



# REVIEW OF THE DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM FY 2006/07 THROUGH 2010/11

Pompano Beach FL  
19 July 2003  
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## A Report by the Florida Transportation Commission

March 21, 2006



ANJIN HEJU  
PANAMA

# *FLORIDA TRANSPORTATION COMMISSION*

*James W. Holton, Chairman  
Janet Watermeier, Vice Chair  
Sidney Calloway, Secretary  
Gabriel Bustamante  
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Marty Lanahan  
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*Jeb Bush  
Governor*

March 21, 2006

Honorable Jeb Bush  
Governor  
The Capitol  
Tallahassee, Florida

Honorable Lisa Carlton, Chair  
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 7, 2006 the Florida Transportation Commission (FTC) conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2006/07 through FY 2010/11*. The Secretary of the Department, assistant secretaries, district secretaries, 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 a record level \$36.9 billion over the five year period. It constitutes an increase of \$7.1 billion, or 23.9%, over last year's level. Also, \$31.9 billion, or 86.5% of the work program is dedicated to Product and Product Support phases. This Tentative Work Program will construct an additional 1,035 new lane miles of roadway, resurface/reconstruct 15,116 lane miles of existing roadway, repair 252 bridges and replace 68. Approximately \$4.3 billion is dedicated to the public transportation program - a 40% increase

over the last Tentative Work Program.

The Commission found this Tentative Work Program to be based on a balanced five-year financial plan and 36-month cash forecast of receipts and expenditures. The Department is required to maintain an available cash balance of 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 \$287.5 million, which complies with the statutory minimum. The average annual low point cash balance is projected to be only 9.5% of the forecasted average outstanding obligation of \$8.1 billion.

Stability of project schedules in this Tentative Work Program dropped 7.3 percentage points from last year's, with 83.9% 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. The drop in stability is largely due to unprecedented cost increases in right of way and construction materials. Cost estimates in the adopted work program have increased by over \$2 billion. The Department was able to cover approximately \$1 billion of the increase through new flexible funds. The remaining \$1 billion was mitigated through the deferral of projects both within and beyond the five-year Tentative Work Program. Although this was a difficult task, the Department is required by law to submit a balanced work program based on anticipated revenue.

You will note there is a supplement to the Tentative Work Program Review entitled "Progress Report on the Implementation of the Strategic Intermodal System." The 2005 Legislature passed HB 1681 requiring the FTC to conduct an annual assessment of the progress made by the Department and its transportation partners to realize the goals of economic development, improved mobility, and increased intermodal connectivity of the Strategic Intermodal System (SIS). Because the mechanisms are not yet in place to meet the true intent of the legislation, this first assessment will focus primarily on funding and commitment levels. The Commission will continue working closely with the Department to identify baseline data and metrics which can be employed during the next annual assessment.

The Tentative Work Program has a total of \$10.6 billion programmed on the SIS for capacity improvements. This is 67% of the total capacity improvement program of \$15.9 billion. Of this \$10.6 billion for capacity improvements, \$9.3 billion is programmed for highway capacity improvements, \$356.8 million for aviation, \$254.6 million for seaport, \$565.9 million for rail, and \$166.1 million for intermodal capacity improvements. The Department's total investment in the SIS since the System's designation on July 1, 2003, including actual and planned investments through this Tentative Work Program, totals approximately \$17.9 billion.

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

Respectfully,

A handwritten signature in black ink, appearing to read "James W. Holton". The signature is fluid and cursive, with a long horizontal stroke at the end.

James W. Holton, 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. Denver Stutler, Secretary of Transportation  
          Mr. Mike Hansen, Director,  
          Office of Policy and Budget, Governor's Office  
          Mr. David C. Gibbs, 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(4)(g), F.S.

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# TABLE OF CONTENTS

	<u>Page</u>
Executive Summary	v
Overview of the Tentative Work Program	1
Financial Soundness	18
Overview of Florida Intrastate Highway System (FIHS)	27
Overview of Intermodal Development Program	31
Stability of Project Schedules	35
Linkage of Work Program with Long Range Goals and Short Range Objectives	46
Production Capacity	50
Compliance With Approved Local Government Comprehensive Plans	51
Objections and Requests by Metropolitan Planning Organizations	52
Transportation Regional Incentive Program	54
County Transportation Programs	56
Florida Strategic Intermodal System Funding	59
Florida Intrastate Highway System Funding	61
Public Transportation Funding	63
Fund Distribution	65
State Comprehensive Enhanced Transportation System Tax Distribution	66
Compliance With Applicable Laws and Policies	67
Public Comments	68
Projects Changed After Public Hearing	69
Appendix - FTC Questions with Department Responses	

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# EXECUTIVE SUMMARY

On March 7, 2006, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2006/07 through FY 2010/11*. The Secretary of the Department, assistant secretaries, seven district secretaries, 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 \$36.9 billion over the five-year period - another record level. It is \$7.1 billion, or 23.9% larger, than the previous one, with \$31.9 billion, or 86.5% of the work program dedicated to Product and Product Support phases. This Tentative Work Program will construct an additional 1,035 new lane miles of roadway, resurface/reconstruct 15,116 lane miles of existing roadway, repair 252 bridges and replace 68. Approximately \$4.3 billion is dedicated to the public transportation program.

The Commission found this tentative work program to be based on a balanced five-year financial plan and 36-month cash forecast of receipts and expenditures. The Department is required to maintain an available cash balance of 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 \$287.5 million, which complies with the statutory minimum. The average annual low point cash balance is projected to be 9.5% of the forecasted average outstanding obligation of \$8.1 billion.

## ***Policies/Issues Impacting the Tentative Work Program***

There were a few policies and issues which impacted the development of this tentative work program, including:

### ***Impact of the New Growth Management Legislation***

Senate Bill 360, passed by the 2005 Florida Legislature and signed into Law by Governor Bush updated the state's growth management framework. The bill will provide an additional \$7.5 billion in product over a ten year period. Approximately \$4.1 billion of the growth management funds are programmed in this Tentative Work Program. Approximately \$2.5 billion of that is programmed for the Strategic Intermodal System, \$924 million for the Transportation Regional Incentive Program, \$409 million for

the New Starts Transit Program, \$175 million for the Small County Outreach Program and \$100 million for the State Infrastructure Bank.

#### *Infusion of New Funds into the TWP*

This Tentative Work Program has grown approximately \$7.1 billion over last year's. Besides the \$4.1 billion in new Growth Management funds, this Tentative Work Program also includes \$1.3 billion in new federal funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), and approximately \$1 billion in new state funds based on calculations from the State Revenue Estimate Conference.

#### *Impact of Project Cost Estimate Increases*

Abnormal cost increases have resulted in the deferral of some projects both within the five year work program period and beyond. Project cost estimates have increased by over \$2 billion. Approximately \$1 billion dollars of this increase has been covered through new flexible funds. The remaining \$1 billion was covered by moving \$644 million worth of projects to a later year within the Tentative Work Program and \$360 million worth of projects outside the five year Tentative Work Program period.

#### *Stability of Project Schedules*

Stability of project schedules in this Tentative Work Program dropped 7.3 percentage points from last year's with 83.9% 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. Of the 287 project phases that were deferred, moved out or deleted from the Tentative Work Program, 42.2% were due to requests by local governments or other funding entities. Project cost estimate increases accounted for 24.7%, while Department priority changes accounted for another 18.4%.

#### *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 *2025 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 all five short-range objectives that are measured directly through the work program.

#### *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 eight projects or project phases that are inconsistent with approved local government comprehensive plans. The Department is working with DCA to resolve these inconsistencies.

***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.

***The Florida Strategic Intermodal System (SIS)***

The 2005 Legislature passed HB 1681 charging the Transportation Commission with conducting an annual assessment of the progress that the department and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the Strategic Intermodal System (SIS). This assessment must be conducted as part of the annual Tentative Work Program Review. This first annual assessment is presented as a supplement to the Tentative Work Program Review entitled "Progress Report on the Implementation of the Strategic Intermodal System."

This first assessment will focus primarily on funding and commitment levels since baseline measures from which to assess progress towards the three goals have yet to be completed. The Transportation Commission will be working closely with the Department to identify baseline data and develop metrics which can be employed during the next annual assessment.

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

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# OVERVIEW OF THE TENTATIVE WORK PROGRAM FOR FY 2006/07 THROUGH 2010/11

*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

This Tentative Work Program totals \$36.9 billion, approximately \$7.1 billion larger than last year's Tentative Work Program. \$31.9 billion or 86.5% is planned in Product and Product Support.

The Tentative Work Program will let contracts to:

- Construct 1,035 additional lane miles of roadway;
- Resurface/reconstruct 15,116 lane miles of existing roadway;
- Repair 252 bridges; and,
- Replace 68 bridges.

The Tentative Work Program includes \$4.3 billion for Public Transportation.

Illustrative statistics on the Tentative Work Program:

- Number of Fund Categories – 266
- Number of Projects – 7,817
- Number of Project Phases – 12,836

***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. Also, funding levels are based on the February 14, 2006 tape.***

## PROGRAMS/POLICIES/ISSUES IMPACTING THE TENTATIVE WORK PROGRAM

### IMPACT OF THE NEW GROWTH MANAGEMENT LEGISLATION

Senate Bill 360, passed by the 2005 Florida Legislature and signed into Law by Governor Bush updated the state's growth management framework and is intended to close the gap between new development and the construction of needed transportation infrastructure. The bill will provide an additional \$7.5 billion in product over a ten year period. Approximately \$4.1 billion of the growth management funds are programmed in this Tentative Work Program. Of the \$4.1 billion, approximately \$2.5 billion is programmed for the Strategic Intermodal System, \$924 million is programmed for the Transportation Regional Incentive Program, \$409 million is programmed for the New Starts Transit Program, \$175 million for the Small County Outreach Program and \$100 million for the State Infrastructure Bank.

### INFUSION OF NEW FUNDS INTO THE TWP

As noted on page 3 of this Review, the FY 2006/07-2010/11 Tentative Work Program has grown approximately \$7.1 billion over last year's Tentative Work Program. Besides the \$4.1 billion in new Growth Management funds, this Tentative Work Program also includes an additional \$1.3 billion in federal funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), and approximately \$1 billion in new state funds as a result of the State's strong economy as estimated by the State Revenue Estimate Conference.

### IMPACT OF PROJECT COST ESTIMATE INCREASES

The Department of Transportation, as well as the country as a whole, has been impacted by significant increases in the cost of constructing transportation facilities. These cost increases are the result of a "hot" construction market, additional work resulting from the impact of eight hurricanes in Florida, labor and material shortages, and the increase in the cost of right of way and fuel. These abnormal cost increases have resulted in the deferral of some projects both within the five year work program period and beyond. Project cost estimates have increased by over \$2 billion. Approximately, \$1 billion dollars of this increase has been covered through new flexible funds as the result of federal reauthorization (SAFETEA-LU) and an increase in state transportation revenue. In order to balance the Tentative Work Program, projects in the Department's Adopted Work Program in fiscal years 05/06 through 07/08 were either moved to a later year within the Tentative Work Program (\$644 million worth of projects) or moved outside the five year Tentative Work Program (\$360 million worth of projects) to cover the remaining \$1 billion in increases.

## COMPARISON OF TENTATIVE WORK PROGRAMS

### TOTAL WORK PROGRAM

<i>(in Millions)</i>	06/07-10/11	05/06-09/10	DOLLAR DIF.	PERCENT DIF.
Product	\$25,255.41	\$19,206.62	\$6,048.79	31.49%
Product Support	\$6,617.98	\$5,666.79	\$951.19	16.79%
Operations & Maintenance	\$4,155.35	\$4,086.86	\$68.49	1.68%
Administration	\$840.19	\$809.65	\$30.54	3.77%
<b>Total</b>	<b>\$36,868.93</b>	<b>\$29,769.92</b>	<b>\$7,099.01</b>	<b>23.85%</b>

### PRODUCT

<i>(in Millions)</i>	06/07-10/11	05/06-09/10	DOLLAR DIF.	PERCENT DIF.
Construction	\$17,220.65	\$13,044.65	\$4,176.00	32.01%
Right of Way	\$2,945.21	\$2,497.93	\$447.27	17.91%
Public Transportation	\$4,319.53	\$3,091.40	\$1,228.12	39.73%
Other *	\$770.03	\$572.63	\$197.40	34.47%
<b>Total</b>	<b>\$25,255.41</b>	<b>\$19,206.62</b>	<b>\$6,048.79</b>	<b>31.49%</b>

### CONSTRUCTION

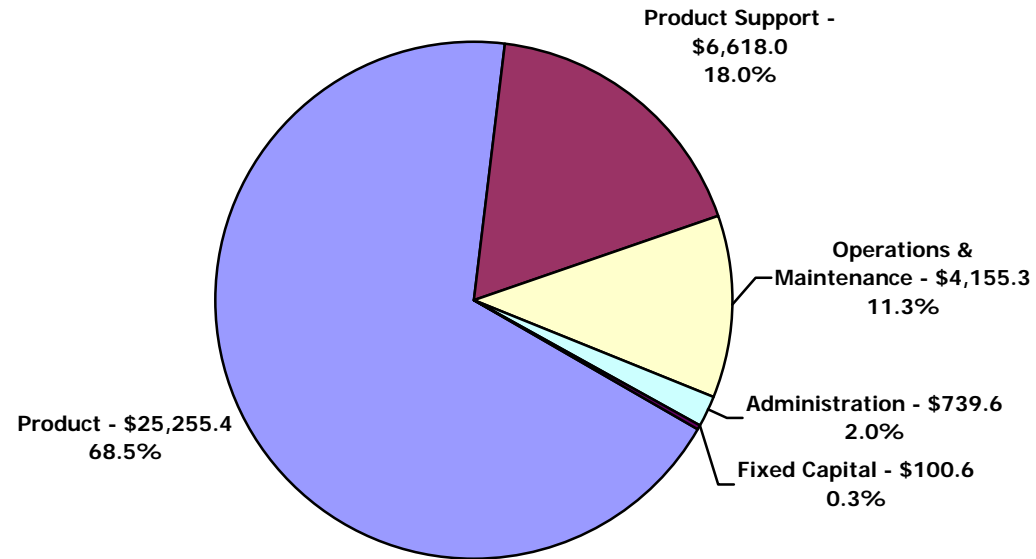
<i>(in Millions)</i>	06/07-10/11	05/06-09/10	DOLLAR DIF.	PERCENT DIF.
Capacity Improvements	\$11,333.60	\$8,654.15	\$2,679.45	30.96%
Resurfacing	\$4,296.18	\$3,405.77	\$890.40	26.14%
Bridge	\$1,273.44	\$792.96	\$480.47	60.59%
Safety	\$317.44	\$191.77	\$125.67	65.53%
<b>Total</b>	<b>\$17,220.65</b>	<b>\$13,044.65</b>	<b>\$4,176.00</b>	<b>32.01%</b>

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

FIVE YEAR  
SUMMARY

# TOTAL WORK PROGRAM

\$36.869 Billion



Note: \$ are in Millions

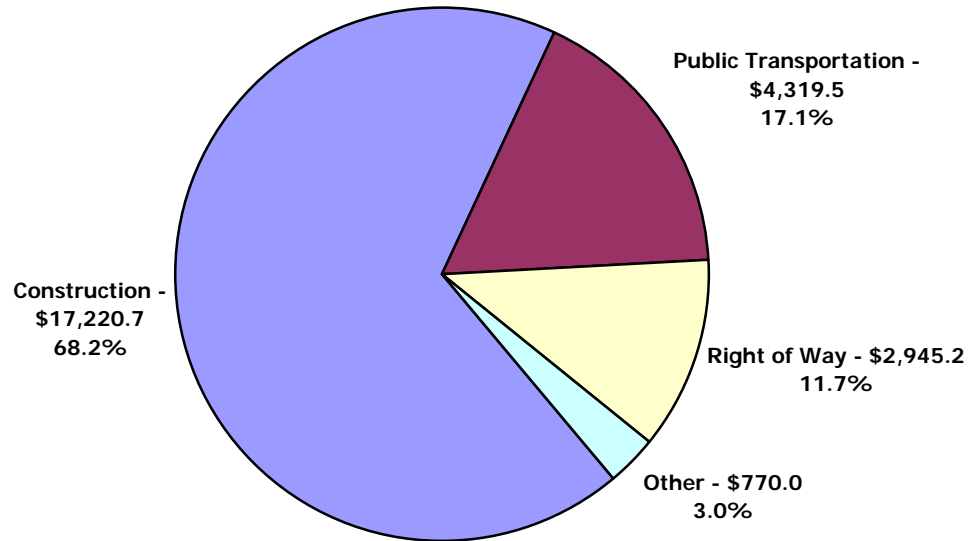
BY FISCAL YEAR

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Product</b>	\$6,319.2	\$4,991.5	\$4,449.9	\$4,540.6	\$4,954.3	<b>\$25,255.4</b>
<b>Product Support</b>	\$1,553.7	\$1,367.9	\$1,206.5	\$1,179.2	\$1,310.7	<b>\$6,618.0</b>
<b>Operations &amp; Maintenance</b>	\$829.0	\$812.3	\$826.1	\$838.9	\$849.1	<b>\$4,155.3</b>
<b>Administration</b>	\$137.0	\$142.2	\$147.7	\$153.4	\$159.3	<b>\$739.6</b>
<b>Fixed Capital</b>	\$9.2	\$31.4	\$20.0	\$20.0	\$20.0	<b>\$100.6</b>
<b>Total</b>	<b>\$8,848.1</b>	<b>\$7,345.3</b>	<b>\$6,650.1</b>	<b>\$6,732.0</b>	<b>\$7,293.4</b>	<b>\$36,868.9</b>



**FIVE YEAR  
SUMMARY**

**PRODUCT**  
\$25.255 Billion



Note: \$ are in Millions

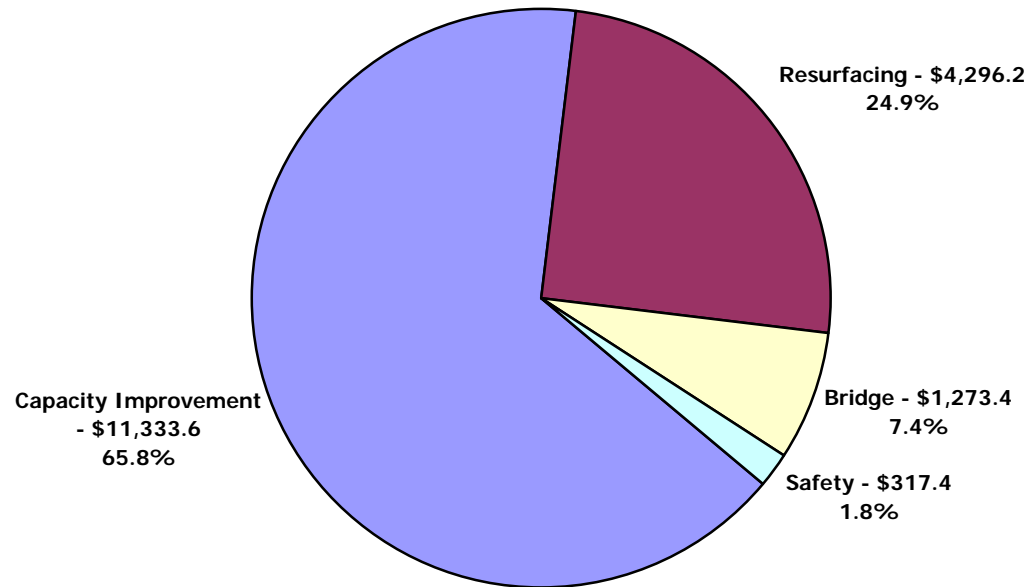
**BY FISCAL YEAR**

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Construction</b>	\$4,461.4	\$3,393.2	\$2,977.5	\$2,986.0	\$3,402.5	<b>\$17,220.7</b>
<b>Public Transportation</b>	\$1,058.5	\$917.9	\$788.2	\$788.7	\$766.3	<b>\$4,319.5</b>
<b>Right of Way</b>	\$645.8	\$525.9	\$523.7	\$602.2	\$647.6	<b>\$2,945.2</b>
<b>Other*</b>	\$153.5	\$154.5	\$160.5	\$163.6	\$137.9	<b>\$770.0</b>
<b>Total</b>	<b>\$6,319.2</b>	<b>\$4,991.5</b>	<b>\$4,449.9</b>	<b>\$4,540.6</b>	<b>\$4,954.3</b>	<b>\$25,255.4</b>

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

**FIVE YEAR  
SUMMARY**

**PRODUCT  
CONSTRUCTION**  
\$17.221 Billion



Note: \$ are in Millions

**By FISCAL YEAR**

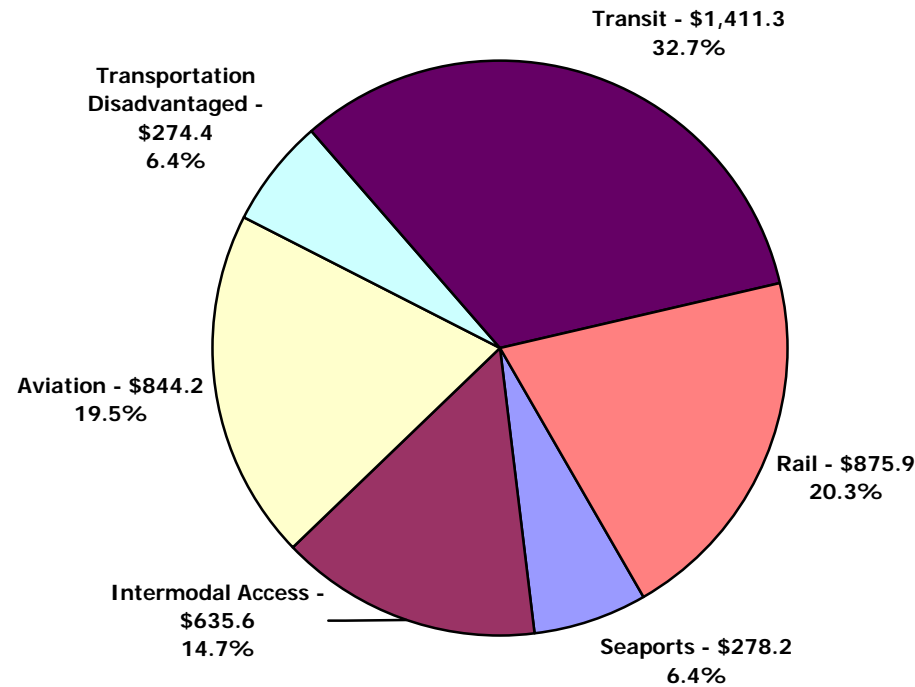
<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Capacity Improvement</b>	\$3,165.7	\$2,245.1	\$1,809.1	\$1,844.3	\$2,269.3	<b>\$11,333.6</b>
<b>Resurfacing</b>	\$910.7	\$899.5	\$886.1	\$810.9	\$789.0	<b>\$4,296.2</b>
<b>Bridge</b>	\$327.6	\$185.1	\$221.8	\$260.3	\$278.6	<b>\$1,273.4</b>
<b>Safety</b>	\$57.4	\$63.5	\$60.4	\$70.5	\$65.6	<b>\$317.4</b>
<b>Total</b>	<b>\$4,461.4</b>	<b>\$3,393.2</b>	<b>\$2,977.5</b>	<b>\$2,986.0</b>	<b>\$3,402.5</b>	<b>\$17,220.7</b>

Additional Construction phases of \$234 million are contained in the PTO Intermodal Access Program.

