



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

October 15, 2012

Mr. Jerry McDaniel, Director
Office of Policy and Budget
Executive Office of the Governor
1701 Capitol
Tallahassee, Florida 32399-0001

Ms. JoAnne Leznoff, Staff Director
House Appropriations Committee
221 Capitol
Tallahassee, Florida 32399-1300

Ms. Terry Rhodes, Staff Director
Senate Budget Committee
201 Capitol
Tallahassee, Florida 32399-1300

RE: FISCAL YEAR 2013-14 LEGISLATIVE BUDGET REQUEST

Dear Directors:

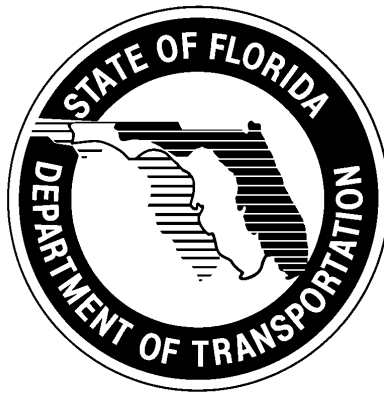
Pursuant to Chapter 216, Florida Statutes, the Fiscal Year 2013-14 Legislative Budget Request for the Florida Department of Transportation is submitted and has been posted to the Florida Fiscal Portal. The electronically provided information is a true and accurate presentation of the Florida Department of Transportation's current, proposed needs for the 2013-14 Fiscal Year. This submission has been approved by Ananth Prasad, Secretary of the Florida Department of Transportation.

Sincerely,

Pamela V. Warner
Budget Officer

PVW:vm

Enclosure



LEGISLATIVE BUDGET REQUEST 2013-2014

Department Level Exhibits and Schedules

Non-Strategic IT Service:		Network Service			
Dept/Agency: Florida Department of Transportation		# of Assets & Resources Apportioned to this IT Service in FY 2013-14			
Prepared by: Nelson Hill					
Phone: (850) 414-4771					
Service Provisioning - - Assets & Resources (Cost Elements)		Footnote Number	Number used for this service	Number w/ costs in FY 2013-14	Estimated FY 2013-14 Allocation of Recurring Base Budget (based on Column G64 minus G65)
A. Personnel			39.75		\$2,408,020
A-1.1	State FTE		38.25		\$2,313,071
A-2.1	OPS FTE		0.00		\$0
A-3.1	Contractor Positions (Staff Augmentation)		1.50		\$94,949
B. Hardware					\$1,366,940
B-1	Servers	1	209	24	\$62,500
B-2	Server Maintenance & Support	2	209	89	\$108,492
B-3	Network Devices & Hardware (e.g., routers, switches, hubs, cabling, etc.)	3	1260	247	\$55,505
B-4	Online Storage for file and print (indicate GB of storage)		369416.8		\$500
B-5	Archive Storage for file and print (indicate GB of storage)		382277		\$500
B-6	Other Hardware Assets (Please specify in Footnote Section below)	4			\$1,139,443
C. Software					\$382,639
D. External Service Provider(s)					\$3,763,337
D-1	MyFloridaNet				\$3,322,345
D-2	Other (Please specify in Footnote Section below)	5			\$440,992
E. Other (Please describe in Footnotes Section below)		6			\$80,763
F. Total for IT Service					\$8,001,699
G. Please identify the number of users of the Network Service					10,572
H. How many locations currently host IT assets and resources used to provide LAN services?					103
I. How many locations currently use WAN services?					190
J.	Footnotes - Please indicate a footnote for each corresponding row above. Maximum footnote length is 1024 characters.				
1	Plan to replace 24 servers in 13-14				
2	Server maintenance for servers covered in this service not under warranty				
3	Maintenance and replacement for switches, routers, wireless access point. Large increase due to Enterprise VOIP PBX project.				
4	Maintenance and annual replacement for 10 network printers, UPS, tape library maintenance, video equipment, 8 NAS, 40 large format printers.				
5	Microsoft Premiere Support, tape storage, planned printer service. See footnote 9.				
6	Includes travel and training, supplies, and etc. Increase due to planned training.				
7	*note: methodology for obtaining total number of network service users updated to reflect a more precise representation of day-to-day usage.				
8	*note: methodology for calculating locations of hosting services, and using WAN/LAN updated to reflect a more precise representation.				
9	*note: this FY projection includes non-strategic projections for Turnpike and Tolls which were previously not reported in IV-C.				
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E- Mail, Messaging, and Calendaring Service

Agency: **Florida Department of Transportation**
 Prepared by: **Nelson Hill**
 Phone: **(850) 414- 4771**

of Assets & Resources
 Apportioned to this
 IT Service in FY
 2013- 14

Service Provisioning - - Assets & Resources (Cost Elements)		Footnote Number	Number used for this service	Number w/ costs in FY 2013- 14	Estimated FY 2013- 14 Allocation of Recurring Base Budget (based on Column G64 minus G65)
A. Personnel			3.50		\$204,975
A-1	State FTE	1	3.50		\$204,975
A-2	OPS FTE		0.00		\$0
A-3	Contractor Positions (Staff Augmentation)		0.00		\$0
B. Hardware					\$0
B-1	Servers		0	0	\$0
B-2	Server Maintenance & Support		6	6	\$0
B-3	Wireless Communication Devices (e.g., Blackberries, iPhones, PDAs, etc.)	2	259	259	\$0
B-4	Online Storage (indicate GB of storage)		0		\$0
B-5	Archive Storage (indicate GB of storage)		0		\$0
B-6	Other Hardware Assets (Please specify in Footnote Section below)				\$0
C. Software		3			\$136,912
D. External Service Provider(s)					\$93,613
D-1	Southwood Shared Resource Center				\$0
D-2	Northwood Shared Resource Center				\$0
D-3	Northwest Regional Data Center				\$0
D-4	Other Data Center External Service Provider (specify in Footnotes below)	4			\$93,613
E. Other (Please describe in Footnotes Section below)		5			\$145,736
F. Total for IT Service					\$581,236
G. Please provide the number of user mailboxes.					8,072
H. Please provide the number of resource mailboxes.					674
I. Footnotes - Please indicate a footnote for each corresponding row above. Maximum footnote length is 1024 characters.					
1	Increase in projections due to discontinuation of enterprise e-mail project.				
2	Smartphones - (Note: costs for service is reflected in external service).				
3	Boxtone, Clearswift, Entrust SSL, Esker FAX, Symantec Enterprise Vault				
4	Maintenance for out-of-warranty fax servers attached to PBX on premises @ \$373.00 and 259 smartphones * \$30.00 per month				
5	Includes indirect management and technical administration costs, travel and training, supplies, and etc.				
6	*note: this FY projection includes non-strategic projections for Turnpike and Tolls which were previously not reported in IV-C.				
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Desktop Computing Service

Agency: **Florida Department of Transportation**
 Prepared by: **Nelson Hill**
 Phone: **(850) 414- 4771**

of Assets & Resources Apportioned to this IT Service in FY 2013- 14

Service Provisioning - - Assets & Resources (Cost Elements)		Footnote Number	Number used for this service	Number w/ costs in FY 2013- 14	Estimated FY 2013- 14 Allocation of Recurring Base Budget (based on Column G64 minus G65)
A. Personnel			56.50		\$2,932,091
A-1	State FTE		53.50		\$2,757,244
A-2	OPS FTE		0.00		\$0
A-3	Contractor Positions (Staff Augmentation)		3.00		\$174,847
B. Hardware			12756	897	\$828,314
B-1	Servers		0	0	\$0
B-2	Server Maintenance & Support		0	0	\$0
B-3.1	Desktop Computers	1,2	6387	400	\$290,000
B-3.2	Mobile Computers (e.g., Laptop, Notebook, Handheld, Wireless Computer)	2,3	2674	428	\$423,375
B-3.3	Other Hardware Assets (Please specify in Footnote Section below)	4	3695	69	\$114,939
C. Software		5			\$983,621
D. External Service Provider(s)		6	0	0	\$38,156
E. Other (Please describe in Footnotes Section below)		7			\$101,518
F. Total for IT Service					\$4,883,700
G. Please identify the number of users of this service.					10,572
H. How many locations currently use this service?					190
I. Footnotes - Please indicate a footnote for each corresponding row above. Maximum footnote length is 1024 characters.					
1	Counts include primary desktop machines, test machines, training center machines, and special prpose machines.				
2	Increase in technology refresh for desktops and laptops due to not replacing as many as needed over the past few years				
3	Counts include all mobile computing devices including laptops, notebooks, ultrabooks, handhels, in both production and test environments.				
4	Includes printers, facsimiles, scanners, UPS's and 34 large format scanners at approximately \$2,800.00 per unit.				
5	Includes licenses for the Desktop share of Microsoft Enterprise Agreement maintenance contract, miscellaneous software purchases, and etc.				
6	Includes PC support contract				
7	Includes travel, training, supplies, and etc. Increase due to planned training.				
8	*note: methodology for attaining total number of desktop service users updated to reflect a more precise representation of day-to-day usage.				
9	*note: methodology for calculating locations using this service updated to reflect a more precise representation.				
10	*note: this FY projection includes non-strategic projections for Turnpike and Tolls which were previously not reported in IV-C.				
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Non-Strategic IT Service:

Helpdesk Service

Agency: **Florida Department of Transportation**

Prepared by: **Nelson Hill**

Phone: **(850) 414-4771**

of Assets & Resources
AppORTioned to this
IT Service in FY
2013-14

Service Provisioning - - Assets & Resources (Cost Elements)		Footnote Number	Number used for this service	Number w/ costs in FY 2013-14	Estimated FY 2013-14 Allocation of Recurring Base Budget (based on Column G64 minus G65)
A. Personnel			8.25		\$419,502
A-1	State FTE		3.25		\$159,947
A-2	OPS FTE		0.00		\$0
A-3	Contractor Positions (Staff Augmentation)		5.00		\$259,555
B. Hardware			8	4	\$0
B-1	Servers	1	4	0	\$0
B-2	Server Maintenance & Support	1	0	0	\$0
B-3	Other Hardware Assets (Please specify in Footnote Section below)	1	4	4	\$0
C. Software					\$58,500
D. External Service Provider(s)		2	0	0	\$7,200
E. Other (Please describe in Footnotes Section below)		3			\$800
F. Total for IT Service					\$486,002
G. Please identify the number of users of this service.					10,572
H. How many locations currently host IT assets and resources used to provide this service?					1
I. What is the average monthly volume of calls/cases/tickets?					7,614
J. Footnotes - Please indicate a footnote for each corresponding row above. Maximum footnote length is 1024 characters.					
1	Production and Test servers for CA's OnCenter are virtual servers. Physical server is reported as Data Center server. Costs for these servers are funded by work program for Tolls and Pumpike, and therefore costs are not recorded here.				
2	PATLive On-Call Services for after hours.				
3	Includes travel, training, supplies, and etc.				
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Non- Strategic IT Service:

IT Security/Risk Mitigation Service

Agency: **Florida Department of Transportation**
 Prepared by: **Nelson Hill**
 Phone: **(850) 414- 4771**

of Assets & Resources
 Apportioned to this
 IT Service in FY
 2013- 14

Service Provisioning - - Assets & Resources (Cost Elements)		Footnote Number	Number used for this service	Number w/ costs in FY 2013- 14	Estimated FY 2013- 14 Allocation of Recurring Base Budget (based on Column G64 minus G65)
A. Personnel			26.25		\$1,660,574
A-1	State FTE	1	25.50		\$1,590,164
A-2	OPS FTE		0.00		\$0
A-3	Contractor Positions (Staff Augmentation)		0.75		\$70,410
B. Hardware			258	67	\$79,240
B-1	Servers	2	124	4	\$10,000
B-2	Server Maintenance & Support	2	124	57	\$62,478
B-3	Other Hardware Assets (Please specify in Footnote Section below)	3	10	6	\$6,762
C. Software		4			\$301,531
D. External Service Provider(s)		5	2	2	\$219,914
E. Other (Please describe in Footnotes Section below)		6			\$62,351
F. Total for IT Service					\$2,323,610
G. Footnotes - Please indicate a footnote for each corresponding row above. Maximum footnote length is 1024 characters.					
1	Increase in FTE due to re-organization, and inclusion of tolls and turnpike.				
2	Includes SAV servers (they reside in each of our district offices, servers under warranty)				
3	Hardware maintenance on security related devices.				
4	Puredisk, WOL, Adventnet, App Security, AppDetection, ARKAD, LANG, Redhat				
5	Increase due to Security application re-write, and security asesment.				
6	Includes travel, training, supplies, and etc. Increase due to planned training.				
7	*note: this FY projection includes non-strategic projections for Turnpike and Tolls which were previously not reported in IV-C.				
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Non- Strategic IT Service:

Agency Financial and Administrative Systems Support Service

Agency: **Florida Department of Transportation**
 Prepared by: **Nelson Hill**
 Phone: **(850) 414- 4771**

of Assets & Resources
 Apportioned to this
 IT Service in FY 2013-14

Service Provisioning - - Assets & Resources (Cost Elements)		Footnote Number	Number used for this service	Number w/ costs in FY 2013- 14	Estimated FY 2013- 14 Allocation of Recurring Base Budget (based on Column G64 minus G65)
A. Personnel					\$616,945
A-1	State FTE		4.75		\$362,063
A-2	OPS FTE		0.00		\$0
A-3	Contractor Positions (Staff Augmentation)		1.75		\$254,882
B. Hardware					\$285
B-1	Servers		0	0	\$0
B-2	Server Maintenance & Support		0	0	\$0
B-3	Other Hardware Assets (Please specify in Footnote Section below)	1	1	1	\$285
C. Software					\$9,197
		1			
D. External Service Provider(s)					\$0
			0	0	
E. Other (Please describe in Footnotes Section below)					\$13,079
		2,3			
F. Total for IT Service					\$639,506
G. Please identify the number of users of this service.					10,572
H. How many locations currently host agency financial/administrative systems?					1
I. Footnotes - Please indicate a footnote for each corresponding row above. Maximum footnote length is 1024 characters.					
1	Other Hardware is based on employee (EPS) ratio of 14.26% of OCO				
2	Other is based on employee (EPS) ratio of 14.26% of Exepnse				
3	Includes travel, training, supplies, and etc.				
4	*note: this FY projection includes non-strategic projections for Turnpike and Tolls which were previously not reported in IV-C.				
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Non- Strategic IT Service:

IT Administration and Management Service

Agency: **Florida Department of Transportation**
 Prepared by: **Nelson Hill**
 Phone: **(850) 414- 4771**

of Assets & Resources
 Apportioned to this IT Service in FY 2013-14

Service Provisioning - - Assets & Resources (Cost Elements)		Footnote Number	Number used for this service	Number w/ costs in FY 2013- 14	Estimated FY 2013- 14 Allocation of Recurring Base Budget (based on Column G64 minus G65)
A. Personnel			29.50		\$2,173,033
A-1	State FTE		28.25		\$2,006,969
A-2	OPS FTE		0.00		\$0
A-3	Contractor Positions (Staff Augmentation)		1.25		\$166,064
B. Hardware			1	1	\$2,000
B-1	Servers		0	0	\$0
B-2	Server Maintenance & Support		0	0	\$0
B-3	Other Hardware Assets (Please specify in Footnote Section below)	1	1	1	\$2,000
C. Software					\$0
D. External Service Provider(s)		2	0	0	\$62,740
E. Other (Please describe in Footnotes Section below)		3,4			\$581,110
F. Total for IT Service					\$2,818,883
G. How many locations currently host assets and resources used to provide this service?					11

G. Footnotes - Please indicate a footnote for each corresponding row above. Maximum footnote length is 1024 characters.

1	Replacement OCO.
2	Includes Gartner Service contract.
3	Includes travel, training, supplies, and etc.
4	Includes contingencies (unexpected increases in consultants, and software)
5	*note Methodology for calculating locations hosting assets and resources for this service updated to reflect a more precise representation.
6	*note: this FY projection includes non-strategic projections for Turnpike and Tolls which were previously not reported in IV-C.
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Non-Strategic IT Service:

Web/Portal Service

Dept/Agency: **Florida Department of Transportation**
 Prepared by: **Nelson Hill**
 Phone: **(850) 414- 4771**

of Assets & Resources Apportioned to this IT Service In FY 2013-14

Service Provisioning -- Assets & Resources (Cost Elements)

		Footnote Number	Number used for this service	Number w/ costs in FY 2013-14	Estimated FY 2013-14 Allocation of Recurring Base Budget (based on Column G64 minus G65)
A. Personnel			7.00		\$463,564
A-1.1	State FTE		5.75		\$335,193
A-2.1	OPS FTE		0.00		\$0
A-3.1	Contractor Positions (Staff Augmentation)	1	1.25		\$128,371
B. Hardware					\$0
B-1	Servers		0	0	\$0
B-2	Server Maintenance & Support		0	0	\$0
B-3	Other Hardware Assets (Please specify in Footnotes Section below)		0	0	\$0
C. Software		2			\$34,760
D. External Service Provider(s)		3	0	0	\$563
E. Other (Please describe in Footnotes Section below)		4			\$5,738
F. Total for IT Service					\$504,625
G. Please identify the number of Internet users of this service.					500,000
H. Please identify the number of intranet users of this service.					10,572
I. How many locations currently host IT assets and resources used to provide this service?					10
J.	Footnotes - Please indicate a footnote for each corresponding row above. Maximum footnote length is 1024 characters.				
1	Enterprise Agreement & Web Performance				
2	55150200 Highway Operations, Program Component 16.01.01.03.00 reporting \$563.00 for SunGuide's 95Express Internet website service.				
3	Includes travel, training, supplies, and etc.				
4	*note Methodology for estimating number of Internet users updated to reflect a more precise representation of day-to-day usage.				
5	*note changes in number of locations hosting IT assets and resources updated to include Intranet servers in the districts.				
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Non-Strategic IT Service:		Data Center Service		
Dept/Agency: Florida Department of Transportation		# of Assets & Resources		
Prepared by: Nelson Hill		AppORTioned to this IT		
Phone: (850) 414- 4771		Service In FY 2013-14		
Service Provisioning -- Assets & Resources (Cost Elements)	Footnote Number	Number used for this service	Number w/ costs In FY 2013-14	Estimated FY 2013-14 Allocation of Recurring Base Budget (based on Column G64 minus G65)
A. Personnel (performing data center functions defined in w. 282.201(2)(d)1.e., F.S.)		0.00		\$0
A-1.1 State FTE		0.00		\$0
A-2.1 OPS FTE		0.00		\$0
A-3.1 Contractor Positions (Staff Augmentation)		0.00		\$0
B. Hardware				\$0
B-1 Non-Mainframe Servers (including single-function logical servers not assigned to another service)		0	0	\$0
B-2 Servers - Mainframe		0	0	\$0
B-3 Server Maintenance & Support		0	0	\$0
B-4 Online or Archival Storage Systems (indicate GB of storage)		0		\$0
B-5 Data Center/ Computing Facility Internal Network				\$0
B-6 Other Hardware (Please specify in Footnotes Section below)				
C. Software	1			\$67,536
D. External Service Provider(s)				\$7,147,743
D-1 Southwood Shared Resource Center (indicate # of Board votes)	2	0		\$7,147,743
D-2 Northwest Shared Resource Center (indicate # of Board votes)		0		\$0
D-3 Northwest Regional Data Center (indicate # of Board votes)		0		\$0
D-4 Other Data Center External Service Provider (specify in Footnotes below)				\$0
E. Plant & Facility				\$0
E-1 Data Center/Computing Facilities Rent & Insurance				\$0
E-2 Utilities (e.g., electricity and water)				\$0
E-3 Environmentals (e.g., HVAC, fire control, and physical security)				\$0
E-4 Other (please specify in Footnotes Section below)				\$0
F. Other (Please describe In Footnotes Section below)				\$0
G. Total for IT Service				\$7,215,279
H. Please provide the number of agency data centers.				0
I. Please provide the number of agency computing facilities.				0
J. Please provide the number of single-server installations.				0
H. Footnotes - Please indicate a footnote for each corresponding row above. Maximum footnote length is 1024 characters.				
1	Microsoft Enterprise Agreement.			
2	Includes mainframe services, physical server hosting services, hardware upgrade services, and maintenance of the FDOT e-mail infrastructure			
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Agency: Florida Department of Transportation

Budget Entity Code	Budget Entity	Program Component	Program Component	Appropriation Category Code	Appropriation Category	Fund Code	Fund	FSI	Identified Funding as % of		E-Mail, Messaging, and Calendaring Service	Network Service	Desktop Computing Service	Helpdesk Service	IT Security/Risk Mitigation Service	Agency Financial and Administrative Systems Support Service	IT Administration and Management Service	Web/Portal Service	Data Center Service				
									Line Item Total	Funding Identified for IT Service	100.0000%	100.0000%	100.0000%	100.0000%	100.0000%	100.0000%	100.0000%	100.0000%	100.0000%				
1	55150200	Highway operations	11.01.01.03.00	Materials Testing & Research	040000	Expense	2540	State Transportation	1	\$2,760	\$581,236	\$8,001,699	\$4,883,700	\$486,002	\$2,323,610	\$639,506	\$2,818,883	\$504,625	\$7,215,279				
2	55150200	Highway operations	16.01.01.03.00	Traffic Operations	040000	Expense	2540	State Transportation	1	\$7,960	\$3,960	\$0	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0				
3	55150200	Highway operations	16.01.01.03.00	Traffic Operations	100777	Contracted Services	2540	State Transportation	1	\$4,763	\$0	\$2,200	\$2,000	\$0	\$0	\$0	\$0	\$563	\$0				
4	55150200	Transportation Systems Development	16.01.01.03.00	Traffic Operations	060000	Operating Capital Outlay	2540	State Transportation	1	\$19,000	\$0	\$10,000	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0				
5	55150200	Highway operations	16.01.01.06.00	Operations & Maintenance	040000	Expense	2540	State Transportation	1	\$52,200	\$42,120	\$10,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
6	55150500	Operative Direction & Support Services	16.02.00.00.00	Executive Leadership & Support	040000	Expense	2540	State Transportation	1	\$25,200	\$23,400	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
7	55150600	Information Technology	16.03.00.00.00	Information Technology	010000	Salaries & Benefits	2540	State Transportation	1	\$9,418,831	\$2,004,475	\$2,198,071	\$2,712,244	\$159,947	\$1,558,164	\$362,063	\$1,894,674	\$333,193	\$0				
8	55150600	Information Technology	16.03.00.00.00	Information Technology	100777	Contracted Services	2540	State Transportation	1	\$2,337,521	\$373	\$880,090	\$213,003	\$259,555	\$334,443	\$254,882	\$266,804	\$128,371	\$0				
9	55150600	Information Technology	16.03.00.00.00	Information Technology	040000	Expense	2540	State Transportation	1	\$5,566,975	\$287,188	\$2,463,163	\$1,751,114	\$66,500	\$338,191	\$22,276	\$533,049	\$37,958	\$67,536				
10	55150600	Information Technology	16.03.00.00.00	Information Technology	060000	Operating Capital Outlay	2540	State Transportation	1	\$346,724	\$0	\$231,000	\$113,439	\$0	\$0	\$285	\$2,000	\$0	\$0				
11	55150600	Information Technology	16.03.00.00.00	Information Technology	101640	Human Resource Development	2540	State Transportation	1	\$33,532	\$0	\$12,000	\$12,000	\$0	\$9,532	\$0	\$0	\$0	\$0				
12	55150600	Information Technology	16.03.00.00.00	Information Technology	105281	Lease or Lease Purchase	2540	State Transportation	1	\$9,561	\$0	\$0	\$0	\$0	\$0	\$0	\$9,561	\$0	\$0				
13	55150600	Information Technology	16.03.00.00.00	Information Technology	210021	Data Processing Svcs - SSRC	2540	State Transportation	1	\$7,147,743	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,147,743				
14	55100100	Transportation Systems Development	11.01.01.02.00	Pre-Construction & Design	040000	Expense	2540	State Transportation	1	\$102,490	\$7,920	\$69,350	\$21,400	\$0	\$3,780	\$0	\$0	\$0	\$40				
15	55100100	Transportation Systems Development	11.01.01.04.00	Right-of-Way Land Acquisition	040000	Expense	2540	State Transportation	1	\$5,520	\$5,040	\$480	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
16	55100100	Transportation Systems Development	11.01.01.06.00	Public Transportation Operations	040000	Expense	2540	State Transportation	1	\$7,200	\$1,440	\$5,760	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
17	55100100	Transportation Systems Development	11.01.01.08.00	Planning & Environment	040000	Expense	2540	State Transportation	1	\$12,740	\$2,520	\$10,220	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
18	55180100	Florida's Turnpike Enterprise	16.02.00.00.00	Executive Leadership	010000	Salaries & Benefits	2540	State Transportation	1	\$228,500	\$4,500	\$85,000	\$45,000	\$0	\$32,000	\$0	\$60,000	\$2,000	\$0				
19	55180100	Florida's Turnpike Enterprise	16.02.00.00.00	Executive Leadership	100777	Contracted Services	2540	State Transportation	1	\$3,500	\$0	\$0	\$0	\$0	\$3,500	\$0	\$0	\$0	\$0				
20	55180100	Florida's Turnpike Enterprise	16.02.00.00.00	Executive Leadership	040000	Expenses	2540	State Transportation	1	\$38,500	\$500	\$15,500	\$4,500	\$0	\$15,000	\$0	\$500	\$2,500	\$0				
21	55180100	Florida's Turnpike Enterprise	16.02.00.00.00	Executive Leadership	060000	Operating Capital Outlay	2540	State Transportation	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
22	55180100	Florida's Turnpike Enterprise	16.02.00.00.00	Executive Leadership	100686	Consultant Fees	2540	State Transportation	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
23	55180100	Florida's Turnpike Enterprise	16.02.00.00.00	Executive Leadership	101640	Human Resources Development	2540	State Transportation	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
24	55180100	Florida's Turnpike Enterprise	16.02.00.00.00	Executive Leadership	101640	Transportation Material & Equipment	2540	State Transportation	1	\$1,000	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
25	55180100	Florida's Turnpike Enterprise	16.01.01.05.00	Toll Operations	010000	Salaries & Benefits	2540	State Transportation	1	\$82,295	\$0	\$30,000	\$0	\$0	\$0	\$0	\$52,295	\$0	\$0				
26	55180100	Florida's Turnpike Enterprise	16.01.01.05.00	Toll Operations	100777	Contracted Services	2540	State Transportation	1	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0				
27	55180100	Florida's Turnpike Enterprise	16.01.01.05.00	Toll Operations	040000	Expense	2540	State Transportation	1	\$1,975,025	\$0	\$1,975,025	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
28										\$0													
29										\$0													
30										\$0													
Sum of IT Cost Elements Across IT Services																							
IT Cost Element Data as entered on IT Service Worksheets											Personnel		State FTE (#)	162.75	3.50	38.25	53.50	3.25	25.50	4.75	28.25	5.75	0.00
											State FTE (Costs)	\$9,729,626	\$204,975	\$2,313,071	\$2,757,244	\$159,947	\$1,590,164	\$362,063	\$2,006,969	\$335,193	\$0		
											OPS FTE (#)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
											OPS FTE (Cost)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
											Vendor/Staff Augmentation (# Positions)	14.50	0.00	1.50	3.00	5.00	0.75	1.75	1.25	1.25	0.00		
											Vendor/Staff Augmentation (Costs)	\$1,149,078	\$0	\$94,949	\$174,847	\$259,555	\$70,410	\$254,882	\$166,064	\$128,371	\$0		
											Hardware	\$2,276,779	\$0	\$1,366,940	\$828,314	\$0	\$79,240	\$285	\$2,000	\$0	\$0		
											Software	\$1,974,696	\$136,912	\$382,639	\$983,621	\$58,500	\$301,531	\$9,197	\$0	\$34,760	\$67,536		
											External Services	\$11,333,266	\$93,613	\$3,763,337	\$38,156	\$7,200	\$219,914	\$0	\$62,740	\$563	\$7,147,743		
											Plant & Facility (Data Center Only)	\$0									\$0		
											Other	\$991,095	\$145,736	\$80,763	\$101,518	\$800	\$62,351	\$13,079	\$581,110	\$5,738	\$0		
											Budget Total	\$27,454,540	\$581,236	\$8,001,699	\$4,883,700	\$486,002	\$2,323,610	\$639,506	\$2,818,883	\$504,625	\$7,215,279		
											FTE Total	177.25	3.50	39.75	56.50	8.25	26.25	6.50	29.50	7.00	0.00		
Users		8,746	10,572	10,572	10,572	10,572	10,572	10,572	510,572														
Cost Per User		\$66	756.8765607	461.9466515	45.97067726		60.49054105		0.988352279														

(cost/all mailboxes)

Help Desk Tickets: 7,614
Cost/Ticket: 5.319170826



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

TO: Pamela Warner
Budget Officer

FROM: Robert M. Burdick *RMB*
Deputy General Counsel

DATE: September 5, 2012

SUBJECT: Schedule VII: Agency Litigation Inventory
2013/2014 Legislative Budget Request

We have attached an inventory of the Department's current litigation in accordance with the Planning and Budgeting Instructions. Based on the July 25, 2012, request, we have exercised due diligence by requesting that each attorney assigned to the Office of the General Counsel in Tallahassee and each of the District Chief Counsels, including the Chief Counsel for the Turnpike Enterprise, identify any litigation cases known to them that may require additional appropriations in excess of \$500,000, may increase revenues by more than \$500,000, may impact enforceability of a current state law, or are otherwise required to be reported pursuant to section 216.023(5).

If you have any questions, or need additional information, please feel free to contact me at 414-5362.

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Erik R. Fenniman	Phone Number:	414-5265

Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	American Self Storage, LLC, and Elijah Bailey, Plaintiffs, v. FDOT, Defendant.		
Court with Jurisdiction:	5th Judicial Circuit, Marion County		
Case Number:	02011-CA-001210		
Summary of the Complaint:	This is an inverse condemnation case. The Plaintiffs seek damages for alleged loss of access and visibility to U.S. Highway 464.		
Amount of the Claim:	\$ 4,000,000		
Specific Law(s) Challenged (including GAA Challenged:			
Status of Case:	The complaint for loss of access and visibility was served on 05/04/11. FDOT's Motion to Dismiss was demoeed pm 07/18/11. FDOT filed its Answer on 10/07/11. FDOT's Motion for Summary Judgment was denied on 06/29/12. Mediation is scheduled for 11/15/12.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Wayne Lambert	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Astaldi Construction Corporation, Plaintiff, v. FDOT and KCCS, Inc., Defendants.		
Court with Jurisdiction:	20th Judicial Circuit, Lee County		
Case Number:	09-CA-000978		
Summary of the Complaint:	Astaldi claims that it is owed additional money on a construction contract because of delays and disruption of its work it alleges were caused by FDOT. FDOT has counterclaimed for liquidated damages it has withheld on the project.		
Amount of the Claim:	Astaldi claimed \$7,000,000. FDOT's counterclaim was \$2,000,000.		
Specific Law(s) Challenged:			
Status of Case:	Astaldi served a Complaint against FDOT and KCCS, the CEI on the project, on 03/05/09. On 4/1/2009 KCCS served a Motion to Dismiss. On 4/17/09 FDOT served a Motion to Dismiss and propounded initial discovery. On 6/16/09, the Court denied FDOT's Motion to Dismiss and granted KCCS's Motion. FDOT filed its Answer on 08/07/09. On 7/27/09, Astaldi served its answers to FDOT's initial discovery. Mediation was held on 10/29/09, resulting in impasse. On 03/26/10, the Court entered an order staying this case pending further Dispute Resolution Board proceedings. Additional DRB proceedings were held and an order lifting the stay was entered on 04/18/11. A second mediation was held on 10/17/11. Following the mediation, the parties agreed to settle all claims in exchange for a payment to Astaldi of \$3,500,000, inclusive of the release of amounts previously withheld by FDOT as liquidated damages in the amount of \$1,878,102. On 04/30/12, Astaldi filed a Notice of Voluntary Dismissal. This matter is closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
		Outside Contract Counsel	

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Roger B. Wood	Phone Number:	414-5265

Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Bay Drum Superfund Site		
Court with Jurisdiction:	US DC Middle District		
Case Number:	97-1564-CIV-T-26(A)		
Summary of the Complaint:	The EPA has told FDOT it is responsible for groundwater contamination at this site. EPA is overseeing the cleanup of this site under CERCLA, the Comprehensive Environmental Response, Compensation, and Liability Act. FDOT has entered into a consent decree that requires it to clean this site.		
Amount of the Claim:	Potential exposure is estimated to be \$10,000,000		
Specific Law(s) Challenged (including GAA Challenged:			
Status of Case:	FDOT has responded to EPA's information request and has joined a Potential Responsible Party group. FDOT is a major participant due to its allocation. On 01/21/05, EPA agreed to amend the Record of Decision to provide for monitoring and natural attenuation as the remedy for the deep Floridian Aquifer. An assessment for cleanup costs was made and paid in 2011 in the amount of \$79,558.30 and an additional assessment is expected in 2012.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
		Outside Contract Counsel	

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Erik R. Fenniman	Phone Number:	414-5265

Names of the Parties:	Break Time USA, Inc., Plaintiff, v. FDOT, Defendant.		
Court with Jurisdiction:	6 th Judicial Circuit, Pinellas County		
Case Number:	06-586-CI-21		
Summary of the Complaint:	This is an inverse condemnation case. Break Time seeks severance damages and damages for an alleged loss of access attributed to FODT's reconstruction of US 19 from an at grade divided highway to grade separated interchanges with one-way frontage roads.		
Amount of the Claim:	\$2,000,000		
Specific Law(s) Challenged:			
Status of Case:	The Complaint was filed on 01/26/06. The Court entered an Order abating the case pending the outcome of the appeal of Fisher v. FDOT, SC07-1394, in which a private property owner asserted legally and factually similar claims. FDOT received a favorable decision in Fisher on 10/11/07. Plaintiff filed a Motion for Leave to Amend Complaint on 07/14/09 and a Motion to Abate on 06/21/10. FDOT filed a Motion for Summary Judgment on 7/14/10. Plaintiff's Motion to Abate was granted on 10/05/10, pending the outcome of the appeal of Hakki v. FDOT, in which a private property owner asserted legally and factually similar claims. Following a decision favorable to FDOT in Hakki v. FDOT, Plaintiff voluntarily dismissed its Complaint on 02/27/12.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
		Outside Contract Counsel	

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Erik R. Fenniman	Phone Number:	414-5265

Names of the Parties:	Butler Carpet Company, d/b/a Bob's Carpet Mart, Plaintiff v. FDOT, Defendant.		
Court with Jurisdiction:	6 th Judicial Circuit, Pinellas County		
Case Number:	2012-2404-CI-11		
Summary of the Complaint:	Plaintiff seeks severance damages and damages for an alleged loss of access, view and visibility attributed to FDOT's reconstruction of US 19 from an at grade divided highway to grade separated interchanges with one-way frontage roads.		
Amount of the Claim:	\$2,000,000		
Specific Law(s) Challenged:			
Status of Case:	Plaintiff filed a Notice of Voluntary Dismissal without prejudice on 05/03/10. The new Complaint was filed on 05/07/12. The Court denied FDOT's Motion to Dismiss on 08/17/2012. FDOT answered on the complaint 08/24/12.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Calvin Johnson	Phone Number:	414-5265

Names of the Parties:	Joseph Capitano & Alfonso Garcia Jr., Plaintiffs, v. FDOT, Defendant.		
Court with Jurisdiction:	13 th Circuit (Hillsborough)		
Case Number:	09-06083		
Summary of the Complaint:	Plaintiffs sued FDOT for declaratory relief seeking an order voiding FDOT's 2008 sale/transfer of property previously owned by Plaintiffs. FDOT obtained the property from Plaintiffs through eminent domain in 1999 and transferred the property to another landowner as part of the resolution of a 2008 eminent domain proceeding. Plaintiffs claimed that FDOT was required to put their former property up for public bid.		
Amount of the Claim:	The claim was approximately \$2,500,000		
Specific Law(s) Challenged:			
Status of Case:	The Complaint was served on 03/17/09. On 07/14/09, the Court granted FDOT's Motion to Dismiss without prejudice. On 08/28/09 Plaintiffs filed an Amended Complaint. On 09/10/09 FDOT filed a Motion to Dismiss the Amended Complaint. The Court denied FDOT's motion on 03/03/10. FDOT filed its answer on 03/18/10. FDOT filed a motion for judgment on the pleadings on 02/28/11. The motion was heard on 05/25/11. The motion was reheard on 04/12/12. The Court granted FDOT's Motion for Judgment on the Pleadings and the case was dismissed on 04/16/12. This matter is closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Arthur L. Berger	Phone Number:	414-5265

Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	John Carlo, Inc., Plaintiff, v. FDOT, Defendant.		
Court with Jurisdiction:	13th Judicial Circuit, Hillsborough County		
Case Number:	09-9244		
Summary of the Complaint:	John Carlo sued for breach of a construction contract, claiming that it is entitled to a "no-excuse" bonus of \$1,000,000, or, alternatively, money damages in the amount of \$3,200,000.		
Amount of the Claim:	\$3,200,000		
Specific Law(s) Challenged:			
Status of Case:	John Carlo filed its Complaint on 04/02/09. FDOT filed a Motion to Dismiss on 06/03/09, which was denied on 10/14/09. On 11/02/09, FDOT served its answer and counterclaim for declaratory judgment regarding the application of contract specifications. On 11/30/09, John Carlo filed a Motion to Dismiss FDOT's counterclaim. FDOT voluntarily dismissed its counterclaim without prejudice on 04/08/10. FDOT served a motion for partial summary judgment on 03/26/10, which was denied on 07/22/10. On 06/30/11, the parties reached a settlement agreement under which FDOT agreed to pay \$175,000 in settlement of all claims. The settlement was paid on 09/09/11. This matter is closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Greg Costas	Phone Number:	414-5265

Names of the Parties:	Chain of Lakes Open Aire Market, LLC, Plaintiff, v. FDOT, Defendant		
Court with Jurisdiction:	2nd District Court of Appeal		
Case Number:	2D11-2973		
Summary of the Complaint:	This is an inverse condemnation case. Chain of Lakes filed suit seeking damages and injunctive relief for alleged inverse condemnation and breach of a 1992 settlement agreement after FDOT closed a median opening. Landowner's cause of action was based on a 1992 final judgment between the Department and a previous landowner.		
Amount of the Claim:	\$550,000		
Specific Law(s) Challenged:			
Status of Case:	Chain of Lakes filed its complaint on 02/22/10, and an amended complaint on 04/01/10. FDOT filed its answer on 07/06/11. Trial occurred on 01/19/11. Judgment in favor of FDOT was entered on 02/11/11. Chain of Lakes filed a motion for reconsideration and for rehearing on 02/21/11, which was denied on 05/18/11. Chain of Lakes filed its notice of appeal on 06/14/11. The Final Judgment was affirmed without a written opinion on 05/25/12. The Mandate issued on 06/14/12. This matter is closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).	N/A		

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Erik R. Fenniman	Phone Number:	414-5265

Names of the Parties:	CHK, LLC, Plaintiff, v. FDOT, Defendant.		
Court with Jurisdiction:	6 th Judicial Circuit, Pinellas County		
Case Number:	06-730-CI-8		
Summary of the Complaint:	This is an inverse condemnation case. CHK seeks damages for an alleged loss of access and physical invasion attributed to FDOT's reconstruction of US 19 from an at grade divided highway to grade separated interchanges with one-way frontage roads.		
Amount of the Claim:	\$2,000,000		
Specific Law(s) Challenged:			
Status of Case:	The Summons and Complaint were served on 02/09/06. The Court entered an Order abating the case pending the outcome of the appeal of Fisher v. FDOT, SC07-1394, in which a private property owner asserted legally and factually similar claims. FDOT received a favorable decision in Fisher on 10/11/07. On 08/18/09, Plaintiff amended its complaint to add a count for physical invasion. FDOT filed its Answer on 04/02/10. FDOT filed a Motion for Summary Judgment on 06/04/10. Plaintiff filed a Motion to Abate on 06/04/10. Plaintiff's Motion to Abate was granted on 10/05/10, pending the outcome of the appeal of Hakki v. FDOT, in which a private property owner asserted legally and factually similar claims. FDOT received a favorable decision in the Hakki case on 09/20/11. The Department's Motion for Summary Judgment is scheduled to be heard on 12/18/12.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
		Outside Contract Counsel	
If the lawsuit is a class action, provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Greg Costas	Phone Number:	414-5265

