



FLORIDA TRANSPORTATION COMMISSION

Earl Durden, Chairman ♦ James W. Holton, Vice Chairman ♦ Janet Watermeier, Secretary
Sidney Calloway ♦ Heidi Eddins ♦ Gasper Lazzara ♦ Marcos Marchena ♦ David A. Straz, Jr.

REVIEW OF THE DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM FY 2005/06 THROUGH 2009/10

March 22, 2005

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Honorable Jeb Bush
Governor
The Capitol
Tallahassee, Florida

Honorable Lisa Carlton, Chairman
Senate Committee on Ways and Means
201 Capitol
Tallahassee, Florida

Honorable Joe Negron, Chairman
House Fiscal Council
221 Capitol
Tallahassee, Florida

Dear Governor Bush, Senator Carlton and Representative Negron,

On March 8th 2005, the Florida Transportation Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2005/06 through FY 2009/10*. The Secretary of the Department, assistant secretaries, district secretaries or their representative, Turnpike Enterprise Executive Director and key department managers were in attendance and participated in the review.

The Commission's review is limited to the policies and processes that govern the development of the Tentative Work Program, which is the Department's production plan for the next five years. *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 feel the following areas warrant further comment.

This Tentative Work Program totals approximately \$29.8 billion over the 5-year period; another record level. It is \$3.1 billion, or 11.8% larger, than last year's, with \$24.9 billion, or 83.5% of the work program dedicated to Product and Product Support phases. This Tentative Work Program will construct an additional 1,068 new lane miles of roadway, resurface/reconstruct 16,731 lane miles of existing roadway, repair 1,017 bridges and replace 63. Approximately \$3.1 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. The Department is required to maintain an available cash balance equal to not less than \$50 Million, or five percent of the unpaid balance of all

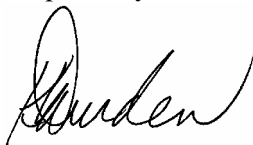
State Transportation Trust Fund obligations (whichever is less) at the close of each quarter. The lowest end-of-quarter cash balance is \$243.1 million, which complies with the statutory minimum. The average annual low point cash balance is projected to be only 5.17% of the forecasted average outstanding obligation of \$6.4 billion.

Mandated by the 2003 Legislature, the SIS is a statewide system of high priority transportation facilities that play a critical role in moving people and goods to and from other states and nations, as well as between major economic regions in Florida. The Tentative Work Program has a total of \$8.2 billion programmed on the SIS for capacity improvements. This is 62.5% of the total capacity improvement program of \$13.1 billion. Of this \$8.2 billion for capacity improvements, \$6.9 billion is programmed for highway capacity improvements, and \$336.4 million for aviation, \$218.1 million for seaport, \$518.2 million for rail, and \$180.9 million for intermodal capacity improvements.

Stability of project schedules in this Tentative Work Program is 1.3 percentage points greater than last years with 91.2% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. The Department's benchmark for stability is to have at least 80% of project phases remain unchanged or advanced to an earlier fiscal year.

We are confident this Tentative Work Program was developed according to state law and Departmental policies and that the projects identified in the Program will continue to support Florida's economic development. Support documentation for Commission Findings in each area of the Review is available from the Commission Office upon request. We hope this evaluation will assist you and your staff as you review the Tentative Work Program. Your comments or suggestions are welcome.

Respectfully,



Earl Durden, Chairman
Florida Transportation Commission

cc: Honorable Jim Sebesta, Chairman,
Senate Transportation Committee and Members
Honorable Mike Fasano, Chairman
Senate Transportation and Economic Development Appropriations Committee and
Members
Honorable Ray Sansom, Chairman,
House Transportation Committee and Members
Honorable Don Davis, Chairman,
House Transportation and Economic Development Appropriations Committee
and Members
Honorable David Russell, Chairman
House State Infrastructure Council and Members
Mr. Jose Abreu, Secretary of Transportation
Mr. Mike Hansen, Director,
Office of Policy and Budget, Governor's Office
Mr. Bob Wright, Acting Division Administrator,
Federal Highway Administration

**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 compliance with program objectives in s. 334.046
- e. Compliance with Approved Local Government Comprehensive Plans
- f. Objections and Requests by Metropolitan Planning Organizations
- g. Policy Changes and Effects Thereof
- h. Identification of Statewide/Regional Projects
- i. Compliance with all Other Applicable Laws

Sections 20.23(2)(b)(3) and 339.135(g)(h), F.S.(g)(h)

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

EXECUTIVE SUMMARY

On March 8th 2004, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2005/06 through FY 2009/10*. The Secretary of the Department, assistant secretaries, seven district secretaries or their representative, Turnpike Enterprise Executive Director and key Department managers, were in attendance and participated in the review.

The Commission's review is limited to the policies and processes that govern the development of the Tentative Work Program, which is the Department's production plan for the next five years. It does not address the effectiveness or efficiency of the Department in carrying out production activities including design, right of way acquisition, construction lettings, and construction contract adjustments 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 September 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

This Tentative Work Program totals approximately \$29.8 billion over the 5-year period; another record level. It is \$3.1 billion, or 11.8% larger, than the previous one, with \$24.9 billion, or 83.5% of the work program dedicated to Product and Product Support phases. This Tentative Work Program will construct an additional 1,068 new lane miles of roadway, resurface/reconstruct 16,731 lane miles of existing roadway, repair 1,017 bridges and replace 63. Approximately \$3.1 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. The Department is required to maintain an available cash balance equal to not less than \$50 Million, or five percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever is less) at the close of each quarter. The lowest end-of-quarter cash balance is \$243.1 million, which complies with the statutory minimum. The average annual low point cash balance is projected to be only 5.17% of the forecasted average outstanding obligation of \$6.4 billion.

Programs/Policies Impacting the Tentative Work Program

There are a few programs and policy changes, which will have an impact on this tentative work program, including:

Impact of Increased Funding

Additional funding of \$1.7 billion has been allocated to the Strategic Intermodal System (SIS). This includes \$100 million annually from funds previously allocated to the Transportation Outreach Program, an additional \$515 million based on increased state and

federal revenue forecasts, and the implementation of an expenditure based advanced construction method, which accelerates the federal billing process, provided funding to advance another \$675 million in commitments.

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. \$142.0 million is programmed on projects in 2005/06.

Allocation of Discretionary Highway Capacity Funds

The Department has adopted a policy to allocate 75 percent of discretionary capacity funds to the SIS. However, to lessen the impact on the arterial road system, the Department does not plan to fully implement this policy until FY 2014/15. By the end of this Tentative Work Program period (FY 2009/10) the Department has programmed 65 percent of discretionary capacity funds on SIS projects.

The Florida Strategic Intermodal System (SIS)

Mandated by the 2003 Legislature, the SIS is a statewide system of high priority transportation facilities that play a critical role in moving people and goods to and from other states and nations, as well as between major economic regions in Florida. The Tentative Work Program has a total of \$8.2 billion programmed on the SIS for capacity improvements. This is 62.5% of the total capacity improvement program of \$13.1 billion. Of this \$8.2 billion for capacity improvements, \$6.9 billion is programmed for highway capacity improvements, and \$336.4 million for aviation, \$218.1 million for seaport, \$518.2 million for rail, and \$180.9 million for intermodal capacity improvements.

Stability of Project Schedules

Stability of project schedules in this Tentative Work Program is 1.3 percentage points greater than last years with 91.2% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. 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 from the Tentative Work Program, 45.4% were due to requests by local governments or other funding entities. Department priority changes accounted for 18.4%, while production schedule changes accounted for another 13.5%.

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 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 Department met four of the five short-range objectives that are measured directly through the work program. However, the one short range objective that was not met covers discretionary capacity funding for the Strategic Intermodal System. The Department has made a conscientious effort not to meet this objective until FY 2014/15 in order to lessen the impact of shifting program funds away from the arterial road system. .

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. The DCA identified seven (7) projects or project phases that are inconsistent with approved local government comprehensive plans. However, in its letter to the Transportation Commission, DCA stated that these projects are not anticipated to adversely impact the surrounding communities or regions.

Compliance with Applicable Laws and Policies

The law directs the Commission to conduct this evaluation of the Tentative Work Program for compliance with applicable laws and Departmental policies. As part of its effort to verify this compliance, Commission staff developed a series of questions keyed to the particular work program requirements. The Appendix in the back of this document provides a copy of the questions complete with the Department's responses.

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

OVERVIEW/PROGRAMS IMPACTING THE TENTATIVE WORK PROGRAM

*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 \$29.8 Billion, \$3.1 Billion larger than last year's Tentative Work Program. \$24.9 Billion or 83.5% is planned in Product and Product Support.

The Tentative Work Program will let contracts to:

- Construct 1,068 additional lane miles of roadway;
- Resurface/reconstruct 16,731 lane miles of existing roadway;
- Repair 1,017 bridges; and,
- Replace 63 bridges.

The Tentative Work Program includes \$3.1 Billion for Public Transportation.

Illustrative statistics on the Tentative Work Program:

- Number of Fund Categories – 235
- Number of Projects – 7,775
- Number of Project Phases – 22,365

Please Note: Funding levels in graphs and tables throughout this report are rounded from data stored to six decimal places. Therefore, table sums may not add exactly.

**PROGRAMS
IMPACTING THE
TENTATIVE
WORK
PROGRAM**

**IMPACT OF
INCREASED
FUNDING**

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

Additional funding of \$1.7 billion was allocated to the Strategic Intermodal System (SIS) for development of the FY 2005/06 - 2009/10 Tentative Work Program. In June of 2004, Senate Bill 1456 provided \$100 million annually for the (SIS) from funding previously allocated to the Transportation Outreach Program. Additional commitments of \$515 million were added based on increased state and federal revenue forecasts. Implementation of an expenditure based advanced construction method, which accelerates the federal billing process, provided funding to advance another \$675 million in commitments.

**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. \$142.0 million is programmed on projects in 2005/06.

**ALLOCATION OF
DISCRETIONARY
HIGHWAY
CAPACITY FUNDS**

The Department has adopted an investment policy that establishes the SIS as the state's highest transportation capacity investment priority. This policy focuses state resources on the SIS and facilities of regional significance. The Department's policy is to allocate 75 percent of discretionary capacity funds to the SIS. However, to lessen the impact on the arterial road system, the Department does not plan to fully implement this policy until FY 2014/15. By the end of this Tentative Work Program period (FY 2009/10) the Department has programmed 65 percent of discretionary capacity funds on SIS projects.

**COUNTY
TRANSPORTATION
PROGRAMS**

In 2004/05, the Legislature funded the Small County Road Assistance Program (SCRAP) at \$25 million and the Small County Outreach Program (SCOP) at \$20 million. The Tentative Work Program includes \$25 million annually for SCRAP in FY 2005/06 through FY 2009/10 in accordance with s. 9.2816, F.S. It also includes a total of \$258.0 million in funding for SCOP and the County Incentive Grant Program (CIGP) in accordance with s. 215.211(3), F.S.

COMPARISON OF TENTATIVE WORK PROGRAMS

TOTAL WORK PROGRAM

<i>(in Millions)</i>	2005	2004	DOLLAR DIF.	PERCENT DIF.
Product	\$19,206.62	\$16,838.51	\$2,368.11	14.06%
Product Support	\$5,666.79	\$5,176.81	\$489.98	9.46%
Operations & Maintenance	\$4,086.86	\$3,785.52	\$301.34	7.96%
Administration	\$809.65	\$825.20	(\$15.55)	-1.88%
Total	\$29,769.92	\$26,626.04	\$3,143.88	11.81%

PRODUCT

<i>(in Millions)</i>	2005	2004	DOLLAR DIF.	PERCENT DIF.
Construction	\$13,044.65	\$11,505.70	\$1,538.95	13.38%
Right of Way	\$2,497.93	\$1,972.57	\$525.36	26.63%
Public Transportation	\$3,091.40	\$2,469.44	\$621.96	25.19%
Other *	\$572.63	\$890.81	(\$318.18)	-35.72%
Total	\$19,206.62	\$16,838.52	\$2,368.10	14.06%

CONSTRUCTION

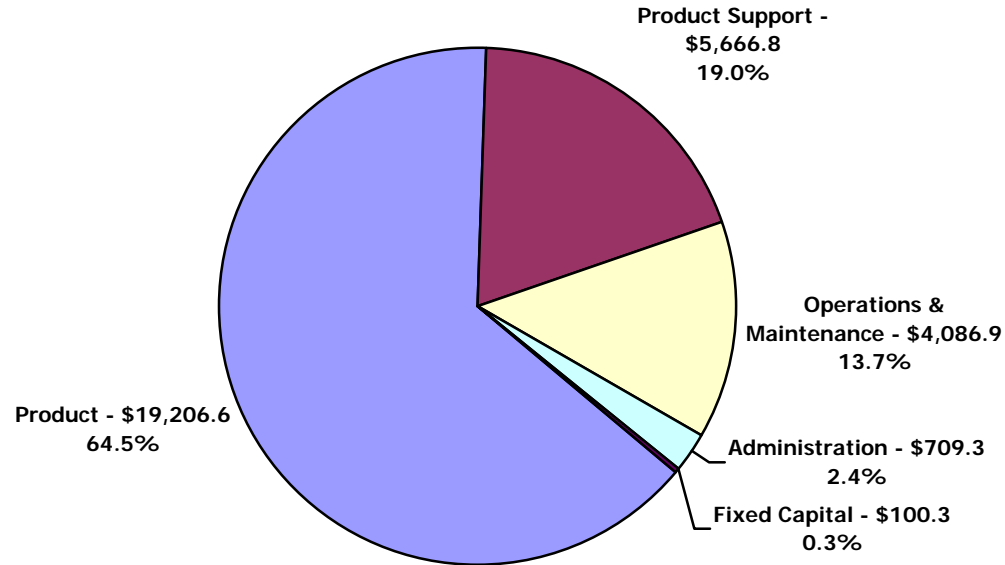
<i>(in Millions)</i>	2005	2004	DOLLAR DIF.	PERCENT DIF.
Capacity Improvements	\$8,654.15	\$7,144.82	\$1,509.33	21.12%
Resurfacing	\$3,405.77	\$3,270.35	\$135.42	4.14%
Bridge	\$792.96	\$883.67	(\$90.71)	-10.26%
Safety	\$191.77	\$206.86	(\$15.09)	-7.30%
Total	\$13,044.65	\$11,505.70	\$1,538.95	13.38%

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

**FIVE YEAR
SUMMARY**

TOTAL WORK PROGRAM

\$29.770 Billion



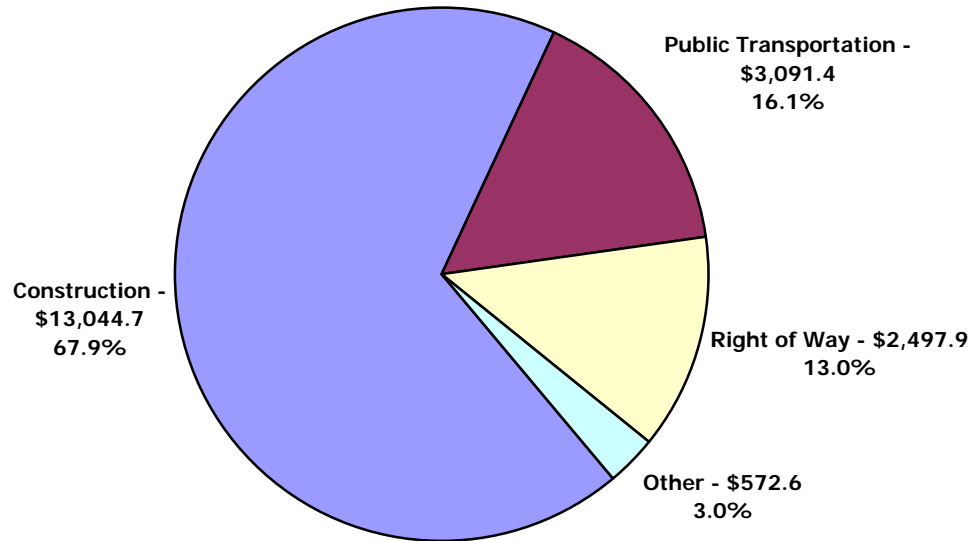
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Product	\$4,520.0	\$3,892.3	\$3,691.0	\$3,378.0	\$3,725.5	\$19,206.6
Product Support	\$1,312.0	\$1,192.7	\$1,117.6	\$1,025.5	\$1,019.0	\$5,666.8
Operations & Maintenance	\$763.5	\$800.4	\$825.2	\$853.7	\$844.1	\$4,086.9
Administration	\$131.4	\$136.4	\$141.7	\$147.1	\$152.8	\$709.3
Fixed Capital	\$9.4	\$20.0	\$31.0	\$20.0	\$20.0	\$100.3
Total	\$6,736.2	\$6,041.8	\$5,806.3	\$5,424.3	\$5,761.3	\$29,769.9

**FIVE YEAR
SUMMARY**

PRODUCT
\$19.207 Billion



Note: \$ are in Millions

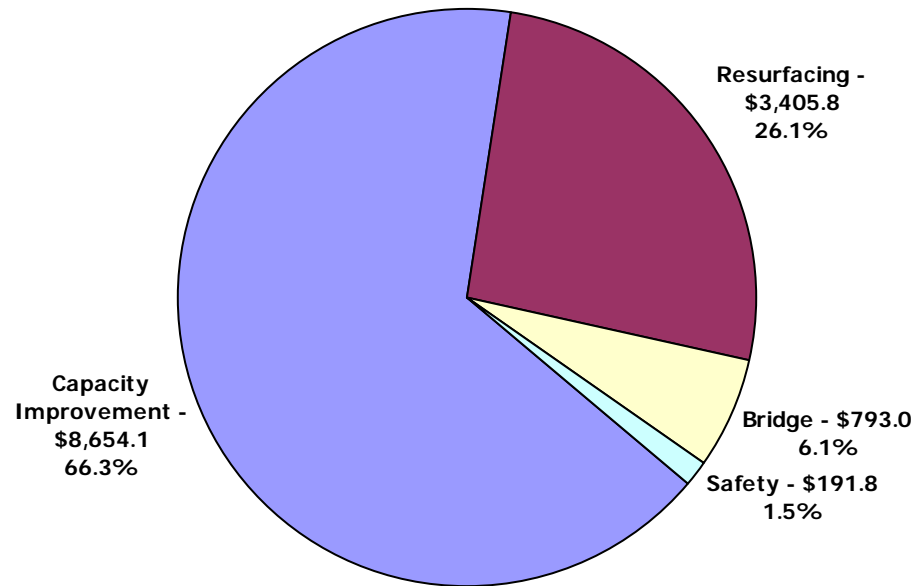
BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Construction	\$2,994.9	\$2,507.0	\$2,698.0	\$2,352.4	\$2,492.3	\$13,044.7
Public Transportation	\$762.2	\$700.4	\$504.6	\$526.0	\$598.2	\$3,091.4
Right of Way	\$663.1	\$569.8	\$371.2	\$380.0	\$513.8	\$2,497.9
Other*	\$99.7	\$115.1	\$117.1	\$119.5	\$121.1	\$572.6
Total	\$4,520.0	\$3,892.3	\$3,691.0	\$3,378.0	\$3,725.5	\$19,206.6

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

**FIVE YEAR
SUMMARY**

**PRODUCT
CONSTRUCTION**
\$13.045 Billion



Note: \$ are in Millions

By FISCAL YEAR

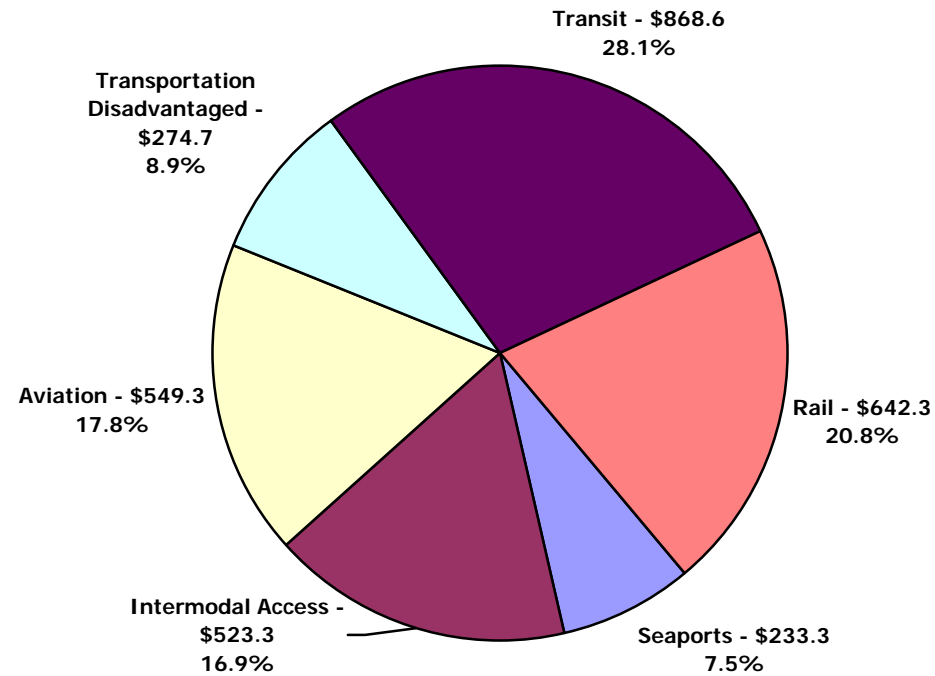
<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Capacity Improvement	\$2,098.7	\$1,581.6	\$1,848.8	\$1,476.3	\$1,648.7	\$8,654.1
Resurfacing	\$683.8	\$729.0	\$703.8	\$650.2	\$638.9	\$3,405.8
Bridge	\$143.7	\$164.3	\$118.7	\$196.0	\$170.2	\$793.0
Safety	\$68.6	\$32.0	\$26.7	\$29.9	\$34.5	\$191.8
Total	\$2,994.9	\$2,507.0	\$2,698.0	\$2,352.4	\$2,492.3	\$13,044.7

Additional Construction phases of \$62 million are contained in the PTO Intermodal Access Program.