Note: The \$317.4 million allocated to the Safety Program does not reflect the Department's full 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*  
*\$4.320 Billion*



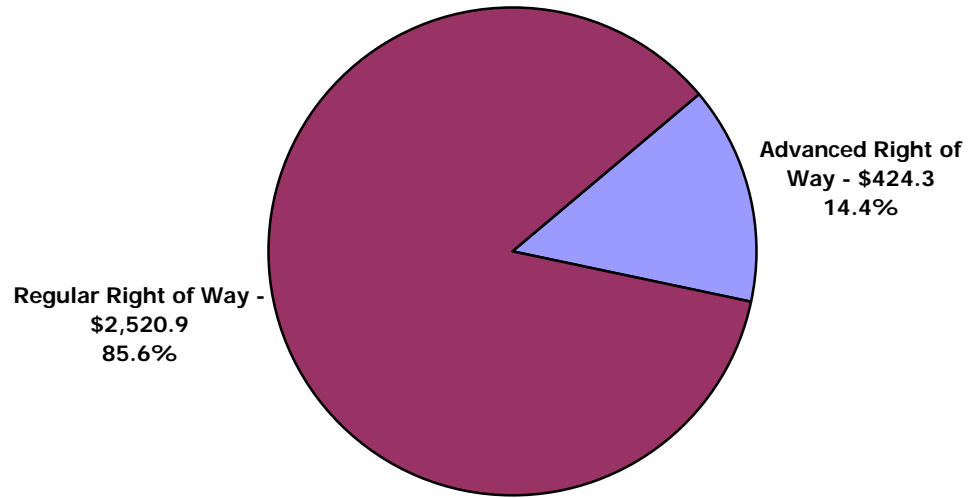
Note: \$ are in Millions

**BY FISCAL YEAR**

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
Seaports	\$46.6	\$70.5	\$50.7	\$52.1	\$58.3	<b>\$278.2</b>
Intermodal Access	\$239.4	\$234.1	\$53.3	\$68.6	\$40.3	<b>\$635.6</b>
Aviation	\$172.1	\$166.8	\$213.8	\$142.9	\$148.5	<b>\$844.2</b>
Trans. Disadvantaged Comm.	\$109.0	\$39.8	\$40.4	\$41.4	\$43.9	<b>\$274.4</b>
Transit	\$310.0	\$273.9	\$264.1	\$285.1	\$278.2	<b>\$1,411.3</b>
Rail	\$181.4	\$132.8	\$165.9	\$198.6	\$197.2	<b>\$875.9</b>
<b>Total</b>	<b>\$1,058.5</b>	<b>\$917.9</b>	<b>\$788.2</b>	<b>\$788.7</b>	<b>\$766.3</b>	<b>\$4,319.5</b>

**FIVE YEAR  
SUMMARY**

**PRODUCT**  
*RIGHT OF WAY*  
\$2.945 Billion



Note: \$ are in Millions

**BY FISCAL YEAR**

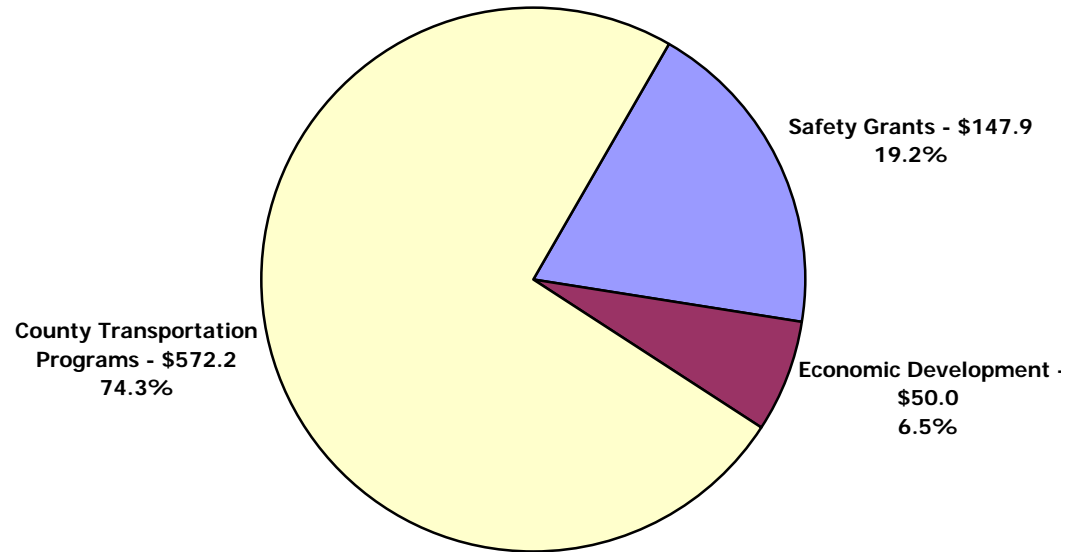
<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Advanced Right of Way</b>	\$163.8	\$54.3	\$27.9	\$82.3	\$96.1	<b>\$424.3</b>
<b>Regular Right of Way</b>	\$482.1	\$471.6	\$495.7	\$520.0	\$551.5	<b>\$2,520.9</b>
<b>Total</b>	<b>\$645.8</b>	<b>\$525.9</b>	<b>\$523.7</b>	<b>\$602.2</b>	<b>\$647.6</b>	<b>\$2,945.2</b>

**FIVE YEAR  
SUMMARY**

**PRODUCT**

*OTHER*

*\$770.0 Million*



Note: \$ are in Millions

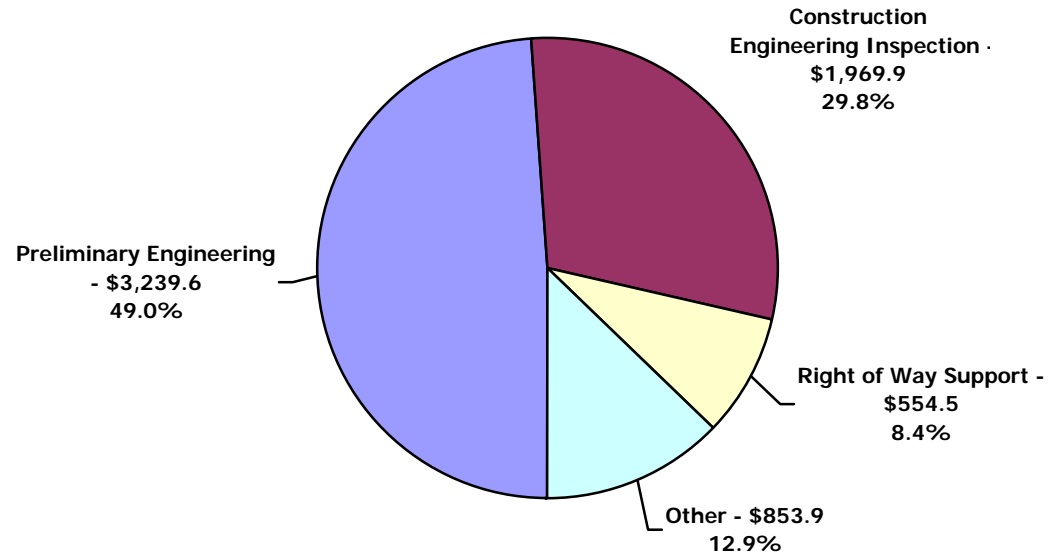
**BY FISCAL YEAR**

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
Safety Grants	\$26.5	\$26.4	\$31.2	\$32.9	\$30.8	<b>\$147.9</b>
Economic Development	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	<b>\$50.0</b>
County Transportation Prog.	\$117.0	\$118.1	\$119.3	\$120.7	\$97.1	<b>\$572.2</b>
<b>Total</b>	<b>\$153.5</b>	<b>\$154.5</b>	<b>\$160.5</b>	<b>\$163.6</b>	<b>\$137.9</b>	<b>\$770.0</b>

FIVE YEAR  
SUMMARY

# PRODUCT SUPPORT

\$6.618 Billion



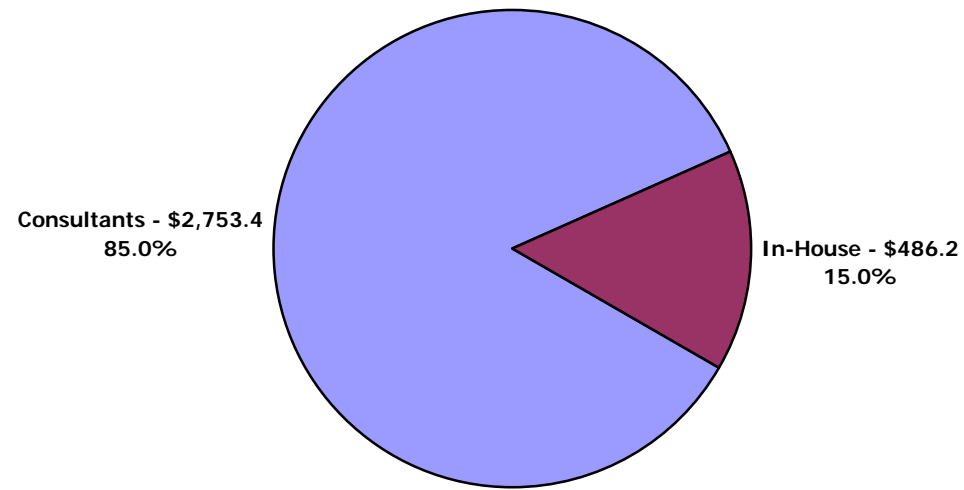
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
Preliminary Engineering	\$757.0	\$714.5	\$576.1	\$567.6	\$624.4	<b>\$3,239.6</b>
Const. Eng. Inspection	\$490.5	\$369.0	\$343.1	\$334.7	\$432.6	<b>\$1,969.9</b>
Right of Way Support	\$98.5	\$125.3	\$119.7	\$116.5	\$94.5	<b>\$554.5</b>
Other	\$207.8	\$159.1	\$167.5	\$160.4	\$159.1	<b>\$853.9</b>
<b>Total</b>	<b>\$1,553.7</b>	<b>\$1,367.9</b>	<b>\$1,206.5</b>	<b>\$1,179.2</b>	<b>\$1,310.7</b>	<b>\$6,618.0</b>

**PRODUCT SUPPORT**  
*PRELIMINARY ENGINEERING*  
 \$3.240 Billion

**FIVE YEAR  
 SUMMARY**



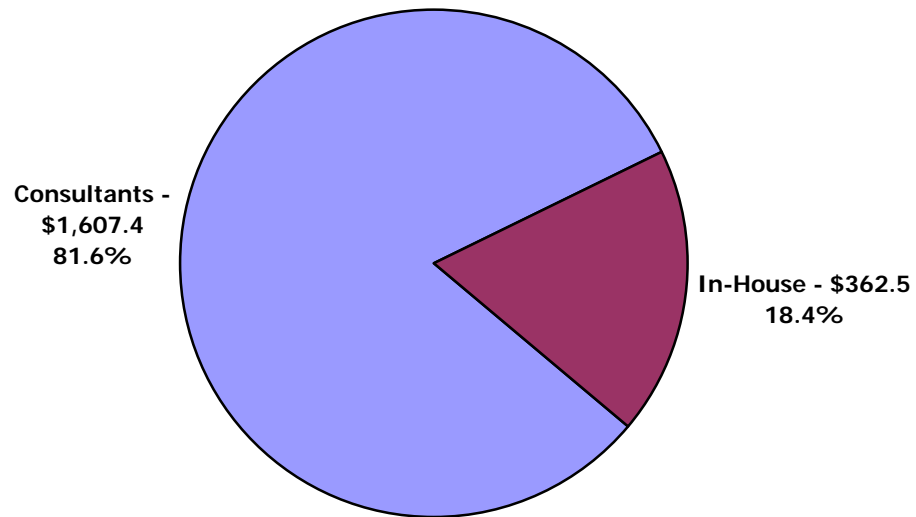
Note: \$ are in Millions

**BY FISCAL YEAR**

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Consultants</b>	\$667.2	\$621.1	\$479.0	\$466.6	\$519.4	<b>\$2,753.4</b>
<b>In-House</b>	\$89.8	\$93.4	\$97.1	\$101.0	\$105.0	<b>\$486.2</b>
<b>Total</b>	<b>\$757.0</b>	<b>\$714.5</b>	<b>\$576.1</b>	<b>\$567.6</b>	<b>\$624.4</b>	<b>\$3,239.6</b>

**PRODUCT SUPPORT**  
**CONSTRUCTION ENGINEERING INSPECTION**  
*\$1.970 Billion*

**FIVE YEAR  
SUMMARY**



Note: \$ are in Millions

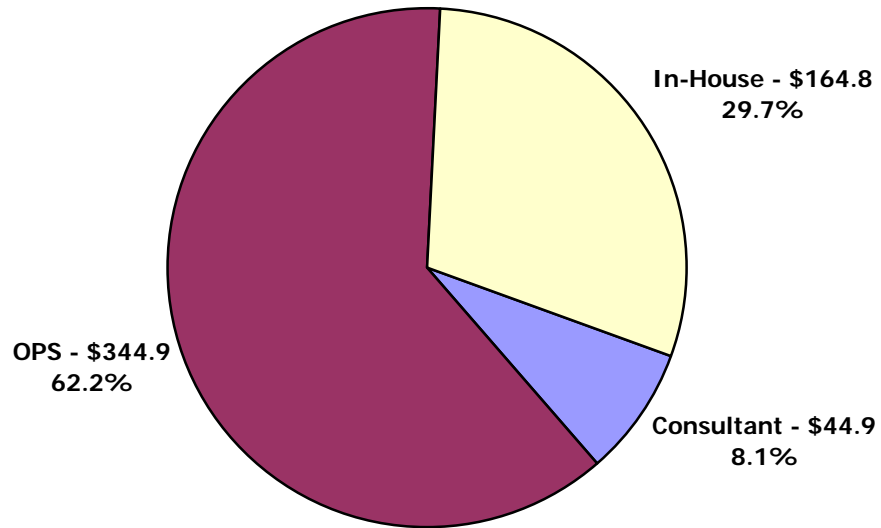
**BY FISCAL YEAR**

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Consultants</b>	\$423.6	\$299.4	\$270.7	\$259.4	\$354.3	<b>\$1,607.4</b>
<b>In-House</b>	\$66.9	\$69.6	\$72.4	\$75.3	\$78.3	<b>\$362.5</b>
<b>Total</b>	<b>\$490.5</b>	<b>\$369.0</b>	<b>\$343.1</b>	<b>\$334.7</b>	<b>\$432.6</b>	<b>\$1,969.9</b>



**FIVE YEAR  
SUMMARY**

**PRODUCT SUPPORT**  
*RIGHT OF WAY SUPPORT*  
 \$554.5 Million



Note: \$ are in Millions

**BY FISCAL YEAR**

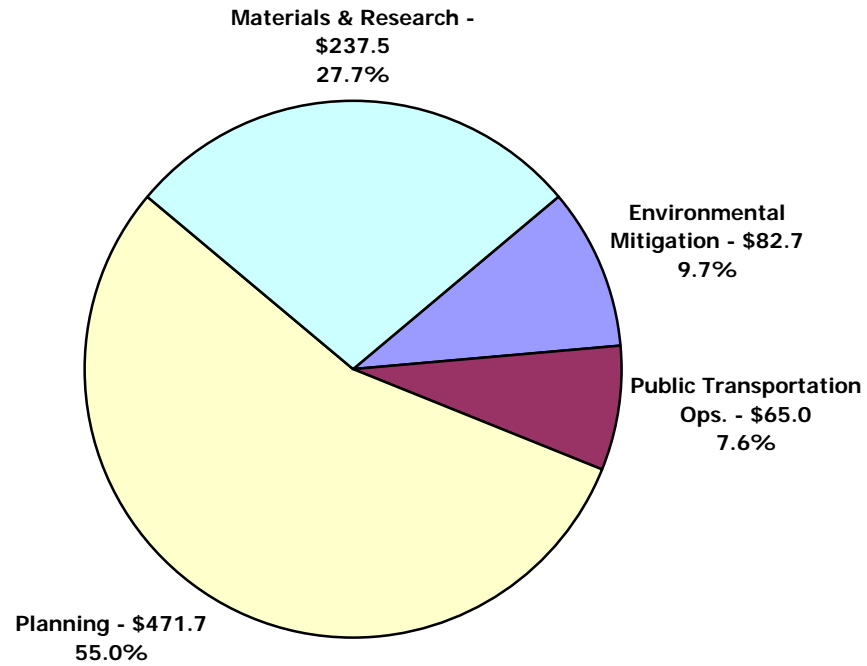
<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
Consultant	\$3.1	\$10.9	\$12.5	\$11.6	\$6.8	<b>\$44.9</b>
OPS	\$64.9	\$82.8	\$74.3	\$70.7	\$52.1	<b>\$344.9</b>
In-House	\$30.4	\$31.6	\$32.9	\$34.2	\$35.6	<b>\$164.8</b>
<b>Total</b>	<b>\$98.5</b>	<b>\$125.3</b>	<b>\$119.7</b>	<b>\$116.5</b>	<b>\$94.5</b>	<b>\$554.5</b>

**FIVE YEAR  
SUMMARY**

# PRODUCT SUPPORT

*OTHER*

*\$853.9 Million*



Note: \$ are in Millions

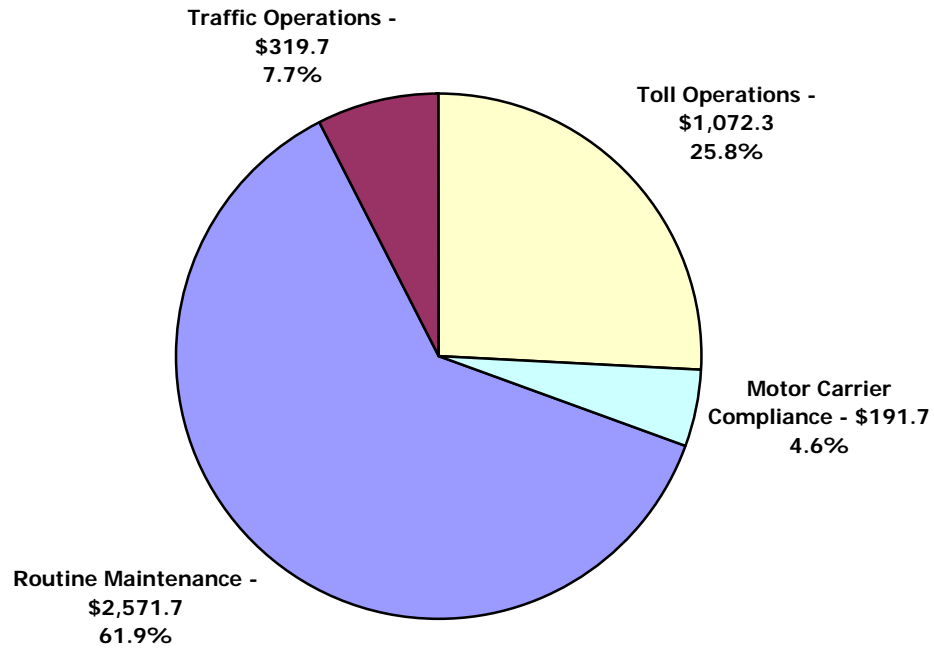
**BY FISCAL YEAR**

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
Environmental Mitigation	\$35.9	\$7.9	\$20.9	\$6.8	\$7.9	<b>\$79.4</b>
Public Transportation Ops.	\$12.0	\$12.5	\$13.0	\$13.5	\$14.0	<b>\$65.0</b>
Planning	\$115.4	\$92.8	\$86.2	\$91.1	\$86.6	<b>\$472.0</b>
Materials & Research	\$44.5	\$45.9	\$47.4	\$49.0	\$50.6	<b>\$237.5</b>
<b>Total</b>	<b>\$207.8</b>	<b>\$159.1</b>	<b>\$167.5</b>	<b>\$160.4</b>	<b>\$159.1</b>	<b>\$853.9</b>

**FIVE YEAR  
SUMMARY**

# OPERATIONS & MAINTENANCE

*\$4.155 Billion*



Note: \$ are in Millions

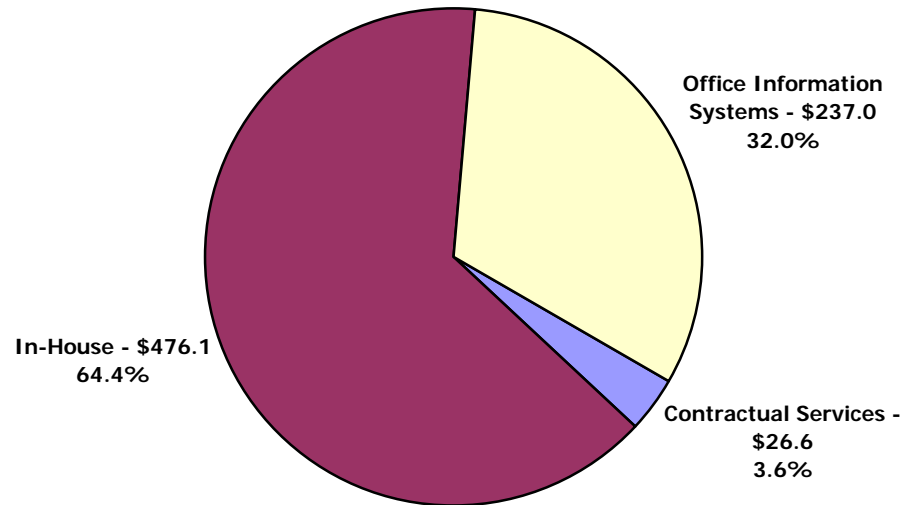
**BY FISCAL YEAR**

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Routine Maintenance</b>	\$475.9	\$493.8	\$511.8	\$539.2	\$550.9	<b>\$2,571.7</b>
<b>Traffic Operations</b>	\$57.8	\$60.1	\$65.6	\$63.0	\$73.1	<b>\$319.7</b>
<b>Toll Operations</b>	\$259.9	\$221.5	\$210.4	\$196.9	\$183.6	<b>\$1,072.3</b>
<b>Motor Carrier Compliance</b>	\$35.4	\$36.8	\$38.3	\$39.8	\$41.4	<b>\$191.7</b>
<b>Total</b>	<b>\$829.0</b>	<b>\$812.3</b>	<b>\$826.1</b>	<b>\$838.9</b>	<b>\$849.1</b>	<b>\$4,155.4</b>

**FIVE YEAR  
SUMMARY**

# ADMINISTRATION

\$739.6 Million



Note: \$ are in Millions

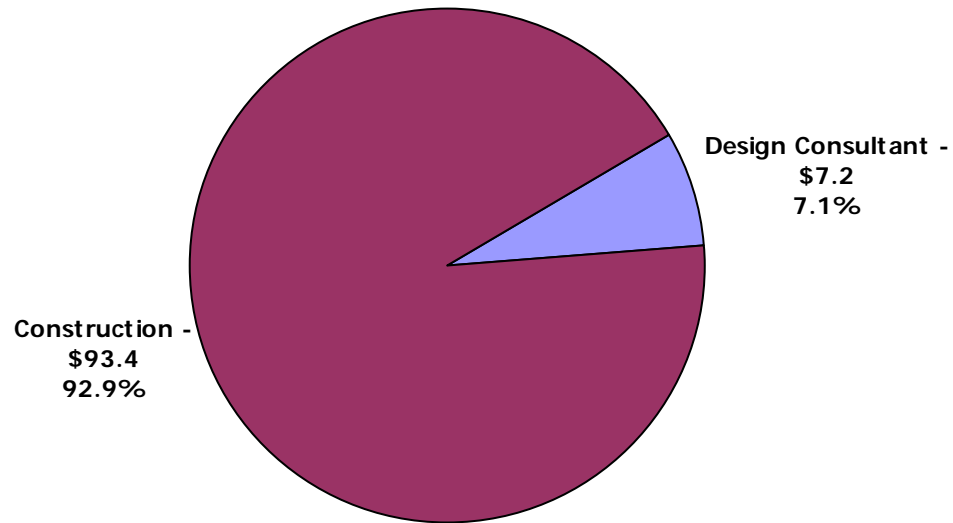
**BY FISCAL YEAR**

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Contractual Services</b>	\$5.3	\$5.3	\$5.3	\$5.3	\$5.3	<b>\$26.6</b>
<b>In-House</b>	\$87.9	\$91.4	\$95.1	\$98.9	\$102.8	<b>\$476.1</b>
<b>Office Information Systems</b>	\$43.8	\$45.5	\$47.3	\$49.2	\$51.2	<b>\$237.0</b>
<b>Total</b>	<b>\$137.0</b>	<b>\$142.2</b>	<b>\$147.7</b>	<b>\$153.4</b>	<b>\$159.3</b>	<b>\$739.6</b>

**FIVE YEAR  
SUMMARY**

# FIXED CAPITAL OUTLAY

*\$100.6 Million*



Note: \$ are in Millions

**BY FISCAL YEAR**

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
Design Consultant	\$2.2	\$1.7	\$1.2	\$1.1	\$1.0	\$7.2
Construction	\$7.0	\$29.7	\$18.8	\$18.9	\$19.0	\$93.4
<b>Total</b>	<b>\$9.2</b>	<b>\$31.4</b>	<b>\$20.0</b>	<b>\$20.0</b>	<b>\$20.0</b>	<b>\$100.6</b>

## 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 2006) for the STTF is \$287.5 million, which complies with the statutory minimum. The average annual low point cash balance during the Tentative Work Program period will be \$768.4 million, which is 9.5% of estimated average outstanding obligations of \$8.1 *billion*.