Names of the Parties:	Crosspointe Baptist Church, Inc., Plaintiff, v. FDOT, Defendant.		
Court with Jurisdiction:	2nd District Court of Appeal		
Case Number:	2D 10-4254		
Summary of the Complaint:	This is an inverse condemnation case. Plaintiff seeks damages for physical invasion of its property, flooding, and loss of access attributed to FDOT's reconstruction of US 19 from an at grade divided highway to grade separated interchanges with one-way frontage roads.		
Amount of the Claim:	\$2,000,000		
Specific Law(s) Challenged:			
Status of Case:	The Summons and Complaint were served on 07/28/08. On 08/04/08, Crosspointe filed an Amended Complaint. FDOT filed its Answer on 11/24/08. On 02/16/10, the Court entered an Order of Taking, concluding that FDOT was liable only for a temporary taking for periodic ponding during significant rain events. On 08/18/10, a Stipulated Final Judgment was entered for the temporary taking. On 09/01/10, Crosspointe appealed the Court's denial of its other claims. The case was affirmed without a written opinion on 09/16/11. The Mandate issued on 10/07/11. Crosspointe's motion to re-open the case is scheduled to be heard on 09/21/12.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Erik R. Fenniman	Phone Number:	414-5265

Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Deery Harris, Inc., Plaintiff, v. FDOT, Defendant.		
Court with Jurisdiction:	6th Judicial Circuit, Pinellas County		
Case Number:	06-585 CI 7		
Summary of the Complaint:	This is an inverse condemnation case. The plaintiff seeks damages for alleged loss of access and physical taking attributed to FDOT's improvements to U.S. 19.		
Amount of the Claim:	\$ 2,000,000		
Specific Law(s) Challenged (including GAA Challenged:			
Status of Case:	Complaint received on 01/30/06. FDOT filed a Motion for Summary Judgment on 06/26/09. The Court allowed Plaintiffs to file an Amended Complaint on 07/08/09, which FDOT moved to dismiss on 08/07/09. FDOT filed its Answer on 04/02/10. FDOT filed an Amended Motion for Summary Judgment on 05/26/10. Plaintiffs filed a Motion to Abate on 06/21/10. Plaintiff's Motion to Abate was granted on 10/05/10, pending the outcome of the appeal of Hakki v. FDOT, in which a private property owner asserted legally and factually similar claims. FDOT received a favorable decision in Hakki v. FDOT on 09/20/11. Plaintiff voluntarily dismissed its Complaint, with prejudice, on 11/29/11. This matter is closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Erik R. Fenniman	Phone Number:	414-5265

Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	FDOT, Plaintiff, v. Anchorage Inn, Defendant.		
Court with Jurisdiction:	7th Judicial Circuit, St. Johns County		
Case Number:	CA03-0753		
Summary of the Complaint:	FDOT brought an eminent domain action to acquire certain property owned by Anchorage. Anchorage responded to the eminent domain petition by filing a counterclaim seeking damages for an alleged inverse condemnation. Anchorage seeks damages for alleged loss of riparian view resulting from the reconstruction of the Bridge of Lions.		
Amount of the Claim:	\$ 3,500,000		
Specific Law(s) Challenged (including GAA Challenged:			
Status of Case:	Anchorage filed its Third Amended Counterclaim on 11/23/06. The Court granted FDOT's Motion to Dismiss without prejudice on 02/18/10. Anchorage filed its Fourth Amended Counterclaim on 04/16/10. FDOT moved to dismiss the fourth counterclaim on 04/29/10. Mediation was held on 09/20/10, resulting in impasse. FDOT filed its Answer on 02/11/11. FDOT's Motion for Summary Judgment is scheduled for hearing on 09/14/12. Trial is scheduled for 11/26/12.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
		Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Ted A. Avellone	Phone Number:	414-5265

Names of the Parties:	FDOT, Plaintiff, v. Aramark Uniform & Career Apparel, LLC, Defendant.		
Court with Jurisdiction:	4 th Circuit Court, Duval County		
Case Number:	07-CA-010434		
Summary of the Complaint:	FDOT is seeking to recover damages for environmental contamination of FDOT right-of-way caused by Aramark's, or its predecessor's, discharge of vinyl chloride and other toxic substances.		
Amount of the Claim:	\$1,108,591.15		
Specific Law(s) Challenged:			
Status of Case:	Complaint filed 11/09/07 and Answer filed 09/02/08. On 08/17/11, Aramark agreed to pay and FDOT agreed to accept \$810,000 in settlement of all claims. A Final Judgment was entered on 09/02/11 and Aramark paid the agreed upon amount on 09/21/11. This matter is closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Paul J. Martin	Phone Number:	414-5265

Names of the Parties:	FDOT, Plaintiff, v. B & H Contracting, Inc., Defendant.		
Court with Jurisdiction:	1 st Judicial Circuit in and for Okaloosa County, Florida		
Case Number:	2012CA3248		
Summary of the Complaint:	FDOT sued for negligence to recover damages for the cost of repair to its overpass bridge damaged by Defendant's dump truck.		
Amount of the Claim:	Approximately \$1.2 million		
Specific Law(s) Challenged:			
Status of Case:	FDOT filed its Complaint on 07/20/12. Service of process on the Defendant corporation is in progress.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Marc Peoples	Phone Number:	414-5265
Names of the Parties:	FDOT, Plaintiff, v. Dyer, Riddle, Mills & Precourt, Inc., Defendant.		
Court with Jurisdiction:	2 nd Circuit (Leon)		
Case Number:	2008CA004158		
Summary of the Complaint:	FDOT sued DRMP for its failure to correctly design certain roadway improvements		
Amount of the Claim:	\$2,498,000		
Specific Law(s) Challenged:			
Status of Case:	FDOT filed its Complaint on 12/22/08. DRMP served its Answer on 2/9/09. On 03/05/10, FDOT filed a Motion for Partial Summary Judgment on liability that was heard on 04/29/10. The Court has not ruled on FDOT's Motion for Partial Summary Judgment. On 08/30/10, FDOT filed a Motion for Summary Judgment that was denied on 10/26/10. Trial was originally set for 11/28/10, but was continued upon motion by DRMP. Trial is currently set to commence on 12/03/12.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Paul J. Martin	Phone Number:	414-5265

Names of the Parties:	FDOT, Plaintiff v. Heery International, Inc. and Sequeira and Gavarrete, Inc., Defendants.		
Court with Jurisdiction:	2 nd Judicial Circuit in and for Leon County, Florida		
Case Number:	2012CA000933		
Summary of the Complaint:	FDOT sued for breach of contract #C-8808 and failure to prepare plans in accordance with all applicable local building codes.		
Amount of the Claim:	\$1.75 million		
Specific Law(s) Challenged:			
Status of Case:	FDOT filed its Complaint on 03/23/12. Defendants filed their answers on 04/23/12. Discovery is ongoing.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
		Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Calvin Johnson	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	FDOT, Plaintiff, v. P&L Towing, Inc., Defendant.		
Court with Jurisdiction:	11th Judicial Circuit, Miami-Dade County		
Case Number:	06-16612 CA 16		
Summary of the Complaint:	A tug and barge operated by P & L struck the 5th Street Bridge on the Miami River. About two weeks later a tug and barge operated by P & L again struck the bridge. FDOT sued to recover for the damage to the bridge.		
Amount of the Claim:	FDOT's claim was for \$1,300,000 P&L Towing's counterclaim was for approximately \$200,000		
Specific Law(s) Challenged (including GAA Challenged):			
Status of Case:	On 08/22/06, FDOT served a Complaint for damages from two separate vessel collisions with a bridge on 07/15/05 and 08/04/05. On 09/01/06, P&L served an Answer and Counterclaim. On 10/06/06, FDOT filed a Motion to Dismiss Counterclaim. FDOT's Motion to Dismiss was granted on 01/07/09. P&L filed an amended Answer and Counterclaim on 01/18/09. FDOT answered the counterclaim on 02/05/09. On 10/04/11, FDOT agreed to accept \$175,000 in settlement of all claims. The case was voluntarily dismissed on 10/14/11. This matter is closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Roger Wood	Phone Number	414-5265
Names of the Parties:	Florida Gas Transmission Company, Plaintiff, v. FDOT, Defendant.		
Court:	17th Judicial Circuit, Broward County 4th District Court of Appeal		
Case Number:	07-01922-08 4D11-2567		
Summary of the Complaint:	Florida Gas Transmission Company (FGT) has natural gas pipelines that are located in the Turnpike right of way. The Turnpike Enterprise is designing road widening projects in the vicinity of the pipelines. After a dispute arose over responsibility for the costs of relocating the pipelines, FGT filed this suit against FDOT for breach of easement agreements. Additionally, FGT claims that FDOT must compensate FGT for the cost of relocating its natural gas pipelines. FGT also claimed that its easement was taken by FDOT without compensation. FDOT counterclaimed against FGT for breach of easement, unjust enrichment, promissory estoppel, fraud in the inducement, and trespass, seeking damages and injunctive and declaratory relief.		
Amount of the Claim:	FGT has recovered a verdict against FDOT in the amount of \$82,697,567, plus prejudgment interest in the amount of \$8,016,801 through March 31, 2011 with a further prejudgment interest per diem of \$13,595.48 through 05/02/11. The judgment provides that it bears interest at an annual rate of 6%.		
Specific Law Challenged:			
Status of Case:	<p>The lawsuit was served on 02/13/07. FDOT filed an Answer and Affirmative Defenses. The case was assigned to the Business Court. On 04/03/09, FDOT filed Third Amended and Supplemental Counterclaims. The parties' various motions for summary judgment were all eventually denied.</p> <p>On 05/04/10, FGT voluntarily dismissed its claims that its easements were taken by FDOT without compensation. On 05/04/10, FGT also voluntarily dismissed its request to enjoin road widening projects, including two projects from the Homestead Extension of Florida's Turnpike to Griffin Road and</p>		

one project from Atlantic Boulevard to the Sawgrass Expressway, as well as its request to enjoin the I-595 express lane project. The estimated exposure on the dismissed claims was in excess of \$160,000,000. On 05/04/10, FDOT voluntarily dismissed its claim against FGT for fraud in the inducement.

On 05/28/10, FDOT requested the disqualification of Judge Rosenberg on the grounds that FDOT was being denied due process and that improper ex parte communications between FGT and the Court had occurred. On 06/01/10, Judge Rosenberg recused himself. Judge Streitfeld was appointed as the successor judge

Trial commenced 01/04/11. FGT's claims of insufficient work space to construct the relocated pipelines, damages for the cost of relocating its natural gas pipelines and FDOT's claims of breach of the easement, reliance, and trespass were submitted to a jury. On 01/27/11, the jury returned a verdict denying all of FDOT's claims, denying FGT's claim for insufficient workspace and finding FDOT liable to FGT in the amount of \$82,697,567 for the cost of relocating FGT's pipelines. On 02/07/11, FDOT filed motions to set aside the verdict or for new trial. By Orders dated 05/02/11, the Court denied FDOT's post trial motions. On 05/02/11, the Court entered judgment in favor of FGT against FDOT in the principal sum of \$82,697,567 plus prejudgment interest in the amount of \$8,016,801 through 03/31/11, with a further prejudgment interest per diem of \$13,595.48 through 05/02/11. The judgment provides that it bears interest at an annual rate of 6%.

The 05/02/11 Final Judgment also resolved the declaratory claims regarding FGT's permanent and temporary work space, FDOT's ability to pave over FGT's pipelines, the condition of FGT's pipeline, and FDOT's request for damages. The Final Judgment determined that FGT is entitled to a 15 foot permanent easement on each side of its pipelines, 75 feet of temporary work space to construct, repair and remove its pipelines, and that FDOT must obtain FGT's consent before paving over FGT's pipelines (except in limited circumstances described in the easement). The Final Judgment also determined that FDOT could place structures within the permanent easement area, without determining financial responsibility if structures need to be removed in the future. The Final Judgment denied FDOT's claims for unjust enrichment and declaratory relief regarding the condition of

	<p>FGT's pipeline.</p> <p>On 05/12/11, FDOT filed a motion to alter or amend the Final Judgment. On 07/01/11, the Court entered an Amended Final Judgment. The Amended Final Judgment entered judgment in FDOT's favor on FGT's claim for insufficient workspace and entered a declaration that the 1992 master relocation agreement (reimbursable) has been terminated. FGT has filed a motion to tax costs in the amount of \$1,192,681.78. The Court is permitting discovery before ruling on FGT's motion to tax costs. FDOT filed its notice of appeal of the Amended Final Judgment on 07/12/11. FGT filed a notice of cross appeal on 07/15/11.</p> <p>On June 6, 2012, the Fourth District Court of Appeal issued its opinion on the notice of appeal and cross-appeal. The District Court of Appeal affirmed the Final Judgment on the jury verdict entered against FDOT but reversed the Final Judgment on the declaration in favor of FGT of a permanent easement and defined temporary work space. The District Court of Appeal further concluded that FGT was required to conduct its activities in connection with the construction and operation of its pipelines in such a manner as to interfere to the least extent possible with the overall operation of the Florida's Turnpike. The District Court of Appeal also affirmed the Final Judgment determining that FDOT must obtain FGT's consent before paving over FGT's pipelines (except in limited circumstances described in the easement) and remanded the case to the Circuit Court to revise the Final Judgment to reference FDOT's obligation provided by Paragraph 10 of the 1967 easement to implement alternative measures, where feasible, to prevent FGT from having to relocate its pipelines.</p> <p>FDOT will request the Court to amend the Final Judgment to provide that the judgment bear interest at the rate provided by Section 55.03, Florida Statute. As provided by this statute, the judgment would bear interest at the annual rate of 6% from July 1, 2011 until December 31, 2011 and at the annual rate of 4.75% from January 1, 2012. The annual interest rate changes every January 1.</p>	
<p>Who is representing (of record) the state in this lawsuit? Check all that apply.</p>	<p>X</p>	<p>Agency General Counsel's Office</p>
		<p>Office of the Attorney General or Division of Risk Management</p>
	<p>X</p>	<p>Outside Contract Counsel</p>

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Roger Wood	Phone Number	414-5265
Names of the Parties:	Florida Gas Transmission Company, Plaintiff, v. FDOT, I-595 Express, LLC, and Dragados USA, Inc., Defendants.		
Court:	17th Judicial Circuit, Broward County		
Case Number:	11-008770(07)		
Summary of the Complaint:	Florida Gas Transmission Company (FGT) has natural gas pipelines that are located in the Turnpike right of way pursuant to easement agreements. FDOT has entered into a concession agreement with I-595 Express LLC to develop, design, construct, finance, operate and maintain the I-595 Corridor Improvement Project. The I-595 Corridor Improvement Project includes, among other matters, the design and construction of a new express lanes system in the I-595 median. Dragados USA, Inc. has contracted with I-595 Express to perform the design and construction of improvements to the interchange of I-595 and the Florida's Turnpike. FGT contends that the construction of the interchange of I-595 and the Florida's Turnpike materially interferes with its easement rights. FGT has asserted breach of easement and inverse condemnation claims against FDOT.		
Amount of the Claim:	\$37,885,889		
Specific Law Challenged:			
Status of Case:	The Complaint was filed on 04/14/11. On 05/02/11, FGT withdrew its motion for preliminary injunction. On 01/26/12, FDOT filed its answer, defenses and counterclaims. FDOT's counterclaim seeks a declaration that FDOT's plan to reconstruct the Florida's Turnpike complies with the easement agreements. Trial will be set to be held in the Third Quarter of 2013. Discovery is ongoing.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
	X	Outside Contract Counsel	

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Calvin Johnson	Phone Number:	414-5265
Names of the Parties:	Freedom Pipeline Corporation, Plaintiff, v. FDOT, URS Corporation, & James Sauls, P.E., Defendants.		
Court with Jurisdiction:	10 th Circuit (Hardee)		
Case Number:	25 09CA000292		
Summary of the Complaint:	Freedom claims that it is entitled to money damages on a construction contract for wrongful default by FDOT and for extra work to repair a sewer pipe it alleges was required by FDOT. Freedom's surety, Liberty Mutual Insurance, has also sued FDOT on the same contract. FDOT counterclaimed for the cost of repairs required by Freedom's actions.		
Amount of the Claim:	Approximately \$1,000,000. FDOT's counterclaim was for approximately \$1,400,000.		
Specific Law(s) Challenged:			
Status of Case:	FDOT was served with the Complaint on 05/21/09. Freedom served an Amended Complaint on 06/19/09. On 07/22/09, FDOT filed a Motion to Dismiss. On 04/22/10, the Motion was granted in part, limiting Freedom's claim for damages to extra work and delay. FDOT filed its Answer on 05/14/10. On 08/09/10, the Court entered an agreed Order consolidating this case with Liberty Mutual Insurance v. FDOT, Case No. 25-2008CA000530. On 07/25/12, the parties agreed to settle all claims in the consolidated cases for a total payment to FDOT of \$1,262,833.50.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Greg Costas	Phone Number:	414-5265

Names of the Parties:	Haddi Hakki and Istabrak Hakki, Plaintiffs, v. FDOT, Defendant.		
Court with Jurisdiction:	2nd District Court of Appeal		
Case Number:	2D 10-4254		
Summary of the Complaint:	This is an inverse condemnation case. Plaintiffs seek damages for an alleged loss of access attributed to FDOT's reconstruction of US 19 from an at grade divided highway to grade separated interchanges with one-way frontage roads.		
Amount of the Claim:	\$2,000,000		
Specific Law(s) Challenged:			
Status of Case:	The Complaint was filed on 6/19/06. Hakkis filed an Amended Complaint on 10/24/08. The Department filed its Answer on 11/17/08. On 02/16/10, the Court entered an Order of Taking, concluding that FDOT was liable only for a temporary taking for periodic ponding during significant rain events. On 08/18/10, a Stipulated Final Judgment was entered for the temporary taking. On 09/01/10, Hakkis appealed the Court's denial of their other claims. The case was affirmed without a written opinion on 09/16/11. The Mandate issued on 10/07/11.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
		Outside Contract Counsel	

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Erik R. Fenniman	Phone Number:	414-5265

Names of the Parties:	Hillcrest Property, LLP, v. FDOT, Defendant.		
Court with Jurisdiction:	6 th Judicial Circuit, Pasco County		
Case Number:	51-2011-CA-3825 ES		
Summary of the Complaint:	Plaintiff seeks injunctive relief, due process consequential damages, permanent and temporary takings due to alleged unlawful right of way donations for development rights of its property located on SR 52 in Pasco County.		
Amount of the Claim:	\$15,000,000		
Specific Law(s) Challenged:			
Status of Case:	Plaintiff filed a complaint on 8/22/11. FDOT's Motion to Dismiss was granted in part on 06/01/12. Plaintiff's Motion for Reconsideration was denied on 08/01/2012. Mediation was held on 08/02/12 resulting in a tentative settlement with Pasco County, Hillcrest, and FDOT.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Calvin Johnson	Phone Number:	414-5265
Names of the Parties:	Liberty Mutual Insurance, Plaintiff, v. FDOT, Defendant.		
Court with Jurisdiction:	10 th Circuit (Hardee)		
Case Number:	25-2008CA000530		
Summary of the Complaint:	Liberty, as surety for Freedom Pipeline Corporation, sued FDOT for money damages, claiming that FDOT breached its construction contract with Freedom. FDOT counterclaimed for the cost of repairs required by Freedom's actions.		
Amount of the Claim:	Approximately \$1,000,000. FDOT's counterclaim was for approximately \$1,400,000.		
Specific Law(s) Challenged:			
Status of Case:	Liberty served its Complaint on 10/21/08. On 01/16/09, Liberty served its Amended Complaint. On 02/13/09, FDOT served a Motion to Dismiss Complaint, which was granted in part and denied in part on 07/06/09. On 08/17/09, Liberty filed its Third Amended Complaint. On 09/08/09 FDOT filed its Answer. On 08/09/10, the Court entered an agreed Order consolidating this case with Freedom Pipeline Corporation v. FDOT, Case No. 25 09CA000292. On 07/25/12, the parties agreed to settle all claims in the consolidated cases for a total payment to FDOT of \$1,262,833.50.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
		Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Erik R. Fenniman	Phone Number:	414-5265

Names of the Parties:	Mallards Cove LLP, Plaintiff, v. Clerk of the Pasco County Circuit Court and FDOT, Defendants.		
Court with Jurisdiction:	6th Judicial Circuit, Pasco County		
Case Number:	51-2008-CA-7689ES, Division Y		
Summary of the Complaint:	The Plaintiff claims that Section 74.051(4), Florida Statutes, unlawfully deprives landowners of the interest earned on deposits with the Clerks of the Circuit Courts in eminent domain cases. Under the law, FDOT and other condemning authorities receive 90% of the interest earned on deposits made with the Court for the value of property they acquire through eminent domain.		
Amount of the Claim:	Unknown, if a class is certified will likely exceed \$1,000,000		
Specific Law(s) Challenged:	Section 74.051(4), Florida Statutes		
Status of Case:	The Complaint was served on 08/19/09. FDOT moved to dismiss the Complaint on 09/14/09. The motion was denied on 06/01/10. FDOT served its Answer on 07/12/10. On 07/15/10, FDOT filed a Motion for Summary Judgment. On 02/22/11, the Court granted FDOT's Motion for Summary Judgment as to liability for inverse condemnation. On 04/26/11, the Court granted Plaintiff's Motion for Summary Judgment to declare the challenged statute unconstitutional. On 08/18/11, the Pasco Clerk served a crossclaim against FDOT. On 11/07/11 Plaintiff's Motion for Reconsideration of Order granting FDOT's Motion for Summary Judgment was granted and FDOT's Motion to Deposit Interest in court registry was granted. A hearing on Plaintiff's Motion for Class Certification was postponed on 08/24/12 due to Hurricane Issac and is currently being rescheduled.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Risk Management	
		Outside Contract Counsel	
Firm or firms representing the plaintiff(s).	Christa L. Collins, Esquire Jackson Bowman, Esquire		

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Calvin Johnson	Phone Number:	414-5265

Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Mitchell Brothers, Inc., Plaintiff, v. FDOT, Defendant.		
Court with Jurisdiction:	2nd Judicial Circuit, Leon County		
Case Number:	05 CA 3100		
Summary of the Complaint:	Mitchell sued FDOT claiming breach of contract. FDOT counterclaimed for liquidated damages and work FDOT had to perform to correct deficient work by Mitchell.		
Amount of the Claim:	Mitchell informally claimed \$40,000,000. FDOT counterclaimed for \$1,827,139.		
Specific Law Challenged:			
Status of Case:	Mitchell served its Complaint and Motion for Preliminary Injunction on 12/22/05. FDOT answered the complaint and served a counterclaim on 03/17/06. Final Summary Judgment in favor of FDOT was entered on 03/26/08. Mitchell appealed the judgment. The judgment in favor of FDOT was affirmed on 06/23/09. On 11/04/10, the court denied FDOT's motion for attorney fees. On 06/28/11, the court awarded FDOT \$195,395.91 in costs. The judgment for costs is in collection. This matter is closed for the purposes of this inventory.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
	X	Outside Contract Counsel	

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Arthur L. Berger	Phone Number:	414-5265
Names of the Parties:	Tomer Nadler, Plaintiff, v. FDOT, Defendant.		
Court with Jurisdiction:	11 th Judicial Circuit, Miami-Dade County		
Case Number:	0878290CA08		
Summary of the Complaint:	Mr. Nadler filed a class action suit for breach of contract, unfair trade practices, and restitution to recover damages alleged to have been caused by FDOT not properly posting the tolls for use of the I-95 Express Lane in Miami.		
Amount of the Claim:	Unknown, but if a class is certified, may exceed \$500,000		
Specific Law(s) Challenged:			
Status of Case:	On 12/17/08, Nadler filed a Complaint. On 12/30/09, Nadler served FDOT with an Amended Complaint. On 04/23/09, Nadler served a Second Amended Complaint. On 08/14/09 Nadler served a Third Amended Complaint. On 08/21/09, FDOT filed a Motion to Dismiss the Third Amended Complaint with Prejudice. On 12/06/11, the court dismissed two counts of the complaint, with prejudice, and one count without prejudice. Nadler failed to file a fourth amended complaint within the time frame allowed by the court. On 08/22/11, FDOT moved to dismiss this matter for failure to timely amend. On 03/01/12, Nadler served a Fourth Amended Complaint, consisting of one count for breach of contract. FDOT moved to dismiss the Fourth Amended Complaint. Discovery is ongoing.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
		Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).	Gilbert & Caddy, P.A. A class has not been certified.		

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Paul J. Martin	Phone Number:	414-5265

Names of the Parties:	Odebrecht Construction, Inc., Plaintiff, v. Ananth Prasad (as Secretary of FDOT), Defendant.		
Court with Jurisdiction:	United States District Court Southern District of Florida		
Case Number:	1:12-cv-22072-KMM		
Summary of the Complaint:	An action for declaratory and injunctive relief to declare unconstitutional & unenforceable CSHB 599, "An act relating to state and local government relations with Cuba or Syria."		
Amount of the Claim:	No money damages are sought, only declaratory and injunctive relief.		
Specific Law(s) Challenged:	Chapter 2012-196, Laws of Florida, amending Section 287.135, Florida Statutes.		
Status of Case:	Plaintiff filed a Complaint on 06/04/12, and an Amended Complaint and Motion for a Preliminary Injunction on 06/05/12. The District Court entered an order on 06/25/12, granting a preliminary injunction against FDOT to prevent FDOT from enforcing the new law when it went into effect on 07/01/12. On 07/24/12, FDOT appealed the trial court's injunction to the 11th Circuit Court of Appeals. FDOT filed its Answer to the Amended Complaint on 07/20/12. While the appeal is pending, the parties have stipulated to abatement of the case in the District Court and the case was abated by court order entered 08/09/12.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	X	Agency General Counsel's Office	
		Office of the Attorney General or Division of Risk Management	
		Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Roger B. Wood	Phone Number:	414-5265

Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Peak Oil Superfund Site		
Court with Jurisdiction:	US DC Middle District		
Case Number:	97-1564-CIV-T-26(A)		
Summary of the Complaint:	The EPA has told FDOT it is responsible for groundwater contamination at this site. EPA is overseeing the cleanup of this site under CERCLA, the Comprehensive Environmental Response, Compensation, and Liability Act. FDOT has entered into a consent decree that requires it to clean this site.		
Amount of the Claim:	In excess of \$10,000,000		
Specific Law(s) Challenged (including GAA Challenged:			
Status of Case:	FDOT has responded to the EPA's information request. FDOT made payment pursuant to consent decree in 03/98. Implementation of remedial design in progress. Evaluation of the need for remedy in wetlands and deep aquifer is ongoing. No assessments for cleanup costs were made in 2011 and no assessment is expected for 2012.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Greg Costas	Phone Number:	414-5265

Names of the Parties:	PGA North II of Florida LLC, Plaintiff, v. FDOT, Defendant.		
Court with Jurisdiction:	4th District Court of Appeal		
Case Number:	4D 10-1895		
Summary of the Complaint:	This is an action to enforce a judgment, seeking damages for the alleged failure of FDOT to provide access between Plaintiff's property and PGA Boulevard.		
Amount of the Claim:	\$16,000,000		
Specific Law(s) Challenged:			
Status of Case:	The Summons and Complaint were served on 01/03/02. An Answer was filed on 08/07/02. Motions for Summary Judgment were argued on 06/27/08, and were denied. On 03/11/09, the Court entered an agreed order providing for separate trials on liability and damages. A non-jury trial on the liability phase was held on 03/08/10. On 04/16/10, the Court entered final judgment in favor of FDOT. PGA filed a Notice of Appeal on 05/03/10. The Final Judgment was reversed on 06/20/12. Both parties have filed motions for rehearing which are currently pending ruling by the Court.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Erik R. Fenniman	Phone Number:	414-5265

Names of the Parties:	RBF Properties, Inc., Plaintiff, v. FDOT, Defendant.		
Court with Jurisdiction:	6 th Judicial Circuit, Pinellas County		
Case Number:	06-728-CI-15		
Summary of the Complaint:	This is an inverse condemnation case. Plaintiff seeks severance damages and damages for alleged loss of access attributed to FDOT's reconstruction of US 19 from an at grade divided highway to grade separated interchanges with one-way frontage roads.		
Amount of the Claim:	\$2,000,000		
Specific Law(s) Challenged:			
Status of Case:	The Complaint was served on 02/09/06. The Court entered an Order abating the case pending the outcome of the appeal of Fisher v. FDOT, SC07-1394, in which a private property owner asserted legally and factually similar claims. FDOT received a favorable decision in Fisher on 10/11/07. On 08/18/09, an Amended Complaint was filed. FDOT filed its Answer on 04/02/10. FDOT filed a Motion for Summary Judgment on 06/04/10. RBF filed a Motion to Abate on 06/04/10. RBF's Motion to Abate was granted on 10/05/10, pending the outcome of the appeal of Hakki v. FDOT, in which a private property owner asserted legally and factually similar claims. FDOT received a favorable decision in Hakki on 09/20/11. FDOT's Motion for Summary Judgment is scheduled to be heard on 12/11/12.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action, provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Erik R. Fenniman	Phone Number:	414-5265

Names of the Parties:	Nicholas R. Sayat, Plaintiff v. FDOT, Defendant.		
Court with Jurisdiction:	6 th Judicial Circuit, Pinellas County		
Case Number:	2010-13468-CI-11		
Summary of the Complaint:	Plaintiff seeks severance damages and damages for an alleged loss of access, view and visibility attributed to FDOT's reconstruction of US 19 from an at grade divided highway to grade separated interchanges with one-way frontage roads.		
Amount of the Claim:	\$2,000,000		
Specific Law(s) Challenged:			
Status of Case:	Plaintiff filed a Notice of Voluntary Dismissal of a prior complaint, without prejudice, on 11/23/09. The pending Complaint was filed on 09/16/10. The Court denied FDOT's Motion to Dismiss on 06/03/2010. FDOT filed its Answer on 06/13/11. Discovery is ongoing.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

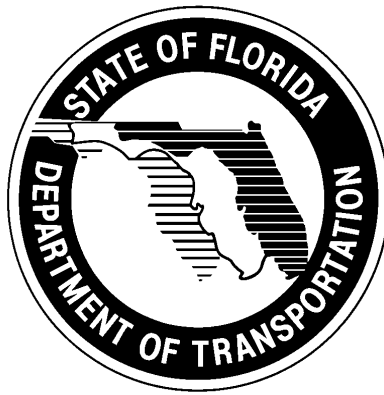
Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Marc Peoples	Phone Number:	414-5265
Names of the Parties:	Dorothy Schwefringhaus, Plaintiff, v. CSX Transportation, Inc., Defendant/Third Party Plaintiff/Appellee, v. FDOT, Third Party Defendant/Appellant		
Court with Jurisdiction:	2 nd District Court of Appeal		
Case Number:	2D12-1097		
Summary of the Complaint:	Plaintiff sued CSX for injuries arising from an accident near a rail crossing. CSX sued FDOT for both contractual and common law indemnity for any loss or liability it incurred to Plaintiff and CSX settled the underlying claim against CSX and CSX obtained judgment against FDOT for the amount it paid Plaintiff and its attorneys' fees. FDOT is appealing the judgment in favor of CSX.		
Amount of the Claim:	\$502,462.22		
Specific Law(s) Challenged:			
Status of Case:	This appeal arises from a case that was previously covered by the Division of Risk Management. On 01/18/12, the Court entered judgment on CSX's claim for contractual indemnity in favor of CSX and against FDOT in the amount of \$502,462.22. FDOT filed its Notice of Appeal on 02/14/12. FDOT filed its Initial Brief on 05/29/12. CSX's Answer Brief is due on 09/07/12.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).			

Schedule VII: Agency Litigation Inventory

Agency:	Department of Transportation		
Contact Person:	Calvin Johnson	Phone Number:	414-5265

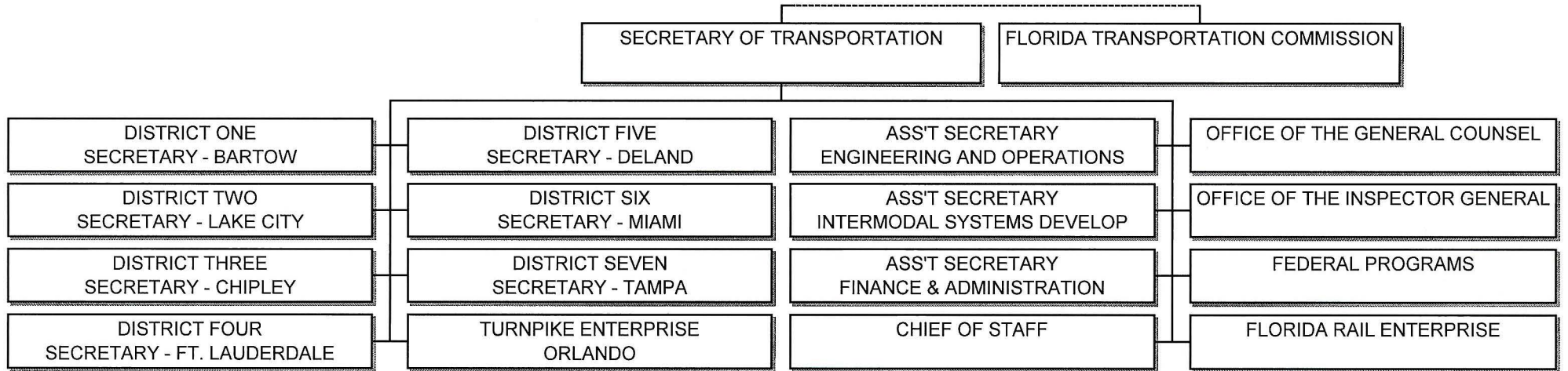
Names of the Parties:	Stacy Thornton, Plaintiff, v. FDOT, Clear Channel, and CBS Outdoor, Defendants.		
Court with Jurisdiction:	2nd Judicial Circuit, Leon County		
Case Number:	37-2010-CA-004054		
Summary of the Complaint:	Plaintiff is challenging Section 479.07(9)(c), Florida Statutes, as unconstitutionally enacted. Plaintiff claims this portion of Section 479.07 is a local law that was passed in violation of Florida Constitutional and statutory provisions regarding local laws and notice.		
Amount of the Claim:	No damages have been claimed.		
Specific Law(s) Challenged:	Section 479.07(9)(c), Florida Statutes		
Status of Case:	On 10/07/10, Plaintiff filed her Complaint. On 11/08/10, FDOT filed its Motion to Dismiss. On 11/17/10, the Court entered an agreed order transferring venue to Leon County. On 12/22/10, Plaintiff filed her 1st Amended Complaint. On 01/6/11, FDOT filed its Motion to Dismiss the 1st Amended Complaint. On 02/01/11, Plaintiff filed a 2nd Amended Complaint. On 02/08/11, the Court granted FDOT's Motion to Dismiss the 1st Amended Complaint and on 02/11/11 FDOT filed its Answer to 2nd Amended Complaint. On 10/07/11, Plaintiff voluntarily dismissed her Complaint. This matter is closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency General Counsel's Office	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input type="checkbox"/>	Outside Contract Counsel	
If the lawsuit is a class action (whether the class is certified or not), provide the name of the firm or firms representing the plaintiff(s).	N/A		



