	54
County Transportation Programs	58
Transportation Outreach Program (TOP)	60
Florida Intrastate Highway System Funding	62
Public Transportation Funding	64
Fund Distribution	66
State Comprehensive Enhanced Transportation System Tax Distribution	67
Compliance With Other Applicable Laws and Policies	68
Public Comments	69
Projects Changed After Public Hearing	70
Appendix A - FTC Questions with Department Responses	
Appendix B - FTC Letter to TOP Advisory Council Chair with Response	

Please note: Totals for the same program in various graphs and tables may not match due to rounding.

OVERVIEW/NEW PROGRAMS IMPLEMENTED

*Although not required by statute, the Commission reviews the tentative work program by individual program categories as part of its in-depth evaluation. This breakdown allows overall comparison of major components by **Product, Product Support, Operations and Maintenance, and Administration.***

COMMISSION FINDINGS

The Tentative Work Program totals \$24.2 Billion, \$3.5 Billion larger than last year's Tentative Work Program. \$20.4 Billion or 84% is planned in Product and Product Support.

The Tentative Work Program will let contracts to:

- Construct 1,633 additional lane miles of roadway;
- Resurface 11,751 lane miles of existing roadway;
- Repair 1,124 bridges; and,
- Replace 33 bridges.

The Tentative Work Program includes \$2.4 Billion for Public Transportation.

Illustrative statistics on the Tentative Work Program:

- Number of Fund Categories – 216
- Number of Projects – 17,138
- Number of Project Phases – 50,829

Please Note: Totals for the same program in various graphs and tables may not match due to rounding.

**NEW PROGRAMS
IMPLEMENTED**

**MOBILITY 2000
PROGRAM**

The following programs implemented since the previous tentative work program, impacted the programming of this Tentative Work Program.

This program allows projects originally planned over the next 20 years to be built anywhere from one to 10 years sooner. Both additional recurring and non-recurring revenue was provided. Approximately \$771 million in revenue is designated to this program over the Tentative Work Program period.

**COUNTY INCENTIVE
GRANT PROGRAM**

This program provides grants to counties to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. \$220 million is designated to this program over the Tentative Work Program period.

**SMALL COUNTY
OUTREACH PROGRAM**

The purpose of this program is to assist small county governments in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads. \$55 million is designated to this program over the Tentative Work Program period.

**TRANSPORTATION
OUTREACH PROGRAM**

This program is dedicated to funding transportation projects of a high priority based on the prevailing principles of preserving the existing transportation infrastructure, enhancing Florida's economic growth and competitiveness; and improving travel choices to ensure mobility. \$538 million is designated to this program over the Tentative Work Program period.

**STATE INFRASTRUCTURE
BANK - STATE FUNDED**

This program provides loans to help fund transportation projects that otherwise may be delayed or not built. The loans will be repaid from revenues generated by the project such as a toll road or other pledged resources. The repayments are then re-loaned to fund new transportation projects. \$100 million is designated to this program over the Tentative Work Program period.

**ADDITIONAL
FUNDING SOURCES
(\$1,369 MILLION)**

**REDIRECTED
GENERAL REVENUE
SERVICE CHARGE
(\$642 MILLION)**

**REDIRECTED
GENERAL REVENUE
(\$77 MILLION)**

**NON-RECURRING
GENERAL REVENUE
(\$400 MILLION)**

**ADDITIONAL FUNDS
(\$250 MILLION)**

The following are additional funding sources since the previous tentative work program impacting the programming of this Tentative Work Program.

The 2000 Florida Legislature:

Effective July 1, 2000, redirected General Revenue service charge of 7.3% on the Fuel Sales Tax, Fuel Use Tax, Off-Highway Fuel Tax and State Comprehensive Enhance Transportation System Tax to the State Transportation Trust Fund. (\$551 M)

Effective July 1, 2000, redirected General Revenue service charge of 7.0% on Motor Vehicle Title Fees to the State Transportation Trust Fund. (\$34 M)

Effective July 1, 2001, redirected General Revenue service charge of 7.0% on Initial Vehicle Registration Fees to the State Transportation Trust Fund. (\$32 M)

Redirected half the General Revenue service charge of 7.0% for Local Option Gas Taxes beginning on July 1, 2005 and the then redirected the entire 7.0% charge on July 1, 2006 to the State Transportation Trust Fund. (\$25 M)

Effective July 1, 2000, redirected the 5% Rental Car Surcharge currently distributed to General Revenue to the State Transportation Trust Fund. (\$37 M)

Effective July 1, 2005, redirected the 30% of the Initial Vehicle Registration Fee currently distributed to General Revenue to the State Transportation Trust Fund. (\$40 M)

The 2000 Legislature transferred \$200 million in fiscal year 2001/02 and fiscal year 2002/03 from the General Revenue Fund to the State Transportation Trust Fund.

The 2000 Legislature authorized the issuance of Grant Anticipation Revenue Vehicle (GARVEE) bonds in the amount of \$250 million in fiscal year 2005/06.

COMPARISON OF TENTATIVE WORK PROGRAMS

TOTAL WORK PROGRAM

<i>(in Millions)</i>	2001	2000	DOLLAR DIF.	PERCENT DIF.
Product	\$15,708	\$12,848	\$2,860	22.26%
Product Support	\$4,670	\$4,110	\$560	13.63%
Operations & Maintenance	\$3,208	\$3,060	\$148	4.84%
Administration	\$575	\$690	(\$115)	-16.67%
Total	\$24,161	\$20,708	\$3,453	16.67%

PRODUCT

<i>(in Millions)</i>	2001	2000	DOLLAR DIF.	PERCENT DIF.
Construction	\$10,455	\$8,290	\$2,165	26.12%
Right of Way	\$1,840	\$1,692	\$148	8.75%
Public Transportation	\$2,399	\$2,685	(\$286)	-10.65%
Other *	\$1,014	\$181	\$833	460.22%
Total	\$15,708	\$12,848	\$2,860	22.26%

CONSTRUCTION

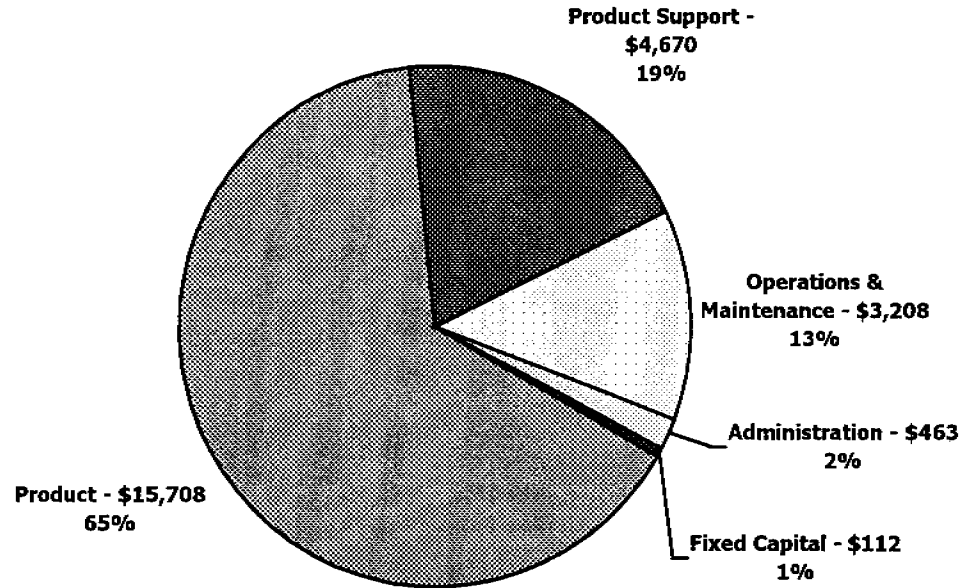
<i>(in Millions)</i>	2001	2000	DOLLAR DIF.	PERCENT DIF.
Resurfacing	\$2,732	\$2,370	\$362	15.27%
Bridge	\$840	\$1,041	(\$201)	-19.31%
Capacity Improvements	\$6,730	\$4,711	\$2,019	42.86%
Safety	\$152	\$168	(\$16)	-9.52%
Total	\$10,454	\$8,290	\$2,164	26.10%

* Includes Economic Development, Transportation Outreach Program, County Incentive Grant Program, Small County Outreach Program and Safety Grants.

FIVE YEAR SUMMARY

TOTAL WORK PROGRAM

\$24.161 Billion



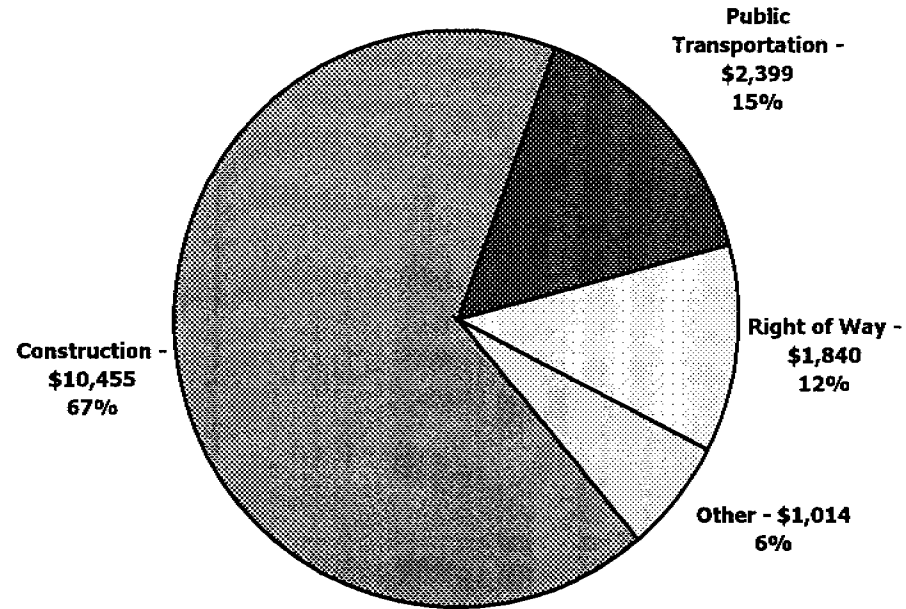
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Product	\$3,697	\$3,101	\$3,386	\$2,878	\$2,646	\$15,708
Product Support	\$1,090	\$967	\$938	\$841	\$834	\$4,670
Operations & Maintenance	\$572	\$611	\$633	\$686	\$706	\$3,208
Administration	\$89	\$92	\$93	\$93	\$96	\$463
Fixed Capital	\$21	\$19	\$22	\$28	\$22	\$112
Total	\$5,469	\$4,790	\$5,072	\$4,526	\$4,304	\$24,161

FIVE YEAR SUMMARY

PRODUCT
\$15.708 Billion



Note: \$ are in Millions

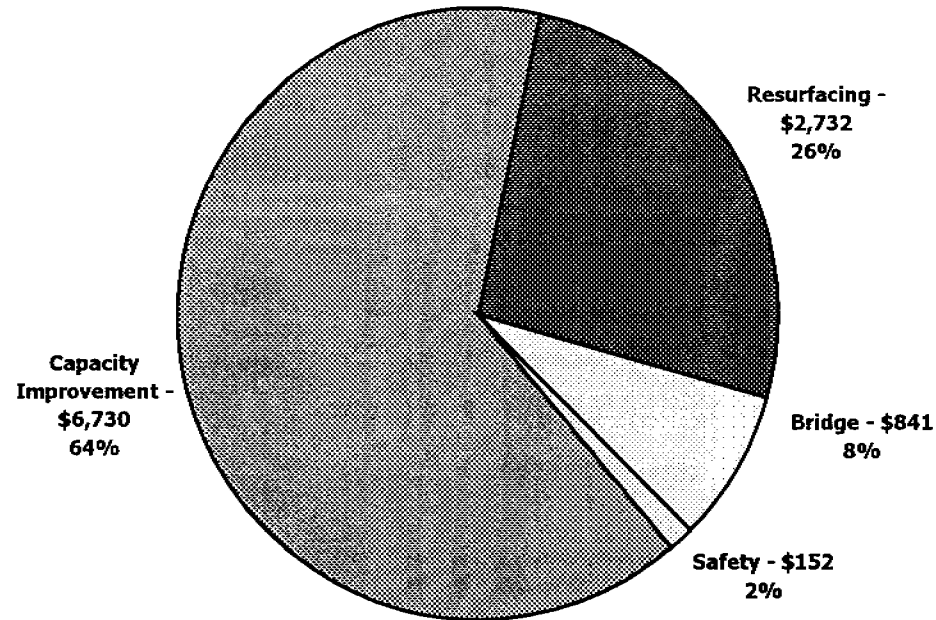
BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Construction	\$2,336	\$1,981	\$2,453	\$2,018	\$1,667	\$10,455
Public Transportation	\$505	\$614	\$426	\$451	\$403	\$2,399
Right of Way	\$577	\$226	\$367	\$267	\$403	\$1,840
Other*	\$278	\$281	\$140	\$141	\$174	\$1,014
Total	\$3,696	\$3,102	\$3,386	\$2,877	\$2,647	\$15,708

* Other includes Economic Development, Transportation Outreach Program, County Incentive Grant Program, Small County Outreach Programs and Safety Grants

**PRODUCT
CONSTRUCTION**
\$10.455 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

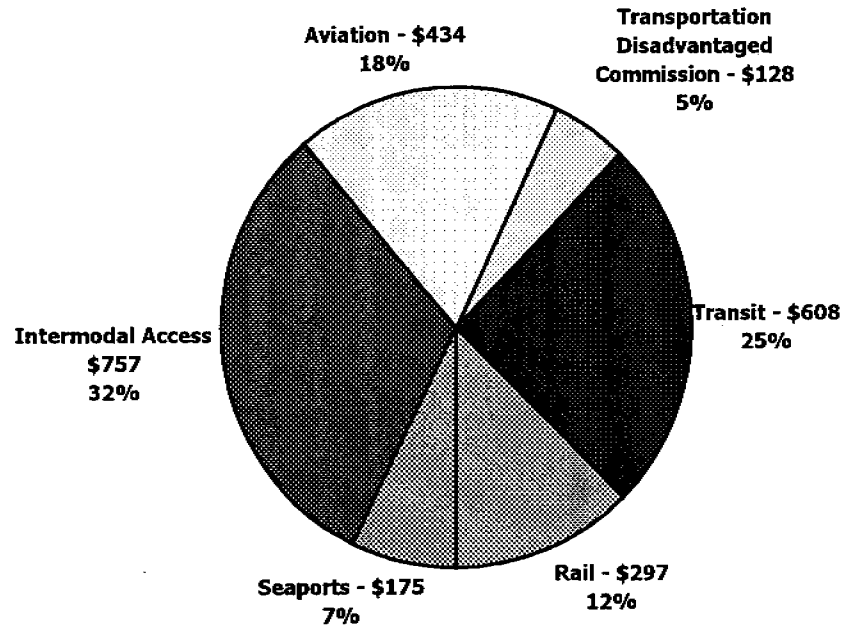
<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Capacity Improvement	\$1,614	\$1,305	\$1,697	\$1,236	\$878	\$6,730
Resurfacing	\$451	\$516	\$545	\$596	\$624	\$2,732
Bridge	\$242	\$123	\$182	\$162	\$132	\$841
Safety	\$29	\$37	\$28	\$25	\$33	\$152
Total	\$2,336	\$1,981	\$2,452	\$2,019	\$1,667	\$10,455

Additional Construction phases of \$320.7 million contained in the PTO Intermodal Access Program.

Note: The \$152 million allocated to the Safety Program does not reflect the Department's commitment to improving safety. All "Product" categories include some measure of safety improvement as current design standards incorporate safety as a feature.

FIVE YEAR SUMMARY

PRODUCT
PUBLIC TRANSPORTATION
 \$2.399 Billion



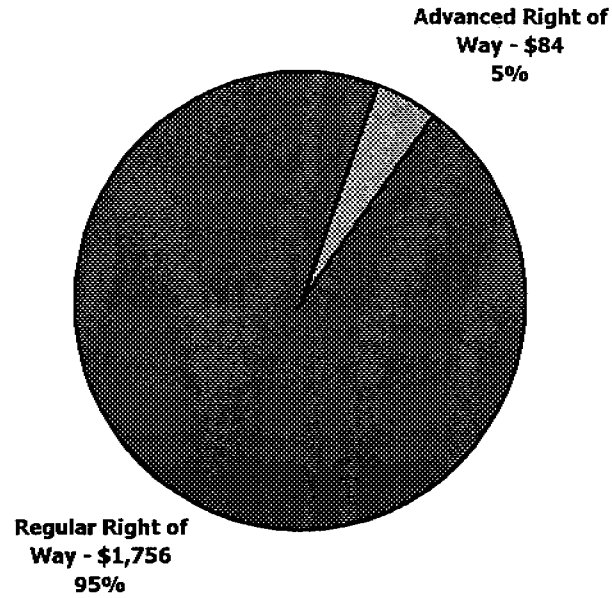
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Seaports	\$35	\$35	\$35	\$35	\$35	\$175
Intermodal Access	\$202	\$307	\$106	\$115	\$27	\$757
Aviation	\$84	\$84	\$86	\$88	\$92	\$434
Trans. Disadvantaged Comm.	\$26	\$25	\$26	\$26	\$25	\$128
Transit	\$113	\$114	\$122	\$130	\$129	\$608
Rail	\$46	\$49	\$51	\$57	\$94	\$297
Total	\$506	\$614	\$426	\$451	\$402	\$2,399

FIVE YEAR SUMMARY

PRODUCT
RIGHT OF WAY
\$1.840 Billion



Note: \$ are in Millions

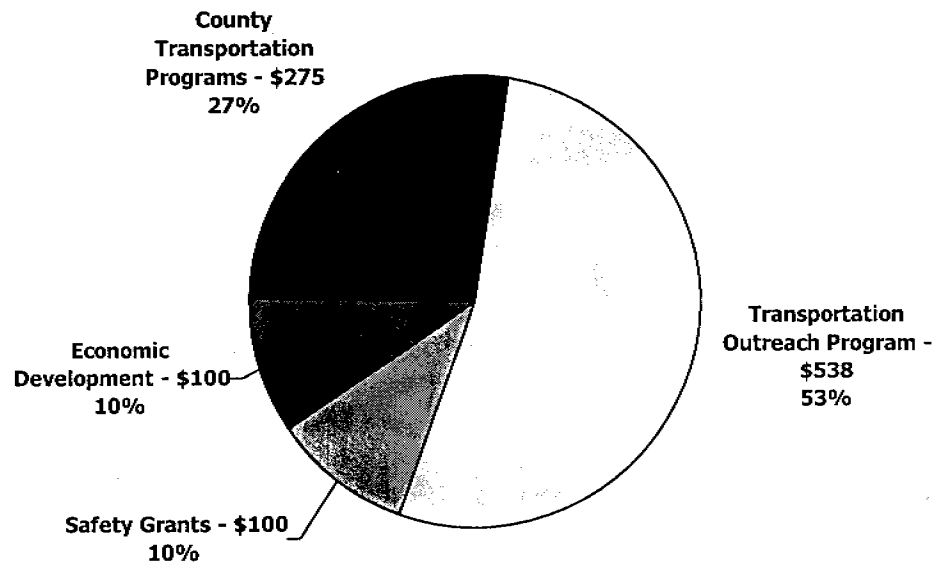
BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Advanced Right of Way	\$38	\$10	\$15	\$11	\$10	\$84
Regular Right of Way	\$539	\$215	\$352	\$257	\$393	\$1,756
Total	\$577	\$225	\$367	\$268	\$403	\$1,840