The lowest end-of-fiscal year cash balance (in June 2011) for the Turnpike General Reserve Fund is \$35.1 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, over \$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 2005.

Federal aid funding levels are based on the Official Federal Aid Highway Forecast of September 2005.

The following amounts are being transferred from General Revenue and Department of Revenue Doc Stamp Trust Fund into STTF as part of the Growth Management Legislation passed in 2005.

<i>Fiscal Year</i>	<i>Amount</i>	<i>Fiscal Year</i>	<i>Amount</i>
05/06	\$1,117.0	08/09	\$542.0
06/07	\$542.0	09/10	\$542.0
07/08	\$542.0	10/11	\$542.0

\$ are in Millions

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>
06/07	\$120.6	09/10	\$156.7
07/08	\$134.1	10/11	\$167.7
08/09	\$144.3		

\$ are in Millions

Grant Anticipation Revenue Vehicle (GARVEE) Bonds will be issued in the amount of \$100 million in FY 2008/09, \$100 million in FY 2009/10, and \$325 million in FY 2010/11.

There is a decrease of \$144.2 million in long-term receivables from the following toll facilities for operating and maintenance costs through FY 2010/11: Mid Bay, Beeline, Everglades, MDX, Skyway, and THCEA.

There is an increase of \$140.4 million in long-term receivables from the following toll facilities for operating and maintenance costs through FY 2010/11: Bayway, Garcon Bridge, OCEA, Seminole II, SR 80, and Suncoast.

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 2005/06, 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. 70% of the current year's AC projects will be converted to federal funds in the second year and 30% in the third year. Beginning in FY 2006/07, 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.

There are currently 13 federal funded SIB projects, with total loans of \$99.1 million in FY2006/07 through FY2010/11. There are currently 27 non-federal funded SIB projects with total loans of \$360.9 million in FY2006/07 through FY2010/11.

For FY2004/05 hurricanes, an additional \$318.5M is included for emergency repairs, \$302.2M for permanent restoration and \$16.2M for FEMA related expenditures. Federal Aid Reimbursement has also been included for \$255.1M in emergency repairs and \$247.7M in permanent repairs.

For FY2005/06 hurricanes, an additional \$733.0M is included for expenditures and Federal Aid Reimbursement of \$576.0M is anticipated to occur beginning in FY2006/07.

In FY 2004/05, a \$26.6M transfer was made to the SIB emergency fund for the hurricanes. This amount is planned to be reimbursed in FY2007/08

Miami Intermodal Center (MIC):

Construction of all components of the MIC Program will be phased over a 12 to 15 year span based on current projections of patronage demand, the need for increased transport capacity and the availability of required funding. The first major phase of construction is the \$1.3 billion MIC 5-year work program, which includes the following component projects:

- Major right-of-way land acquisition to facilitate the construction of all future MIC program elements. Estimated costs at this time - \$352 million.
- Consolidated Rental Car Facility - identified as a priority in order to help decongest MIA roadway traffic by removing all rental car courtesy vehicles from the terminal roadways. Work program budgeted cost at this time - \$221 million.

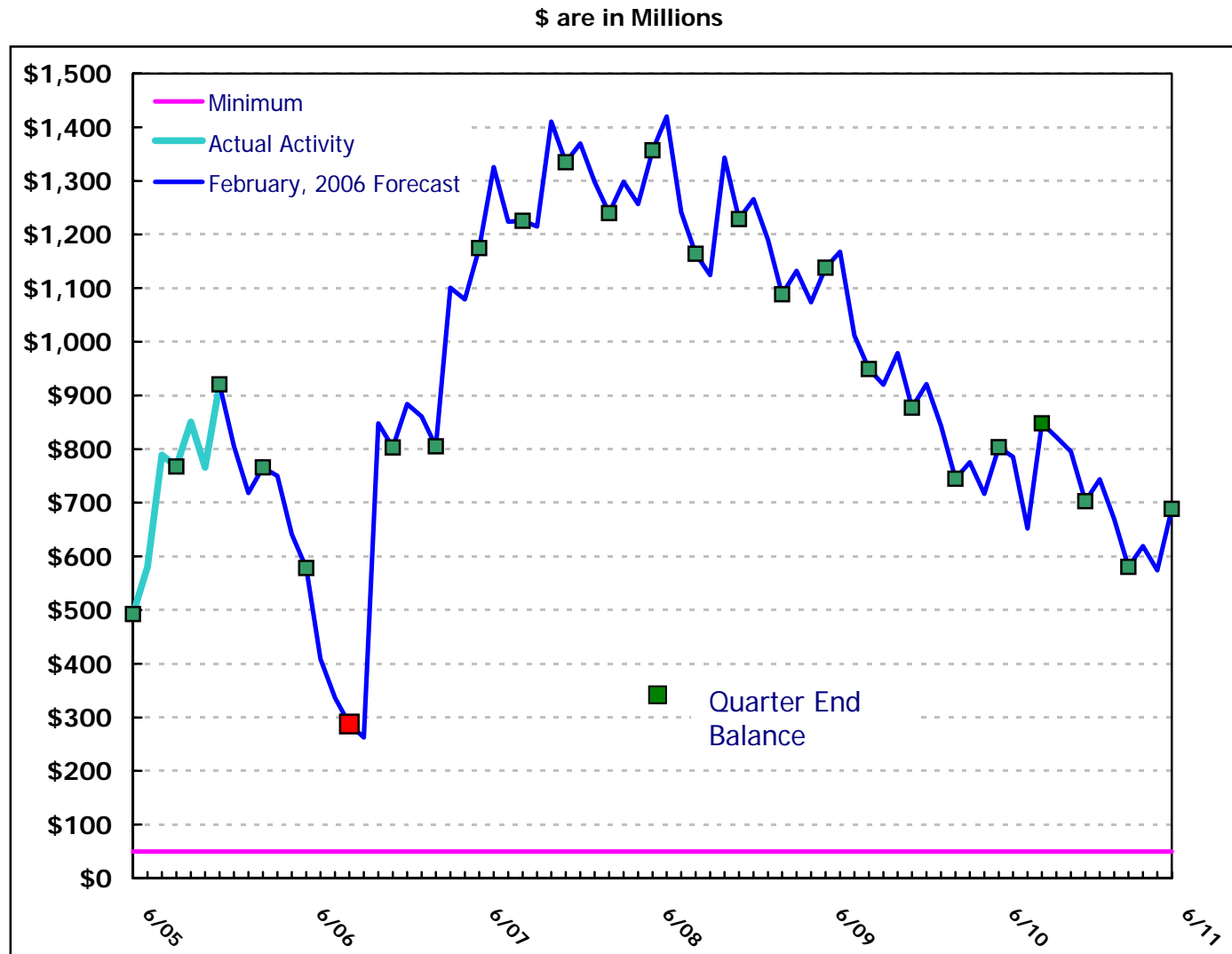


- MIA Mover - an automated people mover (APM) that will connect the MIA terminals with the Rental Car Hub and the MIC Core facilities. Construction and operation of this APM is critical to the functionality of the MIC and the relocation of the rental car companies to the new RCF facility. Estimated cost - \$316 million.
- MIC Core (Phase 1) - will connect various forms of transportation to the new Rental Car Hub and the terminal at MIA via the MIA Mover. Services provided at the MIC Core in this Phase 1 implementation will include access for private automobiles, buses, taxis and other commercial vehicles in addition to the existing Tri-Rail commuter rail system, the Earlington Heights extension of Metrorail, and Metrobus service. Work program budgeted cost at this time - \$60 million. The cost estimate will be updated following the redesign of the MIC Core site to provide for direct, platform connections between the MIA Mover, Tri-Rail and the Earlington Heights extension of Metrorail that is now in progress.
- Initial roadway improvements to facilitate access to the MIC and MIA from the south and to local streets surrounding the Rental Car Hub and MIC Core to facilitate initial operations of the facility. Estimated cost - \$152 million.
- Contingencies, financing costs and program management. Estimated cost - \$194 million. Note that many of the budgeted finance costs are "placeholders" from the original TIFIA loan application. Due to funding advances from FDOT, draws on the TIFIA loans have not matched original projections and loan balances and accrued interest are well below initial expectations. FDOT anticipates repayment of the initial, \$269 million TIFIA loan during state FY 2007.

Activities for the above 5-year work program projects include design, right of way acquisition, construction and construction management.

# CASH FORECAST

STATE  
TRANSPORTATION  
TRUST FUND

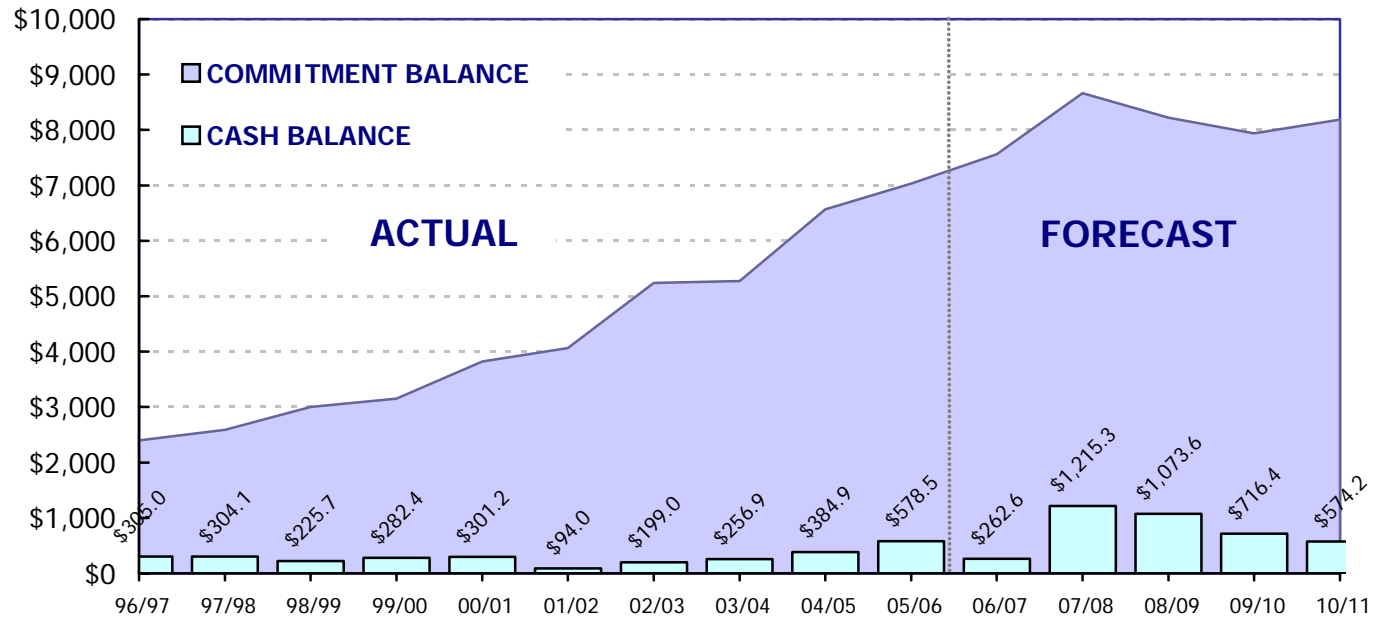


The lowest end-of-quarter cash balance is \$287.5 million in September of 2006.

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 the 15 year period from fiscal year 1996/97 through 2010/11 identifying the annual low point cash balances (represented by the bars) and the outstanding obligations (represented by the shaded area). During the Tentative Work Program period FY 2006/07 through FY 2010/11, the **average** annual low point cash balance is projected to be \$768.4 *million* and the **average** annual outstanding obligations to be \$8.1 *billion*. That is, cash “on hand” is projected to be 9.47% 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. 2.7, 2.1, 1.9, 1.9 and 1.8.

The current revenue forecast includes estimates for the Western Beltway Part "C" which will be fully open to traffic in December of 2006. The Turnpike expects to realize 100% of the current estimated revenue. The Mainline provides 74.1% of total toll revenue which is projected to decrease to 72.9% by FY 10/11 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 10/11, the Turnpike will have issued over \$4.4 billion in bonds virtually exhausting the existing cap. It is assumed that the Turnpike will obtain an increase to the statutory cap to fund projects beyond FY 10/11. Legislation has been submitted to increase the cap to \$6.0 billion and change the nature of the bond cap from bonds issued to bonds outstanding.

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 the Department (DI funds).

Other cash-funded projects in the current work program include: Plan One - \$188 million, Ridge Road - \$17 million in FY 10/11, ITS Deployment - \$86 million in FY 06/07, Lake Worth interchange modification - \$79 million in FY 08/09, and Express Lanes at Miramar - \$14 million in FY 10/11.

Bond Sales (totaling \$2.1 billion) are planned during the Work Program period as follows: \$390.7 million in November of 2006, \$459.5 in March of 2007, \$576.5 million in November of 2007, \$363.9 million in November 2008, \$171.1 million in November of 2009, and \$94.4 million in November of 2010. Bonds are scheduled to be issued according to "cash-flow" needs every 12 months.

Projects to be bond-funded during the Work Program Period are:

FY 06/07 – Widening of the Mainline from the HEFT to north of Johnson Street, widening of the Mainline from north of Johnson Street to Griffin Road, widening of the Mainline from I-4 to Beulah, widening of the Mainline from Atlantic Boulevard to the Sawgrass, widening of the Polk from CR 546 to I-4, conversion of the Sawgrass to an ORT facility, the Hollywood Boulevard interchange modification, the NW 74th Street interchange, and ITS deployment in west Florida.

FY 07/08 – Widening of the Mainline from Griffin Road to Sunrise Boulevard (northbound), widening of the HEFT from south of SW 117th Avenue to south of Kendall Drive, widening of the Mainline from

Sunrise Boulevard to Atlantic Boulevard, widening of the Seminole from University Boulevard to SR 434, ITS Deployment in south Florida part B, construction of the Golden Glades toll plaza, and the Lake Jesup toll plaza modification.

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

FY 09/10 – The I-4 Connector project in Tampa (\$80 million).

FY 10/11 – Widening of the Mainline from Lake Worth Road to Okeechobee Boulevard.

The State Infrastructure Bank provided a \$55.5 million construction loan for the Seminole II project through FY 04/05 and is providing a \$16.9 million interest cost loan over FY 03/04 through FY 10/11. The loans are scheduled to be repaid from the General Reserve Fund by FY 33/34.

The Department is providing the Turnpike with a \$50.0 million capital contribution towards the Western Beltway Part “C” project through a series of reimbursements: \$15.0 million in FY 05/06, \$15.0 million in FY 06/07, \$10.0 million in FY 07/08, and \$10.0 million in FY 08/09.

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.

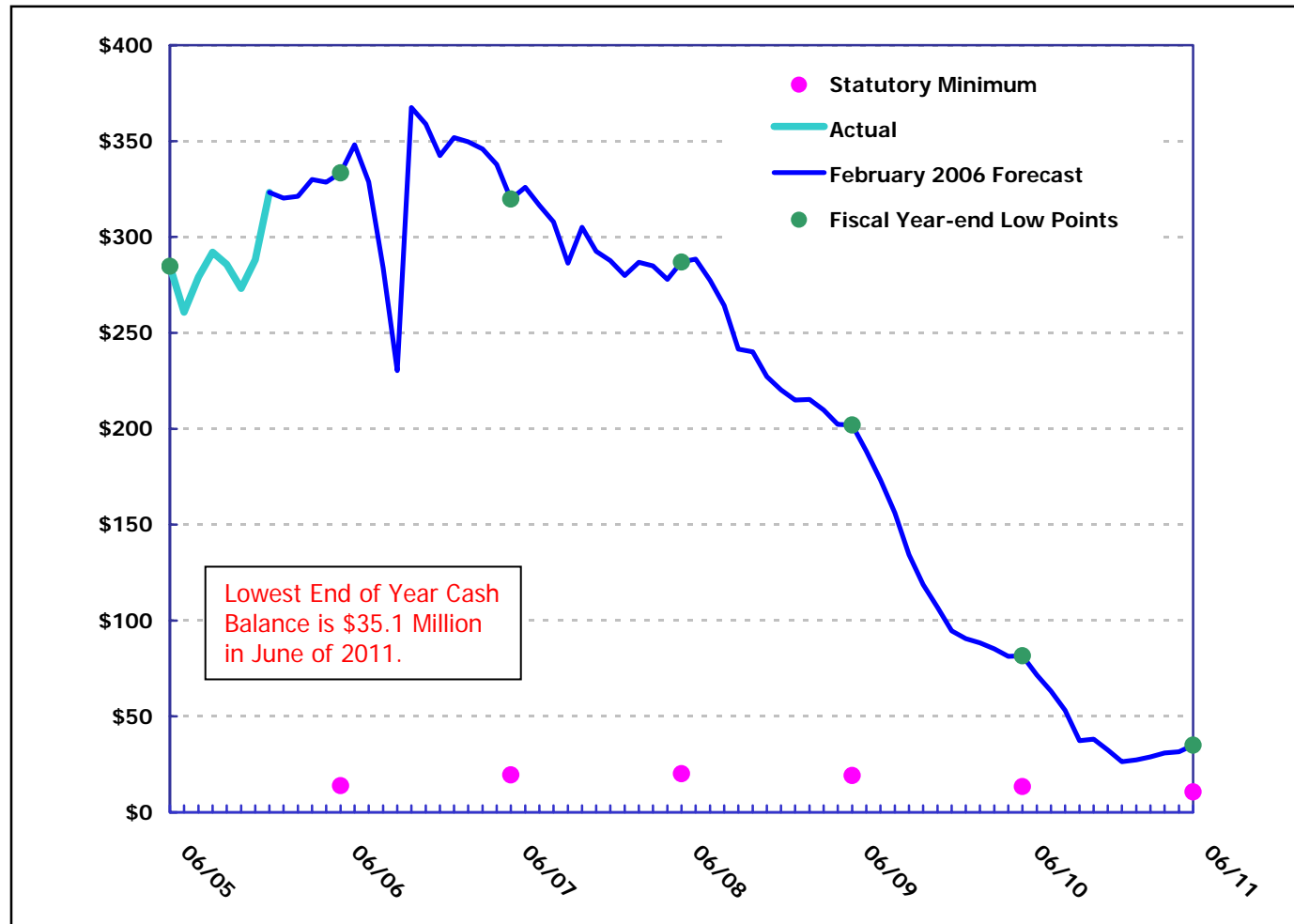
Fiscal Year	SR 80	Seminole II	Suncoast
06/07	\$1.6	\$1.5	\$8.5
07/08	\$1.5	\$1.6	\$8.9
08/09	\$1.3	\$1.6	\$8.5
09/10	\$1.2	\$1.7	\$7.1
10/11	\$1.0	\$1.8	\$5.6

\$ are in Millions

# CASH FORECAST

TURNPIKE  
GENERAL  
RESERVE FUND

\$ are in Millions



# 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 currently 3,960 centerline miles (16,633 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 63% of all heavy truck traffic and 30% of all traffic on the State Highway System.

The year 2015 needs on the FIHS are \$34 billion. Anticipated revenues through 2015 total \$11 billion, leaving a \$23 billion shortfall.

The year 2030 needs on the FIHS are \$66 billion. Anticipated revenues through 2030 total \$21 billion, leaving a \$45 billion shortfall.

The Tentative Work Program has a total of \$12.3 billion programmed on the FIHS for capacity improvements, which includes construction, right of way acquisition and product support phases. This is 66.1% of the total highway capacity improvement program of \$18.6 billion.

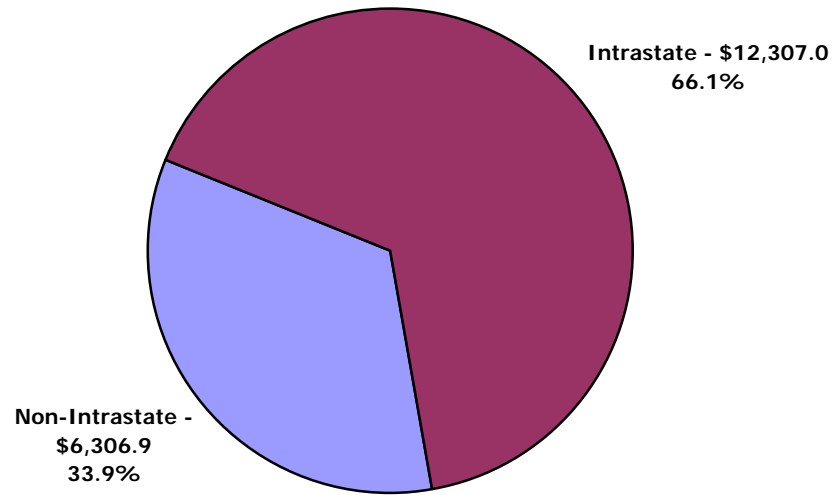
Of this \$12.3 billion for capacity improvements on the FIHS, \$7.8 billion is programmed for construction phases – 54.9% on Interstate highways, 20.4% on the Turnpike, 24.5% on other highways on the FIHS, and 0.2% for traffic operation improvements.