LEGISLATIVE BUDGET REQUEST 2013-2014

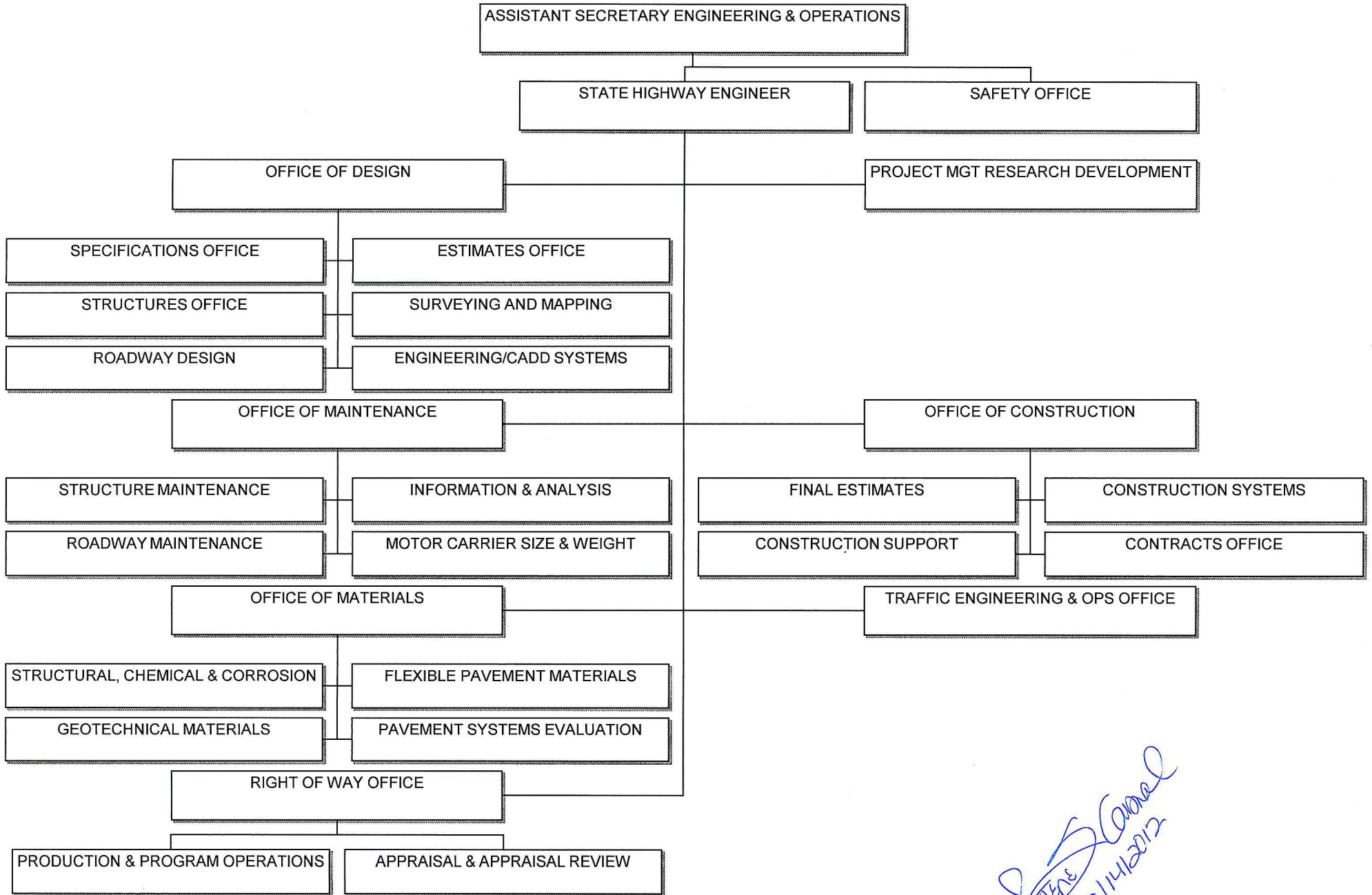
Schedule X – Organization Structure

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY



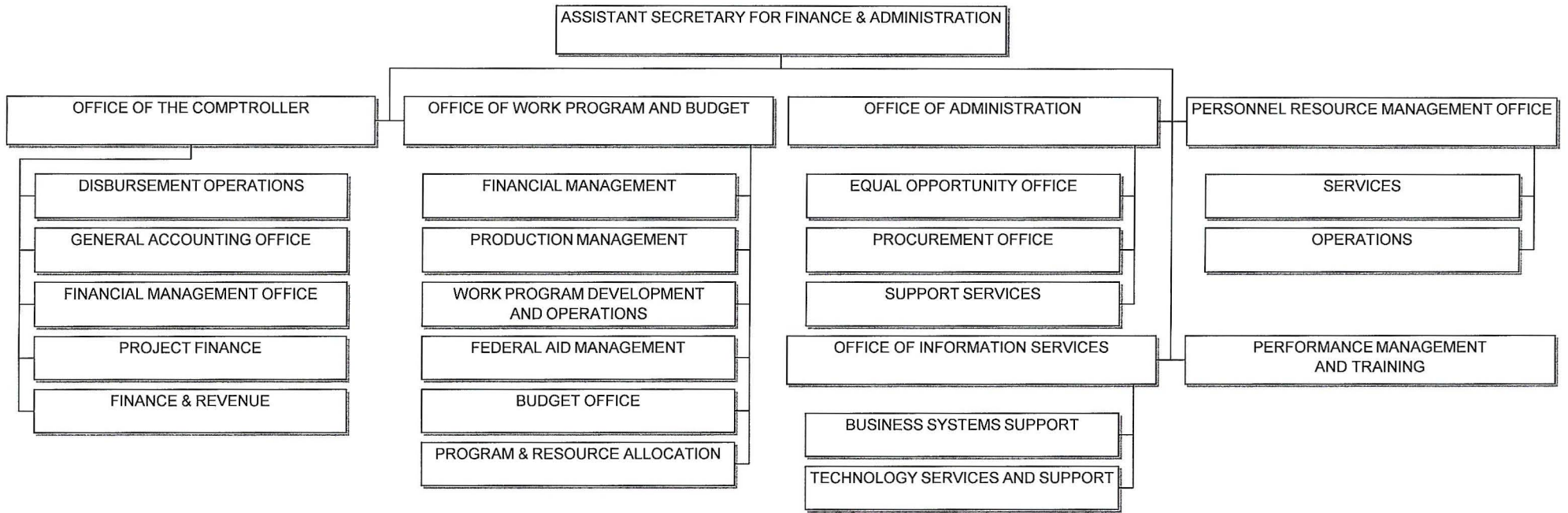
Steve Koval
9/14/2012

FLORIDA DEPARTMENT OF TRANSPORTATION
ASSISTANT SECRETARY FOR ENGINEERING AND OPERATIONS



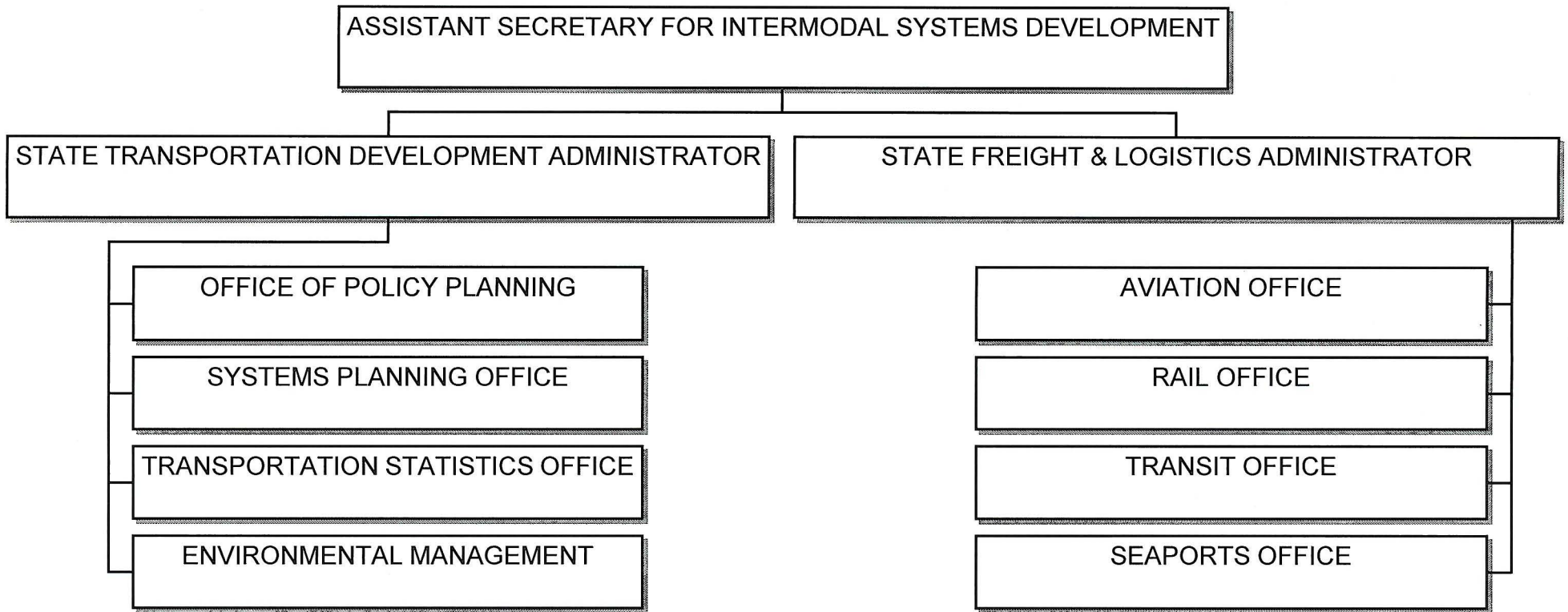
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FLORIDA DEPARTMENT OF TRANSPORTATION
ASSISTANT SECRETARY FOR FINANCE AND ADMINISTRATION



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FLORIDA DEPARTMENT OF TRANSPORTATION
ASSISTANT SECRETARY FOR INTERMODAL SYSTEMS DEVELOPMENT



Steve Connel
9/14/2012

Footnotes to Schedule XI, Agency Level Unit Cost
Summary - October 2012 Submission

1. The following table shows the calculated unit costs with FCO expenditures included.

Activity/Measure	Number of Units	Unit Cost	FY 2011/12 Expenditures		
			Allocated	FCO	Total
Exec Direction and Info Tech					
Intrastate Highways (Intrastate highways lane miles contracted for highway capacity improvements)	91	13,324,086.65		1,212,491,885	1,212,491,885
Arterial Highways (Arterial highways lane miles contracted for highway capacity improvements)	99	6,848,755.45		678,026,790	678,026,790
Resurface Roads (Number of lane miles contracted for resurfacing)	2,550	207,830.81		529,968,569	529,968,569
Repair and Replace Bridges (Number of bridges contracted for repair or replacement)	131	2,711,462.10		355,201,535	355,201,535
Preliminary Engineering (Number of projects with preliminary engineering provided)	1,133	732,541.28	103,779,877	726,189,396	829,969,273
Material Testing and Research (Number of projects with materials and testing provided)	51	946,615.27	32,914,165	15,363,214	48,277,379
Construction Engineering Inspection (Number of projects with Construction Engr provided)	349	1,086,812.95	71,130,713	308,167,005	379,297,718
Planning (Number of projects with planning provided)	285	358,086.90	25,242,777	76,811,989	102,054,766
Right of Way Land (Number of Right-of-Way parcels acquired)	1,159	207,282.12		240,239,979	240,239,979

Footnotes to Schedule XI, Agency Level Unit Cost
Summary - October 2012 Submission

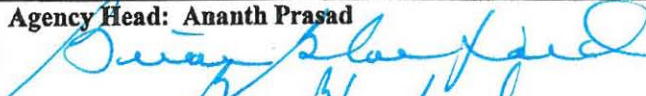
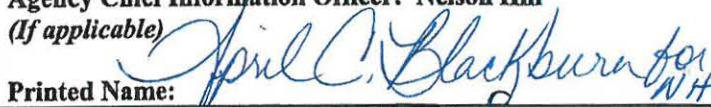
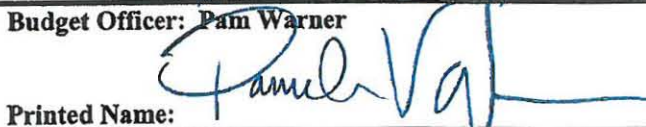


Activity/Measure	Number of Units	Unit Cost	FY 2011/12 Expenditures		
			Allocated	FCO	Total
Right of Way Support (Number of projects with right-of-way support provided)	664	106,132.70	29,953,002	40,519,110	70,472,112
Aviation (Number of aviation projects)	205	930,416.80		190,735,445	190,735,445
Transit (Number of public transit passenger trips provided)	260,657,952	1.52		394,982,358	394,982,358
Transportation Disadvantaged (Number of trips provided (transportation disadvantaged))	9,017,191	11.47	103,450,053	0	103,450,053
Rail (Number of rail projects)	172	1,920,787.98		330,375,532	330,375,532
Intermodal (Number of intermodal projects)	42	3,487,871.69		146,490,611	146,490,611
Seaports (Number of Seaport projects)	30	3,108,262.47		93,247,874	93,247,874
Public Transportation Operations (Number of projects in public transportation operations)	4	2,829,295.00	11,317,180		11,317,180
Bridge Inspection (Number of bridges inspected)	7,202	2,409.85		17,355,762	17,355,762
Routine Maintenance (Lane miles maintained on the State Highway System)	43,138	13,839.85	213,352,536	383,671,076	597,023,612
Traffic Engineering (Number of projects with traffic engineering provided)	40	2,152,415.30	27,191,145	58,905,467	86,096,612
Motor Carrier Compliance (Number of commercial vehicles weighed)	21,746,863	1.64	35,597,547		35,597,547
Toll Operations (Number of toll transactions)	788,512,748	0.18	119,628,521	22,826,771	142,455,292
Total			773,557,516	5,821,570,368	6,595,127,884

Footnotes to Schedule XI, Agency Level Unit Cost
Summary - October 2012 Submission

1. The expenditures exception of \$17,670,277 noted at the end of Section III relates to the Carry Forward budget for the Rail Enterprise & Turnpike budget entities. It shows that Sections II and III (expenditures plus reversions) do not account for \$17,670,277 of budget that was available in 2011/12 as reflected in Section I. Rail Enterprise & Turnpike operating budget that was eligible to be retained as Carry Forward budget in 2012/13 is not reflected as either a reversion in Column G69 nor as an expenditure in Column A01. Therefore, it is not captured in either Section II or III totals. However, it is appropriate that this amount not be counted as a 2011/12 expenditure in Section II because this budget was neither disbursed nor committed at June 30, 2012.

2. The FCO exception of the negative amount of \$13,821,527 noted at the end of Section III relates to the Economic Development Transportation Projects - Road Fund (Appropriation Category 088865) in the Highway Operations budget entity. It is appropriate that this amount not be counted as a 2011/12 expenditure in Section II because this budget was neither disbursed nor committed at June 30, 2012.

SCHEDULE XII: OUTSOURCING OR PRIVATIZATION OF A SERVICE OR ACTIVITY

Schedule XII Cover Sheet and Agency Project Approval	
Agency: Department of Transportation	Schedule XII Submission Date:
Project Name:	Is this project included in the Agency's LRPP? Yes No
FY 2013-2014 LBR Issue Code:	FY 2013-2014 LBR Issue Title:
Agency Contact for Schedule XII (Name, Phone #, and E-mail address):	
AGENCY APPROVAL SIGNATURES	
I am submitting the attached Schedule XII in support of our legislative budget request. I have reviewed and agree with the information in the attached Schedule XII.	
Agency Head: Ananth Prasad  Printed Name: Ananth Prasad	Date: 10/15/12
Agency Chief Information Officer: Nelson Hill (If applicable)  Printed Name: April C. Blackburn for NH	Date: 10/12/12
Budget Officer: Pam Warner  Printed Name: Pam Warner	Date: 10/12/12
Planning Officer: Kathleen Neill  Printed Name: Kathleen Neill	Date: 10/2/12
Project Sponsor: Nelson Hill  Printed Name: April C. Blackburn for NH	Date: 10/12/12



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: September 7, 2012

TO: April Blackburn, Manager, Business Systems Support Office
Wilson Dilmore, Manager, Technology Services & Support Office

FROM: Nelson Hill, Chief Information Officer 

SUBJECT: Delegation of Signature Authority

You are delegated signature and approval authority during my absences from the office. Signature should be made in your name "for the Chief Information Officer." This delegation shall remain in effect until rescinded by me.

All documents requiring signature and/or approval under this delegation should be forwarded to Faye Hall prior to signing who will route to appropriate manager for approval and signature. Please ensure my office receives a copy of all correspondence you sign for me.

/fh



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

DELEGATION OF AUTHORITY

I, Ananth Prasad, P.E., Secretary of the Florida Department of Transportation, delegate to Brian Blanchard, as the Assistant Secretary for Engineering and Operations, and Brian Peters, as the Assistant Secretary for Finance and Administration, the authority and responsibility to take action on my behalf at anytime during my absence from the Department headquarters in Tallahassee. I also rescind any prior delegations to the contrary.

Ananth Prasad, P.E., Secretary
Florida Department of Transportation

7-10-2012

Date

SCHEDULE XII: OUTSOURCING OR PRIVATIZATION OF A SERVICE OR ACTIVITY

I. Background Information	
1. Describe the service or activity proposed to be outsourced or privatized.	The Department is implementing a strategy to utilize contract staffing to support the development and maintenance processes for computer applications.
2. How does the service or activity support the agency's core mission? What are the agency's desired goals and objectives to be achieved through the proposed outsourcing or privatization and the rationale for such goals and objectives?	<p>The Department is heavily dependent on computer application systems to support its core processes and mission critical functions. This includes management of the Work Program, financial development, contract lettings, federal reimbursement, right of way acquisition, etc.</p> <p>By implementing a strategy to utilize contract staffing to support the development and maintenance processes for computer applications, the Department will have access to companies with expertise in commodity-based skills and in older technologies that are readily available in the commercial market and are not available locally.</p>
3. Provide the legal citation authorizing the agency's performance of the service or activity.	Ch. 287.0571 F.S.
4. Identify the service's or activity's major stakeholders, including customers, clients, and affected organizations or agencies.	The Department's Office of Information Systems (OIS) is tasked with managing the Department's information technology resources in support of its core processes. The Computer Applications section of OIS manages the development, enhancement, and maintenance of computer applications that are used throughout the Department to support core business processes.
5. Describe and analyze how the agency currently performs the service or activity and list the resources, including information technology services and personnel resources, and processes used.	Development, enhancement, and maintenance of computer applications are currently performed by the Computer Applications section within the Department's Office of Information Systems. The work is performed by staff with expertise in computer application design, analysis (both business and technical), code development, and project management. Application development follows a documented Project Delivery Methodology (PDM) that includes specific phases of work with defined deliverables. All computer application work, outside of break/fix activities, is scheduled through a prioritization process reviewed and approved by executive management which is compiled into an annual work plan.
6. Provide the existing or needed legal authorization, if any, for outsourcing or privatizing the service or activity.	Not Applicable

7. Provide the reasons for changing the delivery or performance of the service or activity. What is the current cost of service and revenue source?

Certain aspects of application development and maintenance require commodity-based skills not readily available with in-house staff. Some older technologies, upon which some of the Department's most critical financial applications are built, require skills that are not available locally. By utilizing contract staff, the Department has access to expertise from around the country that still possess these skills. Additionally, we can release and replace required skills sets as needed based on project schedules and project phases. This allows us to more efficiently schedule workloads because we are not locked into staffing resources with singular skill sets.

Workforce stabilization is critical to meeting project schedules and deadlines for application development projects. Turnover with State FTE positions has significantly impacted our resourcing requirements for keeping projects on schedule and addressing maintenance workloads. Staff augmentation resources provide more stability for overall workforce performance since there is significantly less turnover and staff replacement processes take days rather than weeks.

As newer technologies are acquired and implemented, contract staffing with expertise in these technologies will facilitate the transition and provide knowledge transfer and training to existing staff.

II. Evaluation of Options

1. Provide a description of the available options for performing the service or activity and list for each option the general resources and processes needed to perform the service or activity. If state employees are currently performing the service or activity, provide at least one option involving maintaining state provision of the service or activity.

Option 1 – Total State FTE (no staff augmentation): Full staffing with State FTE, approximately 100 positions.

Option 2 – Hybrid – State FTE and Staff Augmentation: Combination of State FTE and staff augmentation, 30-50 State FTE positions, 30-50 staff augmentation positions.

Option 3 – Predominantly Staff Augmentation: 15-25 State FTE positions, 75-85 staff augmentation positions. State FTE will handle oversight, management/supervision, data management.

Option 4 – Privatizing Application Development and Maintenance: 15-25 State FTE and staff augmentation to handle data management, preliminary scope and requirements, architecture standards, contract management. Development would be done through RFQ processes on a project by project basis with IT contractors. Maintenance services would be handled with a standing Managed Maintenance contract provider.

Option 3 is currently being proposed.

2. For each option, describe its current market for the service or activity under consideration for outsourcing or privatizing. How many vendors are currently providing the specific service or activity on a scale similar to the proposed option? How mature is this market?

Option 1 – Not Applicable; Total State FTE

Options 2 & 3 – Option 2 is the current state today, Option 3, being proposed, is simply an expansion of the use of staff augmentation (project area "4"). There are several hundred vendors currently on the state contract for staff augmentation. The staff augmentation market is very mature.

Option 4 – (Privatization) bids out application development and maintenance as deliverable-based contracts. These services are also available on the IT consulting state contract for analysis and design, development, integration, and operational support (project areas 1, 2, & 3). There are several hundred

vendors currently on state contract for these services. The market for contracted application development and maintenance is very mature.

3. List the criteria used to evaluate the options. Include a cost-benefit analysis documenting the direct and indirect specific baseline costs, savings, and qualitative and quantitative benefits involved in or resulting from the implementation of the recommended option(s).

The proposal (Option 3) is taking our current state (Option 2) and expanding the use of staff augmentation by converting Salaries and Benefits funding for vacant positions to Contracted Services funding for staff augmentation. Vacant positions used for this conversion will not be filled. This is a net-zero proposal.

4. Based upon the evaluation criteria, identify and analyze the advantages and disadvantages of each option, including potential performance improvements and risks.

Option 1 – Total State FTE – Advantages: Lower salary & benefit cost, however if you can remove the requirement for brick and mortar resources by outsourcing this function, the costs become very similar to outsourced costs. Disadvantages: Fixed resource, no ability to swap out resource based on skill set requirements; Difficult to recruit and retain positions; Longer period of time to replace vacancies.

Option 2 – Hybrid – Advantages: You can manage resource needs with more flexibility because the contracted resources can be moved in and out of the workforce based on needed skill sets within a particular phase or project; The contracted portion of the workforce traditionally provides more stability (fewer turnovers). Disadvantages: All of the disadvantages of Option 1 still exist for a portion of the workforce; Contracted resources used for staff augmentation have a higher cost because they are managed the same as state FTE and all the brick and mortar requirements are maintained.

Option 3 – Predominate staff augmentation – Advantages: More stability in the workforce (fewer turnovers); Complete flexibility with matching needed skill sets to various phases of projects; Larger resource pools to obtain required skill sets; Technological expertise, technology refresh of current dated applications, efficiency, and innovation are all resulting solutions that staff augmentation optimize; State FTE without extensive and long term training cannot hope to stay up to date with the rapidly changing environments in new and ever-changing technologies and options such as mobile computing and GIS routing. Disadvantages: Contracted resources used for staff augmentation have a higher cost because they are managed the same as State FTE and all brick and mortar requirements are maintained, however the increased stability of the workforce offsets these costs to a certain degree and, as such, the same workloads (or more) can be accomplished with less headcount.

Option 4 – Privatization – Advantages: Contractor assumes the risk of managing and providing appropriate resourcing levels, along with managing the project; Removes all limiting factors except cost; Promotes private sector competition and work; Practically unlimited resource pool for needed skill sets; Minimizes the state's need for providing brick and mortar infrastructure for the workforce Technological expertise, technology refresh of current dated applications, efficiency, and innovation are all resulting solutions that staff augmentation optimize; State FTE without extensive and long term training cannot hope to stay up to date with the rapidly changing environments in new and ever-changing technologies and options such as mobile computing and GIS routing. Disadvantaged: Could be more costly, but competition and reduction of brick and mortar resources could offset additional costs; Potential for contractor failure; Required new skill sets to be developed for state FTE who will manage the contracts.

5. For each option, describe the anticipated impact on the agency and the stakeholders, including impacts on other state agencies and their operations.

Option 1 – Total State FTE – Due to the disadvantages noted in #4 above, continued turnover and time needed to fill vacancies will impact project schedules; some project phases may be delayed due to lack of flexibility in shifting skill sets as needed. Brick and mortar resources will need to be provided.

Option 2 – Hybrid – Since roughly half of the workforce is State FTE, a certain amount of the impacts noted in Option 1 will continue to exist, otherwise this option provides increased flexibility. Brick and

mortar resources will still need to be provided.

Option 3 – Predominate Staff Augmentation – Unless State FTE can be replaced with contractor staff through attrition, some existing state workers could be impacted (displaced); doing this through attrition is possible, it will take time; emphasis will be needed to address current state FTE that are not achieving expectations. Brick and mortar resources will still need to be provided.

Option 4 – Privatization – A change in application development and maintenance processes will be needed; work will be more closely aligned with cost than available resources; IT organization will have to develop new skills associated with contract and vendor management. Brick and mortar resources will be minimized, so building space and lease management will have to be reassessed.

6. Identify changes in cost and/or service delivery that will result from each option. Describe how the changes will be realized. Describe how benefits will be measured and provide the annual cost.

Option 1 – Total State FTE – No change in cost. If we pursued this option we would request that existing Contracted Services budget be converted to Salaries & Benefits and request the establishment of a corresponding number of FTE positions. Service delivery methodology would not change. Benefits would be measured by workload schedules and our ability to meet target deadlines with available resources.

Option 2 – Hybrid – This is our current operational model. No changes in cost. Service delivery methodology would not change. Benefits are measured by workload schedules and our ability to meet target deadlines with available resources.

Option 3 – Predominate Staff Augmentation – No change in cost. This would be moving Salary & Benefits budget associated with vacant positions to Contracted Services and replacing vacancies with staff augmentation. Service delivery methodology would not change. Benefits would be measured by workload schedules and our ability to meet target deadlines with available resources.

Option 4 – Privatization – Some change in cost may be anticipated to accommodate accelerated project delivery requirements based on executive privatization. Most resource funding would be Contracted Services with minimal State FTE and staff augmentation remaining to handle data management, preliminary scope and requirements, architecture standards, contract management. Service delivery would change to a deliverable-based model with contractor payments associated with meeting certain milestones. Benefits will be measured by workload schedules and contractor payout schedules as milestones are met within targeted timeframes.

7. List the major risks for each option and how the risks could be mitigated.

Option 1 – Total State FTE – major risk is continued high turnover and length of time to fill vacancies, thereby impacting project schedules and workload. Incentives have to be implemented to retain State FTE. Most of the turnover is due to accepting outside jobs at higher pay.

Option 2 – Hybrid – While lessened, the risk in Option 1 is still realized due to turnover problems with the portion of the workforce maintained as State FTE. Incentives have to be implemented to retain State FTE. Most of the turnover is due to accepting outside jobs at higher pay.

Option 3 – Predominate Staff Augmentation – This helps stabilize the workforce, but risks associated with staff resourcing and project management are still borne internally. Mitigation of these risks would be to move to a privatization model.

Option 4 – Privatization – Main risks are potential for increased cost and poor contractor performance. Contractor performance incentive and penalty clauses need to be part of executed contracts to help minimize the risk.

8. Describe any relevant experience of other agencies, other states, or the private sector in implementing similar options.

Option 4 methodologies are used by AASHTO in their joint software development endeavors with all state DOTs. They have standard contracting models with private sector software developers which include incentive/penalty clauses, milestone payment schedules and quality assurance review of contractor's performance.

Option 2 is the current model in place at FDOT today, and the stability of the staff augmentation workforce is one of the main incentives for moving forward to **Option 3**, given the nearly 40% turnover we are experiencing in the State FTE workforce in this area.

III. Information on Recommended Option

1. Identify the proposed competitive solicitation including the anticipated number of respondents.

The solicitation will be done as a Request for Quotes (RFQ) from state contract vendors. There are several hundred state term contract vendors that provide staff augmentation services on the IT Consulting Contract, Project Area #4.

2. Provide the agency's projected timeline for outsourcing or privatization of the service or activity. Include key events and milestones from the beginning of the procurement process through the expiration of a contract and key events and milestones for transitioning the service or activity from the state to the vendor. Provide a copy of the agency's transition plan for addressing changes in the number of agency personnel, affected business processes, employee transition issues including reemployment and retraining assistance plan for employees who are not retained by the agency or employed by the contractor, and communication with stakeholders such as agency clients and the public.

The agency intends to replace existing vacancies with staff augmentation by converting the Salaries and Benefits funding for vacant positions to the Contracted Services appropriation category. This approach does not impact existing employees and negates the need for an employee transition plan.

3. Identify all forms of compensation to the vendor(s) for performance of the service or activity, including in-kind allowances and state resources to be transferred to the vendor(s). Provide a detailed cost estimate of each.

Staff augmentation personnel selected from the RFQ process will be billed on an hourly basis. They will be assigned the work space vacated by the previous State FTE, utilizing existing state-owned equipment. No additional costs will be incurred for the performance of activity of this service.

4. Provide an analysis of the potential impact on federal, state, and local revenues, and expenditures. If federal dollars currently fund all or part of the service or activity, what has been the response of the federal funding agency(ies) to the proposed change in the service delivery method? If federal dollars currently fund all or part of the service or activity, does the change in the service delivery method meet federal requirements?

Since this is a net zero budget exercise, there is no impact on state revenues or expenditures. No federal or local funds are involved.

5. What responsibilities, if any, required for the performance of the service or activity will be retained and performed by the agency? What costs, including personnel costs, will the agency continue to incur after the change in the service delivery model? Provide these cost estimations. Provide the method for monitoring progress in achieving the specified performance standards within the contract.

The Salaries and Benefits funding for vacant positions is being exchanged for Contracted Services funding in order to hire staff augmentation personnel rather than filling vacant positions. The vacant positions will no longer be used and all duties and responsibilities of those positions will be handled by the new staff augmentation personnel. State FTE will continue to provide oversight and supervisory functions. No additional costs will be incurred by this service.

6. Describe the agency's contract management process for the outsourced or privatized service or activity, including a description of the specific performance standards that must be met to ensure adequate performance and how the agency will address potential contractor nonperformance. Attach a copy of any competitive solicitation documents, requests for quote(s), service level agreements, or similar documents issued by the agency for this competitive solicitation if available.

Staff augmentation individuals are assigned to the Applications Master Schedule as resources on specific projects and/or assigned service desk tickets for resolution. Staff augmentation individuals are held to the same performance expectations as our career service employees. If a staff augmentation consultant's performance is not meeting our expectations, the manager will discuss directly with the staff augmentation consultant, the deficiencies in performance and emphasize the expected performance goals and set a time to review performance to ensure that expectations are being met. The manager will also contact the vendor representative for that staff augmentation consultant to review expected performance, timeframe for review, and expectations if performance does not improve. If performance does not improve, the manager will contact the vendor representative to terminate the staff augmentation consultant's contract/position. In addition:

- Prior to being hired, the consultant is made aware of the expectation to perform well and that the position is dependent on availability of funds and acceptable performance. The consultant is expected to perform in accordance to how they represented themselves.

- Consultants are expected to be able to adapt and be willing to perform "out of the box" if and when projects, tasks, and demands dictate.

- If there is a specific apparent problem in performance or communication, to ensure that consultants are objectively being reviewed, in order to make a justified assessment, the consultant may be reassigned to other projects or duties but similar to the specific role they were hired for to justify termination or resolve prior issues.

(Example Request for Quotes for .NET Developer, Business Analyst, and Scope of Services – Work Definitions attached)

7. Provide the agency's contingency plan(s) that describes the tasks involved in and costs required for its implementation and how the agency will resume the in-house provision of the service or activity in the event of contract termination/non-renewal.

The most significant risk involved with this initiative would be the termination of the staff augmentation section under the IT consulting contract. Should that happen, we would continue to operate with onboard staffing until the respective executed purchase orders for the resources expire. Prior to the expiration of the purchase orders, we would initiate a RFP/ITN process to establish a departmental staff augmentation contract to replace the State contract, should it be terminated. Cost for doing a RFP/ITN and executing a departmental contract would be borne through the use of existing state personnel to develop, evaluate, and award the RFP/ITN and departmental contract. We would then transition to the new procurement vehicle and adjust project workloads based on any differences in staff pricing.

8. Identify all other Legislative Budget Request issues that are related to this proposal.
None.
9. Explain whether or not the agency can achieve similar results by a method other than outsourcing or privatization and at what cost. Please provide the estimated expenditures by fiscal year over the expected life of the project.
This initiative involves the conversion of existing Salaries and Benefits funding for vacant positions to Contractual Services funding in order to replace vacant state FTE with staff augmentation personnel. The agency could continue to operate with state FTE, but similar results would be difficult to achieve if the current turnover rate for state FTE were to continue. To maintain reasonable progress on existing workloads, state FTE would need to be added to offset a high vacancy rate (currently over 22%). An additional 10 FTE would be needed to offset the vacancy rate at an annual Salary and Benefits average of \$60,000 or a total of \$600,000 per year recurring.
10. Identify the specific performance measures that are to be achieved or that will be impacted by changing the service's or activity's delivery method.
The Office of Information Systems has three specific performance measures noted in their current business plan that will be impacted (enhanced) by the proposed service delivery method: <u>Measure #1</u> : Number of projects delivered within scheduled due dates; Target: 90% of IT projects completed within original scheduled completion dates. <u>Measure #2</u> : Number of hours estimated for IT application projects vs. actual hours spent; Target: IT application projects completed within 10% of estimated hours. <u>Measure #3</u> : Response time to help desk calls; Target: 95% help desk calls responded to within one hour.
11. Provide a plan to verify vendor(s) compliance with public records laws.
This item is covered under the current state contract.
12. If applicable, provide a plan to verify vender compliance with applicable federal and state law ensuring access by persons with disabilities.
This item is covered under the current state contract.
13. If applicable, provide a description of potential differences among current agency policies or processes and a plan to standardize, consolidate, or revise current policies or processes.
Since staff augmentation is currently being used, agency policies, processes, and procedures have been developed to address the use of this resource and service.
14. If the cost of the outsourcing is anticipated to exceed \$10 million in any given fiscal year, provide a copy of the business case study (and cost benefit analysis if available) prepared by the agency for the activity or service to be outsourced or privatized pursuant to the requirements set forth in s. 287.0571, F.S.
Not Applicable

The FDOT Business Systems Support Office is requesting resumes and hourly rate quotes for IT resources meeting specific requirements for Knowledge, Skills, and Abilities (KSAs) given below. The Department will select from the best candidates that provide the best overall value to the State, based on skill set and rate. **Please ensure that your candidates meet ALL of the required KSAs and submit a maximum of one (1) candidate or an email stating you will not be participating in this request for quotes.** We anticipate the following:

start date for this resource to be **ASAP**

- duration expected to be through 6/30/2013.
- start date for this resource to be **ASAP**
- this resource will be expected to perform development of new applications, enhance and perform maintenance on current production applications (.NET, Classic ASP, SharePoint, etc.)
- Staff augmentation position
- This position will report to the Rhyne Building, 2740 Centerview Drive, Tallahassee, FL 32301
- Our development environment is: Visual Studio 2010, .NET 3.5 & 4.0, C#.Net, Nhibernate, MVC, DB2 and Oracle
- Maximum hourly bill rate \$75. Quotes submitted over the maximum bill rate will not be considered.

Any correspondence regarding this request, including submittal of candidates meeting these requirements, should be directed to the contact person via email. Due date for submittal of resumes with rate quotes: Thursday, October 04, 2012 at 5:00 PM (EST). Interviews will be scheduled during October 8-12, 2012.

Contact Person: Donato SanGregorio

donato.sangregorio@dot.state.fl.us

ADVANCED .NET DEVELOPER

1. Knowledge of the principles, practices and techniques of system development and maintenance life cycles.
2. Knowledge of Object Oriented Programming principles, design and practices.
3. Ability to plan, organize, coordinate, and prioritize work assignments for him/herself or lower level analysts.
5. Skill in accurately estimating time requirements for computer programming tasks for a project.
6. Ability to evaluate and resolve computer application and system problems.
7. Skill in customer service.

8. Ability to work effectively with users to identify and document requirements for the maintenance or development of computer systems.
9. Ability to analyze processes and workflows to design efficient information solutions.
10. Ability to prepare complex computer program specifications.
11. Ability to prepare computer program test plans and to create test databases and test environments.
12. Skill in coding, thoroughly testing, and debugging complex applications using web based and object oriented programming languages, using Oracle or DB2 databases.
13. Skill in coding with Visual Studio.NET, VB.NET, C#.NET and ASP.NET
14. Skill in development and support of Microsoft SharePoint applications
15. Skill in interpreting and communicating technical information related to computer programming and data processing, both verbally and in writing.
16. Ability to develop and manage information systems documentation in accordance with the Department's standards.
17. Ability to identify and define user needs and to analyze and design computer programs, in accordance with the Department's standards.
18. Ability to receive and give constructive criticism, and maintain effective work relationships with others.

The FDOT Business Systems Support Office is requesting resumes and hourly rate quotes for IT resources meeting specific requirements for Knowledge, Skills, and Abilities (KSAs) given below. The Department will select the candidate that provides the best overall value to the State, based on skill set and rate. Please ensure that your candidate meets ALL of the required KSAs and submit a maximum of 1 candidate or an email stating you will not be participating in this request for quotes. We anticipate the following:

- Staff augmentation position
- Duration expected to be through 6/30/2013
- This position will report to the Rhyne Building, 2740 Centerview Drive, Tallahassee, FL 32301
- Our development environment is: Visual Studio 2010, .NET 3.5 & 4.0, C#.Net, Nhibernate, MVC, DB2 and Oracle
- Maximum hourly bill rate \$65. Quotes submitted over the maximum bill rate will not be considered.

Any correspondence regarding this request, including submittal of candidates meeting these requirements, should be directed to the contact person via email. Due date for submittal of resumes with rate quotes: Thursday, 10/04/2012 at 5:00 PM (EST). We anticipate scheduling interviews within 2 weeks of the submittals.

Contact Person: Don SanGregorio donato.sangregorio@dot.state.fl.us

1. Lead Business Analyst – Knowledge Skills and Abilities

1. Knowledge of the principles, practices and techniques of the system development life cycle;
2. Ability to plan, organize, coordinate and prioritize work assignments;
3. Ability to accurately estimate time requirements for computer programming tasks for a project;
4. Ability to evaluate and resolve computer application and system problems;
5. Ability to relate to customers' needs and perform duties in a service oriented manner;
6. Ability to work effectively with users to identify and document requirements for the maintenance or development of computer systems;
7. Ability to analyze processes and workflows to design efficient information solutions;
8. Ability to prepare complex computer program specifications;
9. Ability to prepare computer program test plans and to create test databases and test environments;
10. Ability to understand coding requirements and practices, and be able to produce legible and complete functional specifications to developers in a way that thoroughly captures all requirements and design of the product. Must be able to test complex applications and interpret whether requirements and design were met in the product.
11. Ability to interpret and communicate technical information related to computer programming and data processing, both verbally and in writing;
12. Ability to develop and manage information systems documentation in accordance with the Department's standards;
13. Ability to develop and manage information systems documentation in accordance with the Department's standards;
14. Ability to identify and define user needs and to analyze and design computer programs, in accordance with the Department's standards; and
15. Ability to receive and give constructive criticism, and maintain effective work relationships with others.

Scope of Services

The Information Technology Consulting Services –Positions listed, are diverse and routine services may require any and/or all of the tasks listed below, as determined by:

- User offices,
- Changes in Technology,
- Executive or Functional Office Management,
- Inspector General staff,
- Auditor General Staff,
- Legislation,
- Functional Requirements,
- Business rules
- Approved Annual Work Plan

Duties and Responsibilities will include but are not limited to:

- Developer - Information Technology Development of Computer Applications
- Project Manager – Information Technology Development of Computer Applications
- Analyst – Information Technology Development of Computer Applications
- Designer - Information Technology Development of Computer Applications
- Data Administration - Information Technology Development of Computer Applications
- DB Technical Support - Information Technology Development of Computer Applications
- Manager/Supervisor - Information Technology Development of Computer Applications
Staff functions as required by the FDOT Business Systems Support Office or their management that is consistent with Business Systems Support Office practices such as Employee Conferences, Orientation, Staff/Team Meetings, Safety, Evaluation, Committees, Security, Recognition, Performance Measures, Logging of time, Management and Control, Provide training, Receive Training, BSSO Standards and Technical Teams, Agile Development, Information Standards Development Methodology (ISDM), IRMC requirements, IRR proposals/submittals/recommendations, Create (software), Maintain (software), FDOT Enterprise Library, Internet Collaboration, Great Ideas, BSSO Enterprise Application Coordinator, Customer Support, FDOT Internet Website Coordinator, WEB Reviews, End User Development, AD Governance, SharePoint User Group, Technical Advisory Group, Web Standards, SharePoint Team, Outages (Systems/Office/Facilities Down), Application Documentation, Service Desk Queue Management, Reception.
- Webmaster
- FEL Technical Support (FDOT Enterprise Library team)
- Section DBA/DBAT
- BSS Technical Support
- EDMS Component Support
- Maintenance of Production Computer Applications
- Enhancement of Production Computer Applications
- Database support
- Data Administration
- Data Analysis
- Data Mapping
- Enterprise Application Development
- Develop Rapid Technology Solutions
- Develop Disaster Recovery processes

- Technical Writing
- Plan, Organize and Implement technology upgrades
- Development and Actively practice Business Systems Support Standards and Methodology
- Software and Hardware Upgrades and Testing
- Determining User Requirements for Functional Business Computer Applications
- Scheduling Resources and Tasks for Development, Enhancement and Maintenance of Computer Applications
- Designing Computer Systems
- Designing and Creating Prototypes
- Design and create Test Plans
- Construction - Programming including one or combination of the following languages
 - Allfusion:Gen Central Encyclopedia
 - Allfusion:Gen workstation toolset for web server, online and batch procedures
 - Allfusion:Gen Com Proxy service
 - Use terminology and concepts of DB2 for z/OS or Oracle databases or SQL proficiency
 - Use of TSO
 - Use of ISPF
 - Effectively communicate verbally and in writing to both technical and non-technical staff
 - COBOL
 - FrontPage
 - .NET
 - nHibernate
 - MVS/Visual Source Safe
 - ASP
 - C#
 - C+
 - C++
 - Microsoft Office
 - CICS
 - JCL
 - MRE
 - FOCUS
 - WebFOCUS
 - Subversion

Additional duties that may be required:

Impact Analysis
 Risk Analysis
 Develop test plans and conduct User Acceptance Testing
 Organize, Plan, and Conduct Joint Application Development (JAD) sessions
 Develop and produce product Presentations
 Develop Media
 Create CBT's
 Conduct GoTo Meetings
 Conduct Teleconferences
 Submit DBA requests
 DeBug programs
 Perform analysis, design and construction of Data Models

- Create CRUD Diagrams
- Use a Copier
- Make or answer phone calls
- Use Outlook for email and calendaring
- Schedule Meetings
- Schedule conference calls
- Conduct status meetings

Further Clarification and Definitions of Work

Construction as used in the context of work performed by our vendors in the Business Systems Support Office (an office dedicated to the **maintenance, enhancement, development, and support** of computer programming applications, data, infrastructure, systems architecture, databases, etc.) supports computer applications used by the FL DOT (and other agencies in some cases). The consultants that are involved in Construction perform the art, skill, of building, writing Computer Systems programs in one or many of a plethora of computer programming languages, testing, debugging, thinking, discussing, implementing. They write new, fix old, and enhance existing programs. Construction or reconstruction of broken/mandated/enhanced and new development! Hence the activity = “defects/mandated” and “construction”.