Note: The \$191.8 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
\$3.091 Billion



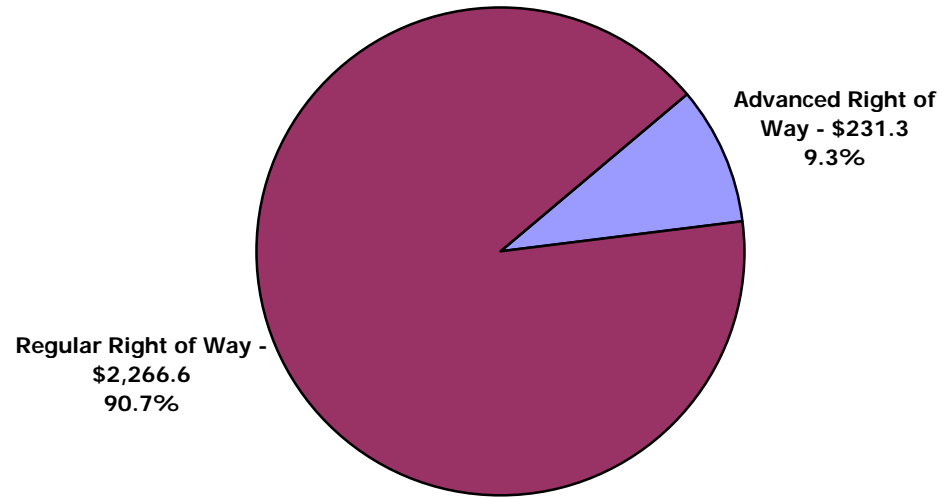
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Seaports	\$53.2	\$40.0	\$48.4	\$40.0	\$51.7	\$233.3
Intermodal Access	\$150.2	\$224.7	\$37.1	\$49.1	\$62.2	\$523.3
Aviation	\$105.7	\$100.2	\$106.7	\$107.4	\$129.3	\$549.3
Trans. Disadvantaged Comm.	\$110.1	\$38.5	\$39.3	\$42.9	\$43.9	\$274.7
Transit	\$169.5	\$171.5	\$180.1	\$167.1	\$180.3	\$868.6
Rail	\$173.5	\$125.4	\$93.1	\$119.5	\$130.9	\$642.3
Total	\$762.2	\$700.4	\$504.6	\$526.0	\$598.2	\$3,091.4

**FIVE YEAR
SUMMARY**

PRODUCT
RIGHT OF WAY
\$2.498 Billion



Note: \$ are in Millions

BY FISCAL YEAR

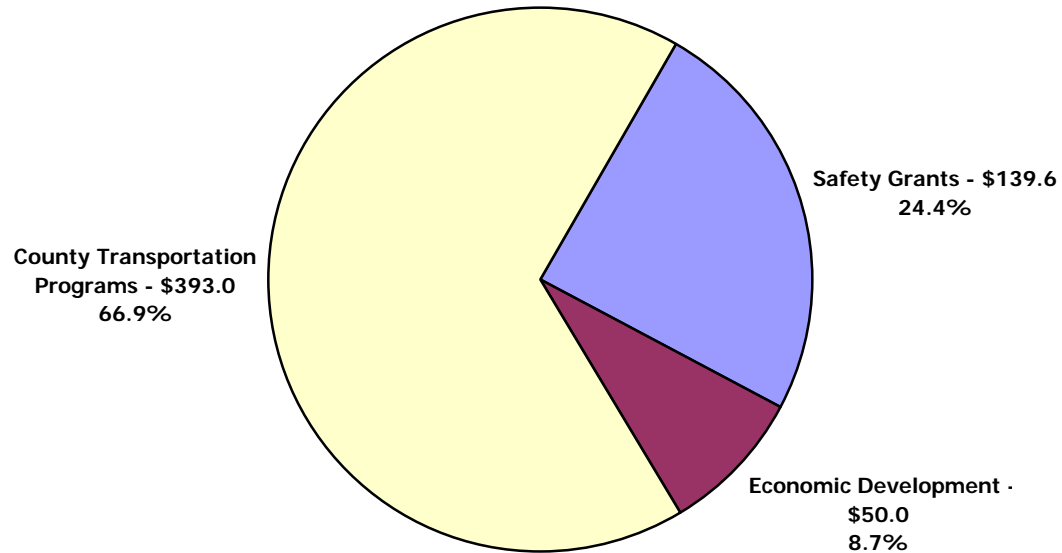
<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Advanced Right of Way	\$109.2	\$22.8	\$21.0	\$15.2	\$63.1	\$231.3
Regular Right of Way	\$553.9	\$547.0	\$350.2	\$364.8	\$450.7	\$2,266.6
Total	\$663.1	\$569.8	\$371.2	\$380.0	\$513.8	\$2,497.9

**FIVE YEAR
SUMMARY**

PRODUCT

OTHER

\$572.6 Million



Note: \$ are in Millions

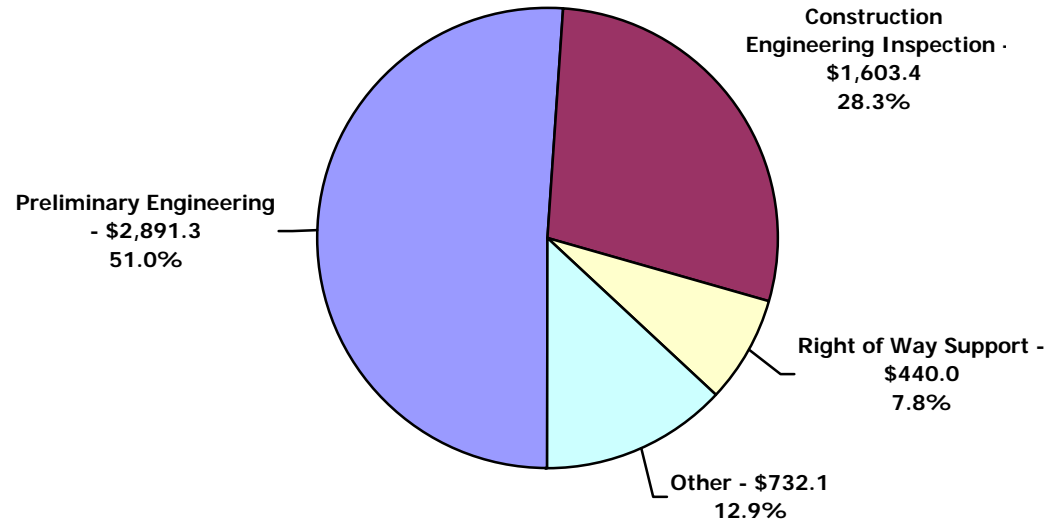
BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Safety Grants	\$37.5	\$24.3	\$25.1	\$26.1	\$26.5	\$139.6
Economic Development	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$50.0
County Transportation Prog.	\$52.2	\$80.8	\$82.0	\$83.4	\$84.6	\$383.0
Total	\$99.7	\$115.1	\$117.1	\$119.5	\$121.1	\$572.6

FIVE YEAR
SUMMARY

PRODUCT SUPPORT

\$5.667 Billion



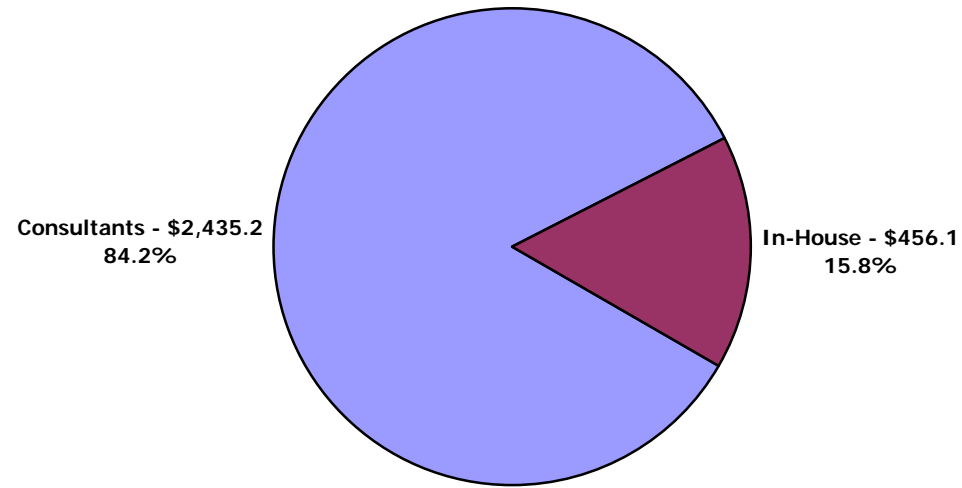
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Preliminary Engineering	\$727.0	\$617.9	\$564.1	\$476.3	\$506.0	\$2,891.3
Const. Eng. Inspection	\$349.1	\$343.4	\$345.3	\$274.0	\$291.6	\$1,603.4
Right of Way Support	\$87.3	\$74.2	\$68.6	\$131.8	\$78.1	\$440.0
Other	\$148.6	\$157.2	\$139.6	\$143.4	\$143.3	\$732.1
Total	\$1,312.0	\$1,192.7	\$1,117.6	\$1,025.5	\$1,019.0	\$5,666.8

PRODUCT SUPPORT
PRELIMINARY ENGINEERING
 \$2.891 Billion

**FIVE YEAR
 SUMMARY**



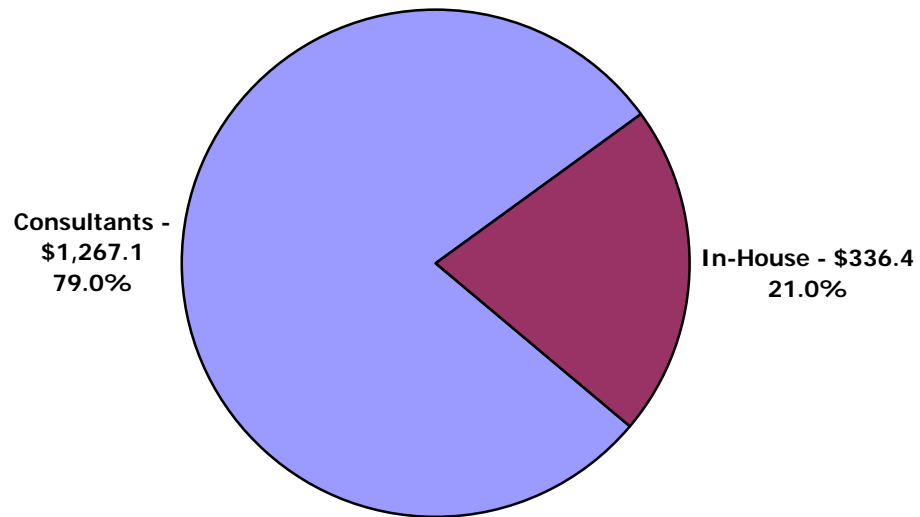
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Consultants	\$642.8	\$530.3	\$473.0	\$381.6	\$407.5	\$2,435.2
In-House	\$84.2	\$87.6	\$91.1	\$94.7	\$98.5	\$456.1
Total	\$727.0	\$617.9	\$564.1	\$476.3	\$506.0	\$2,891.3

PRODUCT SUPPORT
CONSTRUCTION ENGINEERING INSPECTION
\$1.603 Billion

**FIVE YEAR
SUMMARY**



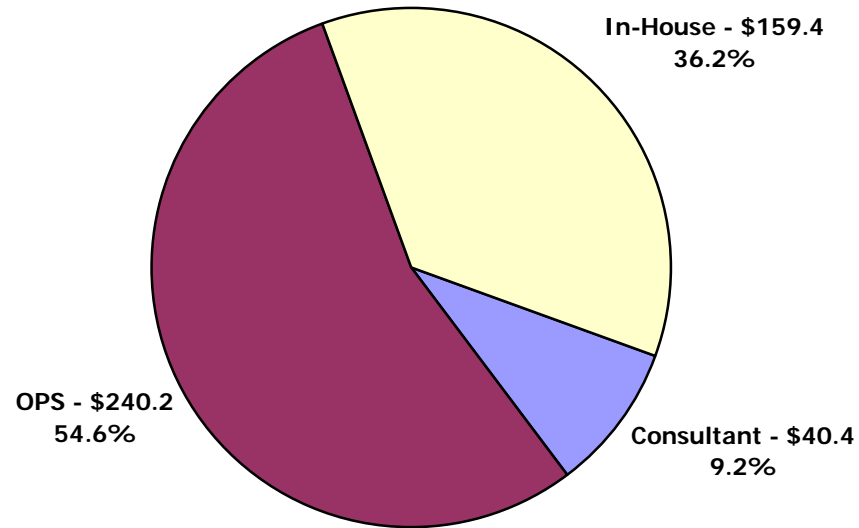
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Consultants	\$287.0	\$278.8	\$278.1	\$204.2	\$219.0	\$1,267.1
In-House	\$62.1	\$64.6	\$67.2	\$69.9	\$72.7	\$336.4
Total	\$349.1	\$343.4	\$345.3	\$274.0	\$291.6	\$1,603.4

**FIVE YEAR
SUMMARY**

PRODUCT SUPPORT
RIGHT OF WAY SUPPORT
\$440 Million



Note: \$ are in Millions

BY FISCAL YEAR

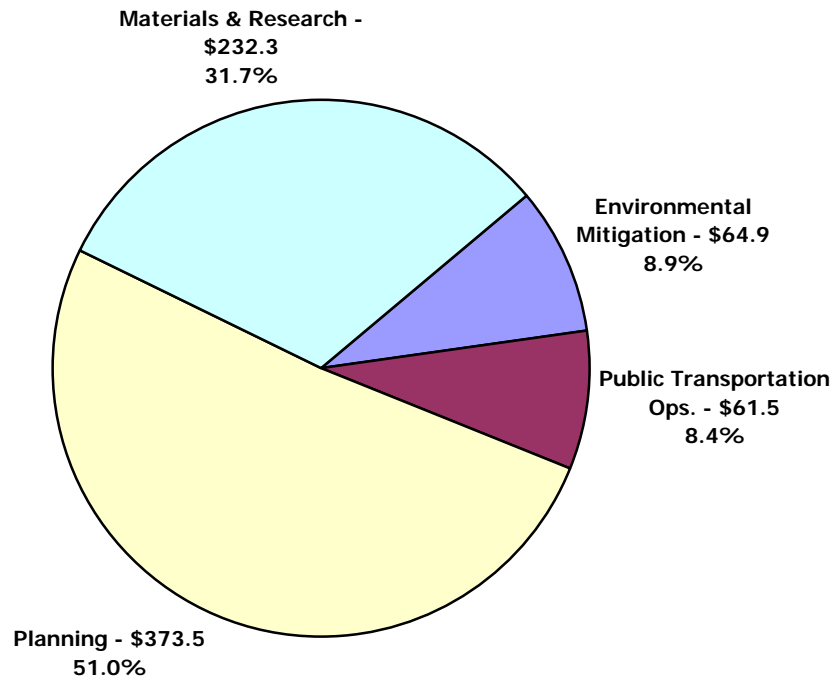
<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Consultant	\$7.0	\$9.1	\$5.8	\$14.2	\$4.3	\$40.4
OPS	\$50.9	\$34.5	\$31.1	\$84.5	\$39.3	\$240.2
In-House	\$29.4	\$30.6	\$31.8	\$33.1	\$34.4	\$159.4
Total	\$87.3	\$74.2	\$68.6	\$131.8	\$78.1	\$440.0

FIVE YEAR
SUMMARY

PRODUCT SUPPORT

OTHER

\$732 Million



Note: \$ are in Millions

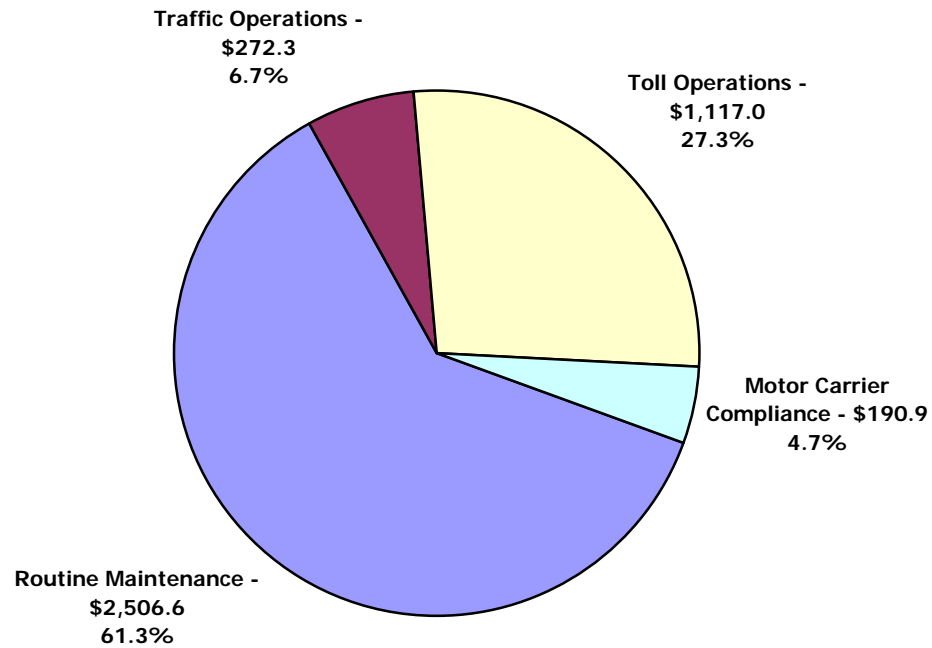
BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Environmental Mitigation	\$20.2	\$26.2	\$6.0	\$7.7	\$4.8	\$64.9
Public Transportation Ops.	\$11.4	\$11.8	\$12.3	\$12.8	\$13.3	\$61.5
Planning	\$73.0	\$74.3	\$75.1	\$75.1	\$75.9	\$373.5
Materials & Research	\$44.1	\$44.9	\$46.2	\$47.7	\$49.3	\$232.3
Total	\$148.6	\$157.2	\$139.6	\$143.4	\$143.3	\$732.1

**FIVE YEAR
SUMMARY**

OPERATIONS & MAINTENANCE

\$4.087 Billion



Note: \$ are in Millions

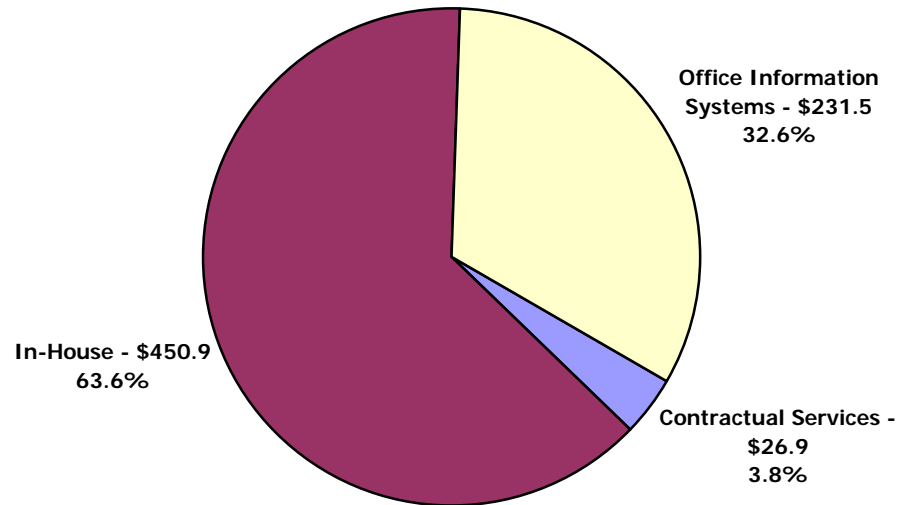
BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Routine Maintenance	\$455.7	\$477.7	\$497.4	\$526.5	\$549.4	\$2,506.6
Traffic Operations	\$50.6	\$51.4	\$54.7	\$58.7	\$56.9	\$272.3
Toll Operations	\$222.0	\$234.6	\$234.9	\$228.9	\$196.6	\$1,117.0
Motor Carrier Compliance	\$35.2	\$36.6	\$38.1	\$39.6	\$41.2	\$190.9
Total	\$763.5	\$800.4	\$825.2	\$853.7	\$844.1	\$4,086.9

**FIVE YEAR
SUMMARY**

ADMINISTRATION

\$709 Million



Note: \$ are in Millions

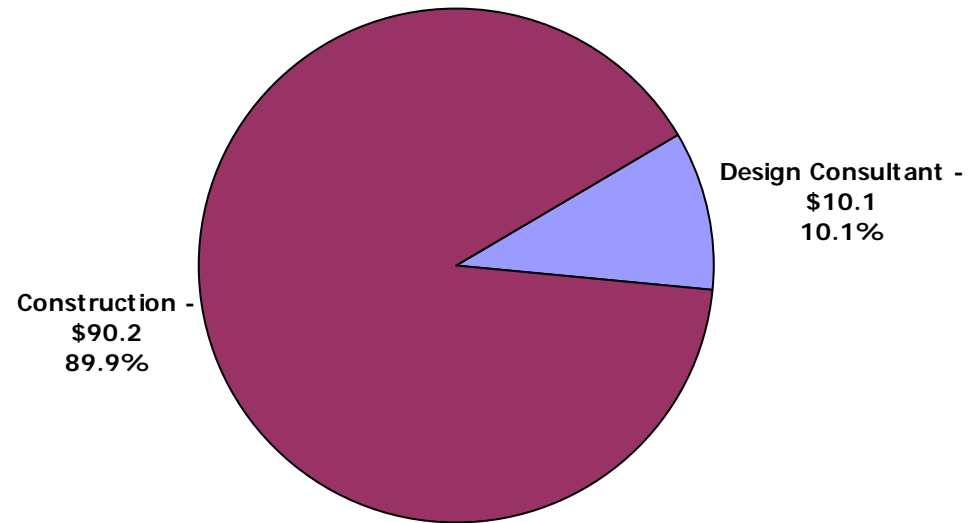
BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Contractual Services	\$5.4	\$5.4	\$5.4	\$5.4	\$5.4	\$26.9
In-House	\$83.2	\$86.6	\$90.0	\$93.6	\$97.4	\$450.9
Office Information Systems	\$42.8	\$44.5	\$46.2	\$48.1	\$50.0	\$231.5
Total	\$131.4	\$136.4	\$141.7	\$147.1	\$152.8	\$709.3

**FIVE YEAR
SUMMARY**

FIXED CAPITAL OUTLAY

\$100 Million



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Design Consultant	\$1.9	\$2.7	\$2.2	\$1.7	\$1.7	\$10.1
Construction	\$7.5	\$17.3	\$28.7	\$18.3	\$18.4	\$90.2
Total	\$9.4	\$20.0	\$31.0	\$20.0	\$20.0	\$100.3

OVERVIEW OF THE STRATEGIC INTERMODAL SYSTEM (SIS)

KEY STATUTORY REQUIREMENTS

...the Legislature declares that the designation of a strategic intermodal system, composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship. To that end, it is the intent of the Legislature that the Strategic Intermodal System (SIS) consists of transportation facilities that meet a strategic and essential state interest and that limited resources available for the implementation of statewide and interregional transportation priorities be focused on that system. *s. 339.61(2), F.S*

COMMISSION FINDINGS

Mandated by the 2003 Legislature, the SIS is a statewide system of high priority transportation facilities that play a critical role in moving people and goods to and from other states and nations, as well as between major economic regions in Florida. It includes the state's major commercial airports and seaports, the spaceport, and major rail freight terminals, passenger terminals, rail corridors, waterways, and highways. There is also a secondary designation for "emerging SIS" facilities which do not currently meet adopted SIS criteria, but are experiencing growing levels of activity.

The SIS carries more than 99 % of all enplaned commercial air passengers in the state, virtually 100% of all waterborne freight tonnage, almost 100% of all freight moving on the rail system, and more than 68% of all truck traffic and 54% of total traffic on the State Highway System.

The Tentative Work Program has a total of \$8.2 billion programmed on the SIS for capacity improvements, which includes construction, right of way acquisition and product support phases. This is 62.5% of the total capacity improvement program of \$13.1 billion.

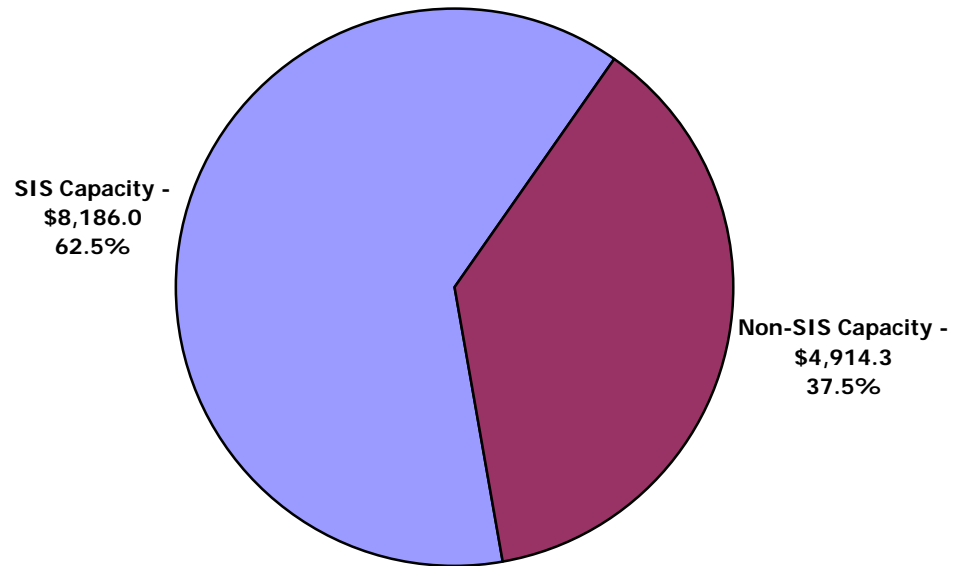
Of this \$8.2 billion for capacity improvements on the SIS, \$6.9 billion is programmed for highway capacity improvements, and \$336.4 million for aviation, \$218.1 million for seaport, \$518.2 million for rail, and \$180.9 million for intermodal capacity improvements.