Additional Right of Way Acquisition phases of \$112.1 million contained in the PTO Intermodal Access Program

FIVE YEAR SUMMARY

PRODUCT
OTHER
 \$1.013 Billion



Note: \$ are in Millions

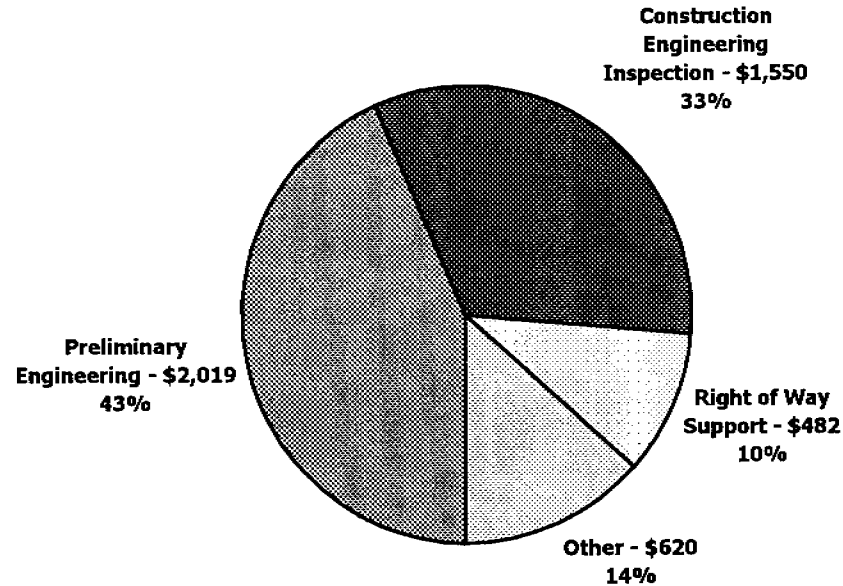
BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Safety Grants	\$17	\$19	\$20	\$21	\$23	\$100
Economic Development	\$20	\$20	\$20	\$20	\$20	\$100
County Transportation Prog.	\$125	\$125	\$0	\$0	\$25	\$275
Transportation Outreach Prog.	\$116	\$117	\$100	\$100	\$105	\$538
Total	\$278	\$281	\$140	\$141	\$173	\$1,013

PRODUCT SUPPORT

\$4.671 Billion

FIVE YEAR SUMMARY



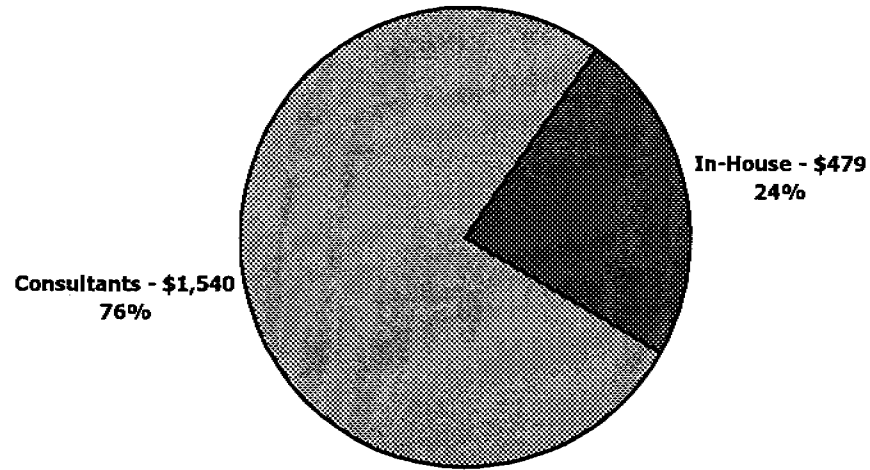
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Preliminary Engineering	\$453	\$432	\$382	\$366	\$386	\$2,019
Const. Eng. Inspection	\$351	\$320	\$342	\$279	\$258	\$1,550
Right of Way Support	\$155	\$89	\$85	\$78	\$75	\$482
Other	\$130	\$127	\$130	\$118	\$115	\$620
Total	\$1,089	\$968	\$939	\$841	\$834	\$4,671

FIVE YEAR SUMMARY

PRODUCT SUPPORT
PRELIMINARY ENGINEERING
\$2.019 Billion



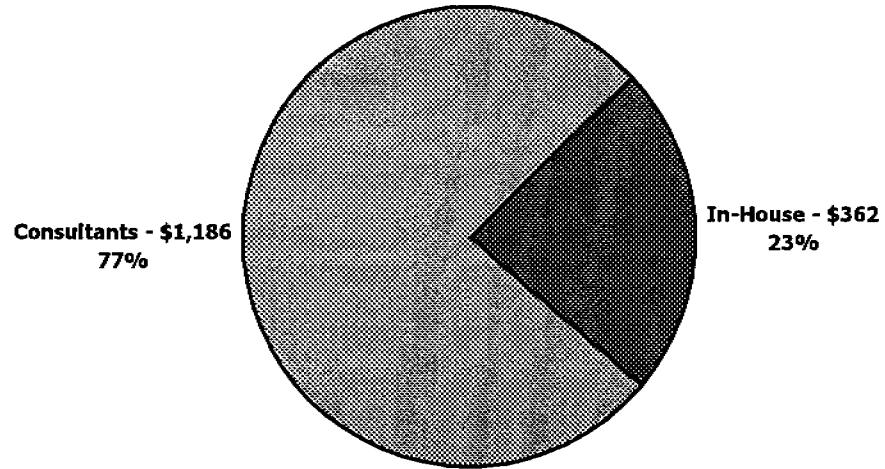
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Consultants	\$358	\$334	\$286	\$271	\$291	\$1,540
In-House	\$96	\$98	\$96	\$95	\$94	\$479
Total	\$454	\$432	\$382	\$366	\$385	\$2,019

FIVE YEAR SUMMARY

PRODUCT SUPPORT
CONSTRUCTION ENGINEERING INSPECTION
\$1.548 Billion



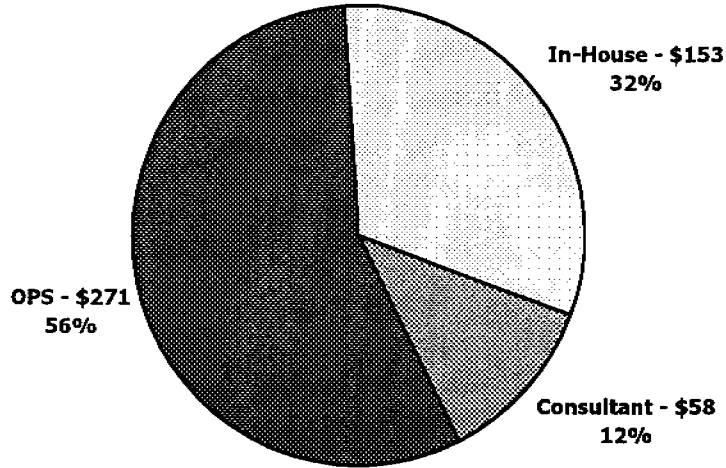
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Consultants	\$277	\$246	\$269	\$207	\$187	\$1,186
In-House	\$73	\$74	\$73	\$71	\$71	\$362
Total	\$350	\$320	\$342	\$278	\$258	\$1,548

FIVE YEAR SUMMARY

PRODUCT SUPPORT
RIGHT OF WAY SUPPORT
\$482 Million



Note: \$ are in Millions

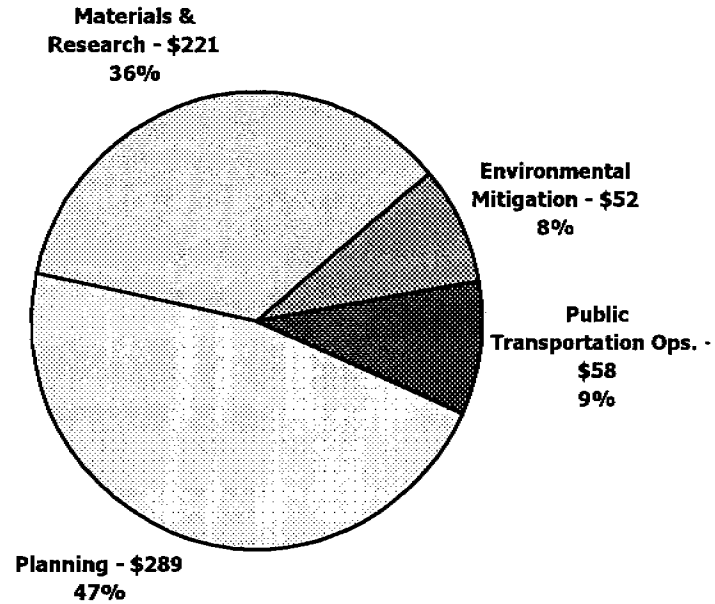
BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Consultant	\$18	\$9	\$12	\$9	\$10	\$58
OPS	\$106	\$49	\$43	\$38	\$35	\$271
In-House	\$31	\$31	\$31	\$30	\$30	\$153
Total	\$155	\$89	\$86	\$77	\$75	\$482

FIVE YEAR SUMMARY

PRODUCT SUPPORT

OTHER
\$620 Million



Note: \$ are in Millions

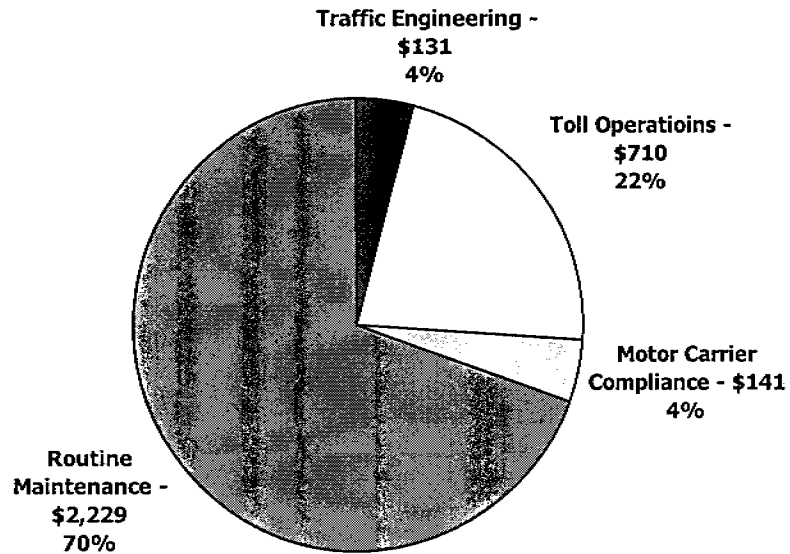
BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Environmental Mitigation	\$18	\$13	\$16	\$4	\$1	\$52
Public Transportation Ops.	\$12	\$12	\$11	\$12	\$11	\$58
Planning	\$57	\$57	\$58	\$58	\$59	\$289
Materials & Research	\$44	\$45	\$44	\$44	\$44	\$221
Total	\$131	\$127	\$129	\$118	\$115	\$620

OPERATIONS & MAINTENANCE

\$3.211 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

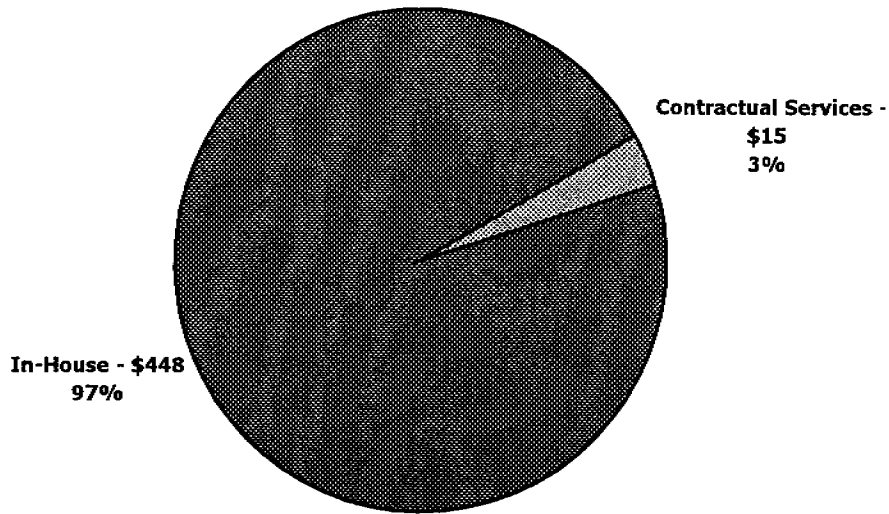
BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Routine Maintenance	\$396	\$425	\$441	\$482	\$485	\$2,229
Traffic Engineering	\$21	\$23	\$27	\$30	\$30	\$131
Toll Operations	\$128	\$137	\$138	\$146	\$161	\$710
Motor Carrier Compliance	\$27	\$27	\$28	\$29	\$30	\$141
Total	\$572	\$612	\$634	\$687	\$706	\$3,211

ADMINISTRATION

\$463 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

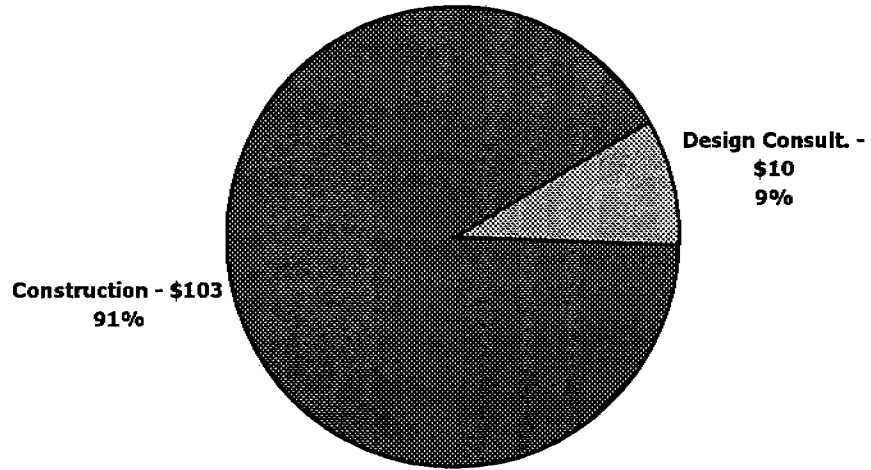
BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Contractual Services	\$3	\$3	\$3	\$3	\$3	\$15
In-House	\$86	\$89	\$90	\$90	\$93	\$448
Total	\$89	\$92	\$93	\$93	\$96	\$463

FIXED CAPITAL OUTLAY

\$113 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Design Consult.	\$1	\$2	\$3	\$2	\$2	\$10
Construction	\$20	\$17	\$19	\$27	\$20	\$103
Total	\$21	\$19	\$22	\$29	\$22	\$113

OVERVIEW OF THE FLORIDA INTRASTATE HIGHWAY SYSTEM

KEY STATUTORY REQUIREMENTS

The Department shall plan and develop a proposed Florida Intrastate Highway System (FIHS) Plan, which shall delineate a statewide system of limited access facilities and controlled access facilities. The plan shall provide a statewide transportation network that allows for high-speed and high-volume traffic movements within the state. *s. 338.001(1), F.S*

COMMISSION FINDINGS

Mandated by the 1990 Legislature, the FIHS is 3,792 centerline miles (15,209 lane miles) 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 \$31 billion. Anticipated revenues through 2010 total \$11 billion, leaving a \$20 billion shortfall.

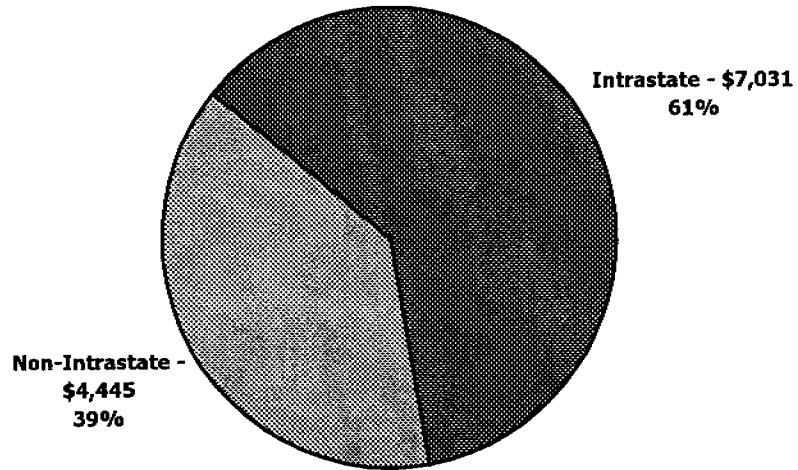
The year 2020 needs on the FIHS are \$47 billion. Anticipated revenues through 2020 total \$18 billion, leaving a \$29 billion shortfall.

The Tentative Work Program has a total of \$7.0 billion programmed on the FIHS for capacity improvements. This is 61.3% of the total highway capacity improvement program of \$11.5 billion.

Of this \$7.0 billion for capacity improvements on the FIHS, \$4.5 billion is programmed for construction phases – 56% on Interstate highways, 6% on Turnpike, and 38% on other highways on the FIHS.