Class 1: Broken with no work-around

This represents code errors that are impacting business processes with no acceptable or reasonable work-around or alternative methods for handling the situation. These items will take priority and be addressed as soon as possible, without involvement of the IT MSC. Impacts to other projects or activities to accommodate this work will be documented and communicated.

Class 2: Mandated (by state or federal statute or rule, etc)

This represents required changes mandated by law or executive management direction. These items will take priority and be addressed as soon as possible, without involvement of the IT MSC. Impacts to other projects or activities to accommodate this work will be documented and communicated.

Class 3: Broken with a viable work around

This represents code errors that are typically referred to as “bugs”. The code errors have minimal impact on business processes and a viable and reasonable work-around is available. Correction to these errors will be bundled into a scheduled maintenance release for the application area. If resourcing is constrained, scheduling the maintenance release may require prioritization by the IT MSC.

Class 4: New/Changed functionality for an existing application

This represents work that requires small to moderate formal project management and resourcing and adds new functionality or enhancements to an existing application. This work will require a documented business case and be prioritized by the IT MSC.

Class 5: New Development

This represents development of new application systems and will require a documented business case. If the development requires small to moderate formal project management and resourcing, the work will be prioritized by the IT MSC and done with existing resources. If the development requires significant formal project management and resourcing, it will be passed forward to the Information Resource Management Council for consideration in the department's legislative budget request process.

**Schedule XIV
Variance from Long Range Financial Outlook**

Agency: Transportation

Contact: Pamela V. Warner

Article III, Section 19(a)3, Florida Constitution, requires each agency Legislative Budget Request to be based upon and reflect the long range financial outlook adopted by the Joint Legislative Budget Commission or to explain any variance from the outlook.

- 1) Does the long range financial outlook adopted by the Joint Legislative Budget Commission in September 2012 contain revenue or expenditure estimates related to your agency?

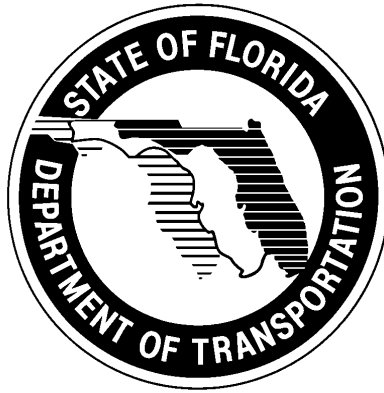
Yes No

- 2) If yes, please list the estimates for revenues and budget drivers that reflect an estimate for your agency for Fiscal Year 2013-2014 and list the amount projected in the long range financial outlook and the amounts projected in your Schedule I or budget request.

	Issue (Revenue or Budget Driver)	R/B*	FY 2013-2014 Estimate/Request Amount	
			Long Range Financial Outlook	Legislative Budget Request
a				
b				
c				
d				
e				
f				

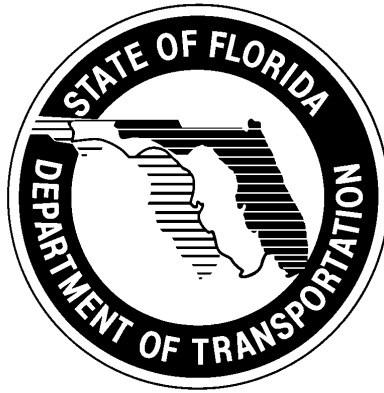
- 3) If your agency's Legislative Budget Request does not conform to the long range financial outlook with respect to the revenue estimates (from your Schedule I) or budget drivers, please explain the variance(s) below.

* R/B = Revenue or Budget Driver



LEGISLATIVE BUDGET REQUEST 2013-2014

Budget Entity Level Exhibits and Schedules



**LEGISLATIVE
BUDGET REQUEST
2013-2014**

**Schedule I Series
(Sort by Trust Fund)**

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Department Title:	Budget Period: 2013 - 2014
Trust Fund Title:	Department of Transportation
Budget Entity:	Turnpike Renewal & Replacement TF
LAS/PBS Fund Number:	2324

	Balance as of 6/30/2012		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	100,547.30	(A)		100,547.30
ADD: Other Cash (See Instructions)		(B)		0.00
ADD: Investments	34,240,813.38	(C)		34,240,813.38
ADD: Outstanding Accounts Receivable	63,964.08	(D)		63,964.08
ADD: Anticipated revenues for future commitments	25,410,107.67	(E)		25,410,107.67
Total Cash plus Accounts Receivable	59,815,432.43	(F)	0.00	59,815,432.43
LESS Allowances for Uncollectibles		(G)		0.00
LESS Approved "A" Certified Forwards		(H)		0.00
Approved "B" Certified Forwards	59,807,154.13	(H)		59,807,154.13
Approved "FCO" Certified Forwards		(H)		0.00
LESS: Other Accounts Payable (Nonoperating)	8,278.30	(I)		8,278.30
LESS:		(J)		0.00
Unreserved Fund Balance, 07/01/12	(0.00)	(K)	0.00	(0.00) **

Notes:

*SWFS = Statewide Financial Statement

** This amount should agree with Line I, Section IV of the Schedule I for the most recent completed fiscal year and Line A for the following year.

RECONCILIATION: BEGINNING TRIAL BALANCE TO SCHEDULE I and IC

Budget Period: 2013 - 2014

Department Title: Department of Transportation
Trust Fund Title: Turnpike Renewal & Replacement TF
LAS/PBS Fund Number: 2324

BEGINNING TRIAL BALANCE:

Total Fund Balance Per FLAIR Trial Balance, 07/01/12	
Total all GLC's 5XXXX for governmental funds; GLC 539XX for proprietary and fiduciary funds	32,820,346.20 (A)
Subtract Nonspendable Fund Balance (GLC 56XXX)	0.00 (B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment # and Description	0.00 (C)
SWFS Adjustment # and Description	0.00 (C)
Add/Subtract Other Adjustment(s):	
Approved "B" Carry Forward (Encumbrances) per LAS/PBS	(59,807,154.13) (D)
Approved "C" Carry Forward Total (FCO) per LAS/PBS	(D)
A/P not C/F-Operating Categories	1,576,700.26 (D)
A/P not C/F-Operating Categories	(D)
A/P not C/F-Operating Categories	(D)
A/P not C/F-Operating Categories	(D)
Anticipated revenues for future commitments	25,410,107.67 (D)
	(D)
ADJUSTED BEGINNING TRIAL BALANCE:	0.00 (E)
UNRESERVED FUND BALANCE, SCHEDULE IC (Line I)	0.00 (F)
DIFFERENCE:	0.00 (G)*

***SHOULD EQUAL ZERO.**

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Department Title:	Budget Period: 2013 - 2014
Trust Fund Title:	Department of Transportation
Budget Entity:	Turnpike General Reserve TF
LAS/PBS Fund Number:	2326

	Balance as of 6/30/2012		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	1,607,480.68	(A)		1,607,480.68
ADD: Other Cash (See Instructions)	19,127,887.71	(B)		19,127,887.71
ADD: Investments	594,036,437.40	(C)		594,036,437.40
ADD: Outstanding Accounts Receivable	62,986,709.08	(D)		62,986,709.08
ADD: _____		(E)		0.00
Total Cash plus Accounts Receivable	677,758,514.87	(F)	0.00	677,758,514.87
LESS Allowances for Uncollectibles		(G)		0.00
LESS Approved "A" Certified Forwards		(H)		0.00
Approved "B" Certified Forwards	68,890.23	(H)		68,890.23
Approved "FCO" Certified Forwards	376,673,783.66	(H)		376,673,783.66
LESS: Other Accounts Payable (Nonoperating)	42,699,459.82	(I)	47.12	42,699,506.94
LESS: Other Liabilities	605,480.48	(I)		605,480.48
LESS: Anticipated liabilities for future commitments	257,710,853.56	(J)		257,710,853.56
Unreserved Fund Balance, 07/01/12	47.12	(K)	(47.12)	0.00 **

Notes:
 *SWFS = Statewide Financial Statement
 ** This amount should agree with Line I, Section IV of the Schedule I for the most recent completed fiscal year and Line A for the following year.

RECONCILIATION: BEGINNING TRIAL BALANCE TO SCHEDULE I and IC

	Budget Period: 2013 - 2014
Department Title:	<u>Department of Transportation</u>
Trust Fund Title:	<u>Turnpike General Reserve TF</u>
LAS/PBS Fund Number:	<u>2326</u>

BEGINNING TRIAL BALANCE:

Total Fund Balance Per FLAIR Trial Balance, 07/01/12	
Total all GLC's 5XXXX for governmental funds;	348,188,934.50 (A)
GLC 539XX for proprietary and fiduciary funds	

4,864,093,320.75 (A)

271,515,201.85 (A)

Subtract Nonspendable Fund Balance (GLC 56XXX)	0.00 (B)
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Add/Subtract Statewide Financial Statement (SWFS) Adjustments :

SWFS Adjustment #B5500003 - Record Due To	(47.12) (C)
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SWFS Adjustment # and Description	0.00 (C)
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Add/Subtract Other Adjustment(s):

Approved "B" Carry Forward (Encumbrances) per LAS/PBS	(376,673,783.66) (D)
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Approved "C" Carry Forward Total (FCO) per LAS/PBS	(68,890.23) (D)
--	-----------------

A/P not C/F-Operating Categories	
----------------------------------	--

A/P not C/F-FCO	115,051,096.11 (D)
-----------------	--------------------

Long-Term Receivables	(271,515,201.85) (D)
-----------------------	----------------------

Deferred Charges	(13,321,686.37) (D)
------------------	---------------------

Goods Purchased for Resale	(4,550,873.82) (D)
----------------------------	--------------------

Prepays	(60,989.88) (D)
---------	-----------------

Non-Spendable Investments	(107,735.33) (D)
---------------------------	------------------

Current Bonds Payable	110,185,000.00 (D)
-----------------------	--------------------

Long-Term Unearned Revenue	649,189.11 (D)
----------------------------	----------------

Other Long-Term Liabilities	1,565,500.00 (D)
-----------------------------	------------------

Long-Term Payables from Restricted Assets	148,897,775.43 (D)
---	--------------------

Long-Term Bonds Payable	2,784,892,364.82 (D)
-------------------------	----------------------

Fixed Assets GLC 26xxx	(6,214,030,819.62) (D)
------------------------	------------------------

Fixed Assets GLC 27xxx	(1,478,719,631.08) (D)
------------------------	------------------------

Fixed Assets GLC 28xxx	(28,277,870.05) (D)
------------------------	---------------------

Anticipated Liabilities for Future Commitments	(257,710,853.56) (D)
--	----------------------

	(D)
--	-----

ADJUSTED BEGINNING TRIAL BALANCE:	0.00 (E)
--	-----------------

UNRESERVED FUND BALANCE, SCHEDULE IC (Line I)	0.00 (F)
--	-----------------

DIFFERENCE:	0.00 (G)*
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***SHOULD EQUAL ZERO.**

Schedule IA - Part I: Examination of Regulatory Fees

Department: TRANSPORTATION

Regulatory Service to or Oversight of Businesses or Professions Program:
OUTDOOR ADVERTISING

1. What recent operational efficiencies have been achieved to either decrease costs or improve services? If costs have been reduced, how much money has been saved during the fiscal year?

The Department of Transportation is constantly working to ensure that the regulatory processes are as efficient as possible. In 1997, the program was partially privatized and regulatory decision making was centralized. This resulted in numerous operational efficiencies. Quality measures are in place for all functions and these are monitored and adjustments made as necessary. An internal audit conducted in 2008 found the control process to be efficient and effective.

2. What additional operational efficiencies are planned? What are the estimated savings associated with these efficiencies during the next fiscal year?

We had a major upgrade to our regulatory software this past fiscal year, which will enhance efficiencies. Not only did the upgrade allow for future compatibility, but also allows staff to better control data.

3. Is the regulatory activity an appropriate function that the agency should continue at its current level?

Yes. The effective control of outdoor advertising is essential to protect the State's federal funding for transportation. Failure to maintain such control can subject the State to a loss of 10% of its federal funding each year.

4. Are the fees charged for the regulatory service or oversight to businesses or professions based on revenue projections that are prepared using generally accepted governmental accounting procedures or official estimates by the Revenue Estimating Conference, if applicable?

Yes. The 2008 internal audit confirmed the methodology used for setting permit fee amounts.

5. Are the fees charged for the regulatory service or oversight to businesses or professions adequate to cover both direct and indirect costs of providing the regulatory service or oversight?

Yes. Fees are adjusted on a biennial basis to account for fluctuations in cost. While previous job cost accounting reports have shown losses, these were not correct. Our office was able to correct past years office overhead expenses by amending our job cost accounting reports with correct figures, which resulted a shift in “Past Year Loss Recapture” to “Previous Year Excess” throughout multiple reporting cycles (available if needed). This correction changed the loss in FY 11/12 from a projected \$358,000.00 to an actual loss of \$48,401.18. Our job cost accounting process allows for us to carry over losses to recoup in future years by changing permit fees.

Also, MAP 21 has given the department outdoor advertising jurisdiction on roadways not previously regulated, which will also impact revenue.

We anticipate entering the rule making process in late 12/13 or early 13/14 as we will have more information related to the two items above, which affect our permit fees.

6. Are the fees charged for the regulatory service or oversight to businesses or professions reasonable and do they take into account differences between the types of professions or businesses that are regulated? For example, do fees reflect the amount of time required to conduct inspections by using a sliding scale for annual fees based on the size of the regulated business; or do fees provide a financial incentive for regulated entities to maintain compliance with state standards by assessing a re-inspection fee if violations are found at initial inspection?

Fees are reasonable and remain substantially below the statutory limit provided in Section 479.07(3)(c), Florida Statutes.

7. If the fees charged for the regulatory services or oversight to businesses or professions are **not** adequate to cover direct and indirect program costs provide either:
 - a) information regarding alternatives for realigning revenues or costs to make the regulatory service or program totally self-sufficient, including any statutory changes that are necessary to implement the alternative; or
 - b) demonstrate that the service or program provides substantial benefits to the public which justify a partial subsidy from other state funds, specifically

describing the benefits to the general public (statements such as 'providing consumer benefits' or 'promoting health, safety and welfare' are not sufficient justification). For example, the program produces a range of benefits to the general public, including pollution reduction, wildlife preservation, and improved drinking water supply. Alternatively, the agency can demonstrate that requiring self-sufficiency would put the regulated entity at an unfair advantage. For example, raising fees sufficiently to cover program costs would require so high an assessment as to damage its competitive position with similar entities in other states.

N/A

8. If the regulatory program is not self-sufficient and provides a public benefit using state subsidization, please provide a plan for reducing the state subsidy.

N/A

SCHEDULE 1A: DETAIL OF FEES AND RELATED PROGRAM COSTS

Department: TRANSPORTATION **Budget Period: 2013 - 14**
Program: OUTDOOR ADVERTISING
Fund: 2540

Specific Authority: Chapter 479, Florida Statutes
Purpose of Fees Collected: To offset the total cost of the outdoor advertising program

Type of Fee or Program: (Check **ONE** Box and answer questions as indicated.)

<input checked="" type="checkbox"/>	Regulatory services or oversight to businesses or professions. (Complete Sections I, II, and III and attach Examination of Regulatory Fees Form - Part I and II.)
<input type="checkbox"/>	Non-regulatory fees authorized to cover full cost of conducting a specific program or service. (Complete Sections I, II, and III only.)

<u>SECTION I - FEE COLLECTION</u>	ACTUAL	ESTIMATED	REQUEST
	FY 2011 - 12	FY 2012 - 13	FY 2013 - 14
Receipts:			
<u>Permit Renewals/New Tags</u>	\$1,215,725.00	\$1,191,669.69	\$1,156,045.98
<u>Licenses</u>	\$131,100.00	\$132,853.85	\$132,435.16
<u>Reinstatements/Delinquent Fees</u>	\$13,836.20	\$11,700.68	\$10,223.14
<u>Other Receipts</u>	\$97,757.50	\$6,271.29	\$6,106.68
Total Fee Collection to Line (A) - Section III	\$1,458,418.70	\$1,342,495.51	\$1,304,810.96

<u>SECTION II - FULL COSTS</u>			
Direct Costs:			
<u>Salaries and Benefits</u>	\$386,042.99	\$400,000.00	\$400,000.00
<u>Other Personal Services</u>			
<u>Expenses</u>	\$1,120,776.89	\$1,004,175.87	\$1,003,195.94
<u>Operating Capital Outlay</u>			
<u>Deficiency Recapture</u>	\$0.00	\$48,401.18	\$110,081.54
<u>Indirect Costs Charged to Trust Fund</u>			
Total Full Costs to Line (B) - Section III	\$1,506,819.88	\$1,452,577.05	\$1,513,277.48

Basis Used: _____

<u>SECTION III - SUMMARY</u>			
TOTAL SECTION I	(A)	\$1,458,418.70	\$1,342,495.51
TOTAL SECTION II	(B)	\$1,506,819.88	\$1,452,577.05
TOTAL - Surplus/Deficit	(C)	(\$48,401.18)	(\$110,081.54)

EXPLANATION of LINE C:
 Any excess or deficiency is carried forward in setting permit fee amounts for the subsequent biennial fee period.
 Permit fee amounts are set in Rule 14-10.0043, Florida Administrative Code.
 The rule implements the authority in Section 479.07(3)(c), Florida Statutes.

Schedule IA - Part II: Examination of Regulatory Fees

Department: **TRANSPORTATION (Office of Right of Way)**

Regulatory Service to or Oversight of Business or Profession Program: **Outdoor Advertising Control**

Does Florida Statutes require the regulatory program to be financially self-sufficient? (Yes or No and F.S.): **Yes**

What percent of the regulatory cost is currently subsidized? (0 to 100%) - **0%**

If the program is subsidized from other state funds, what is the source(s)? **n/a**

What is the current annual amount of the subsidy? **\$ n/a**

Service/Product Regulated	Specific Fee Title	Statutory Authority for Fee	Maximum Fee Authorized (cap)	Year of Last Statutory Revision to Fee	Is Fee Set by Rule? (Yes or No)	Current Fee Assessed	Fund Fee Deposited in (indicate General Revenue or Specific Trust Fund)
Permit Fee	Annual Permit Fee	479.07(8)(c)	\$100	2009	Yes	**	Transportation Trust Fund
License Fee	Annual License Fee	479.04	\$300	1941	No	\$300	Transportation Trust Fund
Tag Replacement Fee	Tag Replacment Fee	479.07(5)(b)	\$12	2009	No	\$12	Transportation Trust Fund
Transfer Fee	Transfer Fee	479.07(6)	***	1984	No	***	Transportation Trust Fund
Reinstatement Fee	Reinstatement Fee	479.08(b)	\$300	1995	No	****	Transportation Trust Fund

* Statute authorizes fee to be set by rule. Implemented in Rule Section 14-10.0043, Florida Administrative Code

** \$51.00 per permit for signs 200 square feet or less; \$71.00 per permit for signs over 200 square feet.

*** \$5.00 per permit; however, the maximum transfer fee for any multiple transfer between two outdoor advertisers in a single trasaction is \$100.00

**** \$200.00 per permit for signs 200 square feet or less; \$300.00 for signs over 200 square feet.

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Department Title:	Budget Period: 2013 - 2014
Trust Fund Title:	Department of Transportation
Budget Entity:	State Transportation Trust Fund
LAS/PBS Fund Number:	2540

	Balance as of 6/30/2012		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	134,392,534.89	(A)		134,392,534.89
ADD: Other Cash (See Instructions)	838,106.70	(B)		838,106.70
ADD: Investments	424,539,893.32	(C)		424,539,893.32
ADD: Outstanding Accounts Receivable	401,232,573.93	(D)	3,166,627.48	404,399,201.41
ADD: _____	6,042,299,165.27	(E)		6,042,299,165.27
Total Cash plus Accounts Receivable	7,003,302,274.11	(F)	3,166,627.48	7,006,468,901.59
LESS Allowances for Uncollectibles	1,282,471.06	(G)		1,282,471.06
LESS Approved "A" Certified Forwards	14,697,179.90	(H)		14,697,179.90
Approved "B" Certified Forwards	23,906,678.27	(H)		23,906,678.27
Approved "FCO" Certified Forwards	6,839,989,646.66	(H)		6,839,989,646.66
LESS: Other Accounts Payable (Nonoperating)	4,673,564.77	(I)	422,364.06	5,095,928.83
LESS: Unearned Revenue	109,214,173.63	(J)		109,214,173.63
LESS: Deferred Revenue	12,282,823.24	(J)		12,282,823.24
Unreserved Fund Balance, 07/01/12	(2,744,263.42)	(K)	2,744,263.42	(0.00) **

Notes:

*SWFS = Statewide Financial Statement

** This amount should agree with Line I, Section IV of the Schedule I for the most recent completed fiscal year and Line A for the following year.

RECONCILIATION: BEGINNING TRIAL BALANCE TO SCHEDULE I and IC

Budget Period: 2013 - 2014

Department Title:	Department of Transportation
Trust Fund Title:	State Transportation Trust Fund
LAS/PBS Fund Number:	2540

BEGINNING TRIAL BALANCE:

Total Fund Balance Per FLAIR Trial Balance, 07/01/12	
Total all GLC's 5XXXX for governmental funds;	1,382,835,424.22 (A)
GLC 539XX for proprietary and fiduciary funds	
Subtract Nonspendable Fund Balance (GLC 56XXX)	(10,863,263.31) (B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment #B5500001, 4, 5, 8 - adjust due to	2,744,263.42 (C)
SWFS Adjustment #B5500005 - adjust LT receivables	
Add/Subtract Other Adjustment(s):	
Approved "B" Carry Forward (Encumbrances) per LAS/PBS	(23,906,678.27) (D)
Approved "C" Carry Forward Total (FCO) per LAS/PBS	(6,839,989,646.66) (D)
A/P not C/F-Operating Categories	7,902,685.70 (D)
Prepays	(125,676.67) (D)
Long Term Receivables	(963,841,858.91) (D)
Compensated Absences	6,036,736.86 (D)
Long Term Unearned Revenue	1,111,313.38 (D)
Long Term Deferred Revenue	443,002,350.34 (D)
Non-State and Component Unit Investments with the State	(364,936,336.84) (D)
FCO Payables	317,731,521.47 (D)
Estimated Cash Forecast for FCO Projects	6,042,299,165.27 (D)
ADJUSTED BEGINNING TRIAL BALANCE:	0.00 (E)
UNRESERVED FUND BALANCE, SCHEDULE IC (Line I)	
DIFFERENCE:	0.00 (G)*

***SHOULD EQUAL ZERO.**

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Department Title:	Budget Period: 2013 - 2014
Trust Fund Title:	Department of Transportation
Budget Entity:	Right of Way Acquisition/Bridge Construction TF
LAS/PBS Fund Number:	2586

	Balance as of 6/30/2012		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	13,001,819.63	(A)		13,001,819.63
ADD: Other Cash (See Instructions)		(B)		0.00
ADD: Investments	37,776,762.63	(C)		37,776,762.63
ADD: Outstanding Accounts Receivable	76,397.31	(D)		76,397.31
ADD: Anticipated revenues for future commitments	85,370,926.34	(E)		85,370,926.34
Total Cash plus Accounts Receivable	136,225,905.91	(F)	0.00	136,225,905.91
LESS Allowances for Uncollectibles		(G)		0.00
LESS Approved "A" Certified Forwards		(H)		0.00
Approved "B" Certified Forwards	136,221,843.65	(H)		136,221,843.65
Approved "FCO" Certified Forwards		(H)		0.00
LESS: Other Accounts Payable (Nonoperating)	4,062.26	(I)		4,062.26
LESS:		(J)		0.00
Unreserved Fund Balance, 07/01/12	0.00	(K)	0.00	0.00 **

Notes:

*SWFS = Statewide Financial Statement

** This amount should agree with Line I, Section IV of the Schedule I for the most recent completed fiscal year and Line A for the following year.

RECONCILIATION: BEGINNING TRIAL BALANCE TO SCHEDULE I and IC

Budget Period: 2013 - 2014

Department Title: Department of Transportation
Trust Fund Title: Right of Way Acquisition/Bride Construction TF
LAS/PBS Fund Number: 2586

BEGINNING TRIAL BALANCE:

Total Fund Balance Per FLAIR Trial Balance, 07/01/12	
Total all GLC's 5XXXX for governmental funds; GLC 539XX for proprietary and fiduciary funds	50,215,882.96 (A)
Subtract Nonspendable Fund Balance (GLC 56XXX)	0.00 (B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment # and Description	0.00 (C)
SWFS Adjustment # and Description	0.00 (C)
Add/Subtract Other Adjustment(s):	
Approved "B" Carry Forward (Encumbrances) per LAS/PBS	(136,221,843.65) (D)
Approved "C" Carry Forward Total (FCO) per LAS/PBS	(D)
A/P not C/F-Operating Categories	635,034.35 (D)
Anticipated revenues for future commitments	85,370,926.34 (D)
	(D)
	(D)
	(D)
	(D)
ADJUSTED BEGINNING TRIAL BALANCE:	0.00 (E)
UNRESERVED FUND BALANCE, SCHEDULE IC (Line I)	0.00 (F)
DIFFERENCE:	0.00 (G)*

***SHOULD EQUAL ZERO.**

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Department Title:	Budget Period: 2013 - 2014
Trust Fund Title:	Department of Transportation
Budget Entity:	Fed Equitable Sharing/Law Enforcement TF
LAS/PBS Fund Number:	2719

	Balance as of 6/30/2012		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	537,632.19	(A)		537,632.19
ADD: Other Cash (See Instructions)		(B)		0.00
ADD: Investments		(C)		0.00
ADD: Outstanding Accounts Receivable		(D)		0.00
ADD: Anticipated revenues for future commitments		(E)		0.00
Total Cash plus Accounts Receivable	537,632.19	(F)	0.00	537,632.19
LESS Allowances for Uncollectibles		(G)		0.00
LESS Approved "A" Certified Forwards		(H)		0.00
Approved "B" Certified Forwards		(H)		0.00
Approved "FCO" Certified Forwards		(H)		0.00
LESS: Other Accounts Payable (Nonoperating)	537,632.19	(I)		537,632.19
LESS:		(J)		0.00
Unreserved Fund Balance, 07/01/12	0.00	(K)	0.00	0.00 **

Notes:

*SWFS = Statewide Financial Statement

** This amount should agree with Line I, Section IV of the Schedule I for the most recent completed fiscal year and Line A for the following year.

RECONCILIATION: BEGINNING TRIAL BALANCE TO SCHEDULE I and IC

Budget Period: 2013 - 2014

Department Title: Department of Transportation
Trust Fund Title: Fed Equitable Sharing/Law Enforcement TF
LAS/PBS Fund Number: 2719

BEGINNING TRIAL BALANCE:

Total Fund Balance Per FLAIR Trial Balance, 07/01/12	
Total all GLC's 5XXXX for governmental funds;	<input type="text" value="0.00"/> (A)
GLC 539XX for proprietary and fiduciary funds	
Subtract Nonspendable Fund Balance (GLC 56XXX)	<input type="text" value="0.00"/> (B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment # and Description	<input type="text" value="0.00"/> (C)
SWFS Adjustment # and Description	<input type="text" value="0.00"/> (C)
Add/Subtract Other Adjustment(s):	
Approved "B" Carry Forward (Encumbrances) per LAS/PBS	<input type="text"/> (D)
Approved "C" Carry Forward Total (FCO) per LAS/PBS	<input type="text"/> (D)
A/P not C/F-Operating Categories	<input type="text"/> (D)
A/P not C/F-Operating Categories	<input type="text"/> (D)
A/P not C/F-Operating Categories	<input type="text"/> (D)
A/P not C/F-Operating Categories	<input type="text"/> (D)
Anticipated revenues for future commitments	<input type="text"/> (D)
	<input type="text"/> (D)
ADJUSTED BEGINNING TRIAL BALANCE:	<input type="text" value="0.00"/> (E)
UNRESERVED FUND BALANCE, SCHEDULE IC (Line I)	<input type="text" value="0.00"/> (F)
DIFFERENCE:	<input type="text" value="0.00"/> (G)*

***SHOULD EQUAL ZERO.**

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Department Title:	Budget Period: 2013 - 2014
Trust Fund Title:	Department of Transportation
Budget Entity:	Toll Facilities Revolving TF
LAS/PBS Fund Number:	2729

	Balance as of 6/30/2012		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	19,896,918.10	(A)		19,896,918.10
ADD: Other Cash (See Instructions)	3,847.00	(B)		3,847.00
ADD: Investments	1,124.36	(C)		1,124.36
ADD: Outstanding Accounts Receivable	4,429,376.15	(D)		4,429,376.15
ADD: _____		(E)		0.00
Total Cash plus Accounts Receivable	24,331,265.61	(F)	0.00	24,331,265.61
LESS Allowances for Uncollectibles		(G)		0.00
LESS Approved "A" Certified Forwards		(H)		0.00
Approved "B" Certified Forwards		(H)		0.00
Approved "FCO" Certified Forwards		(H)		0.00
LESS: Other Accounts Payable (Nonoperating)	1,783.20	(I)		1,783.20
LESS: _____		(J)		0.00
Unreserved Fund Balance, 07/01/12	24,329,482.41	(K)	0.00	24,329,482.41 **

Notes:

*SWFS = Statewide Financial Statement

** This amount should agree with Line I, Section IV of the Schedule I for the most recent completed fiscal year and Line A for the following year.

RECONCILIATION: BEGINNING TRIAL BALANCE TO SCHEDULE I and IC

Budget Period: 2013 - 2014

Department Title: Department of Transportation
Trust Fund Title: Toll Facilities Revolving TF
LAS/PBS Fund Number: 2729

BEGINNING TRIAL BALANCE:

Total Fund Balance Per FLAIR Trial Balance, 07/01/12	
Total all GLC's 5XXXX for governmental funds; GLC 539XX for proprietary and fiduciary funds	45,408,296.28 (A)
Subtract Nonspendable Fund Balance (GLC 56XXX)	0.00 (B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment # and Description	0.00 (C)
SWFS Adjustment # and Description	0.00 (C)
Add/Subtract Other Adjustment(s):	
Approved "B" Carry Forward (Encumbrances) per LAS/PBS	(D)
Approved "C" Carry Forward Total (FCO) per LAS/PBS	(D)
A/P not C/F-Operating Categories	(19,961,674.87) (D)
A/P not C/F-Operating Categories	(661,349.44) (D)
A/P not C/F-Operating Categories	(8,999,997.00) (D)
A/P not C/F-Operating Categories	661,349.44 (D)
A/P not C/F-Operating Categories	7,882,858.00 (D)
	(D)
ADJUSTED BEGINNING TRIAL BALANCE:	24,329,482.41 (E)
UNRESERVED FUND BALANCE, SCHEDULE IC (Line I)	24,329,482.41 (F)
DIFFERENCE:	0.00 (G)*

***SHOULD EQUAL ZERO.**

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Department Title:	Budget Period: 2013 - 2014
Trust Fund Title:	Department of Transportation
Budget Entity:	Transportation Disadvantaged TF
LAS/PBS Fund Number:	2731

	Balance as of 6/30/2012		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	1,145,047.17	(A)		1,145,047.17
ADD: Other Cash (See Instructions)		(B)		0.00
ADD: Investments	17,201,703.68	(C)		17,201,703.68
ADD: Outstanding Accounts Receivable	10,724,481.15	(D)		10,724,481.15
ADD: _____		(E)		0.00
Total Cash plus Accounts Receivable	29,071,232.00	(F)	0.00	29,071,232.00
LESS Allowances for Uncollectibles		(G)		0.00
LESS Approved "A" Certified Forwards	17,905.17	(H)		17,905.17
Approved "B" Certified Forwards	22,033,728.67	(H)		22,033,728.67
Approved "FCO" Certified Forwards		(H)		0.00
LESS: Other Accounts Payable (Nonoperating)	2,110.17	(I)	(16.12)	2,094.05
LESS: _____	190.95	(J)		190.95
Unreserved Fund Balance, 07/01/12	7,017,297.04	(K)	16.12	7,017,313.16 **

Notes:

*SWFS = Statewide Financial Statement

** This amount should agree with Line I, Section IV of the Schedule I for the most recent completed fiscal year and Line A for the following year.

RECONCILIATION: BEGINNING TRIAL BALANCE TO SCHEDULE I and IC

Budget Period: 2013 - 2014

Department Title: Department of Transportation
Trust Fund Title: Transportation Disadvantaged TF
LAS/PBS Fund Number: 2731

BEGINNING TRIAL BALANCE:

Total Fund Balance Per FLAIR Trial Balance, 07/01/12	
Total all GLC's 5XXXX for governmental funds;	17,398,659.41 (A)
GLC 539XX for proprietary and fiduciary funds	
Subtract Nonspendable Fund Balance (GLC 56XXX)	0.00 (B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment # and Description	16.12 (C)
SWFS Adjustment # and Description	0.00 (C)
Add/Subtract Other Adjustment(s):	
Approved "B" Carry Forward (Encumbrances) per LAS/PBS	(22,033,728.67) (D)
Approved "C" Carry Forward Total (FCO) per LAS/PBS	0.00 (D)
A/P not C/F-Operating Categories	11,641,408.36 (D)
A/P not C/F-Operating Categories	1,083.60 (D)
A/P not C/F-Operating Categories	10,065.29 (D)
A/P not C/F-Operating Categories	(D)
A/P not C/F-Operating Categories	(D)
	(190.95) (D)
ADJUSTED BEGINNING TRIAL BALANCE:	7,017,313.16 (E)
UNRESERVED FUND BALANCE, SCHEDULE IC (Line I)	7,017,313.16 (F)
DIFFERENCE:	0.00 (G)*

***SHOULD EQUAL ZERO.**



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

October 15, 2012

Mr. Jerry L. McDaniel, Director
Office of Policy and Budget
Executive Office of the Governor
1701 Capitol
Tallahassee, Florida 32399-0001

Ms. JoAnne Leznoff, Staff Director
House Appropriations Committee
221 Capitol
Tallahassee, Florida 32399-1300

Ms. Terry Rhodes, Staff Director
Senate Budget Committee
201 Capitol
Tallahassee, Florida 32399-1300

**RE: SCHEDULE IV-B: INFORMATION TECHNOLOGY PROJECTS
FISCAL YEAR 2013-14 LEGISLATIVE BUDGET REQUEST
NO SCHEDULE IV-B REQUEST FOR FISCAL YEAR 2013-14 LBR**

Dear Directors:

With this letter, the Department of Transportation acknowledges that there are no additional Schedule IV-B Information Technology Requests as defined in the July 13, 2012 Legislative Budget Request Instructions, for Fiscal Year 2013-14.

Included in the Department's prior year Legislative Budget Request was a multi-year Schedule IV-B request for "Construction Materials Acceptance Certification, Laboratory Information Management System (LIMS)". As of this writing, there are no changes to this project's business objectives, business benefits, cost estimates, funding model, implementation approach or timeline. The second year of this LIMS project is included in the Department's Fiscal Year 2013-14 Legislative Budget Request as Issue Code 36250C0.

This submission has been approved by Ananth Prasad, P.E., Secretary of the Florida Department of Transportation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pamela V. Warner", with a long horizontal flourish extending to the right.

Pamela V. Warner
Budget Officer

/pvw

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entities: 55100100 - Transportation Systems Development
 55150200 - Highway Operations

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL	ESTIMATED	REQUEST
	FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (A)	85,799,105	87,601,421	105,492,956
Principal (B)	70,795,000	73,615,000	83,855,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	191,827	189,260	217,158
Other Debt Service (E)	0	0	0
Total Debt Service (F)	156,785,932	161,405,681	189,565,114

Explanation:

Total combined debt service for outstanding ROW Acquisition, Alligator Alley, and State-funded Infrastructure Bank, and proposed issuance of ROW Acquisition, State-funded Infrastructure Bank, and Seaport bonds.

SECTION II

*Note: Does not include interest credited from Debt Service Reserve Account.

(1) ISSUE:

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

(1) ISSUE:

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Development

Budget Period 2013 - 2014

(1)	(2) ACTUAL FY 2011-2012	(3) ESTIMATED FY 2012-2013	(4) REQUEST FY 2013-2014
SECTION I			
Interest on Debt	(A) 1,857,825	1,790,250	1,707,250
Principal	(B) 1,590,000	1,660,000	1,740,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 3,739	3,581	3,415
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 3,451,564	3,453,831	3,450,665

Explanation: Combined total debt service for outstanding Alligator Alley bonds and proposed bond sales.

SECTION II

(1) ISSUE: _____

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2013	(6) June 30, 2014
		(7) ACTUAL FY 2011-2012	(8) ESTIMATED FY 2012-2013	(9) REQUEST FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

(1) ISSUE: _____

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2013	(6) June 30, 2014
		(7) ACTUAL FY 2011-2012	(8) ESTIMATED FY 2012-2013	(9) REQUEST FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Development

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt	(A) 1,857,825	1,790,250	1,707,250
Principal	(B) 1,590,000	1,660,000	1,740,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 3,739	3,581	3,415
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 3,451,564	3,453,831	3,450,665

Explanation:

Total debt service requirements for outstanding Alligator Alley bonds, pursuant to s. 215.57-215.83 (3), F.S., s. 338.165(3), F.S., and s. 11(d), Article VII of the Florida Constitution.

SECTION II

(1) **ISSUE:** _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

(1) **ISSUE:** _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Development

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL	ESTIMATED	REQUEST
	FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (A)	0	0	0
Principal (B)	0	0	0
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	0	0
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	0	0

Explanation: Total debt service for proposed Alligator Alley bond sales.

SECTION II

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55150200 - Highway Operations

Budget Period 2013 - 2014

(1) <u>SECTION I</u>	(2) ACTUAL FY 2011-2012	(3) ESTIMATED FY 2012-2013	(4) REQUEST FY 2013-2014
Interest on Debt (A)	0	0	0
Principal (B)	0	0	0
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	0	0
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	0	0

Explanation:

Combined total debt service for outstanding GARVEE bonds and proposed bond sales.

*Note: Does not include interest credited from Debt Service Reserve Account.

SECTION II

(1) **ISSUE:** _____

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2013	(6) June 30, 2014
		(7) ACTUAL FY 2011-2012	(8) ESTIMATED FY 2012-2013	(9) REQUEST FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

(1) **ISSUE:** _____

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2013	(6) June 30, 2014
		(7) ACTUAL FY 2011-2012	(8) ESTIMATED FY 2012-2013	(9) REQUEST FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
 Budget Entity: 55150200 - Highway Operations

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
<u>SECTION I</u>	ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt (A)	0	0	0
Principal (B)	0	0	0
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	0	0
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	0	0

Explanation: Total debt service requirements for outstanding GARVEE bonds.

SECTION II

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
(7)	(8)	(9)		
ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014		
Interest on Debt (G)	0	0	0	0
Principal (H)	0	0	0	0
Fiscal Agent or Other Fees (I)	0	0	0	0
Other (J)	0	0	0	0
Total Debt Service (K)	0	0	0	0

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
(7)	(8)	(9)		
ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014		
Interest on Debt (G)	0	0	0	0
Principal (H)	0	0	0	0
Fiscal Agent or Other Fees (I)	0	0	0	0
Other (J)	0	0	0	0
Total Debt Service (K)	0	0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
 Budget Entity: 55150200 - Highway Operations

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL	ESTIMATED	REQUEST
	FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt	(A) 0	0	0
Principal	(B) 0	0	0
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 0	0	0
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 0	0	0

Explanation:

Total debt service for proposed GARVEE bond sales, as authorized by Section 215.616, Florida Statutes.