TOTAL CAPACITY IMPROVEMENT PROGRAM

CAPACITY IMPROVEMENT FUNDING

\$13.1 Billion

FIVE YEAR
SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

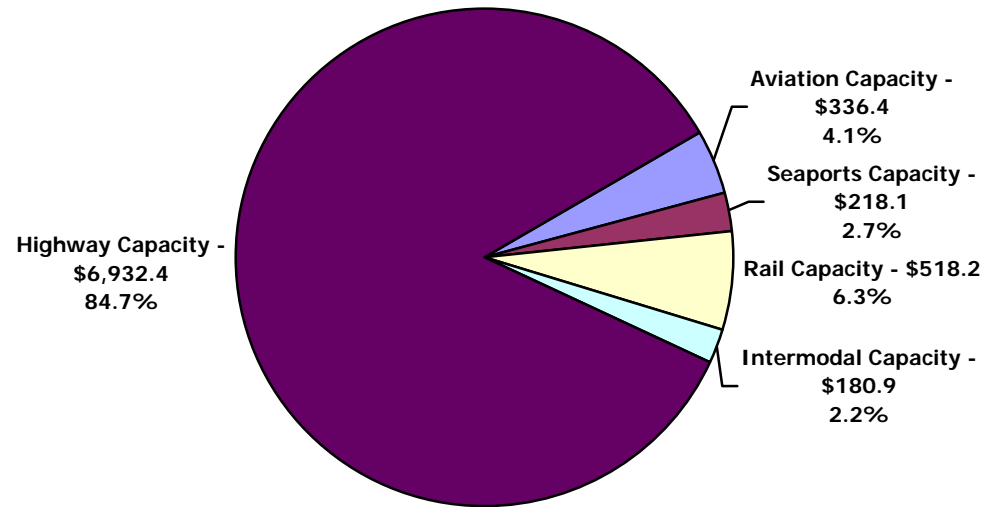
<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
SIS Capacity	\$2,147.6	\$1,538.3	\$1,610.5	\$1,248.9	\$1,640.7	\$8,186.0
Non-SIS Capacity	\$1,096.9	\$1,103.5	\$894.7	\$923.4	\$895.9	\$4,914.3
Total	\$3,244.4	\$2,641.8	\$2,505.3	\$2,172.2	\$2,536.6	\$13,100.3

THE STRATEGIC INTERMODAL SYSTEM PROGRAM

SIS CAPACITY IMPROVEMENTS

\$8.186 Billion

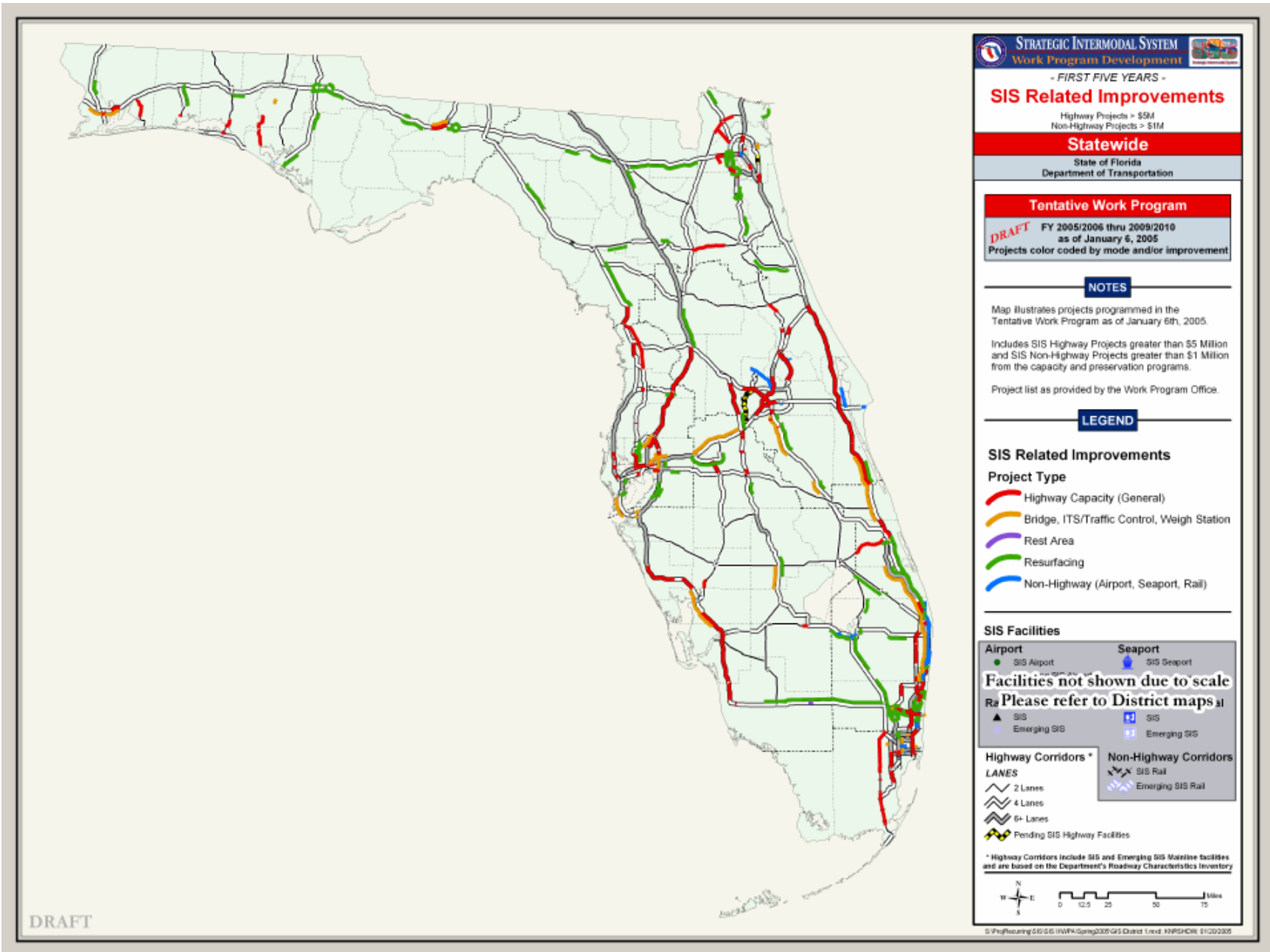
FIVE YEAR
SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Aviation Capacity	\$69.0	\$64.3	\$64.1	\$67.2	\$71.7	\$336.4
Seaports Capacity	\$48.0	\$37.5	\$45.9	\$37.5	\$49.2	\$218.1
Rail Capacity	\$129.7	\$116.0	\$87.4	\$90.0	\$95.2	\$518.2
Intermodal Capacity	\$56.1	\$46.2	\$15.9	\$27.3	\$35.4	\$180.9
Highway Capacity	\$1,844.8	\$1,274.3	\$1,397.2	\$1,026.9	\$1,389.2	\$6,932.4
Total	\$2,147.6	\$1,538.3	\$1,610.5	\$1,248.9	\$1,640.7	\$8,186.0



OVERVIEW OF THE FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS)

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 3,939 centerline miles (16,309 lane miles) of existing 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 makes up about 3% of the State Highway System, but carries about 68% of all heavy truck traffic and 30% of all traffic on the State Highway System.

The year 2015 needs on the FIHS are \$42 billion. Anticipated revenues through 2015 total \$12 billion, leaving a \$30 Billion shortfall.

The year 2030 needs on the FIHS are \$66 billion. Anticipated revenues through 2030 total \$19 billion, leaving a \$47 billion shortfall.

The Tentative Work Program has a total of \$9.6 billion programmed on the FIHS for capacity improvements, which includes construction, right of way acquisition and product support phases. This is 64.9% of the total highway capacity improvement program of \$14.9 billion.

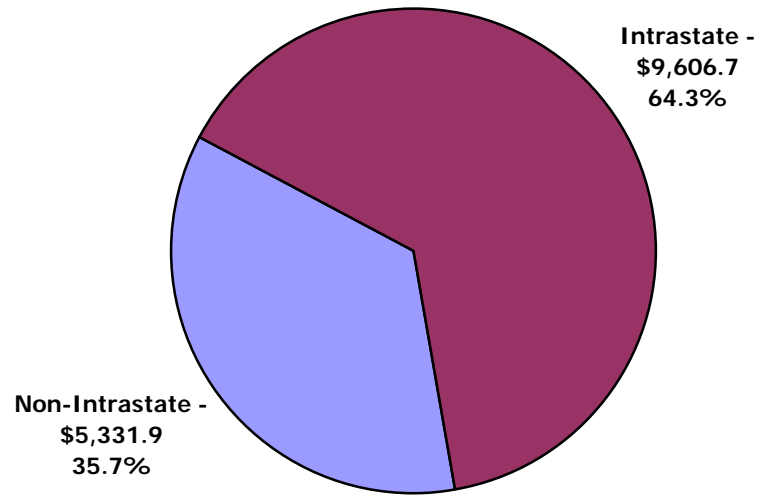
Of this \$9.6 billion for capacity improvements on the FIHS, \$5.7 billion is programmed for construction phases – 45.7% on Interstate highways, 25.8% on the Turnpike, and 28.5% on other highways on the FIHS.

THE FLORIDA STATE HIGHWAY SYSTEM PROGRAM

CAPACITY IMPROVEMENTS

\$14.939 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

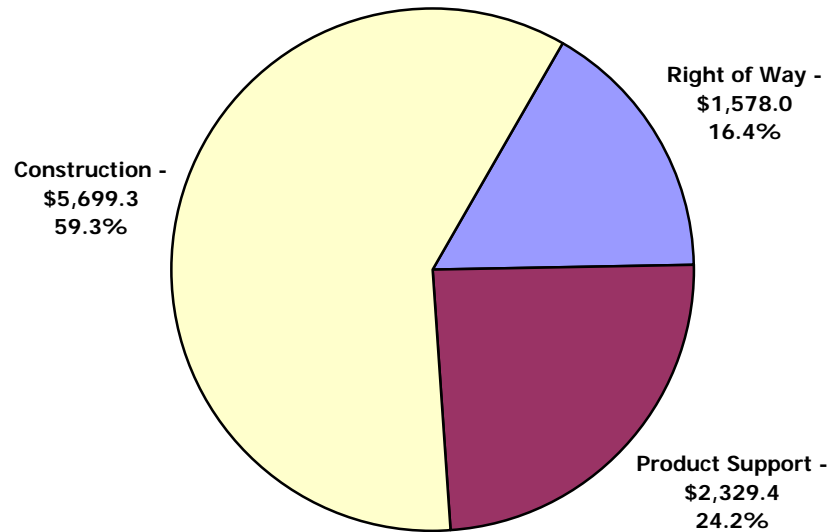
<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Non-Intrastate	\$1,266.3	\$943.3	\$1,015.7	\$1,048.9	\$1,057.7	\$5,331.9
Intrastate	\$2,423.2	\$2,004.7	\$1,945.9	\$1,456.6	\$1,776.3	\$9,606.7
Total	\$3,689.4	\$2,948.0	\$2,961.7	\$2,505.4	\$2,834.0	\$14,938.6

THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM (FIHS)

CAPACITY IMPROVEMENTS

\$9.607 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(in Millions)	05/06	06/07	07/08	08/09	09/10	Total
Right of Way	\$451.9	\$418.0	\$224.8	\$211.6	\$271.8	\$1,578.0
Product Support	\$581.4	\$538.5	\$457.2	\$359.6	\$392.7	\$2,329.4
Construction	\$1,389.9	\$1,048.3	\$1,263.9	\$885.4	\$1,111.8	\$5,699.3
Total	\$2,423.2	\$2,004.7	\$1,945.9	\$1,456.6	\$1,776.3	\$9,606.7

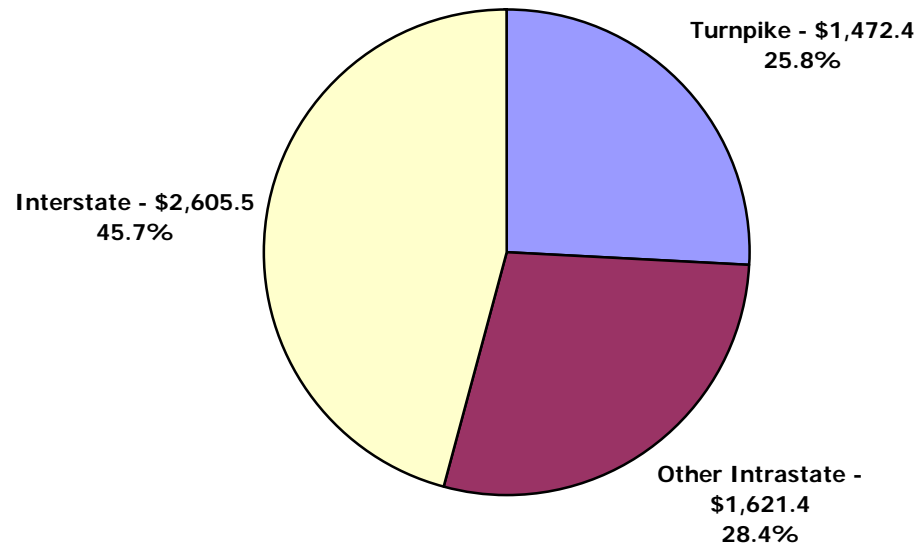
Product Support includes Preliminary Engineering, Right of Way Support, Construction Engineering & Inspection, Environmental Mitigation, and Traffic Operations.

THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM (FIHS)

CAPACITY IMPROVEMENTS - CONSTRUCTION ONLY

\$5.699 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Turnpike	\$319.6	\$596.5	\$317.4	\$137.2	\$101.8	\$1,472.4
Other Intrastate	\$307.4	\$135.2	\$435.2	\$276.3	\$467.2	\$1,621.4
Interstate	\$762.9	\$316.6	\$511.3	\$471.9	\$542.8	\$2,605.5
Total	\$1,389.9	\$1,048.3	\$1,263.9	\$885.4	\$1,111.8	\$5,699.3

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

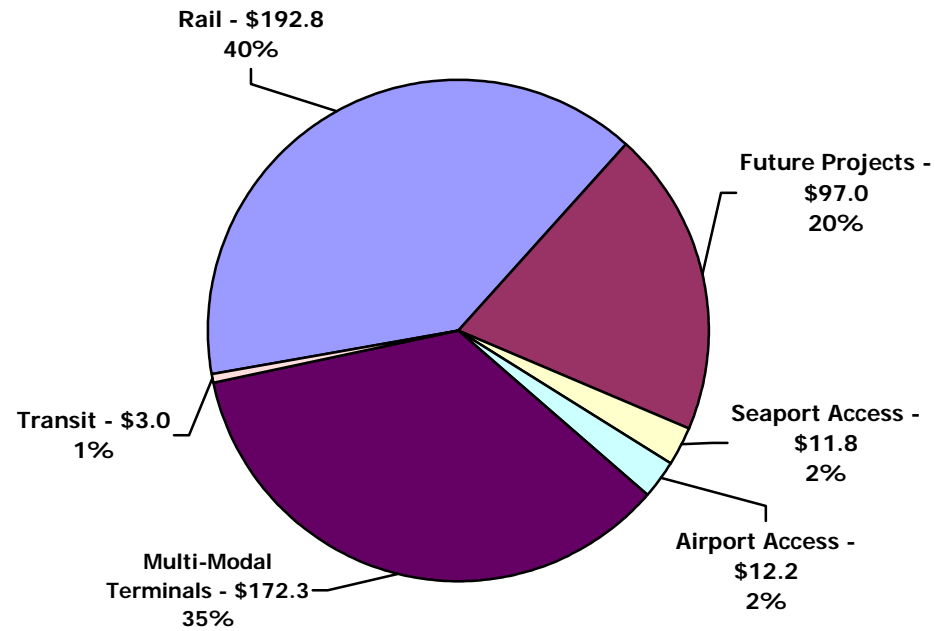
The Tentative Work Program has a total of \$489.1 million programmed for the Intermodal Access Development Program.

Of the \$489.1 million for the Intermodal Access Development Program, \$192.8 million is programmed for rail access, \$11.8 million for seaport access, \$12.2 million for airport access, \$172.3 million for multimodal terminals, \$97.0 million for future projects, and \$3.0 million for transit.

FIVE YEAR
SUMMARY

INTERMODAL DEVELOPMENT PROGRAM

\$489.1 Million



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	05/06	06/07	07/08	08/09	09/10	Total
Rail	\$26.5	\$166.0	\$0.3	\$0.0	\$0.0	\$192.8
Future Projects	\$13.8	\$17.5	\$17.3	\$20.9	\$27.5	\$97.0
Seaport Access	\$2.0	\$1.0	\$2.5	\$2.6	\$3.7	\$11.8
Airport Access	\$2.6	\$2.1	\$2.9	\$2.0	\$2.6	\$12.2
Multi-Modal Terminals	\$101.8	\$24.4	\$10.4	\$23.9	\$11.8	\$172.3
Transit	\$0.0	\$0.4	\$0.3	\$1.7	\$0.6	\$3.0
Total	\$146.7	\$211.4	\$33.7	\$51.1	\$46.2	\$489.1

SIGNIFICANT INTERMODAL PROJECTS

INTERMODAL DEVELOPMENT PROGRAM
 SIGNIFICANT PROJECTS GREATER THAN \$1,000,000 (EXCLUDES BOXES)
 SNAPSHOT 1-6-2005

BUDGETING DISTRICT	FISCAL YEAR	ITEM NO.	PHASE	FUND	ESTIMATED AMOUNT	DESCRIPTION	TYPE OF WORK
02	2006	209545-1	43	STATE	2,607,038	MARTIN LUTHER KING, JY PARKWAY	INTERCHANGE - MAJOR
06	2006	249643-1	32	STATE	2,000,000	MIAMI INTERMODAL CENTER	PRELIMINARY ENGINEERING
01	2006	405447-1	94	STATE	1,000,000	PORT MANATEE	ACCESS IMPROVEMENT
06	2006	406800-2	52	FEDERAL	13,482,000	MIAMI INTERMODAL CENTER	ACCESS IMPROVEMENT
06	2006	408320-3	94	STATE	18,794,000	MIAMI INTERMODAL CENTER	TRANSIT IMPROVEMENT
04	2006	408426-1	94	STATE	1,500,000	DOUBLE TRACK SEG#5 FFGA	LOAN PAYBACK
07	2006	412746-1	94	STATE	2,239,415	TAMPA PORT AUTHORITY	SEAPORT IMPROVEMENT
05	2006	412994-2	32	STATE	3,250,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2006	412994-2	32	LOCAL	3,250,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2006	412994-2	32	FEDERAL	6,500,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2006	412994-2	43	STATE	3,250,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2006	412994-2	43	LOCAL	3,250,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2006	412994-2	43	FEDERAL	6,500,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
06	2006	416108-1	94	STATE	1,404,275	FEC UPGRADE-MEDLEY	RAIL IMPROVEMENT
01	2006	418424-1	94	STATE	1,164,000	SARASOTA BRADENTON	ACCESS IMPROVEMENT
13	2006	418443-1	58	SIB	43,330,245	RIGHT OF WAY ACQUISITION DRY STORAGE TRANSIT WAREHOUSE	SEAPORT IMPROVEMENT
13	2006	418447-1	58	SIB	4,500,000		SEAPORT IMPROVEMENT
					118,020,973		
02	2007	209545-1	43	STATE	2,901,286	MARTIN LUTHER KING, JR PARKWAY	INTERCHANGE - MAJOR
03	2007	222469-1	62	STATE	1,374,633	SR 8A (I-110)	INTERCHANGE - MAJOR
06	2007	249643-1	32	STATE	2,000,000	MIAMI INTERMODAL CENTER	PRELIMINARY ENGINEERING
04	2007	408426-1	94	STATE	1,125,000	DOUBLE TRACK SEG#5 FFGA	LOAN PAYBACK
04	2007	408427-1	94	STATE	1,500,000	DOUBLE TRACK SEG#5 FFGA	LOAN PAYBACK
01	2007	412255-1	94	STATE	1,166,667	PIPER ROAD CORRIDOR	ACCESS IMPROVEMENT
07	2007	412746-1	94	STATE	4,103,241	TAMPA PORT AUTHORITY	SEAPORT IMPROVEMENT
05	2007	412994-2	52	STATE	37,215,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2007	412994-2	52	LOCAL	37,215,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2007	412994-2	52	FEDERAL	74,430,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2007	412994-2	62	STATE	4,285,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2007	412994-2	62	FEDERAL	8,570,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION

05	2007	412994-2	62	LOCAL	4,285,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
06	2007	415240-1	52	STATE	5,702,850	MIAMI INTERMODAL CT	LANDSCAPING
06	2007	416511-1	52	STATE	<u>1,500,000</u>	SR 953/LE JEUNE RD	ITS SURVEILLANCE SYSTEM
					187,373,677		
02	2008	209545-1	43	STATE	1,757,274	MARTIN LUTHER KING, JR PARKWAY	INTERCHANGE - MAJOR
02	2008	209545-1	45	STATE	500,000	MARTIN LUTHER KING, JR PARKWAY	INTERCHANGE - MAJOR
01	2008	412255-1	94	STATE	1,958,333	PIPER ROAD CORRIDOR	ACCESS IMPROVEMENT
07	2008	412746-1	94	STATE	2,500,000	TAMPA PORT AUTHORITY	SEAPORT IMPROVEMENT
01	2008	414402-1	94	STATE	1,000,000	PORT MANATEE	CONSTRUCT/EXPAND CARGO FACILITY
06	2008	418208-1	52	STATE	<u>4,495,359</u>	PERIMETER ROAD	ADD LANES AND RECONSTRUCT
					12,210,966		
02	2009	217417-1	43	STATE	1,000,000	JACKSONVILLE_JTC	MODAL SYSTEMS PLANNING
04	2009	403984-1	52	STATE	2,000,000	ELLER DR/ICTF	PD&E/EMO STUDY
04	2009	408427-2	94	FEDERAL	1,500,000	TRI-RAIL EXTENSION	LOAN PAYBACK
01	2009	410665-1	94	STATE	1,000,000	PORT MANATEE	ADD LANES & REHABILITATE PAVEMENT
07	2009	412746-1	94	STATE	2,400,000	TAMPA PORT AUTHORITY	SEAPORT IMPROVEMENT
07	2009	414594-1	94	STATE	1,000,000	PSTA	ACCESS IMPROVEMENT
01	2009	416267-1	94	STATE	1,500,000	SWFIA MIDFIELD	ACCESS IMPROVEMENT
06	2009	418211-1	94	STATE	<u>2,950,244</u>	FEC DWNT.LEAD TRACK	RAIL IMPROVEMENT
					13,350,244		
04	2010	408427-2	94	FEDERAL	1,500,000	TRI-RAIL EXTENSION	LOAN PAYBACK
06	2010	408834-1	5A	STATE	2,400,000	MIAMI INTERMODAL CT	INTERCHANGE - MAJOR
07	2010	412746-2	94	STATE	2,500,000	TAMPA PORT AUTHORITY	SEAPORT IMPROVEMENT
06	2010	413754-3	94	STATE	1,969,929	N.W. 7TH AVE TRANSIT HUB	PUBLIC TRANSPORTATION SHELTER
01	2010	416267-1	94	STATE	2,100,000	SWFIA MIDFIELD	ACCESS IMPROVEMENT
01	2010	417988-1	94	STATE	1,000,000	PORT MANATEE	SEAPORT IMPROVEMENT
06	2010	418079-1	94	STATE	1,500,000	MDTAW. DADE TRANSIT HUB	PUBLIC TRANSPORTATION SHELTER
06	2010	418084-1	94	STATE	1,000,000	MDTA/METRORAIL	FIXED GUIDEWAY IMPROVEMENTS
07	2010	418359-1	94	STATE	1,000,000	TAMPA INT'L AIRPORT	ACCESS IMPROVEMENT
01	2010	418425-1	94	STATE	<u>2,917,000</u>	SOUTHWEST FLORIDA INTI AIRPORT	ACCESS IMPROVEMENT
					17,886,929		
					<u><u>348,842,789</u></u>		

FINANCIAL SOUNDNESS

KEY STATUTORY REQUIREMENTS

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

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

The Department shall maintain an available cash balance equivalent to not less than \$50 million, or 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 at the end of each fiscal year of not less than 5 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 \$4.5 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-quarter cash balance (September 2009) for the STTF is \$243.1 million, which complies with the statutory minimum. The average annual low point cash balance during the Tentative Work Program period will be \$330.5 million, which is 5.2% of estimated average outstanding obligations of \$6.4 *billion*.

The lowest end-of-fiscal year cash balance (in June 2010) for the Turnpike General Reserve Fund is \$83.3 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, \$4.4 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 November 2004.

Federal aid funding levels are based on the Official Federal Aid Highway Forecast of June 2004.

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>
05/06	\$122.6	08/09	\$172.3
06/07	\$132.4	09/10	\$179.1
07/08	\$147.1		

\$ are in Millions

Grant Anticipation Revenue Vehicle (GARVEE) Bonds will be issued in the amount of \$250 million in FY 2007/08, \$100 million in FY 2008/09, \$100 million in FY 2009/10, and \$75 million in FY 2010/11.

There is a decrease of \$131.7 million in long-term receivables from toll facilities for operating and maintenance costs through FY 2009/10.

There is an increase of \$190.3 million in long-term receivables for toll facilities operating and maintenance costs through FY 2009/10.

A \$125 million advance to Turnpike for defeasance of Sawgrass Expressway bonds is planned to be repaid to the STTF by FY 2006/07.

The Advanced Construction (AC) Program – Beginning in FY 2004/05, the state-wide AC projects are converted to federal funds as needed to fund the work program based on current expenditure levels. The remaining AC projects are converted as needed. It is anticipated that 100% of the prior year's advanced construction projects will be converted to federal funds by FY 2005/06. 75% of the current year's AC projects will be converted to federal funds in the second year and 25% in the third year. Beginning in FY 2005/06, it is anticipated that 85% of each year's AC projects will be converted to federal funds in the second year and 15% in the third year.

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

<i>Fiscal Year</i>	<i>Fed Amount</i>	<i>State Amount</i>	<i>Fiscal Year</i>	<i>Fed Amount</i>	<i>State Amount</i>
05/06	\$0.0	\$14.0	08/09	\$0.0	\$10.0
06/07	\$0.0	\$10.0	09/10	\$0.0	\$10.0
07/08	\$0.0	\$10.0			

\$ are in Millions

There are 25 approved federal funded SIB projects in addition to multiple Seminole II projects funded through the Federal SIB program, with total project costs of \$1,079.2 million and total SIB loans of \$309.2 million. There are 22 approved state funded SIB projects with total project costs of \$3,337.1 million and total SIB loans of \$333.0 million.

An additional \$800 million is included for emergency repairs, \$384 million for permanent restoration and \$167.5 million for FEMA related expenditures due to the hurricanes. Federal reimbursement for these expenditures is anticipated to begin in June of 2005.