**THE FLORIDA STATE HIGHWAY SYSTEM
PROGRAM**
CAPACITY IMPROVEMENT
\$11.476 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

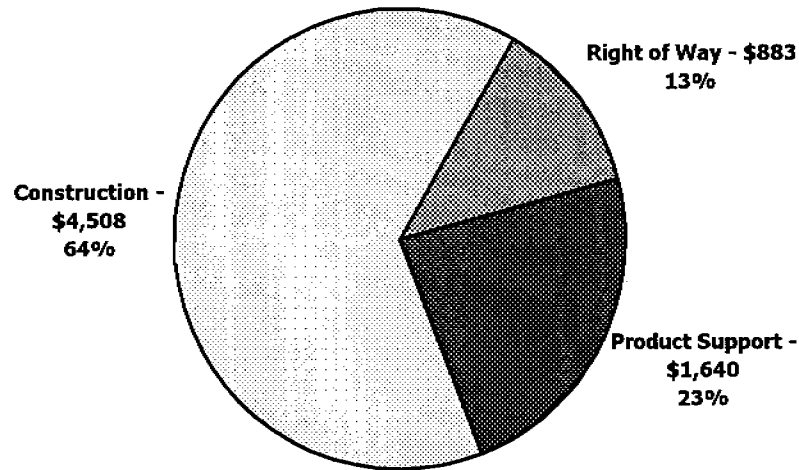
<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Non-Intrastate	\$1,032	\$846	\$964	\$880	\$723	\$4,445
Intrastate	\$1,869	\$1,312	\$1,701	\$1,136	\$1,013	\$7,031
Total	\$2,901	\$2,158	\$2,666	\$2,016	\$1,737	\$11,476

THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM

CAPACITY IMPROVEMENT

\$7.031 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Right of Way	\$321	\$91	\$190	\$68	\$214	\$883
Product Support	\$394	\$379	\$340	\$284	\$244	\$1,640
Construction	\$1,155	\$842	\$1,172	\$784	\$556	\$4,508
Total	\$1,869	\$1,312	\$1,701	\$1,136	\$1,013	\$7,031

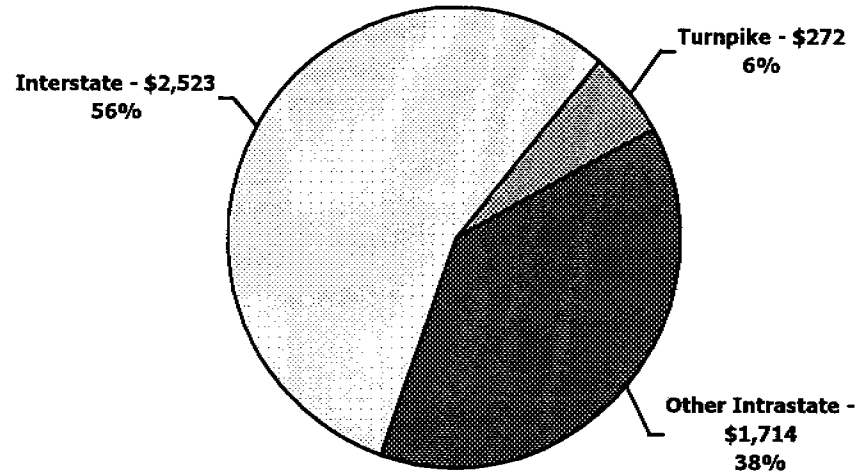
Product Support includes Preliminary Engineering, Right of Way Support, Construction Engineering & Inspection, Environmental Mitigation, and Traffic Engineering

THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM

CAPACITY IMPROVEMENT - CONSTRUCTION

\$4.508 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Turnpike	\$27	\$54	\$88	\$35	\$68	\$272
Other Intrastate	\$401	\$457	\$474	\$147	\$234	\$1,714
Interstate	\$727	\$330	\$609	\$603	\$254	\$2,523
Total	\$1,155	\$842	\$1,172	\$784	\$556	\$4,508

OVERVIEW OF THE INTERMODAL DEVELOPMENT PROGRAM

KEY STATUTORY REQUIREMENTS

Created within the Department of Transportation is the Intermodal Development Program which is to provide for major capital investments in fixed-guideway transportation systems, access to seaports, airports and other transportation terminals; 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(1), F.S.*

The Department is authorized to fund projects within the Intermodal Development Program, which are consistent, to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the project is located.
s. 341.053(6), F.S.

COMMISSION FINDINGS

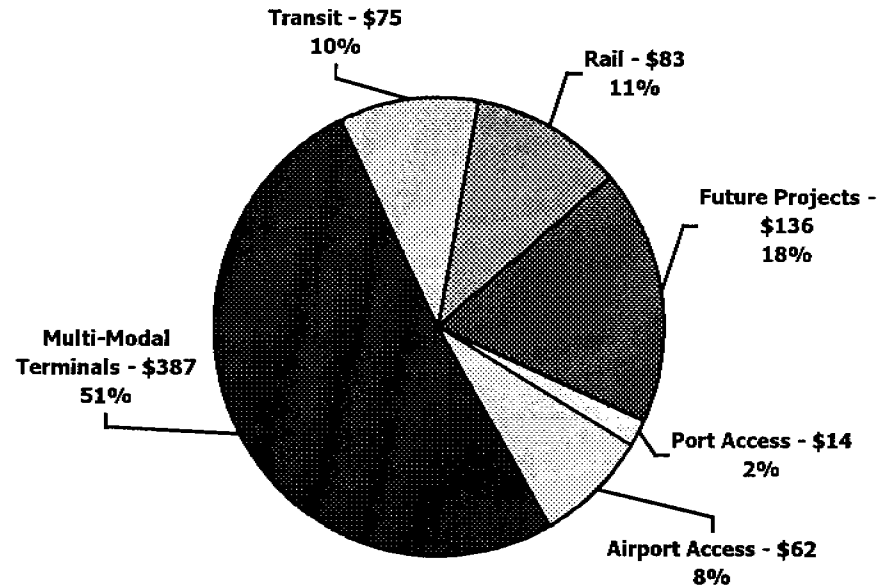
The Tentative Work Program has a total of \$757.2 million programmed for the Intermodal Development Program.

Of the \$757.2 million for the Intermodal Development Program, \$83 million is programmed for rail access, \$14 million for seaport access, \$62 million for airport access, \$387 million for multimodal terminals, \$136 million for future projects, and \$75 million for transit.

INTERMODAL DEVELOPMENT PROGRAM

\$757.2 Million

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	01/02	02/03	03/04	04/05	05/06	Total
Rail	\$23	\$23	\$13	\$17	\$7	\$83
Future Projects	\$29	\$8	\$31	\$58	\$10	\$136
Port Access	\$2	\$0	\$2	\$7	\$3	\$14
Airport Access	\$7	\$8	\$36	\$9	\$2	\$62
Multi-Modal Terminals	\$109	\$255	\$8	\$10	\$5	\$387
Transit	\$32	\$13	\$16	\$14	\$0	\$75
Total	\$202	\$307	\$106	\$115	\$27	\$757

SIGNIFICANT INTERMODAL PROJECTS

Project Name	Description of Work	Phases	State Funding for Intermodal Program	Funding from Other Sources
Lakeland Linder Airport	Construction of access improvement to south side of airport	GRANT	\$1.20	
Sarasota County Area Transit	Construct Intermodal Transportation Center	GRANT	\$1.40	
Port Manatee	Design and construct 4-lane access South Dock Street	CONS	\$1.00	
Jax Multimodal Center	Construction of Jacksonville Multimodal Center	GRANT	\$10.30	
Jax International Airport	Construction I-295 to Airport Road and Interchange	CONST	\$1.99	
Brent Lane	Interchange Construction	GRANT	\$4.45	
Hollywood Blvd. Intermodal Facility	Renovate Bldg/Add Parking/Pedestrian Crosswalk	GRANT	\$1.15	
Ft. Lauderdale Airport	Access Improvement - Interchange	GRANT	\$22.00	
SFRC Double Track	Funding for double tracking for Tri-Rail, CSX	GRANT	\$49.57	\$16.00
US-1 Corridor	Corridor improvement to Intermodal Center	GRANT	\$1.00	
Orange County/LYNX	Construct Downtown Intermodal Terminal Facility	GRANT	\$7.90	
Miami Intermodal Center (MIC)	Funding for engineering, right-of-way and construction	PE	\$21.30	\$30.38
		ROW	\$10.22	\$101.91
		CONS	\$59.10	\$251.05
Port of Tampa	Intermodal and Infrastructure Improvements	GRANT	\$1.75	
Hillsborough County	Access to Vandenberg Airport US 301 Intermodal road access to terminal facility	GRANT	\$2.00	
Pinellas Suncoast Transit	Intermodal terminal facility construction	GRANT	\$1.50	
Ayers Road Extension	Funding for Phase 1 and 2	CONS	\$1.90	

Note: \$ are in Millions

KEY STATUTORY
REQUIREMENTS

FINANCIAL SOUNDNESS

The tentative work program must include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan supporting the tentative work program. *s. 339.135(4)(b)4, F.S.*

The tentative work program shall be based on a complete, balanced financial plan for the State Transportation Trust Fund (STTF) and other funds managed by the Department.
s. 339.135(3)(a), F.S.

The Department shall maintain an available cash balance equivalent to not less than \$50 million, or 5 percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever amount is less) at the close of each quarter. *s. 339.135(6)(b), F.S.*

The budget for the turnpike system shall be 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.*

A maximum of \$3 billion of bonds may be issued to fund approved turnpike projects.
s. 338.2275(1), F.S.

COMMISSION FINDINGS

The Tentative Work Program is based on a complete, balanced financial plan for the STTF.

The lowest end-of-month cash balance (December 2005) for the STTF is \$51.1 million, which complies with the statutory minimum. This cash balance will be 1.0% of estimated outstanding obligations of \$4.9 billion.

The lowest end-of-month cash balance (December, 2004) for the Turnpike General Reserve Fund is \$7.1 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, \$1.9 billion of Turnpike bonds will be utilized.

STATE
TRANSPORTATION
TRUST FUND

MAJOR FINANCIAL ASSUMPTIONS

Fuel Tax, Aviation Fuel and Motor Vehicle License Tag Fees are based on the Revenue Estimating Conference Forecast of October 2000.

Federal aid funding levels are based on the Official Federal Aid Highway Forecast of July 2000.

Right of way expenditures reflect the district cash requirements for FY 2001/02 reported by the Right of Way Office in July of 2000.

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>
01/02	\$69.4 M	04/05	\$122.6 M
02/03	\$84.3 M	05/06	\$127.3 M
03/04	\$101.5 M		

Decrease of \$114.8 million in long-term receivables from toll facilities for operating and maintenance costs through FY 2005/06.

Increase of \$168.1 million in long-term receivables for toll facilities operating and maintenance costs through FY 2005/06.

\$24 million HEFT toll deferral is planned to be repaid to the STTF in FY 2004/05 and FY 2005/06.

\$110 million advance to the Tampa Hillsborough County Expressway Authority is planned to be repaid in FY 2004/05.

Rollforwards in construction (21%), consultants (30%), R/W OPS (72%), 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 for fiscal years 2001/02 to 2005/06. \$20 million annually are cash flowed in the year they are programmed.

The Advanced Construction (AC) Program - Advanced Construction projects, including Mobility 2000 projects, are converted as needed to fund the work program. It is anticipated that 85% of each year's advanced construction projects will be converted to federal funds in the second year and 15% in the third year beginning in FY 2001/02.

State Infrastructure Bank (SIB) - Federal funds set aside to fund the SIB program

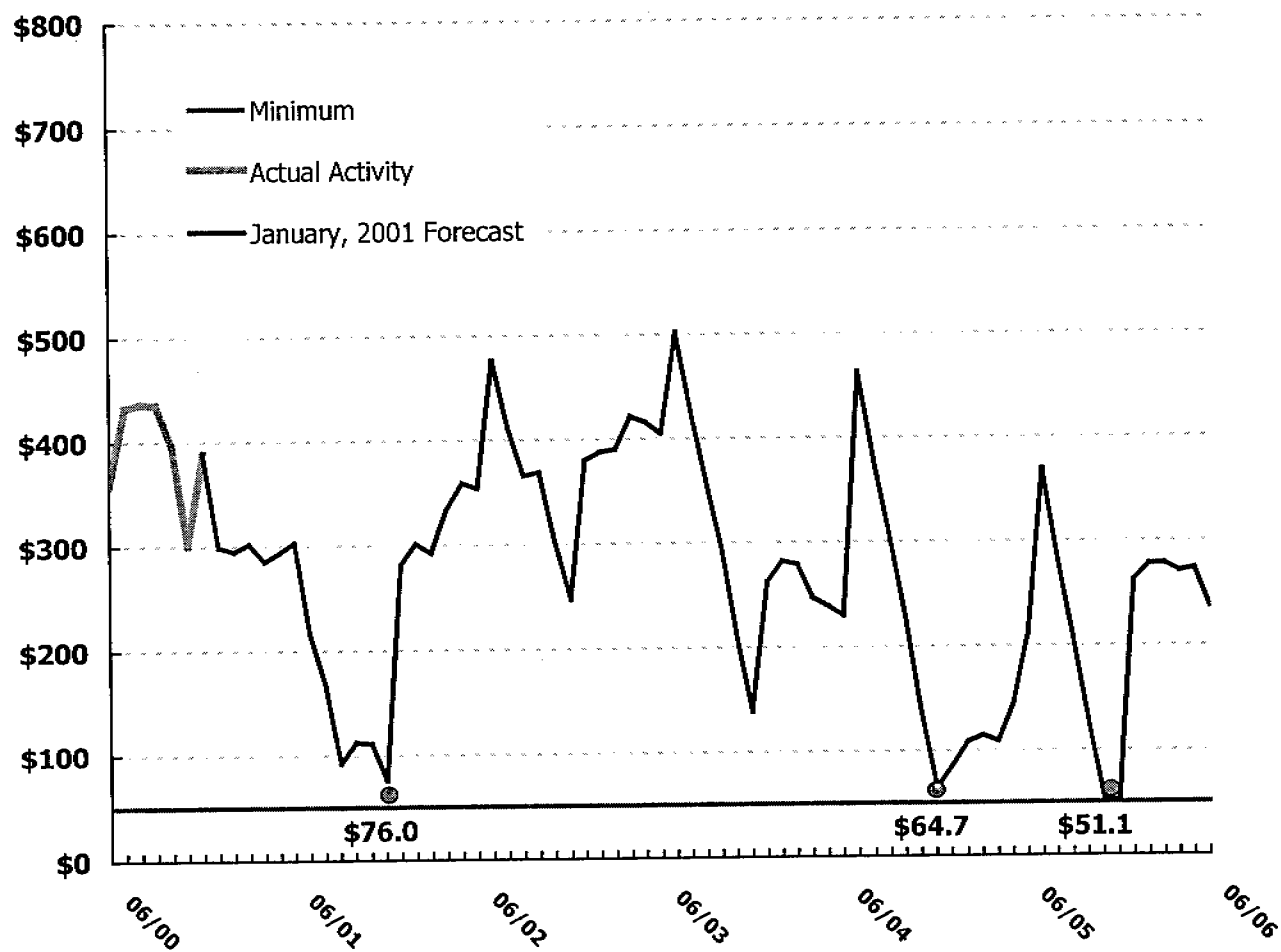
<i>Fiscal Year</i>	<i>Amount</i>	<i>Fiscal Year</i>	<i>Amount</i>
01/02	\$9.8 M	04/05	\$12.0 M
02/03	\$9.8 M	05/06	\$16.0 M
03/04	\$12.0 M		

Miami Intermodal Center (MIC):

- \$1.126 billion is planned for phase I of MIC in fiscal years 2001/02 - 2005/06.
- \$269 million of MIC projects are planned to be financed with federal (TIFIA) loans. \$13.7 million in annual repayments are planned to start in FY 2004/05. The primary pledge to repay this loan is the State Comprehensive Enhanced Transportation System (SCETS) fuel tax distributed to District 6, for Miami-Dade County.
- \$163.7 million of MIC projects (rental car facility) are planned to be financed by federal TIFIA funds. \$14 million repayment in FY 2004/05 is planned to be offset by revenue generated from rental car facilities.
- \$86.6 million of MIC projects are planned to be financed by Miami-Dade Expressway tolls and dedicated revenues.
- \$25 million SIB loan is planned in FY 2002/03. SIB repayment of \$2.8 million annually is planned to start in FY 2003/04.

CASH FORECAST

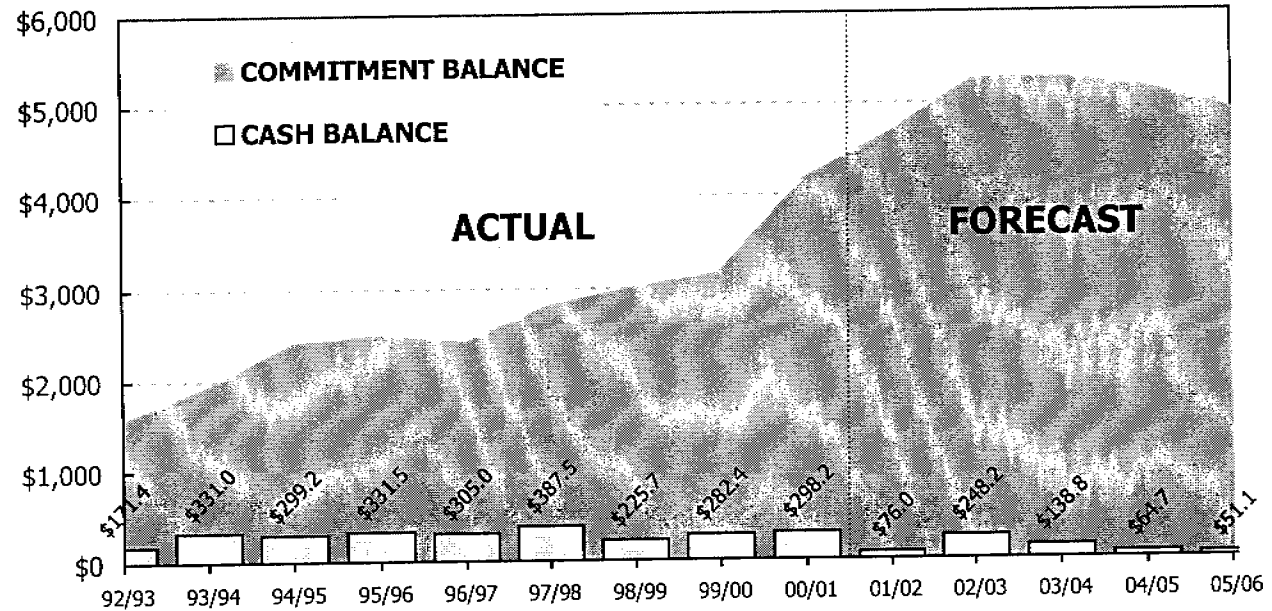
STATE
TRANSPORTATION
TRUST FUND



STATE
TRANSPORTATION
TRUST FUND

CASH FORECAST

ANNUAL LOW POINT CASH BALANCE AND OUTSTANDING OBLIGATIONS



Note: \$ are in Millions.