*Note: Does not include interest credited from Debt Service Reserve Account.

SECTION II

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Development

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt (A)	79,392,924	81,822,815	87,599,467
Principal (B)	58,005,000	62,000,000	67,175,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	178,909	177,622	187,830
Other Debt Service (E)	0	0	0
Total Debt Service (F)	137,576,833	144,000,437	154,962,297

Explanation: Combined total debt service for outstanding Right-of-Way Acquisition and Bridge Construction bonds and proposed bond sales.

SECTION II

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
(7)	(8)	(9)		
ACTUAL	ESTIMATED	REQUEST		
FY 2011-2012	FY 2012-2013	FY 2013-2014		
Interest on Debt (G)	0	0	0	0
Principal (H)	0	0	0	0
Fiscal Agent or Other Fees (I)	0	0	0	0
Other (J)	0	0	0	0
Total Debt Service (K)	0	0	0	0

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
(7)	(8)	(9)		
ACTUAL	ESTIMATED	REQUEST		
FY 2011-2012	FY 2012-2013	FY 2013-2014		
Interest on Debt (G)	0	0	0	0
Principal (H)	0	0	0	0
Fiscal Agent or Other Fees (I)	0	0	0	0
Other (J)	0	0	0	0
Total Debt Service (K)	0	0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Development

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
SECTION I	FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (A)	79,392,924	81,822,815	78,688,740
Principal (B)	58,005,000	62,000,000	65,005,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	178,909	177,622	171,422
Other Debt Service (E)	0	0	0
Total Debt Service (F)	137,576,833	144,000,437	143,865,162

Explanation: Total debt service requirements for outstanding Right-of-Way Acquisition and Bridge Construction bonds.

SECTION II

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Development

Budget Period 2013 - 2014

(1) SECTION I	(2) ACTUAL FY 2011-2012	(3) ESTIMATED FY 2012-2013	(4) REQUEST FY 2013-2014
Interest on Debt (A)	0	0	8,910,727
Principal (B)	0	0	2,170,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	0	16,409
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	0	11,097,136

Explanation: Total debt service for proposed Right-of-Way Acquisition and Bridge Construction bond sales.

SECTION II

(1) **ISSUE:** Proposed Right-of-Way and Bridge Construction bond sale 7/01/2013 (ROW2013B)

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2013	(6) June 30, 2014
5.750%	7/1/2043	164,085,000	0	161,915,000
		(7) ACTUAL FY 2011-2012	(8) ESTIMATED FY 2012-2013	(9) REQUEST FY 2013-2014
Interest on Debt (G)		0	0	8,910,727
Principal (H)		0	0	2,170,000
Fiscal Agent or Other Fees (I)		0	0	16,409
Other (J)		0	0	0
Total Debt Service (K)		0	0	11,097,136

(1) **ISSUE:** _____

INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
			0	0
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

TRUTH-IN-BONDING WORKSHEET

1. A listing of the purpose of the debt or obligation: Advanced Right-of-Way Acquisition and Bridge Construction, pursuant to Section 337.276, Florida Statutes.
2. The source of repayment of the debt or obligation: Funded from monies transferred from the State Transportation Trust Fund, pursuant to Section 206.46 and 215.605, Florida Statutes.
3. The principal amount of the debt or obligation: \$164,085,000
4. The interest rate on the debt or obligation (per EEC): 5.750%
5. A schedule of annual debt service payments (attached)
6. The method of sale of the debt or obligation, as determined by the Governing Board of the Division of Bond Finance.
7. The costs of issuance of the debt or obligation, including a detailed listing of the amounts of the major costs of issuance:

<u>Underwriter Discount</u>	<u>\$3,200,000</u>
<u>Rating Agency Fees</u>	<u>\$75,000</u>
<u>Other Costs of Issuance</u>	<u>\$725,000</u>

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$164,085,000 of debt or obligation for the purpose of the Right-of-Way Acquisition and Bridge Construction, pursuant to Section 337.276, Florida Statutes.

This debt or obligation is expected to be repaid over a period of 30 years. At a forecasted interest rate of 5.750%, total interest paid over the life of the debt or obligation will be \$184,018,975.

The proposed issuance date is 7/1/2013.

Dated: 7/1/2013
 Delivered: 7/21/2013

Construction Draws for
 SBA-FDOT
 ROW2013B

Draw #	Date	Beginning Fund Balance	Tran Type	DSR Receipts	Interest Earnings	Int. Earnings in Constr Fund	Draw Requirement	Net Debt Service	Ending Balance
ROW2013B ROW2013B yielding 2.0000000% : Net-Funded									
0	07/21/13		DEPOSIT						159,999,990.46
1	07/21/13	0/0	DRAWS				160,000,000.00	160,000,000.00	-9.54
Totals For ROW2013B				0.00	0.00	0.00	160,000,000.00	160,000,000.00	
Prior Project Costs:			0.00						
Grand Totals For All Projects:					0.00	160,000,000.00	160,000,000.00	0.00	
Total Prior Costs:			0.00						

Dated: 7/1/2013
 Delivered: 7/21/2013

Sizing Debt Service Schedule
 SBA-FDOT
 ROW2013B

Fiscal Yr	Coupon Date	Zer Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvcRsv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
14	1/1/14				4,717,443.75	4,717,443.75				4,717,443.75	
14	7/1/14	N	5.750	2,170,000.00	4,717,443.75	6,887,443.75				6,887,443.75	11,604,887.50
15	1/1/15				4,655,056.25	4,655,056.25				4,655,056.25	
15	7/1/15	N	5.750	2,295,000.00	4,655,056.25	6,950,056.25				6,950,056.25	11,605,112.50
16	1/1/16				4,589,075.00	4,589,075.00				4,589,075.00	
16	7/1/16	N	5.750	2,425,000.00	4,589,075.00	7,014,075.00				7,014,075.00	11,603,150.00
17	1/1/17				4,519,356.25	4,519,356.25				4,519,356.25	
17	7/1/17	N	5.750	2,565,000.00	4,519,356.25	7,084,356.25				7,084,356.25	11,603,712.50
18	1/1/18				4,445,612.50	4,445,612.50				4,445,612.50	
18	7/1/18	N	5.750	2,710,000.00	4,445,612.50	7,155,612.50				7,155,612.50	11,601,225.00
19	1/1/19				4,367,700.00	4,367,700.00				4,367,700.00	
19	7/1/19	N	5.750	2,870,000.00	4,367,700.00	7,237,700.00				7,237,700.00	11,605,400.00
20	1/1/20				4,285,187.50	4,285,187.50				4,285,187.50	
20	7/1/20	N	5.750	3,035,000.00	4,285,187.50	7,320,187.50				7,320,187.50	11,605,375.00
21	1/1/21				4,197,931.25	4,197,931.25				4,197,931.25	
21	7/1/21	N	5.750	3,205,000.00	4,197,931.25	7,402,931.25				7,402,931.25	11,600,862.50
22	1/1/22				4,105,787.50	4,105,787.50				4,105,787.50	
22	7/1/22	N	5.750	3,390,000.00	4,105,787.50	7,495,787.50				7,495,787.50	11,601,575.00
23	1/1/23				4,008,325.00	4,008,325.00				4,008,325.00	
23	7/1/23	N	5.750	3,585,000.00	4,008,325.00	7,593,325.00				7,593,325.00	11,601,650.00
24	1/1/24				3,905,256.25	3,905,256.25				3,905,256.25	
24	7/1/24	N	5.750	3,795,000.00	3,905,256.25	7,700,256.25				7,700,256.25	11,605,512.50
25	1/1/25				3,796,150.00	3,796,150.00				3,796,150.00	
25	7/1/25	N	5.750	4,010,000.00	3,796,150.00	7,806,150.00				7,806,150.00	11,602,300.00
26	1/1/26				3,680,862.50	3,680,862.50				3,680,862.50	
26	7/1/26	N	5.750	4,240,000.00	3,680,862.50	7,920,862.50				7,920,862.50	11,601,725.00
27	1/1/27				3,558,962.50	3,558,962.50				3,558,962.50	
27	7/1/27	N	5.750	4,485,000.00	3,558,962.50	8,043,962.50				8,043,962.50	11,602,925.00
28	1/1/28				3,430,018.75	3,430,018.75				3,430,018.75	
28	7/1/28	N	5.750	4,745,000.00	3,430,018.75	8,175,018.75				8,175,018.75	11,605,037.50
29	1/1/29				3,293,600.00	3,293,600.00				3,293,600.00	
29	7/1/29	N	5.750	5,015,000.00	3,293,600.00	8,308,600.00				8,308,600.00	11,602,200.00
30	1/1/30				3,149,418.75	3,149,418.75				3,149,418.75	
30	7/1/30	N	5.750	5,305,000.00	3,149,418.75	8,454,418.75				8,454,418.75	11,603,837.50
31	1/1/31				2,996,900.00	2,996,900.00				2,996,900.00	
31	7/1/31	N	5.750	5,610,000.00	2,996,900.00	8,606,900.00				8,606,900.00	11,603,800.00
32	1/1/32				2,835,612.50	2,835,612.50				2,835,612.50	
32	7/1/32	N	5.750	5,930,000.00	2,835,612.50	8,765,612.50				8,765,612.50	11,601,225.00
33	1/1/33				2,665,125.00	2,665,125.00				2,665,125.00	
33	7/1/33	N	5.750	6,275,000.00	2,665,125.00	8,940,125.00				8,940,125.00	11,605,250.00
34	1/1/34				2,484,718.75	2,484,718.75				2,484,718.75	
34	7/1/34	N	5.750	6,635,000.00	2,484,718.75	9,119,718.75				9,119,718.75	11,604,437.50
35	1/1/35				2,293,962.50	2,293,962.50				2,293,962.50	
35	7/1/35	N	5.750	7,015,000.00	2,293,962.50	9,308,962.50				9,308,962.50	11,602,925.00
36	1/1/36				2,092,281.25	2,092,281.25				2,092,281.25	
36	7/1/36	N	5.750	7,420,000.00	2,092,281.25	9,512,281.25				9,512,281.25	11,604,562.50
37	1/1/37				1,878,956.25	1,878,956.25				1,878,956.25	
37	7/1/37	N	5.750	7,845,000.00	1,878,956.25	9,723,956.25				9,723,956.25	11,602,912.50
38	1/1/38				1,653,412.50	1,653,412.50				1,653,412.50	
38	7/1/38	N	5.750	8,295,000.00	1,653,412.50	9,948,412.50				9,948,412.50	11,601,825.00
39	1/1/39				1,414,931.25	1,414,931.25				1,414,931.25	
39	7/1/39	N	5.750	8,775,000.00	1,414,931.25	10,189,931.25				10,189,931.25	11,604,862.50
40	1/1/40				1,162,650.00	1,162,650.00				1,162,650.00	
40	7/1/40	N	5.750	9,280,000.00	1,162,650.00	10,442,650.00				10,442,650.00	11,605,300.00

Prepared by: Florida Department of Transportation
 Prepared on: 9/14/2012 12:58 14.85a Rpt 14

Mun-EaseMainDb
 ROW-2013-B

Dated: 7/1/2013
 Delivered: 7/21/2013

Sizing Debt Service Schedule
 SBA-FDOT
 ROW2013B

Fiscal Yr	Coupon Date	Zer Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvcRsv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
41	1/1/41				895,850.00	895,850.00				895,850.00	
41	7/1/41	N	5.750	9,810,000.00	895,850.00	10,705,850.00				10,705,850.00	11,601,700.00
42	1/1/42				613,812.50	613,812.50				613,812.50	
42	7/1/42	N	5.750	10,375,000.00	613,812.50	10,988,812.50				10,988,812.50	11,602,625.00
43	1/1/43				315,531.25	315,531.25				315,531.25	
43	7/1/43	N	5.750	10,975,000.00	315,531.25	11,290,531.25				11,290,531.25	11,606,062.50
				164,085,000.00	184,018,975.00	348,103,975.00	0.00	0.00	0.00	348,103,975.00	

True Interest Cost (TIC)	5.9355297	Arbitrage Yield Limit (AYL)	5.7496332
Net Interest Cost (NIC)	5.8525426	Arbitrage Net Interest Cost (ANIC)	5.7500000

Prepared by: Florida Department of Transportation
 Prepared on: 9/14/2012 12:58 14.85a Rpt 14

Mun-EaseMainDb
 ROW-2013-B

Dated: 7/1/2013
Delivered: 7/21/2013

Summary of Sizing Inputs
SBA-FDOT
ROW2013B

1

General Information

Denomination: 5000.
Rate scale: 5.75%
Issue type: REVENUE
Sizing Rule 1: Level debt service - yearly principal payments. You input the gross construction costs (or a draw schedule) and the size of the bond issue is computed to cover the construction draws, reserves, and the various costs of issuance.

Dates

07/01/2013-> Dated (bond issue) date
07/21/2013-> Delivery date
01/01/2014-> 1st coupon date
07/01/2014-> First principal payment
07/01/2043-> Last maturity date
No CABS in bond issue

Gross Construction Costs

Total project costs	160,000,000.00
Total prior costs	
Less: interest earned & applied to project draws	-9.54
Net total project costs:	159,999,990.46
Total number of projects = 1	

Restricted Accounts

DSR rule: No debt service reserve fund	
No capitalized interest	
Restricted yield = 2.000000%	
Net deposit to Debt Service Reserve Fund	
Net deposit to Contingency Fund	3,308.19

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-3,281,700.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	800,000.00

Dated: 7/1/2013
 Delivered: 7/21/2013

Summary of Sizing Calculations
 SBA-FDOT
 ROW2013B

1

<u>Sources of Funds</u>	
Par amount of bonds	184,085,000.00
Original Issue Premium	
Accrued Interest	524,160.42
<u>Construction Costs</u>	
Costs to complete construction	160,000,000.00
Less: interest earned in fund & applied to project draws	-9.54
Prior costs to be paid from bond proceeds	
Gross Construction Costs	159,999,990.46
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: Interest earned on Capitalized Interest Fund @ 2.000%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	
Net deposit to Contingency Fund	3,308.19
<u>Costs of Issuance</u>	
Underwriter spread: 20,000/\$1,000	-3,281,700.00
Bond insurance: 0.000%	
Other issuance costs	800,000.00
<u>Calculations</u>	
Net Interest Cost (NIC)	5.8525426
True Interest Cost (TIC)	5.9355297
All-Inclusive TIC:	5.9817519
Arbitrage Net Interest Cost (NIC)	5.7500000
Arbitrage Yield Limit (AYL)	5.7496332
Total Bond Years (delivery date)	3,191,214,166.67
Average Bond Years (Delivery date)	19.45
Level debt service calculation	11,603,263.03

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Dev

Budget Period 2013 - 2014

(1) SECTION I	(2) ACTUAL FY 2011-2012	(3) ESTIMATED FY 2012-2013	(4) REQUEST FY 2013-2014
Interest on Debt (A)	0	0	8,119,575
Principal (B)	0	0	1,870,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	0	10,425
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	0	10,000,000

Explanation:

Combined total debt service of up to \$10 million annually for proposed Seaport bond sales as authorized by Laws of Florida, Chapter 2012-128.
*Note: Does not include interest credited from Debt Service Reserve Account.

SECTION II

(1) ISSUE: _____

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2013	(6) June 30, 2014
		(7) ACTUAL FY 2011-2012	(8) ESTIMATED FY 2012-2013	(9) REQUEST FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

(1) ISSUE: _____

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2013	(6) June 30, 2014
		(7) ACTUAL FY 2011-2012	(8) ESTIMATED FY 2012-2013	(9) REQUEST FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Dev

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt	(A) 0	0	0
Principal	(B) 0	0	0
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 0	0	0
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 0	0	0

Explanation:

Total debt service requirements for outstanding Seaport bonds.

SECTION II

(1) **ISSUE:** _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

(1) **ISSUE:** _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Dev

Budget Period 2013 - 2014

(1) SECTION I	(2) ACTUAL FY 2011-2012	(3) ESTIMATED FY 2012-2013	(4) REQUEST FY 2013-2014
Interest on Debt	(A) 0	0	8,119,575
Principal	(B) 0	0	1,870,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 0	0	10,425
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 0	0	10,000,000

Explanation:

Total debt service for proposed Seaport bond sales, as authorized
by Laws of Florida, Chapter 2012-128.

*Note: Does not include interest credited from Debt Service Reserve Account.

SECTION II

(1) **ISSUE:** Proposed Seaport bond sale SP2013A 7/1/2013

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2013	(6) June 30, 2014
5.750%	7/1/2043	141,210,000	0	139,340,000
		(7) ACTUAL FY 2011-2012	(8) ESTIMATED FY 2012-2013	(9) REQUEST FY 2013-2014
Interest on Debt		(G) 0	0	8,119,575
Principal		(H) 0	0	1,870,000
Fiscal Agent or Other Fees		(I) 0	0	10,425
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	10,000,000

(1) **ISSUE:** _____

INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

TRUTH-IN-BONDING WORKSHEET

1. A listing of the purpose of the debt or obligation: The Seaport Investment Program, as authorized by Laws of Florida, Chapter 2012-128.
2. The source of repayment of the debt or obligation: Net revenues of the State Transportation Trust Fund.
3. The principal amount of the debt or obligation: \$141,210,000
4. The interest rate on the debt or obligation (per EEC): 5.750%
5. A schedule of annual debt service payments (attached)
6. The method of sale of the debt or obligation, as determined by the Governing Board of the Division of Bond Finance.
7. The costs of issuance of the debt or obligation, including a detailed listing of the amounts of the major costs of issuance:

<u>Underwriter Discount</u>	<u>\$2,824,200</u>
<u>Rating Agency Fees</u>	<u>\$75,000</u>
<u>Other Costs of Issuance</u>	<u>\$570,000</u>
<u>Deposit into DSR Account</u>	<u>\$9,989,575</u>

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$141,210,000 of debt or obligation for the purpose of the Seaport Investment Program, as authorized by Laws of Florida, Chapter 2012-128.

This debt or obligation is expected to be repaid over a period of 30 years. At a forecasted interest rate of 5.750%, total interest paid over the life of the debt or obligation will be \$158,364,488.

The proposed issuance date is 7/1/2013.

Construction Draws for

SBA-FDOT
SP2013A

Dated: 7/1/2013

Delivered: 7/1/2013

Draw #	Date	Beginning Fund Balance	Tran Type	DSR Receipts	Interest Earnings	Int. Earnings in Constr Fund	Draw Requirement	Net Debt Service	Ending Balance
<i>SEA2013A Sea2013A yielding 2.0000000% : Net-Funded</i>									
0	07/01/13		DEPOSIT						127,749,992.39
1	07/01/13	0/0	DRAWS				127,750,000.00	127,750,000.00	-7.61
Totals For SEA2013A				0.00	0.00	0.00	127,750,000.00	127,750,000.00	
Prior Project Costs:			0.00						
Grand Totals For All Projects:					0.00	127,750,000.00	127,750,000.00	0.00	
Total Prior Costs:			0.00						

Dated: 7/1/2013

Sizing Debt Service Schedule

1

Delivered: 7/1/2013

SBA-FDOT

SP2013.A

Fiscal Yr	Coupon Date	Zer Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvcRsv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
14	1/1/14				4,059,787.50	4,059,787.50		99,895.75		3,959,891.75	
14	7/1/14	N	5.750	1,870,000.00	4,059,787.50	5,929,787.50		99,895.75		5,829,891.75	9,789,783.50
15	1/1/15				4,006,025.00	4,006,025.00		99,895.75		3,906,129.25	
15	7/1/15	N	5.750	1,975,000.00	4,006,025.00	5,981,025.00		99,895.75		5,881,129.25	9,787,258.50
16	1/1/16				3,949,243.75	3,949,243.75		99,895.75		3,849,348.00	
16	7/1/16	N	5.750	2,085,000.00	3,949,243.75	6,034,243.75		99,895.75		5,934,348.00	9,783,696.00
17	1/1/17				3,889,300.00	3,889,300.00		99,895.75		3,789,404.25	
17	7/1/17	N	5.750	2,205,000.00	3,889,300.00	6,094,300.00		99,895.75		5,994,404.25	9,783,808.50
18	1/1/18				3,825,906.25	3,825,906.25		99,895.75		3,726,010.50	
18	7/1/18	N	5.750	2,335,000.00	3,825,906.25	6,160,906.25		99,895.75		6,061,010.50	9,787,021.00
19	1/1/19				3,758,775.00	3,758,775.00		99,895.75		3,658,879.25	
19	7/1/19	N	5.750	2,470,000.00	3,758,775.00	6,228,775.00		99,895.75		6,128,879.25	9,787,758.50
20	1/1/20				3,687,762.50	3,687,762.50		99,895.75		3,587,866.75	
20	7/1/20	N	5.750	2,610,000.00	3,687,762.50	6,297,762.50		99,895.75		6,197,866.75	9,785,733.50
21	1/1/21				3,612,725.00	3,612,725.00		99,895.75		3,512,829.25	
21	7/1/21	N	5.750	2,760,000.00	3,612,725.00	6,372,725.00		99,895.75		6,272,829.25	9,785,658.50
22	1/1/22				3,533,375.00	3,533,375.00		99,895.75		3,433,479.25	
22	7/1/22	N	5.750	2,920,000.00	3,533,375.00	6,453,375.00		99,895.75		6,353,479.25	9,786,958.50
23	1/1/23				3,449,425.00	3,449,425.00		99,895.75		3,349,529.25	
23	7/1/23	N	5.750	3,085,000.00	3,449,425.00	6,534,425.00		99,895.75		6,434,529.25	9,784,058.50
24	1/1/24				3,360,731.25	3,360,731.25		99,895.75		3,260,835.50	
24	7/1/24	N	5.750	3,265,000.00	3,360,731.25	6,625,731.25		99,895.75		6,525,835.50	9,786,671.00
25	1/1/25				3,266,862.50	3,266,862.50		99,895.75		3,166,966.75	
25	7/1/25	N	5.750	3,450,000.00	3,266,862.50	6,716,862.50		99,895.75		6,616,966.75	9,783,933.50
26	1/1/26				3,167,675.00	3,167,675.00		99,895.75		3,067,779.25	
26	7/1/26	N	5.750	3,650,000.00	3,167,675.00	6,817,675.00		99,895.75		6,717,779.25	9,785,558.50
27	1/1/27				3,062,737.50	3,062,737.50		99,895.75		2,962,841.75	
27	7/1/27	N	5.750	3,860,000.00	3,062,737.50	6,922,737.50		99,895.75		6,822,841.75	9,785,683.50
28	1/1/28				2,951,762.50	2,951,762.50		99,895.75		2,851,866.75	
28	7/1/28	N	5.750	4,080,000.00	2,951,762.50	7,031,762.50		99,895.75		6,931,866.75	9,783,733.50
29	1/1/29				2,834,462.50	2,834,462.50		99,895.75		2,734,566.75	
29	7/1/29	N	5.750	4,315,000.00	2,834,462.50	7,149,462.50		99,895.75		7,049,566.75	9,784,133.50
30	1/1/30				2,710,406.25	2,710,406.25		99,895.75		2,610,510.50	
30	7/1/30	N	5.750	4,565,000.00	2,710,406.25	7,275,406.25		99,895.75		7,175,510.50	9,786,021.00
31	1/1/31				2,579,162.50	2,579,162.50		99,895.75		2,479,266.75	
31	7/1/31	N	5.750	4,830,000.00	2,579,162.50	7,409,162.50		99,895.75		7,309,266.75	9,788,533.50
32	1/1/32				2,440,300.00	2,440,300.00		99,895.75		2,340,404.25	
32	7/1/32	N	5.750	5,105,000.00	2,440,300.00	7,545,300.00		99,895.75		7,445,404.25	9,785,808.50
33	1/1/33				2,293,531.25	2,293,531.25		99,895.75		2,193,635.50	
33	7/1/33	N	5.750	5,400,000.00	2,293,531.25	7,693,531.25		99,895.75		7,593,635.50	9,787,271.00
34	1/1/34				2,138,281.25	2,138,281.25		99,895.75		2,038,385.50	
34	7/1/34	N	5.750	5,710,000.00	2,138,281.25	7,848,281.25		99,895.75		7,748,385.50	9,786,771.00
35	1/1/35				1,974,118.75	1,974,118.75		99,895.75		1,874,223.00	
35	7/1/35	N	5.750	6,035,000.00	1,974,118.75	8,009,118.75		99,895.75		7,909,223.00	9,783,446.00
36	1/1/36				1,800,612.50	1,800,612.50		99,895.75		1,700,716.75	
36	7/1/36	N	5.750	6,385,000.00	1,800,612.50	8,185,612.50		99,895.75		8,085,716.75	9,786,433.50
37	1/1/37				1,617,043.75	1,617,043.75		99,895.75		1,517,148.00	
37	7/1/37	N	5.750	6,750,000.00	1,617,043.75	8,367,043.75		99,895.75		8,267,148.00	9,784,296.00
38	1/1/38				1,422,981.25	1,422,981.25		99,895.75		1,323,085.50	
38	7/1/38	N	5.750	7,140,000.00	1,422,981.25	8,562,981.25		99,895.75		8,463,085.50	9,786,171.00
39	1/1/39				1,217,706.25	1,217,706.25		99,895.75		1,117,810.50	
39	7/1/39	N	5.750	7,550,000.00	1,217,706.25	8,767,706.25		99,895.75		8,667,810.50	9,785,621.00
40	1/1/40				1,000,643.75	1,000,643.75		99,895.75		900,748.00	
40	7/1/40	N	5.750	7,985,000.00	1,000,643.75	8,985,643.75		99,895.75		8,885,748.00	9,786,496.00

Prepared by: FDOT

:Mun-EaseMainDb

Prepared on: 10/8/2012 16:2 14.60 Rpt 14

SP-2013.A

Dated: 7/1/2013
 Delivered: 7/1/2013

Sizing Debt Service Schedule
 SBA-FDOT
 SP2013A

Fiscal Yr	Coupon Date	Zer Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvcRsv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
41	1/1/41				771,075.00	771,075.00		99,895.75		671,179.25	
41	7/1/41	N	5.750	8,445,000.00	771,075.00	9,216,075.00		99,895.75		9,116,179.25	9,787,358.50
42	1/1/42				528,281.25	528,281.25		99,895.75		428,385.50	
42	7/1/42	N	5.750	8,930,000.00	528,281.25	9,458,281.25		99,895.75		9,358,385.50	9,786,771.00
43	1/1/43				271,543.75	271,543.75		99,895.75		171,648.00	
43	7/1/43	N	5.750	9,445,000.00	271,543.75	9,716,543.75		10,089,470.75		-372,927.00	-201,279.00
				141,210,000.00	158,364,487.50	299,574,487.50	0.00	15,983,320.00	0.00	283,591,167.50	

True Interest Cost (TIC)	5.9355686	Arbitrage Yield Limit (AYL)	5.7500000
Net Interest Cost (NIC)	5.8525392	Arbitrage Net Interest Cost (ANIC)	5.7500000

Prepared by: FDOT

:Mun-EaseMainDb

Prepared on: 10/8/2012 16:2 14.60 Rpt 1+

SP-2013-A

Dated: 7/1/2013
 Delivered: 7/1/2013

Summary of Sizing Calculations
 SBA-FDOT
 SP2013A

1

<u>Sources of Funds</u>	
Par amount of bonds	141,210,000.00
Original Issue Premium	
Accrued Interest	
<u>Construction Costs</u>	
Costs to complete construction	127,750,000.00
Less: interest earned in fund & applied to project draws	-7.61
Prior costs to be paid from bond proceeds	
Gross Construction Costs	127,749,992.39
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: interest earned on Capitalized Interest Fund @ 2.000%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	9,989,575.00
Net deposit to Contingency Fund	1,224.82
<u>Costs of Issuance</u>	
Underwriter spread: 20.000/\$1,000	-2,824,200.00
Bond insurance: 0.000%	
Other issuance costs	645,000.00
Rounding due to denomination size	7.80
<u>Calculations</u>	
Net Interest Cost (NIC)	5.8525392
True Interest Cost (TIC)	5.9355886
All-Inclusive TIC:	5.9787864
Arbitrage Net Interest Cost (NIC)	5.7500000
Arbitrage Yield Limit (AYL)	5.7500000
Total Bond Years (delivery date)	2,754,165,000.00
Average Bond Years (Delivery date)	19.50
Level debt service calculation	9,985,525.37

Dated: 7/1/2013
Delivered: 7/1/2013

Summary of Sizing Inputs
SBA-FDOT
SP2013A

1

General Information

Profile:

Denomination: 5000.

Rate scale: 5.75

Issue type: REVENUE

Sizing Rule 1: Level debt service - yearly principal payments. You input the gross construction costs (or a draw schedule) and the size of the bond issue is computed to cover the construction draws, reserves, and the various costs of issuance.

Dates

07/01/2013-> Dated (bond issue) date

07/01/2013-> Delivery date

01/01/2014-> 1st coupon date

07/01/2014-> First principal payment

07/01/2043-> Last maturity date

No CABS in bond issue

Gross Construction Costs

Total project costs	127,750,000.00
Total prior costs	
Less: interest earned & applied to project draws	-7.61
Net total project costs:	127,749,992.39
Total number of projects = 1	

Restricted Accounts

DSR rule: Maximum yearly debt service

No capitalized interest

Restricted yield = 2.000000%

Net deposit to Debt Service Reserve Fund	9,989,575.00
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Net deposit to Contingency Fund	1,224.82
---------------------------------	----------

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-2,824,200.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	645,000.00

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55150200 - Highway Operations

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
SECTION I	FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt	(A) 4,548,356	3,988,356	8,066,664
Principal	(B) 11,200,000	9,955,000	13,070,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 9,178	8,058	15,489
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 15,757,534	13,951,414	21,152,152

Explanation:

Combined total debt service for outstanding State-funded Infrastructure Bank bonds and proposed bond sales.

***Note: Does not include interest credited from Debt Service Reserve Account.**

SECTION II

(1) **ISSUE:**

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

(1) **ISSUE:**

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2012	June 30, 2013
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55150200 - Highway Operations

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt (A)	4,548,356	3,988,356	3,490,606
Principal (B)	11,200,000	9,955,000	10,710,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	9,178	8,058	7,062
Other Debt Service (E)	0	0	0
Total Debt Service (F)	15,757,534	13,951,414	14,207,668

Explanation: Total debt service requirements for outstanding State-funded Infrastructure Bank bonds.

SECTION II

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
(7)	(8)	(9)		
ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014		
Interest on Debt (G)	0	0	0	
Principal (H)	0	0	0	
Fiscal Agent or Other Fees (I)	0	0	0	
Other (J)	0	0	0	
Total Debt Service (K)	0	0	0	

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
(7)	(8)	(9)		
ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014		
Interest on Debt (G)	0	0	0	
Principal (H)	0	0	0	
Fiscal Agent or Other Fees (I)	0	0	0	
Other (J)	0	0	0	
Total Debt Service (K)	0	0	0	

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55150200 - Highway Operations

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt	(A) 0	0	4,576,058
Principal	(B) 0	0	2,360,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 0	0	8,427
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 0	0	6,944,484

Explanation:

Total debt service for proposed State-funded Infrastructure Bank bond sales, as authorized by Section 339.55, Florida Statutes.

*Note: Does not include interest credited from Debt Service Reserve Account.

SECTION II

(1) **ISSUE:** Proposed State-funded Infrastructure Bank bond sale 7/1/2013 (S2013A)

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
5.750%	7/1/2033	84,265,000	0	81,905,000
		(7)	(8)	(9)
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt		(G) 0	0	4,576,058
Principal		(H) 0	0	2,360,000
Fiscal Agent or Other Fees		(I) 0	0	8,427
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	6,944,484

(1) **ISSUE:**

INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

TRUTH-IN-BONDING WORKSHEET

1. A listing of the purpose of the debt or obligation: The State-funded Infrastructure Bank, as authorized by Section 339.55, Florida Statutes.
2. The source of repayment of the debt or obligation: Repayment Stream of the loan portfolio of the State-funded Infrastructure Bank.
3. The principal amount of the debt or obligation: \$84,265,000
4. The interest rate on the debt or obligation (per EEC): 5.750%
5. A schedule of annual debt service payments (attached)
6. The method of sale of the debt or obligation, as determined by the Governing Board of the Division of Bond Finance.
7. The costs of issuance of the debt or obligation, including a detailed listing of the amounts of the major costs of issuance:

<u>Underwriter Discount</u>	<u>\$1,685,300</u>
<u>Rating Agency Fees</u>	<u>\$75,000</u>
<u>Other Costs of Issuance</u>	<u>\$300,000</u>
<u>Deposit into DSR Account</u>	<u>\$7,205,238</u>

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$84,265,000 of debt or obligation for the purpose of the State-funded Infrastructure Bank, as authorized by Section 339.55, Florida Statutes.

This debt or obligation is expected to be repaid over a period of 20 years. At a forecasted interest rate of 5.750%, total interest paid over the life of the debt or obligation will be \$59,701,675.

The proposed issuance date is 7/1/2013.

Dated: 7/1/2013
 Delivered: 7/21/2013

Construction Draws for
 SBA-FDOT
 S2013A

Draw #	Date	Beginning Fund Balance	Tran Type	DSR Receipts	Interest Earnings	Int. Earnings in Constr Fund	Draw Requirement	Net Debt Service	Ending Balance
<i>S2013A S2013A yielding 2.0000000% : Net-Funded</i>									
0	07/21/13		DEPOSIT						74,999,991.06
1	07/21/13	0/0	DRAWS				75,000,000.00	75,000,000.00	-8.94
Totals For S2013A				0.00	0.00	0.00	75,000,000.00	75,000,000.00	
Prior Project Costs:			0.00						
Grand Totals For All Projects:					0.00	75,000,000.00	75,000,000.00	0.00	
Total Prior Costs:			0.00						

Dated: 7/1/2013
 Delivered: 7/21/2013

Sizing Debt Service Schedule
 SBA-FDOT
 S2013A

1

Fiscal Yr	Coupon Date	Zer Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvrSv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
14	1/1/14				2,422,618.75	2,422,618.75		64,011.11		2,358,607.64	
14	7/1/14	N	5.750	2,360,000.00	2,422,618.75	4,782,618.75		72,052.38		4,710,566.38	7,069,174.02
15	1/1/15				2,354,768.75	2,354,768.75		72,052.38		2,282,716.38	
15	7/1/15	N	5.750	2,490,000.00	2,354,768.75	4,844,768.75		72,052.38		4,772,716.38	7,055,432.75
16	1/1/16				2,283,181.25	2,283,181.25		72,052.38		2,211,128.88	
16	7/1/16	N	5.750	2,630,000.00	2,283,181.25	4,913,181.25		72,052.38		4,841,128.88	7,052,257.75
17	1/1/17				2,207,568.75	2,207,568.75		72,052.38		2,135,516.38	
17	7/1/17	N	5.750	2,780,000.00	2,207,568.75	4,987,568.75		72,052.38		4,915,516.38	7,051,032.75
18	1/1/18				2,127,643.75	2,127,643.75		72,052.38		2,055,591.38	
18	7/1/18	N	5.750	2,940,000.00	2,127,643.75	5,067,643.75		72,052.38		4,995,591.38	7,051,182.75
19	1/1/19				2,043,118.75	2,043,118.75		72,052.38		1,971,066.38	
19	7/1/19	N	5.750	3,110,000.00	2,043,118.75	5,153,118.75		72,052.38		5,081,066.38	7,052,132.75
20	1/1/20				1,953,706.25	1,953,706.25		72,052.38		1,881,653.88	
20	7/1/20	N	5.750	3,290,000.00	1,953,706.25	5,243,706.25		72,052.38		5,171,653.88	7,053,307.75
21	1/1/21				1,859,118.75	1,859,118.75		72,052.38		1,787,066.38	
21	7/1/21	N	5.750	3,480,000.00	1,859,118.75	5,339,118.75		72,052.38		5,267,066.38	7,054,132.75
22	1/1/22				1,759,068.75	1,759,068.75		72,052.38		1,687,016.38	
22	7/1/22	N	5.750	3,680,000.00	1,759,068.75	5,439,068.75		72,052.38		5,367,016.38	7,054,032.75
23	1/1/23				1,653,268.75	1,653,268.75		72,052.38		1,581,216.38	
23	7/1/23	N	5.750	3,890,000.00	1,653,268.75	5,543,268.75		72,052.38		5,471,216.38	7,052,432.75
24	1/1/24				1,541,431.25	1,541,431.25		72,052.38		1,469,378.88	
24	7/1/24	N	5.750	4,115,000.00	1,541,431.25	5,656,431.25		72,052.38		5,584,378.88	7,053,757.75
25	1/1/25				1,423,125.00	1,423,125.00		72,052.38		1,351,072.63	
25	7/1/25	N	5.750	4,350,000.00	1,423,125.00	5,773,125.00		72,052.38		5,701,072.63	7,052,145.25
26	1/1/26				1,298,062.50	1,298,062.50		72,052.38		1,226,010.13	
26	7/1/26	N	5.750	4,600,000.00	1,298,062.50	5,898,062.50		72,052.38		5,826,010.13	7,052,020.25
27	1/1/27				1,165,812.50	1,165,812.50		72,052.38		1,093,760.13	
27	7/1/27	N	5.750	4,865,000.00	1,165,812.50	6,030,812.50		72,052.38		5,958,760.13	7,052,520.25
28	1/1/28				1,025,943.75	1,025,943.75		72,052.38		953,891.38	
28	7/1/28	N	5.750	5,145,000.00	1,025,943.75	6,170,943.75		72,052.38		6,098,891.38	7,052,782.75
29	1/1/29				878,025.00	878,025.00		72,052.38		805,972.63	
29	7/1/29	N	5.750	5,440,000.00	878,025.00	6,318,025.00		72,052.38		6,245,972.63	7,051,945.25
30	1/1/30				721,625.00	721,625.00		72,052.38		649,572.63	
30	7/1/30	N	5.750	5,760,000.00	721,625.00	6,481,625.00		72,052.38		6,409,572.63	7,059,145.25
31	1/1/31				556,025.00	556,025.00		72,052.38		483,972.63	
31	7/1/31	N	5.750	6,090,000.00	556,025.00	6,646,025.00		72,052.38		6,573,972.63	7,057,945.25
32	1/1/32				380,937.50	380,937.50		72,052.38		308,885.13	
32	7/1/32	N	5.750	6,440,000.00	380,937.50	6,820,937.50		72,052.38		6,748,885.13	7,057,770.25
33	1/1/33				195,787.50	195,787.50		72,052.38		123,735.13	
33	7/1/33	N	5.750	6,810,000.00	195,787.50	7,005,787.50		7,277,289.88		-271,502.38	-147,767.25
				84,265,000.00	59,701,675.00	143,966,675.00	0.00	10,079,291.23	0.00	133,887,383.77	
True Interest Cost (TIC)						5.9954895	Arbitrage Yield Limit (AYL)				5.7495143
Net Interest Cost (NIC)						5.9123053	Arbitrage Net Interest Cost (ANIC)				5.7500000

Prepared by: Florida Department of Transportation
 Prepared on: 8/15/2012 15:46 14.85a Rpt 14

Mun-EaseMainDb
 S-2013-A

Dated: 7/1/2013
Delivered: 7/21/2013

Summary of Sizing Inputs
SBA-FDOT
S2013A

I

General Information

Denomination: 5000.
Rate scale: 5.75%
Issue type: REVENUE
Sizing Rule 1: Level debt service - yearly principal payments. You input the gross construction costs (or a draw schedule) and the size of the bond issue is computed to cover the construction draws, reserves, and the various costs of issuance.