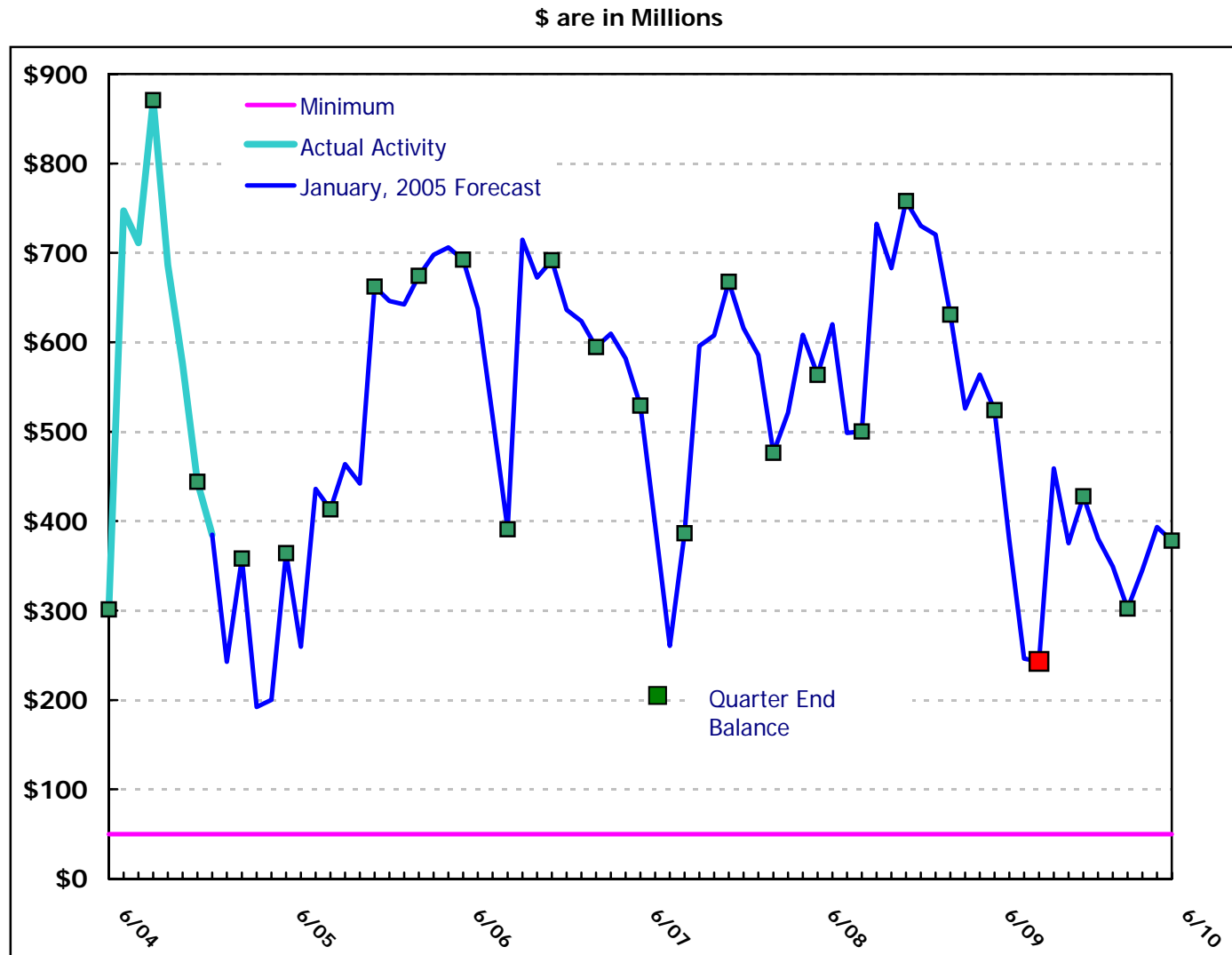
An additional \$45 million transfer to the SIB emergency fund due to the hurricanes included in FY 2004/05 is planned to be reimbursed in FY 2007/08.

Miami Intermodal Center (MIC):

- \$90.3 million is planned for Phase I of MIC in fiscal years 2005/06 – 2009/10 (net of loan repayments and reserves).
- \$269 million of FDOT MIC projects are planned to be financed with federal (TIFIA) loans. Annual repayments are planned to start in FY 2006/07 totaling \$91.6 million through FY 2009/10. 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. Limited draws against the TIFIA loan will reduce these repayment requirements.
- A \$190-million Miami International Airport-related MIC project (consolidated rental car facility) is planned to be financed by federal TIFIA funds and user fee revenues generated during the construction period. Principal repayments are currently scheduled to begin October 1, 2010.
- \$86.7 million of MIC projects are planned to be financed by Miami-Dade Expressway tolls and dedicated revenues.
- A \$25 million SIB loan is being used FY 2003/04 and FY 2004/05. SIB repayment of \$2.5 million annually is planned to start in FY 2005/06.

CASH FORECAST

STATE
TRANSPORTATION
TRUST FUND

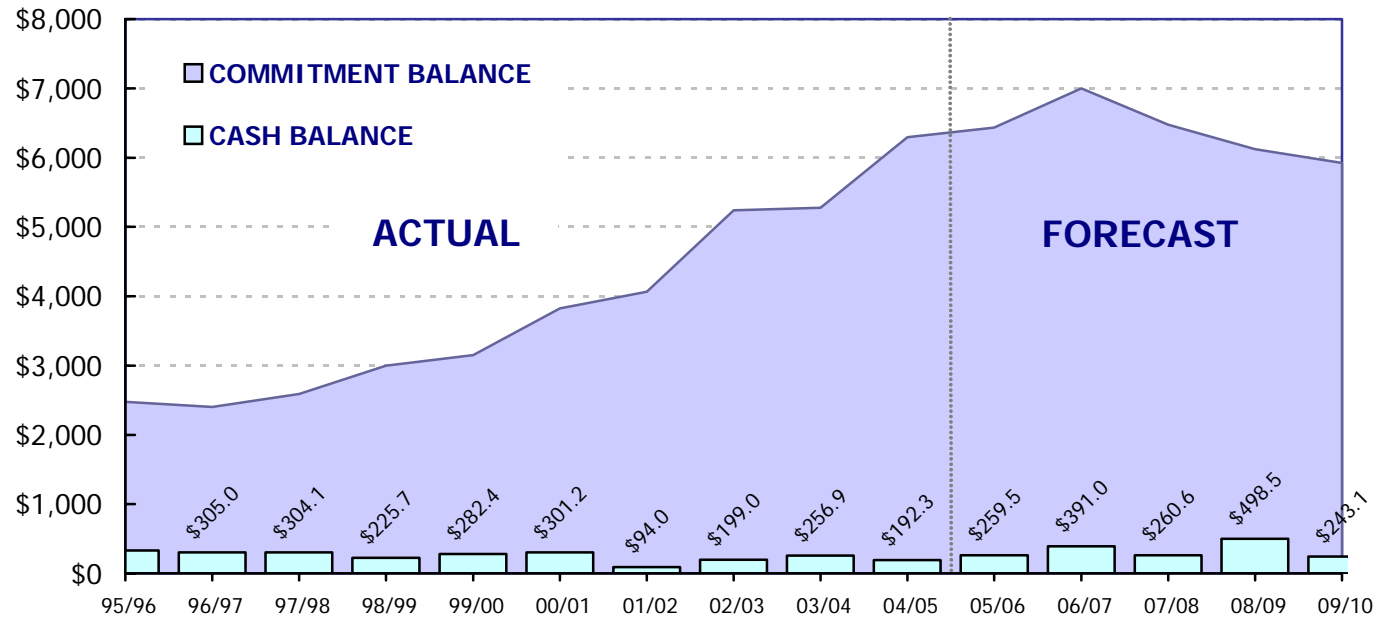


The lowest end-of-quarter cash balance is \$243.1 million in September of 2009.

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 1995/96 through 2009/10 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 2005/06 through FY 2009/10, the **average** annual low point cash balance is projected to be \$330.5 million and the **average** annual outstanding obligations to be \$6.4 billion. That is, cash “on hand” is projected to be 5.17% of outstanding obligations.

MAJOR FINANCIAL ASSUMPTIONS

Tentative Debt Service Coverage Ratio averages 2.1 on a *net* basis over the 5-year period as follows. 2.6, 2.2, 2.0, 1.9 and 1.8.

The current revenue forecast includes estimates for the Western Beltway Part "C" which will open to traffic in December of 2006. The Turnpike expects to realize 100% of the current estimated revenue. The Mainline provides 74.9% of total toll revenue which is projected to decrease to 73.7% by FY 09/10 as expansion projects continue to ramp-up.

Florida Statutes allow for a maximum of \$4.5 billion to be issued to fund Turnpike Projects. By FY 09/10, the Turnpike will have issued \$4.4 billion in bonds. It is assumed that the Turnpike will seek and obtain an increase to the statutory cap to fund projects beyond FY 2009/10, or get approval for new statutory language allowing the bond cap to be based on outstanding rather than bonds issued.

Design and right-of-way on the Suncoast II project are included in the current five-year work program. Construction is bond-funded and programmed in FY 11/12 (beyond the current work program period). A total of \$185 million of the total project cost will be funded by Central Office (DI and BNIR Funds).

Other cash-funded projects in the current work program include; Plan One - \$202 million, and the Gateway Plaza - \$20 million in FY 2007.

Bond Sales (totaling \$1.961 billion) are planned during the Work Program period as follows: \$472 million in November of 2005, \$520 million in November of 2006, \$462 million in November 2007, \$291 million in November of 2008, and \$216 million in November of 2009. Bonds are scheduled to be issued according to "cash-flow" needs every 12 months.

Projects to be funded during the Work Program Period are:

FY 05/07 – Widening of the Bee Line West Expressway, widening of the Sawgrass Expressway from Atlantic Boulevard to Coral Ridge, \$150 million of Right-of-Way for the I-4 Xpress Lanes project, construction of the Jog Road and Kissimmee Park Road Interchanges, modification of the SW 8th Street interchange, and construction of Express Lanes at the Okeechobee Mainline toll plaza.

FY 06/07 – Construction of the SR 417/Turnpike Mainline Interchange, various widening projects on the Mainline in Central and South Florida, reconstruction of the Hollywood Boulevard Interchange, \$200 million of Right-of-Way for the I-4 Xpress Lanes project, \$113 million for the Sawgrass Open-Road-Tolling (ORT) project, and various Traffic Management Improvements.

FY 07/08 – Widening the HEFT south of SW 117th Street to south of Kendall Drive, widening the Mainline from Beulah to SR 50, and the replacement of the Golden Glades toll plaza.

FY 08/09 – Widening the Mainline from Lantana to Lake Worth, construction of Express Lanes at the Homestead plaza on the HEFT, and construction of improvements to the Lake Worth Road Interchange.

FY 09/10 – Widening the HEFT from SW 216th Street to north of Eureka Drive as well as from north of Eureka Drive to north of SW 117th Avenue, and \$80 million for the I-4 Connector project in Tampa.

Repayment to Districts 1 and 5 of \$16.9 million and \$10.2 million that began in FY 2001/02 are scheduled to be completed in FY 2005/06.

The State Infrastructure Bank is providing a \$57.3 million construction loan for the Seminole II project through fiscal year 2004/05 and a \$16.9 million interest cost loan over fiscal years 2003/04 through 2010/11. The loans are scheduled to be repaid from the General Reserve Fund by FY 2005/06.

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.

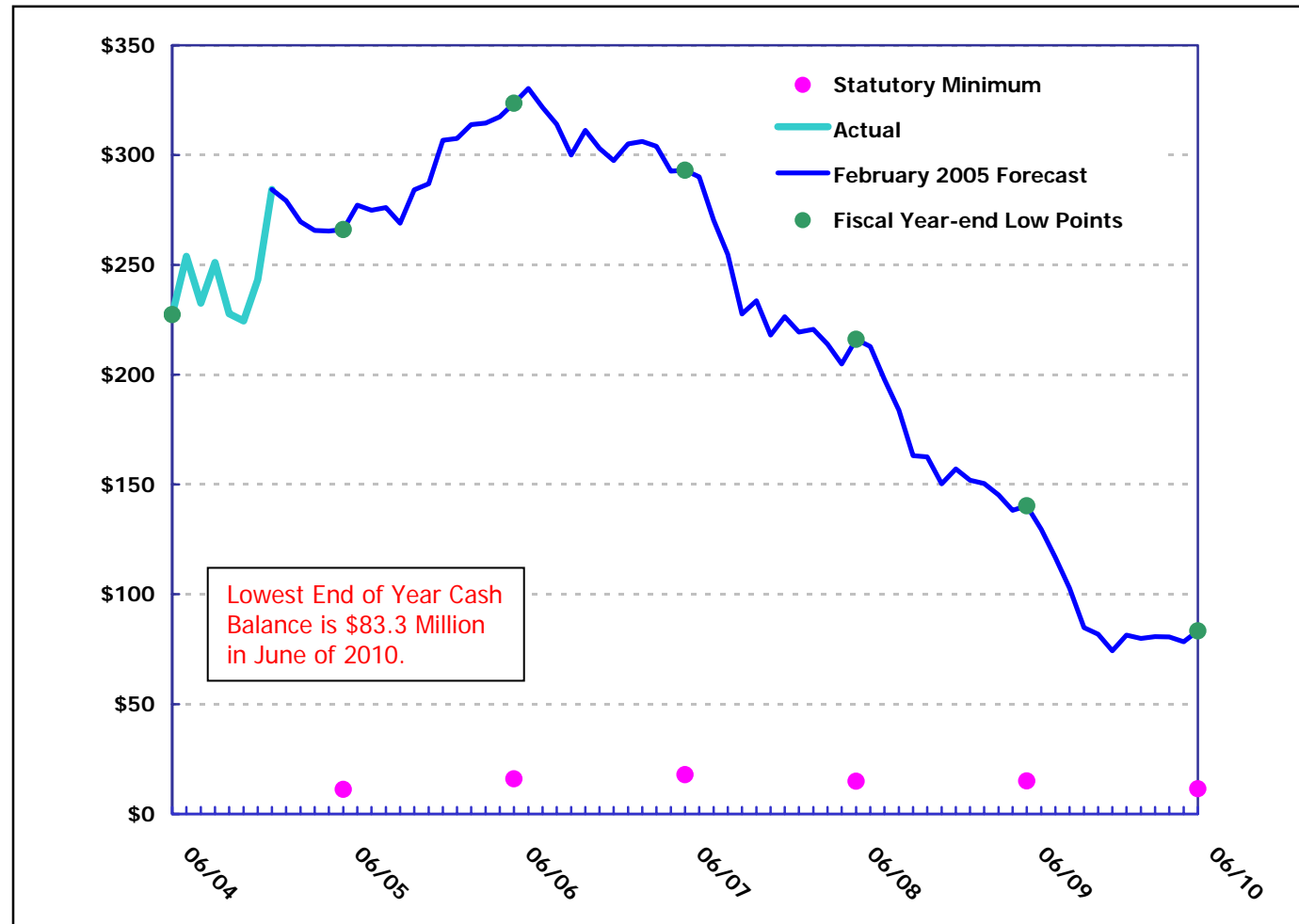
Fiscal Year	SR 80	Seminole II	Suncoast
05/06	\$1.0	\$1.5	\$8.2
06/07	\$1.6	\$1.5	\$8.5
07/08	\$1.5	\$1.6	\$8.9
08/09	\$1.3	\$1.6	\$8.5
09/10	\$1.2	\$1.7	\$7.1

\$ are in Millions

TURNPIKE
GENERAL
RESERVE FUND

CASH FORECAST

\$ are in Millions



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 four 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 five years of the adopted work program for facilities designated as part of the Florida Intrastate Highway System and the first three years of the adopted work program stand as the commitment of the state to undertake transportation projects that local governments may rely on for planning purposes and in the development and amendment of the capital improvement elements of their local government comprehensive plans. *S. 339.135(4)(b)3, F.S.*

COMMISSION FINDINGS

For the four common fiscal years (2005/06 to 2008/09), changes from the Adopted Work Program to the Tentative Work Program were as follows: 91.2% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (DOT objective is at least 80%); 7.2% of project phases were deferred to a later fiscal year within the four common fiscal years or moved out to a fiscal year beyond FY 2008/09; and 1.6% of project phases were deleted. *Note: The Stability Report includes construction, right of way land, and public transportation product phases only.*

For the four common fiscal years, 91.4% of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the four common fiscal years, 90.7% 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 1.3 percentage points greater.

Excluding those project phases deferred/deleted/moved out at the request of local governments or other funding entities, 95.2% 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 05/06 - 08/09)	No Changes/Advances	1,678	91.15%
	Defers	84	4.56%
	Moved Out	49	2.66%
	Deletions	30	1.63%
Total		1,841	100.00%

ROADS AND BRIDGES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes/Advances	1,080	91.37%
	Defers	61	5.16%
	Moved Out	29	2.45%
	Deletions	12	1.02%
Total		1,182	100.00%

PUBLIC TRANSPORTATION

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes/Advances	598	90.74%
	Defers	23	3.49%
	Moved Out	20	3.03%
	Deletions	18	2.73%
Total		659	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.

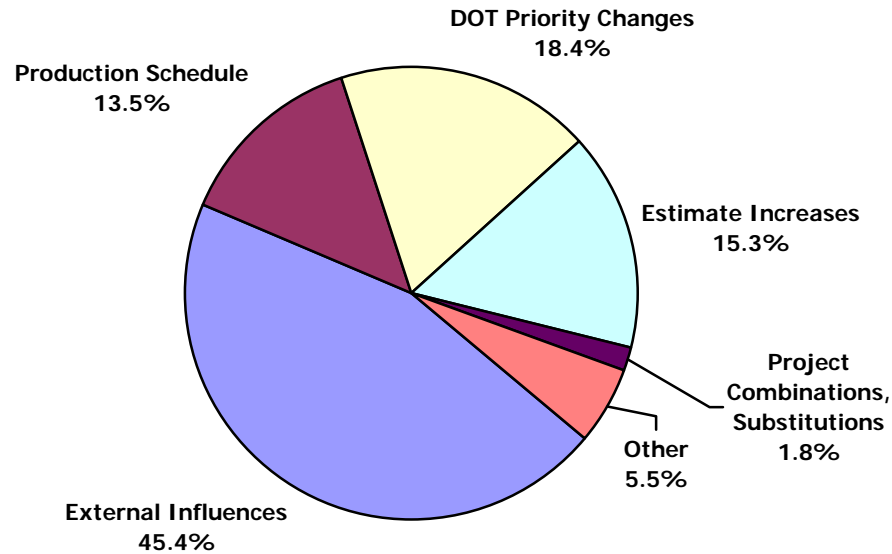
MOVED OUT - Moved out to new 5th year of the Tentative Work Program.

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

STABILITY REPORT

STATEWIDE WORK PROGRAM

REASONS FOR
163 PROJECTS
DEFERRED,
DELETED OR
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	1,603	87.07%
	Advances	75	4.07%
	Defers	84	4.56%
	Moved Out	49	2.66%
	Deletions	30	1.63%
Total		1,841	100.00%

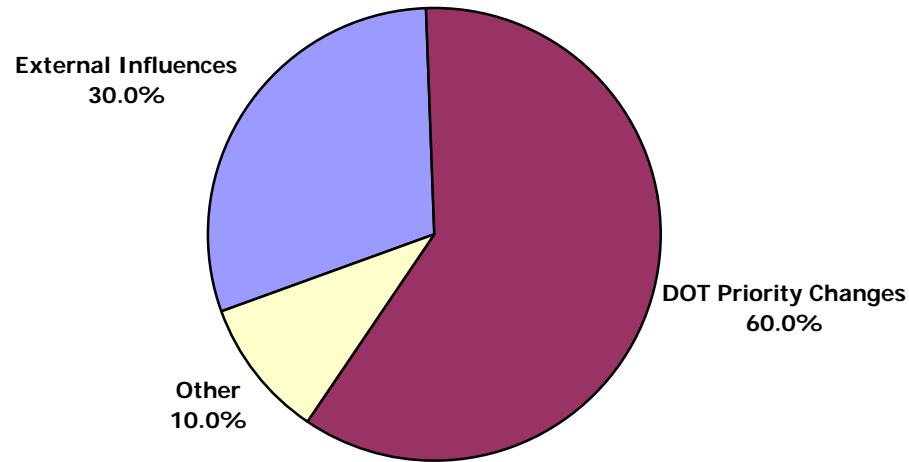
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	1,677	91.09%
	Advances	75	4.07%
	Defers	53	2.88%
	Moved Out	28	1.52%
	Deletions	8	0.43%
Total		1,841	100.00%

STABILITY REPORT

DISTRICT 1 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 05/06 - 08/09)	No Changes	199	89.64%
	Advances	13	5.86%
	Defers	5	2.25%
	Moved Out	3	1.35%
	Deletions	2	0.90%
Total		222	100.00%

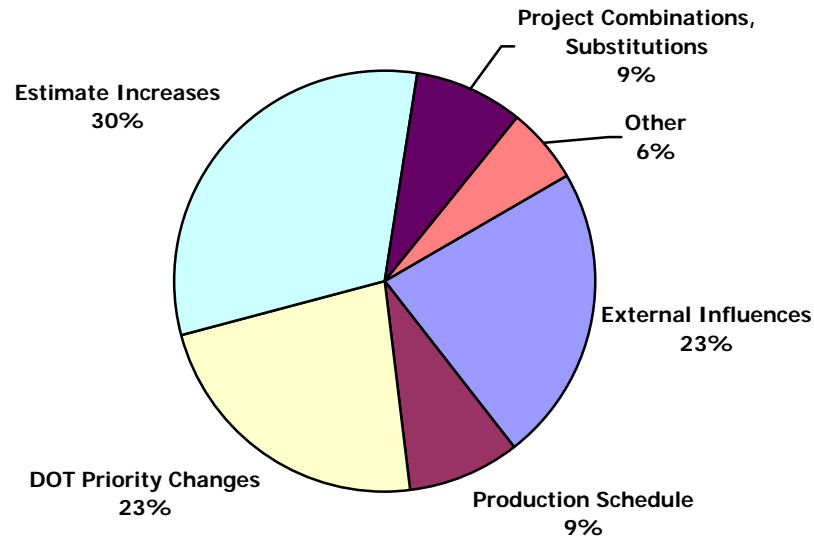
RESULTS
WITHOUT
EXTERNAL
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	202	90.99%
	Advances	13	5.86%
	Defers	4	1.80%
	Moved Out	2	0.90%
	Deletions	1	0.45%
Total		222	100.00%

STABILITY REPORT

DISTRICT 2 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 05/06 - 08/09)	No Changes	310	85.87%
	Advances	16	4.43%
	Defers	17	4.71%
	Moved Out	12	3.32%
	Deletions	6	1.66%
Total		361	100.00%

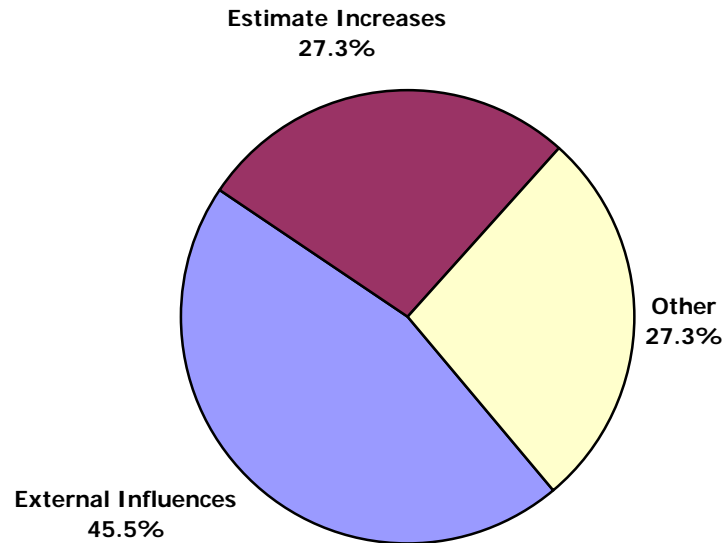
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	318	88.09%
	Advances	16	4.43%
	Defers	14	3.88%
	Moved Out	11	3.05%
	Deletions	2	0.55%
Total		361	100.00%

STABILITY REPORT

DISTRICT 3 WORK PROGRAM

REASONS FOR
11 PROJECTS
DEFERRED,
DELETED OR
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	242	93.80%
	Advances	5	1.94%
	Defers	6	2.33%
	Moved Out	3	1.16%
	Deletions	2	0.78%
Total		258	100.00%

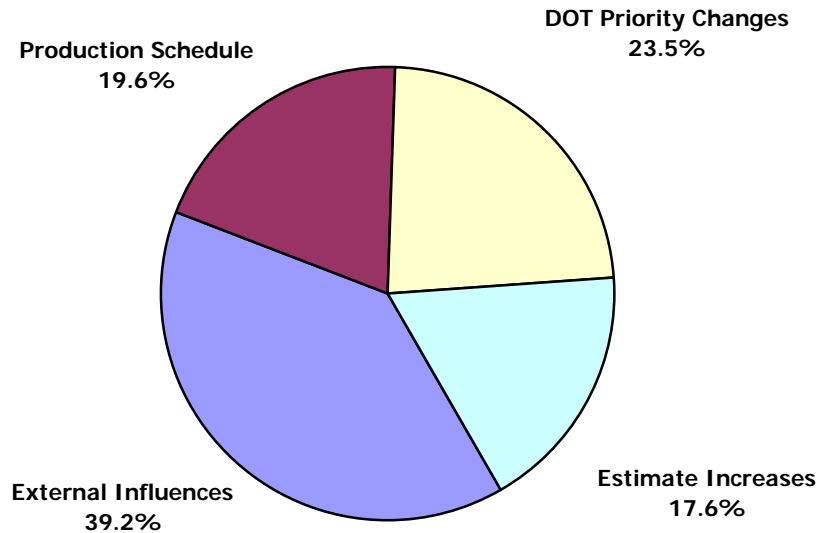
RESULTS
WITHOUT
EXTERNAL
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	247	95.74%
	Advances	5	1.94%
	Defers	3	1.16%
	Moved Out	1	0.39%
	Deletions	2	0.78%
Total		258	100.00%

STABILITY REPORT

DISTRICT 4 WORK PROGRAM

REASONS FOR
51 PROJECTS
DEFERRED,
DELETED OR
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	219	77.66%
	Advances	12	4.26%
	Defers	29	10.28%
	Moved Out	12	4.26%
	Deletions	10	3.55%
Total		282	100.00%