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 outstanding obligations. It may let contracts against revenue it expects to receive in the future. The above chart displays for fiscal years 1992/93 through 2005/06 the annual low point cash balance (represented by the bars) and the outstanding obligations (represented by the shaded area). During the Tentative Work Program period FY 2001/02 through FY 2005/06, the **average** low point cash balance is projected to be \$115 million and the **average** outstanding obligations to be \$4.995 billion. That is, cash "on hand" is projected to be 2.3% of outstanding obligations.

TURNPIKE GENERAL
RESERVE FUND

MAJOR FINANCIAL ASSUMPTIONS

Tentative Debt Service Coverage Ratio averages **2.8 on a *gross* basis** and **2.0 on a *net* basis** over the 5-year period as follows: 2.7, 2.7, 2.8, 2.8 and 3.0 *gross*, and 1.9, 1.9, 2.0, 2.0 and 2.1 *net*.

Includes expansion project toll rate increases beginning in FY 2003/04 for the Seminole Expressway Project I (12¢ to 18¢ per mile) and the Veterans Expressway (8¢ to 12¢ per mile).

Bond Sales:

November 2002 bond sale of approximately \$96 million to fund the widening of Sawgrass Expressway, SR 80 construction, Commercial Blvd. Construction, and CR 470 interchange construction.

November 2003 bond sale of approximately \$135 million to fund the SR 710 Interchange, widening the Mainline from Atlantic Blvd. to Lantana, median safety improvements, preliminary engineering for the widening of the Mainline from I-595 to Atlantic Blvd., SR 60 contribution, and technological improvements.

November 2004 bond sale of approximately \$49 million to fund SunPass phase II, right of way for Hollywood Blvd. and other right of way and preliminary engineering needs.

Repayment to Districts 1 and 5 of \$16.9 million and \$10.2 million beginning in FY 2001/02.

Repayment of the State Transportation Trust Fund loan used for the Sawgrass Expressway defeasance.

Includes \$65.6 million State Infrastructure Bank (SIB) construction loans for the Seminole II projects, SIB interest cost subsidies on the SR 80 interchange and other interchanges.

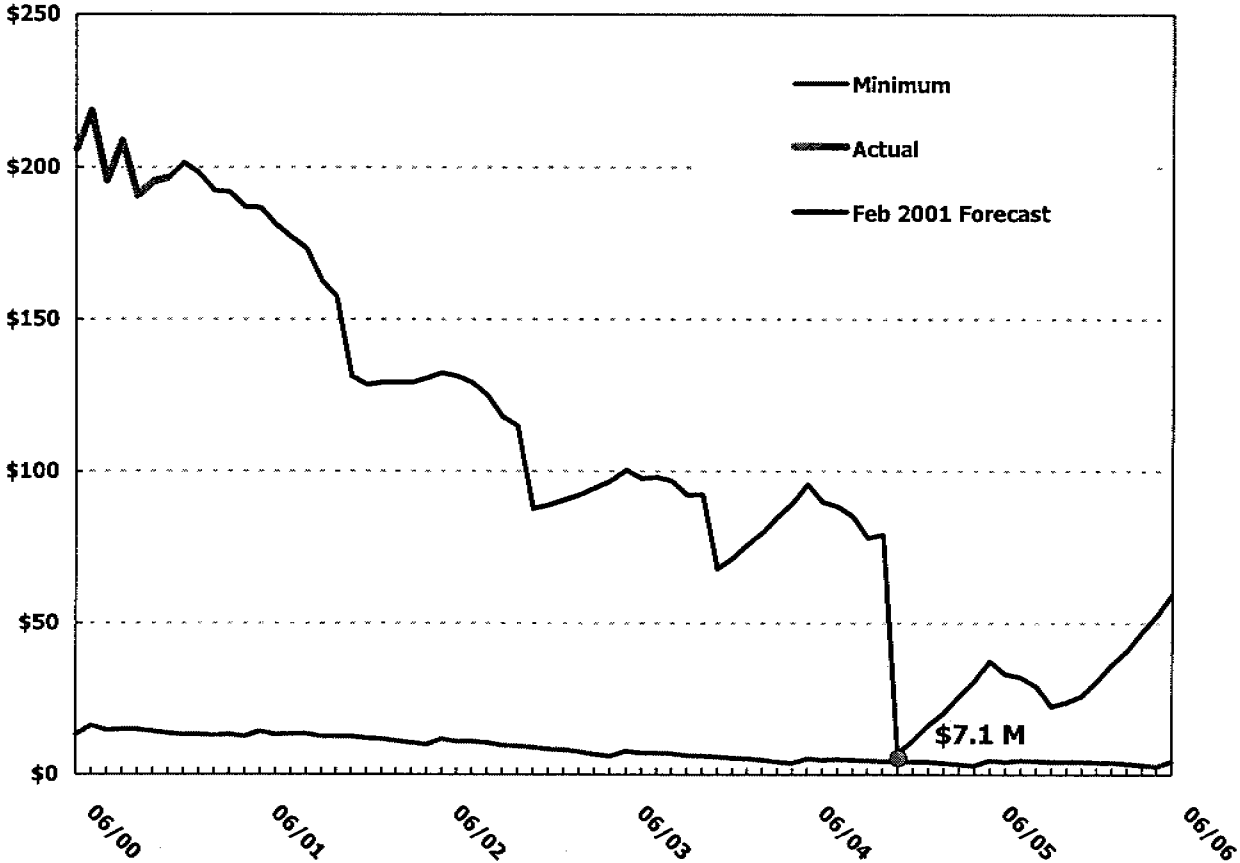
TURNPIKE GENERAL
REVENUE FUND

Includes long-term operation and maintenance (O & M) loans from the State Transportation Trust Fund (STTF) for the SR 80 Interchange, Seminole Expressway II Project, and Suncoast Parkway.

Fiscal Year	SR 80	Seminole II	Suncoast
01/02	\$0.5 M		\$7.3 M
02/03	\$0.4 M	\$0.3 M	\$7.4 M
03/04	\$0.5 M	\$1.4 M	\$7.7 M
04/05	\$0.4 M	\$1.4 M	\$7.9 M
05/06	\$1.0 M	\$1.5 M	\$8.2 M

CASH FORECAST

TURNPIKE GENERAL
RESERVE FUND



STABILITY OF PROJECT SCHEDULES

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)3, 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)3, F.S.*

It is the intent of the Legislature that the first 3 years of the adopted work program stand as the commitment of the state to undertake transportation projects that local governments may rely on for planning purposes and in the development and amendment of the capital improvements elements of their local government comprehensive plans. *S. 339.135(4)(b)3, F.S.*

COMMISSION FINDINGS

For the 4 common fiscal years (2001/02 to 2004/05), changes from the Adopted Work Program to the Tentative Work Program were as follows: 92.9% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (DOT objective is at least 80%); 5.7% of project phases were deferred either to a later fiscal year within the 4 common fiscal years or to a fiscal year beyond FY 2004/05; and 1.4% 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, 92.6% of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the 4 common fiscal years, 93.4% 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 8.0 percentage points higher.

Excluding those project phases deferred/deleted/moved out at the request of local governments or other funding entities, 96.5% of project phases experienced no change in schedule or were advanced to an earlier year.

STABILITY REPORT

CHANGES FROM ADOPTED WORK PROGRAM TO THE TENTATIVE WORK PROGRAM

(Construction, Right of Way Land, and Public Transportation Phases Only)

SUMMARY TOTAL

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes/Advances	2,008	92.92%
	Defers	79	3.66%
	Moved Out	44	2.04%
	Deletions	30	1.39%
Total		2,161	100.00%

ROADS AND BRIDGES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes/Advances	1,268	92.62%
	Defers	58	4.24%
	Moved Out	18	1.31%
	Deletions	25	1.83%
Total		1,369	100.00%

PUBLIC TRANSPORTATION

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes/Advances	740	93.43%
	Defers	21	2.65%
	Moved Out	26	3.28%
	Deletions	5	0.63%
Total		792	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.

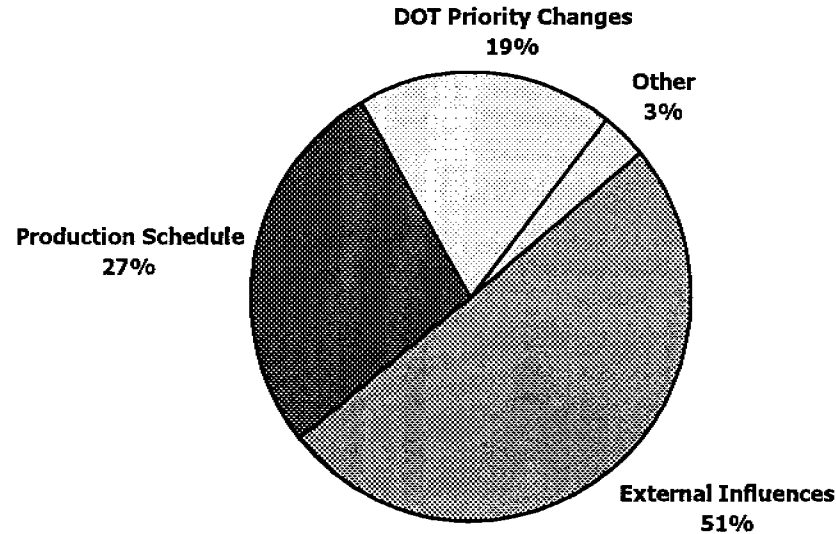
MOVED OUT - Moved out to new 5th year of the Tentative Work Program.

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

STABILITY REPORT

STATEWIDE WORK PROGRAM

REASONS FOR 153
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	1,935	89.54%
	Advances	73	3.38%
	Defers	79	3.66%
	Moved Out	44	2.04%
	Deletions	30	1.39%
Total		2,161	100.00%

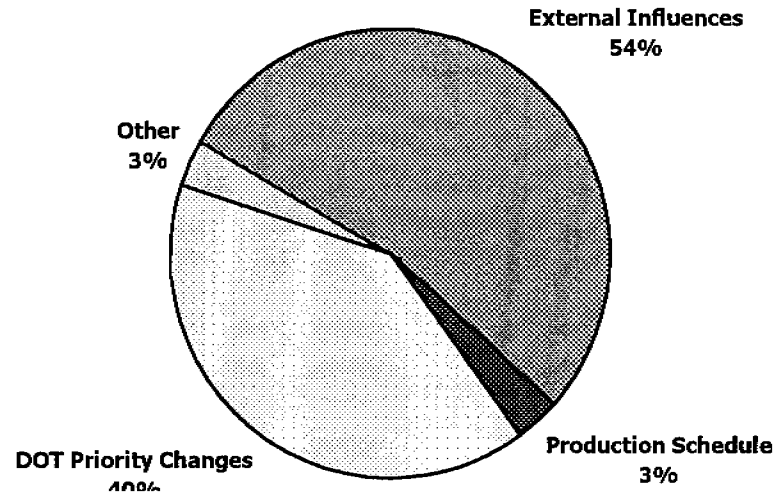
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	2,012	93.11%
	Advances	73	3.38%
	Defers	50	2.31%
	Moved Out	14	0.65%
	Deletions	12	0.56%
Total		2,161	100.00%

STABILITY REPORT

DISTRICT 1 WORK PROGRAM

REASONS FOR 23
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	389	91.53%
	Advances	13	3.06%
	Defers	6	1.41%
	Moved Out	14	3.29%
	Deletions	3	0.71%
Total		425	100.00%

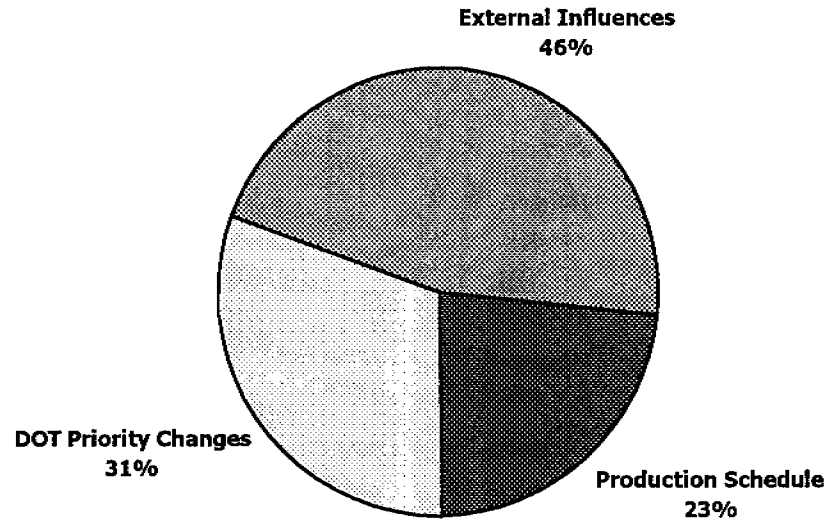
RESULTS WITHOUT
EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	398	93.65%
	Advances	13	3.06%
	Defers	3	0.71%
	Moved Out	9	2.12%
	Deletions	2	0.47%
Total		425	100.00%

STABILITY REPORT

DISTRICT 2 WORK PROGRAM

REASONS FOR 13
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	302	94.67%
	Advances	4	1.25%
	Defers	7	2.19%
	Moved Out	2	0.63%
	Deletions	4	1.25%
Total		319	100.00%

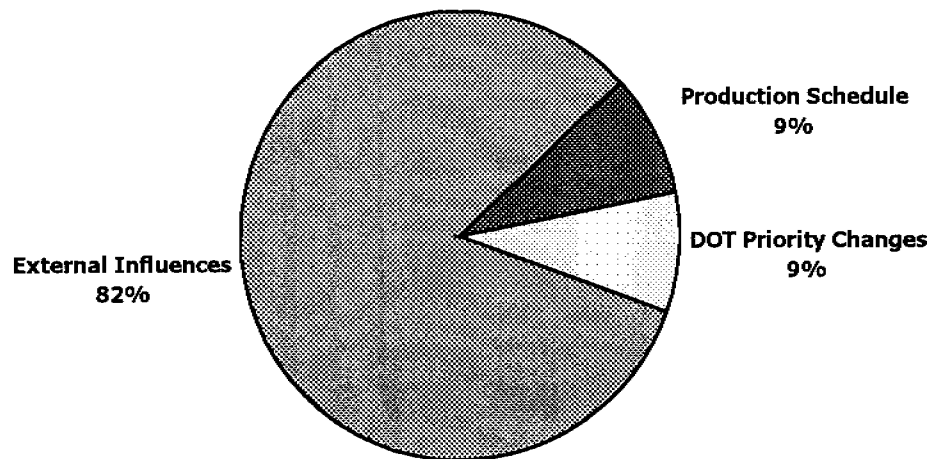
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	308	96.55%
	Advances	4	1.25%
	Defers	5	1.57%
	Moved Out	0	0.00%
	Deletions	2	0.63%
Total		319	100.00%

STABILITY REPORT

DISTRICT 3 WORK PROGRAM

REASONS FOR 23
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 0/02 - 04/05)	No Changes	272	86.08%
	Advances	21	6.65%
	Defers	13	4.11%
	Moved Out	7	2.22%
	Deletions	3	0.95%
Total		316	100.00%

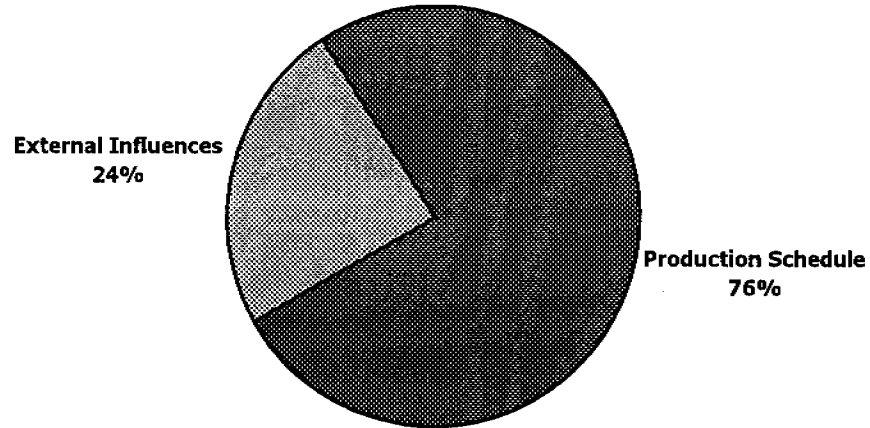
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	291	92.09%
	Advances	21	6.65%
	Defers	2	0.63%
	Moved Out	2	0.63%
	Deletions	0	0.00%
Total		316	100.00%

STABILITY REPORT

DISTRICT 4 WORK PROGRAM

REASONS FOR 27
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	288	90.00%
	Advances	5	1.56%
	Defers	20	6.25%
	Moved Out	0	0.00%
	Deletions	7	2.19%
Total		320	100.00%

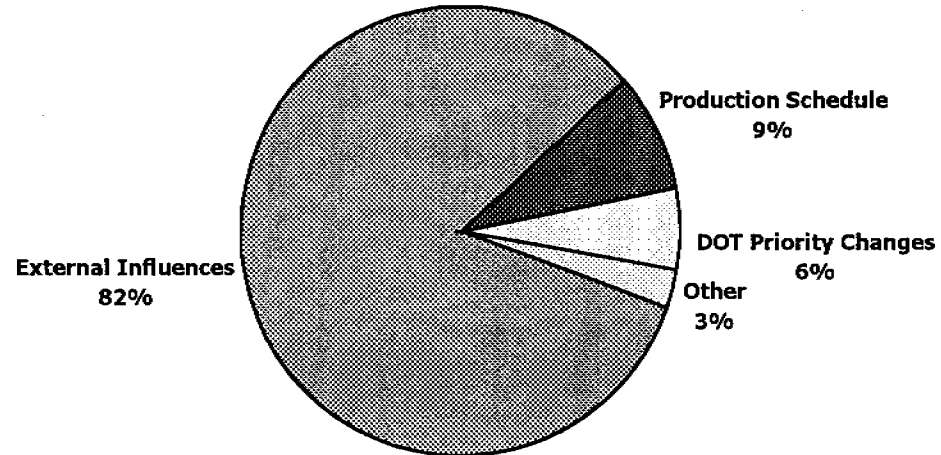
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	295	92.19%
	Advances	5	1.56%
	Defers	20	6.25%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		320	100.00%

STABILITY REPORT

DISTRICT 5 WORK PROGRAM

REASONS FOR 35
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	299	85.67%
	Advances	15	4.30%
	Defers	14	4.01%
	Moved Out	17	4.87%
	Deletions	4	1.15%
Total		349	100.00%