# THE FLORIDA STATE HIGHWAY SYSTEM PROGRAM

## CAPACITY IMPROVEMENTS

\$18.614 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Non-Intrastate</b>	\$2,013.0	\$1,078.4	\$967.8	\$967.5	\$1,280.3	<b>\$6,306.9</b>
<b>Intrastate</b>	\$2,904.6	\$2,596.0	\$2,086.9	\$2,187.6	\$2,531.8	<b>\$12,307.0</b>
<b>Total</b>	<b>\$4,917.6</b>	<b>\$3,674.4</b>	<b>\$3,054.7</b>	<b>\$3,155.0</b>	<b>\$3,812.2</b>	<b>\$18,613.9</b>

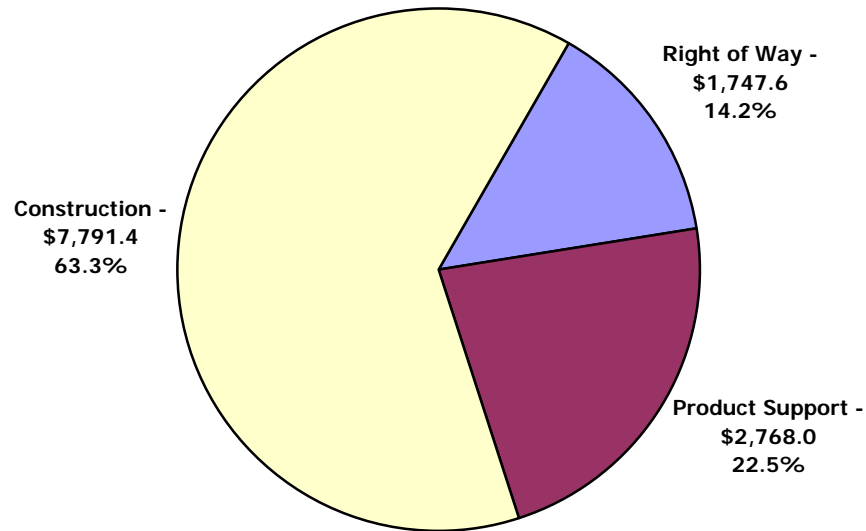


# THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM (FIHS)

## CAPACITY IMPROVEMENTS

\$12.307 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(in Millions)	06/07	07/08	08/09	09/10	10/11	Total
Right of Way	\$409.1	\$358.0	\$315.9	\$333.7	\$330.9	\$1,747.6
Product Support	\$662.6	\$621.1	\$457.8	\$449.9	\$576.7	\$2,768.0
Construction	\$1,832.9	\$1,617.0	\$1,313.3	\$1,404.0	\$1,624.3	\$7,791.4
<b>Total</b>	<b>\$2,904.6</b>	<b>\$2,596.0</b>	<b>\$2,086.9</b>	<b>\$2,187.6</b>	<b>\$2,531.8</b>	<b>\$12,307.0</b>

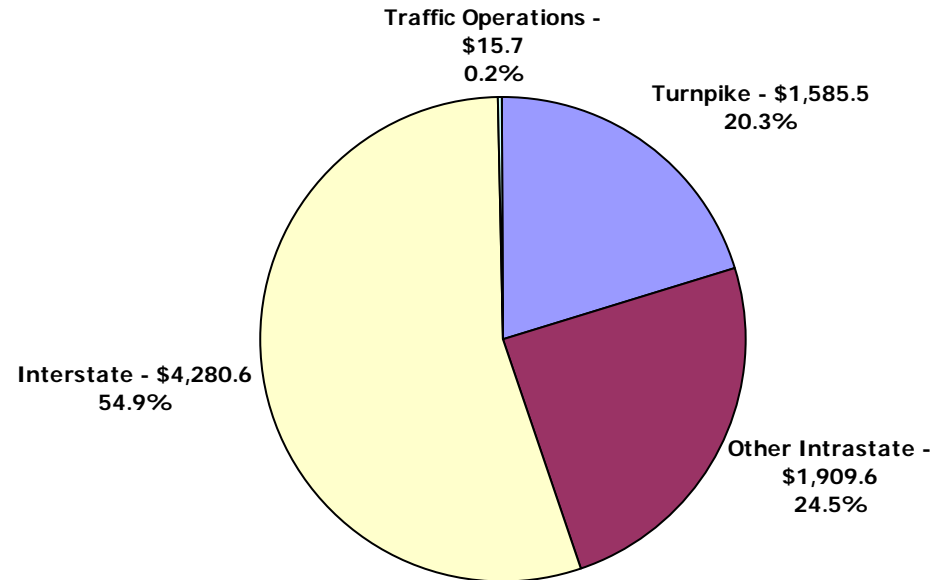
*Product Support includes Preliminary Engineering, Right of Way Support, Construction Engineering & Inspection, Environmental Mitigation, and Traffic Operations.*

# THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM (FIHS)

CAPACITY IMPROVEMENTS - CONSTRUCTION ONLY

\$7.791 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Turnpike</b>	\$751.7	\$447.5	\$245.2	\$31.0	\$110.1	<b>\$1,585.5</b>
<b>Other Intrastate</b>	\$212.3	\$536.1	\$380.2	\$408.4	\$372.5	<b>\$1,909.6</b>
<b>Interstate</b>	\$865.4	\$627.3	\$684.9	\$962.5	\$1,140.4	<b>\$4,280.6</b>
<b>Traffic Operations</b>	\$3.5	\$6.0	\$2.9	\$2.1	\$1.2	<b>\$15.7</b>
<b>Total</b>	<b>\$1,832.9</b>	<b>\$1,617.0</b>	<b>\$1,313.3</b>	<b>\$1,404.0</b>	<b>\$1,624.3</b>	<b>\$7,791.4</b>

## 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

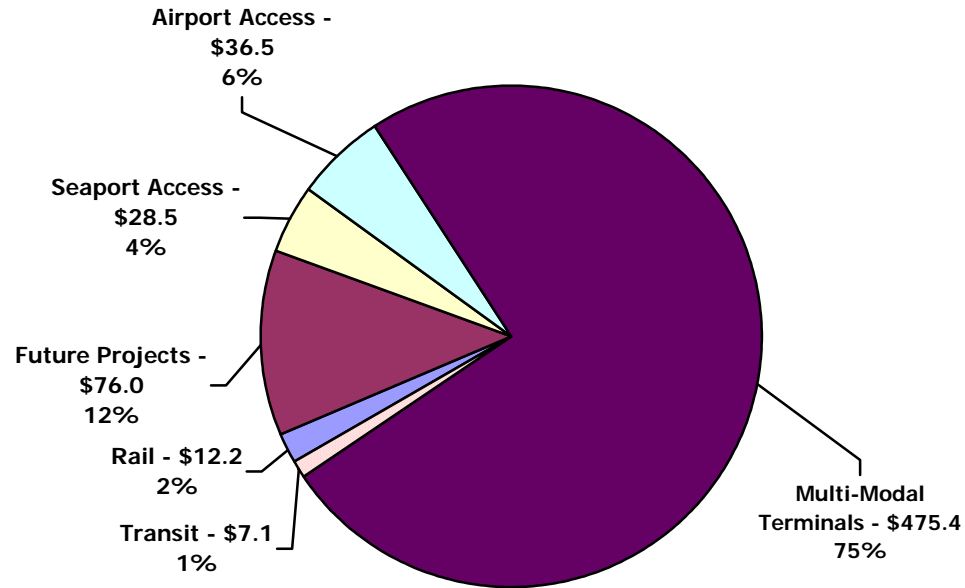
The Tentative Work Program has a total of \$635.6 million programmed for the Intermodal Development Program.

Of the \$635.6 million for the Intermodal Development Program, \$12.2 million is programmed for rail access, \$28.5 million for seaport access, \$36.5 million for airport access, \$475.4 million for multimodal terminals, \$76.0 million for future projects, and \$7.1 million for transit.

**FIVE YEAR  
SUMMARY**

# INTERMODAL DEVELOPMENT PROGRAM

\$635.6 Million



Note: \$ are in Millions

**BY FISCAL YEAR**

<i>(in Millions)</i>	06/07	07/08	08/09	09/10	10/11	Total
<b>Rail</b>	\$3.9	\$0.4	\$5.0	\$1.5	\$1.5	<b>\$12.2</b>
<b>Future Projects</b>	\$9.3	\$13.6	\$13.9	\$20.2	\$19.0	<b>\$76.0</b>
<b>Seaport Access</b>	\$10.4	\$5.5	\$5.7	\$3.5	\$3.4	<b>\$28.5</b>
<b>Airport Access</b>	\$5.3	\$18.1	\$3.0	\$5.6	\$4.5	<b>\$36.5</b>
<b>Multi-Modal Terminals</b>	\$209.6	\$195.9	\$23.3	\$35.3	\$11.2	<b>\$475.4</b>
<b>Transit</b>	\$0.9	\$0.6	\$2.5	\$2.6	\$0.7	<b>\$7.1</b>
<b>Total</b>	<b>\$239.4</b>	<b>\$234.1</b>	<b>\$53.3</b>	<b>\$68.6</b>	<b>\$40.3</b>	<b>\$635.6</b>

# SIGNIFICANT INTERMODAL PROJECTS

*Projects over \$1,000,000*

1	2007	412255-1	94	STATE	1,688,123	PIPER ROAD CORRIDOR	ACCESS IMPROVEMENT
2	2007	209545-1	43	STATE	1,084,049	SR 115(MARTIN LUTHE	INTERCHANGE (MAJOR)
2	2007	209545-1	43	STATE	1,023,085	SR 115(MARTIN LUTHE	INTERCHANGE (MAJOR)
3	2007	222469-1	62	STATE	1,343,772	SR 8A (I-110)	INTERCHANGE (MAJOR)
4	2007	236893-1	94	FEDERAL	3,100,000	PB INTERMODAL CENTE	INTERMODAL CAPACITY
4	2007	408426-1	94	STATE	1,125,000	DOUBLE TRACK SEG#5	INTERMODAL CAPACITY
4	2007	408427-1	94	STATE	1,500,000	DOUBLE TRACK SEG#5	INTERMODAL CAPACITY
5	2007	412994-2	32	FEDERAL	1,003,200	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	52	FEDERAL	74,430,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	52	LOCAL	37,215,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	52	STATE	37,215,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	62	LOCAL	3,535,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	62	FEDERAL	7,070,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	62	STATE	3,535,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	62	FEDERAL	1,500,000	CENTRAL FLORIDA	PTO STUDIES
6	2007	249643-1	32	STATE	1,500,000	MIAMI INTERMODAL CT	INTERMODAL CAPACITY
6	2007	419606-1	94	STATE	3,075,000	CITY OF MIA-NE MIAM	PTO STUDIES
6	2007	420534-2	94	STATE	3,398,116	PORT OF MIAMI	SEAPORT CAPACITY PROJECT
7	2007	412746-1	94	STATE	3,822,633	TAMPA PORT AUTHORIT	SEAPORT CAPACITY PROJECT
13	2007	421139-1	94	STATE	7,140,000	LYNX SERVICES	TRANSIT IMPROVEMENT
					195,302,978		
1	2008	412255-1	94	STATE	2,458,333	PIPER ROAD CORRIDOR	ACCESS IMPROVEMENT
1	2008	414402-1	94	STATE	1,000,000	PORT MANATEE	SEAPORT CAPACITY PROJECT
3	2008	217976-2	52	STATE	2,482,708	SR 30 (US 98)	INTERSECTION (MINOR)
4	2008	417269-1	94	STATE	1,050,000	BROWARD COUNTY	ACCESS IMPROVEMENT
5	2008	412994-2	32	STATE	3,288,407	CENTRAL FLORIDA	PTO STUDIES
5	2008	412994-2	32	FEDERAL	156,407,807	CENTRAL FLORIDA	PTO STUDIES
5	2008	412994-2	32	LOCAL	3,288,407	CENTRAL FLORIDA	PTO STUDIES
5	2008	412994-2	32	FEDERAL	1,086,800	CENTRAL FLORIDA	PTO STUDIES
6	2008	418208-1	52	STATE	8,839,484	PERIMETER ROAD	ADD LANES & RECONSTRUCT
6	2008	408834-1	5A	STATE	2,400,000	MIAMI INTERMODAL CT	INTERCHANGE (MAJOR)
6	2008	406800-2	52	FEDERAL	13,482,000	MIAMI INTERMODAL CT	INTERMODAL CAPACITY
6	2008	415240-1	52	STATE	3,411,643	MIAMI INTERMODAL CT	INTERMODAL CAPACITY
6	2008	415240-1	52	TOLL	2,787,464	MIAMI INTERMODAL CT	INTERMODAL CAPACITY
6	2008	416511-1	52	STATE	1,630,500	SR 953/LE JEUNE RD	ITS SURVEILLANCE SYSTEM
6	2008	414660-2	52	STATE	3,913,200	NW 42 COURT MIA ARP	NEW ROAD CONSTRUCTION

7	2008	412746-1	94	STATE	2,500,000	TAMPA PORT AUTHORIT	SEAPORT CAPACITY PROJECT
					210,026,753		
1	2009	416267-1	94	STATE	1,500,000	SW FLA INT'L APT	INTERMODAL CAPACITY
1	2009	410665-1	94	STATE	1,000,000	PORT MANATEE	SEAPORT CAPACITY PROJECT
2	2009	217417-1	43	STATE	1,000,000	JACKSONVILLE_JTC	INTERMODAL CAPACITY
4	2009	417269-1	94	STATE	1,050,000	BROWARD COUNTY	ACCESS IMPROVEMENT
4	2009	403984-1	52	STATE	1,262,955	ELLER DR/ICTF	NEW ROAD CONSTRUCTION
4	2009	408427-2	94	FEDERAL	1,500,000	TRI-RAIL EXTENSION	RAIL CAPACITY PROJECT
5	2009	412994-2	32	STATE	3,000,000	CENTRAL FLORIDA	PTO STUDIES
5	2009	412994-2	32	FEDERAL	1,128,600	CENTRAL FLORIDA	PTO STUDIES
6	2009	418211-1	94	STATE	2,950,244	FEC DWNT.LEAD TRACK	RAIL CAPACITY PROJECT
7	2009	414594-1	94	STATE	1,000,000	PSTA	INTERMODAL CAPACITY
7	2009	412746-1	94	STATE	2,400,000	TAMPA PORT AUTHORIT	SEAPORT CAPACITY PROJECT
					17,791,799		
1	2010	416267-1	94	STATE	2,100,000	SW FLA INT'L APT	INTERMODAL CAPACITY
1	2010	418425-1	94	STATE	2,917,000	SOUTHWEST FLORIDA	INTERMODAL CAPACITY
1	2010	417988-1	94	STATE	1,000,000	PORT MANATEE	SEAPORT CAPACITY PROJECT
2	2010	217417-5	52	STATE	8,100,000	ITS /REGIONAL TMC	INTERMODAL CAPACITY
4	2010	408427-2	94	FEDERAL	1,500,000	TRI-RAIL EXTENSION	RAIL CAPACITY PROJECT
5	2010	412994-2	32	STATE	3,000,000	CENTRAL FLORIDA	PTO STUDIES
6	2010	418084-1	94	STATE	1,000,000	MDTA - PEDESTRIA	PEDESTRIAN OVERPASS
6	2010	413754-3	94	STATE	1,969,929	N.W. 7TH AVE TRANSI	PUBLIC TRANSPORTATION SHELTER
6	2010	418079-1	94	STATE	1,500,000	MDTA - WEST DAD	PUBLIC TRANSPORTATION SHELTER
7	2010	412746-1	94	STATE	2,500,000	TAMPA PORT AUTHORIT	SEAPORT CAPACITY PROJECT
					25,586,929		

## 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 (2006/07 to 2009/10) changes from the Adopted Work Program to the Tentative Work Program were as follows: 83.9% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (DOT objective is at least 80%); 12.2% 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 2009/10; and 3.9% 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, 83.9% of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the four common fiscal years, 83.9% 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 dropped 7.3 percentage points.

Excluding those project phases deferred/deleted/moved out at the request of local governments or other funding entities, 90.7% 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 06/07 - 09/10)	No Changes/Advances	1,493	83.88%
	Defers	94	5.28%
	Moved Out	123	6.91%
	Deletions	70	3.93%
<b>Total</b>		<b>1,780</b>	<b>100.00%</b>

### ROADS AND BRIDGES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes/Advances	966	83.85%
	Defers	84	7.29%
	Moved Out	74	6.42%
	Deletions	28	2.43%
<b>Total</b>		<b>1,152</b>	<b>100.00%</b>

### PUBLIC TRANSPORTATION

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes/Advances	527	83.92%
	Defers	10	1.59%
	Moved Out	49	7.80%
	Deletions	42	6.69%
<b>Total</b>		<b>628</b>	<b>100.00%</b>

#### 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.

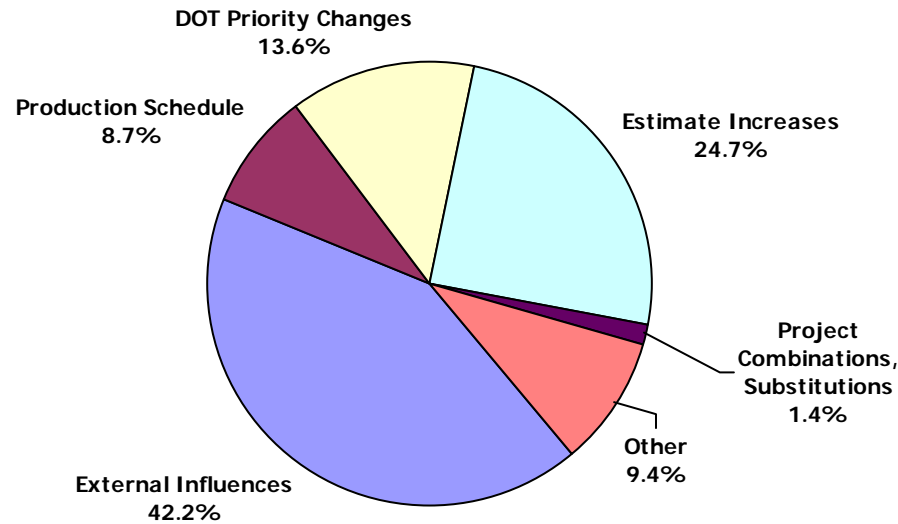
DELETIONS - Deleted from Tentative Work Program or moved out to a year beyond the Tentative Work Program.



# STABILITY REPORT

## STATEWIDE WORK PROGRAM

REASONS FOR  
287 PROJECTS  
DEFERRED,  
DELETED OR  
MOVED OUT



### RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	1,432	80.45%
	Advances	61	3.43%
	Defers	94	5.28%
	Moved Out	123	6.91%
	Deletions	70	3.93%
<b>Total</b>		<b>1,780</b>	<b>100.00%</b>

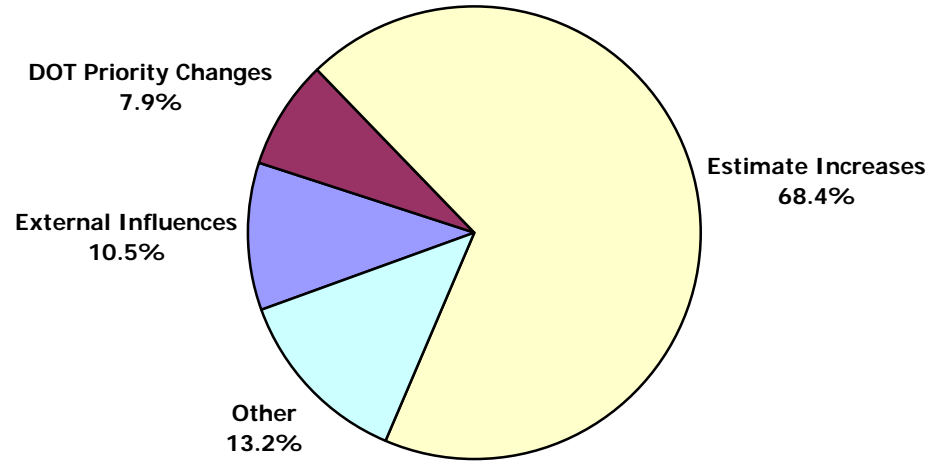
### RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	1,553	87.25%
	Advances	61	3.43%
	Defers	79	4.44%
	Moved Out	66	3.71%
	Deletions	21	1.18%
<b>Total</b>		<b>1,780</b>	<b>100.00%</b>

# STABILITY REPORT

## DISTRICT 1 WORK PROGRAM

REASONS FOR  
38 PROJECTS  
DEFERRED,  
DELETED OR  
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	171	79.53%
	Advances	6	2.79%
	Defers	18	8.37%
	Moved Out	17	7.91%
	Deletions	3	1.40%
<b>Total</b>		<b>215</b>	<b>100.00%</b>

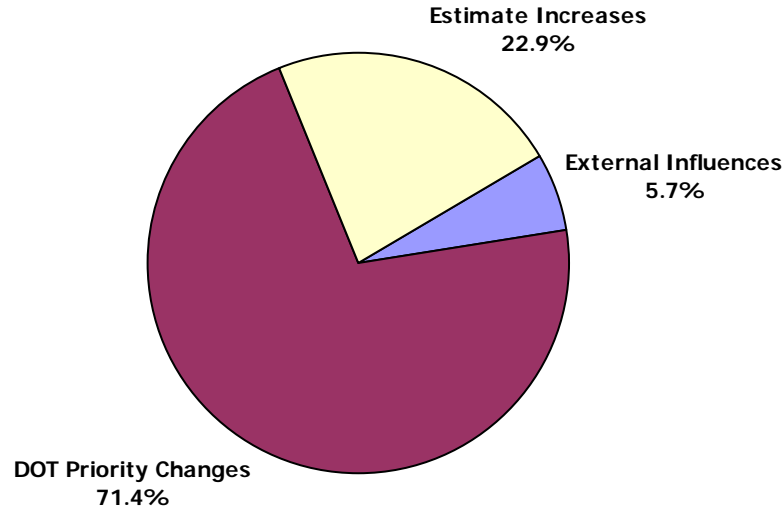
RESULTS  
WITHOUT  
EXTERNAL  
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	175	81.40%
	Advances	6	2.79%
	Defers	15	6.98%
	Moved Out	16	7.44%
	Deletions	3	1.40%
<b>Total</b>		<b>215</b>	<b>100.00%</b>

# 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 06/07 - 09/10)	No Changes	246	84.25%
	Advances	11	3.77%
	Defers	15	5.14%
	Moved Out	12	4.11%
	Deletions	8	2.74%
<b>Total</b>		<b>292</b>	<b>100.00%</b>

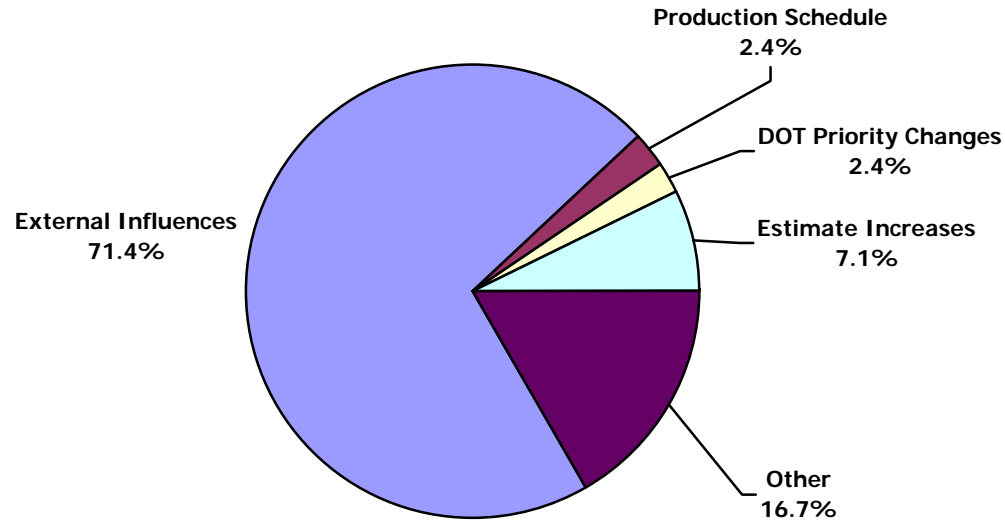
RESULTS  
WITHOUT  
EXTERNAL  
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	248	84.93%
	Advances	11	3.77%
	Defers	15	5.14%
	Moved Out	12	4.11%
	Deletions	6	2.05%
<b>Total</b>		<b>292</b>	<b>100.00%</b>

# STABILITY REPORT

## DISTRICT 3 WORK PROGRAM

REASONS FOR  
42 PROJECTS  
DEFERRED,  
DELETED OR  
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	194	80.83%
	Advances	4	1.67%
	Defers	11	4.58%
	Moved Out	9	3.75%
	Deletions	22	9.17%
<b>Total</b>		<b>240</b>	<b>100.00%</b>

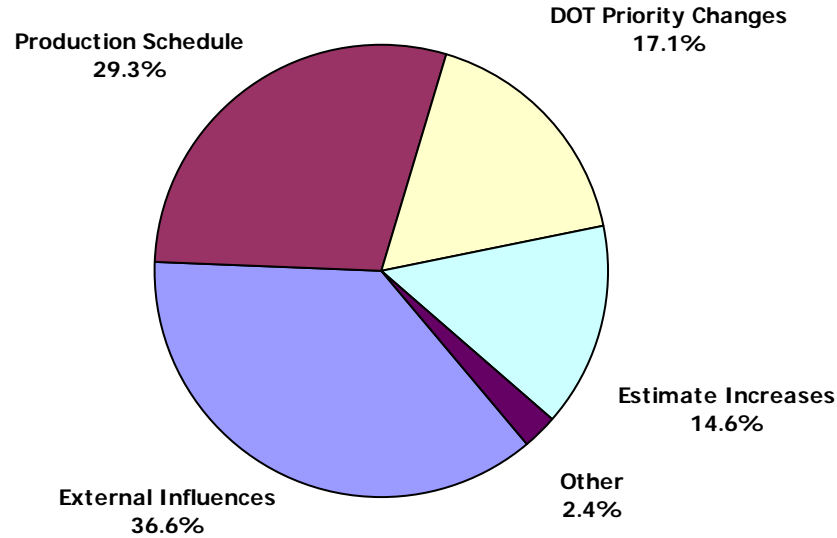
RESULTS  
WITHOUT  
EXTERNAL  
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	224	93.33%
	Advances	4	1.67%
	Defers	8	3.33%
	Moved Out	4	1.67%
	Deletions	0	0.00%
<b>Total</b>		<b>240</b>	<b>100.00%</b>