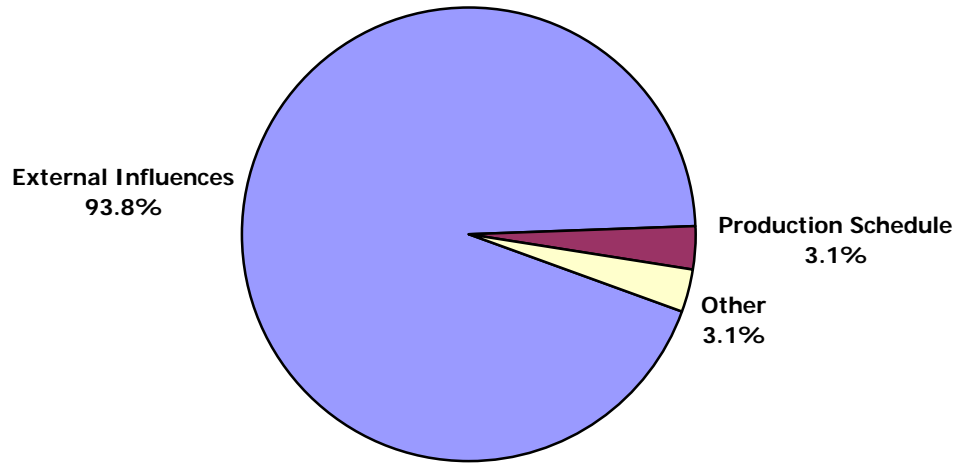
RESULTS
WITHOUT
EXTERNAL
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	239	84.75%
	Advances	12	4.26%
	Defers	21	7.45%
	Moved Out	10	3.55%
	Deletions	0	0.00%
Total		282	100.00%

STABILITY REPORT

DISTRICT 5 WORK PROGRAM

REASONS FOR
32 PROJECTS
DEFERRED,
DELETED OR
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	205	78.85%
	Advances	23	8.85%
	Defers	14	5.38%
	Moved Out	15	5.77%
	Deletions	3	1.15%
Total		260	100.00%

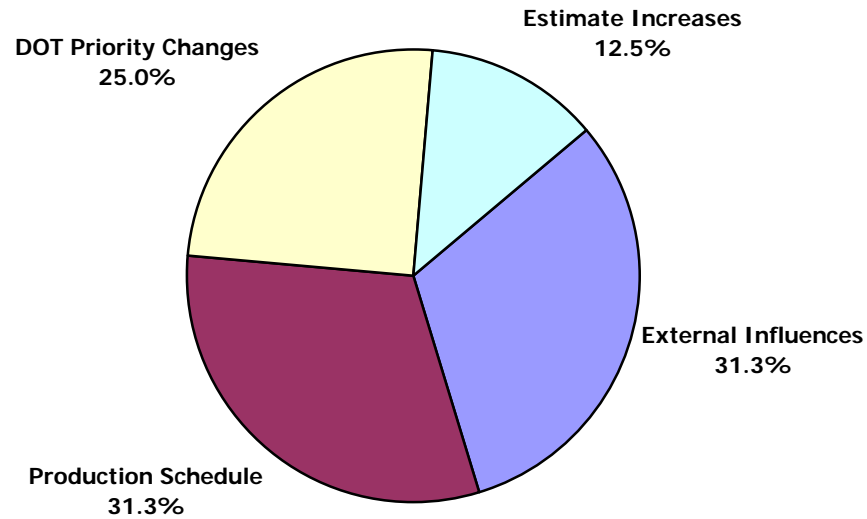
RESULTS
WITHOUT
EXTERNAL
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	235	90.38%
	Advances	23	8.85%
	Defers	1	0.38%
	Moved Out	0	0.00%
	Deletions	1	0.38%
Total		260	100.00%

STABILITY REPORT

DISTRICT 6 WORK PROGRAM

REASONS FOR
16 PROJECTS
DEFERRED,
DELETED OR
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	144	88.89%
	Advances	2	1.23%
	Defers	10	6.17%
	Moved Out	4	2.47%
	Deletions	2	1.23%
Total		162	100.00%

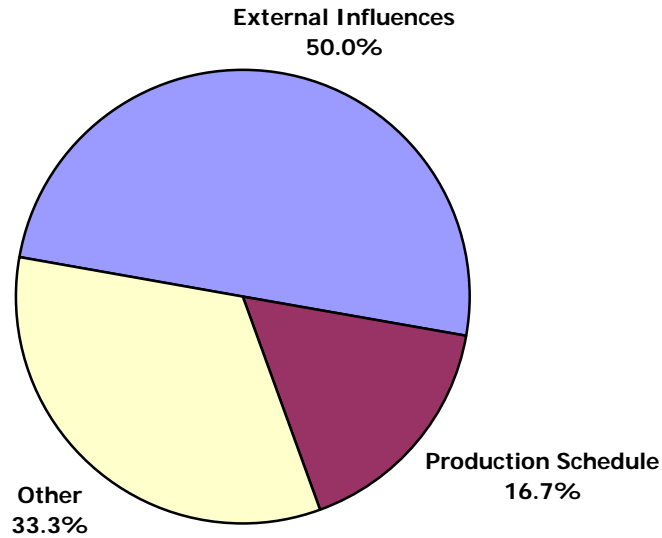
RESULTS
WITHOUT
EXTERNAL
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	149	91.98%
	Advances	2	1.23%
	Defers	7	4.32%
	Moved Out	4	2.47%
	Deletions	0	0.00%
Total		162	100.00%

STABILITY REPORT

DISTRICT 7 WORK PROGRAM

REASONS FOR
6 PROJECTS
DEFERRED,
DELETED OR
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	223	95.71%
	Advances	4	1.72%
	Defers	1	0.43%
	Moved Out	0	0.00%
	Deletions	5	2.15%
Total		233	100.00%

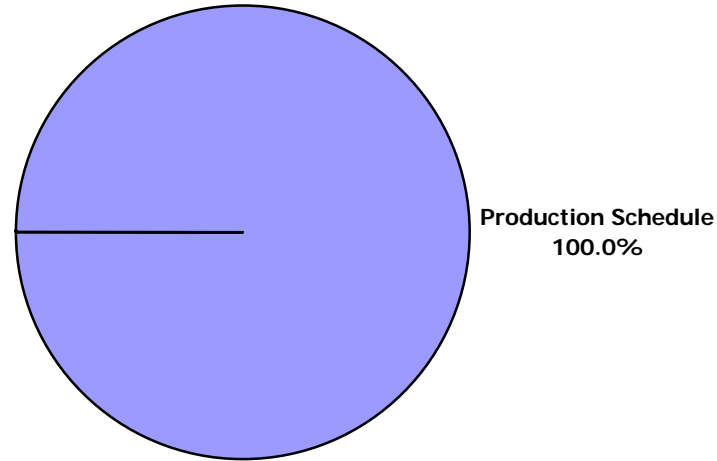
RESULTS
WITHOUT
EXTERNAL
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	226	97.00%
	Advances	4	1.72%
	Defers	1	0.43%
	Moved Out	0	0.00%
	Deletions	2	0.86%
Total		233	100.00%

STABILITY REPORT

TURNPIKE ENTERPRISE WORK PROGRAM

REASONS FOR 2
PROJECTS
DEFERRED,
DELETED OR
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	61	96.83%
	Advances	0	0.00%
	Defers	2	3.17%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		63	100.00%

RESULTS
WITHOUT
EXTERNAL
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 05/06 - 08/09)	No Changes	61	96.83%
	Advances	0	0.00%
	Defers	2	3.17%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		63	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 Draft 2004/05 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 four of the five short-range objectives that are measured directly through the work program. However, the one short range objective that was not met covers discretionary capacity funding for the Strategic Intermodal System. The Department has made a conscientious effort not to meet this objective until FY 2014/15 in order to lessen the impact of shifting program funds away from the arterial road system. (The remaining objectives in the Short Range Component not covered in this review are measured in other ways, such as through the annual performance and production review).

**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**

Preservation and management of Florida's transportation system.

**LONG RANGE
OBJECTIVE**

Adequately maintain all elements of the transportation system to protect the public's investment for the future.

RESURFACING

Short Range Objective: Through Fiscal Year 2011, ensure that 80 percent of pavement on the State Highway System meets Department standards.

Tentative Work Program:

	05/06	06/07	07/08	08/09	09/10
Percent Meeting Standards	81%	81%	81%	81%	81%

"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 2011, 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:

	05/06	06/07	07/08	08/09	09/10
Percent Meeting Standards	96%	96%	96%	96%	96%

"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 2011, achieve 100 percent of the acceptable maintenance standard on the State Highway System.

Tentative Work Program:

	05/06	06/07	07/08	08/09	09/10
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 transportation system that enhances Florida's economic competitiveness.

LONG RANGE OBJECTIVE

Establish, construct and manage Florida's Strategic Intermodal System (SIS). Provide for smooth and efficient transfers for both passengers and freight between seaports, airports, railroads, highways and other elements of the SIS. Reduce delay for people and goods movement through increased system efficiency and multimodal capacity.

STRATEGIC INTERMODAL SYSTEM

Short Range Objective: By Fiscal Year 2015, allocate 75 percent of discretionary capacity funds to the Strategic Intermodal System.

Tentative Work Program:

	05/06	06/07	07/08	08/09	09/10	Overall
Percent SIS	66.0%	58.0%	64.0%	57.0%	65.0%	62.0%

**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**

The Department's Third Strategic Goal, Organizational Excellence, incorporates all of the long range goals of the Florida Transportation Plan.

**LONG RANGE
OBJECTIVES**

Likewise, the Organizational Excellence Goal incorporates all of the long range objectives of the Florida Transportation Plan.

**WORK
PROGRAM**

Short Range Objective: Improve project delivery. (During the last decade, the Department has pursued a short range objective to "annually maintain or advance the schedule of at least 80 percent of project phases in the Department's adopted work program." Although this is now one of many of the Department's key strategies for meeting the overall goal of Organizational Excellence, the Commission will continue to track work program stability.)

Tentative Work Program: The percent of project phases maintained or advanced during the Tentative Work Program period is 91.2%. (See pages 38 and 39.)

PRODUCTION CAPACITY

**KEY
STATUTORY
REQUIREMENTS**

As part of its evaluation, the Transportation Commission is to ensure that the Tentative Work program can be produced with available resources. Therefore, the Commission asked the Department to document what additional level of preliminary engineering consultant resources, if any, is programmed to produce the Tentative Work Program. *339.135(4)(g)2,c, F.S.*

**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 \$457.3 million for preliminary engineering consultants.

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 (DCA) 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

The 2002 Florida Legislature, through HB 261, section 26, removed the requirement that the Commission shall consider the DCA list as part of its evaluation of the tentative work program. However, DCA is still required to submit the list of projects found inconsistent with approved local government comprehensive plans to the Commission. We feel it is prudent to acknowledge receipt of the DCA list and to ensure that the Department worked with the affected local governments and appropriate metropolitan planning organizations to resolve the inconsistencies.

The Department of Community Affairs identified seven (7) projects or project phases that are inconsistent with approved local government comprehensive plans. However, in its letter to the Transportation Commission, DCA stated that these projects are not anticipated to adversely impact the surrounding communities or regions. The Department's Work Program Office is contacting the districts with projects that are inconsistent with the local comprehensive plans to inform them of the findings and work towards resolution.

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 four 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 was one objection filed for a project rescheduled in the district work program that was included in the Transportation Improvement Plan (TIP) and contained in the last four years of the Department's Adopted Work Program.

There were twelve (12) comments and requests from five planning organizations made for further consideration of projects not included or not adequately addressed in the district work programs.

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

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

SARASOTA-
MANATEE
METROPOLITAN
PLANNING
ORGANIZATION

Request: The MPO requested additional funding in the form of Grant Anticipation Revenue Vehicle (GARVEE) bonds and to identify other funding options to help finance the expansion of the Venice by-pass to six lanes.

Response: District One responded that there are limitations to the level of GARVEE bonds the Department can issue, thus the Governor and Secretary have taken a conservative approach to the implementation of the GARVEE program. Other alternative funding sources are through the application of a State Infrastructure Bank loan, additional sales tax or establishment of a special taxing district, or through the pursuit of federal discretionary funds.

GAINESVILLE
METROPOLITAN
TRANSPORTATION
PLANNING
ORGANIZATION

Request: The MTPO requested that the Department create a separate line item and financial identification number (FIN) for the purchase of paratransit vehicles in the TWP.

Response: District Two responded that not only will it satisfy the MTPO's request, but will work with the MTPO's staff to provide the Work Program in a format sorted by categories and then by FIN.

FLORIDA-
ALABAMA
TRANSPORTATION
PLANNING
ORGANIZATION

Request: The TPO requested that sidewalks be included as part of the Gulf Beach Highway resurfacing project in Escambia County.

Response: District Three responded that due to limited resurfacing funds, it was unable to accommodate the request at this time.

Request: The TPO requested a re-evaluation of the Department's planned deletion of two projects on the Navarre Bridge. The Department is deleting the replacement of expansion joints and resurfacing due to the pending transfer of the Navarre Bridge to Santa Rosa County.

Response: The District agreed to meet with officials from the TPO to discuss this matter. Once the Department has an opportunity to meet and evaluate the concerns, a decision will be made and appropriate notification will be given to the TPO. A meeting was scheduled for January 26th, but local

**BREVARD
METROPOLITAN
PLANNING
ORGANIZATION**

officials did not attend.

Request: The MPO requested the Department explore options to advance the construction of Brewer Bridge in order to reduce project costs, take advantage of time savings inherent in the design/build process, and to relieve the County of additional expenses needed to keep the current bridge operational.

Response: District Five responded at this time there is no available funding source to move the bridge replacement earlier than FY 2009/10.

Request: The MPO requested the Department reconsider its decision not to advance the SR 507/SR 514 intersection project.

Response: District Five responded it was able to fund the MPO's number one priority project on the Regionally Significant Priority list as a cost of \$27.8 million.

Request: The MPO requested the Department explain why the XU funds programmed in FY09 for US1 (Barnes to Eyster) cannot be substituted with another fund type and if other options are available.

Response: The district responded that the project was fully funded through construction and included in the adopted work program. The new funding policy did not impact projects in the adopted. Removing the XU funds from this project would have required deletion of the project from the tentative work program.

Request: The MPO wanted to know why the project to add turn lanes to US 192 and I-95 to the airport is included in the TWP versus other candidates, how it was determined to be a funding priority and how the project will benefit the airport.

Response: The District responded that the project was included in the SIS Connector Project Candidates for funding in the FY 2004/05 review. It was selected by the Executive Board as a viable connector improvement from the SIS corridor (I-95) to the SIS hub (Melbourne Airport).

Request: The MPO stated it was disappointed the District is not committing DDR funds to the MPO's traffic operations box in FY 2010 and wants to know how the District will address traffic operations on the regionally significant system in a consistent, logical, cooperative, on-going manner.

Response: The District responded that setting aside small amounts of money for specific programs

MIAMI-DADE
METROPOLITAN
PLANNING
ORGANIZATION

MONROE COUNTY
BOARD OF
COUNTY
COMMISSIONERS

results in the inefficient use of transportation dollars. Traffic operations projects need to continue to be developed in concert with the District Traffic Operations Office.

Request: The MPO project priorities contain a new project to identify improvements to Wickham Road between US 192 and the Pineda Causeway. This road is nearing capacity and widening is not an option. The MPO wants the District to identify possible improvements and to program the project as soon as possible.

Response: The District responded that upon receipt of the project scope, the Department will provide programming for the project from the available \$1.7 million that has been set aside for it.

Request: The MPO wanted additional details on the scope and need for the US 192 lighting project and the need to add a left turn lane on SR 405.

Response: The District responded that the US 192 lighting project is a project where the power company will retrofit fixtures on the existing power pole line. The installation of the left turn lane will reduce rear-end collisions and create a safer and more efficient roadway as through traffic will not be delayed by left turning motorists waiting for mainline gaps.

Request: The MPO requested that the funding for the I-95 Linear Park project right of way acquisition be advanced from FY 2006/07 to FY 2005/06.

Response: District Six set up a meeting with the MPO to discuss alternative funding sources for this project since the FHWA advised the Department that the project, as planned, is not eligible for funding under the enhancement program.

Request: Monroe County expressed its objection to the change in schedule of the Card Sound Road/CR-905 Intersection Conversion Construction project.

Response: District Six responded construction was delayed due to projection delays associated with environmental permitting issues. The project is located between the federal National Wildlife Refuge and state protected lands. The environmental issues raised during the PD&E process must be addressed prior to moving forward.

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
FINDINGS**

The County Incentive Grant Program and Small County Outreach Program were created by the 2000 Florida Legislature. These two programs were originally funded through FY 2002/03 by an annual non-recurring general revenue appropriation of \$125 million. The general revenue funds for these activities were not requested in FY 2002/03 and there was no mechanism to fund these two programs in FY 2003/04 and 2004/05. Beginning on July 1, 2006, the service charge that had been collected on the proceeds from the local option fuel tax will no longer be assessed. The increased revenue derived from this action will be deposited in the STTF to fund the County Incentive Grant Program and the Small County Outreach Program. The Department has programmed \$206.4 million for the County Incentive

Grant Program and \$51.6 million for the Small County Outreach Program.

Annual Programmed amounts for CIGP and SCOP:

	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10	5-year Total
CIGP	\$21.76	\$44.64	\$45.60	\$46.72	\$47.68	\$206.40
SCOP	\$5.4	\$11.16	\$11.40	\$11.68	\$11.92	\$51.56

Some projects have been identified for funding from these programs; the remainder of the money is "boxed" through FY 2009/10.

The Department has programmed \$25 million per year for the Small County Road Assistance Program.

STRATEGIC INTERMODAL SYSTEM FUNDING

**KEY
STATUTORY
REQUIREMENTS**

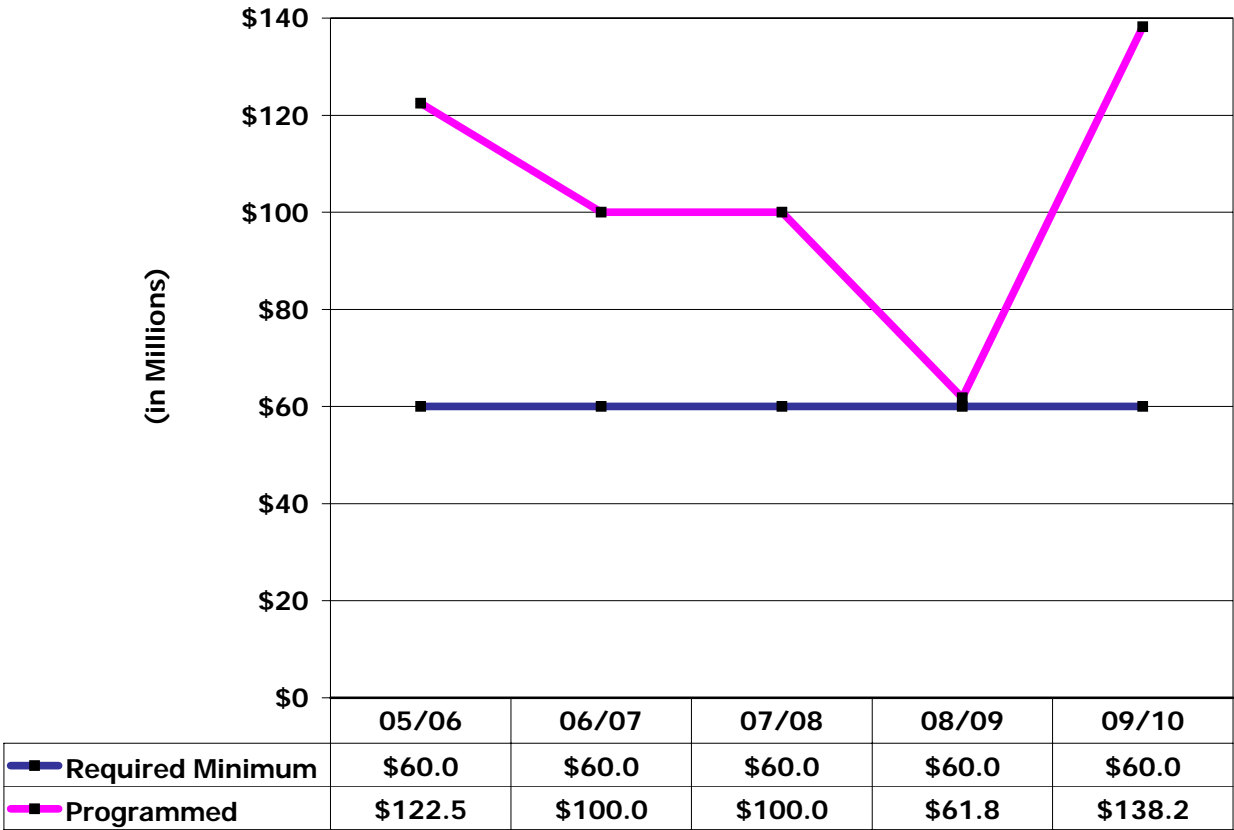
There is hereby created the Florida Strategic Intermodal System. For purposes of funding projects under the system, the department shall allocate from the State Transportation Trust Fund in its program and resource plan a minimum of \$60 million each year, beginning in the 2004-2005 fiscal year. This allocation of funds is in addition to any funding provided to this system by any other provision of law. *s. 339.61(1), F.S.*

**COMMISSION
FINDING**

The Tentative Work Program plans to commit more than the amount required by statute over the 5-year period. Funds contained in the Tentative Work Program for construction, right of way, and support phases of the Strategic Intermodal System (SIS) total approximately \$522.5 million over the five years. This analysis includes only those projects in the work program that have been programmed with the SIS fund code as allocated per statute. It does not include projects that, while designated as being on the SIS, are being funded through other work program funds.

STRATEGIC INTERMODAL SYSTEM

PROGRAMMED
FUNDS



Includes Construction, Public Transportation, Right of Way, and Support phases that have been specifically coded as SIS projects for funding in this work program.

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:

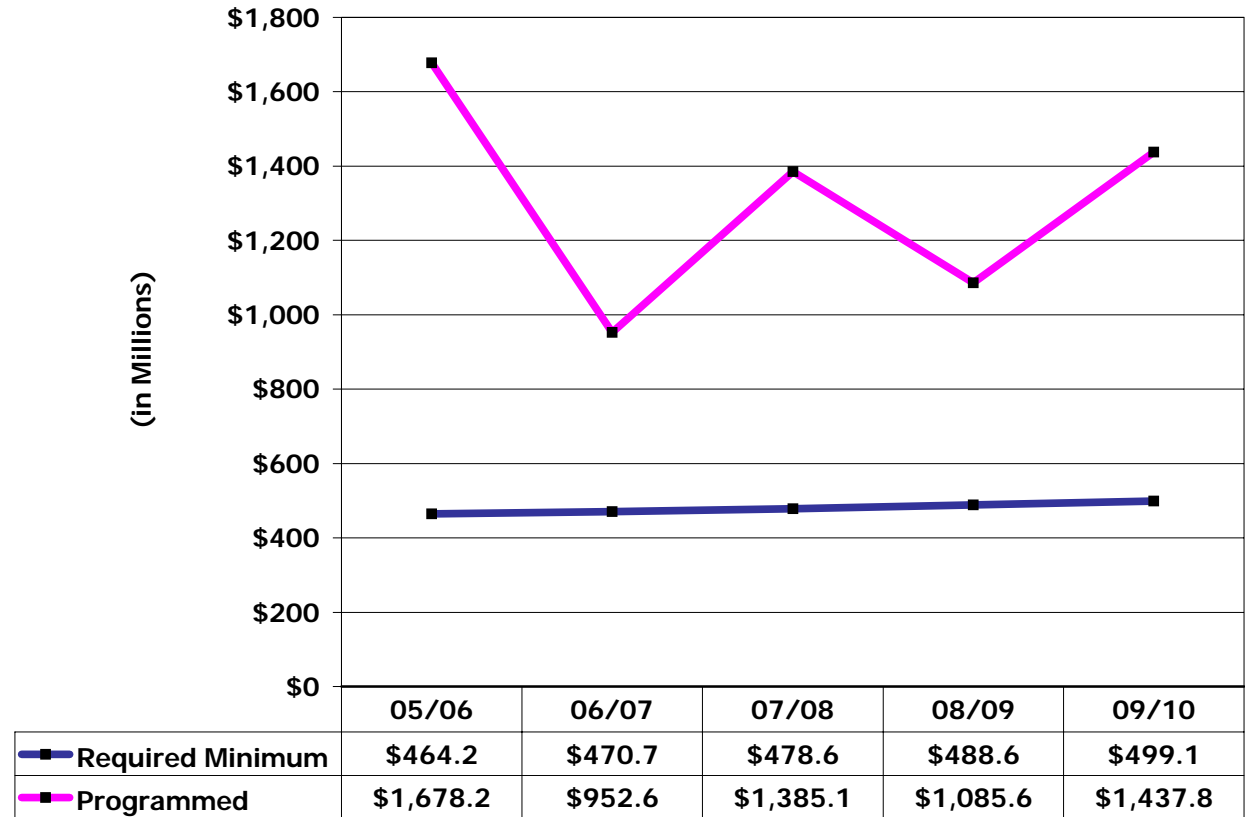
- Beginning in FY 2003/04 and for each fiscal year thereafter, the minimum amount allocated shall be based on the FY 2003/04 allocation of \$450 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the CPI for FY 2003/04.
- No amounts from the funds dedicated to the Florida Intrastate Highway System 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. Funds contained in the Tentative Work Program for construction, right of way, and support phases of the Florida Intrastate Highway System total approximately \$6.5 billion over the five years (not including Turnpike or local funds).

FLORIDA INTRASTATE HIGHWAY SYSTEM

PROGRAMMED FUNDS



Includes Construction, Right of Way, and Support phases that improve mobility, but excludes Turnpike, Interstate Cost to Complete and, Local funds.