Dates

07/01/2013-> Dated (bond issue) date
07/21/2013-> Delivery date
01/01/2014-> 1st coupon date
07/01/2014-> First principal payment
07/01/2033-> Last maturity date
No CABS in bond issue

Gross Construction Costs

Total project costs	75,000,000.00
Total prior costs	
Less: interest earned & applied to project draws	-8.94
Net total project costs:	74,999,991.06
Total number of projects = 1	

Restricted Accounts

DSR rule: Maximum yearly debt service	
No capitalized interest	
Restricted yield = 2.000000%	
Net deposit to Debt Service Reserve Fund	7,205,237.50
Net deposit to Contingency Fund	

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-1,685,300.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	375,000.00

Dated: 7/1/2013
 Delivered: 7/21/2013

Summary of Sizing Calculations
 SBA-FDOT
 S2013A

1

<u>Sources of Funds</u>	
Par amount of bonds	84,265,000.00
Original Issue Premium	
Accrued Interest	269,179.88
<u>Construction Costs</u>	
Costs to complete construction	75,000,000.00
Less: interest earned in fund & applied to project draws	-8.94
Prior costs to be paid from bond proceeds	
Gross Construction Costs	74,999,991.06
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: Interest earned on Capitalized interest Fund @ 2.000%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	7,205,237.50
Net deposit to Contingency Fund	
<u>Costs of Issuance</u>	
Underwriter spread: 20.000/\$1,000	-1,685,300.00
Bond insurance: 0.000%	
Other issuance costs	375,000.00
Rounding due to denomination size	-528.56
<u>Calculations</u>	
Net Interest Cost (NIC)	5.9123053
True Interest Cost (TIC)	5.9954895
All-Inclusive TIC:	6.0512526
Arbitrage Net interest Cost (NIC)	5.7500000
Arbitrage Yield Limit (AYL)	5.7495143
Total Bond Years (delivery date)	1,033,608,611.11
Average Bond Years (Delivery date)	12.27
Level debt service calculation	7,197,699.21

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Development

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL	ESTIMATED	REQUEST
	FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt	(A) 0	0	0
Principal	(B) 0	0	0
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 0	0	0
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 0	0	0

Explanation:

Combined total debt service for outstanding Sunshine Skyway bonds
and proposed bond sales.

SECTION II

(1) **ISSUE:** _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

(1) **ISSUE:** _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt		(G) 0	0	0
Principal		(H) 0	0	0
Fiscal Agent or Other Fees		(I) 0	0	0
Other		(J) 0	0	0
Total Debt Service		(K) 0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Development

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL	ESTIMATED	REQUEST
	FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt	(A) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Principal	(B) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Repayment of Loans	(C) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Fiscal Agent or Other Fees	(D) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Other Debt Service	(E) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Total Debt Service	(F) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Explanation:

Total debt service requirements for outstanding Sunshine Skyway bonds, authorized pursuant to s. 215.57 - 215.83 F.S., s. 338.165(3) F.S. and s. 11(d), Article VII of the Florida Constitution.

SECTION II

(1) **ISSUE:** _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt		(G) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Principal		(H) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Fiscal Agent or Other Fees		(I) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Other		(J) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Total Debt Service		(K) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

(1) **ISSUE:** _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt		(G) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Principal		(H) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Fiscal Agent or Other Fees		(I) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Other		(J) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Total Debt Service		(K) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55100100 - Transportation Systems Development

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt (A)	0	0	0
Principal (B)	0	0	0
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	0	0
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	0	0

Explanation:

Total debt service for proposed Sunshine Skyway bond sales.

***Note: Does not include interest credited from Debt Service Reserve Account.**

SECTION II

(1) ISSUE:

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
(7)	(8)	(9)		
ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014		
Interest on Debt (G)	0	0	0	
Principal (H)	0	0	0	
Fiscal Agent or Other Fees (I)	0	0	0	
Other (J)	0	0	0	
Total Debt Service (K)	0	0	0	

(1) ISSUE:

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
(7)	(8)	(9)		
ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014		
Interest on Debt (G)	0	0	0	
Principal (H)	0	0	0	
Fiscal Agent or Other Fees (I)	0	0	0	
Other (J)	0	0	0	
Total Debt Service (K)	0	0	0	

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55180100 - Florida Turnpike Enterprise

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
<u>SECTION I</u>	FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (A)	144,122,131	146,643,632	168,075,908
Principal (B)	105,060,000	111,065,000	120,100,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	291,380	336,190	362,806
Other Debt Service (E)	(5,943,001)	(5,943,001)	(5,943,001)
Total Debt Service (F)	243,530,509	252,101,821	282,595,712

Explanation:

Combined total debt service for outstanding Turnpike bonds and proposed bond sales.

*Note: 'Other Debt Service' is credit for Build America Bonds (2009 A&B).

*Note: Does not include interest credited from Debt Service Reserve Account.

SECTION II

(1) ISSUE:

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2012	June 30, 2013
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

(1) ISSUE:

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2012	June 30, 2013
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2011-2012	FY 2012-2013	FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
Budget Entity: 55180100 - Florida Turnpike Enterprise

Budget Period 2013 - 2014

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt (A)	144,122,131	139,334,184	133,971,284
Principal (B)	105,060,000	110,185,000	115,265,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	291,380	280,936	269,917
Other Debt Service (E)	(5,943,001)	(5,943,001)	(5,943,001)
Total Debt Service (F)	243,530,509	243,857,119	243,563,200

Explanation: Total debt service requirements for outstanding Florida Turnpike bonds.
*Note: 'Other Debt Service' is credit for Build America Bonds (2009 A&B).
*Note: Does not include interest credited from Debt Service Reserve Account.

SECTION II

(1) ISSUE:

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2012	June 30, 2013
		(7)	(8)	(9)
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

(1) ISSUE:

INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2012	June 30, 2013
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt (G)		0	0	0
Principal (H)		0	0	0
Fiscal Agent or Other Fees (I)		0	0	0
Other (J)		0	0	0
Total Debt Service (K)		0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

Department: 55 Transportation
 Budget Entity: 55180100 - Florida Turnpike Enterprise

Budget Period 2013 - 2014

(1) SECTION I	(2) ACTUAL FY 2011-2012	(3) ESTIMATED FY 2012-2013	(4) REQUEST FY 2013-2014
Interest on Debt (A)	0	7,309,448	34,104,624
Principal (B)	0	880,000	4,835,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	55,254	92,889
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	8,244,702	39,032,512

Explanation:

Total debt service requirements for proposed Turnpike bond sales.

***Note: Does not include interest credited from Debt Service Reserve Account.**

SECTION II

(1) ISSUE: Proposed Turnpike bond sale TPK2012A 11/1/2012

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2013	(6) June 30, 2014
5.750%	7/1/2042	131,455,000	130,575,000	128,750,000
		(7) ACTUAL FY 2011-2012	(8) ESTIMATED FY 2012-2013	(9) REQUEST FY 2013-2014
Interest on Debt (G)		0	4,619,183	7,482,188
Principal (H)		0	880,000	1,825,000
Fiscal Agent or Other Fees (I)		0	13,146	13,058
Other (J)		0	0	0
Total Debt Service (K)		0	5,512,328	9,320,245

(1) ISSUE: Proposed Turnpike bond sale TPK2013A 5/1/2013

INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2013	June 30, 2014
5.750%	7/1/2042	421,085,000	421,085,000	418,075,000
		ACTUAL FY 2011-2012	ESTIMATED FY 2012-2013	REQUEST FY 2013-2014
Interest on Debt (G)		0	2,690,265	24,212,388
Principal (H)		0	0	3,010,000
Fiscal Agent or Other Fees (I)		0	42,109	42,109
Other (J)		0	0	0
Total Debt Service (K)		0	2,732,374	27,264,496

TRUTH-IN-BONDING WORKSHEET

1. A listing of the purpose of the debt or obligation: The Florida Turnpike Program, as authorized by Chapter 338, Florida Statutes.
2. The source of repayment of the debt or obligation: Net revenues of the Florida Turnpike System.
3. The principal amount of the debt or obligation: \$131,455,000
4. The interest rate on the debt or obligation (per EEC): 5.750%
5. A schedule of annual debt service payments (attached)
6. The method of sale of the debt or obligation, as determined by the Governing Board of the Division of Bond Finance.
7. The costs of issuance of the debt or obligation, including a detailed listing of the amounts of the major costs of issuance:

<u>Underwriter Discount</u>	<u>\$2,629,100</u>
<u>Rating Agency Fees</u>	<u>\$75,000</u>
<u>Other Costs of Issuance</u>	<u>\$525,000</u>
<u>Deposit into DSR Account</u>	<u>\$9,310,275</u>

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$131,455,000 of debt or obligation for the purpose of the Florida Turnpike Program, as authorized by Chapter 338, Florida Statutes.

This debt or obligation is expected to be repaid over a period of 30 years. At a forecasted interest rate of 5.750%, total interest paid over the life of the debt or obligation will be \$144,343,208.

The proposed issuance date is 11/1/2012.

Dated: 11/1/2012
 Delivered: 11/21/2012

Construction Draws for
 SBA-FDOT
 TPK2012A

Drw #	Date	Beginning Fund Balance	Tran Type	DSR Receipts	Interest Earnings	Int. Earnings in Constr Fund	Draw Requirement	Net Debt Service	Ending Balance
TPK2012A TPK2012A yielding 2.0000000% : Net-Funded									
0	11/21/12		DEPOSIT						118,912,382.13
1	11/21/12	0/0	118,912,382.13	DRAWS			10,000,000.00	10,000,000.00	108,912,382.13
2	12/21/12	0/30	108,912,382.13	DRAWS	180,768.89		10,000,000.00	9,819,231.11	99,093,151.03
3	01/21/13	0/30	99,093,151.03	DRAWS	164,471.28		10,000,000.00	9,835,528.72	89,257,622.31
4	02/21/13	0/30	89,257,622.31	DRAWS	148,146.62		10,000,000.00	9,851,853.38	79,405,768.93
5	03/21/13	0/30	79,405,768.93	DRAWS	131,794.87		10,000,000.00	9,868,205.13	69,537,563.79
6	04/21/13	0/30	69,537,563.79	DRAWS	115,415.97		10,000,000.00	9,884,584.03	59,652,979.76
7	05/21/13	0/30	59,652,979.76	DRAWS	99,009.89		10,000,000.00	9,900,990.11	49,751,989.65
8	06/21/13	0/30	49,751,989.65	DRAWS	82,576.58		10,000,000.00	9,917,423.42	39,834,566.23
9	07/21/13	0/30	39,834,566.23	DRAWS	66,115.99		10,000,000.00	9,933,884.01	29,900,682.22
10	08/21/13	0/30	29,900,682.22	DRAWS	49,628.09		10,000,000.00	9,950,371.91	19,950,310.31
11	09/21/13	0/30	19,950,310.31	DRAWS	33,112.81		10,000,000.00	9,966,887.19	9,983,423.13
12	10/21/13	0/30	9,983,423.13	DRAWS	16,570.13		10,000,000.00	9,983,429.87	-6.74
Totals For TPK2012A					0.00	1,087,611.12	0.00	120,000,000.00	118,912,388.88
Prior Project Costs:					0.00				
Grand Totals For All Projects:						1,087,611.12	120,000,000.00	118,912,388.88	0.00
Total Prior Costs:					0.00				

Dated: 11/1/2012
 Delivered: 11/21/2012

Sizing Debt Service Schedule
 SBA-FDOT
 TPK2012A

Fiscal Yr	Coupon Date	Zer Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvcRsv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
13	1/1/13				1,259,777.07	1,259,777.07		20,609.51		1,239,167.56	
13	7/1/13	N	5.750	880,000.00	3,779,331.25	4,659,331.25		93,102.75		4,566,228.50	5,805,396.06
14	1/1/14	N	5.750	900,000.00	3,754,031.25	4,654,031.25		93,102.75		4,560,928.50	
14	7/1/14	N	5.750	925,000.00	3,728,156.25	4,653,156.25		93,102.75		4,560,053.50	9,120,982.00
15	1/1/15	N	5.750	950,000.00	3,701,562.50	4,651,562.50		93,102.75		4,558,459.75	
15	7/1/15	N	5.750	980,000.00	3,674,250.00	4,654,250.00		93,102.75		4,561,147.25	9,119,607.00
16	1/1/16	N	5.750	1,005,000.00	3,646,075.00	4,651,075.00		93,102.75		4,557,972.25	
16	7/1/16	N	5.750	1,035,000.00	3,617,181.25	4,652,181.25		93,102.75		4,559,078.50	9,117,050.75
17	1/1/17	N	5.750	1,065,000.00	3,587,425.00	4,652,425.00		93,102.75		4,559,322.25	
17	7/1/17	N	5.750	1,095,000.00	3,556,806.25	4,651,806.25		93,102.75		4,558,703.50	9,118,025.75
18	1/1/18	N	5.750	1,130,000.00	3,525,325.00	4,655,325.00		93,102.75		4,562,222.25	
18	7/1/18	N	5.750	1,160,000.00	3,492,837.50	4,652,837.50		93,102.75		4,559,734.75	9,121,957.00
19	1/1/19	N	5.750	1,195,000.00	3,459,487.50	4,654,487.50		93,102.75		4,561,384.75	
19	7/1/19	N	5.750	1,230,000.00	3,425,131.25	4,655,131.25		93,102.75		4,562,028.50	9,123,413.25
20	1/1/20	N	5.750	1,265,000.00	3,389,768.75	4,654,768.75		93,102.75		4,561,666.00	
20	7/1/20	N	5.750	1,300,000.00	3,353,400.00	4,653,400.00		93,102.75		4,560,297.25	9,121,963.25
21	1/1/21	N	5.750	1,335,000.00	3,316,025.00	4,651,025.00		93,102.75		4,557,922.25	
21	7/1/21	N	5.750	1,375,000.00	3,277,643.75	4,652,643.75		93,102.75		4,559,541.00	9,117,463.25
22	1/1/22	N	5.750	1,415,000.00	3,238,112.50	4,653,112.50		93,102.75		4,560,009.75	
22	7/1/22	N	5.750	1,455,000.00	3,197,431.25	4,652,431.25		93,102.75		4,559,328.50	9,119,338.25
23	1/1/23	N	5.750	1,495,000.00	3,155,600.00	4,650,600.00		93,102.75		4,557,497.25	
23	7/1/23	N	5.750	1,540,000.00	3,112,618.75	4,652,618.75		93,102.75		4,559,516.00	9,117,013.25
24	1/1/24	N	5.750	1,585,000.00	3,068,343.75	4,653,343.75		93,102.75		4,560,241.00	
24	7/1/24	N	5.750	1,630,000.00	3,022,775.00	4,652,775.00		93,102.75		4,559,672.25	9,119,913.25
25	1/1/25	N	5.750	1,675,000.00	2,975,912.50	4,650,912.50		93,102.75		4,557,809.75	
25	7/1/25	N	5.750	1,725,000.00	2,927,756.25	4,652,756.25		93,102.75		4,559,653.50	9,117,463.25
26	1/1/26	N	5.750	1,775,000.00	2,878,162.50	4,653,162.50		93,102.75		4,560,059.75	
26	7/1/26	N	5.750	1,825,000.00	2,827,131.25	4,652,131.25		93,102.75		4,559,028.50	9,119,088.25
27	1/1/27	N	5.750	1,880,000.00	2,774,662.50	4,654,662.50		93,102.75		4,561,559.75	
27	7/1/27	N	5.750	1,935,000.00	2,720,812.50	4,655,612.50		93,102.75		4,562,509.75	9,124,069.50
28	1/1/28	N	5.750	1,990,000.00	2,664,981.25	4,654,981.25		93,102.75		4,561,878.50	
28	7/1/28	N	5.750	2,045,000.00	2,607,768.75	4,652,768.75		93,102.75		4,559,666.00	9,121,544.50
29	1/1/29	N	5.750	2,105,000.00	2,548,975.00	4,653,975.00		93,102.75		4,560,872.25	
29	7/1/29	N	5.750	2,165,000.00	2,488,456.25	4,653,456.25		93,102.75		4,560,353.50	9,121,225.75
30	1/1/30	N	5.750	2,225,000.00	2,426,212.50	4,651,212.50		93,102.75		4,558,109.75	
30	7/1/30	N	5.750	2,290,000.00	2,362,243.75	4,652,243.75		93,102.75		4,559,141.00	9,117,250.75
31	1/1/31	N	5.750	2,355,000.00	2,296,406.25	4,651,406.25		93,102.75		4,558,303.50	
31	7/1/31	N	5.750	2,425,000.00	2,228,700.00	4,653,700.00		93,102.75		4,560,597.25	9,118,900.75
32	1/1/32	N	5.750	2,495,000.00	2,158,981.25	4,653,981.25		93,102.75		4,560,878.50	
32	7/1/32	N	5.750	2,565,000.00	2,087,250.00	4,652,250.00		93,102.75		4,559,147.25	9,120,025.75
33	1/1/33	N	5.750	2,640,000.00	2,013,506.25	4,653,506.25		93,102.75		4,560,403.50	
33	7/1/33	N	5.750	2,715,000.00	1,937,806.25	4,652,606.25		93,102.75		4,559,503.50	9,119,907.00
34	1/1/34	N	5.750	2,795,000.00	1,859,550.00	4,654,550.00		93,102.75		4,561,447.25	
34	7/1/34	N	5.750	2,875,000.00	1,779,193.75	4,654,193.75		93,102.75		4,561,091.00	9,122,538.25
35	1/1/35	N	5.750	2,955,000.00	1,696,537.50	4,651,537.50		93,102.75		4,558,434.75	
35	7/1/35	N	5.750	3,040,000.00	1,611,581.25	4,651,581.25		93,102.75		4,558,478.50	9,116,913.25
36	1/1/36	N	5.750	3,130,000.00	1,524,181.25	4,654,181.25		93,102.75		4,561,078.50	
36	7/1/36	N	5.750	3,220,000.00	1,434,193.75	4,654,193.75		93,102.75		4,561,091.00	9,122,169.50
37	1/1/37	N	5.750	3,310,000.00	1,341,618.75	4,651,618.75		93,102.75		4,558,516.00	
37	7/1/37	N	5.750	3,405,000.00	1,246,456.25	4,651,456.25		93,102.75		4,558,353.50	9,116,869.50
38	1/1/38	N	5.750	3,505,000.00	1,148,562.50	4,653,562.50		93,102.75		4,560,459.75	
38	7/1/38	N	5.750	3,605,000.00	1,047,793.75	4,652,793.75		93,102.75		4,559,691.00	9,120,150.75
39	1/1/39	N	5.750	3,710,000.00	944,150.00	4,654,150.00		93,102.75		4,561,047.25	
39	7/1/39	N	5.750	3,815,000.00	837,487.50	4,652,487.50		93,102.75		4,559,384.75	9,120,432.00

Prepared by: Florida Department of Transportation
 Prepared on: 9/21/2012 9:47 14.85a Rpt 14

Mun-EastMainDb

TPK-2012-A

Dated: 11/1/2012
 Delivered: 11/21/2012

Sizing Debt Service Schedule
 SBA-FDOT
 TPK2012A

2

Fiscal Yr	Coupon Date	Zer Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvcRsv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
40	1/1/40	N	5.750	3,925,000.00	727,806.25	4,652,806.25		93,102.75		4,559,703.50	
40	7/1/40	N	5.750	4,040,000.00	614,962.50	4,654,962.50		93,102.75		4,561,859.75	9,121,563.25
41	1/1/41	N	5.750	4,155,000.00	498,812.50	4,653,812.50		93,102.75		4,560,709.75	
41	7/1/41	N	5.750	4,275,000.00	379,356.25	4,654,356.25		93,102.75		4,561,253.50	9,121,963.25
42	1/1/42	N	5.750	4,395,000.00	256,450.00	4,651,450.00		93,102.75		4,558,347.25	
42	7/1/42	N	5.750	4,525,000.00	130,093.75	4,655,093.75		9,403,377.75		-4,748,284.00	-189,936.75
				131,455,000.00	144,343,208.32	275,798,208.32	0.00	14,823,946.76	0.00	260,974,261.56	

True Interest Cost (TIC)	5.9385850	Arbitrage Yield Limit (AYL)	5.7504605
Net Interest Cost (NIC)	5.8547278	Arbitrage Net Interest Cost (ANIC)	5.7500000

Prepared by: Florida Department of Transportation
 Prepared on: 9/21/2012 9:47 14.85a Rpt 14

:Mun-EaseMainDb
 TPK-2012-A

Dated: 11/1/2012
Delivered: 11/21/2012

Summary of Sizing Inputs
SBA-FDOT
TPK2012A

1

General Information

Denomination: 5000.
Rate scale: 5.75%
Issue type: REVENUE
Sizing Rule 2: Level debt service - periodic principal payments. You input the gross construction costs (or a draw schedule) and the size of the bond issue is computed to cover the construction draws, reserves, and the various costs of issuance.

Dates

11/01/2012-> Dated (bond issue) date
11/21/2012-> Delivery date
01/01/2013-> 1st coupon date
07/01/2013-> First principal payment
07/01/2042-> Last maturity date
No CABS in bond issue

Gross Construction Costs

Total project costs	120,000,000.00
Total prior costs	
Less: interest earned & applied to project draws	-1,087,617.87
Net total project costs:	118,912,382.13
Total number of projects = 1	

Restricted Accounts

DSR rule: Maximum yearly debt service	
No capitalized interest	
Restricted yield = 2.000000%	
Net deposit to Debt Service Reserve Fund	9,310,275.00
Net deposit to Contingency Fund	3,190.21

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-2,629,100.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	600,000.00

Dated: 11/1/2012
 Delivered: 11/21/2012

Summary of Sizing Calculations
 SBA-FDOT
 TPK2012A

1

<u>Sources of Funds</u>	
Par amount of bonds	131,455,000.00
Original Issue Premium	
Accrued Interest	419,925.69
<u>Construction Costs</u>	
Costs to complete construction	120,000,000.00
Less: Interest earned in fund & applied to project draws	-1,087,617.87
Prior costs to be paid from bond proceeds	
Gross Construction Costs	118,912,382.13
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: Interest earned on Capitalized Interest Fund @ 2.000%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	9,310,275.00
Net deposit to Contingency Fund	3,190.21
<u>Costs of Issuance</u>	
Underwriter spread: 20.000/\$1,000	-2,629,100.00
Bond insurance: 0.000%	
Other issuance costs	600,000.00
Rounding due to denomination size	52.65
<u>Calculations</u>	
Net Interest Cost (NIC)	5.8547278
True Interest Cost (TIC)	5.9385850
All-Inclusive TIC:	5.9823645
Arbitrage Net Interest Cost (NIC)	5.7500000
Arbitrage Yield Limit (AYL)	5.7504605
Total Bond Years (delivery date)	2,503,013,611.11
Average Bond Years (Delivery date)	19.04
Level debt service calculation	4,653,019.21

TRUTH-IN-BONDING WORKSHEET

1. A listing of the purpose of the debt or obligation: The Florida Turnpike Program, as authorized by Chapter 338, Florida Statutes.
2. The source of repayment of the debt or obligation: Net revenues of the Florida Turnpike System.
3. The principal amount of the debt or obligation: \$421,085,000
4. The interest rate on the debt or obligation (per EEC): 5.750%
5. A schedule of annual debt service payments (attached)
6. The method of sale of the debt or obligation, as determined by the Governing Board of the Division of Bond Finance.
7. The costs of issuance of the debt or obligation, including a detailed listing of the amounts of the major costs of issuance:

<u>Underwriter Discount</u>	<u>\$8,421,700</u>
<u>Rating Agency Fees</u>	<u>\$75,000</u>
<u>Other Costs of Issuance</u>	<u>\$1,845,000</u>
<u>Deposit into DSR Account</u>	<u>\$30,225,225</u>

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$421,085,000 of debt or obligation for the purpose of the Florida Turnpike Program, as authorized by Chapter 338, Florida Statutes.

This debt or obligation is expected to be repaid over a period of 30 years. At a forecasted interest rate of 5.750%, total interest paid over the life of the debt or obligation will be \$456,293,885.

The proposed issuance date is 5/1/2013.

Dated: 5/1/2013
 Delivered: 5/21/2013

Construction Draws for
 SBA-FDOT
 TPK2013A

Draw #	Date	Beginning Fund Balance	Tran Type	DSR Receipts	Interest Earnings	Int. Earnings in Constr Fund	Draw Requirement	Net Debt Service	Ending Balance
TPK2013A TPK2013A yielding 2.0000000% : Net-Funded									
0	05/21/13		DEPOSIT						380,519,645.70
1	05/21/13	0/0	380,519,645.70	DRAWS			32,000,000.00	32,000,000.00	348,519,645.70
2	06/21/13	0/30	348,519,645.70	DRAWS	578,460.49		32,000,000.00	31,421,539.51	317,098,106.19
3	07/21/13	0/30	317,098,106.19	DRAWS	526,308.14		32,000,000.00	31,473,691.86	285,624,414.32
4	08/21/13	0/30	285,624,414.32	DRAWS	474,069.22		32,000,000.00	31,525,930.78	254,098,483.55
5	09/21/13	0/30	254,098,483.55	DRAWS	421,743.61		32,000,000.00	31,578,256.39	222,520,227.15
6	10/21/13	0/30	222,520,227.15	DRAWS	369,331.14		32,000,000.00	31,630,668.86	190,889,558.30
7	11/21/13	0/30	190,889,558.30	DRAWS	316,831.69		32,000,000.00	31,683,168.31	159,206,389.98
8	12/21/13	0/30	159,206,389.98	DRAWS	264,245.09		32,000,000.00	31,735,754.91	127,470,635.08
9	01/21/14	0/30	127,470,635.08	DRAWS	211,571.22		32,000,000.00	31,788,428.78	95,682,206.29
10	02/21/14	0/30	95,682,206.29	DRAWS	158,809.92		32,000,000.00	31,841,190.08	63,841,016.21
11	03/21/14	0/30	63,841,016.21	DRAWS	105,961.04		32,000,000.00	31,894,038.96	31,946,977.25
12	04/21/14	0/30	31,946,977.25	DRAWS	53,024.45		32,000,000.00	31,946,975.55	1.71
Totals For TPK2013A					0.00 3,480,356.01	0.00	384,000,000.00	380,519,643.99	
Prior Project Costs:				0.00					
Grand Totals For All Projects:					3,480,356.01	384,000,000.00	380,519,643.99	0.00	
Total Prior Costs:				0.00					

Dated: 5/1/2013
 Delivered: 5/21/2013

Sizing Debt Service Schedule
 SBA-FDOT
 TPK2013A

Fiscal Yr	Coupon Date	Zer Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvrRsv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
13	7/1/13				4,035,397.96	4,035,397.96		66,907.50		3,968,490.46	3,968,490.46
14	1/1/14				12,106,193.75	12,106,193.75		302,252.25		11,803,941.50	
14	7/1/14	N	5.750	3,010,000.00	12,106,193.75	15,116,193.75		302,252.25		14,813,941.50	26,617,883.00
15	1/1/15	N	5.750	3,090,000.00	12,019,656.25	15,109,656.25		302,252.25		14,807,404.00	
15	7/1/15	N	5.750	3,180,000.00	11,930,818.75	15,110,818.75		302,252.25		14,808,566.50	29,615,970.50
16	1/1/16	N	5.750	3,270,000.00	11,839,393.75	15,109,393.75		302,252.25		14,807,141.50	
16	7/1/16	N	5.750	3,365,000.00	11,745,381.25	15,110,381.25		302,252.25		14,808,129.00	29,615,270.50
17	1/1/17	N	5.750	3,460,000.00	11,648,637.50	15,108,637.50		302,252.25		14,806,385.25	
17	7/1/17	N	5.750	3,560,000.00	11,549,162.50	15,109,162.50		302,252.25		14,806,910.25	29,613,295.50
18	1/1/18	N	5.750	3,660,000.00	11,446,812.50	15,106,812.50		302,252.25		14,804,560.25	
18	7/1/18	N	5.750	3,770,000.00	11,341,587.50	15,111,587.50		302,252.25		14,809,335.25	29,613,895.50
19	1/1/19	N	5.750	3,875,000.00	11,233,200.00	15,108,200.00		302,252.25		14,805,947.75	
19	7/1/19	N	5.750	3,985,000.00	11,121,793.75	15,106,793.75		302,252.25		14,804,541.50	29,610,489.25
20	1/1/20	N	5.750	4,100,000.00	11,007,225.00	15,107,225.00		302,252.25		14,804,972.75	
20	7/1/20	N	5.750	4,220,000.00	10,889,350.00	15,109,350.00		302,252.25		14,807,097.75	29,612,070.50
21	1/1/21	N	5.750	4,340,000.00	10,768,025.00	15,108,025.00		302,252.25		14,805,772.75	
21	7/1/21	N	5.750	4,465,000.00	10,643,250.00	15,108,250.00		302,252.25		14,805,997.75	29,611,770.50
22	1/1/22	N	5.750	4,595,000.00	10,514,881.25	15,109,881.25		302,252.25		14,807,629.00	
22	7/1/22	N	5.750	4,725,000.00	10,382,775.00	15,107,775.00		302,252.25		14,805,522.75	29,613,151.75
23	1/1/23	N	5.750	4,860,000.00	10,246,931.25	15,106,931.25		302,252.25		14,804,679.00	
23	7/1/23	N	5.750	5,000,000.00	10,107,206.25	15,107,206.25		302,252.25		14,804,954.00	29,609,633.00
24	1/1/24	N	5.750	5,145,000.00	9,963,456.25	15,108,456.25		302,252.25		14,806,204.00	
24	7/1/24	N	5.750	5,295,000.00	9,815,537.50	15,110,537.50		302,252.25		14,808,285.25	29,614,489.25
25	1/1/25	N	5.750	5,445,000.00	9,663,306.25	15,108,306.25		302,252.25		14,806,054.00	
25	7/1/25	N	5.750	5,605,000.00	9,506,762.50	15,111,762.50		302,252.25		14,809,510.25	29,615,564.25
26	1/1/26	N	5.750	5,765,000.00	9,345,618.75	15,110,618.75		302,252.25		14,808,366.50	
26	7/1/26	N	5.750	5,930,000.00	9,179,875.00	15,109,875.00		302,252.25		14,807,622.75	29,615,989.25
27	1/1/27	N	5.750	6,100,000.00	9,009,387.50	15,109,387.50		302,252.25		14,807,135.25	
27	7/1/27	N	5.750	6,275,000.00	8,834,012.50	15,109,012.50		302,252.25		14,806,760.25	29,613,895.50
28	1/1/28	N	5.750	6,455,000.00	8,653,606.25	15,108,606.25		302,252.25		14,806,354.00	
28	7/1/28	N	5.750	6,640,000.00	8,468,025.00	15,108,025.00		302,252.25		14,805,772.75	29,612,126.75
29	1/1/29	N	5.750	6,830,000.00	8,277,125.00	15,107,125.00		302,252.25		14,804,872.75	
29	7/1/29	N	5.750	7,030,000.00	8,080,762.50	15,110,762.50		302,252.25		14,808,510.25	29,613,383.00
30	1/1/30	N	5.750	7,230,000.00	7,878,650.00	15,108,650.00		302,252.25		14,806,397.75	
30	7/1/30	N	5.750	7,440,000.00	7,670,787.50	15,110,787.50		302,252.25		14,808,535.25	29,614,933.00
31	1/1/31	N	5.750	7,655,000.00	7,456,887.50	15,111,887.50		302,252.25		14,809,635.25	
31	7/1/31	N	5.750	7,875,000.00	7,236,806.25	15,111,806.25		302,252.25		14,809,554.00	29,619,189.25
32	1/1/32	N	5.750	8,100,000.00	7,010,400.00	15,110,400.00		302,252.25		14,808,147.75	
32	7/1/32	N	5.750	8,330,000.00	6,777,525.00	15,107,525.00		302,252.25		14,805,272.75	29,613,420.50
33	1/1/33	N	5.750	8,570,000.00	6,538,037.50	15,108,037.50		302,252.25		14,805,785.25	
33	7/1/33	N	5.750	8,820,000.00	6,291,650.00	15,111,650.00		302,252.25		14,809,397.75	29,615,183.00
34	1/1/34	N	5.750	9,070,000.00	6,038,075.00	15,108,075.00		302,252.25		14,805,822.75	
34	7/1/34	N	5.750	9,330,000.00	5,777,312.50	15,107,312.50		302,252.25		14,805,060.25	29,610,883.00
35	1/1/35	N	5.750	9,600,000.00	5,509,075.00	15,109,075.00		302,252.25		14,806,822.75	
35	7/1/35	N	5.750	9,875,000.00	5,233,075.00	15,108,075.00		302,252.25		14,805,822.75	29,612,645.50
36	1/1/36	N	5.750	10,160,000.00	4,949,168.75	15,109,168.75		302,252.25		14,806,916.50	
36	7/1/36	N	5.750	10,450,000.00	4,657,068.75	15,107,068.75		302,252.25		14,804,816.50	29,611,733.00
37	1/1/37	N	5.750	10,755,000.00	4,356,631.25	15,111,631.25		302,252.25		14,809,379.00	
37	7/1/37	N	5.750	11,060,000.00	4,047,425.00	15,107,425.00		302,252.25		14,805,172.75	29,614,551.75
38	1/1/38	N	5.750	11,380,000.00	3,729,450.00	15,109,450.00		302,252.25		14,807,197.75	
38	7/1/38	N	5.750	11,705,000.00	3,402,275.00	15,107,275.00		302,252.25		14,805,022.75	29,612,220.50
39	1/1/39	N	5.750	12,045,000.00	3,065,756.25	15,110,756.25		302,252.25		14,808,504.00	
39	7/1/39	N	5.750	12,390,000.00	2,719,462.50	15,109,462.50		302,252.25		14,807,210.25	29,615,714.25
40	1/1/40	N	5.750	12,745,000.00	2,363,250.00	15,108,250.00		302,252.25		14,805,997.75	

Prepared by: Florida Department of Transportation

:Mun-EaseMainDb

Prepared on: 9/25/2012 9:29 14.85a Rpt 14

TPK-2013-A

Dated: 5/1/2013
 Delivered: 5/21/2013

Sizing Debt Service Schedule
 SBA-FDOT
 TPK2013A

Fiscal Yr	Coupon Date	Zcr Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvcRsv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
40	7/1/40	N	5.750	13,115,000.00	1,996,831.25	15,111,831.25		302,252.25		14,809,579.00	29,615,578.75
41	1/1/41	N	5.750	13,490,000.00	1,619,775.00	15,109,775.00		302,252.25		14,807,522.75	
41	7/1/41	N	5.750	13,880,000.00	1,231,937.50	15,111,937.50		302,252.25		14,809,685.25	29,617,208.00
42	1/1/42	N	5.750	14,280,000.00	832,887.50	15,112,887.50		302,252.25		14,810,635.25	
42	7/1/42	N	5.750	14,690,000.00	422,337.50	15,112,337.50		30,527,477.25		-15,415,139.75	-604,504.50
				421,085,000.00	456,293,885.46	877,378,885.46	0.00	47,822,763.00	0.00	829,556,122.46	

True Interest Cost (TIC)	5.9394221	Arbitrage Yield Limit (AYL)	5.7504626
Net Interest Cost (NIC)	5.8561250	Arbitrage Net Interest Cost (ANIC)	5.7500000

Prepared by: Florida Department of Transportation
 Prepared on: 9/25/2012 9:29 14.85a Rpt 14

:Mun-EaseMainDb
 TPK-2013-A

Dated: 5/1/2013
Delivered: 5/21/2013

Summary of Sizing Inputs
SBA-FDOT
TPK2013A

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General Information

Denomination: 5000.
Rate scale: 5.75%
Issue type: REVENUE
Sizing Rule 2: Level debt service - periodic principal payments. You input the gross construction costs (or a draw schedule) and the size of the bond issue is computed to cover the construction draws, reserves, and the various costs of issuance.

Dates

05/01/2013-> Dated (bond issue) date
05/21/2013-> Delivery date
07/01/2013-> 1st coupon date
07/01/2014-> First principal payment
07/01/2042-> Last maturity date
No CABS in bond Issue

Gross Construction Costs

Total project costs	384,000,000.00
Total prior costs	
Less: interest earned & applied to project draws	-3,480,354.30
Net total project costs:	380,519,645.70
Total number of projects = 1	

Restricted Accounts

DSR rule: Maximum yearly debt service	
No capitalized interest	
Restricted yield = 2.000000%	
Net deposit to Debt Service Reserve Fund	30,225,225.00
Net deposit to Contingency Fund	

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-8,421,700.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	1,920,000.00

Dated: 5/1/2013
 Delivered: 5/21/2013

Summary of Sizing Calculations
 SBA-FDOT
 TPK2013.A

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<u>Sources of Funds</u>	
Par amount of bonds	421,085,000.00
Original Issue Premium	
Accrued Interest	1,345,132.65
<u>Construction Costs</u>	
Costs to complete construction	384,000,000.00
Less: Interest earned in fund & applied to project draws	-3,480,354.30
Prior costs to be paid from bond proceeds	
Gross Construction Costs	380,519,645.70
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: Interest earned on Capitalized Interest Fund @ 2.000%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	30,225,225.00
Net deposit to Contingency Fund	
<u>Costs of Issuance</u>	
Underwriter spread: 20.000/\$1,000	-8,421,700.00
Bond insurance: 0.000%	
Other issuance costs	1,920,000.00
Rounding due to denomination size	-1,570.70
<u>Calculations</u>	
Net Interest Cost (NIC)	5.8561250
True Interest Cost (TIC)	5.9394221
All-Inclusive TIC:	5.9833427
Arbitrage Net Interest Cost (NIC)	5.7500000
Arbitrage Yield Limit (AYL)	5.7504626
Total Bond Years (delivery date)	7,912,152,222.22
Average Bond Years (Delivery date)	18.79
Level debt service calculation	15,109,169.99

TRUTH-IN-BONDING WORKSHEET

1. A listing of the purpose of the debt or obligation: The Florida Turnpike Program, as authorized by Chapter 338, Florida Statutes.
2. The source of repayment of the debt or obligation: Net revenues of the Florida Turnpike System.
3. The principal amount of the debt or obligation: \$377,225,000
4. The interest rate on the debt or obligation (per EEC): 5.750%
5. A schedule of annual debt service payments (attached)
6. The method of sale of the debt or obligation, as determined by the Governing Board of the Division of Bond Finance.
7. The costs of issuance of the debt or obligation, including a detailed listing of the amounts of the major costs of issuance:

<u>Underwriter Discount</u>	<u>\$7,544,500</u>
<u>Rating Agency Fees</u>	<u>\$75,000</u>
<u>Other Costs of Issuance</u>	<u>\$1,645,000</u>
<u>Deposit into DSR Account</u>	<u>\$27,074,663</u>

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$377,225,000 of debt or obligation for the purpose of the Florida Turnpike Program, as authorized by Chapter 338, Florida Statutes.

This debt or obligation is expected to be repaid over a period of 30 years. At a forecasted interest rate of 5.750%, total interest paid over the life of the debt or obligation will be \$408,764,960.

The proposed issuance date is 5/1/2014.