# STABILITY REPORT

## DISTRICT 4 WORK PROGRAM

REASONS FOR  
41 PROJECTS  
DEFERRED,  
DELETED OR  
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	221	83.08%
	Advances	4	1.50%
	Defers	14	5.26%
	Moved Out	8	3.01%
	Deletions	19	7.14%
<b>Total</b>		<b>266</b>	<b>100.00%</b>

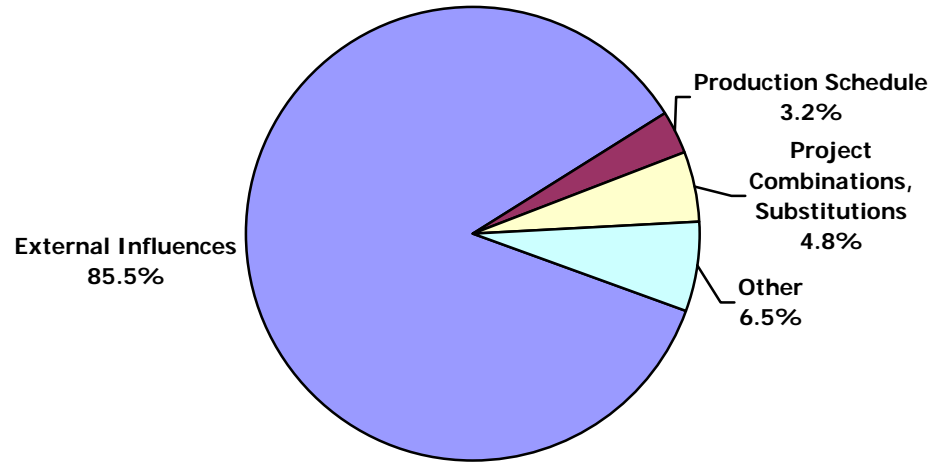
RESULTS  
WITHOUT  
EXTERNAL  
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	236	88.72%
	Advances	4	1.50%
	Defers	14	5.26%
	Moved Out	6	2.26%
	Deletions	6	2.26%
<b>Total</b>		<b>266</b>	<b>100.00%</b>

# STABILITY REPORT

## DISTRICT 5 WORK PROGRAM

REASONS FOR  
62 PROJECTS  
DEFERRED,  
DELETED OR  
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	221	72.94%
	Advances	20	6.60%
	Defers	13	4.29%
	Moved Out	45	14.85%
	Deletions	4	1.32%
<b>Total</b>		<b>303</b>	<b>100.00%</b>

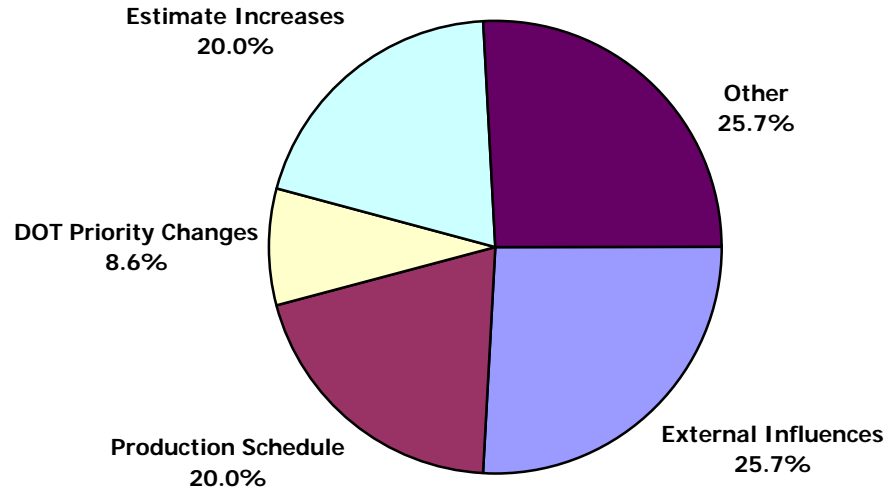
RESULTS  
WITHOUT  
EXTERNAL  
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	274	90.43%
	Advances	20	6.60%
	Defers	6	1.98%
	Moved Out	0	0.00%
	Deletions	3	0.99%
<b>Total</b>		<b>303</b>	<b>100.00%</b>

# STABILITY REPORT

## DISTRICT 6 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 06/07 - 09/10)	No Changes	157	79.70%
	Advances	5	2.54%
	Defers	15	7.61%
	Moved Out	12	6.09%
	Deletions	8	4.06%
<b>Total</b>		<b>197</b>	<b>100.00%</b>

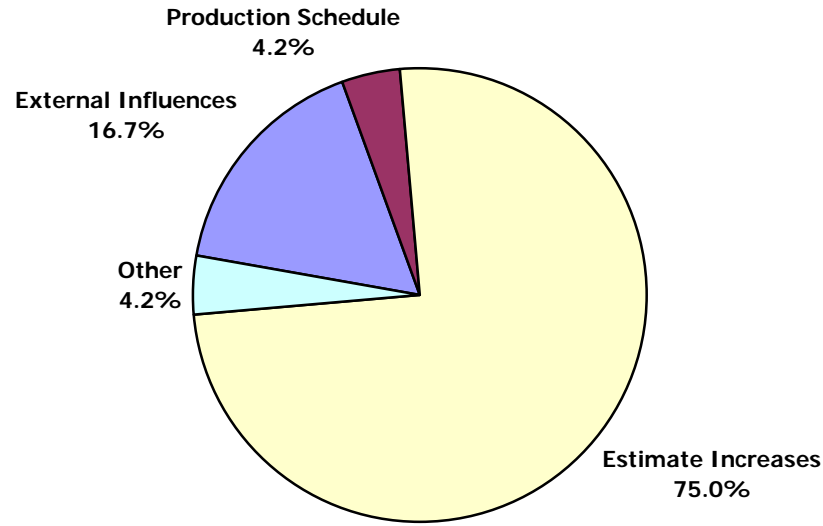
RESULTS  
WITHOUT  
EXTERNAL  
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	166	84.26%
	Advances	5	2.54%
	Defers	13	6.60%
	Moved Out	12	6.09%
	Deletions	1	0.51%
<b>Total</b>		<b>197</b>	<b>100.00%</b>

# STABILITY REPORT

## DISTRICT 7 WORK PROGRAM

REASONS FOR  
24 PROJECTS  
DEFERRED,  
DELETED OR  
MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	151	81.62%
	Advances	10	5.41%
	Defers	6	3.24%
	Moved Out	12	6.49%
	Deletions	6	3.24%
<b>Total</b>		<b>185</b>	<b>100.00%</b>

RESULTS  
WITHOUT  
EXTERNAL  
INFLUENCES

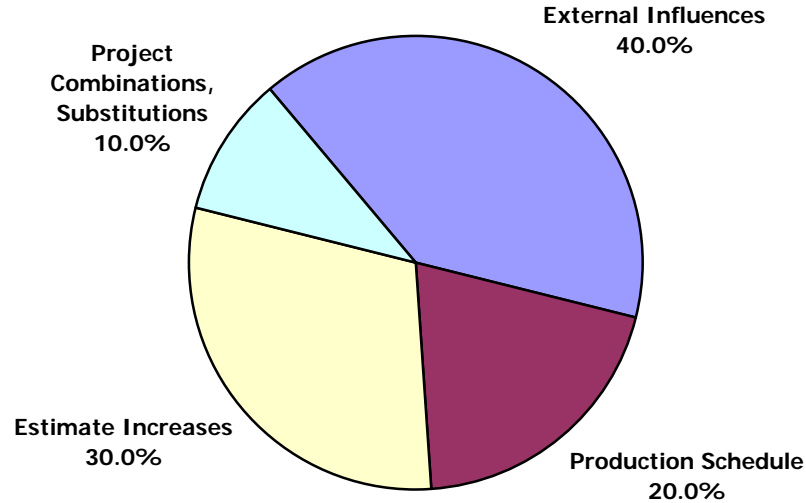
Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	155	83.78%
	Advances	10	5.41%
	Defers	6	3.24%
	Moved Out	12	6.49%
	Deletions	2	1.08%
<b>Total</b>		<b>185</b>	<b>100.00%</b>



# STABILITY REPORT

## TURNPIKE ENTERPRISE 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 06/07 - 09/10)	No Changes	71	86.59%
	Advances	1	1.22%
	Defers	2	2.44%
	Moved Out	8	9.76%
	Deletions	0	0.00%
<b>Total</b>		<b>82</b>	<b>100.00%</b>

RESULTS  
WITHOUT  
EXTERNAL  
INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 06/07 - 09/10)	No Changes	75	91.46%
	Advances	1	1.22%
	Defers	2	2.44%
	Moved Out	4	4.88%
	Deletions	0	0.00%
<b>Total</b>		<b>82</b>	<b>100.00%</b>

## 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 FY 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 has met all five of the short-range objectives that are measured directly through the work program. It should be noted the short range objective that covers discretionary capacity funding for the Strategic Intermodal System has a goal set in an outer fiscal year. The Department does not plan to meet this objective until FY 2014/15 in order to lessen the impact of shifting program funds away from the arterial road system. However, the Department is moving towards meeting its objective by FY 2014/15. (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:*

	06/07	07/08	08/09	09/10	10/11
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:*

	06/07	07/08	08/09	09/10	10/11
Percent Meeting Standards	94%	95%	95%	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:*

	06/07	07/08	08/09	09/10	10/11
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:*

	06/07	07/08	08/09	09/10	10/11	Overall
Percent SIS	62.0%	70.0%	68.0%	71.0%	66.0%	67.0%
Percent Non-SIS	38.0%	30.0%	32.0%	29.0%	34.0%	33.0%

**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 key strategies for the Department in 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 83.9%. (See pages 35 and 36.)

## 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 \$461.1 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 eight (8) projects or project phases that are inconsistent with approved local government comprehensive plans. The Department's Work Program Office has contacted the districts with projects that are inconsistent with the local comprehensive plans, informed them of the findings, and instructed them to work towards resolving the issues.

# 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 were two metropolitan planning organizations which did not endorse the district work program. One of the two voted not to endorse the program outright while the other did not take a vote to endorse the work program.

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 fourteen (14) comments and/or requests from planning organizations and/or local governments 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.



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

Documentation of the correspondence received by the districts from MPOs and local governments in response to the respective district work programs is kept on file and is available upon request.

<b>District</b>	<b>Rejections</b>	<b>Objections</b>	<b>Reconsiderations/Comments</b>
1	2	0	2
2	0	0	5
3	0	1	2
4	0	0	2
5	0	0	1
6	0	0	1
7	0	0	0
TPK	0	0	1
Total	2	1	14

**KEY STATUTORY  
REQUIREMENTS**

## TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

The 2005 Legislature created within the Department a Transportation Regional Incentive Program for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas. *s. 339.2819(1), F.S.* The purpose of the TRIP is to provide an incentive for regional planning; to leverage investments in regionally significant transportation facilities; and link investments to growth management objectives.

The percentage of matching funds provided from the TRIP shall be 50 percent of project costs, or up to 50 percent of the nonfederal share of the eligible project cost for a public transportation facility project. *s. 339.2819(2), F.S.*

The Department shall allocate funding available for the TRIP to the districts based on a factor derived from equal parts of population and motor fuel collections for eligible counties in regional transportation areas created pursuant to *s. 339.155(5)*. *s. 339.2819(3), F.S.*

Projects to be funded with TRIP funds shall, at a minimum:

- Support those transportation facilities that serve national, statewide, or regional functions and function as an integrated regional transportation system;
- Be identified in the capital improvement element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005, or to implement a long-term concurrency management system adopted by local government; further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management;
- Be consistent with the Strategic Intermodal Plan; and
- Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost. *s. 339.2819(4)(a), F.S.*

In allocating TRIP funds, priority shall be given to projects that:

- Provide connectivity to the Strategic Intermodal system developed under *s. 339.64*;
- Support economic development and the movement of goods in rural areas of critical economic concern designated under *s. 288.0656(7)*;
- Are subject to a local ordinance that establishes corridor management techniques, including access

**COMMISSION  
FINDINGS**

- management strategies, right-of-way acquisitions and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses; and
- Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network. *s. 339.2819(4)(b), F.S.*

Funds for FY2006 through 2011 were allocated to district by statutory formula in accordance with Work Program Instructions 6.2.2, which states:

The department shall allocate funding available for the Transportation Regional Incentive Program by statutory formula to the districts. For FY 05/06 and 06/07, 50% of the TRIP funds will be held in reserve in Central Office, District 89, for future use in the districts to which they would be allocated in accordance with statutory formula. For FY07/08- FY10/11, 100% of the funds will be held in reserve. These funds will be tracked by district. No district will be allowed to use funds designated for another district.

The purpose of holding the funds in reserve is to allow all counties sufficient time to meet the statutory requirements for participation in the TRIP program. It is anticipated that it may take up to 18 months or longer before all the regional transportation areas are formed. Reserving funding now affords all eligible areas an opportunity to submit candidate projects for funding consideration.

Annual Programmed amounts allocated for TRIP:

	<b>FY 06/07</b>	<b>FY 07/08</b>	<b>FY 08/09</b>	<b>FY 09/10</b>	<b>FY 10/11</b>	<b>5-year Total</b>
<b>TRIP</b>	\$200.0	\$135.0	\$135.0	\$135.0	\$135.0	\$740.0

## 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 originally funded 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 has 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 \$237.5 million for the County Incentive Grant Program and \$234.3 million for the Small County Outreach Program.

Annual Programmed amounts for CIGP and SCOP:

	<b>FY 06/07</b>	<b>FY 07/08</b>	<b>FY 08/09</b>	<b>FY 09/10</b>	<b>FY 10/11</b>	<b>5-year Total</b>
<b>CIGP</b>	\$45.23	\$46.50	\$47.43	\$48.60	\$49.70	\$237.46
<b>SCOP</b>	\$46.3	\$46.6	\$46.9	\$47.1	\$47.4	\$234.3

Some projects have been identified for funding from these programs; the remainder of the money is "boxed" through FY 2010/11. The \$234.3 million programmed for SCOP includes \$175.0 million in growth management funds.

The Department has programmed \$25 million per year for the Small County Road Assistance Program through FY 09/10. The SCRAP program is set to expire after FY 09/10.

## 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 \$500.0 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:

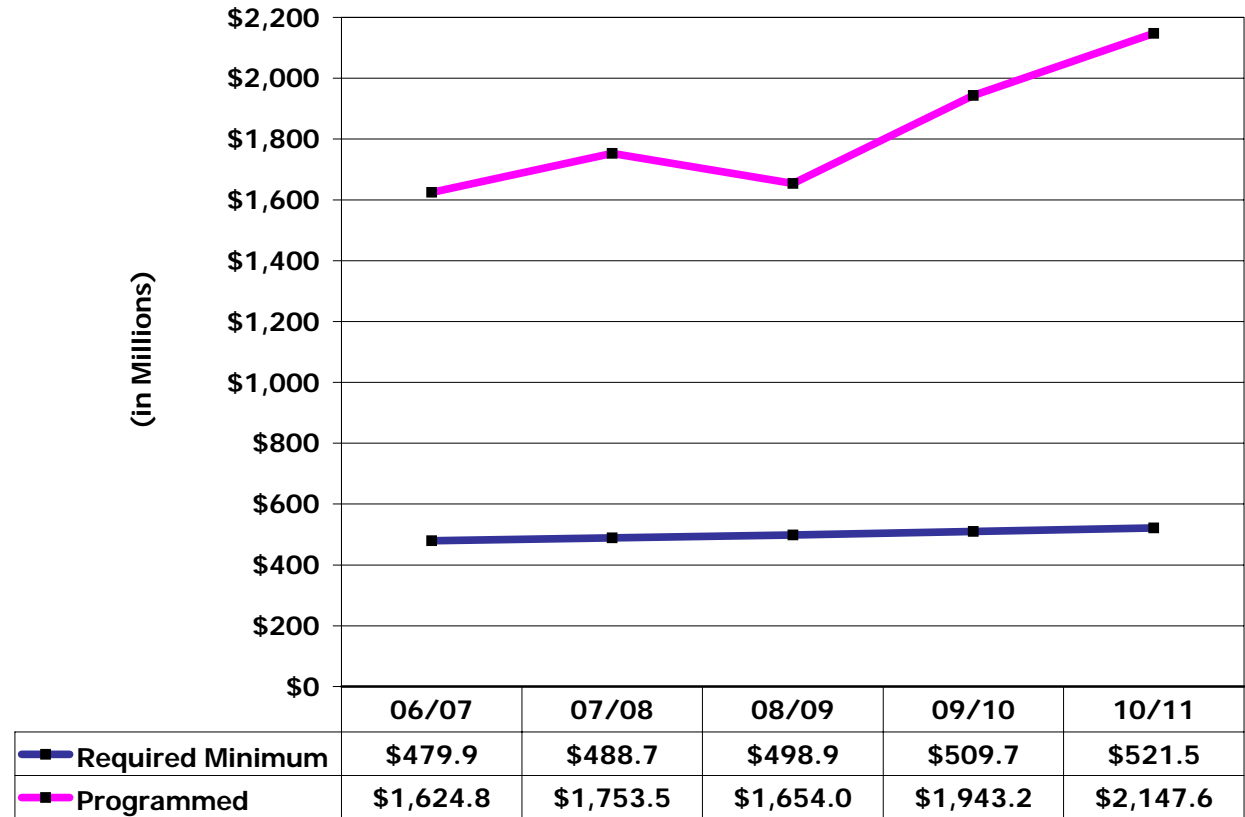
- Beginning in FY 2003/04 and for each fiscal year thereafter, the minimum amount allocated shall be based on the FY 2003/04 allocation of \$450 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the CPI for FY 2003/04.
- No amounts from the funds 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 \$9.1 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**

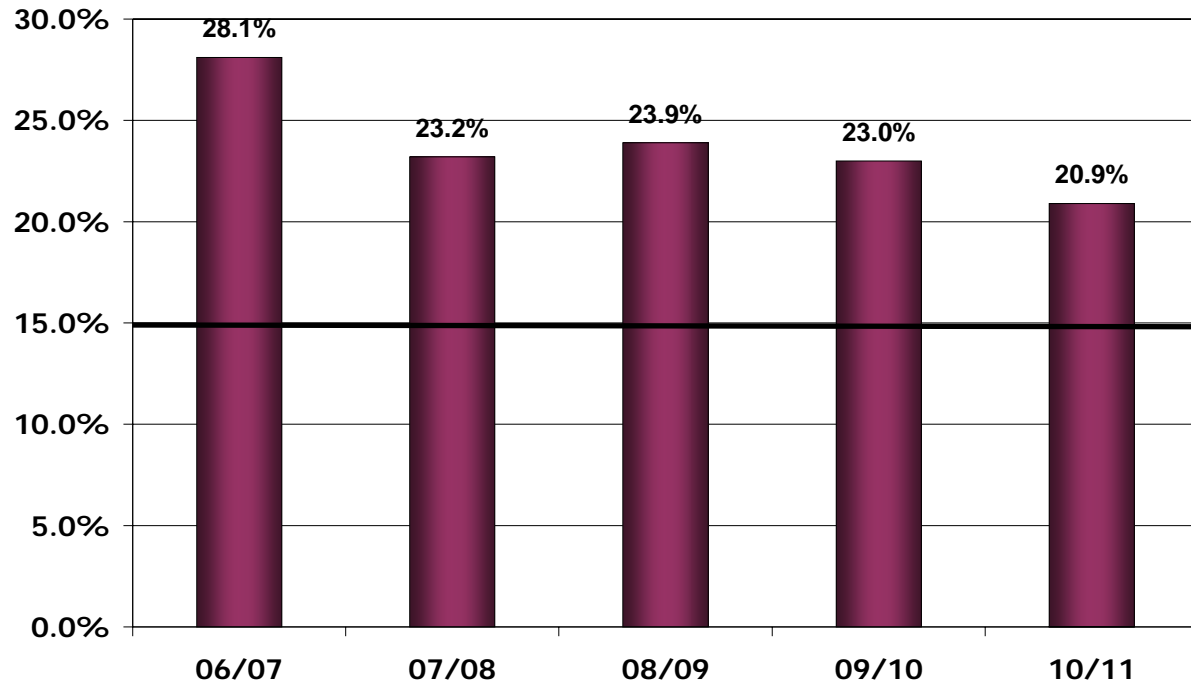
Beginning in fiscal year 2000/01, and each year thereafter, a minimum of 15% of all state revenues deposited into the State Transportation Trust Fund shall be committed annually by the Department for public transportation projects. *s. 206.46(3), F.S.*

**COMMISSION  
FINDING**

The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2006/07-2010/11, in which an average of 23.7% of state transportation funds is programmed for public transportation projects.

# STATE FUNDED PUBLIC TRANSPORTATION

PERCENT OF  
TOTAL STATE  
REVENUE TO  
PROGRAM PLAN



(in Millions)	06/07	07/08	08/09	09/10	10/11	Total
Annual Program (State funded)	\$737.4	\$634.1	\$672.6	\$669.9	\$632.7	\$3,346.7
Total STTF Allocations	\$2,620.7	\$2,729.9	\$2,819.1	\$2,918.1	\$3,025.9	\$14,113.7
Program as % of Allocation	28.1%	23.2%	23.9%	23.0%	20.9%	23.7%
15% Requirement	\$393.1	\$409.5	\$422.9	\$437.7	\$453.9	\$2,117.1

## 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 continues to exceed the level of commitments necessary to meet the 90% statutory requirement for Turnpike commitments in South Florida by 109.6% over the statutorily required nine year period. Even though the South Florida equity requirement expires on June 30, 2007, the level of Turnpike Enterprise commitments in Palm Beach, Broward and Miami-Dade Counties continues to exceed the 90% requirement through the end of the Tentative Work Program period (June 30, 2011) by 122.7%.

# 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 2006/07 through 2010/11 was developed 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 2006/07 – 2010/11 was held March 7, 2006 beginning at 8:30 a.m. in the Florida Department of Transportation Auditorium, 605 Suwannee Street, Tallahassee, Florida.

Public comments were received from:

The Honorable Larry Bustle, Mayor of Palmetto, who addressed the Commission to voice his concern over the deferment of projects within and beyond the five year Tentative Work Program period. He also asked the Commission to recommend the Governor and Legislature use some of the State's budget surplus to restore projects to their original work program schedule.

The Honorable Elaine Tucker, Commissioner, Okaloosa County, who spoke about the SR 123 widening project and the interchanges at both ends. These projects were scheduled for construction in July of 2006, but were deferred until 2011 in this Tentative Work Program due to rising costs. Commissioner Tucker requested the Commission assist the Department in restoring these projects to their original schedules.

Pages 69 - 73 list the projects changed after the public hearings that were conducted in the districts.