PUBLIC TRANSPORTATION FUNDING

**KEY
STATUTORY
REQUIREMENTS**

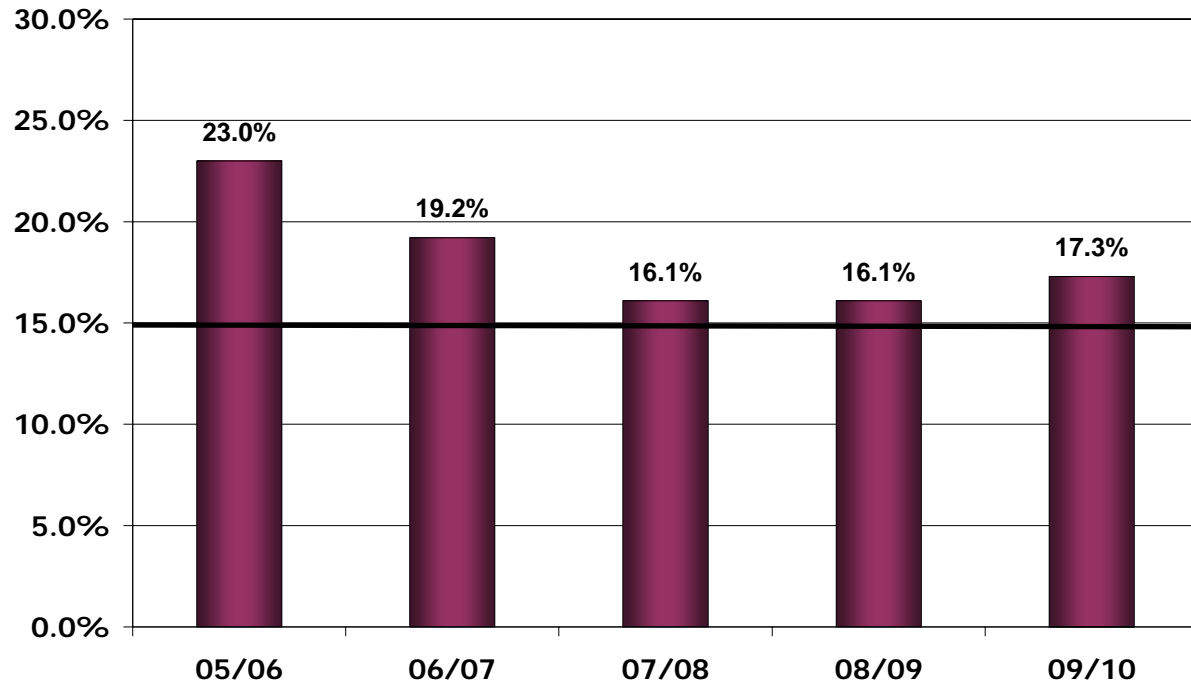
Beginning in fiscal year 2000/01, and each year thereafter, a minimum of 15% of all state revenues deposited into the State Transportation Trust Fund shall be committed annually by the Department for public transportation projects. *s. 206.46(3), F.S.*

**COMMISSION
FINDING**

The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2005/06-2009/10, in which an average of 18.2% of state transportation funds is programmed for public transportation projects.

STATE FUNDED PUBLIC TRANSPORTATION

PERCENT OF
TOTAL STATE
REVENUE TO
PROGRAM PLAN



(in Millions)	05/06	06/07	07/08	08/09	09/10	Total
Annual Program (State funded)	\$558.5	\$485.5	\$418.5	\$435.2	\$482.8	\$2,380.5
Total STTF Allocations	\$2,432.3	\$2,526.8	\$2,602.6	\$2,694.8	\$2,795.1	\$13,051.6
Program as % of Allocation	23.0%	19.2%	16.1%	16.1%	17.3%	18.2%
15% Requirement	\$364.8	\$379.0	\$390.4	\$404.2	\$419.3	\$1,957.7

FUND DISTRIBUTION

KEY STATUTORY REQUIREMENTS

The Department shall, for the purpose of developing a tentative work program, allocate funds to the districts as follows:

- Funds for new construction based on equal parts of population and motor fuel tax collections;
- 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 the Department exceeds the level of commitments necessary to meet the 90% statutory requirement for Turnpike commitments in South Florida, by 109.0%.

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 the Appendix 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 for FY 2005/06 through 2009/10 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 2005/06 – 2009/10 was held March 8, 2005 beginning at 8:30 a.m. in the Florida Department of Transportation Auditorium, 605 Suwannee Street, Tallahassee, Florida.

Pages 72 - 74 list the projects changed after the public hearings conducted in the districts.

There were no public comments.

Audio and video documentation of the public hearing is available by contacting the Transportation Commission Office.

PROJECTS CHANGED AFTER PUBLIC HEARINGS

Fiscal Years 05/06 – 09/10

DISTRICT 1

Item	Description	Action
416649-1	I-75 Airport Access at Southwest Florida International Airport	Added Right of Way Phase to FY 07/08
200610-3	Englewood Connector from Center Road to I-75	Added Right of Way Phase to FY 05/06
408441-1	Kelly Roberts Rd. Br# 064043 Buckhorn Creek	Added Construction Phase to FY 06/07

DISTRICT 2

Item	Description	Action
213082-4	I-75 at US 90 Interchange Landscaping	Added Construction Phase to FY 06/07
213403-5	I-75 at US 129 Interchange Landscaping	Added Construction Phase to FY 07/08
210781-2	SR 51(US 129) From I-10 to Hamilton C/L	Deleted Construction Phase from FY 05/06
209545-1	Martin Luther King Jr., Parkway	Added Construction Phase to FY 07/08
209616-5	Mathews Bridge	Added Construction Phase to FY 05/06
213456-3	I-95 Agriculture Station Improvements	Added Construction Phase to FY 05/06
210031-2	SR 100	Added Construction Phase to FY 05/06
210781-3	SR 51(US 129) From I-10 to Hamilton C/L	Added Construction Phase to FY 05/06
213554-3	I-75 at SR 136 Interchange Landscaping	Added Construction Phase to FY 06/07
212875-1	CR 241 (Swift Creek) Br# 390022	Added Construction Phase to FY 05/06
212594-1	Lessie Rd. Little St. Mary's River Br# 744306	Added Construction Phase to FY 07/08

DISTRICT 3

Item	Description	Action
217911-3	SR 79 North of CR 388 to Steel Field Road	Added Construction Phase in FY 07/08
217911-4	SR 79 from Steel Field Road to Washington C/L	Added Construction Phase to FY 06/07
222469-1	I-110 at Airport Boulevard	Added Construction Phase to FY 06/07
222469-1	I-110 at Airport Boulevard	Deleted Right of Way Phase from FY 05/06
220442-4	SR 87 from Eglin AFB Boundary to CR 184	Added Right of Way Phase to FY 06/07
217911-6	SR 79 from Bay C/L to North of Environmental Road	Added Construction Phase to FY 06/07
220773-4	SR 79 from Strickland Road to North of Reedy Branch Bridge	Added Construction Phase to FY 09/10

411705-1	SR 87 (Stewart Street from SR 10 (US 90) to end of old 5 lane	Deleted Right of Way Phase from FY 06/07
222334-1	CR 166 Alligator Creek Br# 610036	Added Construction Phase to FY 07/08

DISTRICT 4

Item	Description	Action
403578-1	SR 845 (Powerline Road) from N. of 29 th Street to N. of Oakland Park Boulevard	Deleted Construction Phase FY 05/06
411436-1	SR 15 (US 441) from Palm Beach C/L to South of SR 76	Deferred Construction Phase from FY 05/06 to FY 06/07
229748-1	SR A1A (Ocean Blvd.) from SR 806 (Atlantic Ave.) to North of George Bush Boulevard	Deferred Construction Phase from FY 05/06 to FY 06/07
403603-1	SR A1A (Ocean Blvd.) from South of Linton Blvd. To N of SR 806 (Atlantic Blvd.)	Deferred Construction Phase from FY 04/05 to FY 05/06
403619-2	SR 710/Beeline Highway from MP 11.80 to W of Northlake Blvd.	Deleted Construction Phase from FY 05/06
408886-2	SR 9 (I-95) at L50 Canal – Noise Wall and Culvert extension	Deleted Construction Phase from FY 05/06
413799-1	SR 15/US 441 from Avenue E (Martin Luther King) to Canal Street	Deferred Construction Phase from FY 05/06 to FY 06/07

DISTRICT 5

Item	Description	Action
418745-1	I-75 at SR 326 Landscaping in Marion County	Added Construction Phase to FY 07/08
418647-1	SR 5 (US 1) Resurfacing in Brevard County	Added Construction Phase to FY 07/08
418760-1	I-4 @ Maitland Blvd	Added Construction Phase to FY 05/06
418946-1	I-95 Pineda Cswy Earmark	Added Construction Phase to FY 05/06
238429-3	SR 50 from Bloxham Blvd. To Hancock Rd.	Added Right of Way Phase to FY 05/06
412090-1	Longleaf Pedestrian Way	Deferred Construction from FY 05/06 to FY 07/08

DISTRICT 6

Item	Description	Action
249687-2	SR A1A(Collins Avenue) From 22 nd Street to 24 th Street	Added Construction Phase to FY 06/07
254452-2	Port of Miami South Fisherman's Channel	Added Grant (Intermodal) Phase to FY 05/06
418442-1	Port of Miami Intermodal Cargo Transfer Facility	Added Grant (Intermodal) Phase to FY 05/06
410640-1	SR 9336 (SW 344 th Street) from SW 192 nd Avenue to NW/SW 6 th Avenue	Deleted Construction Phase from FY 07/08
418892-1	CR 931 Boot Key Bridge Rehabilitation	Added Construction Phase in FY 0506

DISTRICT 7

Item	Description	Action
415333-1	SR 594, SR 651, and SR 686 Drainage Improvements	Added Construction Phase to FY 07/08
418803-1	SR 50 (Cortez Blvd.) at Weeping Willow Street	Added Construction Phase to FY 05/06
416653-2	St. Leo University Community Access	Added Construction Phase to FY 05/06
413393-1	SR 699 (Gulf Blvd.) From Park Blvd. To Walsingham Road	Deleted Construction Phase from FY 06/07
414991-1	City of Tampa Traffic Surveillance System	Deleted Construction Phase from FY 07/08
415233-3	US 19 From SR 54 to Marine Parkway	Deleted Construction Phase from FY 07/08
415737-1	Pinellas County Friendship Trail	Deleted Construction Phase from FY 08/09
415740-1	82 nd Avenue at SR 693 (66 th Street)	Deleted Construction Phase from FY 08/09
415742-1	Safety Harbor Downtown Pedestrian Connection	Deleted Construction Phase from FY 07/08

**TURNPIKE
ENTERPRISE**

Item	Description	Action
418976-1	Palm Beach Canal Protection	Added Construction Phase to FY 05/06
418977-1	St. Lucie Canal Protection	Added Construction Phase to FY 05/06
418978-1	Dade County Canal Protection	Added Construction Phase to FY 05/06



APPENDIX

***Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2005/06 through 2009/10***

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: Projects that are included in programs managed on a statewide basis include the:

- Strategic Intermodal System/Intrastate
- Interstate
- Bridge programs
- State Infrastructure Bank
- Programs based on need (bridge repair or resurfacing)
- Portions of the PTO, Federal Enhancement programs, and Federal high priority projects.

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

QUESTION 3: Compare the 2004/05 - 2008/09 Adopted Work Program to the 2005/06 - 2009/10 Tentative Work Program, showing the dollar amount differences by program plan category.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2005/06 through 2009/10**

QUESTIONS - OVERVIEW/INFORMATIONAL

Answer: Over/Under report of the Program and Resource Plan Summary is provided.

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

Answer: Present budget resources should be adequate to produce the Tentative Work Program.

QUESTION 5: What additional level of P.E. consultants, if any, is programmed to produce the Tentative Work Program? (Show the dollar amount over the Adopted of 7/04 for each fiscal year).

Answer:

\$ in Millions					
Current Year	Four Common Years of Tentative				
04/05	05/06	06/07	07/08	08/09	TOTAL
33.6	172.4	179.1	72.6	-0.3	457.3

QUESTION 6: 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: TEA-21 permits Surface Transportation (STP) and Congestion Mitigation funds to be used for Public Transportation Capital Projects and Transportation Demand Projects. Projects programmed in the Tentative Work Program consistent with the Metropolitan Planning Process are listed on the next page.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2005/06 through 2009/10**

QUESTIONS - OVERVIEW/INFORMATIONAL

PLANNED TRANSFER OF TEA-21 HIGHWAY FUNDS TO FTA FOR TRANSIT PROJECTS						
	Fiscal			Estimated		
<u>Dist</u>	<u>Year</u>	<u>Item No.</u>	<u>Fund Category</u>	<u>Transfer</u>	<u>Description of Project</u>	<u>Purpose of Transfer</u>
05	2006	246620-1	Surface Transportation Program (XU)	5,754,610	ORANGE-CFRTA/LYNX	Capital For Fixed Route
05		247086-1	Surface Transportation Program (XU)	750,900	VOLUSIA-VOLUSIA CC	Capital For Fixed Route
07		402279-1	Congestion Mitigation	3,000,000	HART	Purchase Vehicles and Equipment
02		404833-1	Surface Transportation Program (XA)	250,000	CITY OF GAINESVILLE	Purchase Vehicles and Equipment
06		405133-1	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	Fixed Guideway Improvements
07		408217-2	Intelligent Vehicle Highway	750,000	ITS EARMARK	Traveler Information System
07		408530-1	Surface Transportation Program (SE)	200,000	HART	Bus Stop Accessibility Improvements
01		410667-1	Surface Transportation Program (XU)	421,875	MANATEE COUNTY -MCA	Capital For Fixed Route
07		410719-1	Surface Transportation Program (XA)	1,000,000	HART	Transit Center
07		410720-1	Surface Transportation Program (XA)	1,000,000	HART	Transit Center
07		410948-1	Surface Transportation Program (SE)	300,000	HART	Public Transportation Shelter
07		413330-1	Surface Transportation Program (XA)	2,000,000	HART	YBOR Station Construction
			FY 2006	16,177,385		
05	2007	246620-1	Surface Transportation Program (XU)	4,758,525	ORANGE-CFRTA/LYNX	Capital For Fixed Route
05		247086-1	Surface Transportation Program (XU)	791,550	VOLUSIA-VOLUSIA CC	Capital For Fixed Route
07		402279-1	Congestion Mitigation	2,500,000	HART	Purchase Vehicles and Equipment
02		404833-1	Surface Transportation Program (XA)	1,250,000	CITY OF GAINESVILLE	Purchase Vehicles and Equipment

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - OVERVIEW/INFORMATIONAL

06		405133-1	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	Fixed Guideway Improvements
07		408217-2	Intelligent Vehicle Highway	750,000	ITS EARMARK	Traveler Information System
06		410574-2	Surface Transportation Program (SE)	432,000	MIAMI-DADE CO - MDT	Purchase Vehicles and Equipment
01		413011-1	Surface Transportation Program (XU)	1,500,000	MANATEE CO-MCAT	Capital For Fixed Route
			FY 2007	12,732,075		
05	2008	246620-1	Surface Transportation Program (XU)	4,699,350	ORANGE-CFRTA/LYNX	Capital For Fixed Route
05		247086-1	Surface Transportation Program (XU)	691,200	VOLUSIA-VOLUSIA CC	Capital For Fixed Route
02		404833-1	Surface Transportation Program (XA)	1,250,000	CITY OF GAINESVILLE	Purchase Vehicles and Equipment
06		405133-1	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	Fixed Guideway Improvements
07		408217-2	Intelligent Vehicle Highway	750,000	ITS EARMARK	Traveler Information System
07		410948-1	Surface Transportation Program (SE)	300,000	HART	Public Transportation Shelter
07		412751-1	Surface Transportation Program (XU)	1,500,000	HART	Transit Facility
07		412762-1	Surface Transportation Program (XU)	1,400,000	HART	Street Car Construction
07		414963-1	Surface Transportation Program (XU)	2,000,000	HART	YBOR Station Construction
07		415625-1	Congestion Mitigation	4,375,000	PSTA	Purchase Vehicles and Equipment
			FY 2008	17,715,550		
02	2009	404833-1	Surface Transportation Program (XA)	1,250,000	CITY OF GAINESVILLE	Purchase Vehicles and Equipment
06		405133-2	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	Fixed Guideway Improvements
07		408207-1	Congestion Mitigation	2,000,000	HART	Street Car Construction
07		408217-2	Intelligent Vehicle Highway	750,000	ITS EARMARK	Traveler Information System
05		416169-1	Surface Transportation Program (XU)	5,148,000	LYNX	Capital For Fixed Route

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QUESTIONS - OVERVIEW/INFORMATIONAL

05		416178-1	Surface Transportation Program (XU)	757,200	VOTRAN	Capital For Fixed Route
07		418763-1	Congestion Mitigation	600,000	HART	Express Bus Service
			FY 2009	11,255,200		
07	2010	402279-1	Congestion Mitigation	2,000,000	HART	Purchase Vehicles and Equipment
06		405133-2	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	Fixed Guideway Improvements
07		408217-2	Intelligent Vehicle Highway	750,000	ITS EARMARK	Traveler Information System
07		410948-1	Surface Transportation Program (SE)	700,000	HART	Public Transportation Shelter
07		415625-1	Congestion Mitigation	4,375,000	PSTA	Purchase Vehicles and Equipment
05		416169-1	Surface Transportation Program (XU)	5,505,300	LYNX	Capital For Fixed Route
05		416178-1	Surface Transportation Program (XU)	809,700	VOTRAN	Capital For Fixed Route
07		418213-1	Surface Transportation Program (XU)	4,500,000	HART	Urban Corridor Improvements
			FY 2010	19,390,000		

QUESTION 7: 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	2006	\$129,698,000
	2007	\$133,752,000
	2008	\$137,534,000
	2009	\$141,369,000

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QUESTIONS - OVERVIEW/INFORMATIONAL

_____ 2010 _____ \$145,248,000

Total \$687,601,000

QUESTION 8: TEA-21 requires ten percent of STP funds be set aside for "transportation enhancements", a category that includes pedestrian and bicycle facilities, landscaping and other beautification, control/removal of outdoor advertising, preservation of abandoned rail corridors, etc. Is this program fully implemented in the Tentative Work Program? If not, please explain. Also, please identify the primary transportation enhancement activities for which these funds were programmed.

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

QUESTION 9: 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 the dollar amount by fiscal year.

Answer: The Tentative Work Program does not contain any grant funding for this program.

Over the past several years, Federal Discretionary Funding has been provided to the Department after the Florida Transportation Commission's review of the Tentative Work Program. The Discretionary Funding is awarded for the current year of the Work Program and is not projected for the Tentative Work Program as definite allocations are not known.

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QUESTIONS - OVERVIEW/INFORMATIONAL

The Department received Federal Discretionary Funding for Scenic Byways in Fiscal Year 2004/05 (\$884,749).

QUESTION 10: 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: 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 TEA-21, 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	05/06	06/07	07/08	08/09	09/10
Hillsborough	10	1,027,318	14.52%	14.52%	14.52%	14.52%	14.52%
Pinellas	15	924,610	13.07%	13.07%	13.07%	13.07%	13.07%
Broward	86	1,668,560	23.58%	23.58%	23.58%	23.58%	23.58%
Dade	87	2,289,683	32.36%	32.36%	32.36%	32.36%	32.36%
Palm Beach	93	1,165,049	16.47%	16.47%	16.47%	16.47%	16.47%
Total		7,075,220	100.00%	100.00%	100.00%	100.00%	100.00%

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - OVERVIEW/INFORMATIONAL

QUESTION 11: Please identify all projects in the Tentative Work Program that are funded in whole or part with either state or federal 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:

Projects in Tentative Work Program with SIB Funding		
FM #	SIB Funding	Project Description
195765-1	State	US 41 - Corkscrew Rd to San Carlos Blvd
418447-1	State	Dry Storage Warehouse
418443-1	State	Vehicle Import/Export Terminal
418407-1	State	Capital Circle from Connie Dr to Tram Rd
238429-4,5	State	SR 50
239203-3	State	SR 50
239535-4	State	SR 50
405665-2	State	NW 25 th Street Viaduct
418445-1	Federal	Acquisition and construction for LeeTran facility SR23/Brannan Field-Chaffee Road from NW 103 rd Street to South of
209659-5	Federal	I-10
213258-2	Federal	I-10 Interchange @ Brannan Field-Chaffee Road
213272-4	Federal	I-10 from Brannan Field-Chaffee Road to I-295
190373-2	Federal	Turnpike – Interest Costs on Turnpike Bonds

Repayments into the State SIB		Fiscal Year				
Trust Fund	Project Description	2006	2007	2008	2009	2010

**Response to Florida Transportation Commission Questions
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QUESTIONS - OVERVIEW/INFORMATIONAL

STATE SIB							
195765-1	STTF	US41-Corkscrew Rd to San Carlos Blvd.		\$2,224,500	\$2,696,400	\$1,820,100	
408040-1	STTF	SR 739-Six Mile Cypress Pkwy to Daniels Pkwy.			\$1,851,600	\$2,244,400	\$1,515,000
403635-1	STTF	Ft. Lauderdale Airport-Interchange	\$100,000	\$8,000,000	\$2,000,000	\$2,000,000	\$2,000,000
239203-3	STTF	SR 50					\$9,000,000
406800-4	STTF	Miami Intermodal Center	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000
406800-5	STTF	Miami Intermodal Center	1,800,000	\$1,800,000	1,800,000	1,800,000	1,800,000
243013-6	Turnpike	Turnpike-Western Beltway A Ramps		\$15,000,000			
410554-1	ocal Funds	Lee County-Veteran's Memorial Parkway	\$1,406,400	\$1,407,200			
418447-1	ocal Funds	Manatee Co. Port Authority-Dry Storage Warehouse		\$275,000	\$275,000	\$275,000	\$275,000
411184-1	ocal Funds	City of Jacksonville-Better Jacksonville Plan	\$2,445,000	\$2,447,100	\$2,448,500	\$2,444,200	\$2,444,300
418443-1	ocal Funds	Jacksonville Port Authority-Vehicle Import/ Export Terminal					\$2,070,200
219722-1	ocal Funds	City of Tallahassee-Capital Circle NW from US 90 to I-10	\$1,736,685	\$1,736,685	\$1,736,685	\$1,736,685	\$1,736,685
418407-1	ocal Funds	City of Tallahassee-		\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000

**Response to Florida Transportation Commission Questions
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QUESTIONS - OVERVIEW/INFORMATIONAL

		Capital Circle from Connie Dr to Tram Rd					
403635-1	ocal Funds	Ft. Lauderdale Airport - Interchange			\$2,800,000	\$2,800,000	\$2,800,000
416491-1	ocal Funds	SERTA-Double Track Corridor		\$5,000,000	\$5,000,000		
416493-1	ocal Funds	LYNX-Area Wide Service Expansion Program			829,492	829,492	829,492
416494-1	ocal Funds	OOCEA-Apopka Bypass	\$187,500	437,500	\$437,500	\$437,500	\$438,700
410694-1	ocal Funds	MDX-SR 836 Extension/ HEFT Interchange	\$1,000,000	\$3,000,000	\$6,000,000	\$2,000,000	
410715-1	ocal Funds	MDX-SR 836 MIA to SR 112			\$5,500,000	\$6,500,000	\$6,000,000
416495-1	ocal Funds	MDX-SR 836 Auxilliary Lanes	\$240,600	\$290,300	\$290,300	\$290,300	\$290,300
405665-2	ocal Funds	MIA - NW 25 th Street Viaduct				\$5,000,000	\$5,000,000
411197-1	ocal Funds	THCEA - I- 4/Crosstown Connector	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

*Note: Amounts shown above are rounded.

Repayments are based on cash flows of repayments in the SIB finance plan, and do not necessary agree with commitments in the Work Program.

Repayments into the Federal SIB		Fiscal Year				
Trust Fund	Project Description	2006	2007	2008	2009	2010
Federal SIB						

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QUESTIONS - OVERVIEW/INFORMATIONAL

193899 -1	STTF	US 17 - N of Livingston St. to Hardee Co. Line	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
413695 -1	STTF	SR 78 – Burnt Store Rd. to Chiquita Blvd.				\$1,500,000	
195719 -1	STTF	Metro Parkway Extension		\$1,397,800	\$2,000,000	\$2,000,000	\$2,000,000
197168 -1	STTF	SR 60A – Agricola Rd. to Broadway Ave.		\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
208225 -1	STTF	Brannan Field - Chaffee – End of Existing Road Duval County Line		\$233,200			
209250 -1	STTF	Brannan Field – Chaffee – SR 23 Clay County Line to N. of 103 rd Street	\$1,701,900				
404833 -2	STTF	City of Gainesville – Bus Purchase	\$1,000,000				
220177 -1	STTF	SR 20 – Rocky Bayou to SR 293 White Point Road	\$388,700	\$388,700	\$388,700	\$388,700	\$388,300
228987 -1	STTF	SR 80/Southern Blvd. – W. of Congress Ave. to W. of SR 9/ 1-95		\$7,100			
239753 -1	STTF	SR 500/US 192 from SR 15 US 441 to Hibiscus Rd.			\$3,276,300	\$8,190,800	\$7,098,700
239674 -1	STTF	SR 500/US 192 from 1.513 Miles E CR 534 to SR 15 US 441		\$2,516,400	\$6,291,000	\$5,452,200	\$2,516,400
405147 -3	STTF	Kennedy Boulevard	\$200,000				
257083	STTF	SR 699 (Gulf		\$5,000,000		\$5,000,000	\$3,500,000

**Response to Florida Transportation Commission Questions
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QUESTIONS - OVERVIEW/INFORMATIONAL

-1		Boulevard)					
240259 -2	Turnpike	Turnpike – Seminole II	\$2,481,700	\$2,481,700	\$2,481,700	\$2,481,700	\$2,481,700
418445 -1	Local Funds	LeeTran – O, M & A Facility			\$600,000	\$600,000	\$600,000
408458 -1	Local Funds*	Palm Tran – Bus Purchase	\$2,200,000				
411203	Local Funds	Palm Tran – Paratransit Connector		\$2,200,000	\$675,000		
411265 -1	Local Funds	LYNX – Regional Intermodal Center		\$1,021,093	\$1,021,093	\$1,021,093	\$1,021,093

**Note: Amounts above are rounded.*

Repayments are based on cash flows of repayments in the SIB finance plan, and do not necessarily agree with commitments in the Work Program.