Dated: 5/1/2014
 Delivered: 5/21/2014

Construction Draws for
 SBA-FDOT
 TPK2014A

Drw #	Date	Beginning Fund Balance	Tran Type	DSR Receipts	Interest Earnings	Int. Earnings in Constr Fund	Draw Requirement	Net Debt Service	Ending Balance
TPK2014A TPK2014A yielding 2.000000% : Net-Funded									
0	05/21/14		DEPOSIT						340,882,182.65
1	05/21/14	0/0	340,882,182.65	DRAWS			28,666,666.67	28,666,666.67	312,215,515.98
2	06/21/14	0/30	312,215,515.98	DRAWS	518,204.19		28,666,666.67	28,148,462.48	284,067,053.49
3	07/21/14	0/30	284,067,053.49	DRAWS	471,484.37		28,666,666.67	28,195,182.30	255,871,871.20
4	08/21/14	0/30	255,871,871.20	DRAWS	424,687.01		28,666,666.67	28,241,979.66	227,629,891.54
5	09/21/14	0/30	227,629,891.54	DRAWS	377,811.98		28,666,666.67	28,288,854.69	199,341,036.85
6	10/21/14	0/30	199,341,036.85	DRAWS	330,859.15		28,666,666.67	28,335,807.52	171,005,229.33
7	11/21/14	0/30	171,005,229.33	DRAWS	283,828.39		28,666,666.67	28,382,838.28	142,622,391.04
8	12/21/14	0/30	142,622,391.04	DRAWS	236,719.56		28,666,666.67	28,429,947.11	114,192,443.94
9	01/21/15	0/30	114,192,443.94	DRAWS	189,532.55		28,666,666.67	28,477,134.12	85,715,309.82
10	02/21/15	0/30	85,715,309.82	DRAWS	142,267.22		28,666,666.67	28,524,399.45	57,190,910.36
11	03/21/15	0/30	57,190,910.36	DRAWS	94,923.43		28,666,666.67	28,571,743.24	28,619,167.13
12	04/21/15	0/30	28,619,167.13	DRAWS	47,501.07		28,666,666.67	28,619,165.60	1.53
Totals For TPK2014A					0.00 3,117,818.92	0.00	344,000,000.04	340,882,181.12	
Prior Project Costs:				0.00					
Grand Totals For All Projects:					3,117,818.92	344,000,000.04	340,882,181.12	0.00	
Total Prior Costs:				0.00					

Dated: 5/1/2014
 Delivered: 5/21/2014

Sizing Debt Service Schedule
 SBA-FDOT
 TPK2014.A

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Fiscal Yr	Coupon Date	Zer Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvcRsv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
14	7/1/14				3,615,072.90	3,615,072.90		171,075.34		3,443,997.56	3,443,997.56
15	1/1/15				10,845,218.75	10,845,218.75		778,396.55		10,066,822.20	
15	7/1/15	N	5.750	2,695,000.00	10,845,218.75	13,540,218.75		778,396.55		12,761,822.20	22,828,644.41
16	1/1/16	N	5.750	2,770,000.00	10,767,737.50	13,537,737.50		778,396.55		12,759,340.95	
16	7/1/16	N	5.750	2,845,000.00	10,688,100.00	13,533,100.00		778,396.55		12,754,703.45	25,514,044.41
17	1/1/17	N	5.750	2,930,000.00	10,606,306.25	13,536,306.25		778,396.55		12,757,909.70	
17	7/1/17	N	5.750	3,015,000.00	10,522,068.75	13,537,068.75		778,396.55		12,758,672.20	25,516,581.91
18	1/1/18	N	5.750	3,100,000.00	10,435,387.50	13,535,387.50		778,396.55		12,756,990.95	
18	7/1/18	N	5.750	3,190,000.00	10,346,262.50	13,536,262.50		778,396.55		12,757,865.95	25,514,856.91
19	1/1/19	N	5.750	3,280,000.00	10,254,550.00	13,534,550.00		778,396.55		12,756,153.45	
19	7/1/19	N	5.750	3,375,000.00	10,160,250.00	13,535,250.00		778,396.55		12,756,853.45	25,513,006.91
20	1/1/20	N	5.750	3,470,000.00	10,063,218.75	13,533,218.75		778,396.55		12,754,822.20	
20	7/1/20	N	5.750	3,570,000.00	9,963,456.25	13,533,456.25		778,396.55		12,755,059.70	25,509,881.91
21	1/1/21	N	5.750	3,675,000.00	9,860,818.75	13,535,818.75		778,396.55		12,757,422.20	
21	7/1/21	N	5.750	3,780,000.00	9,755,162.50	13,535,162.50		778,396.55		12,756,765.95	25,514,188.16
22	1/1/22	N	5.750	3,890,000.00	9,646,487.50	13,536,487.50		778,396.55		12,758,090.95	
22	7/1/22	N	5.750	4,000,000.00	9,534,650.00	13,534,650.00		778,396.55		12,756,253.45	25,514,344.41
23	1/1/23	N	5.750	4,115,000.00	9,419,650.00	13,534,650.00		778,396.55		12,756,253.45	
23	7/1/23	N	5.750	4,235,000.00	9,301,343.75	13,536,343.75		778,396.55		12,757,947.20	25,514,200.66
24	1/1/24	N	5.750	4,355,000.00	9,179,587.50	13,534,587.50		778,396.55		12,756,190.95	
24	7/1/24	N	5.750	4,480,000.00	9,054,381.25	13,534,381.25		778,396.55		12,755,984.70	25,512,175.66
25	1/1/25	N	5.750	4,610,000.00	8,925,581.25	13,535,581.25		778,396.55		12,757,184.70	
25	7/1/25	N	5.750	4,740,000.00	8,793,043.75	13,533,043.75		778,396.55		12,754,647.20	25,511,831.91
26	1/1/26	N	5.750	4,880,000.00	8,656,768.75	13,536,768.75		778,396.55		12,758,372.20	
26	7/1/26	N	5.750	5,020,000.00	8,516,468.75	13,536,468.75		778,396.55		12,758,072.20	25,516,444.41
27	1/1/27	N	5.750	5,165,000.00	8,372,143.75	13,537,143.75		778,396.55		12,758,747.20	
27	7/1/27	N	5.750	5,310,000.00	8,223,650.00	13,533,650.00		778,396.55		12,755,253.45	25,514,000.66
28	1/1/28	N	5.750	5,465,000.00	8,070,987.50	13,535,987.50		778,396.55		12,757,590.95	
28	7/1/28	N	5.750	5,620,000.00	7,913,868.75	13,533,868.75		778,396.55		12,755,472.20	25,513,063.16
29	1/1/29	N	5.750	5,785,000.00	7,752,293.75	13,537,293.75		778,396.55		12,758,897.20	
29	7/1/29	N	5.750	5,950,000.00	7,585,975.00	13,535,975.00		778,396.55		12,757,578.45	25,516,475.66
30	1/1/30	N	5.750	6,120,000.00	7,414,912.50	13,534,912.50		778,396.55		12,756,515.95	
30	7/1/30	N	5.750	6,295,000.00	7,238,962.50	13,533,962.50		778,396.55		12,755,565.95	25,512,081.91
31	1/1/31	N	5.750	6,480,000.00	7,057,981.25	13,537,981.25		778,396.55		12,759,584.70	
31	7/1/31	N	5.750	6,665,000.00	6,871,681.25	13,536,681.25		778,396.55		12,758,284.70	25,517,869.41
32	1/1/32	N	5.750	6,855,000.00	6,680,062.50	13,535,062.50		778,396.55		12,756,665.95	
32	7/1/32	N	5.750	7,050,000.00	6,482,981.25	13,532,981.25		778,396.55		12,754,584.70	25,511,250.66
33	1/1/33	N	5.750	7,255,000.00	6,280,293.75	13,535,293.75		778,396.55		12,756,897.20	
33	7/1/33	N	5.750	7,465,000.00	6,071,712.50	13,536,712.50		778,396.55		12,758,315.95	25,515,213.16
34	1/1/34	N	5.750	7,680,000.00	5,857,093.75	13,537,093.75		778,396.55		12,758,697.20	
34	7/1/34	N	5.750	7,900,000.00	5,636,293.75	13,536,293.75		778,396.55		12,757,897.20	25,516,594.41
35	1/1/35	N	5.750	8,125,000.00	5,409,168.75	13,534,168.75		778,396.55		12,755,772.20	
35	7/1/35	N	5.750	8,360,000.00	5,175,575.00	13,535,575.00		778,396.55		12,757,178.45	25,512,950.66
36	1/1/36	N	5.750	8,600,000.00	4,935,225.00	13,535,225.00		778,396.55		12,756,828.45	
36	7/1/36	N	5.750	8,845,000.00	4,687,975.00	13,532,975.00		778,396.55		12,754,578.45	25,511,406.91
37	1/1/37	N	5.750	9,100,000.00	4,433,681.25	13,533,681.25		778,396.55		12,755,284.70	
37	7/1/37	N	5.750	9,365,000.00	4,172,056.25	13,537,056.25		778,396.55		12,758,659.70	25,513,944.41
38	1/1/38	N	5.750	9,635,000.00	3,902,812.50	13,537,812.50		778,396.55		12,759,415.95	
38	7/1/38	N	5.750	9,910,000.00	3,625,806.25	13,535,806.25		778,396.55		12,757,409.70	25,516,825.66
39	1/1/39	N	5.750	10,195,000.00	3,340,893.75	13,535,893.75		778,396.55		12,757,497.20	
39	7/1/39	N	5.750	10,490,000.00	3,047,787.50	13,537,787.50		778,396.55		12,759,390.95	25,516,888.16
40	1/1/40	N	5.750	10,790,000.00	2,746,200.00	13,536,200.00		778,396.55		12,757,803.45	
40	7/1/40	N	5.750	11,100,000.00	2,435,987.50	13,535,987.50		778,396.55		12,757,590.95	25,515,394.41
41	1/1/41	N	5.750	11,420,000.00	2,116,862.50	13,536,862.50		778,396.55		12,758,465.95	

Prepared by: Florida Department of Transportation

:Mun-EaseMainDb

Prepared on: 9/26/2012 9:59 14.85a Rpt 14

TPK-2014.A

Dated: 5/1/2014
 Delivered: 5/21/2014

Sizing Debt Service Schedule
 SBA-FDOT
 TPK2014-A

2

Fiscal Yr	Coupon Date	Zer Cpn	Cpn Rate	Maturing Principal	Periodic Interest	Gross Semi-Annl Dbt Svc	Cap Int	DbtSvcRsv Int & Prin	Constr. Fund Interest	Net Semi-Annl Dbt Svc	Net Fiscal Dbt Svc
41	7/1/41	N	5.750	11,745,000.00	1,788,537.50	13,533,537.50		778,396.55		12,755,140.95	25,513,606.91
42	1/1/42	N	5.750	12,085,000.00	1,450,868.75	13,535,868.75		778,396.55		12,757,472.20	
42	7/1/42	N	5.750	12,430,000.00	1,103,425.00	13,533,425.00		778,396.55		12,755,028.45	25,512,500.66
43	1/1/43	N	5.750	12,790,000.00	746,062.50	13,536,062.50		778,396.55		12,757,665.95	
43	7/1/43	N	5.750	13,160,000.00	378,350.00	13,538,350.00		27,853,059.05		-14,314,709.05	-1,557,043.09
				377,225,000.00	408,764,960.40	785,989,960.40	0.00	72,392,737.56	0.00	713,597,222.84	

True Interest Cost (TIC)	5.9394220	Arbitrage Yield Limit (AYL)	5.7504626
Net Interest Cost (NIC)	5.8561253	Arbitrage Net Interest Cost (ANIC)	5.7500000

Prepared by: Florida Department of Transportation

Mun-EaseMainDb

Prepared on: 9/26/2012 9:59 14.85a Rpt 14

TPK-2014-A

Dated: 5/1/2014
Delivered: 5/21/2014

Summary of Sizing Inputs
SBA-FDOT
TPK2014.A

1

General Information

Denomination: 5000.
Rate scale: 5.75%
Issue type: REVENUE
Sizing Rule 2: Level debt service - periodic principal payments. You input the gross construction costs (or a draw schedule) and the size of the bond issue is computed to cover the construction draws, reserves, and the various costs of issuance.

Dates

05/01/2014-> Dated (bond issue) date
05/21/2014-> Delivery date
07/01/2014-> 1st coupon date
07/01/2015-> First principal payment
07/01/2043-> Last maturity date
No CABS in bond Issue

Gross Construction Costs

Total project costs	344,000,000.04
Total prior costs	
Less: interest earned & applied to project draws	-3,117,817.39
Net total project costs:	340,882,182.65
Total number of projects = 1	

Restricted Accounts

DSR rule: Maximum yearly debt service	
No capitalized interest	
Restricted yield = 5.750000%	
Net deposit to Debt Service Reserve Fund	27,074,662.50
Net deposit to Contingency Fund	3,597.28

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-7,544,500.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	1,720,000.00

Dated: 5/1/2014
Delivered: 5/21/2014

Summary of Sizing Calculations
SBA-FDOT
TPK2014.A

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<u>Sources of Funds</u>	
Par amount of bonds	377,225,000.00
Original Issue Premium	
Accrued Interest	1,205,024.29
<u>Construction Costs</u>	
Costs to complete construction	344,000,000.04
Less: Interest earned in fund & applied to project draws	-3,117,817.39
Prior costs to be paid from bond proceeds	
Gross Construction Costs	340,882,182.65
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: Interest earned on Capitalized Interest Fund @ 5.750%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	27,074,662.50
Net deposit to Contingency Fund	3,597.28
<u>Costs of Issuance</u>	
Underwriter spread: 20.000/\$1,000	-7,544,500.00
Bond insurance: 0.000%	
Other issuance costs	1,720,000.00
Rounding due to denomination size	57.57
<u>Calculations</u>	
Net Interest Cost (NIC)	5.8561253
True Interest Cost (TIC)	5.9394220
All-Inclusive TIC:	5.9833422
Arbitrage Net Interest Cost (NIC)	5.7500000
Arbitrage Yield Limit (AYL)	5.7504626
Total Bond Years (delivery date)	7,087,998,888.89
Average Bond Years (Delivery date)	18.79
Level debt service calculation	13,535,298.15



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

October 15, 2012

Mr. Jerry L. McDaniel, Director
Office of Policy and Budget
Executive Office of the Governor
1701 Capitol
Tallahassee, Florida 32399-0001

Ms. JoAnne Leznoff, Staff Director
House Appropriations Committee
221 Capitol
Tallahassee, Florida 32399-1300

Ms. Terry Rhodes, Staff Director
Senate Budget Committee
201 Capitol
Tallahassee, Florida 32399-1300

**RE: EMPLOYEE COMPENSATION AND BENEFITS
FISCAL YEAR 2013-14 LEGISLATIVE BUDGET REQUEST**

Dear Directors:

With this letter, the Department of Transportation submits the Fiscal Year 2013-14 Employee Compensation and Benefits package via the Florida Fiscal Portal. The Department acknowledges the provisions of Section 216.251(3), Florida Statutes which provides "An agency may not provide general salary increases or pay additives for a cohort of positions sharing the same job classification or job occupations which the Legislature has not authorized in the General Appropriations Act (GAA) or other laws."

Section 5 of the GAA for Fiscal Year 2012-13 contains language that provides authority for the Department of Transportation to continue certain pay actions for one year. With this submittal, the Department requests authority to continue implementation of the following series of pay actions:

- Incremental increases in salary for employees in the Department’s long standing Engineer Trainee, Professional Engineer Trainee and Right of Way Trainee programs; and,
- Discretionary pay increases for employees who perform their duties in an exemplary manner.

The Department of Transportation has also included the Department’s Temporary Special Duty – General Pay Additives Implementation Plan for Fiscal Year 2013-14, as required by Section 110.2035(7)(b), Florida Statutes.

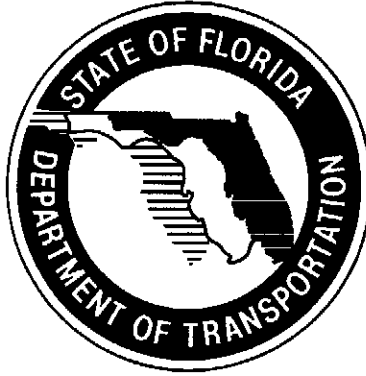
This submission has been approved by Ananth Prasad, P.E., Secretary of the Florida Department of Transportation.

Sincerely,

A handwritten signature in blue ink that reads "Pamela V. Warner". The signature is stylized and includes a long horizontal line extending to the right.

Pamela V. Warner
Budget Officer

PVW:vm



LEGISLATIVE BUDGET REQUEST 2013-2014

Employee Compensation and Benefits

Proposed Amendment to Section 20.23, Florida Statutes

Included below is proposed language to amend section 20.23, Florida Statutes to specify the Legislature's support for the Department of Transportation's long standing training programs.

Section 20.23, Florida Statutes, is proposed to be amended as follows:

(7) The department will maintain training programs for the department employees and prospective employees, who are graduates from an approved engineering curriculum of 4 years or more in a school, college, or university approved by the State of Florida Board of Professional Engineers, to provide broad practical expertise in the field of transportation engineering, leading to licensure as a professional engineer. The department will maintain training programs for the department employees to provide broad practical experience and enhanced knowledge in the areas of right-of-way property management, real estate appraisal, and business valuation relating to department right-of-way acquisition activities. These training programs may provide for incremental increases to base salary for all employees enrolled in the programs upon successful completion of training phases.

In addition, the department requests the following language continue to be included in the back of the appropriations bill related to exemplary performance, temporary special duty – general pay additive and family medical leave or authorized military leave:

- Each agency is authorized to grant merit pay increases to employees based on the employee's exemplary performance.
- The Department of Transportation is authorized to grant a temporary special duty additive-general when a critical position is vacant and the work needs to be performed while the vacancy is advertised and filled.
- Each agency is authorized to continue to grant temporary special duties pay additives to employees assigned additional duties as a result of another employee being absent from work pursuant to the Family Medical Leave Act or authorized military leave.

In the event the amendments to section 20.23, Florida Statutes, requested above are not made, the department requests that the language below continue to be included in the back of the appropriations bill. The language relates to the department's long standing training programs.

- The Department of Transportation is authorized to continue its training program for employees in the field of transportation engineering under the

same guidelines established for the training program prior to June 30, 2006.

- The Department of Transportation is authorized to continue its training program for employees in the areas of right-of-way acquisition, relocation benefits administration, right-of-way property management, real estate appraisal, and business valuation under the guidelines established for the training program prior to June 30, 2006.

**FLORIDA DEPARTMENT OF TRANSPORTATION
TRAINING PROGRAM PAY INCREASES
FOR FISCAL YEAR 2013-14**

1. How long will this requested authority be in effect?

The Engineer Trainee, Professional Engineer Trainee and Right of Way Trainee Programs have been in effect for over 20 years and the Department hopes that they will continue to be in effect indefinitely with the pay increase provisions intact.

2. What classes are involved in this request?

<u>Class Code</u>	<u>Class Title</u>
4406	Right of Way Specialist I
4654	Engineer Trainee
4655	Senior Engineer Trainee

3. What is the area impacted (e.g. certain counties, statewide, varies)?

All three programs include trainees from the entire state.

4. Justification

On July 1, 2006, s. 216.251(3), Florida Statutes, became effective and inadvertently prevented the Department from providing the incremental pay increases associated with the Engineer Training, Senior Engineer Training and Right of Way Training Programs. Section 8 of the General Appropriations Act (GAA) for FY 2012-13 authorized the Department to continue its training program for employees in the field of transportation engineering under the same guidelines established for the training program prior to June 30, 2006. Section 8 of the GAA for 2012-13 further authorized the Department to continue its training program for employees in the areas of right-of-way acquisition, relocation benefits administration, right-of-way property management, real estate appraisal, and business valuation under the same guidelines established for the training program prior to June 30, 2006.

5. Historical data

The Department of Transportation administers three separate training programs: Engineer Training Program; Senior Engineer Training Program and the Right of Way Training Program. The combined Engineer and Senior Engineer Training Programs constitute the Professional Engineer Training Program.

The purpose of the Professional Engineer Training Program is to provide selected employees with broad, practical experience in the field of transportation engineering, leading to registration as a licensed Professional Engineer in the State of Florida. Additionally, trainees receive training in management and administrative functions within the Department. The duration of the program is four years and is divided into two phases. The first phase is the Engineer Training Program. This phase spans 24 months and exposes the trainee to rotational assignments in all aspects of the Department's scope of duties. The second phase is the Senior Engineer Training Program. This program also spans 24 months that combines on-the-job training in both the technical and managerial functions of a specific work area for which the trainee is assigned.

During the course of this training program, trainees are eligible for 6 month incremental pay increases of 5 percent contingent on satisfactory performance evaluations. Successful completion of the Program is defined by taking and successfully passing the Professional Engineer's Examination administered by the Florida Board of Professional Engineers. (Please see Attachment A for more detailed information on this program.)

The purpose of the Right of Way Training Program is to introduce trainees to the Department's Right of Way Program, which includes: land acquisition, appraisal, eminent domain, land title, relocation assistance, outdoor advertising, property management, and technology application. The program is 24 months in duration and is composed of six-month segments that require the trainees to successfully complete designated courses, prescribed demonstrated work products and to work and train in the areas within the Right of Way Program. The trainees receive informal ratings every 3 months to ascertain their progress. Formal evaluations are completed at the end of 6, 12, 18 and 24 months. Upon a satisfactory review of each trainee's performance during these performance evaluations, the trainee becomes eligible for a 5 percent incremental pay increase. (Please see Attachment B for more detailed information on this program.)

6. Estimated Cost

The estimated cost of continuing to implement pay increases associated with the trainee programs will not exceed the Department's existing salary and benefits budget and rate.

7. Is there any additional information you would like to provide?

Upon consultation with Governor's Office and Legislative staff, the Department proposes to amend current Statute in order to correct the inadvertent impact on the Training Programs.

Section 20.23, Florida Statutes, is proposed to be amended as follows;

(7) The department will maintain training programs for the department employees and prospective employees, who are graduates from an approved engineering curriculum of 4 years or more in a school, college, or university approved by the State of Florida Board of Professional Engineers, to provide broad practical expertise in the field of transportation engineering, leading to licensure as a professional engineer. The department will maintain training programs for the department employees to provide broad practical experience and enhanced knowledge in the areas of right-of-way property management, real estate appraisal, and business valuation relating to department right-of-way acquisition activities. These training programs may provide for incremental increases to base salary for all employees enrolled in the programs upon successful completion of training phases.

Approved:



Department of Transportation

Effective: March 14, 2012
Office: State Highway Engineer
Topic No.: 010-000-050-h

PROFESSIONAL ENGINEER TRAINING PROGRAM

PURPOSE:

The purpose of this procedure is to establish the content and requirements of the Professional Engineer (P.E.) Training Program for the Florida Department of Transportation (Department), and the process for administration of the program. The P.E. Training Program is not open to licensed professional engineers or individuals currently qualified for licensure.

AUTHORITY:

Sections 20.23(4)(a) and 334.048(3), Florida Statutes (F.S.)

REFERENCES:

Sections 110.211 and 110.235, F.S.
Chapters 60L-32, 33, 35 and 36, Florida Administrative Code (F.A.C.).

SCOPE:

The District Directors of Transportation Operations have the responsibility for administering this program in the districts. The Production Support Office in Central Office has responsibility for certain administrative functions in order to maintain the program's operation.

GENERAL:

The primary purpose of the P.E. Training Program is to provide graduate civil engineers with broad, practical experience in the field of transportation engineering, leading to licensure as a Professional Engineer in Florida. Additionally, the program provides training in management and supervisory techniques in order to prepare the Trainee for management and administrative functions within the Department. This includes exposure to the Department's application of business planning, with an emphasis on the process improvement component of the business plan template.

The P.E. Training Program is a four-year program divided into two components. The first component is the Engineer in Training (EIT): a 24-month rotational assignment encompassing most phases of the Department's work. The second component is the Senior Engineer in Training (SET): a 24-month internship combining on-the-job training in both the technical and managerial functions of a specific work area in the Department.

DEFINITIONS:

Director - The District Director of Transportation Operations. In cases where the trainee position is in the Central Office, the Chief Engineer serves in this role.

Program Coordinator - The individual assigned by the Director to carry out, and be responsible for, any or all prescribed activities and responsibilities of the P.E. Training Program within their district or work location.

Manager, P.E. Training Program - The individual in the Central Office, Production Support Office, tasked with providing administrative management, assisting districts with recruiting, and serving as liaison between Central Office functions, districts, and Trainees.

Mentor - An alumnus of the P.E. Training Program who is currently serving in a position of responsibility in the Department. The Mentor is a volunteer committed to the success of the Trainee.

Phase Supervisor - The individual assigned supervisory responsibility for a Trainee during phase training.

Phase Training - Training provided by any office a Trainee is assigned to for the purpose of specific training in the policies and procedures of the Department's work effort.

Program - The P.E. Training Program

Responsible Office - The Office of Design, Office of Construction, Office of Maintenance, and Traffic Engineering and Operations Office.

Trainee - A Civil Engineering graduate enrolled in the Department's P.E. Training Program.

1. ENROLLMENT IN THE P.E. TRAINING PROGRAM

(A) Eligibility for the EIT Position

To be eligible for the Engineer in Training position, candidates shall have the following:

- (1) A Bachelor of Civil Engineering or Bachelor of Science in Civil Engineering Degree from a university accredited by the Accreditation Board for Engineering and Technology (ABET).
- (2) Be a United States citizen, or a lawfully authorized alien worker.
- (3) Has taken, or be registered to take, the Fundamentals of Engineering examination, as administered by the Florida Board of Professional Engineers, or the equivalent examination administered by another state, prior to appointment.

SPECIAL NOTE: For continuing eligibility, all Trainees must obtain the Fundamentals of Engineering certificate within twelve (12) months of appointment. Failure to do so will result in the Trainee being removed from the Program.

- (4) Not more than two years of post graduation engineering experience. Candidates with more than two years of engineering experience may qualify for a SET position. Candidates with up to two years of engineering experience may have a portion of this experience applied to a SET position upon successful completion of the EIT portion of the Program.

(B) Eligibility for the SET Position

To be eligible for a SET position, candidates shall have the following:

- (1) Successful completion of the EIT portion of the Department's P.E. Training Program.

-OR-

- (1) Bachelor of Civil Engineering or Bachelor of Science in Civil Engineering from an ABET accredited university.
- (2) Fundamentals of Engineering certificate.

- (3) Two years of engineering experience, or one year of engineering experience and a Masters Degree in Civil Engineering from an ABET accredited university, and eligibility to take the Professional Engineer Examination no less than 24 months after appointment to the SET position.
- (4) Be a United States citizen or a lawfully authorized alien worker.

(C) Application and Selection

Candidates from accredited universities and employed within the Department may apply to any district, or the Central Office, for consideration to enter the Program. The final authority for candidate selection remains with each district, or appropriate Central Office Manager in cases where the trainee position is in the Central Office. EIT positions must be advertised statewide and filled in accordance with *DOT Procedure 250-015-005, Recruitment and Selection for Career Service Positions*.

2. ENGINEER IN TRAINING CONTENT AND DURATION

The EIT component is a 24 month, rotational training assignment in all aspects of the Department's work. The recommended minimum times in the various phases are outlined below. The Trainee must be given meaningful work assignments that will provide hands-on experience from both an engineering and management perspective. The work products should include written reports and formal presentations that help develop the Trainee's communication skills.

The training schedule for an individual Trainee is dependent upon the needs and workload in the various phase areas. Normally, the training schedule will be developed using the recommended time frames below, but special needs may require the modification of the training schedules. The Trainee must, however, be scheduled and attend all phases of training in the following outline.

For example, a district may have a specific need for engineers in Design. In such cases, a special schedule may be developed to emphasize those areas that impact Design by requiring more than the recommended time be spent in such phases as Construction and Maintenance. The Program Coordinator will determine the schedule to include both district and Central Office exposure in the following areas:

(A) Central Office Training Phase (1 week)
Orientation by Department State Offices

(B) District Training Phases - (18 Months)

- District Administration and Planning (<1 month)

- Administration (1 to 4 days)
- Work Program (1 to 4 days)—overview of innovative project financing
- Contracts (1 to 4 days)
- Safety (1 to 4 days)
- Legal (1 to 4 days)
- Transportation Development and Project Production (5-7 months)
- Transportation Planning (1 week)
- Public Transportation/Modal Development (1 week)
- Environmental Management (2-8 weeks)
- Surveying and Right of Way (ROW) Mapping (6-8 weeks)
- Roadway Design (4-12 weeks)
- Structures Design (4-12 weeks)
- Specifications and Estimates (1-2 weeks)
- Engineering CADD (1-2 weeks)
- Pavement Management (1-2 weeks)
- ROW Administration (1-2 weeks)
- Construction (5-7 months)
- Materials (2-3 weeks)
- Construction Engineering and Inspection (20-22 weeks)
- Maintenance (3 months)
- Traffic Engineering and Operations (2 months)
- Transportation System Management and Operation
- Safety

Specialty Phase (4 to 6 months)

The Specialty Phase begins after the 18th month of the program. The purpose of this phase is to transition the EIT from rotational assignments to an internship as a SET.

Prior to the Specialty Phase, the SET and the Director decide which office the Trainee will be assigned to as a SET.

SPECIAL NOTE: The Specialty Phase and assignment to the SET phase are ultimately at the discretion of the Director.

3. ENGINEER IN TRAINING ADMINISTRATION

Administration of the EIT component is the responsibility of the Director. Certain aspects of the Program will be administered by the Production Support Office in the Central Office. The duties of the Central Office and the District are outlined below:

(A) Central Office (Production Support Office)

- (1) Schedule/coordinate the Central Office Training Phase of the Program.
- (2) Conduct Quality Assurance Reviews (QAR's) in each district in accordance with the established District Quality Control Plan for the P.E. Training Program. QAR's will include interviews with Trainees to determine if the Program goals are being met.
- (3) Conduct QAR's of the Responsible Offices in the Central Office to ensure the proper annual development and maintenance of questions for preparing required phase exams.
- (4) Update and maintain a current procedure for the Program.
- (5) Serve as liaison to any Central Office Manager who has a Trainee assigned to him/her, and monitor the Trainee's overall progress through the Central Office phase of the Program.

(B) Responsible Office

Responsible Offices should -

- (1) Develop and maintain a pool of approximately 100 questions and prepare a unique phase exam for each discipline upon request from a district or Central Office Manager.
- (2) Review the pool of questions annually, and update as necessary.
- (3) Grade the phase exam and notify the Program Coordinator within four weeks.

(C) Director

- (1) Ensure the development of a training schedule for each Trainee and review with the Trainee.
- (2) Inform each Phase Supervisor when, and how long, Trainees will be assigned to the respective phase.
- (3) Act as the Trainee Rater. Coordinate and review all trainee phase critiques, trainee ratings, and any input deemed necessary from Phase Supervisors to complete the six-month performance evaluations. Take action to correct any deficiencies identified in the critiques or ratings.

- (4) Conduct trainee orientation including what is expected of the Trainee, and what the Trainee can expect.
- (5) Conduct periodic counseling with each Trainee regarding interest in the Program, attitude, performance and career options.
- (6) Hold periodic group meetings with Trainees and Phase Supervisors to discuss any problems in the training process.
- (7) Meet with the Trainee to determine where the SET component will be completed.
- (8) Approve all six-month incremental salary increases for eligible Trainees.
- (9) Provide guidance to the Program Coordinator on trainee scheduling, assigned locations, length of phases, trainee discipline and counseling.
- (10) Explain the mentoring assistance available to all Trainees upon hiring. Maintain a list of mentor volunteers to pair Trainees with and keep records of Mentors, assigned Trainees, and frequency of contact. Assign new Trainees to a Mentor. Provide a report to the Manager of the Program with the names of the Mentors and assigned Trainees. Track and report the success and opportunities for improvement in the process.
- (11) Ensure an **Individual Training Plan (ITP) (Form No. 260-020-05)**, is completed, and the data entered into the Training Records Evaluation and Scheduling System (TRESS) for each Trainee.
- (12) Ensure items maintained in the Trainees' personnel files are correctly processed, and provided to Personnel for filing. **Section 3(G)(2)** lists the minimum items to be maintained in the file.
- (13) In addition to the items referenced above, the Director will maintain a selection package for each hiring. At a minimum, the package will contain the following information.

Original:

- All selection techniques (interview questions, work samples, etc.)
- Names and titles of all persons administering the selection process
- A list of applicants' names and demographic information
- Documentation of screening criteria and process

Copies:

- The current Position Description, Form No. 250-020-10
- The Job Opportunity Announcement (if position was advertised)
- Employment Application of successful applicant
- Request for Pay Action, Form No. 250-040-02
- Reference Check
- Verification of licenses/certifications, education, and training used to qualify
- Job Offer Letter
- Report of Relatives Working for the Department of Transportation, Form No. 250-011-01
- Job Application Description, Form No. 250-015-10 (if applicable), must be maintained confidentially

(D) Program Coordinator

The Director will appoint a Program Coordinator. The Program Coordinator may be delegated any of the items assigned to the Director in **Section 3(C)**, (except items 3, 8, and 9).

As part of Program Administration, the Program Coordinator will monitor the district's P.E. trainee mentoring plan. The Program Coordinator will maintain a list of mentors to pair with Trainees, as the need arises. As Trainees are hired, the Director will assign them to a Mentor. The Program Coordinator will maintain a roster of assigned Mentors and Trainees. The Program Coordinators will ensure Directors are notified when a replacement Mentor is needed due to change in workload, retirement separation, etc. The Program Coordinator should keep in regular contact with the Mentors to ensure that they are aware of what is working and what is not working.

Program Coordinators will provide the Manager, P.E. Training Program, the names of Mentors and assigned Trainees.

The Director is ultimately responsible for the quality of the Program. Any issue related to the Program, regardless of delegated authority, must be a concern of the Director.

(E) Phase Supervisor

- (1) Assume complete supervisory responsibility for all Trainees assigned to the respective phase, for the duration of the phase.
- (2) Develop an on-the-job training plan consisting of meaningful work

assignments for each Trainee assigned to the phase. The outline and checklists found in **Attachments A-K** may be used as guidelines in developing the training plan. Trainee projects simulating real world experience should be developed if work program/personnel resource constraints prevent experience on actual projects.

- (3) Provide a copy of the proposed training plan, including a copy of the outline and checklist, to the Trainee, Director, and Program Coordinator, if appropriate.
- (4) Review the on-the-job training plan, and appropriate training outline/checklist, from this procedure (**Attachments A-K**), with each Trainee on the first day of the Trainee's assignment in the phase.
- (5) Periodically review the Trainee's progress with the Trainee, and any other Managers to whom the Trainee is assigned.
- (6) Sign the training outline and checklist at the end of the phase, attesting that the Trainee has been provided the training proposed in the training plan discussed on the first day of the phase. Provide detailed explanation for any training not provided.
- (7) Rate the Trainee's performance at the end of the phase, as described in **Section 4**, and submit a copy of the rating to the Director and Program Coordinator, if appropriate.

(F) Engineer in Training (EIT)

- (1) Call Phase Supervisor one week prior to reporting to confirm phase start date.
- (2) Review phase training outline, and checklists, in **Attachments A-K**, prior to the phase start date.
- (3) Develop and maintain communication with the Phase Supervisor and any other Managers, to whom the Trainee is assigned. Issues regarding the training plan, quantity of work, office environment, personality conflicts, performance expectations, professional and personal concerns shall be discussed and resolved as necessary throughout the phase.
- (4) Complete a written critique of each phase using the **Form No. 010-000-50, Professional Engineer Training Program Phase Critique**. In addition to evaluating the phase on a numerical scale of 1 to 5, specific constructive criticism shall be provided on all 10 development items.

These comments shall be professional and deliberate for the benefit of the Phase Supervisor and future Trainees.

- (5) Sign the outline and checklists at the end of the phase to confirm the actual training covered during the phase.
- (6) Submit a copy of the signed outline, checklist, phase critique to the Director and Program Coordinator.

(G) Personnel Office

- (1) Process all employee and position actions necessary for the Trainee to successfully progress through the program.
- (2) Maintain the official personnel file for each Trainee, with all appropriate related information, including but not limited, to:
 - Employee Application
 - Job Offer Letter
 - Official university transcript
 - Phase critiques & trainee ratings
 - Fundamentals of Engineering exam results
 - Performance evaluations and salary increases

4. ENGINEER IN TRAINING PHASE RATINGS

(A) Trainee Rating

Each Phase Supervisor shall complete **Form No. 010-000-51, Professional Engineer Training Program Trainee Rating**, for any Trainee assigned to a phase four weeks or longer in duration. This form contains 10 unique development items to be evaluated as a measure of the Trainee's performance during the phase, from the Phase Supervisor's perspective. Each item shall be addressed on a scale of 1 to 5, with 1 being poor and 5 being excellent. Fractional ratings in one-quarter increments may be handwritten on the rating form. If any two or more of the 10 evaluation items on this form are rated less than three, the overall rating will be "unsatisfactory." An "unsatisfactory" rating will warrant specific action, as defined in **Sections 9 or 14(A)**. If nine or more of the 10 evaluation items are rated three or greater, the overall rating will be "satisfactory". Additionally, specific constructive criticism shall be provided in the space allocated. These comments shall be professional and deliberate in nature for the benefit of the Trainee's continued development. The ratings shall be the basis for the six-month trainee evaluation and corresponding incremental salary increase. At the discretion of the Director, additional ratings of the Trainee may

be justified during the Program. A copy of the **Trainee Rating** shall be submitted to the Director and Program Coordinator, if appropriate. The **Trainee Rating Form** shall become a permanent part of the Trainee's official personnel file.

5. ENGINEER IN TRAINING PERFORMANCE EVALUATION AND INCREMENTAL SALARY INCREASE

(A) Six-month Evaluations - Incremental Increases

Six, 12, and 18 months from when Trainee entered the Program, the Director, as appropriate, shall conduct a performance evaluation with the Trainee. The Director shall use trainee ratings as a guide to determine the overall conduct, progress, and attitude of the Trainee during the previous six months. This information shall be completed on **Form No. 010-000-51, Professional Engineer Training Program Trainee Rating** using the evaluation described in **Section 4(A)**. An "unsatisfactory" six-month evaluation shall warrant specific action, as defined in **Sections 9 or 14(A)**. If a six-month overall trainee evaluation is "satisfactory", the Trainee is eligible for a five percent incremental salary increase. All incremental salary increases are subject to budget and rate availability. The effective date shall be within one pay period from the six-month evaluation date. Incremental salary increases shall not be granted without signature authorization from the Director as required on the **Trainee Rating**. Such increases will be processed as an approved pay increase, in accordance with Training Schedule. Trainees are not eligible for superior proficiency increases; however, they are entitled to any legislatively mandated salary adjustment. The six-month trainee evaluations shall become a permanent part of the Trainee's personnel file.

6. MENTORING

The objective of mentoring is to improve the quality of the training, and increase the success of the Trainees development

While there are many benefits to effective mentoring, it is intended that Trainees will gain a Mentor who can:

- Relate to the Trainee
- Understand the challenges the Trainee faces as they begin their career with the Department.
- Act as a guide for the Trainee
- Provide advice for career planning
- Serve as a sounding board as the Trainee progresses in his/her career.

Each district's mentoring plan should include the following elements:

- Informal meetings, such as a lunch, which occurs approximately once per month. Trainees are encouraged to contact their Mentor anytime they need guidance.
- Mentors will not rate Trainee evaluations or annual efficiency reports. Mentors should encourage Trainees to share feedbacks, and evaluations received from phase assignments to assist in advising Trainees.
- Mentors should provide advice and guidance to Trainees and serve as a sounding board for their professional development. Mentors should also work with the district staff to help resolve any problems a Trainee may encounter, or to improve the Program.
- Mentors should be identified before the Trainee's first day.
- Mentors will meet with Trainees before each six-month review to discuss any major phase review comments and progress. The purpose of this review is to discuss any challenges the Trainee faced and ensure they do not hinder continued progress, as well as recognize the Trainee's accomplishments.
- Mentors should have had appropriate training in supervisory and/or leadership skills to ensure their effectiveness.
- Mentors within the district should meet periodically to obtain feedback as to what is working and what other mentors have done successfully.

6.1 MENTOR QUALIFICATIONS

Mentors will be volunteers. It is likely Mentors will realize many professional and personal rewards through the experience. Mentors for Trainees are former Trainees themselves, so they can share their own experiences with the Trainees. Whenever possible, mentors will be P.E.'s who have supervisory experience and are experienced in the district. These individuals should have the best advice on issues that impact the Trainees' careers.