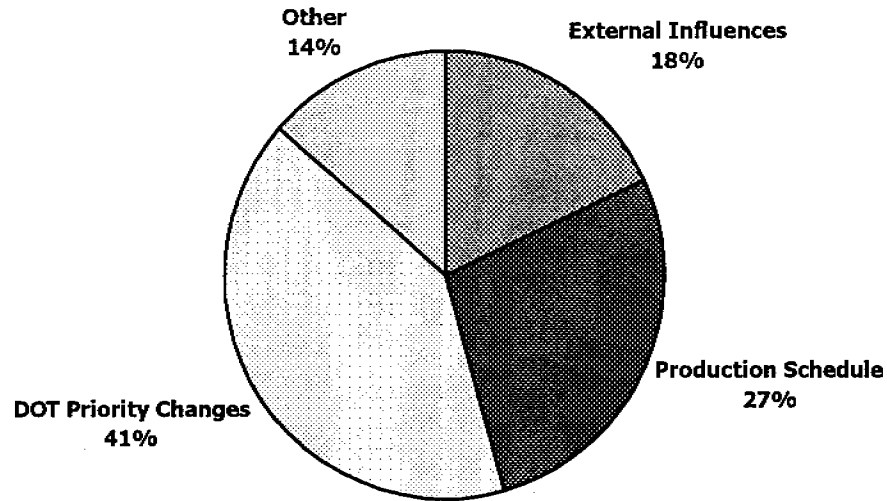
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	328	93.98%
	Advances	15	4.30%
	Defers	5	1.43%
	Moved Out	1	0.29%
	Deletions	0	0.00%
Total		349	100.00%

STABILITY REPORT

DISTRICT 6 WORK PROGRAM

REASONS FOR 22
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	130	83.87%
	Advances	3	1.94%
	Defers	12	7.74%
	Moved Out	2	1.29%
	Deletions	8	5.16%
Total		155	100.00%

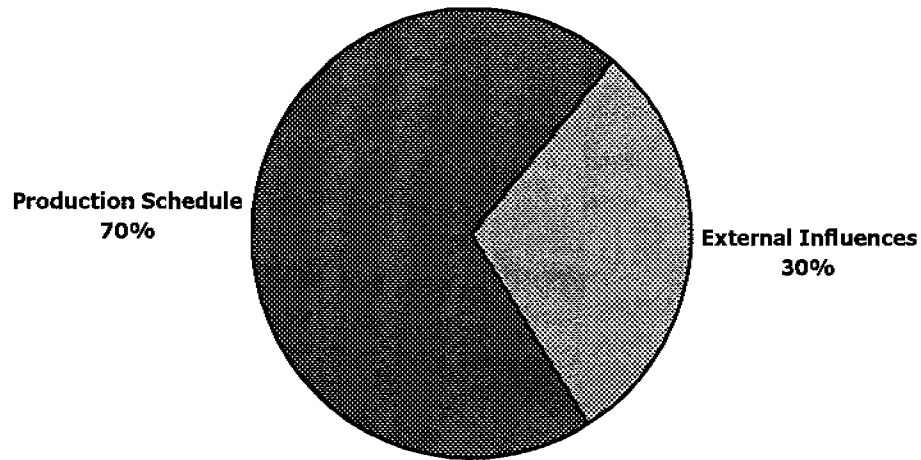
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	134	86.45%
	Advances	3	1.94%
	Defers	9	5.81%
	Moved Out	1	0.65%
	Deletions	8	5.16%
Total		155	100.00%

STABILITY REPORT

DISTRICT 7 WORK PROGRAM

REASONS FOR 10
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	216	91.91%
	Advances	9	3.83%
	Defers	7	2.98%
	Moved Out	2	0.85%
	Deletions	1	0.43%
Total		235	100.00%

RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	219	93.19%
	Advances	9	3.83%
	Defers	6	2.55%
	Moved Out	1	0.43%
	Deletions	0	0.00%
Total		235	100.00%

STABILITY REPORT

TURNPIKE DISTRICT WORK PROGRAM

REASONS FOR 0
PROJECTS DEFERRED,
DELETED OR MOVED
OUT

No projects were deferred, deleted or moved out.

RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	39	92.86%
	Advances	3	7.14%
	Defers	0	0.00%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		42	100.00%

RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 01/02 - 04/05)	No Changes	39	92.86%
	Advances	3	7.14%
	Defers	0	0.00%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		42	100.00%

LINKAGE OF WORK PROGRAM WITH LONG RANGE GOALS AND SHORT RANGE OBJECTIVES

KEY STATUTORY REQUIREMENTS

The tentative work program is to be developed within the policy framework provided by the Short Range Objectives of the Florida Transportation Plan. *s. 339.155(3)(b), 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. 339.135 (4)(b)2, F.S.*

COMMISSION FINDINGS

Short-range objectives contained in the 2000 Short Range Component of the 2020 Florida Transportation Plan are used to demonstrate linkage between this tentative work program and long-range goals.

The Department met five of the six short-range objectives that are measured directly through the work program (the remaining five objectives in the Short Range Component are measured in other ways, such as the fatality rate or transit ridership).

The one short-range objective not met in this tentative work program is the resurfacing objective, which states that 80% of pavement on the State Highway System meets Department standards. Over the five years of the tentative work program, achievement of the objective falls from 78% in FY 2001/02 to 77% in each of the remaining years.

STATUTORY GUIDANCE

At a minimum, the department's goals shall address the following prevailing principles. Preservation – protecting the state's transportation investment. Preservation includes: 1. Ensuring that 80 percent of the pavement on the state highway system meets department standards; 2. Ensuring that 90 percent of department-maintained bridges meet department standards; and 3. Ensuring that the department achieves 100 percent of the acceptable maintenance standard on the state highway system. *s. 334.046(4)(a) F.S.*

LONG RANGE GOAL IN
2020 PLAN
LONG RANGE
OBJECTIVE
RESURFACING

Protection of the public's investment in transportation.

Preserve the State Highway System.

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

Tentative Work Program:

	01/02	02/03	03/04	04/05	05/06
Percent Meeting Standards	78%	77%	77%	77%	77%

"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 Fiscal Year 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:

	01/02	02/03	03/04	04/05	05/06
Percent Meeting Standards	95%	95%	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:

	01/02	02/03	03/04	04/05	05/06
Percent Achieved	100%	100%	100%	100%	100%

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

STATUTORY GUIDANCE

The prevailing principles to be considered in planning and developing an integrated, balanced statewide transportation system are preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. *s. 334.046(1), F.S.*

LONG RANGE GOAL IN
2020 PLAN

A statewide interconnected transportation system that enhances Florida's economic competitiveness.

LONG RANGE
OBJECTIVE

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.

FLORIDA INTRASTATE
HIGHWAY SYSTEM

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:

	01/02	02/03	03/04	04/05	05/06	Average
Percent FIHS	64.4%	60.8%	63.8%	56.3%	58.3%	60.7%

The average percent programmed for capacity improvements on the FIHS during the Tentative Work Program period is 60.7% of the highway capacity improvement program.

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:

(in Millions)	01/02	02/03	03/04	04/05	05/06	Average
Intermodal Access	\$201.8	\$306.6	\$106.2	\$115.4	\$27.1	\$151.4

The dollar amount programmed for the Intermodal Access Program during the Tentative Work Program period averages \$151.4 million annually.

STATUTORY GUIDANCE

The Department shall minimize changes and adjustments that affect the scheduling of project phases in the four common fiscal years contained in the previous adopted work program and the tentative work program. *s. 339.135(4)(b)3, F.S.*

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 92.9%. (See pages 35 and 36.)

PRODUCTION CAPACITY

KEY STATUTORY REQUIREMENTS

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 \$144.6 million.

Existing resources should be adequate to produce the Tentative Work Program.

COMPLIANCE WITH APPROVED LOCAL GOVERNMENT COMPREHENSIVE PLANS

KEY STATUTORY REQUIREMENTS

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 all approved local government comprehensive plans (as of January, 2001), the Department of Community Affairs (DCA) identified six (6) projects that are inconsistent with approved local government comprehensive plans.

Through discussion with district and central office staff regarding these projects, the Commission verified that all inconsistencies are being resolved satisfactorily.

Note: For the past several years the Commission has recommended that PD&E phases (Project Development and Environmental studies) be exempted from the DCA review. In the Commission's view, at this stage the project is still too uncertain to require inclusion of the project in local comprehensive plans. The Commission submitted a bill to the 2000 Legislature to exempt the PD&E phases from the review. DCA did not agree with the legislation and it failed in committee. The Commission will again submit this legislation during the 2001 Session. Process changes have occurred over the past year, which lead us to believe DCA has since changed its position on this issue.

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

DOT DISTRICT 1

Right of way and railroad utility phases to add lanes and reconstruct US 27 from Lake Isis Avenue to the Polk County line (approximately 4.5 miles). The project is not included in the future traffic circulation map nor identified in the Highlands County Comprehensive Plan.

District 1 Response: The District obtained information from the Highlands County Board of County Commissioners that the project has been included in the traffic circulation element of the Highlands County Comprehensive Plan.

DOT DISTRICT 3

Environmental and construction phases for adding lanes and reconstructing SR 79 to four lanes with a divided median in Bay County from SR 30A/US 98 to the West Bay Bridge (approximately 4.6 miles). The project is not included in the Bay County Comprehensive Plan.

District 3 Response: The Bay County Development Services Department, Planning and Zoning Division advised the District the project is, in fact, included in the County's Comprehensive Plan.

Right of way acquisition, environmental and construction phases for adding lanes and reconstructing SR 77 to four lanes with a divided median from CR 2300 to Mill Creek Bridge (approximately 4.5 miles). The project is not included in the Bay County Comprehensive Plan.

District 3 Response: The Bay County Development Services Department, Planning and Zoning Division advised the District the project is, in fact, included in the County's Comprehensive Plan.

Environmental and construction phases for adding lanes and reconstructing SR 77 to four lanes with a divided median from Mill Creek Bridge to the Washington County line (approximately 5.5 miles). The project is not included in the Bay County Comprehensive Plan.

District 3 Response: The Bay County Development Services Department, Planning and Zoning Division advised the District the project is, in fact, included in the County's Comprehensive Plan.

DOT DISTRICT 5

Preliminary engineering phase to add lanes and reconstruct SR 415 from the Seminole County line to CR 4145/Howland Boulevard (approximately 6.3 miles). The project is not identified in the Volusia County Comprehensive Plan.

District 5 Response: The District contacted the Volusia County Growth Management Environmental Services Center and requested that this project be added to the county's comprehensive plan as a plan amendment and identified in the future traffic circulation map for the county.

Preliminary engineering phase to add lanes and reconstruct SR 415 from CR 4145/Howland Boulevard to SR 44 (approximately 11.4 miles). The project is not identified in the Volusia County Comprehensive Plan.

District 5 Response: The District contacted the Volusia County Growth Management Environmental Services Center and requested that this project be added to the county's comprehensive plan as a plan amendment and identified in the future traffic circulation map for the county.

METROPOLITAN PLANNING ORGANIZATIONS OBJECTIONS AND REQUESTS

KEY STATUTORY REQUIREMENTS

A metropolitan planning organization (MPO) or board of county commissioners may file an objection with the Secretary to any project rescheduled or deleted from the district work program that was included in the MPO's Transportation Improvement 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 specific project not included or not adequately addressed in the district work program. *s. 339.135(4)(d), F.S.*

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

COMMISSION FINDINGS

There were no objections filed for a project rescheduled in the district work program that was included in the MPO's Transportation Improvement Plan and contained in the last 4 years of the Department's Adopted Work Program.

There were seventeen (17) comments and requests made for further consideration of projects not included or not adequately addressed in the district work programs.

Through discussions with district and central office staff and review of correspondence, the Commission verified that the districts reviewed and acknowledged all comments and requests submitted by local governments.

COLLIER COUNTY
BOARD OF COUNTY
COMMISSIONERS

GAINESVILLE
METROPOLITAN
TRANSPORTATION
PLANNING
ORGANIZATION

Requests by MPOs for Projects Not Included in the Tentative Work Program or Not Adequately Addressed in the Tentative Work Program

Request: The Board of County Commissioners commented on the lack of Surface Transportation Program (STP) funds committed to the construction of the Golden Gate Interchange on Interstate 75. The Commission felt the County was not receiving its fair share of STP funds.

Response: District One responded that it would continue to monitor and work with the Collier County staff on the fair share issue.

Request: The Board of County Commissioners wanted reconsideration of the inclusion of a funding box of \$500,000 for FY 2006 in the tentative work program for pathways. The Commission also wanted the addition of Project Development and Environmental (PD&E) studies for the widening of Immokalee Road from north of Oil Well Road to State Road (SR) 29 and the widening of SR 29 in Immokalee.

Response: District One responded that during this work program cycle they experienced significant increases to project costs, which exceeded projected revenue. Although the District was able to prevent any delays in already programmed projects, the District is limited in its ability to add any projects to the tentative work program.

Request: The Board of County Commissioners wanted reconsideration of advancing the design of the second phase of the countywide computerized signal system.

Response: District One responded that they are working with County staff to expedite the construction of Phase II. A Joint Project Agreement (JPA) has been developed with Collier County to advance design in the amount of \$750,000 to move the project into FY 2001/02.

Request: The MTPO requested that the Department include funding for the purchase of right of way for the Hull Road Extension project.

Response: District Two responded that funding constraints prevent the Department from programming the right of way acquisition phase for this project at this time. However, the funds should become available during the next work program development cycle.

BREVARD COUNTY
METROPOLITAN
PLANNING
ORGANIZATION

Request: The MPO expressed concern that the construction phase of the widening of Palm Bay Road is not programmed. The PD&E study was conducted in 1997 and the MPO is concerned that the time lag between planning and construction will result in increased costs and may make it difficult to maintain support for the project from local officials and the public.

Response: District Five responded that significant cost increases have resulted in the District being able to allocate funds to only the most critical projects. They noted that both design and right of way phases for this project are included in the tentative work program.

Request: The MPO noted that no funds are programmed to widen Interstate 95 south of SR 514. The MPO adopted a resolution encouraging the Department and the legislature to fund the widening of the Interstate through all of Brevard County.

Response: District Five responded that funds for construction north of SR 50 to SR 400 in Volusia County are available in the twenty year FIHS cost-feasible plan, but are unavailable to program construction south of Malabar Road.

Request: The MPO believes it is critical to include the widening of SR 528 on the FIHS system plan and that FIHS revenue fund the PD&E study programmed in FY 2003.

Response: The District Secretary indicated that SR 528 is among the regionally significant projects put forth by the Central Florida Task Force and will attend the February 2001 MPO meeting to report on the Task Force findings.

Request: The MPO endorsed the District's tentative work program through a resolution with the exception of two projects. The MPO does not support the inclusion of project number 2499851 (SR 934/Hialeah Expressway from SR 826 to SR 823) and project number 4051381 (City of Hialeah local transit circular). There is an eminent domain issue on these projects that constituents have brought to the attention of the county commission.

Response: District Six responded that they realigned the roadway plans on the SR 934 project, which will substantially reduce the right of way encroachments and resolved the issues the MPO board had with the Hialeah local transit circular. Both projects are remaining in the tentative work program.

METROPOLITAN
PLANNING
ORGANIZATION FOR
THE MIAMI URBANIZED
AREA

PINELLAS COUNTY
METROPOLITAN
PLANNING
ORGANIZATION

Request: The MPO had requested that the District delete the Tyrone Boulevard Corridor Study from the tentative work program since several operational improvements will be constructed along the corridor during the Tyrone Boulevard resurfacing project programmed in FY 2002.

Response: District Seven agreed to delete this project from the tentative work program.

HILLSBOROUGH
COUNTY
METROPOLITAN
PLANNING
ORGANIZATION

Request: The MPO listed four concerns they had with the tentative work program. The MPO pointed out that to make the Martin Luther King Jr. Boulevard project consistent with the Long Range Plan, it needed to transition to a four lane facility at Parsons Avenue. The MPO requested that the District restore the funding needed to fully fund right of way for the 22nd Street Causeway project. The MPO requested that funding be restored for the MOSI pedestrian Bridge. Finally, the MPO noted that the tentative work program erroneously showed Bruce B. Downs Boulevard improving to eight lanes rather than the six as shown in the Long Range Plan.

Response: District Seven responded that the Department will design the Martin Luther King Jr. Boulevard project to transition from a six to a four lane facility. The funding necessary to fully fund right of way for the Causeway Boulevard project will be restored. The District restored the \$550,000 for design of the MOSI pedestrian overpass enhancement project. The District also noted that the tentative work program had been corrected to show the Bruce B. Downs Boulevard project as a six-lane facility.

SPRING
HILL/HERNANDO
COUNTY
METROPOLITAN
PLANNING
ORGANIZATION

Request: The MPO Board had four comments on the tentative work program. It wanted the Department to continue with the four-lane design segment of US 41 instead of the six-lane option that had been considered. It requested that the Department delay the acquisition of right of way for US 41 in Masaryktown. With the opening of the Suncoast Parkway and the planned extension of County Line Road, sufficient corridor capacity should be available for at least 10 years. The MPO wants the funds allocated to US 41 to be reprogrammed for the County Line Road project. The MPO requested that the Department maintain the SR 50A/Mildred Avenue intersection improvement. Finally, the MPO requested that the US 98/SR 50A intersection project be modified to include the installation of a permanent concrete separator.

Response: District Seven responded that US 41 will be designed as a four lane facility and the right of way phase for the widening of US 41 from Pasco County to Hviezdsav Street is being delayed and funds shifted to County Line Road. Also, the SR 50A/Mildred Avenue intersection improvement is continuing as planned and the requested modification to add a concrete barrier will be included.

KEY STATUTORY
REQUIREMENTS

COUNTY TRANSPORTATION PROGRAMS

The 2000 Legislature created two county incentive grant programs.