QUESTION 12: Please identify all new or modified Department policies that are implemented in this Tentative Work Program?

Answer: In June of 2004, Senate Bill 1456 provided \$100 million annually for the Strategic Intermodal System from funding previously allocated to the Transportation Outreach Program.

Section 339.135(4)(a)(2) Florida Statutes requires the Department to allocate at least 50% of new flexible highway funds to the Strategic Intermodal System. To implement the Department's Investment Policy, the Department has adopted a policy to allocate 75% of all flexible capacity funds to the Strategic Intermodal System (SIS) and 25% to non-SIS facilities.

QUESTION 13: Please identify the number of fund categories, projects and project phases supported by this Tentative Work Program?

**Response to Florida Transportation Commission Questions
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QUESTIONS - OVERVIEW/INFORMATIONAL

Answer:

Number of Active Fund Codes	235
Number of Projects (Item Numbers)	7,775
Number of project phases	22,365

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - DISTRICTS

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

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, 2004? 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 2005/06 through 2009/10**

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 four years of the Department's Adopted Work Program for Fiscal Years 2005-06/2008-09? If yes, did the district provide the MPO with written justification prior to submittal of the district work program to the central office (by January 4, 2005)? 339.135(4)(c)3, F.S.

Did the Secretary approve the rescheduling or deletion?

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

QUESTION 4: Did any MPO file an objection of such rescheduling or deletion with the Secretary (by January 18, 2005)? If yes, please provide a copy of such objection and the district response. 339.135(4)(c)3, F.S. 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	No	5	No
2	No	6	Yes copy provided

**Response to Florida Transportation Commission Questions
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QUESTIONS - DISTRICTS

3	Yes copy provided	7	No
4	No	Turnpike	No

QUESTION 5:

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

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

QUESTION 6:

Were presentations given by the Department at MPO meetings to determine the necessity of making changes to any projects included or to be included in the District Work Program and to hear requests for new projects to be added to, or existing projects to be deleted from, the District Work Program? Did these meetings also include boards of county commissioners of counties not represented by MPOs? 339.135(4)(d), F.S.

District	Response	District	Response
1	Yes	5	Yes

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2005/06 through 2009/10**

QUESTIONS - DISTRICTS

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

QUESTION 7: Did the district provide the appropriate MPO with written explanation for any project which is contained in the MPO's transportation improvement program and which is not included in the District Work Program? 339.135(4)(d), F.S.

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

QUESTION 8: Did the district receive any written requests from MPOs for further consideration of any specific project not included or not adequately addressed in the District Work Program? If yes, provide a copy of such written request. 339.135(4)(d), F.S.

District	Response	District	Response
1	No*	5	Yes copy provided
2	Yes copy provided	6	Yes copy provided

**Response to Florida Transportation Commission Questions
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QUESTIONS - DISTRICTS

3	Yes copy provided	7	No
4	No	Turnpike	No

*Letter received from Board of County Commissioners (copy provided).

QUESTION 9: Did the district acknowledge and review all such requests prior to the submission of the District Work Program to the central office? If yes, provide a copy of such acknowledgment. 339.135(4)(d), F.S.

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
4	N/A	Turnpike	N/A

QUESTION 10: 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.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2005/06 through 2009/10**

QUESTIONS - DISTRICTS

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

QUESTION 11:

Section 134 of Title 23, U.S.C., is amended to require that in transportation management areas (TMA's), i.e., areas with over 200,000 population, federal-aid highway and transit projects are to be selected by the MPO in consultation with the state, consistent with the transportation improvement program (TIP). However, projects within the TMA that are on the National Highway System or pursuant to the bridge and interstate maintenance programs are to be selected by the state in cooperation with the MPO's, consistent with the TIP.

Were projects in the Tentative Work Program within TMA's selected in accordance with the above requirements? If not, please explain.

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

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - DISTRICTS

QUESTION 12: For urbanized areas with a population of 200,000 or less, Section 134 requires that federal-aid projects within an urbanized area be selected by the state in cooperation with the MPO, consistent with the area's TIP.

For non-urbanized areas, the Section requires that federal-aid projects be selected by the state in cooperation with affected local officials. However, projects on the National Highway System or pursuant to the bridge and maintenance programs must be selected by the state in consultation with affected local officials.

Were projects included in the Tentative Work Program selected in accordance with the above requirements for smaller urbanized and non-urbanized areas? If not, please explain.

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

QUESTION 13: 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
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Fiscal Year 2005/06 through 2009/10**

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:

District	Item Number	Description	Amount (in millions)	Fiscal Year
6	249581-1	SR 826/836 Interchange	\$268	2008
7	258415-1	I-4/Selmon Expressway Right of Way	\$32	2006
		Construction	\$103	2010
7	258415-2	I-4/Selmon Expressway	\$30	2010

***Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2005/06 through 2009/10***

QUESTIONS - CENTRAL OFFICE

QUESTION 1: Is the Tentative Work Program based on a complete, balanced financial plan for the State Transportation Trust Fund and the other funds managed by the Department? Section 339.135(3)(a), F.S.

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

QUESTION 2: Is the Tentative Work Program planned so as to deplete the estimated resources of each fund? Section 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 3: When developing the Tentative Work Program were funds allocated to each district, except for the Turnpike Enterprise, according to section 339.135(4)(a), F.S.?

Have funds for new construction been based on equal parts of population and motor fuel collection?

Have funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction or repair, public transit projects (except public transit block grants as provided in section 341.052, F.S.), and other programs with quantitative needs assessments been allocated based on the results of these assessments?

Have funds for public transit block grants been allocated pursuant to section 341.052, F.S.?

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Answer: The work program funds have been allocated to each district in accordance with section 339.135(4)(a), F.S., and pertinent sections of Title 23 USC.

Funds for resurfacing, bridge repair and rehabilitation, public transit projects (except public transit block grants as provided in section 341.052, F.S.) and other needs based programs have been allocated based on annual quantitative needs assessments.

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

QUESTION 4: 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? Section 339.135(4)(b)1, F.S.

Answer: Yes. The 3 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 5: Is the Tentative Work Program developed in accordance with the Program and Resource Plan of the Florida Transportation Plan? Section 339.135(4)(b)2, F.S.

Answer: The Tentative Work Program was developed in accordance with the Program and Resource Plan of the Florida Transportation Plan. This has been done through issuance of Schedules A & B with Work Program Instructions directed to district and central

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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 6: 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? Section 339.135(4)(b)3, F.S.

Answer: To the maximum extent feasible, the Department transferred projects from the second year of the previous Adopted Work Program (05/06) to the first year of the current Tentative Work Program (05/06). 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 7: Does the Tentative Work Program clearly identify and reflect the effect of such changes and adjustments to such projects? Section 339.135(4)(b)3, F.S.

Answer: Yes.

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QUESTION 8: Does the Tentative Work Program include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan supporting the Tentative Work Program? Section 339.135(4)(b)4, F.S.

Answer: Yes. The 3 year monthly cash forecast report and the 5-year annual finance plan accompanying the Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature are balanced

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

Answer: Yes. The Department uses the Work Program Administration (WPA) system to develop the Work Program. The District Work Programs are segments of this automated system and form the basis of the Statewide Tentative Work Program.

QUESTION 10: Were the individual district work programs reviewed for compliance with the work program instructions and did the central office ensure that the work program complied with the requirements of paragraph 339.135(4)(b) and 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 Office of Work Program.

QUESTION 11: Was the Tentative Work Program for Charlotte, Collier, DeSoto, Glades, Hendry, and Lee Counties developed by the district director for the Fort Myers Urban Office? Section 20.23(4)(d), F.S.

Answer: Yes.

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QUESTION 12: 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? Section 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 (MPO), 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. Section 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 13: Does the Department's Tentative Work Program provide for a minimum variance between contract lettings? Section 337.015(2), F.S.

Answer: Yes, to the extent possible, the Department strives for a level and balanced contract letting plan throughout the production year.

QUESTION 14: Has the Department stabilized the work program to ensure the timely and systematic completion of projects? Section 337.015(4), F.S.

Answer: Yes. The Tentative Work Program to the maximum extent possible has been developed to ensure stability in the successful

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implementation of the program. The department has developed the Tentative Work Program to balance to the multi-year finance plans, cash forecast, forecast of state transportation revenues, forecast of receipt of federal aid, and forecasts of construction cost inflation factors.

In regard to production, preliminary engineering is funded 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 15:

Section 339.135(6)(b), F.S., requires the Department, at the close of business (which closing shall not be later than the 10th calendar day of the month following the end of each quarter of the fiscal year), to maintain a cash balance of not less than \$50 million or five percent of the unpaid balance of all State Transportation Trust Fund (STTF) obligations at the close of such quarter, whichever amount is less.

Does the Department's Tentative Work Program meet the above requirement? Please provide the forecasted monthly cash balances for the STTF highlighting each end of quarter cash balance through the Tentative Work Program period

Answer:

Yes. As required by law, the Department's Office of Comptroller prepares monthly cash forecasts to be submitted with the Tentative Work Program, indicating that the cash balance is greater than the statutory minimum cash balance (the lesser of \$50 million or 5% of the unpaid balance of State Transportation Trust Fund obligations) at all times. A copy of the 3 year monthly cash forecast report will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

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QUESTION 16: Section 338.241, F.S., requires the budget for the turnpike system to be so planned as to provide for a cash reserve at the end of each fiscal year of not less than five percent of the unpaid balance of all turnpike system contractual obligations, excluding bond obligations, to be paid from revenues.

Does the Department's Tentative Work Program meet the above requirement? Please provide the forecasted monthly cash balances for the Turnpike General Reserve Fund and the statutory minimum through the Tentative Work Program period.

Answer: Yes. As required by law, the Department's Office of Comptroller prepares monthly cash forecasts to be submitted with the Tentative Work Program, indicating that the Turnpike General Reserve Fund and the Turnpike Renewal and Replacement Fund monthly cash balances are greater than the statutory minimum cash balance (not less than 5% of outstanding contractual obligations) at all times. A copy of the Office of Comptroller 3 year monthly cash forecast report will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

QUESTION 17: Does the Department's Tentative Work Program provide for a minimum of 15 percent of all state revenues deposited into the STTF to be committed annually by the Department for public transportation projects, in accordance with section 206.46(3), F.S.? Please provide, by fiscal year, the annual program amounts and total state STTF allocations.

Answer: Yes. The Tentative Work Program does provide for at least the minimum as required by law of all applicable state revenues deposited into the State Transportation Trust Fund to be committed annually for public transportation projects.

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100% STATE FUNDS (PROGRAMMED)							
(\$ IN MILLIONS)							
PROGRAM	Current Year	04/05	05/06	06/07	07/08	08/09	09/10
Aviation		152.4	101.0	99.9	106.7	107.4	128.6
Transit *		114.9	142.8	149.2	149.7	137.5	140.2
Rail		45.1	148.3	110.9	80.0	107.4	118.8
Intermodal Access		153.8	113.1	85.5	33.8	43.0	43.5
Seaport Development		<u>52.5</u>	<u>53.2</u>	<u>40.0</u>	<u>48.4</u>	<u>40.0</u>	<u>51.7</u>
PTO Total		518.7	558.5	485.5	418.5	435.2	482.8
November 2004 REC **		2,291.6	2,432.3	2,526.8	2,602.6	2,694.8	2,795.1
15% of REC ***		343.7	364.8	379.0	390.4	404.2	419.3

*Does not include Transportation Disadvantaged - Commission commitments.

**State Transportation Revenue as forecast by the Revenue Estimating Conference (REC), excluding selected amounts as provided by Chapter 2000-257 Laws of Florida. November 2004 forecast used for allocating program funds.

*** For comparison of 15% minimum programmed.

QUESTION 18: 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, in accordance with sections 311.07(2) and 320.20(3) and (4), F.S.?

Answer: Yes. The Department has chosen to program \$40 Million annually.

QUESTION 19: Section 337.025, F.S., authorizes the Department to establish a program for highway projects demonstrating innovative techniques of highway construction and finance which have the intended effect of controlling time and cost increases on construction projects. The Department may enter into no more than \$120 million in such contracts annually. This cap does not apply to Turnpike Enterprise projects.

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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 in the Tentative Work Program is as follows:

Fiscal Year	2005-2006	89.5 Million
	2006-2007	16.5 Million
	2007-2008	70.4 Million
	2008-2009	11.3 Million
	2009-2010	2.0 Million

QUESTION 20: Section 339.12(4)(c), F.S., authorizes the Department to accept and receive contributions from governmental entities and enter into agreements to reimburse the governmental entity for projects not included in the adopted work program. At no time shall the total amount of project agreements for projects not included in the adopted work program exceed \$100 million. However, project advances in inland counties meeting specific criteria are excluded from the calculation of the statewide limitation.

Does the Tentative Work Program contain any such projects? If so, identify each project, the fiscal year such funds are to be committed, the dollar amount of each commitment, and the year of reimbursement. Also, please identify and provide the same information for projects located in any inland county which is excluded from the calculation of the \$100 million limitation.

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, that 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.

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ITEM	PROJECT NAME	F.Y.	JPA AGREEMENT AMOUNT (dollars)	BEGIN PAYBACK IN FISCAL YEAR
2096592	D2: Branam Field/Chaffee	2007	3,300,000	2016-2020
2132724	D2: I-10 from Branam Field/Chaffee to I/295	2008 2009	713,000 16,286,825	2010-2014
2197221	D3: SR 263 – SR 10/US 90 to SR 8/I-10 Right of Way	2002 2003	1,500,000 22,548,000	2012 2015
2296642	D4: SR 7 – SR 704/Okeechobee Boulevard to Northlake Boulevard	2005	3,500,000	2010
TOTAL			47,847,825	

QUESTION 21:

Section 215.616, F. S. allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for the purpose of financing or refinancing 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 \$300 million bond proceeds in fiscal year 2008, and \$225 million bond proceeds in fiscal year 2009 as authorized by section 215.616, F.S.

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QUESTION 22: Section 215.615, F. S., allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for the purpose of financing or refinancing fixed capital expenditures for fixed-guideway 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 23: Section 206.46(2), F. S., allows that from the revenues deposited into the STTF a maximum of seven percent each fiscal year shall be transferred into the ROW Acquisition and Bridge Construction Trust Fund to pay debt service coverage of ROW and bridge construction bonds. The annual amount transferred under this subsection shall not exceed an amount necessary to provide the required debt service coverage levels for a maximum debt service not to exceed \$200 million.

What amount of funds was transferred into the ROW Acquisition and Bridge Construction Trust Fund, if any, and what percentage is this of the STTF?

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

Description	Current	Planned (dollars in Millions)				
	2005	2006	2007	2008	2009	2010

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Annual State Revenue for STTF (REC 11/04)	2,427.0	2,650.4	2,781.1	2,864.4	2,965.4	3,075.1
7% of Annual State Revenue	169.9	185.5	194.7	200.5	207.6	215.3
Debt Service - Current Finance Plan	123.0	122.6	136.0	150.1	172.0	179.4
Debt Service as Percentage of STTF	5.1%	4.6%	4.9%	5.2%	5.8%	5.8%

QUESTION 24: Section 338.227(2), F.S., requires that all revenues and bond proceeds from the Turnpike system received by the Department pursuant to section 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.

QUESTION 25: 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.

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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.

Answer:

The table below provides by fiscal year the amounts of the Operating and Maintenance 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.

(Dollars in Thousands)

FY	SR 80	Seminole II	Suncoast	Total
2006	\$1,029	\$1,467	\$8,246	\$10,742
2007	\$1,557	\$1,523	\$8,531	\$11,611
2008	\$1,488	\$1,580	\$8,850	\$11,917
2009	\$1,325	\$1,639	\$8,463	\$11,426
2010	\$1,160	\$1,700	\$7,135	\$9,996

There is a total of \$69.4 Million in state dollars programmed for capital costs on Turnpike projects in the Tentative Work Program

- \$50.0 Million in 2005-06 is an allocation of Florida Intrastate Highway System (FIHS) funds to the Turnpike for work on the Western Beltway project which is part of the FIHS. There is no reimbursement scheduled for the \$50.0 Million, and
- \$19.4 Million in 2006-07 is an allocation of FIHS funds to the Turnpike for work on the Suncoast II project which is part of the FIHS. There is no reimbursement scheduled for the \$19.4 Million.

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QUESTION 26: Section 338.223(4), F.S., limits operating and maintenance loans on Turnpike projects to no more than 1.5 percent of the state transportation tax revenues for the same fiscal year.

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

Answer: The table below provides by fiscal year, the amounts of the Operating and Maintenance subsidies for the State Road 80, Seminole II and Suncoast project Work Program. None of these amounts will be reimbursed from Turnpike funds during the work program cycle.

(Dollars in Thousands)

FY	SR 80	Seminole II	Suncoast	Total	STTF Revenues	% of STTF
2006	\$1,029	\$1,467	\$8,246	\$10,742	\$2,587,400	.415%
2007	\$1,557	\$1,523	\$8,531	\$11,611	\$2,701,200	.430%
2008	\$1,488	\$1,580	\$8,850	\$11,917	\$2,787,500	.428%
2009	\$1,325	\$1,639	\$8,463	\$11,426	\$2,885,400	.396%
2010	\$1,160	\$1,700	\$7,135	\$9,996	\$3,001,400	.333%

QUESTION 27: Section 338.231(4), F.S., requires that, for the period of 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

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commitments, be at least 90 percent of the share of net toll collections attributed to users of the turnpike system in Dade, Broward, and Palm Beach Counties, as compared to total net total collections attributable to users of the turnpike system.

Are funds programmed so that at least 90 percent of net toll collections in Dade, Broward, and Palm Beach Counties are programmed in those counties? What is the percentage in each fiscal year during the Tentative Work Program period?

Answer:

In conformance with Florida Statute, the Turnpike Enterprise has programmed commitments equal to at least 90% of the net toll collections attributable to South Florida for the FY 1998/1999 – 2006/2007 time frame.

- 90% of the 50.0% of net toll revenue, which is attributable to South Florida, equals 45.0%.
- A 45.0% standard results in a minimum required level of commitment in South Florida of \$1,954.43 Million.
- The current Turnpike Enterprise Tentative Work Program has commitments in South Florida of \$2,142.97 Million.
- \$2,143 Million is 49.3% of toll and bond financed commitments through FY 2006/2007.

The Turnpike Enterprise exceeds the required commitments by \$189 Million, or 109.65% of the required commitment over the nine-year reporting period.

QUESTION 28:

Section 338.165(3), F.S., authorizes the Department to request the Division of Bond Finance to issue bonds secured by toll revenues collected on the Alligator Alley, Sunshine Skyway Bridge, Beeline Expressway, Navarre Bridge and Pinellas Bayway to fund transportation projects located within the county or counties in which the project is located and contained in the Adopted Work Program. Please identify by fiscal year, any such projects and amounts contained in the Tentative Work Program.

Answer:

Toll Facility	County	Project Description	Fiscal Year					
			2006	2007	2008	2009	2010	

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Sunshine Skyway	Manatee	SR 64 Automated Traffic Management System (ATMS) US 19 I-4/Crosstown Connector	\$9,631,761	\$736,000	\$9,699,998	\$17,903,731
	Pinellas Hillsborough		\$14,694,375	\$6,300,000		
Alligator Alley	Collier	Parking Facility	\$20,000	\$1,169,144		\$19,808,149

There are no project commitments programmed in FY 2009/10.

QUESTION 29:

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? Section 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? Section 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

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Administration priorities for funding.

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

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 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 funds aesthetic considerations as part of standard project development, design and construction phases in its work program. These considerations are an intrinsic design issue in all roadway design projects and are based upon project

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location and input from local governments and the public. The types and appropriateness of 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 is a standard reference for anyone designing Florida roadways.

In addition to the aesthetic considerations included in many projects, the Department provides funding specifically for landscape plantings. In compliance with Section 334.044, F.S., the Department allocates 1.5% of the amount contracted for construction on landscape plantings. These allocations are included in the Tentative Work Program as stand-alone landscaping projects, as part of highway construction projects, and as Florida Highway Beautification Council Grant Program projects.

QUESTION 31: Section 334.044(26), F.S., requires that 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 will meet this requirement through established work program instructions and reporting to ensure 1.5 percent is achieved each year.

QUESTION 32: Section 338.001(6), F.S., requires the Department to allocate funds to the Florida Intrastate Highway System (FIHS), excluding the Turnpike System, as follows:

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Beginning in fiscal year 2003/04 and for each fiscal year thereafter, the minimum amount allocated shall be based on the fiscal year 2003/04 allocation of \$450 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 2003/04.

Does the Department's Tentative Work Program meet the above requirement? Please provide the fiscal year allocations and the CPI calculated minimum amount.

Answer:

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

(dollars in Millions)

	1991-92	2005-06	2006-07	2007-08	2008-09	2009-10
CPI - July through June basis	138.2	190.3	193.4	197.5	201.7	206.5
Calculated Targets		464.2	470.7	478.6	488.6	499.1
Programmed		1,678.2	952.6	1,385.1	1,085.6	1,437.8

Note: Includes Construction, ROW, and Support that improves mobility, but excludes Turnpike and Local Funds.

QUESTION 33:

One of the Department's short range objectives directs it to commit approximately 50 percent of the highway capacity improvement program for capacity improvements on the FIHS. Please provide the dollar amount that is contained in the Tentative Work Program for right-of-way, construction, and product support for the FIHS compared to the total capacity improvement program for each fiscal year?

Answer:

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(dollars in Millions)

FIHS - Capacity Improvement	05/06	06/07	07/08	08/09	09/10	Total
Right of Way	\$451.9	\$418.0	\$199.2	\$218.1	\$271.8	\$1558.9
Product Support	\$552.4	\$554.0	\$457.3	\$363.1	\$396.7	\$2323.5
Construction	\$1399.4	\$1072.8	\$1289.6	\$873.3	\$1122.7	\$5757.8
Total	\$2403.7	\$2044.8	\$1946.1	\$1454.5	\$1791.3	\$9640.3
% Of Total Capacity	67.8%	68.6%	66.1%	57.9%	62.2%	64.9%

Non- FIHS - Capacity Improvement	05/06	06/07	07/08	08/09	09/10	Total
Right of Way	\$181.1	\$154.0	\$146.4	\$173.4	\$263.5	\$918.3
Product Support	\$325.9	\$256.2	\$283.6	\$293.4	\$286.8	\$1445.9
Construction	\$634.3	\$525.7	\$568.3	\$589.3	\$537.3	\$2854.9
Total	\$1141.4	\$935.8	\$998.3	\$1056.1	\$1087.5	\$5219.1
% Of Total Capacity	32.2%	31.4%	33.9%	42.1%	37.8%	35.1%

Total Capacity Improvement	05/06	06/07	07/08	08/09	09/10	Total
	\$3545.0	\$2980.6	\$2944.4	\$2510.5	\$2878.8	\$14859.4

QUESTION 34:

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.

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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 35: Section 339.135(4)(a)2, F.S., requires the Department to allocate at least 50 percent of any new discretionary highway capacity funds to the Florida Strategic Intermodal System.

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

Answer: The Tentative Work Program meets this requirement.

QUESTION 36: Section 339.1371(2), F.S., states that in fiscal year 2001/02 and each year thereafter, the increase in revenue to the STTF derived from ss. 1, 2, 3, 7, 9, and 10, ch. 2000-257, Laws of Florida, shall be first used by the Department of Transportation to fund the Mobility 2000 initiative and any remaining funds shall be used to fund the Florida Strategic Intermodal System.

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

Answer: Yes.

**Response to Florida Transportation Commission Questions
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QUESTIONS - CENTRAL OFFICE

QUESTION 37: Section 339.61(1), F.S., states that for purposes of funding projects under the Florida Strategic Intermodal System, the Department shall allocate from the STTF in its Program and Resource Plan a minimum of \$60 million each year, beginning in the 2004/05 fiscal year. This allocation of funds is in addition to any funding provided to the system by any other provision of law.

Please identify the funding allocated to the Florida Strategic Intermodal System for each fiscal year of the Tentative Work Program period.

Answer: Funding provided in accordance with section 339.61(1), F.S., and section 339.1371(2), F.S., is allocated to the Florida Strategic Intermodal System as follows:

(\$ in millions)

	04/05	05/06	06/07	07/08	08/09	09/10
SIS Allocations	77.5	122.5	100.0	100.0	61.8	138.2

QUESTION 38: Section 133, of Title 23 U.S.C., requires that after apportionment to the state, Surface Transportation Program funds shall be allocated accordingly: 10 percent set aside for safety construction activities, 10 percent 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.

**Response to Florida Transportation Commission Questions
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QUESTIONS - CENTRAL OFFICE

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.

QUESTION 39: Of the resurfacing projects contained in the Tentative Work Program what is the average cost to resurface a lane mile of roadway on the State Highway System in each fiscal year?

Answer:

Average Cost Per Lane Mile (in Thousand Dollars)					
Type Facility	05/06	06/07	07/08	08/09	09/10
Arterials	\$261	\$266	\$278	\$313	\$380
Interstate	\$247	\$228	\$286	---	---
Turnpike	\$246	\$354	---	---	---

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

Resurfacing data of 1/27/2005

QUESTION 40: What is the number of lane miles programmed for resurfacing in each fiscal year?