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



# PROJECTS CHANGED AFTER PUBLIC HEARINGS

*Fiscal Years 06/07 – 10/11*

## DISTRICT 1

Item	Description	Action
420979-1	CR 765 from Notre Dame Rd to North of US 41	Added Construction Phase to FY 06/07
420982-1	Winchester Blvd. from CR-775 to CR 776	Added Construction Phase to FY 06/07
200741-1	1-75 At Alley Recreational Access MM 49.0	Deferred Construction Phase from FY 08/09 to FY 10/11
418937-1	I-75 Overpass at Immokalee Road	Added Construction Phase to FY 06/07
420991-1	CR 951 from CR 896 to Golden Gate Blvd.	Added Construction Phase to FY 06/07
420986-1	SR 70 at 14 <sup>th</sup> Street	Added Construction Phase to FY 06/07
420987-1	SR 29 at Pollywog Crossover	Added Construction Phase to FY 06/07
420988-1	SR 70 from CR 20 to Harney Pond Canal	Added Construction Phase to FY 06/07
420990-1	CR 884 from 1-75 to SR 82	Added Construction Phase to FY 06/07
420981-1	US 41 Business at Riverside Drive	Added Construction Phase to FY 06/07
420984-1	SR 70 at SW 67 <sup>th</sup> Drive	Added Construction Phase to FY 06/07
420985-1	SR 70 at SW 87 <sup>th</sup> Terrace	Added Construction Phase to FY 06/07
197645-1	In Town By-Pass from SR 600 to SR 35	Deferred Construction Phase from FY 06/07 to FY 07/08
420977-1	CR 54 from Lake Wilson Road to US 17/92	Added Construction Phase to FY 06/07
410145-1	Charlotte County Transit (CCT)	Added Grant (Intermodal) Phase to FY 06/07
*420655-1	I-75 From Golden Gate Pkwy (Collier Co.) to SR 80 (Lee Co.)	Added Construction Phase to FY 06/07, FY 07/08 and FY 08/09
*406313-3	I-75 From Golden Gate Pkwy to S of Bonita Beach Road	Deleted Construction Phase in FY 07/08
*406224-2	I-75 at Daniels Parkway Interchange	Deleted Construction Phase in FY 09/10
*406225-2	I-75 From S of Bonita Beach Road to S of Corkscrew Road	Deleted Construction Phase in FY 07/08
*406225-4	I-75 From S of Corkscrew Road to S of Daniels Parkway	Deleted Construction Phase in FY 08/09
*411036-1	I-75 from S of Colonial Blvd to S of SR 82	Deleted Construction Phase in FY 09/10
*411037-1	I-75 from S of SR 82 to S of Luckett Road	Deleted Construction Phase from FY 09/10
*411038-1	I-75 From S of Luckett Road to S of SR 80	Deleted Construction Phase from FY 10/11
410147-1	Lee County Transit System (LCTS)	Added Grant (Intermodal) Phase in FY 08/09
410148-1	Manatee County Area Transit (MCAT)	Added Grant (Intermodal) Phase to FY 06/07
410149-1	Lakeland Area Mass Transit District (LAMTD)	Added Grant (Intermodal) Phase to FY 06/07
410150-1	Winter Haven Area Transit (WHAT)	Added Grant (Intermodal) Phase to FY 06/07
410152-1	Sarasota County Area Transit (SCAT)	Added Grant (Intermodal) Phase to FY 06/07
420974-1	Automated Traffic Management System	Added Construction Phase to FY 06/07
420974-2	Automated Traffic Management System	Added Construction Phase to FY 06/07

420036-1	CR 760A from US 17 to SR 31	Deleted Construction Phase from FY 06/07
407131-1	Collier County	Deleted Grant (Intermodal) Phase in FY 06/07
410146-1	Collier County	Added Grant (Intermodal) Phase in FY 06/07
420983-1	SR 70 from Long Point Marsh to 1 Mile W of Highlands C/L	Added Construction Phase to FY 06/07
414078-1	District Wide 5311	Added Grant (Intermodal) Phase to FY 06/07, FY 07/08 and FY 08/09
421236-1	Goose Pond Road from CR 665 to CR 663	Added Construction Phase to FY 06/07

## DISTRICT 2

Item	Description	Action
213251-4	I-295 from Morse Ave/Towns Rd to 1-10	Moved Out Right of Way Phase from FY 10/11
210004-5	SR 20 from Rowland Ave. to SR 19	Deleted Construction Phase from FY 07/08
420531-1	SE 144 <sup>th</sup> Ave. from SR 100 to US 301	Deleted Right of Way Phase from FY 07/08
209096-2	SR 15 from US 17 to Post Street	Deferred Construction Phase from FY 06/07 to FY 09/10
210376-3	SR 55 from SR 24 to Beg of Curb & Gutter	Deferred Construction Phase from FY 08/09 to FY 10/11
212594-1	Lessie Road Bridge over St. Mary's River	Deferred Construction Phase from FY 08/09 to FY 09/10
420634-2	Tallyrand Terminal Port of Jacksonville	Deleted Grant Phase (Intermodal) from FY 06/07
420634-3	Dames Point Terminal @ Port of Jacksonville	Deleted Grant Phase (Intermodal) from FY 07/08
420634-4	Dames Point Terminal @ Port of Jacksonville	Deleted Grant Phase (Intermodal) from FY 09/10
209543-3	SR 212	Added Construction Phase to FY 06/07
211365-3	SW 62 <sup>nd</sup> Blvd.	Added Right of Way Phase to FY 08/09
213217-4	I-95 Interchange	Added Construction Phase to FY 06/07
404833-3	City of Gainesville	Added Grant (Intermodal) Phase to FY 06/07
410969-7	Mayport Vessel Replacement	Added Grant (Intermodal) Phase to FY 06/07
420531-1	SE 144 <sup>th</sup> Avenue	Added Construction Phase to FY 08/09
420560-1	Soutel Drive	Added Construction Phase to FY 08/09
420563-1	44 <sup>th</sup> St Extension	Added Construction Phase to FY 08/09
421232-1	CR 209 Extension	Added Construction Phase to FY 06/07

## DISTRICT 3

Item	Description	Action
220773-3	SR 79 from Washington County Line to SR 8 (I-10)	Added Right of Way Phase to FY 08/09
420146-1	SR 8A Over City Street's BR No. 480164 (Expansion Joints)	Deleted Construction Phase from FY 08/09
420146-2	SR 8A Over City Street's BR No. 480164 (Painting)	Deleted Construction Phase from FY 08/09
420161-1	SR 8 Ochlocknee River Bridge BR No. 550050	Deleted Construction Phase from FY 08/09
420260-1	SR 75 Bay Line R/R Bridges BR Nos. 460066 & 460067	Deleted Construction Phase from FY 08/09
420155-1	SR 10A Marcus Creek Bridge BR No. 480182	Deleted Construction Phase from FY 08/09

**DISTRICT 4**

420156-1	SR 366 Pensacola St CSX R/R Bridge BR No. 550001	Deleted Construction Phase from FY 08/09
420159-1	SR 189 Dry Ford Branch Bridge BR No. 570092	Deleted Construction Phase from FY 08/09
421245-1	SR 30 Over ICCW/Dupont Bridge No. 460019	Added Construction Phase to FY 06/07
220442-3	SR 87 From N of Five Forks Rd to Eglin AFB Boundary	Deferred Construction Phase from FY 06/07 to FY 10/11

Item	Description	Action
228180-1	SR 736/Davie Blvd. from E of SW 9 <sup>th</sup> Ave to SR 5/US-1	Added Construction Phase to FY 06/07
416870-1	SR 820/Hollywood Blvd from Hiatus Rd. to Douglas Rd.	Deleted Construction Phase from FY 09/10
230872-1	16/17 <sup>th</sup> Street from 500' W of 14 <sup>th</sup> Ave to E of SR 5/US 1	Deferred Construction Phase from FY 06/07 to FY 07/08
421150-1	SW Madison Ave from SR 710 to Farm Road	Added Construction Phase to FY 07/08
421151-1	CR A1A from E 14 <sup>th</sup> Street to E 5 <sup>th</sup> Street	Added Construction Phase to FY 07/08
230289-1	SR 5/US 1 from N of Edwards Rd to N of Virginia Ave	Moved Out Right of Way Phase from FY 10/11
406536-1	SR A1A from Sloan's Curve to Widener's Curve	Deferred Construction Phase from FY 05/06 to FY 06/07
230262-5	SR 70 from MP 13.361 to MP 17.338	Deferred Construction Phase from FY 05/06 to FY 06/07
420993-1	Pines Blvd Sidewalks from SW 196 <sup>th</sup> , SW 184 <sup>th</sup> and SW 208 <sup>th</sup> Avenues to US 27	Deleted Construction Phase from FY 08/09

**DISTRICT 5**

Item	Description	Action
237705-4	SR 3 Landscaping from SR 520 to Skylark Ave	Added Construction Phase to FY 06/07
421222-1	US 27 Park & Ride S of SR 50	Added Construction Phase to FY 06/07
242715-2	I-95 from S of I-4 to N of US 92	Added Right of Way Phase to FY 08/09
421217-1	Orange County Mast Arms	Added Construction Phase to FY 06/07
421218-1	Renovation of Dixon Rd - City of Cocoa	Added Construction Phase to FY 06/07
421219-1	Renovation of Industry Rd - City of Cocoa	Added Construction Phase to FY 06/07
239266-2	SR 15 from S of SR 528 to Lee Vista Blvd	Added Construction Phase to FY 06/07
240233-2	SR 434 from Montgomery Rd to I-4	Added Right of Way Phase to FY 06/07, FY 07/08 and FY 08/09
240233-3	SR 434 from I-4 to Rangeline	Added Right of Way Phase to FY 06/07
416862-1	CR 466 from Sumter County Line to US 27	Added Construction Phase to FY 06/07
419659-1	Pineda Causeway Extension from I-95 to CR 509	Added Construction Phase to FY 06/07
421023-1	CR 15 from Osceola County Line to SR 417	Added Construction Phase to FY 06/07
421165-1	DeBary Ave from I-4 to Providence Blvd.	Added Construction Phase to FY 06/07
405506-8	I-95 from SR 514 to SR 519 including Pineda Interchange	Added Construction Phase to FY 06/07

DISTRICT 6

405506-3	I-95 from SR 514 50 SR 518	Advanced Construction Phase from FY08/09 to FY 06/07
405506-4	I-95 from SR 518 to SR 519	Advanced Construction Phase from FY 07/08 to FY 06/07
405506-7	I-95 from Palm Bay Road to SR 528 (Temporary Barrier Wall)	Deleted Construction Phase from FY 07/08

Item	Description	Action
413754-7	Miami Dade Transit Authority - NW 7 <sup>th</sup> Avenue Transit HUB	Added Grant (Intermodal) Phase to FY 06/07
411495-1	City of Key West-DOT Transit Facility (Stock Island)	Added Grant (Intermodal) Phase to FY 06/07
411495-4	City of Key West DOT Bus and Bus Facilities	Added Grant (Intermodal) Phase to FY 06/07
251185-1	NW 25 <sup>th</sup> Street from NW 89 <sup>th</sup> Court to SR 826	Deferred Construction Phase from FY 05/06 to FY 06/07
251185-2	NW 25 <sup>th</sup> Street from SR 826 to NW 67 <sup>th</sup> Avenue	Deferred Construction Phase from FY 05/06 to FY 06/07
405665-1	NW 25 <sup>th</sup> Street Viaduct from NW 82 <sup>nd</sup> Avenue to SR 826	Deferred Construction Phase from FY 05/06 to FY 06/07
405665-3	NW 25 <sup>th</sup> Street Viaduct from SR 826	Deferred Construction Phase from FY 05/06 to FY 06/07
249941-2	SR 823/NW 57 <sup>th</sup> Ave from SR 943/W 21 <sup>st</sup> St to W 34 <sup>th</sup> St	Moved Out Construction Phase from FY 09/10
405615-3	NW 87 <sup>th</sup> Avenue from NW 74 <sup>th</sup> Street to NW 103 <sup>rd</sup> Street	Moved Out Construction Phase from FY 09/10
249941-5	SR 823/NW 57 <sup>th</sup> Ave from West 34 <sup>th</sup> St to West 46 <sup>th</sup> Street	Moved Out Construction Phase from FY 10/11
405578-1	SR 112/I-195 from I-95/NW 10 <sup>th</sup> Ave to Biscayne Blvd	Deferred Construction Phase from FY 08/09 to FY 09/10
420316-1	SR 9A/I-95 from N of Golden Glades Interchange to Miami/Dade Broward Line	Deferred Construction Phase from FY 08/09 to FY 09/10
421205-1	Miami Dade Transit Authority - FTA - New Freedom Program	Added Grant (Intermodal) Phase to FY 06/07
421206-1	Miami Dade Transit Authority - FTA - Job Access and Reverse Commute Program	Added Grant (Intermodal) Phase to FY 06/07
416671-3	National Center for Transportation Needs	Added Grant (Intermodal) Phase to FY 06/07
418876-1	Homestead East-West Bus Connector - FTA	Added Grant (Intermodal) Phase to FY 06/07
419606-2	City of Miami Streetcar Project	Added Grant (Intermodal) Phase to FY 06/07
421043-1	Miami Dade Transit Authority North Corridor Metrorail Extension Along NW 27 <sup>th</sup> Avenue	Added Grant (Intermodal) Phase to FY 06/07 through- FY 10/11
421043-2	Miami Dade Transit Authority North Corridor Metrorail Extension along NW 27 <sup>th</sup> Avenue (Orangeline)	Added Grant (Intermodal) Phase to FY 06/07
421076-1	Miami Dade Transit Authority East West Corridor Metrorail Extension (Orangeline)	Added Grant (Intermodal) Phase to FY 06/07

DISTRICT 7

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**TURNPIKE  
ENTERPRISE**

Item	Description	Action
256334-1	SR 52 from US 41 to CR 581	Added Right of Way Phase to FY 06/07
405492-2	CR 581 from Palm Springs Drive to Pebble Creek Blvd	Added Right of Way Phase to FY 06/07
411457-2	SR 694 Drainage Improvements	Added Construction Phase to FY 07/08
415489-2	US 301 from Balm Road to Gibsonton Drive	Added Construction Phase to FY 06/07
416565-2	SR 54/SR 56 from US 41 to I-75	Added Construction Phase to FY 06/07
418859-2	Pinellas County Mobility Initiative	Added Grant (Intermodal) Phase to FY 08/09
418860-2	US 19 Continuous Right Turn Lane	Added Right of Way Phase to FY 08/09
419150-1	I-275 NB and SB Skyway Bridge	Added Construction Phase to FY 07/08
420629-1	Bryan Dairy Road from Starkey Road to 72 <sup>nd</sup> Street	Added Right of Way Phase to FY 06/07
420758-1	Suncoast Trailhead at US 98 Parking Facility	Added Construction Phase to FY 08/09
407233-7	I-275 from Bearss Avenue to I-75	Deferred Construction Phase from FY 07/08 to FY 10/11
407944-1	I-75 Pasco (NB) Rest Area Replacement	Deferred Construction Phase from FY 06/07 to FY 08/09
407944-2	I-75 Pasco (SB) Rest Area Replacement	Deferred Construction Phase from FY 06/07 to FY 08/09
408459-3	I-75 from N of Bruce B Downs Blvd to S of SR 56	Deferred Construction Phase from FY 08/09 to FY 10/11
258413-1	I-275 from N of US 41 to Proposed East/West Road	Moved Out Construction Phase from FY 09/10
415625-1	PSTA-Bus Purchase	Deleted Grant (Intermodal) Phase from FY 07/08
420714-1	Tampa International Airport	Deleted Grant (Intermodal) Phase from FY 10/11

Item	Description	Action
N/A	No Project Changes After Public Hearings	

**NOTES**

\*District One: Addition of project 420655-1 resulted in deletion of projects 406313-3, 406224-2, 406225-2, 406225-4, 411036-1, 411037-1 and 411038-1.

\*\*District Five: Addition of project 405506-8 resulted in advancement of 405506-3 and 405506-4 and deletion of project 405506-7.

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# APPENDIX

(Responses to the Questions are based on the January 4, 2006 tape of the Tentative Work Program.)

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**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 1:** Compare the 2005/06 - 2009/10 Adopted Work Program to the 2006/07 - 2010/11 Tentative Work Program, showing the dollar amount differences by program plan category.

**Answer:** Over/Under Report of the Program and Resource Plan Summary.  
(\$ in millions)

<b>07TENT05</b>	FLORIDA DEPARTMENT OF TRANSPORTATION 2006/07 PROGRAM AND RESOURCE PLAN SUMMARY						OFD 9-Jan- 2006 3:50 PM
<b>over/under</b>	FISCAL YEARS 2006/07 TO 2009/10						
<b>06ADOPT3R</b>	(MILLIONS OF \$)						
<b>PROGRAM AREAS</b>	05/06	06/07	07/08	08/09	09/10	10/11	TOTAL
<b>I. PRODUCT</b>	1953.6	1366.2	1120.7	848.4			<b>5288.8</b>
A . SIS/Intrastate Highways	551.8	400.7	443.2	292.8			1688.5
B . Other Arterials	644.7	95.1	(25.4)	(11.1)			703.3
C . Right Of Way	65.1	99.9	146.9	116.6			428.5
D . Aviation	70.6	62.6	106.4	14.2			253.8
E . Transit	205.6	96.0	95.1	102.8			499.4
F . Rail	55.7	39.5	46.4	67.7			209.3
G . Intermodal Access	(5.0)	196.4	4.1	6.4			202.0
H . Seaports	1.0	23.1	10.7	2.0			36.7
I . Safety	27.3	33.7	37.3	42.4			140.7
J . Resurfacing	178.0	248.2	219.9	145.6			791.8
K . Bridge	158.8	71.0	36.0	69.0			334.9

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

L . Trans. Outreach Prog.	0.0	0.0	0.0	0.0	0.0
<b>II. PRODUCT SUPPORT</b>	<b>303.7</b>	<b>296.4</b>	<b>221.9</b>	<b>195.3</b>	<b>1017.2</b>
A. Preliminary Eng.	130.3	152.1	125.6	76.8	484.8
B. Const.Eng.Inspect.	97.7	68.3	84.0	59.1	309.0
C. R/W Support	24.6	57.1	(12.0)	40.2	109.8
D.Environmental Mitigation	10.6	0.8	13.3	4.3	29.1
E. Material & Research	(0.3)	(0.3)	(0.3)	(0.3)	(1.2)
F. Planning	40.7	18.2	11.1	15.0	84.9
G. Public Transport. Ops.	0.2	0.2	0.2	0.2	0.8
<b>III.OPERAT.&amp; MAINT.</b>	<b>28.2</b>	<b>(0.9)</b>	<b>(12.0)</b>	<b>(3.3)</b>	<b>12.0</b>
A. Routine Maintenance	(2.9)	(3.5)	(15.0)	(10.2)	(31.6)
B. Traffic Operations	6.8	6.4	7.6	6.9	27.8
C. Toll Operations	25.3	(2.7)	(3.5)	1.1	20.2
D. Motor Carrier Comp.	(1.0)	(1.1)	(1.1)	(1.2)	(4.4)

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

<b>IV. ADMINISTRATION</b>	<b>(10.2)</b>	1.0	0.6	0.6	<b>(8.1)</b>
A. Administration	1.3	1.3	1.4	1.4	5.3
B. Fixed Capital	(10.8)	0.4	(0.0)	0.0	(10.4)
C. Office Info. Systems	(0.7)	(0.7)	(0.8)	(0.8)	(3.0)
<b>TOTAL PROGRAM</b>	<b><u>2275.2</u></b>	<b><u>1662.6</u></b>	<b><u>1331.2</u></b>	<b><u>1041.0</u></b>	<b><u>6310.0</u></b>
<b>V. OTHER</b>	<b>(7.6)</b>	<b>(8.0)</b>	<b>(65.8)</b>	<b>(39.1)</b>	<b>(120.5)</b>
A. Local Govt. Reimb.	0.3	14.6	1.5	33.4	49.7
B. Other	(7.9)	(22.6)	(67.2)	(72.5)	(170.2)
<b>TOTAL BUDGET</b>	<b><u>2267.6</u></b>	<b><u>1654.6</u></b>	<b><u>1265.4</u></b>	<b><u>1001.8</u></b>	<b><u>6189.4</u></b>

**QUESTION 2:**

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

**Answer:**

In June of 2005, Senate Bill 360 provided \$575,000,000 for fiscal year 2006 of non-recurring growth management funding for the Strategic Intermodal System (SIS), the Transportation Regional Incentive Program (TRIP), the State Infrastructure Bank (SIB) and the County Incentive Grant Program (CIGP). It also provided \$541,750,000 recurring annually for funding growth management. The annual funding is distributed between the Small County Outreach Program (SCOP), SIS, New Starts Transit Program (NSTP) and the new TRIP program beginning in fiscal year 2006. House Bill 1681 appropriated \$5 million for Seaport Dredging Projects.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This resulted in a new Highway Safety Improvement program to replace the 10% set aside from the Surface Transportation Program and several other programs: High Risk Rural Roads, Safe Routes to Schools program, Small Starts Program and the New Freedom Program.

**QUESTION 3:** Please identify the number of fund categories, projects and project phases supported by this Tentative Work Program?

**Answer:**

Number of Active Fund Codes	215
Number of Projects (Item Numbers)	7,788
Number of project phases	12,909

**QUESTION 4:** Is the Tentative Work Program based on a complete, balanced financial plan for the State Transportation Trust Fund and the other funds managed by the Department? 339.135(3)(a), F.S.

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

**QUESTION 5:** Is the Tentative Work Program planned so as to deplete the estimated resources of each fund? 339.135(3)(b), F.S.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**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 6:** 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 outer years of the work program for target identification in programs where individual line items (project phases) are not yet identified; e.g. resurfacing projects. Reserve boxes are used for future needs where specifics are not known but a future need has been identified or all funding sources have not yet been identified; e. g. a federal earmark that does not fully fund the next phase of a project. Included with this response is a Contingency Box Analysis for the current year and the five years of the Tentative Work Program.

**QUESTION 7:** 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 8:** What additional level of P.E. consultants, if any, is programmed to produce the Tentative Work Program? (Show the dollar amount over/under the Adopted of 7/05 for each fiscal year),

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**Answer:**

(Dollars in Millions)

Current Year	Four Common Years of Tentative				5 Yr Total
2005/06	2006/07	2007/08	2008/09	2009/10	
-14.4	128.1	149.8	123.3	74.4	461.1

**QUESTION 9:**

When developing the Tentative Work Program were funds allocated to each district, except for the Turnpike Enterprise, according to 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 s. 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 s. 341.052, F.S.?

**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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

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 10:** Is the total amount of the liabilities accruing in each fiscal year of the Tentative Work Program equal to or less than the revenues available for expenditure during the respective fiscal year based on the cash forecast for that respective fiscal year? 339.135(4)(b)1, F.S.

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

**QUESTION 11:** Is the Tentative Work Program developed in accordance with the Program and Resource Plan of the Florida Transportation Plan? 339.135(4)(b)2, F.S.

**Answer:** The Tentative Work Program was developed in accordance with the Program and Resource Plan of the Florida Transportation Plan. This has been done through issuance of Schedules A & B with Work Program Instructions directed to district and central office program managers, followed by a rigorous review process by central office program management staff, and review and approval of the Tentative Work Program by the Secretary.

**QUESTION 12:** Did the Department advance by one fiscal year all projects included in the second year of the previous Adopted Work Program? If not, then for those projects not advanced or those projects added, was there a determination by the Secretary that such adjustments were necessary? 339.135(4)(b)3, F.S.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

Does the Tentative Work Program clearly identify and reflect the effect of such changes and adjustments to such projects?  
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 (06/07) to the first year of the current Tentative Work Program (06/07). 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.

Yes. The Tentative Work Program clearly identifies and reflects the effect of such change and adjustment to the program.

**QUESTION 13:**

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

**Answer:**

Yes. The 5 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.



**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

- QUESTION 14:** Was the Tentative Work Program developed based on the district work programs? 339.135(4)(e), F.S.
- Answer:** Yes. The Department uses the Work Program Administration (WPA) system to develop the Work Program. The District Work Programs are segments of this automated system and form the basis of the Statewide Tentative Work Program.
- QUESTION 15:** 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 16:** Was the Tentative Work Program for Charlotte, Collier, DeSoto, Glades, Hendry, and Lee Counties developed by the district director for the Fort Myers Urban Office? 20.23(4)(d), F.S.
- Answer:** Yes.
- QUESTION 17:** Did the Department submit a preliminary Tentative Work Program to the Governor, legislative appropriations committees, the Transportation Commission and the Department of Community Affairs at least 14 days prior to the convening of the regular legislative session? 339.135(4)(f), F.S.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

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

**Answer:** Yes, to the extent that several large dollar volume projects, with rather inflexible schedules, will allow. Other projects scheduled for letting in fiscal year 2005/06 will be processed as early as production permits in order to avoid large letting amounts late in the year. Should actual production tend to bunch projects early, we will ease the processing activity to cause later month letting of particular projects, with the notable exception of safety-related or preservation work which will not be delayed.

**QUESTION 19:** Has the Department stabilized the work program to ensure the timely and systematic completion of projects? 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 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 20:** 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 5 year monthly cash forecast report will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

**QUESTION 21:** 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**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 5 year monthly cash forecast report will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

**QUESTION 22:** 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 chapter 206.46(3), F.S.? Please provide, by fiscal year, the annual program amounts and total state STTF allocations.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**Answer:**

**100% STATE FUNDS (PROGRAMMED)  
(\$ IN MILLIONS)**

<b>PROGRAM</b>	<b>Current Year</b>					
	<b>05/06</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>
Aviation	132.8	167.9	164.4	213.8	142.9	148.5
Transit *	134.8	276.0	226.4	214.6	222.2	221.3
Rail	218.7	164.2	117.0	151.4	183.9	168.9
Intermodal Access	93.7	88.3	54.9	42.2	67.1	35.8
Seaport Development	78.5	41.0	71.5	50.7	53.6	58.3
PTO Total	658.5	737.4	634.1	672.6	669.9	632.7
November 2005 REC **	2,498.1	2,620.7	2,729.9	2,819.1	2,918.1	3,025.9
15% of REC ***	374.7	393.1	409.5	422.9	437.7	453.9

\* 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 2005 forecast used for allocating program funds.