- County Incentive Grant Program (CIGP). The purpose of this program is to provide grants to counties to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. To be eligible for consideration, a project must be consistent with local MPO plans and local government comprehensive plans. The Department must consider the following criteria for evaluating projects for CIGP:
 - The extent to which the project will encourage, enhance, or create economic benefits;
 - The likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed;
 - The extent to which assistance would foster innovative public-private partnerships and attract private debt or equity investment;
 - The extent to which the project uses new technologies, including intelligent transportation systems, which enhance the efficiency of the project;
 - The extent to which the project helps to maintain or protect the environment; and
 - The extent to which the project includes transportation benefits for improving intermodalism and safety. *s. 339.2817, F.S.*

- Small County Outreach Program (SCOP). The purpose of this program is to assist small county governments in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads. Small county being defined as any county with a population of 150,000 or less as determined by the most recent official estimate. Funds allocated under this program are in addition to any funds provided for the Small County Road Assistance Program. The Department shall fund 75 percent of the cost of SCOP projects. In determining a county's eligibility for assistance, the Department may consider whether the county has attempted to keep county roads in satisfactory condition. The following criteria shall be used to prioritize road projects for funding under the program:
 - The primary criterion is the physical condition of the road as measured by the Department.
 - As secondary criterion, the Department may consider:
 - Whether a road is used as an evacuation route;

- Whether a road has high levels of agricultural travel;
- Whether a road is considered a major arterial route;
- Whether a road is considered a feeder road; and
- Other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the Department. *s. 339.2818, F.S.*

The 1999 Legislature created the Small County Road Assistance Program (SCRAP). The purpose of this program is to assist small county governments in resurfacing or reconstructing county roads. Small county being defined as any county with a population of 75,000 or less according to 1990 federal census data. Beginning in FY 1999/00 until FY 2009/10 up to \$25 million annually from the State Transportation Trust Fund may be used for the purpose of funding SCRAP. *s. 339.2816(1)-(3), F.S.* Small counties shall be eligible to compete for these funds for resurfacing or reconstruction projects on county roads that were part of the county road system on June 10, 1995. Capacity improvements on county roads are not eligible for funding. In determining a county's eligibility for assistance under this program, the Department may consider whether the county has attempted to keep county roads in satisfactory condition and the extent to which the county has offered to provide a match of local funds. At a minimum, small counties shall be eligible only if:

- The county has enacted the maximum rate of the local option fuel tax authorized by *s. 336.025(1)(a)* and has imposed an ad valorem millage rate of at least 8 mills; or
- The county has imposed an ad valorem millage rate of 10 mills.

The following criteria shall be used to prioritize road projects for funding under the program:

- The primary criterion is the physical condition of the road as measured by the Department.
- As secondary criterion, the Department may consider:
 - Whether a road is used as an evacuation route;
 - Whether a road has high levels of agricultural travel;
 - Whether a road is considered a major arterial route;
 - Whether a road is considered a feeder road; and
 - Other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the Department. *s. 339.2816, F.S.*

COMMISSION FINDING

Projects identified for funding under the County Incentive Grant Program, Small County Outreach Program, and Small County Road Assistance Program in the Tentative Work Program were selected and prioritized as required by statute.

**KEY STATUTORY
REQUIREMENTS**

TRANSPORTATION OUTREACH PROGRAM (TOP)

The Transportation Outreach Program (TOP) is dedicated to funding transportation projects of a high priority based on the prevailing principles of preserving the existing transportation infrastructure: enhancing Florida's economic growth and competitiveness; and improving travel choices to ensure mobility. Eligible projects include those for planning, designing, acquiring rights of way for, or constructing the following:

- Major highway improvements on:
 - The Florida Intrastate Highway System;
 - Feeder roads which provide linkages to major highways;
 - Bridges of statewide or regional significance;
 - Trade and economic development corridors;
 - Access projects for freight and passengers; and
 - Hurricane evacuation routes.
- Major public transportation projects including:
 - Seaport projects which improve cargo and passenger movements;
 - Aviation projects which increase passenger enplanements and cargo activity;
 - Transit projects which improve mobility on interstate highways, or which improve regional or localized travel;
 - Rail projects that facilitate the movement of passengers and cargo including ancillary pedestrian facilities;
 - Spaceport Florida Authority projects which improve space transportation capacity and facilities consistent with the provisions of s. 331.360; and
 - Bicycle and pedestrian facilities that add to or enhance a statewide system of public trails.
- Highway and bridge projects that facilitate retention and expansion of military installations, or that facilitate reuse and development of any military base designated for closure by the Federal Government.

TOP projects may be proposed by any local government, regional organization, economic development board, public or private partnership, metropolitan planning organization, state agency, or other entity engaged in economic development activities.

Funding under the TOP program shall use the following mechanisms to prioritize proposed projects:

- Projects funded under this program should provide for increased mobility on the state's transportation system. Projects, which have local or private matching funds, may be given priority over other projects.
- Establishment of a funding allocation under this program reserved to quickly respond to transportation needs of emergent economic competitiveness development projects that may be outside the routine project selection process.
- Establish innovative financing methods to enable the state to respond in a timely manner to major or emergent economic development related transportation needs that require timely commitments.

In addition to complying with the prevailing principles stated above, to be eligible for funding under the program, projects must meet the following minimum criteria:

- The project or project phase selected can be made production ready within a five year period following the end of the current fiscal year;
- The project is listed in an outer year of the five year work program and can be made production ready and advanced to an earlier year of the five year work program;
- The project is consistent with a current transportation system plan including, but not limited to, the Florida Intrastate Highway System, aviation, intermodal/rail, seaport, spaceport, or transit system plans;
- The project is not inconsistent with an approved local comprehensive plan or any local government within whose boundaries the project is located in whole or in part or, if inconsistent, is accompanied by an explanation of why the project should be undertaken;
- One or more of the minimum criteria listed may be waived for a statewide or regionally significant transportation project of critical concern.

For the purposes of funding projects under the TOP program, the Department shall allocate from the State Transportation Trust Fund in its program and resource plan a minimum of \$60 million each year beginning in FY 2001/02. *s. 339.137, F.S.*

COMMISSION FINDINGS

Commission staff monitored Transportation Outreach Program Advisory Council meetings and reviewed the list of projects recommended by the Council for consideration by the Florida Legislature. We were unable to determine whether the above listed criterion was used to select the final list of projects for consideration by the Legislature. A letter was sent to the TOP Advisory Council chair asking for clarification on this issue. We were assured in the response that the statutory criteria and mechanisms were, in fact, used to select the final list of projects. (See Appendix B for copy of letter and response.) Regarding TOP funding levels, the tentative work program includes funding in excess of the \$60 million minimum.

FLORIDA INTRASTATE HIGHWAY SYSTEM FUNDING

KEY STATUTORY REQUIREMENTS

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. The plan shall provide a statewide transportation network that allows for high-speed and high-volume traffic movements within the state. *s. 338.001(1), F.S.*

For purposes of developing the plan, the Department shall allocate the following amounts:

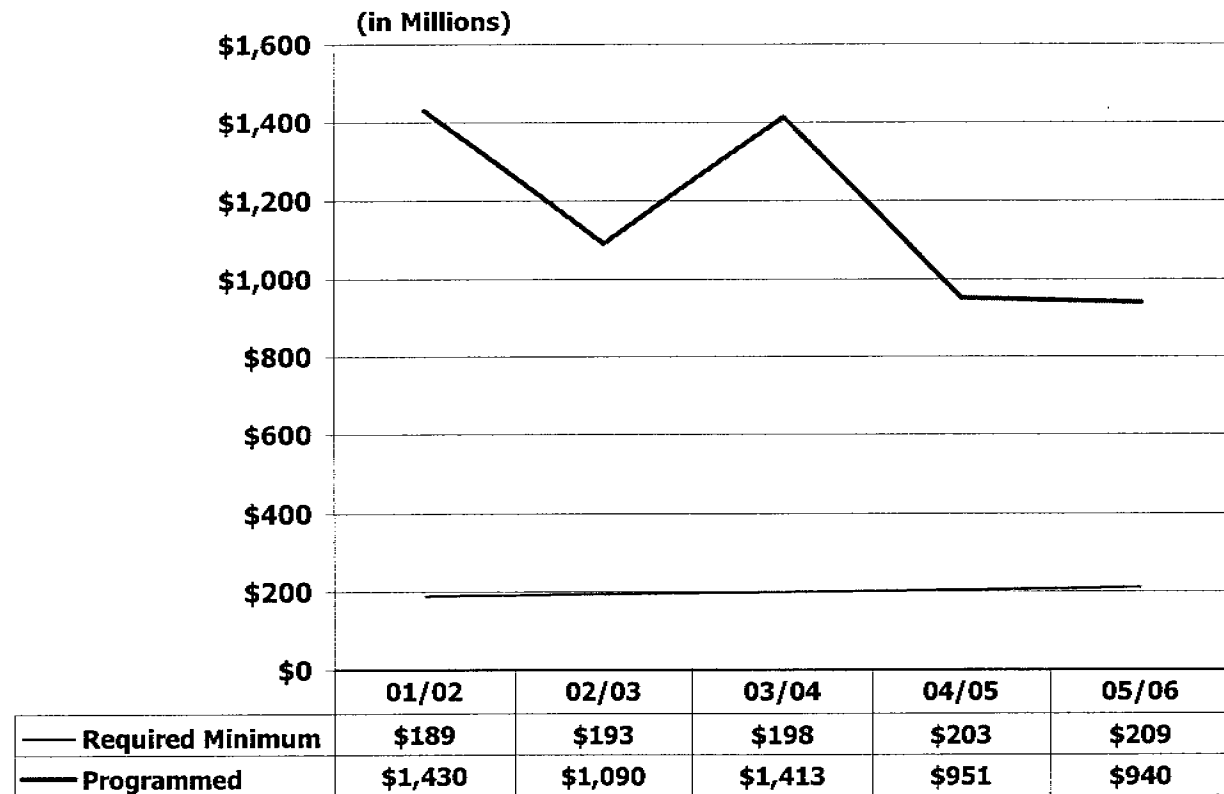
- Beginning in FY 1993/94 and for each fiscal year thereafter, the minimum amount allocated shall be based on the FY 1992/93 allocation of \$151.3 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the CPI for FY 1991/92.
- After FY 1993/94, no funds from the above shall be allocated to Turnpike projects. *s.338.001(6), F.S.*

COMMISSION FINDING

The Tentative Work Program plans to commit far in excess of the amounts required by statute over the 5-year period.

FLORIDA INTRASTATE HIGHWAY SYSTEM

PROGRAMMED FUNDS



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

PUBLIC TRANSPORTATION FUNDING

KEY STATUTORY REQUIREMENTS

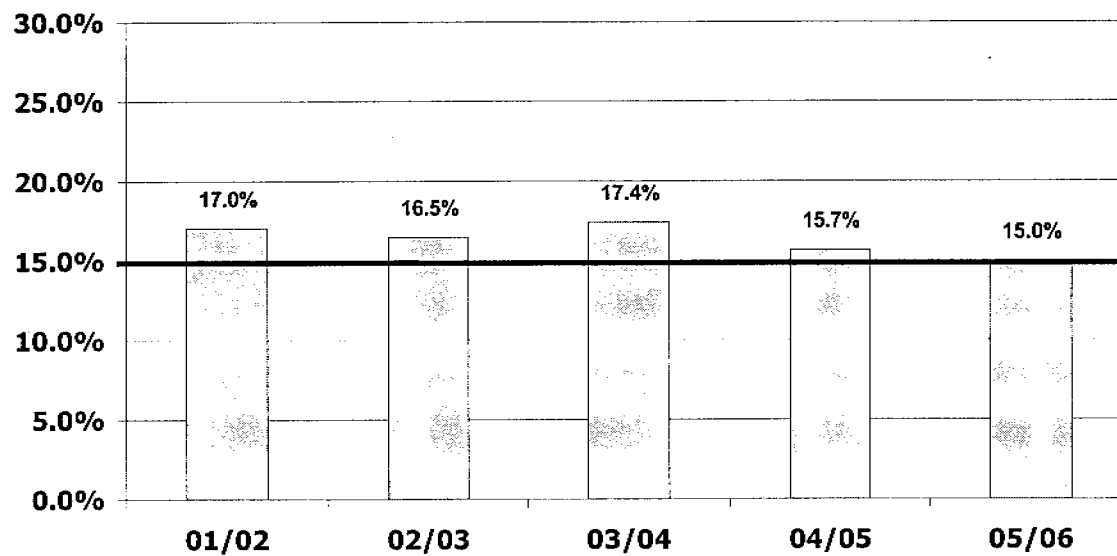
Beginning in fiscal year 2000/01, and each year thereafter, a minimum of 15% of all state revenues deposited into the State Transportation Trust Fund shall be committed annually by the Department for public transportation projects. *s. 206.46(3), F.S.*

COMMISSION FINDING

The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2001/02- 2005/06, in which 16.3% is programmed for public transportation projects.

STATE FUNDED PUBLIC TRANSPORTATION

PERCENT OF TOTAL
STATE REVENUE TO
PROGRAM PLAN



(in Millions)	01/02	02/03	03/04	04/05	05/06
Annual Program	\$333	\$334	\$365	\$343	\$338
Total STTF Allocations	\$1,953	\$2,025	\$2,097	\$2,176	\$2,251

KEY STATUTORY
REQUIREMENTS

FUND DISTRIBUTION

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 shall be allocated pursuant to section s. 341.052, F.S. *s. 339.135(4)(a)1, F.S.*

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

COMMISSION FINDINGS

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.

The Tentative Work Program is planned so that 114% of turnpike tolls collected in South Florida are programmed in South Florida, exceeding the statutory requirement that 90% of such toll collections be programmed in South Florida.

STATE COMPREHENSIVE ENHANCED TRANSPORTATION SYSTEM TAX DISTRIBUTION

KEY STATUTORY REQUIREMENTS

The Department shall use State Comprehensive Enhanced Transportation System (SCETS) Tax proceeds only for projects in the adopted work program in the district in which the tax proceeds are collected and, to the maximum extent feasible, such money shall be programmed for use in the county where collected. *s. 206.608(2), F.S.*

COMMISSION FINDINGS

In development of the Tentative Work Program, SCETS Tax proceeds were allocated to each district according to statutory requirements.

To the maximum extent feasible, such funds were programmed in the county where collected.

COMPLIANCE WITH APPLICABLE LAWS AND POLICIES

KEY STATUTORY REQUIREMENTS

The law directs the Commission to conduct an in-depth evaluation of the tentative work program for compliance with applicable laws and Departmental policies. *s. 20.23(b)2, F.S.* 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. (See Appendix A for a copy of the questions and the Department's responses.)

Several major requirements were highlighted earlier in this report; the remainders are covered in individual questions and responses.

COMMISSION FINDING

The Tentative Work Program is in compliance with applicable state laws and Departmental policies.

PUBLIC COMMENTS

KEY STATUTORY REQUIREMENTS

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

Although not required by statute, an important function of the statewide public hearing is to identify and provide public notice of projects that have been added to, advanced within, deferred, moved out of, or deleted from the tentative work program after the public hearings were conducted in the districts.

COMMISSION FINDINGS

The public hearing to review the Tentative Work Program for FY 2001/02 – 2005/06 was held March 6, 2001 at 8:00 a.m. in the Florida Department of Transportation Auditorium, 605 Suwannee Street, Tallahassee, Florida.

A total of four (4) comments were received during the Public Comment portion of the hearing. All four (4) speakers spoke in opposition to the Suncoast Parkway II Turnpike project proposed for Citrus County.

Pages 70 - 71 list the projects changed after the public hearings conducted in the districts.

PROJECTS CHANGED AFTER PUBLIC HEARINGS

Fiscal Years 01/02 - 05/06

DISTRICT 1

Item	Description	Action
4092021	I-75 Bridge Repair/Rehabilitation of Bridge Nos. 010071 & 72 over Kings Highway	Added Construction Phase to FY 02/03
1989081	Replace Bridge on Vaughn Road (Bridge No. 094034)	Deleted Right of Way and Construction Phases from FY 02/03
1980834	Bridge Repair/Rehabilitation of Bridge Nos. 130048,120,121	Deferred Construction Phase from FY 02/03 to FY 04/05
1980911	District wide Bridge Painting	Deleted Construction Phase from FY 04/05

DISTRICT 2

Item	Description	Action
2132743	I-95 Landscaping from St Johns County Line to I-295	Deferred Construction Phase from FY 01/02 to FY 03/04

DISTRICT 3

Item	Description	Action
4038161	CR 392 Bridge No. 470034 over Cypress Creek	Added Construction Phase to FY 03/04
2196892	SR 261 from CSX R/R Bridge to Mitchell Bros. Drive	Added Construction Phase to FY 01/02

DISTRICT 4

Item	Description	Action
4109861	SR 820/Pines Boulevard at 186 th Avenue	Added Construction Phase to FY 01/02
4109561	SR 870/Commercial Boulevard from NW 31 st Ave to Powerline Road	Added Construction Phase to FY 03/04
4109621	Segmental Bridge Repairs	Added Construction Phase to FY 03/04

DISTRICT 5

Item	Description	Action
4107251	ITS Modifications at SR 436 Regional Traffic Management Center	Added Construction Phase to FY 01/02
4109821	Hook Street from Hancock Road to US 72	Added Construction Phase to FY 01/02

DISTRICT 6

Item	Description	Action
2505892	SR 5 over Big Spanish Channel	Added Construction Phase to FY 02/03
4056022	Niles Channel, Channel 5	Deleted Construction Phase from FY 01/02
4078741	SR 5 Bridges	Deleted Construction Phase from FY 02/03
4107441	SR9 Golden Glade Interchange	Added Construction Phase to FY 01/02
4107661	SR 836 over NW 3 rd Avenue Bridge	Added Construction Phase to FY 01/02
4108401	SR A1A from 31 st street and 32 nd Street	Added Construction Phase to FY 01/02
4108471	CR 905 from SR 5 (US 1) to Ocean Reef	Added Construction Phase to FY 01/02
4108481	CR 905A from CR 905 to Monroe County Line	Added Construction Phase to FY 01/02
4101361	SR A1A from NE 158 th Street to NE 194 th Street	Deleted Construction Phase from FY 03/04

DISTRICT 7

Item	Description	Action
4105311	US 19 from Sunset Point Road to Pasco County Line	Added Construction Phase to FY 01/02
4106541	US 19 (SR 55) Reserve	Added Construction Phase to FY 01/02
4108911	Transit Urban Capital	Added Capital Grant Phase to FY 01/02
4109121	Tampa Port Authority	Added Capital Grant Phase to FY 01/02
2563361	SR 54 from Mitchell By Pass to East of Gunn Road	Deferred Construction from FY 01/02 to FY 02/03
2570631	US 92 3 rd Street from 5 th Avenue North to 5 th Avenue South	Deleted Construction from FY 03/04
2571041	4 th Avenue Eastbound from Railroad to 3 rd Street	Deleted Construction from FY 03/04
4022061	Hillsborough MPO CMAQ Box	Deleted Capital Grant from FY 01/02
4055731	4 th Avenue North SB from 5 th Avenue North to 5 th Avenue South	Deleted Construction from FY 03/04
4064841	St. Petersburg Bicycle Route Improvements	Deleted Construction from FY 02/03
4082572	US 19 at 118 th Avenue	Deleted Construction from FY 04/05
4082701	Bridge Repair	Deleted Construction from FY 01/02
2548241	US 41 from County Line to Hviezdoslav Street	Deleted Right of Way Phase from FY 03/04



APPENDIX – A

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

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 a list of project priorities from each MPO by October 1, 2000)? 339.135(4)(c)2. and 339.175(7)(b) 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 2001/02 through 2005/06**

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 2001-02/2004-05? 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 January 5, 2001). 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	No
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 19, 2001)? If yes, provide a copy of such objection. 339.135(4)(c)3. F.S.