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QUESTIONS - CENTRAL OFFICE

Answer:

LM Source	05/06	06/07	07/08	08/09	09/10	Total
SHS	2,424	2,765	2,769	2,748	2,698	13,404
Off-System	11	35	23	0	0	69
Total LM's	2,435	2,800	2,792	2,748	2,698	13,473

Note: Above programmed lane miles are for Resurfacing Program (Program number 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 05/06 nor have lane miles been forecast for these FY's. Funds are boxed.

QUESTION 41:

Section 334.046(4)(a)1, F.S., requires the Department to protect the state's transportation infrastructure investment by ensuring that 80 percent of the pavement on the State Highway System meets Department standards. What is the percentage of the State Highway System (lane miles) planned to meet or exceed Department standards in each fiscal year?

Answer:

	05/06	06/07	07/08	08/09	09/10
% Meeting Standards	81%	81%	81%	81%	81%

QUESTION 42:

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

Answer:

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QUESTIONS - CENTRAL OFFICE

	05/06	06/07	07/08	08/09	09/10
Additional Lane Miles	204	186	247	228	221

QUESTION 43: What is the percentage of FDOT-maintained bridges forecast to be in need of repair in each fiscal year?

How many FDOT-maintained bridges is the Tentative Work Program capable of repairing in each fiscal year?

Answer:

	05/06	06/07	07/08	08/09	09/10
Repair	3.6%	3.2%	3.3%	3.4%	3.2%

	05/06	06/07	07/08	08/09	09/10	Total
Repair	232	214	181	185	200	1,012

QUESTION 44: What is the percentage of FDOT-maintained bridges forecast to be in need of replacement in each fiscal year?

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

Answer:

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QUESTIONS - CENTRAL OFFICE

	05/06	06/07	07/08	08/09	09/10
Replace %	0.9%	1.1%	1.1%	1.1%	1.2%

	05/06	06/07	07/08	08/09	09/10	Total
Replace	2	1	4	12	6	25

QUESTION 45: Section 334.046(4)(a)2, F.S., requires the Department to protect the state's transportation infrastructure investment by ensuring that 90 percent of Department- maintained bridges meet Department standards. What is the percentage of FDOT-maintained bridges forecast to meet or exceed standards in each fiscal year?

Answer:

	05/06	06/07	07/08	08/09	09/10
% Meeting Standards	96%	96%	96%	96%	96%

QUESTION 46: Section 334.046(4)(a)3, F.S., requires the Department to protect the state's transportation infrastructure investment by ensuring that it achieves 100 percent of the acceptable maintenance standard on the State Highway System. What is the acceptable maintenance standard planned to be achieved on the State Highway System in each fiscal year?

Answer:

	05/06	06/07	07/08	08/09	09/10
% Meeting Standards	100%	100%	100%	100%	100%

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QUESTIONS - CENTRAL OFFICE

QUESTION 47:

What dollar amount is contained in the Tentative Work Program for the intermodal development program for each fiscal year? Please provide the dollar amount broken down by rail, port access, airport access, multi-modal terminals, transit, and future projects. Also, please identify any significant (defined as being greater than \$1 million) intermodal projects funded in this Tentative Work Program. List the projects by name, description of the work, project phase(s), total state funds, and funds provided by other sources.

Answer:

(\$ in millions)

Program	05/06	06/07	07/08	08/09	09/10	Total
Rail	26.5	166.0	0.3	0.0	0.0	192.8
Future Projects	13.8	17.5	17.3	20.9	27.5	97.0
Port Access	2.0	1.0	2.5	2.6	3.7	11.8
Airport Access	2.6	2.1	2.9	2.0	2.6	12.2
Multi-Modal Terminals	101.8	24.4	10.4	23.9	11.8	172.3
Transit	0.0	0.4	0.3	1.7	0.6	3.0
Total	146.7	211.4	33.7	51.1	46.2	489.1

INTERMODAL DEVELOPMENT PROGRAM
SIGNIFICANT PROJECTS GREATER THAN \$1,000,000 (EXCLUDES BOXES)
SNAPSHOT 1-6-2005

BUDGET G	FISCAL		PHAS E	FUND	ESTIMATE D AMOUNT	DESCRIPTION	TYPE OF WORK
DISTRICT	YEAR	ITEM NO.					
02	2006	209545-1	43	STATE	2,607,038	MARTIN LUTHER KING, JY PARKWAY	INTERCHANGE - MAJOR

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QUESTIONS - CENTRAL OFFICE

06	2006	249643-1	32	STATE	2,000,000	MIAMI INTERMODAL CENTER	PRELIMINARY ENGINEERING
01	2006	405447-1	94	STATE	1,000,000	PORT MANATEE	ACCESS IMPROVEMENT
06	2006	406800-2	52	FEDERAL	13,482,000	MIAMI INTERMODAL CENTER	ACCESS IMPROVEMENT
06	2006	408320-3	94	STATE	18,794,000	MIAMI INTERMODAL CENTER	TRANSIT IMPROVEMENT
04	2006	408426-1	94	STATE	1,500,000	DOUBLE TRACK SEG#5 FFGA	LOAN PAYBACK
07	2006	412746-1	94	STATE	2,239,415	TAMPA PORT AUTHORITY	SEAPORT IMPROVEMENT
05	2006	412994-2	32	STATE	3,250,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2006	412994-2	32	LOCAL	3,250,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2006	412994-2	32	FEDERAL	6,500,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2006	412994-2	43	STATE	3,250,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2006	412994-2	43	LOCAL	3,250,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2006	412994-2	43	FEDERAL	6,500,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
06	2006	416108-1	94	STATE	1,404,275	FEC UPGRADE-MEDLEY	RAIL IMPROVEMENT
01	2006	418424-1	94	STATE	1,164,000	SARASOTA BRADENTON	ACCESS IMPROVEMENT
13	2006	418443-1	58	SIB	43,330,245	RIGHT OF WAY ACQUISITION DRY STORAGE TRANSIT	SEAPORT IMPROVEMENT
13	2006	418447-1	58	SIB	<u>4,500,000</u>	WAREHOUSE	SEAPORT IMPROVEMENT
					118,020,973		
02	2007	209545-1	43	STATE	2,901,286	MARTIN LUTHER KING, JR PARKWAY	INTERCHANGE - MAJOR
03	2007	222469-1	62	STATE	1,374,633	SR 8A (I-110)	INTERCHANGE - MAJOR
06	2007	249643-1	32	STATE	2,000,000	MIAMI INTERMODAL CENTER	PRELIMINARY ENGINEERING
04	2007	408426-1	94	STATE	1,125,000	DOUBLE TRACK SEG#5 FFGA	LOAN PAYBACK
04	2007	408427-1	94	STATE	1,500,000	DOUBLE TRACK SEG#5 FFGA	LOAN PAYBACK
01	2007	412255-1	94	STATE	1,166,667	PIPER ROAD CORRIDOR	ACCESS IMPROVEMENT
07	2007	412746-1	94	STATE	4,103,241	TAMPA PORT AUTHORITY	SEAPORT IMPROVEMENT
05	2007	412994-2	52	STATE	37,215,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2007	412994-2	52	LOCAL	37,215,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2007	412994-2	52	FEDERAL	74,430,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2007	412994-2	62	STATE	4,285,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2007	412994-2	62	FEDERAL	8,570,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
05	2007	412994-2	62	LOCAL	4,285,000	COMMUTER RAIL	RAIL SERVICE DEMONSTRATION
06	2007	415240-1	52	STATE	5,702,850	MIAMI INTERMODAL CT	LANDSCAPING
06	2007	416511-1	52	STATE	<u>1,500,000</u>	SR 953/LE JEUNE RD	ITS SURVEILLANCE SYSTEM

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QUESTIONS - CENTRAL OFFICE

					187,373,677		
02	2008	209545-1	43	STATE	1,757,274	MARTIN LUTHER KING, JR PARKWAY	INTERCHANGE - MAJOR
02	2008	209545-1	45	STATE	500,000	MARTIN LUTHER KING, JR PARKWAY	INTERCHANGE - MAJOR
01	2008	412255-1	94	STATE	1,958,333	PIPER ROAD CORRIDOR	ACCESS IMPROVEMENT
07	2008	412746-1	94	STATE	2,500,000	TAMPA PORT AUTHORITY	SEAPORT IMPROVEMENT
01	2008	414402-1	94	STATE	1,000,000	PORT MANATEE	CONSTRUCT/EXPAND CARGO FACILITY
06	2008	418208-1	52	STATE	<u>4,495,359</u>	PERIMETER ROAD	ADD LANES AND RECONSTRUCT
					12,210,966		
02	2009	217417-1	43	STATE	1,000,000	JACKSONVILLE_JTC	MODAL SYSTEMS PLANNING
04	2009	403984-1	52	STATE	2,000,000	ELLER DR/ICTF	PD&E/EMO STUDY
04	2009	408427-2	94	FEDERAL	1,500,000	TRI-RAIL EXTENSION	LOAN PAYBACK
01	2009	410665-1	94	STATE	1,000,000	PORT MANATEE	ADD LANES & REHABILITATE PAVEMENT
07	2009	412746-1	94	STATE	2,400,000	TAMPA PORT AUTHORITY	SEAPORT IMPROVEMENT
07	2009	414594-1	94	STATE	1,000,000	PSTA	ACCESS IMPROVEMENT
01	2009	416267-1	94	STATE	1,500,000	SWFIA MIDFIELD	ACCESS IMPROVEMENT
06	2009	418211-1	94	STATE	<u>2,950,244</u>	FEC DWNT.LEAD TRACK	RAIL IMPROVEMENT
					13,350,244		
04	2010	408427-2	94	FEDERAL	1,500,000	TRI-RAIL EXTENSION	LOAN PAYBACK
06	2010	408834-1	5A	STATE	2,400,000	MIAMI INTERMODAL CT	INTERCHANGE - MAJOR
07	2010	412746-2	94	STATE	2,500,000	TAMPA PORT AUTHORITY	SEAPORT IMPROVEMENT
06	2010	413754-3	94	STATE	1,969,929	N.W. 7TH AVE TRANSIT HUB	PUBLIC TRANSPORTATION SHELTER
01	2010	416267-1	94	STATE	2,100,000	SWFIA MIDFIELD	ACCESS IMPROVEMENT
01	2010	417988-1	94	STATE	1,000,000	PORT MANATEE	SEAPORT IMPROVEMENT
06	2010	418079-1	94	STATE	1,500,000	MDTA/W. DADE TRANSIT HUB	PUBLIC TRANSPORTATION SHELTER
06	2010	418084-1	94	STATE	1,000,000	MDTA/METRORAIL	FIXED GUIDEWAY IMPROVEMENTS
07	2010	418359-1	94	STATE	1,000,000	TAMPA INT'L AIRPORT	ACCESS IMPROVEMENT
01	2010	418425-1	94	STATE	<u>2,917,000</u>	SOUTHWEST FLORIDA INTI AIRPORT	ACCESS IMPROVEMENT
					17,886,929		
					<u><u>348,842,789</u></u>		

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QUESTION 48: The FIHS program shall be developed in accordance with the "Florida Intrastate Highway System Program Development Procedure," (*Topic No.: 525-030-255,*) dated May 21, 2003. Note: Section 1.1 of this policy states that the State Highway Engineer is responsible for defining and prioritizing preservation and safety projects. The State Transportation Planner is responsible for developing and periodically updating the FIHS Cost Feasible Plan and annually updating the Ten-Year FIHS Plan consistent with the schedule for developing the Five-Year Work Program, in collaboration with the District planning staffs and the Work Program Development and Operations staff to determine the priority corridors identified for capacity improvement.

Does the Tentative Work Program implement the Florida Intrastate Highway System Program Development Policy? If not, please explain.

Answer: In accordance with the "Florida Intrastate Highway System Program Development Procedure," (Topic Number 525-030-255-b) dated May 21, 2003, the Intrastate Program has been developed in coordination with the Assistant Secretaries for Finance and Administration, Engineering and Operations, and Intermodal Systems Development and the Districts.

QUESTION 49: 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 may match one-half of the non-federal share. Section 339.135(3)(d), F.S.

Are there exceptions to the above match requirements in the Tentative Work Program? If so, please specify.

Answer: Yes, the Tentative Work Program was developed to implement this policy. However, the Department will fully match certain

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QUESTIONS - CENTRAL OFFICE

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 50: Have there been loans and/or credit enhancements provided to government units and private entities for use in constructing and improving transportation facilities from the state-funded state infrastructure bank? 339.55(1), F.S.
If yes, please identify the governmental or private entity and loan amount for each fiscal year.

Answer: Yes, the projects programmed are noted below.

Entity	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
District 1 - US 41	\$2,696,400	\$1,820,100			
District 1 - SR 739	\$2,244,400	\$1,515,000			
District 5 - SR 50	\$3,298,300	\$6,499,700	\$24,001,100	\$36,461,000	\$24,430,300
District 6 - MIC	\$11,250,000	\$5,000,000	\$1,250,000		

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Manatee County Port Authority	\$4,500,000				
Better Jacksonville Plan	\$18,000,000	\$2,000,000			
Jacksonville Port Authority	\$24,377,200	\$18,953,100			
BluePrint 2000	\$10,178,400	\$4,523,700	\$1,130,900		
BluePrint 2000	\$12,634,700	\$13,711,200	\$346,400		
South Florida Regional Transportation Authority	\$2,500,000				
Central Florida Regional Transportation Authority	\$725,000				
Orlando-Orange County Expressway Authority	\$7,480,000	\$5,250,000	\$5,050,000	\$4,110,000	
Miami-Dade Expressway Authority	\$5,000,000				
Miami-Dade Expressway Authority	\$3,139,000				
Miami International Airport	\$15,000,000	\$22,500,000	\$10,000,000	\$2,500,000	
Tampa-Hillsborough County Expressway Authority	\$4,000,000	\$6,000,000	\$3,000,000		

QUESTION 51: There has 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. Section 339.2817(1), F.S.

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What dollar amount, by fiscal year, has been provided in the Tentative Work Program for grants under this provision?

Answer:	FY 05/06	\$21.76 Million
	FY 06/07	\$44.64 Million
	FY 07/08	\$45.6 Million
	FY 08/09	\$46.72 Million
	FY 09/10	\$47.68 Million

QUESTION 52: There has 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. Section 339.2818(1), F.S.

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 Tentative Work Program? Section 339.2818(5), F.S.

Answer: Yes, if requested by the recipient.

QUESTION 53: Sections 339.2816(3) and (5), F.S., allows the Department, beginning with fiscal year 1999/00 through fiscal year 2009/10, to use up to \$25 million annually from the State Transportation Trust Fund for the purpose of funding the Small County Road Assistance Program. The section also requires the Department to include in the Tentative Work Program all projects funded under the Small County Road Assistance Program.

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QUESTIONS - CENTRAL OFFICE

Does the Tentative Work Program contain any such projects? If so, identify by county and by fiscal year the amount contained in the Tentative Work Program for the Small County Road Assistance Program.

Answer: The Department has programmed \$25 million per year for the Small County Road Assistance Program.

YR	ITEM NO	COUNTY	DESCRIPTION	ESTIMATE
CENTRAL OFFICE				
2005	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	696,083
2005	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	2,477,737
2006	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	625,716
2007	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	25,000,000
2008	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	25,000,000
2009	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	25,000,000
2010	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	25,000,000
DISTRICT 1				
2006	4184551	DeSOTO	CR 769 SWEETWATER ROAD	320,713
2005	4140491	HARDEE	ROAD	1,439,510

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QUESTIONS - CENTRAL OFFICE

2006	4186621	HARDEE	DANSBY ROAD	FROM WEST MAIN STREET	TO WEST MAIN STREET	656,033
2006	4184541	HENDRY	BLUMBERG RD/ROGER RD	FROM 0.5 MI S OF CR 835	TO PALM BEACH CO/L	874,711
DISTRICT 2						
2005	4068118	BAKER	CR 127N	FROM GRIFFIS CURVE	TO CR 125	691,529
2005	2079782	BRADFORD	CR 18	FROM SR 235	TO SR 100	2,466,643
2005	4133551	BRADFORD	NW CR 235	SR 100	CR 229	750,803
2005	2116832	COLUMBIA	CR 240	SR 247	SR 25/US 41	1,675,195
2005	2116892	COLUMBIA	CR 252	SR 25/US 41	CR 241	1,257,736
2006	4173131	COLUMBIA	CR 242	FROM SR 247	TO SR 47	678,047
2006	4173141	COLUMBIA	CR 133 EXTENTION	FROM SR 25	TO SE CR 252	461,993
2005	4068146	DIXIE	FOREST HILLS RD	SR 349	OAK ST	158,487
2006	4173011	DIXIE	CR 351 A SOUTH	FROM CR 351 (SR55)	TO (SR55) CR 351	415,342
2005	2121361	GILCHRIST	CR 340	DIXIE COUNTY LINE	US 129/SR 49	455,139
2005	2121462	GILCHRIST	CR 319	LEVY COUNTY LINE	SR 26	423,526
2006	4173161	GILCHRIST	CR 339	FROM LEVY COUNTY LINE	TO US 129 / SR 49	325,976
2005	2121981	HAMILTON	BAKERS MILL ROAD	CR 6	GEORGIA STATE LINE	996,790
2005	2122041	HAMILTON	CR 143	CR 141	GEORGIA STATE LINE	1,064,109
2006	4173171	HAMILTON	CR 146	FROM SR 6	TO CR 143	1,354,636
2006	4173181	HAMILTON	CR 25A	FROM US 41 (MEMORIAL RD)	TO CR 132	1,537,597
2006	2123372	LAFAYETTE	CR 251A	FROM CR 251	TO US 27 / SR 20	559,524
2005	2124552	LEVY	CR 341	US 19	GILCHRIST COUNTYT LINE	836,609

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2006	4173191	LEVY	CR 337	FROM CR 326	TO SR 500/US27	1,613,696
2005	2125042	MADISON	CR 591	SR 145	CR 150	1,050,278
2006	4068185	MADISON	CR 255	FROM SR 6	TO CR 254 TO DUVAL COUNTY	805,172
2006	4173201	NASSAU	FORD ROAD	FROM SR 200/ US 301 FROM CARROLLS	LINE TO EAST OF	466,513
2006	4173211	NASSAU	CR 108	CORNER	HILLIARD	1,316,440
2005	2122572	PUTNAM	CR 308	FROM CR 309	TO US 17 TO ST. JOHNS	1,191,406
2006	4068197	PUTNAM	RD/COMMERCIAL	FROM CR 207 A	COUNTY LINE	1,122,546
2005	2126912	SUWANNEE	CR 136A	US 129/SR 51	CR 136	990,157
2005	2127411	SUWANNEE	RIVER RD	CR 136	US90/SR10	1,037,435
2006	4173231	SUWANNEE	40TH ST/145TH RD	FROM 167TH RD	TO CR 795	874,711
2006	4173241	SUWANNEE	180TH ST/165TH RD	FROM SR 51	TO CR 252	1,221,826
2005	2128092	TAYLOR	CR 356	SR 55/US221	US 27/SR 20	859,895
2006	2128763	UNION	CR 229	FROM BRADFORD C/L	TO BAKER C/L TO COLUMBIA	1,301,862
2006	2128811	UNION	CR 18	FROM SR 121	COUNTY LINE	933,317
DISTRICT 3						
2006	4089741	CALHOUN	CR 274 WEST CR 268 SOLOMON	FROM CR 167 FROM SR 10 (US 90)	SR 71 TO SR 10 (US 90)	2,522,959
2005	4113461	GADSDEN	DAIRY CR 268	GRETNA FROM SR 10 (US 90)	QUINCY TO JOE ADAMS	735,138
2005	4113462	GADSDEN	HIGHBRIDGE RD	MIDWAY	ROAD GEORGIA STATE	1,281,446
2006	4184491	GADSDEN	CR 65	FROM SR 12	LINE	1,199,229
2005	4133641	HOLMES	CR 10A EAST	FROM SR 10 (US 90) FROM SR 75 (US 231)	TO SR 10 (US 90) TO SR 75 (US 231)	241,330
2005	4113511	JACKSON	LAKE POINT DRIVE	LEG A	LEG B	585,401

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2005/06 through 2009/10**

QUESTIONS - CENTRAL OFFICE

2005	4113671	JACKSON	BUMP NOSE ROAD	FROM SR 10 (US 90)	TO END OF PAVEMENT TO CR 166 CAVERNS	282,257
2006	4184501	JACKSON	OLD US ROAD	FROM SR 10 (US 90)	ROAD	482,841
2006	4184511	JACKSON	CR 162 CR 147/259 MAIN	FROM SR 273 RD FROM SR 57 (US	TO SR 75 (US 231) TO LEON COUNTY	712,890
2005	4133681	JEFFERSON	LAKE	19) FROM TELOGIA	LINE	1,510,075
2005	4113541	LIBERTY	CR 1641	CREEK BRIDGE FROM SR 375 (US	TO SR 12	543,626
2005	4072501	WAKULLA	CR 372 SURF ROAD	319) FROM END OF	TO SR 30 (US 98)	1,279,189
2006	4184521	WAKULLA WASHINGT	CR 368	PAVEMENT	TO US (319)	743,942
2006	4184531	ON	CR 273	FROM CR 277	TO LEDGER ROAD	1,871,882

QUESTION 54: Section 212.0606(2)(b), F.S., states that in FY 2007/08 and each year thereafter, the proceeds deposited in the STTF from the rental car surcharge shall be allocated on an annual basis in the work program to each district, except the Turnpike Enterprise. The amount allocated for each district shall be based upon the amount of proceeds collected in the counties within each respective district.

Were the proceeds deposited in the STTF from the rental car surcharge allocated to the districts based upon the amount collected in those districts?

Answer: Yes. Allocation of these funds are shown on the detailed allocation of DS funds included in Schedule A that has been provided.

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QUESTION 55: One of the Department's short range objectives is to improve the efficiency of the transportation system by deploying Intelligent Transportation Systems (ITS) technology on critical state corridors.

Please provide the total dollar amount (statewide and district funds) allocated to ITS projects for each year of the work program by district.

Answer: Provided below are the amounts specifically programmed for ITS project phases from the ITS Cost Feasible Plan (CFP) in the Tentative Work Program (2006- 2010). The CFP provides for the deployment of ITS devices on the Florida Intrastate Highway System (FIHS) limited access facilities or support the operation of these devices to better manage traffic on these facilities. These estimates exclude operations and maintenance costs covered in the Maintenance program.

The funding breakout in the table reflects the funding levels as updated in the second annual update of the CFP completed January 21, 2005.

ITS Cost Feasible Plan FY2006 through FY2010						
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
District 1	\$0.01	\$0.30	\$0.50	\$13.82	\$0.00	\$14.63
District 2	\$4.40	\$0.00	\$0.00	\$0.00	\$1.36	\$5.76
District 3	\$0.00	\$3.08	\$25.77	\$5.62	\$6.40	\$40.88
District 4	\$4.33	\$38.67	\$25.51	\$9.76	\$3.93	\$82.21
District 5	\$23.70	\$3.42	\$0.00	\$0.00	\$0.00	\$27.12
District 6	\$2.64	\$5.64	\$0.50	\$5.06	\$5.08	\$18.92
District 7	\$19.99	\$15.82	\$5.66	\$13.78	\$3.22	\$58.47

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Turnpike	\$23.04	\$32.33	\$6.98	\$7.26	\$7.48	\$77.09
Central Office	\$11.02	\$7.52	\$7.73	\$5.09	\$2.71	\$34.07
TOTAL	\$89.14	\$106.79	\$72.65	\$60.40	\$30.18	\$359.15

Note: Amounts in millions of dollars

Funds have been set aside to provide for the replacement of ITS equipment and ITS operations costs that must be programmed to levels approved by the Executive Board on July 13, 2004. Equipment replacement program and Operations cost levels are allocated to districts through Schedule B of the Work Program Instructions.

Executive Set-aside for ITS Maintenance FY2006 - FY2010						
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
Operations	\$6.42	\$7.26	\$7.45	\$8.59	\$9.79	\$39.52
Equipment Replacement	\$2.22	\$1.14	\$2.25	\$1.51	\$1.74	\$8.85
TOTAL	\$8.64	\$8.40	\$9.70	\$10.10	\$11.53	\$48.37

QUESTION 56:

There is an annual set aside of at least \$25 million in statewide funds for high priority projects on the major FIHS limited access corridors of I-4, I-10, I-75, I-95, and the Turnpike. Please provide the annual dollar amount by fiscal year in statewide funds allocated to ITS projects on these major corridors.

Answer::

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Statewide Funded ITS Project Totals for FY 2006 - 2010					
FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
\$66.85	\$75.64	\$42.63	\$52.64	\$21.70	\$259.45

Note: Amounts in millions of dollars

QUESTION 57: The Executive Committee has allocated \$35 million in FY 2005/06 to provide focus and direction for the Department in the reduction of serious injuries and fatalities on public roads. Funding for future years is contingent upon a new federal transportation act. Each district (excluding the Turnpike enterprise) is to be allocated \$5 million each. Have these funds been distributed accordingly?

Answer:: The funds have been distributed to the Districts and have been programmed in the Tentative Work Program.

Commission Members



Earl Durden
Chairman



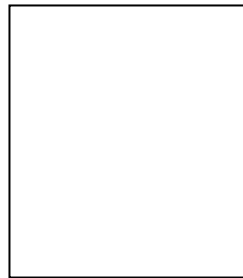
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Vice Chairman



Janet Watermeier
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Sidney Calloway



Vacant



Heidi Eddins



Gasper Lazzara, Jr.



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