\*\*\* For comparison of 15% minimum programmed.

**QUESTION 23:**

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 311.07(2) and 320.20(3) and (4), F.S.?

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**Answer:** Yes.

**QUESTION 24:** 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.

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

<b>Answer:</b>	FISCAL YEAR	AMOUNT (in millions)
	2006-07	\$10.8
	2007-08	\$87.9
	2008-09	\$10.5
	2009-10	\$14.6
	2010-11	\$ 4.6

**QUESTION 25:** 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

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.

ITEM	PROJECT NAME	F.Y.	JPA AGREEMENT AMOUNT	BEGIN PAYBACK IN FISCAL YEAR
2132582	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	2016-2020
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
<b>TOTAL</b>			<b>44,347,825</b>	
TOTAL AUTHORIZED PER FS 339.12			100,000,000	
AMOUNT REMAINING			55,652,175	

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 26:** SAFETEA-LU allows 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:** SAFETEA-LU permits Surface Transportation (STP and Congestion Mitigation (CM) funds to be used for Public Transportation Capital Projects and Transportation Demand Management Projects. Projects programmed in the Tentative Work Program consistent with the Metropolitan Planning process are listed below:



**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

PLANNED TRANSFER OF SAFETEA-LU FHWA HIGHWAY FUNDS TO FTA FOR TRANSIT PROJECTS

<u>Dist.</u>	<u>Fiscal Year</u>	<u>Item No.</u>	<u>Fund Category</u>	<u>Estimated Transfer</u>	<u>Description of Project</u>	<u>Purpose of Transfer</u>
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 PURCHASE
02		404833-1	Surface Transportation Program (XA)	250,000	CITY OF GAINESVILLE	VEHICLES/EQUIPMENT
06		405133-1	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	FIXED GUIDEWAY IMPROVEMENTS
06		410574-2	Surface Transportation Program (SE)	432,000	MIAMI-DADE CO - MDTA	PURCHASE VEHICLES/EQUIPMENT
07		412751-1	Surface Transportation Program (XU)	150,000	HART	TRANSIT IMPROVEMENT
07		412762-1	Surface Transportation Program (XU)	39,710	HART	TRANSIT IMPROVEMENT
01		413011-1	Surface Transportation Program (XU)	1,500,000	MANATEE COUNTY AREA	CAPITAL FOR FIXED ROUTE
06		420456-1	Congestion Mitigation (CM)	1,207,500	MDTA - SPECIAL USE LANES	BUS PREFERENCE LANE
06		420458-1	Congestion Mitigation (CM)	1,857,500	MDTA - PARK & RIDE	PARK AND RIDE LOTS
06		420461-1	Congestion Mitigation (CM)	440,000	MDTA - BUSWAY FLYER SERVICE	URBAN CORRIDOR IMPROVEMENTS
06		420462-1	Congestion Mitigation (CM)	400,000	MDTA - 95X SVC.	URBAN CORRIDOR IMPROVEMENTS
			FY 2007	12,576,785		
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)	1,591,200	VOLUSIA-VOLUSIA CC	CAPITAL FOR FIXED ROUTE PURCHASE
02		404833-1	Surface Transportation	250,000	CITY OF GAINESVILLE	PURCHASE

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

		Program (XA)				VEHICLES/EQUIPMENT
		Surface Transportation				FIXED GUIDEWAY
06	405133-1	Program (XU)	750,000	MIAMI-DADE TRANSIT		IMPROVEMENTS
		Surface Transportation				PUBLIC TRANSPORTATION
07	410948-1	Program (SE)	300,000	HART		SHELTER
		Surface Transportation				
07	412751-1	Program (XU)	1,500,000	HART		TRANSIT IMPROVEMENT
		Surface Transportation				
07	412762-1	Program (XU)	1,400,000	HART		TRANSIT IMPROVEMENT
		Surface Transportation				
07	414963-1	Program (XU)	2,000,000	HART		TRANSIT IMPROVEMENT
		Surface Transportation				PURCHASE
07	415625-1	Program (XU)	4,375,000	PSTA		VEHICLES/EQUIPMENT
		Congestion Mitigation		MDTA - SPECIAL USE		
06	420456-1	(CM)	1,207,500	LANES		BUS PREFERENCE LANE
		Congestion Mitigation		MDTA - QUAIL ROOST		
06	420460-1	(CM)	2,457,500	DRIVE		PARK AND RIDE LOTS
		Congestion Mitigation		MDTA - BUSWAY		URBAN CORRIDOR
06	420461-1	(CM)	<u>440,000</u>	FLYER SERVICE		IMPROVEMENTS
			FY 2008	20,970,550		
		Surface Transportation				PURCHASE
02	2009	Program (XA)	250,000	CITY OF GAINESVILLE		VEHICLES/EQUIPMENT
		Surface Transportation				FIXED GUIDEWAY
06	405133-2	Program (XU)	750,000	MIAMI-DADE TRANSIT		IMPROVEMENTS
		Surface Transportation				
05	416169-1	Program (XU)	5,148,000	LYNX		CAPITAL FOR FIXED ROUTE
		Surface Transportation				
05	416178-1	Program (XU)	2,690,850	VOTRAN		CAPITAL FOR FIXED ROUTE
		Congestion Mitigation		MDTA - BUSWAY		URBAN CORRIDOR
06	420461-1	(CM)	440,000	FLYER SERVICE		IMPROVEMENTS
		Congestion Mitigation		MDTA-DADELAND		
06	420790-1	(CM)	1,931,000	SOUTH		PEDESTRIAN OVERPASS
		Congestion Mitigation		MDTA-PEDESTRIAN		
06	420792-1	(CM)	<u>1,931,000</u>	OVERPASS		PEDESTRIAN OVERPASS
			FY 2009	13,140,850		

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

02	2010	404833-1	Surface Transportation Program (XA)	250,000	CITY OF GAINESVILLE	PURCHASE VEHICLES/EQUIPMENT
06		405133-2	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	FIXED GUIDEWAY IMPROVEMENTS
07		410948-1	Surface Transportation Program (SE)	700,000	HART	PUBLIC TRANSPORTATION SHELTER
07		415625-1	Surface Transportation Program (XU)	4,375,000	PSTA	PURCHASE VEHICLES/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 URBAN CORRIDOR
07		418213-1	Surface Transportation Program (XU)	<u>4,500,000</u>	HART	IMPROVEMENTS
			FY 2010	16,890,000		
06	2011	405133-2	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	FIXED GUIDEWAY IMPROVEMENTS
05		416169-1	Surface Transportation Program (XU)	5,515,425	LYNX	CAPITAL FOR FIXED ROUTE
05		416178-1	Surface Transportation Program (XU)	<u>1,216,800</u>	VOTRAN	CAPITAL FOR FIXED ROUTE
			FY 2011	7,482,225		

**QUESTION 27:** SAFETEA-LU allows 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**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 other priorities on the SIS/Intrastate.

IM Transfer to NH	2007	\$144,862,211
	2008	\$152,110,800
	2009	\$153,497,516
	2010	\$156,567,467
	2011	<u>\$159,697,612</u>
5-Year Total		\$766,735,606

**QUESTION 28:** SAFETEA-LU 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.

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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

The Department received Federal Discretionary funding for Scenic Byways in Fiscal Year 2004/05 in the amount of \$909,749.

**QUESTION 29:**

SAFETEA-LU 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 National Scenic Byways grants are available to designated scenic highways through the FHWA Scenic Byways Discretionary Program. Every year a certain amount of money is available nationwide for the Scenic Byways grants. In the past this amount has been in the \$25 million range (nationwide). SAFETEA-LU increased this amount to \$26.5 million in 2005 and goes up every year until it reaches \$43.5 million in 2009. The grants funding is made available by FHWA each year through an application process. Funds are not allocated by state. Deadlines for designated corridors to submit application vary per year. The FDOT does not know if any designated corridor in Florida will receive funds until FHWA reviews the applications and selection is announced. If Florida receives any Scenic Byways grant funds they are allocated directly to the Districts. Projects receiving Scenic Byways grants are handled as LAP projects through agreements with Local Governments. Funds are programmed as they are received since the FDOT has no way of knowing if any designated corridor will receive any funding during a certain year. These funds have to be obligated each year before the end of the federal fiscal year.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

No state funds are allocated for the Florida Scenic Byways Program. FS 334.044 allows the Department to expend state funds for the marketing of Florida Scenic Highways. No funds are allocated for this purpose.

**QUESTION 30:** SAFETEA-LU authorizes 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. Also, please identify any funding 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. Examples of current projects include Intelligent Transportation Systems (ITS) projects, FTA Transit Capital and FTA eligible Transportation Demand Management projects.

The funds are distributed by the Department to those areas that were non-attainment under ISTEA through 2008/09. Beginning in 2009/10, the funds are allocated to all districts by statutory formula. Work Program distributions through 2008/09 are shown in the table below:

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

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

County	No.	Population	06/07	07/08	08/09
Hillsborough	10	1,027,318	14.52%	14.52%	14.52%
Pinellas	15	924,610	13.07%	13.07%	13.07%
Broward	86	1,668,560	23.58%	23.58%	23.58%
Dade	87	2,289,683	32.36%	32.36%	32.36%
Palm Beach	93	1,165,049	16.47%	16.47%	16.47%
Total		7,075,220	100.00%	100.00%	100.00%

**QUESTION 31:** 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 anticipated amounts and timing of GARVEE bond sales are listed below:

FY 2009 = \$100M  
FY 2010 = \$100M  
FY 2011 = \$325M  
FY 2012 = \$100M

**QUESTION 32:** 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

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.

**QUESTION 33:** 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 \$275 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.



**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

Description	Current	Planned (dollars in Millions)				
	2006	2007	2008	2009	2010	2011
Annual State Revenue for STTF (REC 11/05)	2,722.00	2,883.50	3,003.00	3,100.70	3,209.10	3327
7% of Annual State Revenue	190.54	201.845	210.21	217.049	224.637	232.89
Debt Service - Current Finance Plan	122.2	120.6	134.2	146.8	171.6	200
Debt Service as Percentage of STTF	4.49%	4.18%	4.47%	4.73%	5.35%	6.01%

**QUESTION 34:**

Section 338.227(2), F.S., requires that all revenues and bond proceeds from the Turnpike system received by the Department pursuant to s. 338.22-338.241 F.S., the Florida Turnpike Law, shall be used only for the cost of Turnpike projects and Turnpike improvements and for the administration, operation, maintenance, and financing of the Turnpike system. No revenues or bond proceeds from the Turnpike system shall be spent for the operation, maintenance, construction, or financing of any project which is not part of the Turnpike system.

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

**Answer:**

Yes.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 35:** Section 338.223(4), F.S., authorizes the Department, with the approval of the Legislature, to use federal and state transportation funds to lend or pay a portion of the operating, maintenance, and capital cost of turnpike projects.

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

**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
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
2011	998	1,764	5,622	8,384

**QUESTION 36:** 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.

Please 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**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
2007	1,557	1,523	8,531	11,611	2,883,500	0.403%
2008	1,488	1,580	8,850	11,917	3,003,000	0.397%
2009	1,325	1,639	8,463	11,426	3,100,700	0.368%
2010	1,160	1,700	7,135	9,996	3,209,100	0.311%
2011	998	1,764	5,622	8,384	3,327,000	0.252%

**QUESTION 37:**

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 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?

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**Answer:**

The Turnpike Enterprise calculates South Florida Equity using programmed data covering a nine-year period (July 1, 1998 through June 30, 2007).

- 90% of the 50.5% of net toll revenue, which is attributable to South Florida, equals 45.5%.
- A 45.5% standard results in a minimum required level of commitment in South Florida of \$1,960,363.
- The current cumulative Turnpike Enterprise Tentative Work Program has commitments in South Florida in the amount of \$2,147,905.
- \$2,148 million is 49.9% of toll and bond financed commitments through FY 2006/2007.

The Turnpike Enterprise exceeds the required level of commitments by \$187,542 million or 109.57% covering a nine-year period.

**QUESTION 38:**

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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**Answer:**

Toll Facility	County	Project Description	2006	2007	2008	2009	2010	2011
Sunshine Skyway	Manatee	SR 64	\$14,859,800			\$13,938,402		
		Automated Traffic Management System	\$150,000		\$15,966,262			
	Pinellas	US 19	\$32,290,718			\$17,652,673		
	Hillsborough	I-4/Selmon Expressway	\$23,831,233	\$6,300,000				
Alligator Alley	Collier	SR 29 Wildlife Crossings	\$4,053,006					
	Broward	I-75 Rest Area	\$162,075					
Beeline East	Brevard/Ora nge	SR 520	\$2,410,918					

- QUESTION 39:** (This question was previously a District question.) 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;
  - 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

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 of the following projects.

District	Item Number	Description	2006	2007	2008	2009	2010	2011
1	196022-3	SR 64 (CST)				\$11,168,432		
	416120-1	SR 64 (R/W)					\$4,079,000	
6	249581-1	SR 826/836 Interchange			\$133,567,060			
7	258415-1	I-4/Selmon Expressway (R/W)	\$9,572,128	\$11,434,601			\$134,969,786	
		I-4/Selmon Expressway (R/W)	\$22,500,000					
	258415-2	I-4/Selmon Expressway (R/W)	\$3,879,404	\$60,002			\$24,683,690	

**QUESTION 40:** Does the Tentative Work Program include an aviation and airport work program based on a collection of local sponsors' proposed projects? Does the plan separately identify development projects and discretionary capacity improvement projects? 332.007(2)(a), F.S.

Is the aviation and airport work program consistent with the statewide aviation system plan and, to the maximum extent feasible, consistent with approved local government comprehensive plans?

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

Does the aviation and airport work program include all projects involving funds administered by the Department to be undertaken and implemented by the airport sponsor? 332.007(2)(b), F.S.

**Answer:**

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

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

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 41:**

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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

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 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 42:**

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 this requirement?

Answer:

The Department continues to meet this requirement through the programming and funding of landscaping and highway beautification features in highway construction projects and improvements, as stand alone highway beautification projects and through highway beautification projects that are completed by other government agencies. It is difficult to identify all of the



**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

specific cost and features in the tentative work program that account for the landscaping and beautification program, but in tracking and reporting on contracts and commitments by individual fiscal years, the Department has and expects to continue to meet this requirement.

**QUESTION 43:**

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:

- 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:**

(\$ in millions)

	2003/04	2006/07	2007/08	2008/09	2009/10	2010/11
Calculated Targets	450.0	479.9	488.7	498.9	509.7	521.5
Programmed		1,624.8	1,753.5	1,654.0	1,943.2	2,147.6

Note: Includes Construction, ROW, and Support that improves mobility, but excludes Turnpike funds and Local Funds  
CPI=Consumer Price Index

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 44:** Section 338.001(7), F.S., requires that any additions or deletions of Florida Intrastate Highway System projects contained in the adopted work program and any modifications to such projects from the Adopted Work Program, be specifically identified and submitted as a separate part of the Tentative Work Program.

Does the Department's Tentative Work Program meet this 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 45:** 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 ("DIS" funds):

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

(\$ in millions)

	05/06	06/07	07/08	08/09	09/10	10/11
DIS Allocations	145.2	67.8	132.2	80.0	120.0	100.0

**QUESTION 46:** 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 this requirement? If not, please explain.

**Answer:** Yes.

**QUESTION 47:** FDOT has adopted an investment policy that established the Strategic Intermodal System as the state's highest transportation capacity investment priority. The policy is to transition to an allocation of 75 percent of discretionary capacity funds to the SIS by FY 14/15.

Please identify the total discretionary capacity funds and the amount allocated to fund the SIS for each year of the TWP.

**Answer:**

(\$ in millions)

	2007	2008	2009	2010	2011
New Discretionary Funds	248.4	181.7	181.7	160	159.9
75% to SIS	186.3	136.3	136.3	120	119.9

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 48:** 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 this requirement? If not, please explain.

**Answer:** Yes.

**QUESTION 49:** Please identify the total amount of funds allocated to the Strategic Intermodal System during this work program period. How much of this total is from the funds made available through the Growth Management legislation passed during the 2005 Session?

Please provide a table identifying the SIS work program dollar amount by fiscal year with the Growth Management SIS funds as a separate line item.

**Answer:** The following amounts are programmed on the SIS in the Tentative Work Program. The annual amounts represent all funds (Statewide and District allocated) programmed for either SIS Product or Product Support.

(\$ in billions)	06/07	07/08	08/09	09/10	10/11
SIS Product and Product Support	\$3.632	\$3.607	\$2.928	\$2.915	\$2.952

The following amounts are the Growth Management SIS funds (GMR) programmed in the above categories.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

(\$ in billions)	06/07	07/08	08/09	09/10	10/11
Growth Management Funded SIS Product and Product Support	\$0.471	\$0.490	\$0.437	\$0.418	\$0.645

**QUESTION 50:** The 2005 Legislature created the Transportation Regional Incentive Program (TRIP) for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas. Funds available for the TRIP are to be allocated to the districts by statutory formula for eligible counties.

Were funds allocated to the districts accordingly? Please provide a table identifying TRIP allocations by fiscal year by district by county for each year of the TWP period.

**Answer:** Funds for FY2006 through 2011 were allocated to district by statutory formula in accordance with Work Program Instructions 6.2.2:

The department shall allocate funding available for the Transportation Regional Incentive Program by statutory formula to the districts. For FY 05/06 and 06/07, 50% of the TRIP funds will be held in reserve in Central Office, District 89, for future use in the districts to which they would be allocated in accordance with statutory formula. For FY07/08- FY10/11, 100% of the funds will be held in reserve. These funds will be tracked by district. No district will be allowed to use funds designated for another district.

The 50% of TRIP funds allocated to the districts for FY 05/06 will be programmed in a district reserve item until such time as the process for project solicitation is finalized. Once specific projects have been identified, they will be added by work

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

program amendment to the Adopted Work Program. Projects for FY 06/07 and forward will be added to the work program through the normal work program development cycle.

The purpose of holding the funds in reserve is to allow all counties sufficient time to meet the statutory requirements for participation in the TRIP program. It is anticipated that it may take up to 18 months or longer before all the regional transportation areas are formed. Reserving funding now affords all eligible areas an opportunity to submit candidate projects for funding consideration.

A process will be established where the district may request additional funds to be distributed via the Office of Policy Planning and Office of Work Program by demonstrating their regions are ready to move forward. The District must demonstrate that interlocal agreements are in place and in compliance with F.S. 339.155 and 339.2819 and the “region” has established a prioritized list of projects for regionally significant facilities before the reserve funds will be allocated. The funds held in reserve for FY 05/06 and 06/07 will be allocated by 10/1/2007 or earlier when a District demonstrates that the above has occurred. It is anticipated that the formation of regions and establishments of priorities will be an on-going process, with some districts/regions moving faster than others.

The following table provides the allocations by fiscal year by district.

Transportation Regional Incentive Program  
Allocation by Statutory Formula

	2006	2007	2008	2009	2010	2011
District 1	\$37.7	\$27.7	\$18.7	\$18.7	\$18.7	\$18.7
District 2	\$31.1	\$22.6	\$15.2	\$15.2	\$15.2	\$15.2
District 3	\$21.9	15.9	\$10.7	\$10.7	\$10.7	\$10.7

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

District 4	\$52.4	\$37.9	\$25.6	\$25.6	\$25.6	\$25.6
District 5	\$54.1	\$39.8	\$26.9	\$26.9	\$26.9	\$26.9
District 6	\$36.4	\$26.1	\$17.6	\$17.6	\$17.6	\$17.6
District 7	\$41.5	\$30.1	\$20.3	\$20.3	\$20.3	\$20.3
Total	\$275.0	\$200.0	\$135.0	\$135.0	\$135.0	\$135.0

As of January 25, 2006, the following allocations have been released to the Districts:

	2006	2007
District 1	\$37.7	\$27.7
District 2	\$20.5	\$14.9
District 3	\$11.0	\$7.9
District 4	\$26.2	\$19.0
District 5	\$54.1	\$39.8
District 6	\$18.2	\$13.0
District 7	\$34.4	\$15.0

**QUESTION 51:**

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 transportation enhancements, and 56.25 percent be divided by population among the areas with over 200,000 population and other areas of the state. The remaining 33.75 percent may be used in any area of the state.

Is this 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**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 52:** SAFETEA-LU created a new federal core program under Section 148, of Title 23 U.S.C. The purpose of the new Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. A project under this program corrects or improves a hazardous road location or feature, or addresses a highway safety problem.

Please identify by fiscal year the amount of funds made available to the Department through this program.

**Answer:** Funding provided in accordance with Section 148 of Title 23 U.S.C. is allocated for the new Highway Safety Improvement Program as follows:

(\$ in millions)

	06/07	07/08	08/09	09/10	10/11
HSP Allocations	47.1	61.5	60.6	63.0	66.2

**QUESTION 53:** 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?

Please provide by fiscal year, the number of lane miles programmed for resurfacing in the Tentative Work Program broken down by on-system and off-system miles.



**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

Average Cost to resurface per lane mile (\$000)					
Type Facility	06/07	07/08	08/09	09/10	10/11
Arterials	354	389	405	448	-----
Interstate	273	349	329	-----	-----
Turnpike	375	509	300	496	-----

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

Lane Miles Programmed for improvement					
Type Facility	06/07	07/08	08/09	09/10	10/11
On-System	3,031	2,981	2,902	3,128	3,161
Off-System	558	15	8	0	1

**QUESTION 54:** 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

What is the percentage of the State Highway System (lane miles) planned to meet or exceed Department standards in each fiscal year? Please provide by fiscal year, the number of additional lane miles programmed to be constructed in the Tentative Work Program broken down by on-system and off-system miles.

**Answer:**

	06/07	07/08	08/09	09/10	10/11
% Planned to meet or exceed	81%	81%	81%	81%	81%

Lane Miles Added	06/07	07/08	08/09	09/10	10/11
On-System	269	205	173	150	175
Off-System	62	22	16	8	8

**QUESTION 55:**

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

How many FDOT-maintained and off-system bridges are programmed for repair in each fiscal year (please split the two out in your response)?

**Answer:**

FDOT	06/07	07/08	08/09	09/10	10/11
Repair	5.2%	4.2%	3.9%	2.8%	2.8%

Repair	06/07	07/08	08/09	09/10	10/11

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

On-System	100	74	39	16	8
OFF-System	5	0	0	0	0

**QUESTION 56:** What is the percentage of FDOT-maintained bridges forecast to be in need of replacement in each fiscal year?  
How many FDOT-maintained and off-system bridges are programmed for replacement in each fiscal year (please split the two out in your response)?

**Answer:**

FDOT	06/07	07/08	08/09	09/10	10/11
Replace	1.1%	1.2%	1.2%	1.3%	1.3%

Replace	06/07	07/08	08/09	09/10	10/11
FDOT	4	6	10	10	10
OFF-System	7	11	5	3	2

**QUESTION 57:** 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:**

	06/07	07/08	08/09	09/10	10/11
% Standard Forecast	94%	95%	95%	96%	96%

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 58:** 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 maintenance rating planned to be achieved on the State Highway System in each fiscal year?