District	Response	District	Response
1	No	5	No

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - DISTRICTS

2	No	6	No
3	No	7	No
4	No	Turnpike	No

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
----------	----------	----------	----------

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - DISTRICTS

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

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, Yes copy provided	7	Yes, Yes copy provided

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - DISTRICTS

4	Yes, Yes copy provided	Turnpike	Yes, Yes copy 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	N/A - consistent with TIP
4	Yes copy provided	Turnpike	N/A - consistent with TIP

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
----------	----------	----------	----------

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - DISTRICTS

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	No	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	Yes copy provided	5	Yes copy provided
2	Yes copy provided	6	Yes copy provided
3	Yes copy provided	7	Yes copy provided
4	N/A	Turnpike	N/A

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

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

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - DISTRICTS

2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes

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	Yes

QUESTION 14: Title 23 U.S.C. 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;

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - DISTRICTS

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

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

ANSWER: Federal-aid Highway funds are programmed for the indicated amounts on the following projects:

Item Number	Description	Amount (in millions)	Fiscal Year
4076561	SR 112	\$0.6	2003
4042141	CR 470 Interchange	\$4.9	2003
4042142	CR 470 Interchange	\$1.4	2003

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - OVERVIEW/INFORMATIONAL

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

Answer:

1. Projects that are included in programs managed on a statewide basis such as the following:
 - Intrastate,
 - Interstate, or
 - Bridge Programs.
2. Programs based on need (bridge repair or resurfacing),
3. Portions of the PTO,
4. Federal Enhancement programs, and
5. Federal high priority projects.
6. Beginning in Fiscal Year 97/98, the Department transferred a share of federal funding normally assigned for support of the Interstate program into a State Infrastructure Bank (SIB) in accordance with permissive federal regulations. These funds will be used to support "off the top" needs of state toll facilities and for the short term advancement of other projects that are production ready.

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

Answer: To provide more flexibility in the programming of contingency funds the Department programs contingency funds as a contract class eight (8). "Contingency Boxes" include amounts earmarked for supplemental agreements, pending litigation, estimate changes, and for targets to meet specific program needs. 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 2001/02 through 2005/06**

QUESTIONS - OVERVIEW/INFORMATIONAL

QUESTION 3: Compare the 2000/01 - 2004/05 Adopted Work Program to the 2001/02 - 2005/06 Tentative Work Program, showing the dollar amount differences by program plan category for the 4 common fiscal years. Also, provide the dollar amount differences for Fiscal Year 2000/01.

Answer: See attached Over/Under report of the 2001 Program and Resource Plan Summary.

QUESTION 4: Please provide by fiscal year, the number of lane miles programmed to be constructed in the Tentative Work Program?

Answer:

LM Source	01/02	02/03	03/04	04/05	05/06	Total
Tent WP	469	439	336	313	76	1,633

QUESTION 5: 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 6: What additional level of P.E. consultants (dollar amount over the Adopted of 7/00 for each fiscal year), if any, is needed to produce the Tentative Work Program?

Answer: (\$ in millions)

01/02	02/03	03/04	04/05	05/06	5 year total
\$99.2	\$7.7	\$30.0	\$7.7	N/A	\$144.6

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - OVERVIEW/INFORMATIONAL

QUESTION 7: TEA-21 authorizes transfers of highway funds for transit and use of transit funds for highways under limited circumstances. Are any such fund transfers utilized in the Tentative Work Program? If so, for each such transfer please specify the fund categories involved, the purpose of the transfer and the dollar amount.

Answer: The \$16,267,000 in transfers has been utilized in the current Adopted Work Program:

- The District 4 transfer of \$12,167,000 of FHWA (CM) funds to FTA for track under a fully funded JPA grant with Tri-County Rail/CSX.
- The District 6 transfer of \$600,000 of FHWA (CM) funds to FTA for Miami-Dade County – MDTA – Transit Corridor Development.
- The District 6 transfer of \$300,000 of FHWA (CM) funds to FTA for Miami-Dade County – MDTA Bicycle way from SW 112 Avenue to SW 344th.
- The District 7 transfer of \$2,200,000 of FHWA (CM) funds to FTA for Hartline.

QUESTION 8: TEA-21 authorizes transfers of highway funds between highway programs. Are any such fund transfers utilized in the Tentative Work Program? If so, for such transfer please specify the highway programs involved, the purpose of the transfer and the dollar amount.

Answer: Federal Aid dollars are transferred from Interstate Maintenance to National Highways to permit the use of the funds for projects involving additional lanes and the Intrastate.

IM Transfer to NH	2001	\$119,268,000
	2002	\$122,969,000
	2003	\$120,255,000
	2004	\$128,840,000
	2005	\$131,503,000

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - OVERVIEW/INFORMATIONAL

	2006	<u>\$134,198,000</u>
Total		<u>\$757,033,000</u>

QUESTION 9: TEA-21 requires ten percent of STP funds 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 10: TEA-21 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, and implementation of scenic byway marketing programs. Does the Tentative Work Program contain any grant funding for this program? If so, please provide by fiscal year.

Answer: The new Tentative Work Program does not contain any Scenic Byways Grant funding for the period 2002-2006. However, in January 2001, Florida was advised that the State is a recipient of discretionary Scenic Byways funds. The Federal Highway Administration allocated \$800,000 for a project that is programmed in Fiscal Year 2001 of the Adopted Work Program. These funds will be used for the Indian River Lagoon House Environmental Learning Center in District 5. Previous grant allocations of \$577,000 for Scenic Byways funds are also programmed in 2001 to complete master plans for the Pensacola Scenic Bluffs Corridor and the Tamiami Trail Scenic Highway Corridor, and completion of the Department's Scenic Byways Plan.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - OVERVIEW/INFORMATIONAL

QUESTION 11: TEA-21 creates a Congestion Mitigation and Air Quality Improvement Program which directs funds to programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide and small particulate matter. 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: Yes, the program is fully implemented. Florida no longer has areas which are in non-attainment status. The funds are distributed by the Department to those areas that were non-attainment under ISTEA. Under the provisions of TEA21, Jacksonville could receive some of these funds if the State could demonstrate to the U.S. DOT Secretary that the action would not adversely affect areas currently receiving the funds. Since some areas are "border-line" the Department has not transferred any amounts to Jacksonville. Work Program distributions are shown in the table below:

Congestion Mitigation and Air Quality Table Per Title 23 USC, Sect 104(b)(2)

County	No.	Population	00/01	01/02	02/03	03/04	04/05	05/06
Hillsborough	10	909,444	14.40%	14.40%	14.40%	14.40%	14.40%	14.40%
Pinellas	15	871,766	13.80%	13.80%	13.80%	13.80%	13.80%	13.80%
Broward	86	1,470,758	23.29%	23.29%	23.29%	23.29%	23.29%	23.29%
Dade	87	2,044,600	32.38%	32.38%	32.38%	32.38%	32.38%	32.38%
Palm Beach	93	1,018,524	16.13%	16.13%	16.13%	16.13%	16.13%	16.13%
Total		6,315,092	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

QUESTION 12: Please identify all projects in the Tentative Work Program that are funded in whole or part with State Infrastructure Bank (SIB) Funds. Also, provide the trust funds and dollar amounts, by fiscal year, that are planned to be used to reimburse the State Infrastructure Bank.

Answer: The projects in the Tentative Work Program that are funded in part with State Infrastructure Bank (SIB) Funds are listed below, along with the trust fund, by fiscal year, that are planned to repay the SIB.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - OVERVIEW/INFORMATIONAL

WPI	Loan FY	Project Description	Trust Fd.	Repay FY	(\$ 000)
4048332	2002	Purchase of buses for Gainesville	**STTF	2003	*4,000
4036351	2002	Ft. Lauderdale Airport	***STTF	2005	*30,066
1971681	2002	SR 60A	STTF	2007	*8,561
2430136	2002	Western Beltway "A"	P07A	2007	15,000
4083221	2003	Miami Intermodal Center	STTF	2005	*25,000
1938991	2003	US 17	STTF	2006	*17,000
1903732	2004	Turnpike Access	PKYI	2011	*16,928
2396731	2005	US 192 from CR 532 to CR 534	STTF	2006	15,391
2396741	2005	US 192 from CR 534 to US 441	STTF	2007	16,776
2397531	2005	US 192 from US 441 to Hibiscus Rd	STTF	2008	21,842

**Repayment begins in the Fiscal Year noted above. Amount reflected is the total repayment amount.*

***Repayment source is a combination of local funds, capital grants and federal surface transportation program funds allocated by FDOT.*

****Repayment source is a combination of passenger facility charges and grant funds allocated by FDOT to Broward County Aviation projects.*

In addition to the above projects funded with SIB funds in the Tentative Work Program, the following projects have been selected and will be split out of the State Funded SIB item 4087871 after roll forward into the July 1, 2001 Adopted Work Program:

Loan FY	Project Description	Repayment Fund Source	Repay FY	(\$000)
2002	LYNX Regional Intermodal Center	Local/FTA Funds	2007	7,959

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - OVERVIEW/INFORMATIONAL

2002	SR 836 – Extension HEFT Interchange	MDX Toll Revenues	2007	12,000
2002	Lee Roy Selmon Reversible Lanes and Brandon Feeder Roads	THCEA Toll Revenues	2010	35,000
2003	SR 836/SR 112 Interconnector	MDX Toll Revenues	2008	18,000
2004	SR 836 Extension – NW 137 th Ave	MDX Toll Revenues	2011	20,000

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

Answer: New or modified policies contained in this Work Program include:

1. Transportation Outreach Program – the Department implemented the establishment of the Transportation Outreach Program. The 2000 legislature enacted legislation to establish this program (F.S. 339.137).
2. County Incentive Grant Program – the Department implemented the establishment of the County Incentive Grant Program. The 2000 legislature enacted legislation to establish this program (F.S. 339.2817).
3. Small County Outreach Program – the Department implemented the establishment of the Small County Outreach Program. The 2000 legislature enacted legislation to establish this program (F.S. 339.2818).
4. “Lease” Revenues – Executive Committee approved the return of revenues from major joint use projects to the district where the project is located. This specifically applies to the Cypress Creek Joint Use Project in District 4, which will receive about \$100,000 or more each year from this source.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

QUESTION 1: 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 01/02 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 2: 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 3: 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.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

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

ANSWER: Yes. As required by law, the Department's Office of Comptroller prepares a 5 year monthly cash forecast 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 accompanies the Preliminary Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

QUESTION 4: 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 5: 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.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

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 6: 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 7: When developing the Tentative Work Program were funds allocated to each district, except for the Turnpike district, according to 339.135(4)(a) F.S.?

Funds for new construction based on equal parts of population and motor fuel collection.

Funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction or repair, public transit projects except public transit block grants as provided in s. 341.052 F.S., and other programs with quantitative needs assessments shall be allocated based on the results of these assessments.

Funds for public transit block grants allocated pursuant to s. 341.052, F.S.

ANSWER: The work program funds have been allocated to each district in accord with Chapter 339.135(4)(a)F.S. and pertinent sections of Title 23 USC. Public Transit Block Grants are allocated in the work program pursuant to s. 341.052 F.S.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

QUESTION 8: Does the Department's Tentative Work Program provide for a minimum of 15 percent of all state revenues deposited into the State Transportation Trust Fund to be committed annually by the department for public transportation projects in accordance with chapters 311, 341, 343, 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.

QUESTION 9: Does the Department's Tentative Work Program provide for a minimum of \$33 Million annually to fund the Florida Seaport Transportation and Economic Development Program? 311.07(2) and 320.20(3) and (4) F.S.

ANSWER: Yes. The Department has chosen to program \$35 Million annually.

QUESTION 10: Section 337.025 F.S. authorizes the department to establish a program for highway projects demonstrating innovative techniques of highway construction and finance which have the intended effect of controlling time and cost increases on construction projects. The department may enter into no more than \$120 Million in such contracts annually.

Provide by fiscal year, the amount contained in the Tentative Work Program for highway projects demonstrating innovative techniques of highway construction and finance.

ANSWER: The amount of innovative contracts programmed as of January 5, 2001 in the Tentative Work Program is as follows:

Fiscal Year 2002	\$78.1 million
Fiscal Year 2003	\$ 6.3 million
Fiscal Year 2004	\$15.3 million

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

Fiscal Year 2005 \$27.1 million
Fiscal Year 2006 \$ 0.8 million

QUESTION 11: Section 339.12(4) F.S. authorizes the department to accept and receive contributions from governmental entities and enter into agreements to reimburse the governmental entity for projects not included in the adopted work program. At no time shall the total amount of project agreements for projects not included in the adopted work program exceed \$100 Million.

Does the Tentative Work Program contain any such projects? If so, identify each project, the fiscal year such funds are to be committed, the dollar amount of each commitment, and the year of reimbursement.

ANSWER: In accordance with Section 339.12(4) F.S., the Department has programmed design, construction and right-of-way, with contributions from local governments, which were not in the Adopted Work Program when the joint participation agreements (JPAs) were signed. Provided below is a summary identifying the projects, phases, amounts, and the payback years.

Item	Project Name	FY	JPA Agreement Amount	Begin Payback in Fiscal Year
219773	D3: Tall. - Woodbine to Kinhega Drive	1998	18,500,000	2004
219804	D3: Tall. - Construction From Capital Cir. To Dempsey Mayo	1999	9,000,000	2005
240266	D5: Maitland Blvd.	1998	3,500,000	2004
257093	D7: Memorial Causeway-PE	1997	3,000,000	2003
257093	D7: Memorial Causeway-Construction	2002	10,000,000	2005
196022	D1: SR 64 - I-75 to East of Lena Road	2001	750,000	2007
220520	D3: US 319 - US 98 to Leon County Line	2002	1,000,000	2007

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

Item	Project Name	FY	JPA Agreement Amount	Begin Payback in Fiscal Year
219722	D3: SR 263 – SR 10/US 90 to SR 8/I-10 Right of Way	2002	9,400,000	2011
219843	D3: SR 10/US 90 – East of Dempsey Mayo to SR 8/I-10 Right of Way	2002	5,500,000	2008
410256	D4: Walton Road – Village Green Drive to Green River Parkway	2002	2,850,000	2007
410262	D4: Lennard Road – North of Mariposa Blvd to Vista Blvd.	2002	15,360,000	2007
409196	D4: 21 st Street – US 1 to Indian River Blvd.	2002	1,560,000	2007
409734	D4: Pembroke Pines (SR 824 – drainage improvements)	2001	1,150,000	2002
408460	D7: I-75 NB off Ramp at Bruce B. Downs	2002	1,700,000	2006
TOTAL			83,270,000	

QUESTION 12: Section 339.2816 F.S. allows the Department, beginning with fiscal year 1999/00 until fiscal year 2009/10, to use of to \$25 million annually from the State Transportation Trust Fund for the purposes of funding the Small County Road Assistance Program. The section also requires the Department to include in the Department's work program all projects funded under the Small County Road Assistance Program.

Does the Tentative Work Program contain any such projects?

ANSWER: The Department has programmed \$25 Million in each year of the Tentative Work Program for the Small County Road Assistance Program.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

QUESTION 13: Section 215.616 F. S. allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for and on behalf of the Department of Transportation, for the purpose of financing or refinancing the construction, reconstruction, and improvement of projects that are eligible to receive federal-aid highway funds.

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

ANSWER: Yes. The Tentative Work Program does contain projects funded with \$250 million bond proceeds in fiscal year 2006 authorized by section 215.616. F.S.

QUESTION 14: Section 215.615 F. S. allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for and on behalf of the Department of Transportation, for the purpose of financing or refinancing fixed capital expenditures for fixed-guideway transportation systems.

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

ANSWER: No. The Tentative Work Program does not contain projects funded with bond proceeds authorized by section 215.616. F.S.

QUESTION 15: Section 338.223(4) F.S. authorizes the department, with the approval of the Legislature, to use federal and state transportation funds to lend or pay a portion of the operating, maintenance, and capital cost of turnpike projects.

Provide by fiscal year, such projects and amounts contained in the Tentative Work Program. Also, provide the amount of these funds that will be reimbursed from Turnpike funds.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

ANSWER: The table below provides by fiscal year the amounts of the O & M subsidies for State Road 80, Seminole II and Suncoast projects in the Tentative Work Program. None of these amounts will be reimbursed from Turnpike funds during the work program period.

(\$ in Thousands)

Fiscal Year	SR 80	Seminole II	Suncoast	Total	STTF Revenues	Cap
2002	467		7,290	7,757	2,116,800	10,584
2003	448	328	7,388	8,164	2,191,400	10,957
2004	471	1,363	7,664	9,498	2,256,300	11,282
2005	378	1,413	7,949	9,740	2,331,600	11,658
2006	1,029	1,467	8,246	10,742	2,485,000	12,427

QUESTION 16: Section 338.223(4) F.S. limits operating and maintenance loans to no more than 0.5 percent of the state transportation tax revenues for the same fiscal year.

Provide by fiscal year, operating and maintenance loan amounts contained in the Tentative Work Program. Also, provide state transportation tax revenues by fiscal year.

ANSWER: The table referenced in Question 15 also provides the state transportation tax revenues by fiscal year.

QUESTION 17: Section 338.231(4) F.S. requires that for the period July 1, 1998, through June 30, 2007 the department, to the maximum extent feasible, program sufficient funds in the tentative work program such that the percentage of turnpike toll and bond financed commitments in Dade, Broward, and Palm Beach Counties as compared to total turnpike toll and bond financed commitments be at least 90 percent of the share of net toll collections attributed to users of the

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

turnpike system in Dade, Broward, and Palm Beach Counties, as compared to total net total collections attributable to users of the turnpike system.

What percent does the Department's Tentative Work Program provide in Dade, Broward, and Palm Beach Counties?

ANSWER: In conformance with Florida Statute, the Turnpike District has programmed commitments equal to at least 90% of the net toll collections attributable to South Florida for the FY's 1998/99 - 2006/07.

- 90% of the 47.55% of net toll revenue, which is attributable to South Florida, equals 42.79%
- A 42.79% standard results in a minimum required level of commitment in South Florida of \$897.3 million.
- The current Turnpike District Tentative Work Program has commitments in South Florida of \$1,307.9 million.
- \$1,307.9 million is 62.4% of toll and bond financed commitments through FY 2006/2007.