**Answer:**

	06/07	07/08	08/09	09/10	10/11
% Maintenance Standard	100%	100%	100%	100%	100%

**QUESTION 59:** 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**Answer:**

(\$ in millions)

<b>Program</b>	<b>06/07</b>	<b>07/08</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>Total</b>
Rail	3.1	0.3	5.0	1.5	1.5	11.4
Future Projects	9.3	13.6	13.9	20.2	19.0	76.0
Port Access	10.4	5.5	5.7	3.5	3.4	28.5
Airport Access	5.3	17.4	3.1	5.5	4.5	35.8
Multi-Modal Terminals	190.9	181.9	23.1	35.3	11.2	442.5
Transit	0.9	15.1	2.5	2.6	0.7	21.6
<b>Total</b>	<b>219.9</b>	<b>233.4</b>	<b>53.2</b>	<b>68.6</b>	<b>40.3</b>	<b>615.3</b>

SIGNIFICANT INTERMODAL PROJECTS (OVER \$1,000,000)

1	2007	412255-1	94	STATE	1,688,123	PIPER ROAD CORRIDOR	ACCESS IMPROVEMENT
2	2007	209545-1	43	STATE	1,084,049	SR 115(MARTIN LUTHE	INTERCHANGE (MAJOR)
2	2007	209545-1	43	STATE	1,023,085	SR 115(MARTIN LUTHE	INTERCHANGE (MAJOR)
3	2007	222469-1	62	STATE	1,343,772	SR 8A (I-110) PB INTERMODAL	INTERCHANGE (MAJOR)
4	2007	236893-1	94	FEDERAL	3,100,000	CENTE DOUBLE TRACK	INTERMODAL CAPACITY
4	2007	408426-1	94	STATE	1,125,000	SEG#5 DOUBLE TRACK	INTERMODAL CAPACITY
4	2007	408427-1	94	STATE	1,500,000	SEG#5	INTERMODAL CAPACITY
5	2007	412994-2	32	FEDERAL	1,003,200	CENTRAL FLORIDA	PTO STUDIES

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

5	2007	412994-2	52	FEDERAL	74,430,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	52	LOCAL	37,215,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	52	STATE	37,215,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	62	LOCAL	3,535,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	62	FEDERAL	7,070,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	62	STATE	3,535,000	CENTRAL FLORIDA	PTO STUDIES
5	2007	412994-2	62	FEDERAL	1,500,000	CENTRAL FLORIDA	PTO STUDIES
6	2007	249643-1	32	STATE	1,500,000	MIAMI INTERMODAL CT	INTERMODAL CAPACITY
6	2007	419606-1	94	STATE	3,075,000	CITY OF MIA-NE MIAM	PTO STUDIES SEAPORT CAPACITY
6	2007	420534-2	94	STATE	3,398,116	PORT OF MIAMI TAMPA PORT	PROJECT SEAPORT CAPACITY
7	2007	412746-1	94	STATE	3,822,633	AUTHORIT	PROJECT
13	2007	421139-1	94	STATE	7,140,000	LYNX SERVICES	TRANSIT IMPROVEMENT
					195,302,978		
1	2008	412255-1	94	STATE	2,458,333	PIPER ROAD CORRIDOR	ACCESS IMPROVEMENT SEAPORT CAPACITY
1	2008	414402-1	94	STATE	1,000,000	PORT MANATEE	PROJECT
3	2008	217976-2	52	STATE	2,482,708	SR 30 (US 98)	INTERSECTION (MINOR)
4	2008	417269-1	94	STATE	1,050,000	BROWARD COUNTY	ACCESS IMPROVEMENT
5	2008	412994-2	32	STATE	3,288,407	CENTRAL FLORIDA	PTO STUDIES
5	2008	412994-2	32	FEDERAL	156,407,807	CENTRAL FLORIDA	PTO STUDIES
5	2008	412994-2	32	LOCAL	3,288,407	CENTRAL FLORIDA	PTO STUDIES
5	2008	412994-2	32	FEDERAL	1,086,800	CENTRAL FLORIDA	PTO STUDIES
6	2008	418208-1	52	STATE	8,839,484	PERIMETER ROAD	ADD LANES & RECONSTRUCT
6	2008	408834-1	5A	STATE	2,400,000	MIAMI INTERMODAL CT	INTERCHANGE (MAJOR)

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

6	2008	406800-2	52	FEDERAL	13,482,000	MIAMI INTERMODAL CT	INTERMODAL CAPACITY
6	2008	415240-1	52	STATE	3,411,643	MIAMI INTERMODAL CT	INTERMODAL CAPACITY
6	2008	415240-1	52	TOLL	2,787,464	MIAMI INTERMODAL CT	INTERMODAL CAPACITY
6	2008	416511-1	52	STATE	1,630,500	SR 953/LE JEUNE RD	ITS SURVEILLANCE SYSTEM
6	2008	414660-2	52	STATE	3,913,200	NW 42 COURT MIA ARP	NEW ROAD CONSTRUCTION
7	2008	412746-1	94	STATE	2,500,000 210,026,753	TAMPA PORT AUTHORIT	SEAPORT CAPACITY PROJECT
1	2009	416267-1	94	STATE	1,500,000	SW FLA INT'L APT	INTERMODAL CAPACITY SEAPORT CAPACITY PROJECT
1	2009	410665-1	94	STATE	1,000,000	PORT MANATEE	PROJECT
2	2009	217417-1	43	STATE	1,000,000	JACKSONVILLE_JTC	INTERMODAL CAPACITY
4	2009	417269-1	94	STATE	1,050,000	BROWARD COUNTY	ACCESS IMPROVEMENT NEW ROAD CONSTRUCTION
4	2009	403984-1	52	STATE	1,262,955	ELLER DR/ICTF TRI-RAIL	CONSTRUCTION
4	2009	408427-2	94	FEDERAL	1,500,000	EXTENSION	RAIL CAPACITY PROJECT
5	2009	412994-2	32	STATE	3,000,000	CENTRAL FLORIDA	PTO STUDIES
5	2009	412994-2	32	FEDERAL	1,128,600	CENTRAL FLORIDA FEC DWNT.LEAD	PTO STUDIES
6	2009	418211-1	94	STATE	2,950,244	TRACK	RAIL CAPACITY PROJECT
7	2009	414594-1	94	STATE	1,000,000	PSTA	INTERMODAL CAPACITY
7	2009	412746-1	94	STATE	2,400,000 17,791,799	TAMPA PORT AUTHORIT	SEAPORT CAPACITY PROJECT

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

1	2010	416267-1	94	STATE	2,100,000	SW FLA INT'L APT SOUTHWEST FLORIDA	INTERMODAL CAPACITY
1	2010	418425-1	94	STATE	2,917,000		INTERMODAL CAPACITY SEAPORT CAPACITY PROJECT
1	2010	417988-1	94	STATE	1,000,000	PORT MANATEE	
2	2010	217417-5	52	STATE	8,100,000	ITS /REGIONAL TMC TRI-RAIL	INTERMODAL CAPACITY
4	2010	408427-2	94	FEDERAL	1,500,000	EXTENSION	RAIL CAPACITY PROJECT
5	2010	412994-2	32	STATE	3,000,000	CENTRAL FLORIDA MDTA - PEDESTRIA	PTO STUDIES
6	2010	418084-1	94	STATE	1,000,000		PEDESTRIAN OVERPASS PUBLIC TRANSPORTATION SHELTER PUBLIC
6	2010	413754-3	94	STATE	1,969,929	N.W. 7TH AVE TRANSI	
6	2010	418079-1	94	STATE	1,500,000	MDTA - WEST DAD TAMPA PORT AUTHORIT	TRANSPORTATION SHELTER SEAPORT CAPACITY PROJECT
7	2010	412746-1	94	STATE	2,500,000 25,586,929		

**QUESTION 60:**

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 Program Development staff to determine the priority corridors identified for capacity improvement.



**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

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-c) 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. The procedure was revised on May 21, 2003 to include the definition and assigned responsibility of the Interchange Justification, Modification, and Operational Analysis Reports.

**QUESTION 61:** The Department will 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. 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 other projects off the State Highway System that meet the following criteria:

- All project phases qualifying for the federal bridge program

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

- 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 62:**

Section 339.55(1)(2), F.S. states there is created within the Department of Transportation a state-funded infrastructure bank for the purpose of providing loans and credit enhancements to government units and private entities for use in constructing and improving transportation facilities. The bank may lend capital costs or provide credit enhancements for:

- A transportation facility project that is on the State Highway System or that provides for increased mobility on the state's transportation system or provides intermodal connectivity with airports, seaports, rail facilities, and other transportation terminals, pursuant to s. 341.053, for the movement of people and goods.
- Projects of the Transportation Regional Incentive Program which are identified pursuant to s. 339.2819(4).

Will there be loans and/or credit enhancements provided to government units and/or private entities from the state-funded state infrastructure bank during this Tentative Work Program? If yes, please identify the government or private entity, loan amount, and repayment schedule for each fiscal year.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

Please provide the same information for any projects in the Tentative Work Program that are funded in whole or part with federal State Infrastructure Bank (SIB) Funds.

**Answer:**

STATE INFRASTRUCTURE BANK			
Applicant	Name of Project	SIB Loan Amount	Term
Lee County DOT	Colonial Boulevard Six-Laning (I-75 to SR 82)	\$7,900,000	3 years
Sarasota County	Sarasota County ATMS	\$3,750,000	12 years
City of Jacksonville	Better Jacksonville Plan	\$50,000,000	15 years
Panama City Bay County International Airport	Panama City - Bay County International Airport Relocation Project	\$25,000,000	29 years
Central Florida Regional Transportation Authority (LYNX)	LYNX Services Expansion/Enhancement Program	\$7,140,000	5 years
Volusia County - VOTRAN	Central Florida Commuter Rail	\$10,200,000	10 years

Represents Office of Financial Development State SIB Awards.  
Included in Office of Financial Development State SIB TRIP Applications.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

Represents Office of Financial Development Federal SIB Awards.

**QUESTION 63:** 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. 339.2817(1), F.S.

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

<b>Answer:</b>	FY 06/07	\$45.23 Million
	FY 07/08	\$46.50 Million
	FY 08/09	\$47.43 Million
	FY 09/10	\$48.60 Million
	FY 10/11	\$49.70 Million

**QUESTION 64:** 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. 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? 339.2818(5), F.S.

**Answer:** The Department is administering contracts on behalf of a county selected, if requested by the recipient. All projects funded under this section have been included in the Department's Tentative Work Program.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

**QUESTION 65:** 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.

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
<b>CENTRAL OFFICE</b>				
2006	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	3,270,413
2007	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	2,429,998
2008	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	25,000,000
2009	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	0
2010	4075761	STATEWIDE	SMALL COUNTY ROAD ASSISTANCE CONTINGENCY	25,000,000
<b>DISTRICT 1</b>				

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

2006	4184551	DESOTO	CR 769	FROM CR 761	TO SR 72	320,713
2007	4200361	DESOTO	CR 760A	FROM US 17	TO SR 31	755,031
2006	4068291	GLADES	CR 721	FROM SR 78	TO BULL HEAD GRADE	23,145
				FROM WEST MAIN	TO WEST MAIN	
2006	4186621	HARDEE	DANSBY ROAD	STREET	STREET	656,033
			BLUMBERG	FROM 0.5 MI S OF CR		
2006	4184541	HENDRY	RD/ROGER RD	835	TO PALM BEACH C/L	874,711
<b>DISTRICT 2</b>						
			MARKET			
2007	2114713	BRADFORD	RD/NW 173 RD	FROM SR 16	TO OLD LAWTEY RD	314,160
2007	2115242	BRADFORD	NW 17 <sup>TH</sup> AVE	FROM SR 16	TO SR 230	159,773
2006	4173131	COLUMBIA	CR 242	FROM SR 247	TO SR 47	678,047
			CR 133			
2006	4173141	COLUMBIA	EXTENSION	FROM SR 25	TO SE CR 252	461,993
2007	2116142	COLUMBIA	CR 246	FROM SR 25 (US 41)	TO SR 47 (US 441)	768,346
			NW BROWN			
2007	2116522	COLUMBIA	RD	FROM CR 135	TO SR 10/US 90	598,400
			CR 351 A			
2006	4173011	DIXIE	SOUTH	FROM CR 351 (SR55)	TO (SR55) CR 351	415,342
				FROM US 19@ BAPTIST		
2007	2117322	DIXIE	CR 358 LOOP	CHURCH	TO US 19N @ JEAN RD	1,336,227
2007	4068147	DIXIE	CR 353	FROM CR 351 N	TO SR 349 N	1,407,586
				FROM LEVY COUNTY		
2006	4173161	GILCHRIST	CR 339	LINE	TO US 129 / SR 49	325,976
					TO SUWANNEE RIVER	
2007	2121622	GILCHRIST	CR 344	FROM US 129	@ HART SPRINGS	1,054,231
2007	4107032	GILCHRIST	CR 342	FROM CR 341	TO US 129	466,902
			BAKERS MILL			
2006	2121981	HAMILTON	ROAD	CR 6	GEORGIA STATE LINE	200,000
2006	4173171	HAMILTON	CR 146	FROM SR 6	TO CR 143	1,354,636

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

2006	4173181	HAMILTON	CR 25A	FROM US 41 (MEMORIAL RD)	TO CR 132 TO CR 158/END OF PAVEMENT	1,537,597
2007	2122212	HAMILTON	CR 249	FORM US 41 (2 <sup>ND</sup> AVE)		784,951
2007	4090741	HAMILTON	CR 158	FROM US 129	TO CR 249	859,751
2006	2123372	LAFAYETTE	CR 251A CR 251B (CR 292)	FROM CR 251	TO US 27 / SR 20	559,524
2007	2123142	LAFAYETTE	CR 355A (CR 360)	FROM SR 20 (US27)	TO NW CR 251	489,940
2007	2123152	LAFAYETTE	CR 337	FROM SR 51	TO CR 355	402,723
2006	4173191	LEVY	CR 345	FROM CR 326 FROM SR 24 (ROSEWOOD)	TO SR 500/US27 TO CR 332 (NW 50 <sup>TH</sup> ST)	1,613,696
2007	2103783	LEVY	CR 255	FROM SR 6	TO CR 254	805,172
2006	4068185	MADISON	CR 255	FROM SE MIDWAY CHURCH	TO CR 53S TO DUVAL COUNTY LINE	794,675
2007	2125132	MADISON	FORD ROAD	FROM SR 200/ US 301 FROM CARROLLS CORNER		466,513
2006	4173201	NASSAU	CR 108 FED PT RD/COMMERCIAL	FROM CR 207 A	TO EAST OF HILLIARD TO ST. JOHNS COUNTY LINE	1,316,440
2006	4068197	PUTNAM	CR 308B (SISCO ROAD)	FROM CR 309	TO US 17	1,122,546
2007	4173221	PUTNAM	40TH ST/145TH RD	FROM 167TH RD	TO CR 795	1,621,963
2006	4173231	SUWANNEE	180TH ST/165TH RD	FROM SR 51	TO CR 252	874,711
2006	4173241	SUWANNEE	MT.OLIVE B.CHURCH RD	FROM SR 51	TO CR 252	1,321,826
2007	2127332	SUWANNEE	208 <sup>TH</sup> ST	FROM CR 417	TO HOGAN RD	484,704
2007	2127333	SUWANNEE		FROM US 129 SOUTH	TO END OF	1,031,043

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

						PAVEMENT
2007	2128132	TAYLOR	CR 361 (PISGAH ROAD)	FROM SR 20 (US 19)	TO SR 55	271,225
2006	2128763	UNION	CR 229	FROM BRADFORD C/L	TO BAKER C/L TO COLUMBIA COUNTY LINE	1,301,862
2006	2128811	UNION	CR 18	FROM SR 121		933,317
<b>DISTRICT 3</b>						
2006	4089741	CALHOUN	CR 274 WEST MAGNOLIA CHURCH RD.	FROM CR 167	SR 71	2,522,959
2007	4113591	CALHOUN		FORM CR 275	TO SR 71	497,420
2006	4184491	GADSDEN	CR 65	FROM SR 12	GEORGIA STATE LINE	1,199,229
2007	4201001	GADSDEN	CR 65B OLD FED. ROAD	FROM CR 65 HOSFORD HWY	TO HIGHBRIDGE ROAD	1,365,549
2007	4201011	GADSDEN	CR 269B JUNIPER ROAD	FROM CR 269	TO SR 12 BRISTOL HIWAY TO CR 166 CAVERNS ROAD	668,263
2006	4184501	JACKSON	OLD US ROAD	FROM SR 10 (US 90)		482,841
2006	4184511	JACKSON	CR 162	FROM SR 273	TO SR 75 (US 231)	712,890
2007	4200991	JACKSON	CR 271 GULF POWER RD	FROM GULF POWER ENTRANCE	TO SR 10 (US 90) TO GEORGIA STATE LINE	264,194
2007	4133691	JEFFERSON	CR 149	FROM SR 57 (US 91) FROM TELOGIA CREEK RIDGE		1,206,823
2006	4113541	LIBERTY	CR 1641		TO SR 12 TO END OF PAVEMENT	618
2006	4184521	WAKULLA WASHINGT ON	CR 368	FROM SR 61 (US 319)		743,942
2006	4184531		CR 273	FROM CR 277	TO LEDGER ROAD	1,871,882



**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

2007	4088112	ON	CR 278	FROM WEST OF SR 79	TO SR 77	1,860,725
		WASHINGTONT			TO JACKSON COUNTY	
2007	4088121	ON	CR 276	FORM SR 77	LINE	1,219,390

**QUESTION 66:** 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.

**QUESTION 67:** 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 (2007- 2011). The CFP provides for the deployment of ITS devices on the Florida Intrastate Highway

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

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 30, 2006.

<b>ITS Cost Feasible Plan FY2007 through FY2011</b>						
	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>Total</b>
District 1	\$1.89	\$3.32	\$15.97	\$1.18	\$24.09	\$46.46
District 2	\$0.00	\$1.21	\$2.86	\$9.70	\$13.45	\$27.22
District 3	\$2.98	\$22.59	\$7.33	\$0.89	\$0.50	\$34.28
District 4	\$3.00	\$39.65	\$26.23	\$1.39	\$4.32	\$74.59
District 5	\$6.22	\$7.05	\$0.32	\$0.00	\$0.00	\$13.59
District 6	\$5.39	\$0.89	\$1.08	\$0.52	\$0.52	\$8.40
District 7	\$15.82	\$5.66	\$13.78	\$3.22	\$1.61	\$40.09
Turnpike	\$73.47	\$6.98	\$19.67	\$7.55	\$7.86	\$115.53
Central Office	\$21.29	\$14.34	\$12.28	\$2.43	\$8.59	\$58.93
<b>TOTAL</b>	<b>\$130.06</b>	<b>\$101.69</b>	<b>\$99.52</b>	<b>\$26.88</b>	<b>\$60.94</b>	<b>\$419.09</b>

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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

<b>Executive Set-aside for ITS Maintenance FY2007 - FY2011</b>						
	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>Total</b>
Operations	\$5.73	\$5.79	\$6.88	\$8.03	\$8.55	\$34.99
Equipment Replacement	\$0.84	\$1.96	\$0.68	\$0.79	\$9.53	\$13.79
<b>TOTAL</b>	<b>\$6.57</b>	<b>\$7.75</b>	<b>\$7.56</b>	<b>\$8.82</b>	<b>\$18.08</b>	<b>\$48.78</b>

Note: Amounts in millions of dollars

**QUESTION 68:** There is an annual set aside of at least \$25 million in statewide funds for ITS projects on the five 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::**

<b>Statewide Funded ITS Project Totals for FY 2007 - 2011</b>					
<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>Total</b>
\$53.23	\$84.91	\$55.49	\$7.89	\$50.04	<b>\$251.54</b>

Note: Amounts in millions of dollars

**QUESTION 69:** Chapter 2005-290, Laws of Florida, provides for an additional investment of approximately \$3.745 billion in growth management funds during the five years of the tentative work program period.

How are these funds to be distributed among the various programs? Please indicate the dollar amount by program area by

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - CENTRAL OFFICE**

fiscal year.

**Answer:**

The following table represents Growth Management funds by Program Area as programmed in the Tentative Work Program.

(\$ in millions)

<b>PROGRAM PLAN CATEGORY</b>		<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>TOTAL</b>
A.	INTRASTATE HIGHWAYS	152,850	183,838	28,841	163,921	367,092	896,542
B.	OTHER ARTERIALS	297,183	85,218	93,681	101,518	85,218	662,818
C.	RIGHT-OF-WAY LAND	184,440	111,568	201,914	132,926	137,094	767,942
D.	AVIATION	16,994	28,295	77,271	4,094	11,156	137,810
E.	TRANSIT	119,000	70,000	70,000	75,000	75,000	409,000
F.	RAIL	45,133	48,913	62,000	65,334	55,197	276,577
G.	INTERMODAL ACCESS				8,100		8,100
H.	SEAPORT DEVELOPMENT	1,000	23,083	10,654	1,950	16,282	52,969
J.	RESURFACING			180			180
K.	BRIDGES		36,851				36,851
L.	PRELIMINARY ENGINEERING	61,227	79,142	56,138	33,680	33,124	263,311
M.	CONST ENGINEERING INSPECTION	45,201	53,564	32,680	48,887	81,183	261,515
N.	RIGHT-OF-WAY SUPPORT	24,137	24,452	42,817	27,630	29,101	148,137
O.	ENVIRONMENTAL MITIGATION	6,000		2,513			8,513
	<b>GROWTH MANAGEMENT FUNDS</b>	<b>953,165</b>	<b>744,924</b>	<b>678,689</b>	<b>663,040</b>	<b>890,447</b>	<b>3,930,265</b>

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - DISTRICT OFFICES**

**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, 2005)? 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

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - DISTRICT OFFICES**

**QUESTION 3:**

Did the district reschedule or delete any project(s) from the District Work Program which is part of the MPO's transportation improvement program and is contained in the last 4 years of the Department's Adopted Work Program for Fiscal Years 2006-07/2009-10? If yes, then did the district provide the MPO with written justification prior to submittal of the district work program to the central office (by January 5, 2006)? 339.135(4),3, F.S.

Did the Secretary approve the rescheduling or deletion?

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

**QUESTION 4:**

Did any MPO file an objection of such rescheduling or deletion with the Secretary (by January 19, 2006)? 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - DISTRICT OFFICES**

District	Response	District	Response
1	Yes. Copy provided	5	No
2	No.	6	No
3	No.	7	No
4	No	Turnpike	No

**QUESTION 5:** Was a public hearing held on the District Work Program in at least one urbanized area in the district prior to its submission to the central office? 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 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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - DISTRICT OFFICES**

<b>District</b>	<b>Response</b>	<b>District</b>	<b>Response</b>
1	Yes	5	Yes
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.

<b>District</b>	<b>Response</b>	<b>District</b>	<b>Response</b>
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.



**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - DISTRICT OFFICES**

<b>District</b>	<b>Response</b>	<b>District</b>	<b>Response</b>
1	Yes, copy provided	5	Yes, copy provided
2	Yes, copy provided	6	Yes, copy provided
3	Yes, copy provided	7	No
4	Yes, copy provided	Turnpike	Yes, 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.

<b>District</b>	<b>Response</b>	<b>District</b>	<b>Response</b>
1	Yes, copies provided	5	Yes, copy provided
2	Yes, copy provided	6	Yes, copy provided
3	Yes, copy provided	7	N/A
4	Yes, copy provided	Turnpike	Yes, copy provided

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - DISTRICT OFFICES**

**QUESTION 10:** Did the district forward a copy of all such requests to the Secretary and the Transportation Commission? Note: The Commission must include such requests in its evaluation of the Tentative Work Program. 339.135(4)(d), F.S.

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

**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.

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - DISTRICT OFFICES**

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

**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	
3	Yes	7	Yes

**Questions Submitted by the Florida Transportation Commission  
Regarding the TENTATIVE WORK PROGRAM  
Fiscal Year 2006/07 through 2010/11**

**QUESTIONS - DISTRICT OFFICES**

4	Yes	Turnpike	Yes
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**QUESTION 13:**

The district secretary/Turnpike Enterprise executive director is responsible for ensuring that the respective work programs comply with the Work Program Instructions, departmental policies and procedures, federal rules and regulations and Florida laws, statutes, and administrative rules and regulations. Furthermore, the district secretary/Turnpike Enterprise executive director must provide a certification of conformity stating such. Did the district secretary/Turnpike Enterprise executive director provide a Certification of Conformity prior to the Secretary's review of the Tentative Work Program?

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

## ***Commission Members***



**James Holton  
Chairman**



**Janet Watermeier  
Vice Chair**



**Sidney Calloway  
Secretary**



**Gabriel Bustamante**



**Vacant**



**Earl Durden**



**Marty Lanahan**



**Marcos Marchena**



**David A. Straz, Jr.**

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