The Turnpike District exceeds the required commitments by \$410.7 million, or 145.77% of the required commitment over the nine-year reporting period.

QUESTION 18: 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 19: 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.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

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 20: 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 (01/02) to the first year of the current Tentative Work Program (01/02). Where changes were made, the Secretary determined that such adjustments were necessary.

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

QUESTION 21: 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.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

QUESTION 22: 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.

QUESTION 23: 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 24: Was the Tentative Work Program for Charlotte, Collier, DeSoto, Glades, Hendry, and Lee Counties developed by the district director for the Fort Myers Urban Office? 20.23(4)(e), F.S.

ANSWER: Yes.

QUESTION 25: 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: Yes. 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 the Secretary by the Program Development Office.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

QUESTION 26: 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 will be 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 27: Does the Tentative Work Program include an aviation and airport work program based on a collection of local sponsors' proposed projects? Does the plan separately identify development projects and discretionary capacity improvement projects? 332.007(2)(a), F.S. Is the aviation and airport work program consistent with the statewide aviation system plan and, to the maximum extent feasible, consistent with approved local government comprehensive plans? Does the aviation and airport work program include all projects involving funds administered by the department to be undertaken and implemented by the airport sponsor? 332.007(2)(b), F.S.

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

The Tentative Work Program identifies each aviation and airport project with a separate financial project number.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

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 which incorporate grant funds administered by the department.

QUESTION 28: Section 338.22(2) F.S., requires that all revenues and bond proceeds from the Turnpike system received by the department pursuant to s. 338.22-338.241 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 29: Section 338.001(7) F.S., requires that any additions or deletions of Florida Intrastate Highway System projects contained in the adopted work program and any modifications to such projects from the adopted work program, be specifically identified and submitted as a separate part of the tentative work program.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

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 will accompany the Final Tentative Work Program submitted to the Florida Transportation Commission, Executive Office of Governor, and the Legislature.

QUESTION 30: 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. These considerations are an intrinsic design issue in all roadway design projects.

Aesthetic design considerations are outlined in our **Project Development and Environment Manual**, our **Plans Preparation Manual**, and our **Florida Highway Landscape Guide**. Each of these manuals is standard reference for anyone designing Florida roadways.

In addition, the Department administers the *Florida Highway Beautification Council Grant Program* as a means of aesthetic improvement funding for existing roadways not scheduled for improvement within the current 10-year work program. This program requires local design development, a 50/50 funding match and maintenance by the

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

local entity. Also, some of our districts have developed additional grant programs for aesthetic improvements along other roadways not eligible by other means, for these type projects.

QUESTION 31: Section 334.044(26) F.S., requires that for fiscal years 2000/01 and 2001/02 no less than 1 percent, and for subsequent fiscal years no less than 1.5 percent of the amount contracted for construction projects be allocated by the Department to beautification programs.

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

ANSWER: The Department meets the above requirements.

QUESTION 32: Section 338.001 F.S., requires the Department to allocate funds to the Florida Intrastate Highway System (excluding the Turnpike System) as follows:

Beginning in fiscal year 1993-94 and for each year thereafter, the minimum amount allocated shall be based on the fiscal year 1992-93 allocation of \$151.3 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 1991-92.

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

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

QUESTION 33: Section 339.135(4)(a.)2. F.S., requires the Department to allocate at least 50% of any new discretionary highway capacity funds to the Florida Intrastate Highway System.

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 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

ANSWER: The Tentative Work Program meets this requirement.

QUESTION 34: Section 133, of Title 23 U.S.C., requires that after apportionment to the state of Surface Transportation Program funds, 10 percent be set aside for safety construction activities, 10 percent be set aside for transportation enhancements, and 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.

IMPLEMENTATION OF LONG-RANGE DEPARTMENT OBJECTIVES:

The following questions link selected key objectives contained in the 2020 Florida Transportation Plan (1995) and the 1998 Short Range Component 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 Florida Transportation Plan (FTP).

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

LONG-RANGE OBJECTIVE:

"Preserve the State Highway System"

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

SHORT-RANGE OBJECTIVES:

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

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

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

QUESTION 35: Of the resurfacing projects contained in the Tentative Work Program what is the average cost to resurface a lane mile of roadway on the State Highway System, by fiscal year?

ANSWER:

Average Cost Per Lane Mile in Thousand Dollars					
Type Facility	01/02	02/03	03/04	04/05	05/06
Arterials	\$228	\$224	\$244	\$282	\$338
Interstate	\$68	\$266	\$193	---	---
Turnpike	\$262	\$191	---	---	---

Note: Blank cells mean number of programmed projects is insufficient to calculate meaningful cost data.

QUESTION 36: What is the number of lane miles programmed to be resurfaced by fiscal year?

ANSWER:

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

LM Source	01/02	02/03	03/04	04/05	05/06	Total
SHS	1,772	2,080	2,368	2,516	2,498	11,234
Off-System	472	21	24	0	0	517
Total LM's	2,244	2,101	2,392	2,516	2,498	11,751

Note: Above programmed lane miles are for Resurfacing Program (Pgmn 05) and do not include incidental lane miles resurfaced as part of any construction project work. Lane miles for the "off-system" Small County Road Assistance Program have not been programmed past FY 01/02 nor have lane miles been forecast for these FY's. Funds are boxed.

QUESTION 37: What is the percentage of the State Highway System (lane miles) planned to meet or exceed department standards, by fiscal year?

ANSWER:

	01/02	02/03	03/04	04/05	05/06
% Meeting Standards	78%	77%	77%	77%	77%

QUESTION 38: How many FDOT-maintained bridges is the Tentative Work Program capable of repairing by fiscal year?

ANSWER: See answer on Question 39.

QUESTION 39: How many FDOT-maintained bridges is the Tentative Work Program capable of replacing (based on average unit costs) by fiscal year?

ANSWER:

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

	01/02	02/03	03/04	04/05	05/06	Total
Repair	340	217	183	220	164	1,124
Replace	9	6	8	7	3	33

QUESTION 40: What percentage of FDOT-maintained bridges is forecast to need repair, by fiscal year?

ANSWER: See answer on Question 41.

QUESTION 41: What percentage of FDOT-maintained bridges is forecast to need replacement, by fiscal year?

ANSWER:

	01/02	02/03	03/04	04/05	05/06
Repair %	4.4%	4.7%	5.5%	5.7%	6.8%
Replace %	0.7%	0.9%	1.0%	1.1%	1.2%

QUESTION 42: What is the percentage of FDOT-maintained bridges forecast to meet or exceed standards, by fiscal year?

ANSWER:

	01/02	02/03	03/04	04/05	05/06
% Meeting Standards	95%	95%	94%	93%	92%

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

QUESTION 43: What is the percentage of acceptable maintenance standard planned to be achieved on the State Highway System?

ANSWER:

	01/02	02/03	03/04	04/05	05/06
% Meeting Standards	100%	100%	100%	100%	100%

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:

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

"Maintain mobility trends on the FIHS by keeping annual growth in traffic density at or below 4%."

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

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

"By 2006, begin high speed rail service between Miami and Orlando, and Orlando and Tampa."

QUESTION 44: What amount is contained in the Tentative Work Program for right-of-way and construction of the FIHS, by fiscal year?

ANSWER:

(\$ in millions)

01/02	02/03	03/04	04/05	05/06	5 year total
1,475.6	932.6	1361.8	851.7	769.5	5,391.2

QUESTION 45: What amount is contained in the Tentative Work Program for the intermodal access program?

ANSWER:

(\$ in millions)

01/02	02/03	03/04	04/05	05/06	5 year total
201.8	306.6	106.2	115.4	27.1	757.1

COMPLIANCE WITH DEPARTMENT POLICIES:

Policies not contained in the Department's 2020 FTP

QUESTION 46: What amount is contained in the Tentative Work Program to improve connections and access to seaport and airport facilities, by fiscal year?

ANSWER:

(\$ in millions)

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

01/02	02/03	03/04	04/05	05/06	5 year total
9.1	8.5	37.8	16.0	4.8	76.2

QUESTION 47: The Interstate Work Program shall be developed in accordance with "Interstate Highway System Program Development," (*Topic No.: 525-030-255*) dated January 16, 1997. 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?

ANSWER: In accordance with "Interstate Highway System Program Development Procedure," (Topic Number 525-030-255) dated January 16, 1997, 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 projects previously programmed in the July 1, 2000, Adopted Work Program.

QUESTION 48: 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.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

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)
- At the discretion of the District Secretary, Transit and rail projects that qualify for funding under the federal Congestion Mitigation and Air Quality Improvement Program.
- At the discretion of the District Secretary, Enhancement projects that are "soft matched" and only require matching funds for the federal non-qualifying costs.

QUESTION 49: Beginning in fiscal year 2000-2001, has the Department of Transportation allocated sufficient funds to implement the Mobility 2000 (Building Roads for the 21st Century) initiative and has the department developed a plan to expend these revenues and amend the current tentative work program for the time period 2000-2001 through 2004-2005 prior to adoption to include Mobility 2000 projects? 339.1371(1), F.S.

ANSWER: Yes, the Department has allocated sufficient funds to implement the Mobility 2000 Plan. These revenues are included in the Department's Finance Plan. The Department amended the Tentative Work Program for the time period 2000/01 through 2004/05 in June 2000, with the projects adopted on July 1, 2000.

QUESTION 50: Has there been created within the Department of Transportation a state-funded infrastructure bank for the purpose of providing loans and credit enhancements to government units and private entities for use in constructing and improving transportation facilities? 339.55(1), F.S.

ANSWER: The Department has established a state-funded infrastructure bank for \$150 million in the Work Program. These funds are programmed in 2001, 2002 and 2003. Six million dollars is programmed for the

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

Veteran's Memorial Parkway in FY 2001, \$8.6 million for SR 60A in FY 2002, and \$15 million for the Western Beltway in 2002. The remaining \$120.4 million is programmed in a reserve item for future applications.

QUESTION 51: Has there been created within the Department of Transportation, a Transportation Outreach Program (TOP) dedicated to funding transportation projects of a high priority based on the prevailing principles of preserving the existing transportation infrastructure; enhancing Florida's economic growth and competitiveness; and improving travel choices to ensure mobility? 339.137(1), F.S.

ANSWER: Yes.

QUESTION 52: Has the department provided technical expertise and support as requested by the council, and developed financial plans, cash forecast plans, and program and resource plans necessary to implement this program? In addition, have these supporting documents been submitted with the Transportation Outreach Program? 339.137(9), F.S.

ANSWER: Yes.

QUESTION 53: Have projects recommended for funding under the Transportation Outreach Program been submitted to the Governor and the Legislature as a separate section of the department's tentative work program? 339.137(10), F.S.

ANSWER: Yes.

QUESTION 54: For purposes of funding projects under the program, has the department allocated from the State Transportation Trust Fund in its program and resource plan a minimum of \$60 million each year beginning in fiscal 2001-2002 for a transportation outreach program and has this funding been reserved for projects to be funded under the Transportation Outreach Program? 339.137(11), F.S.

ANSWER: Yes.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2001/02 through 2005/06**

QUESTIONS - CENTRAL OFFICE

QUESTION 55: Has there been created within the Department of Transportation the Small County Outreach Program to assist small county governments in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads? 339.2818(1), F.S.

ANSWER: Yes.

QUESTION 56: Is the department administering contracts on behalf of a county selected to receive funding for a project under this section and have all projects funded under this section been included in the department's work program developed pursuant to s. 339.135? 339.2818(5), F.S.

ANSWER: Yes.

QUESTION 57: Has there been created within the Department of Transportation a County Incentive Grant Program for the purpose of providing grants to counties, to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System? 339.2817(1), F.S.

ANSWER: Yes.

APPENDIX – B

FLORIDA TRANSPORTATION COMMISSION

John P. Browning, Jr., Chairman
David Brown, Vice Chairman
Earl Durden, Secretary
Valerie Boyd
Mark Guzzetta
James W. Holton
Art Kennedy
Norman Mansour
Rosa Sugrañes



Jeb Bush
 Governor

February 22, 2001

Maryam H. Ghyabi, Chairman
 Transportation Outreach Program Council
 555 West Granada Boulevard, Suite C-12
 Ormond Beach, Florida 32174

Dear Chairman Ghyabi,

The Florida Transportation Commission is required by s. 20.23(b)2, F.S. to annually review the Florida Department of Transportation's Tentative Work Program for compliance with all applicable laws and Department policies. Commission staff are currently conducting this review and we will present our findings to the Commissioners at our March 6th meeting in Tallahassee.

The 2000 Florida Legislature created the Transportation Outreach Program (TOP) and the TOP Council of which you were appointed and named chairman. According to s. 339.137(9), F.S., the TOP Council shall review and prioritize projects submitted for funding under the program with priority given to projects, which comply with the prevailing principles and shall recommend to the Legislature a Transportation Outreach Program. Following are the prevailing principles and a list of criteria for determining which projects the TOP Council may recommend to the Legislature for funding.

The Transportation Outreach Program (TOP) is dedicated to funding transportation projects of a high priority based on the prevailing principles of preserving the existing transportation infrastructure; enhancing Florida's economic growth and competitiveness; and improving travel choices to ensure mobility. Eligible projects include those for planning, designing, acquiring rights of way for, or constructing the following:

- Major highway improvements;
- Major public transportation projects; and
- Highway and bridge projects that facilitate retention and expansion of military installations, or that facilitate reuse and development of any military base designated for closure by the Federal Government.

Funding under the TOP program shall use the following mechanisms to prioritize proposed projects:

- Projects funded under this program should provide for increased mobility on the state's transportation system. Projects, which have local or private matching funds, may be given priority over other projects.

www.ftc.state.fl.us

(850) 414-4105 * 605 Suwannee Street, Tallahassee, FL 32399-0450, MS 9 * Fax (850) 488-1317

February 22, 2001
Page 2 of 2

- Establishment of a funding allocation under this program reserved to quickly respond to transportation needs of emergent economic competitiveness development projects that may be outside the routine project selection process.
- Establish innovative financing methods to enable the state to respond in a timely manner to major or emergent economic development related transportation needs that require timely commitments.

In addition to complying with the prevailing principles stated above, to be eligible for funding under the program, projects must meet the following minimum criteria:

- The project or project phase selected can be made production ready within a five year period following the end of the current fiscal year;
- The project is listed in an outer year of the five year work program and can be made production ready and advanced to an earlier year of the five year work program;
- The project is consistent with a current transportation system plan including, but not limited to, the Florida Intrastate Highway System, aviation, intermodal/rail, seaport, spaceport, or transit system plans;
- The project is not inconsistent with an approved local comprehensive plan or any local government within whose boundaries the project is located in whole or in part or, if inconsistent, is accompanied by an explanation of why the project should be undertaken; and
- One or more of the minimum criteria listed may be waived for a statewide or regionally significant transportation project of critical concern.

As part of the Commission's review of the Tentative Work Program, staff have reviewed the final list of projects recommended for funding by the TOP Council and monitored the Council's meetings. We have not been able to ascertain whether the above criterion was indeed adhered to during the selection process or if the Council used an alternative criterion for reviewing the candidate projects. I would very much appreciate it if you would respond in writing to confirm whether the statutory criterion was applied, or if an alternative criterion was used in the TOP Council's review process. I thank you for your prompt attention to this matter.

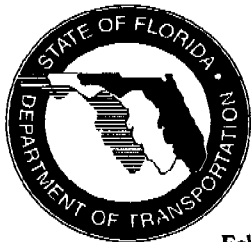
Respectfully,



Bill Ham, Acting Executive Director
Florida Transportation Commission

BH/mr

cc: Secretary Tom Barry
Lorenzo Alexander



TRANSPORTATION OUTREACH PROGRAM

Jeb Bush, Governor
 Thomas F. Barry, Jr., Secretary

February 28, 2001

Advisory Council
 Chair
 Maryam H. Ghyabi
 Ormond Beach, FL

Mr. Bill Ham, Acting Executive Director
 Florida Transportation Commission
 605 Suwannee Street
 Tallahassee, Florida 32399-0450

Dear Mr. Ham,

Vice-Chair
 Carlos L. Valdes
 Miami, FL

Thank you for your letter of February 22, 2001, concerning the Florida Transportation Commission staff review of the Transportation Outreach Program (TOP) Advisory Council's project recommendations, which were submitted as a separate section of the Florida Department of Transportation's Tentative Work Program pursuant to s. 339.137, F.S.

Rick Blankenship
 Orange Park, FL

On behalf of the TOP Advisory Council, I would like to reassure you and the Transportation Commission that the Council's project recommendations were developed in accordance with s. 339.137, F.S. The Council received and reviewed a total of 207 project applications for funding under the program, all of which complied with the prevailing principles and the minimum criteria required in the statute.

Thomas E. Conrecode
 Bonita Springs, FL

Paul S. Mears, III
 Orlando, FL

Based on the project application and project selection process established at the Council's initial meeting on September 26, 2001, the 207 projects received were prioritized to a list of 24 projects recommended for TOP funding. The project application was designed to address the prevailing principles and the minimum criteria required for the program. The Council selected and prioritized the 24 recommended projects using a majority vote process. The Council used the mechanisms required by s. 339.137, F.S. in the selection and prioritization of these proposed projects, which are as follows:

Elizabeth Reyes-Diaz
 Miami, FL

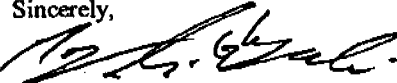
Elisa Rohr
 DeBary, FL

- Economic development-related transportation projects may compete for funding under the program. Projects funded under this program should provide for increased mobility on the state's transportation system. Projects, which have local or private matching funds, may be given priority over other projects.

Staff
 Lorenzo Alexander
 Meredith Dahlrose

- Establishment of a funding allocation under this program reserved to quickly respond to transportation needs of emergent economic competitiveness development projects that may be outside of the routine project selection process.
- Establish innovative financing methods to enable the state to respond in a timely manner to major or emergent economic development - related transportation needs that require timely commitments.

Again, thanks for the opportunity afforded to Council to provide you with this response. If you need any additional information, please contact me at (904) 672-8600.

Sincerely,

 Maryam H. Ghyabi, Chair
 MHG/la

C: Thomas Barry, Jr., P.E., Secretary

Florida Transportation Commission

John P. Browning, Jr., Chairman

David Brown, Vice Chairman

Valerie Boyd

Earl Durden

Mark Guzzetta

James Holton

Art Kennedy

Norman Mansour

Rosa Sugrañes

Web: <http://www.ftc.state.fl.us>

(850) 414-4105 * 605 Suwannee Street, Tallahassee, Fl. 32399-0450, MS 9 * Fax (850) 488-1317