6.2 DOCUMENTATION

Records will be maintained by the Program Coordinator to track Trainee progress, ensure all Trainees have a Mentor, successes, opportunities for improvement, and the effectiveness of the Program. In addition, the lessons learned and successes should be shared with all of the volunteer Mentors to ensure the Program is constantly improving. The log of Mentors and Trainees will also provide Phase supervisors and other leadership a resource for coordinating efforts on behalf of Trainees.

7. ENGINEER IN TRAINING PHASE EXAMINATIONS

Four areas of the rotational training program require an examination as an evaluation of the Trainee's comprehension of minimum technical knowledge. Each Responsible Office shall annually develop a pool of approximately 100 questions to be used to

prepare a unique phase exam upon request. An exam is not to be copied and reused, and identical exams may not be repeated for subsequent phase exams. The Program Coordinator will request each exam through the Responsible Office in the Central Office at least two weeks prior to the completion of the phase. The Responsible Office will send the exam to the Program Coordinator who will proctor the exam. Exams will be returned to the Responsible Office for grading. The district will be notified of the results within four weeks. All phase exams must be taken and passed before the Trainee can successfully complete the EIT component and be advanced into the SET component of the Program. Additionally, any scheduled phase exams not completed successfully during any six-month period of the rotational program, shall be the basis for denying an incremental salary increase. Retraining shall be mandatory for any Trainee failing any of the four prescribed exams. The phase repetition will be for a period of time equal to or less than, one half of the original phase duration. Upon completion of the retraining phase, the Trainee shall be re-examined with a new phase exam.

8. ENGINEER IN TRAINING COMPLETION

Successful completion of the EIT component is defined as completing the prescribed 24 months of training, as required in **Section 2**, and further outlined in this procedure. Upon completion of the EIT component, the Trainee will be reassigned to the SET component. A permanent district position may be utilized for the SET portion of the Program, or the Trainee may occupy one of the originally allocated core trainee positions for completion of the Program. Extended use of a core trainee position beyond 24 months is provided to give districts, and other units, with Trainees more time and flexibility in locating SET positions, or permanent positions when Trainees graduate from the EIT component.

However, it is not the intent to automatically allow the use of an allocated core trainee position for the entire four years of the Program. The Director, or Program Coordinator, as appropriate, will monitor the duration of the SET assignment in an allocated core trainee position to ensure this doesn't occur as a routine.

When an allocated core trainee position is used for SET work, no reassignment is necessary upon completion of the EIT component. The Trainee's job description will be updated to reflect the new duties and responsibilities of the SET. **Form No. 010-000-51, Professional Engineer Training Program Trainee Rating**, will be completed as an overall evaluation of the EIT component and indicate entry into the SET portion of the Program. The trainee rating items will be completed in accordance with **Section 4**. A pay increase may be granted upon entry into the SET, in accordance with **DOT Procedure 250-040-035, Pay Actions**.

9. DISMISSAL OF ENGINEERS IN TRAINING FROM THE PROGRAM

Dismissal from the Program is defined as removal from the Department or the Program,

or demotion to a position at a pay grade less than the EIT classification. Six situations may justify dismissal:

- A second failure of any one phase exam.
- Failure of any two phase exams, on the first attempt.
- Failure to achieve a satisfactory rating on a phase a second time after repeating a phase.
- An unsatisfactory trainee evaluation at 6, 12, 18 or 24 months.
- Failure to obtain the Fundamentals of Engineering certificate within 12 months of appointment.
- A violation of disciplinary standards.

10. SENIOR ENGINEER TRAINING CONTENT AND DURATION

The primary purpose of the SET component is to provide career path opportunities for graduates of the EIT portion of the Program. The SET is designed to be a 24 month internship offering real world engineering and supervisory experience, as well as specific training leading to licensure as a Professional Engineer. Circumstances may justify placing Trainees that have satisfied the degree, certificate, and experience requirements in SET positions for training purposes. In this case SET positions shall be advertised. SET positions are not to be advertised when used to advance Trainees.

11. SENIOR ENGINEER TRAINING REQUIREMENTS

The SET portion of the Program is an internship where the Trainee gains practical experience. The assignments in the SET shall be determined by assessing the Trainee's knowledge, skills, and abilities, as well as the district's personnel resource needs. The SET assignment is ultimately at the discretion of the Director. The Trainee will be given appropriate supervisory and engineering responsibility. The SET shall be geared toward preparing the Trainee for licensure as a P.E. In addition to on-the-job-training, the Trainee will be expected to attend, subject to budget availability, and complete appropriate technical and managerial training, as determined by the district, such as:

- Certified Public Manager Program (Levels I, II, III)
- Supervisors Academy
- Management Academy
- Project Management Training

12. SENIOR ENGINEER TRAINEE MONITORING AND EVALUATION

Progress of the Trainee will be monitored by the Trainee's Supervisor and the Program Coordinator. Every six months, an informal review shall be conducted by the

Supervisor with the Trainee to discuss the Trainee's progress toward completing the stated training requirements. At the end of 12 and 24 months, the immediate Supervisor shall prepare **Form No. 010-000-51, Professional Engineer Training Program Trainee Rating** in accordance with **Section 4**. If the annual overall trainee rating is satisfactory, the Trainee's immediate Supervisor will coordinate a five percent salary increase granted within one pay period of the Trainee's anniversary date. The annual increase shall not be granted without signature authorization of the Director, as required on the **Trainee Rating**. All annual salary increases are subject to budget and rate availability. Trainees are not eligible for superior proficiency increases; however they are entitled to any legislatively mandated salary adjustment. Any unsatisfactory annual rating will warrant specific action as outlined in **Section 14**, which could include removal from the Program. The annual **Trainee Rating** shall become a permanent part of the Trainee's personnel file. The Program Coordinator shall be responsible for tracking each Trainee's progress towards professional licensure.

13. SENIOR ENGINEER TRAINING PROGRAM COMPLETION

Successful completion of the SET portion of the Program is defined as taking the first P.E. examination administered by the Florida Board of Professional Engineers, for which the Trainee is eligible. The duration of the SET is dependent upon the Trainee's eligibility for the P.E. exam, but under no circumstances shall the Trainee remain in the class for more than 36 months. Failure to meet this obligation shall result in specific disciplinary action that could include removal from the Program and dismissal from the Department. Upon notification of favorable examination results, the Trainee shall be promoted to the classification of Engineer, all others – Level 4. A pay increase may be granted upon promotion in accordance with **DOT Procedure No. 250-040-035, Pay Actions**. In the event the P.E. exam results are unfavorable, after 36 months in the class, the Trainee must be placed in an appropriate Career Service position as determined by the Director.

14. DISCIPLINARY ACTION

Although Trainees do not have Career Service status (permanent status), any disciplinary action should comply with established conduct standards and guidelines set forth in **Rule Chapter 60L 36.005, F.A.C.** Any disciplinary action involving a Trainee should be reviewed with the appropriate Personnel Office prior to taking the action.

15. DISMISSAL FROM THE DEPARTMENT

Dismissal from the Department may occur only upon written recommendation of the Director. Any disciplinary action involving dismissal, or which could lead to dismissal from the Program, or the Department, must be reviewed with the appropriate Personnel Office prior to finalizing such action.

16. FORMS

The following forms are available from the Department's Forms Library.

260-020-05, Individual Training Plan Form

010-000-50, Professional Engineer Training Program, Program Phase Critique

010-000-51, Professional Engineer Training Program Trainee Rating

ATTACHMENTS
ENGINEER IN TRAINING PHASE OUTLINES AND CHECKLISTS

- A. Planning
- B. Public Transportation / Modal Development
- C. Environmental Management
- D. Surveying and Mapping
- E. Design -
 - Roadway
 - Drainage
 - Traffic Plans and Standards
 - Structures
- F. Right of Way Administration
- G. Traffic Operations
- H. Construction
- I. Materials (District)
- J. Materials (Gainesville)
- K. Maintenance

ATTACHMENT A

TRAINEE: _____

PLANNING (Outline and Checklist)

- (1) **Transportation Statistics and Data Base**
 - (a) Periodic Traffic Count Program
 - (b) Continuous Traffic Count Program
 - (c) Vehicle Classification Program
 - (d) Roadway Characteristics Inventory
 - (e) Straight Line Diagrams
 - (f) Functional Classification
 - (g) Design Traffic

- (2) **Multi-Modal Transportation Planning**
 - (a) **Urban Transportation Planning**
 - 1. **Metropolitan Planning Organization**
 - a. MPO's Relationship to DOT
 - b. Unified Planning Work Program
 - c. Transportation Improvement Program (TIP)
 - d. Efficient Transportation Decision Making (ETDM) Process
 - 2. **Long Range Transportation Plan Development**
 - a. **Model Development**
 - (I) Networks
 - (II) Calibration
 - (III) Validation
 - (IV) Forecast
 - (A) Trip Generation
 - (B) Trip Distribution
 - (C) Trip Assignment
 - (V) Evaluation
 - (A) Needs Plan
 - (B) Cost Feasible Plan
 - b. **Consultant Management**
 - (b) **FDOT Five Year Transportation Plan**
 - 1. MPO and Local Government Coordination
 - 2. Draft Tentative Work Program
Development/Transportation Priorities
 - 3. Adoption of Five-Year Transportation Priorities
Plan
 - 4. Discretionary Programs
 - (c) **Project Evaluation**
 - 1. Design Traffic

ATTACHMENT B

TRAINEE: _____

PUBLIC TRANSPORTATION / MODAL DEVELOPMENT (Outline and Checklist)

- (1) Public Transportation
 - (a) Organization
 - (b) District Relationship
 - (c) Goals and Objectives
 - (d) Funding

- (2) Aviation Office
 - (a) Overview
 - 1. Functions
 - 2. Publications
 - (b) Aviation Development
 - 1. New airports
 - 2. Noise and land use
 - 3. Tall structures
 - 4. Pilot education
 - (c) Aviation Operations
 - 1. Federal AIP Program
 - 2. State Grant Programs
 - 3. Airport inspection/licensing
 - (d) Field Trip
 - 1. Airport
 - a. Field base operations
 - b. Weather operations
 - c. Hangars
 - d. Fixed base operations

- (3) Rail Office
 - (a) Overview
 - 1. Functions
 - 2. Operational objectives
 - (b) Rail Programs
 - 1. Development
 - a. ISTEА High Speed Rail Corridor

TRAINEE: _____

ATTACHMENT E-1

DESIGN - ROADWAY (Outline and Checklist)

- (1) Introduction to Design Guidelines
 - (a) Roadway "Plans Preparation Manual"
 - (b) AASHTO "A Policy on Geometric Design of Highways and Streets"
 - (c) Design Standards
 - (d) Standard Specifications
 - (e) Florida Greenbook
 - (f) Basis of Estimates Manual
 - (g) AASHTO "Roadside Design Guide"
 - (h) MUTCD

- (2) Computer Applications
 - (a) GEOPAK
 - (b) CADD (AUTOCADD and Microstation)
 - (c) FDOT CADD Software

- (3) Project Plans
 - (a) Survey Details
 1. Alignment
 2. Topo
 3. Groundlines
 - (b) Alignment Determination
 1. Horizontal
 2. Horizontal Curves
 - (a). Superelevation
 - (b) Sight Distance
 3. Vertical
 - (a) Stopping Sight Distance
 - (b) Passing Sight Distance
 - (c) Minimum Gutter Grades
 - (c) Cross Sections
 - (d) Intersections and Interchanges
 - (e) Drainage Structure Sheets
 - (f) Earthwork
 - (g) Temporary Traffic Control
 - (h) Utility Coordination and Adjustments
 - (i) Specification Package Development
 - (j) Quantities/Pay Items/Plans Notes

- (4) Pavement Design
 - (a) Introduction
 - 1. Review of Pavement Design Process
 - 2. Orientation to Supporting Manuals/Procedures
 - 3. Pavement Type Selection Process
 - (b) Project Reviews
 - 1. Traffic Data
 - a. ADT
 - b. 18 kip axle loading
 - 2. Soils Data
 - a. Roadbed Resilient Modulus
 - 3. New Construction
 - a. Typical Section
 - b. Subgrade Stabilization
 - c. Optional Base
 - d. Structural Course
 - e. Friction Course
 - 4. Pavement Rehabilitation
 - a. Pavement Coring and Evaluation
 - b. Concrete Pavement (Rigid)
 - c. Asphalt Pavement (Flexible)

Signed: _____ Date
 Trainee

Verified: _____ Date
 Phase Supervisor

Successful completion of this phase will be evaluated as part of the phase examination administered by the Office of Design.

ATTACHMENT E-3

TRAINEE: _____

DESIGN - TRAFFIC PLANS AND STANDARDS (Outline and Checklist)

- (1) Introduction
 - (a) Plans Preparation Manual
 - (b) Manual of Uniform Traffic Control Devices (MUTCD)
 - (c) Traffic Engineering Manual
 - (d) Design Standards
 - (e) FDOT Standard Specifications for Road and Bridge Construction
 - (f) AASHTO Roadway Lighting Design Guide
 - (g) AASHTO Standard Specifications for Structural Supports

- (2) Project Reviews
 - (a) Signing and Markings
 - 1. Roadway
 - 2. Intersections
 - 3. Interchanges
 - 4. School
 - 5. Railroad
 - (b) Lighting
 - 1. Lighting Justification Procedure
 - 2. Conventional Lighting
 - 3. Highmast Lighting
 - 4. External Sign Lighting
 - (c) Signals
 - 1. Vehicle Detectors (Type)
 - 2. Signal Operation Plans
 - 3. Controller (Type)
 - 4. Placement of Signal Heads
 - 5. Signal Head Detail
 - 6. Controller Timing
 - 7. Span Wires and Mast Arms

Signed: _____
 Trainee Date

Verified: _____
 Phase Supervisor Date

Successful completion of this phase will be evaluated as part of the phase examination administered by the Office of Design

ATTACHMENT E-4

TRAINEE: _____

DESIGN - STRUCTURES (Outline and Checklist)

- (1) Orientation
 - (a) Organization
 - 1. Central Office
 - 2. District Offices
 - (b) Bridge Components
 - (c) Reference Documents
 - 1. AASHTO: LRFD Bridge Design Specifications
 - 2. Structures Manual
 - 3. Design Standards (Structures)

- (2) Structures Design
 - (a) Bridge Design
 - 1. Superstructure
 - 2. Substructure
 - (b) Miscellaneous
 - 1. Retaining Walls
 - 2. Sign Structures
 - 3. Box Culverts
 - 4. Traffic Signal Structures

- (3) Plans Review
 - (a) BDR
 - (b) Preliminary Plans
 - (c) Final Plans
 - (d) Specifications
 - (e) Estimates

- (4) Shop Drawing Review
 - (a) Administration/Process Review
 - (b) Component Review
 - 1. Stay-In-Place Forms
 - 2. Sign Structures
 - 3. Structural Steel
 - 4. Pedestrian/Bicycle Railings
 - 5. Expansion Joints
 - 6. Bearings
 - 7. Proprietary Walls

ATTACHMENT F

TRAINEE: _____

RIGHT OF WAY ADMINISTRATION (Outline and Checklist)

(1) Central Office: Successful completion of CD Rom course and exam on Right of Way organization and functions in Surveys, Conceptual Stage R/W Planning, R/W Cost Estimates, Title Search, R/W Maps, Appraising, Acquisition, Relocation, and Property Management.

Course is available by contacting the Central Office Right of Way Resource Administrator at 414-4606.

(2) District Office: Assignment of Right of Way staff by District Right of Way Manager to observe Right of Way functions such as: negotiation of a parcel or attending a mediation.

OUTLINE FOR P.E. TRAINING

Right of Way Mission Statement: Provide rights of way necessary to support the Department's work program in a cost efficient, high quality manner while ensuring full compensation is paid for all property acquired.

The following is a general overview of the right of way (R/W) acquisition process. The R/W phase of a project includes appraisal, acquisition, condemnation, relocation, clearing and certification. Several pre-R/W activities must be completed to initiate this process. This overview is generally in chronological order; however, some R/W activities may be performed concurrently.

PRE-R/W ACTIVITIES

A. Close coordination between the parties involved in surveying, mapping, design and R/W acquisition activities is critical to the success of the project.

B. Surveys

- Location survey for preferred alignment.
- Project profiles and project cross-sections provided after topographic surveys are prepared.
- Necessary for development of final design plans and R/W map.

C. Conceptual Stage R/W Planning

- Developed during PD&E phase - provides basic information about upcoming R/W phases such as estimated number of parcels, businesses, relocates etc.
- Assists in organizing the R/W work effort and improves the accuracy of cost estimates and analysis toward the preferred alignment.
- Can also provide valuable information about the types of parcels to be acquired, the likelihood of business damage claims, the likelihood of litigation, the type and extent of displacements that will occur, and the type and extent of R/W clearing activities.

D. R/W Cost Estimates

- Should be prepared in the PD&E phase to assist in alignment and preliminary engineering decisions
- Any changes in the real estate market, ownership, use, and/or applicable case laws should be periodically updated. Updates are also necessary to recognize severance and business damages that become evident as the preliminary and final design engineering process progresses.
- Identify the anticipated costs of land and severance damages, relocation, business damages, R/W clearing and attorney fees and costs (also includes estimated in-house staff and consultant costs)

E. Title Search

- Determines property boundaries and ownership interests and addresses other land title issues on the project. Should begin as soon as possible during the R/W mapping process.
- Property boundaries and ownership interests can be identified and platted on the R/W maps once title information is secured.

F. R/W Maps

- Required to initiate the R/W phase of a project and are essential for the accurate appraisal and establishment of full compensation.
- R/W mapping can begin with the development of the baseline survey and some preliminary engineering work completed.
- As topographic surveys are available, the R/W maps must be updated to reflect more detailed information from the surveys.
- As final design reaches 60% completion (R/W limits established), the preparation of final R/W maps and required legal descriptions for title conveyance documents can begin.
- Department's parcel numbering system.

THE R/W PHASE

The rights and interests of three separate entities are protected during the right of way process: 1) the property interest owner(s); 2) the business owner; 3) the displaced resident or business.

If it is a federal-aid project, a request for authorization to proceed with the R/W phase must be made after completion of environmental documentation pursuant to NEPA and completion of R/W maps. A current R/W estimate must accompany the request.

The federal Uniform Act prescribes certain processes throughout the R/W phase, which are performed in a sequential fashion. Changes in design can affect each of these processes and, subsequently, the R/W schedule. For example, an offer to purchase cannot be made without an appraisal and various relocation notices cannot be given until an offer is made.

A. Appraisal

- Must be prepared for each parcel.
- Estimate of the fair market value of the land and improvements taken, including severance damages.
- Partial takings:
 - a. Design requires only a portion of the property owned (parent tract).
 - b. Appraiser evaluates impact of taking to remaining property – any reduction in value to remainder is severance damages. Engineer's decision to use a portion of the property impacts the valuation problem.
 - c. Partial taking also creates potential for business damage claim.
 - d. Partial takings can result in large monetary claims for severance and business damages.
 - e. Early participation of R/W experts in the pre-right of way phases can result in reducing or mitigating those damages.
- Appraisal is reviewed and amount of compensation is approved before offer is made to property owner.
- Schedule considerations: 1) time to hire appraiser(s); 2) time to complete appraisals; 3) time to review and approve appraisals.
- Design changes that affect R/W requirements and occur after the appraisal process starts, change the appraisal problem and add time to the schedule.

B. Acquisition

- Statutory requirements for negotiating with a property owner:
 - a. Negotiate in good faith with owner
 - b. Provide written notification of project and recitation of owner's rights
 - c. Provide written offer of approved compensation to purchase the

- subject property which may not be less than fair market value as established in approved appraisal
- d. Provide copy of the appraisal report, R/W maps, construction plans and other documents to the owner, if requested.
 - e. Attempt, through good faith negotiations, to reach an agreement for the parcel.
 - f. Reimburse the property owner's reasonable attorney fees and costs.
- Amount of compensation:
 - a. Must offer amount for land taken, improvements taken and severance damages to the remaining property.
 - b. Business damages to a qualified business may also be required.
 - c. The property owner's reasonable attorney fees and costs must also be paid.
 - Minimum time frame for negotiations with owner. Schedule considerations: must allow at least 30 days from offer before suit can be filed – if new parcel is added or design changes significantly and new offer is required it will impact the schedule.
 - Possible outcomes of negotiations with property owner.
 - Eminent domain and condemnation.
 - Order of taking requirements – evidentiary hearing:
 - a. valid public project (project resolution).
 - b. property taken is necessary for the project (engineer expert witness).
 - c. good faith estimate of value based on valid appraisal (appraiser expert witness).
 - d. Conveyance of title with deposit of appraised value in court registry.
 - e. Determination of final amount paid for property.
 - Payment of property owner attorney fees – attorney can also be paid for obtaining a non-monetary benefit for the client, i.e., a design change such as a median cut. R/W personnel should be consulted prior to granting such concessions to determine impact of non-monetary benefit.
 - Schedule considerations: 1) preparation, filing and service of the lawsuit; 2) time necessary to secure an Order of Taking hearing on the court docket (normally 90-120 days or longer); 3) length of times established by court for property owner to surrender possession.
 - Late design changes (after lawsuit is filed) can change the appraisal

ATTACHMENT G

TRAINEE: _____

TRAFFIC ENGINEERING AND OPERATIONS (Outline and Checklist)

- (1) Signing and Pavement Markings
 - (a) Information Systems Concepts
 - (b) General Procedures
 - (c) Review of Technical Manuals and Standards
 - (d) Legal Requirements
 - (e) Positive Guidance
 - (f) School Zones
 - (g) Crosswalks
 - (h) Review

- (2) Operational Analysis
 - (a) Review of Technical Manuals (Traffic Engineering Manual (TEM), Manual on Uniform Traffic Studies (MUTS), MUTCD, Speed Zoning Manual, ITE Traffic Engineering Handbook)
 - (b) Speed Zone Studies
 - (c) Parking Studies
 - (d) Data Collection Techniques
 - (e) Operational Studies (Purpose and Methodology)
 1. Roadway Operation
 2. Intersection Operation
 - (f) Analysis Techniques
 1. Manual Methods
 2. Computer Methods
 - (g) Review

- (3) Signalization and Signal Systems
 - (a) Legal Requirements
 - (b) Signal Warrant Studies
 - (c) Signal Operation
 - (d) Computerized Traffic Control
 - (e) Traffic signal devices and hardware; Approved Products List (APL)
 - (f) Review

- (4) Safety
 - (a) Literature Review
 - (b) Accident Data Analysis
 - (c) Highway Safety Evaluation Studies
 - (d) Review

ATTACHMENT H

TRAINEE: _____

CONSTRUCTION (Outline and Checklist)

- (1) Orientation
 - (a) Function and organization of District Construction Office
 - (b) Duties of Resident Engineer
 - (c) Duties of Project Administrator

- (2) Construction Layout and Measurements
 - (a) Alignment - Horizontal and Vertical Control
 - (b) Cross Sectioning
 - (c) Quantity Measurements

- (3) Construction Inspection
 - (a) Clearing and Grubbing
 - (b) Earthwork
 - 1. Excavation
 - 2. Embankment
 - 3. Stabilization
 - 4. Densities
 - (c) Base
 - 1. Materials
 - 2. Placement
 - 3. Density
 - 4. Finishing
 - 5. Priming
 - 6. Subgrade Preparation
 - (d) Drainage Systems
 - 1. Excavation
 - 2. Dewatering
 - 3. Pipe laying
 - 4. Backfill
 - 5. Manholes/Inlets
 - (e) Box Culvert Construction
 - 1. Line and Grade
 - 2. Excavation
 - 3. Forming

4. Steel Placement
 5. Pouring Concrete
 6. Stripping and Finishing
- (f) Miscellaneous Concrete Construction
1. Curb and Gutter
 2. Sidewalk
 3. Ditch Pavement
 4. Endwalls
 5. Barrier wall
- (g) Pavement Construction
1. Concrete Pavement
 - a. Base Preparation
 - b. Placing Concrete
 - c. Finishing
 2. Asphalt Pavement
 - a. Placement - Thickness Determination
 - b. Rolling
 - c. Equipment Inspection
 - d. Straightedging
 - e. Recycling Pavement
- (h) Materials Batching Plants
1. Concrete Batch Plant
 - a. Inspection
 - b. Sampling and Testing
 - c. Reports
 2. Asphalt Plant
 - a. Inspection
 - b. Sampling and Testing
 - c. Reporting
- (i) Bridge Construction
1. Layout, Grades
 2. Substructure Construction
(Forming, Steel, Concrete)
 3. Super-structure Construction
(Forming, Steel, Concrete)
 4. Geotechnical
 - a. Pile Driving
 - b. Drilled Shaft
 - c. Auger Cast

- (j) Other Construction Items
 - 1. Traffic Signals
 - a. Material Certification
 - b. Controllers, Heads
 - 2. Sign Placement
 - a. Structure
 - b. Material
 - 3. Pavement Markings
 - 4. Grassing, Mulching, Sodding
 - 5. Guardrail
 - 6. Highway Lighting
 - 7. Maintenance of Traffic
 - 8. Environmental Concerns

- (4) Contract Administration
 - (a) Contract Package
 - 1. Plans Review
 - 2. Specifications, Special Provisions
 - (b) Preconstruction Conference
 - (c) Project Diary
 - 1. Daily Report
 - 2. Engineer's Weekly Report
 - 3. Work Plan
 - (d) Contract Changes
 - 1. Plan Errors, Changed Conditions
 - 2. Time Extensions
 - 3. Supplemental Agreements
 - 4. Claims
 - 5. Extra Work
 - 6. Delinquency and Liquidated Damages
 - 7. Negotiating
 - (e) Other Contract Items
 - 1. Construction Scheduling
 - 2. Weekly, Monthly, Final Estimates
 - 3. DBE/EEO Provisions
 - (f) Utilities
 - (g) Final Inspections

- (5) Relations with Others
 - (a) FHWA
 - (b) Inspector General
 - (c) Central Office
 - 1. Quality Assurance Reviews

ATTACHMENT I

TRAINEE: _____

MATERIALS - DISTRICT (Outline and Checklist)

- (1) Orientation
 - (a) Briefing on District Materials and Research Organization and functions
 - (b) Introduction to personnel

- (2) Laboratory
 - (a) Lab Tests
 - 1. Gradation (coarse & fine aggregate)
 - 2. Proctors (standard & modified)
 - 3. Limerock bearing ratio (L.B.R.)
 - 4. Concrete cylinders (storage & breaking procedures)
 - 5. Soil Classification

- (3) Bituminous Materials
 - (a) Lab Tests
 - 1. Superpave testing (asphalt content, gradations, volumetrics)
 - (b) Field Tests
 - 1. Asphalt Plants/Lab Operations
 - 2. Roadway Paving Operations
 - 3. Coring

- (4) Geotechnical Engineering
 - (a) Sampling Procedures
 - 1. Standard penetration test
 - 2. Auger borings
 - (b) Field Test
 - 1. Permeability
 - 2. Cone penetration test
 - (c) Geotechnical Analysis and Design
 - (d) Geotechnical Construction Monitoring
 - (e) Dynamic Pile Analysis

- (5) Prestress & Precast Structures
 - (a) Piles and Beams
 - 1. Layout
 - 2. Stressing
 - 3. Pouring and sampling
 - 4. Final inspection
 - (b) Precast Units

1. Manufacture
 2. Final inspection
- (6) Portland Cement Concrete
- (a) Testing
 1. Lab testing
 2. Sampling & testing
 3. Concrete Air , Temperature, and Slump
 - (b) Concrete Plant Inspection
 1. Aggregate handling & testing
 2. Other materials handling and testing
 3. Records
 - (c) Acceptance Methods
 - (d) Progress Records/Independent Assurance
- (7) Pavement Management
- (a) Construction Plans
 - (b) Site Reconnaissance
 - (c) Core Evaluation
 - (d) Report Writing
- (8) Miscellaneous Materials
- (a) Sign Inspection
 - (b) Pavement Marking Materials
 - (c) Timber Products
 - (d) Project Certification
- (9) Aggregate Control Program
- (a) Mine Inspection
 - (b) Laboratory Testing
 - (c) QC Plan Monitoring
 - (d) Data Analyses and Product Approvals
- (10) Earthwork Density Logbook Procedure
- (a) Nuclear Density Testing

Signed: _____
 Trainee Date

Verified: _____
 Phase Supervisor Date

ATTACHMENT J

TRAINEE: _____

MATERIALS (GAINESVILLE) (Outline and Checklist)

- (1) ORIENTATION:**
P.E. Trainee Coordinator (or alternate). Welcome. Function and Organization of the State Materials Office.
- (2) BITUMINOUS MATERIAL SYSTEMS:**
Orientation in the organization and basic functions of the Bituminous Materials Section. Familiarization with the basics of asphalt materials, pavement construction and current FDOT specifications. Overview of Bituminous Laboratory and Research operations. Develop an asphalt mix design and assist laboratory personnel with basic testing. Field visit to asphalt plant and paving operation.
- (3) PAVEMENT MATERIAL SYSTEMS:**
Orientation in the activities, equipment and processes involved in pavement performance evaluation and pavement research. This applies to both flexible and rigid pavement systems. Pavement performance is assessed through visual surveys, and field test equipment such as profilers, friction devices, deflection devices, etc. Pavement research is conducted with a combination of accelerated pavement testing and conventional laboratory work.
- (4) CHEMICAL LABORATORY:**
The Chemical laboratory evaluates a number of the materials on the Department's Qualified Product List which are products considered critical to roadway construction. A host of analytical and physical testing techniques are performed. Activities will be conducted in a fashion that will familiarize P.E. Trainees with these techniques. Also, the equipment and instruments required to perform these evaluations, along with the governing Specifications and Florida Test Methods, will be presented. A tour of a galvanizing plant will also be included.
- (5) ADMINISTRATION / QUALITY SYSTEMS:**
Familiarization with activities of statewide quality control program, to certify conformance of all materials and workmanship in construction projects with specifications.

Primary activities include operation of a computerized sampling, testing, and

ATTACHMENT K

TRAINEE: _____

MAINTENANCE (Outline and Checklist)

- (1) Orientation
 - (a) Maintenance definition and purpose
 - (b) Value of adequate maintenance program to Department
 - (c) Organization of maintenance unit
 - (d) Source of revenue
 - (e) Cost distribution
 - (f) Coordination with District Construction Office
 - (g) Emergency Response
 - (h) Open Roads Policy

- (2) District Maintenance Personnel
 - (a) Duties and responsibilities
 - (b) Public contact
 - (c) Work identification
 - (d) Work assignments
 - 1. District Maintenance Engineer / Maintenance Administrator
 - 2. Assistant Maintenance Engineer(s)
 - 3. Area Maintenance Engineer(s)
 - 4. District Structures Maintenance Engineer
 - 5. Roadway Administrator
 - 6. Systems Administrator
 - 7. Equipment Manager
 - 8. Load Rating Engineer
 - 9. Contract Engineer
 - 10. Permit/Drainage Engineer
 - 11. Budget Engineer
 - 12. Maintenance Management System Engineer

- (3) Maintenance Office
 - (a) Personnel issues / Disciplinary actions / Recruitment
 - (b) Permits, reports, policies, and correspondence
 - (c) File system—and records
 - (d) Maintenance budget preparation and execution
 - (e) Liability and claims issues

- (4) Maintenance Management System

- (a) Inventories
 - (b) Work plans
 - (c) Reporting and reports
 - (d) Roadway Characteristics Inventory
 - (e) Maintenance Rating Program
- (5) Permitting
- (a) Florida Administrative Code 14.96 and 14.97
 - (b) Driveway
 - (c) Utility
 - (d) Drainage
 - (e) General Use
 - (f) Permit Inspection / Documentation
 - (g) NPDES Administration
- (6) Contract Management
- (a) General
 - (b) Asset Maintenance
 - 1. Performance based contract
 - 2. Quality assurance program
 - 3. Asset Maintenance and Department coordination
 - i. Construction projects
 - ii. Permitted projects
 - iii. Incident Management
 - iv. MOA's
- (7) Field Operations
- (a) Roadway Base and Surface
 - 1. Various surface and base combinations
 - 2. Base and pavement failure causes and repair methods
 - (b) Shoulders and Side Approaches
 - 1. Shoulder adjustment (raising or lowering as needed)
 - 2. Stabilizing
 - 3. Addition of paved apron for protection of pavement edge
 - (c) Roadside and Drainage
 - 1. Periodic inspection
 - 2. Cleaning storm sewers and cross drains
 - 3. Methods of sealing leaking joints in storm sewers
 - 4. Ditch paving - type and when used
 - 5. Roadside and outfall ditches
 - 6. Sub-drains
 - 7. Sidewalk inspections
 - (d) Guard Rails and Fences

1. Types used
2. Maintenance required
- (e) Landscape and Mowing
 1. Coordination of hand labor
 2. Planting
 3. Mulching, seeding, grassing, and fertilizing
 4. Machine mowing
 5. Chemical control
 6. Wild flower program
- (f) Structures
 1. Routine inspection
 2. District bridge inspection program
 3. Bridge repair methods
 4. Painting steel structures
 5. Maintenance and repair of drawbridges
 6. Bridge accidents - reports and repairs
 7. Bridge tenders and draw bridge
 8. Ancillary Structures
- (g) Traffic Controls and Services
 1. Sign crews and sign policy
 2. Symbol crews
 3. Pavement striping procedure and crews (district wide)
 4. Traffic signal policy
 5. School zone policy
- (h) Safety
 1. Yard
 2. Field
- (i) Other Services
 1. Rest areas
 2. Wayside parks, board ramps, fishing walks
 3. Weigh stations
- (j) Skilled Trades
 1. Electrician
 2. Plumber
 3. Carpenter
 4. Trades foreman
- (k) Correctional Inmates
 1. Type crews
 2. Where used
 3. Jurisdiction of DOT and Division of Corrections
- (l) Highway Maintenance Supervisor
 1. Duties and responsibilities
 2. Supervision of work

Section 13.1

RIGHT OF WAY TRAINING PROGRAM

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Section 13.1

RIGHT OF WAY TRAINING PROGRAM

PURPOSE

To describe the requirements for participation in the Right of Way Training Program, the respective responsibilities associated with its conduct, and the operations necessary for it to be effectively carried out.

The purposes of the Training Program are to:

- (A) Improve professional competence;
- (B) Provide salary incentives;
- (C) Improve the right of way property acquisition process;
- (D) Prepare employees for advancement.

AUTHORITY

Sections 20.23 (3) (a) and Section 334.048, Florida Statutes (F.S.); Section 216.521 (3), F.S, Rules of the Department of Management Services Personnel Management System - Chapter 60L-33, Florida Administrative Code (F.A.C.)

SCOPE

All employees of the Office of Right of Way and the Personnel Office of both Central Office and the Districts.

TRAINING

There is no mandatory training required in applying this section. All requirements of the Right of Way Training Program are outlined in this section.

FORMS

The following forms are available through the FDOT Forms Library:

575-000-02, Right of Way Specialist Trainee Work Unit Worksheet
575-000-03, Trainee Rating Form, Real Estate, Level II Training Program
575-000-04, Trainee Rating Form - First Year, Right of Way Level III Training Program
575-000-05, Trainee Rating Form - Second Year, Right of Way Level III Training Program
575-000-06, Trainee Rating Form - Third Year, Right of Way Level III Training Program

BACKGROUND

In conjunction with the Department's overall policy to increase its internal professional standards and improve its operating practices and procedures, formalized training programs have been developed for Real Estate, Level II employees and selected Real Estate, Level III employees.

The Training Program is designed as an internship where the trainee works with real world situations using knowledge and skills introduced in a specially designed series of courses. Success in the Program is based on passing courses and receiving satisfactory trainee performance ratings from the supervisor. Trainees are expected to be productive employees, apart from their participation in the Training Program.

Conduct of the Training Program described herein is contingent on the approval of funding for each fiscal year and is subject to change based on the Department's needs.

13.1.1 Real Estate, Level II Training Program - Eligibility

Participation in this program is mandatory for all Real Estate, Level II employees except those who have completed the Real Estate, Level II Training Program within the previous three (3) years. Participants will be appointed to the Program with trainee status effective on the date the training cycle in which they are enrolled officially begins, which status shall be retained until graduation from the Program or removal from the Program by promotion or as described in **Section 13.1.18**. The official beginning date of a trainee's training cycle is determined by the Central Office Training Program Manager and notification is by a **Letter of Appointment**, see **Attachment 1**.

13.1.2 Real Estate, Level III Training Program - Eligibility

Participation in this Program is not available to all Real Estate, Level III employees. Entry

into the Program is by appointment of the District Right of Way Manager. Participants will be appointed to the Program with trainee status effective on the date the cycle in which they are enrolled officially begins, which status shall be retained until graduation from the Program or removal from the Program by promotion or as described in **Section 13.1.18**. The official beginning date of a trainee's training cycle is determined by the Central Office Training Program Manager and notification is by a **Letter of Appointment**, see **Attachment 2**. To be eligible for the Real Estate, Level III Program, a candidate must meet all the following minimum qualifications:

- (A) Be currently employed with the Department as a Real Estate, Level III and be assigned full time to a unit that encompasses one or more of the major functions typically undertaken by the Appraisal, Appraisal Review or Valuation Services Section of the Office of Right of Way;
- (B) Have been employed with the Department as a Real Estate, Level III employee for four years or less.
- (C) Have successfully completed the courses "**AI-110 - Appraisal Principles**" and "**AI-210 - Appraisal Procedures**" which are provided by the Appraisal Institute.

13.1.3 Enrollment Procedure

13.1.3.1 Potential trainees must acknowledge receipt of their **Letter of Appointment**, which stipulates the current terms of the Program, before beginning the Program. The original **Letter of Appointment** is placed in the trainee's official personnel file in the District. Copies of the **Letter of Appointment** are to be sent to the Right of Way Training Program Manager in Tallahassee, the trainee's immediate supervisor, and the trainee.

13.1.3.2 All trainees are placed on trainee status in the personnel system as noted in **Section 13.1.3.1**. It is the responsibility of the District Right of Way Office to notify the appropriate District Personnel Office of this appointment and the requirement to place the employee on trainee status.

13.1.3.3 Upon leaving the Training Program, a trainee whose probationary period has not concluded will again be placed on probationary status for the time remaining in his/her probationary period. Probationary and trainee status do not run concurrently.

13.1.4 Program Requirements

Work unit credits may be earned from any section of the Right of Way production process.

A prescribed format of courses and a minimum number of required units of demonstrated work products will be included in each segment of the Right of Way Training Program and are identified separately from this section. The course curriculum and required demonstrated work products will be defined by the Director, Office of Right of Way in concert with the District Right of Way Managers. However, these courses and required units of demonstrated work may be amended at any time during the course of the Program at the discretion of the Department when necessary to carry out the responsibilities of the Department. Supporting documentation and evidence of each trainee's satisfactory completion of required demonstrated work products will be maintained in the files of the Right of Way Office of the trainee's respective district.

13.1.5 Real Estate, Level II Program - Duration

This Program is twenty-four (24) months in duration. It is composed of four six-month segments. Within each segment, the trainee is required to attend and satisfactorily complete designated courses, to complete prescribed demonstrated work products and to work and train in a variety of functional areas within Right of Way. The above timeframes are in force even if courses in the curriculum are exempted under provisions of the Program. The cross training provided by the districts will be as follows:

- (A)** In the first segment, the district will provide each trainee experience in any section of the Right of Way production process.
- (B)** In the second, third, and fourth segments, each trainee must complete mandatory work units in the area of Appraisal in accordance with the Right of Way Level II Demonstrated Work Unit Schedule. The district must also ensure that each trainee produces mandatory work units outside of the trainee's section of assignment.
- (C)** At the completion of the 24-month Level II Training Program, each trainee must have a minimum of four (4) work unit credits in each of the Right of Way disciplines of Acquisition, Relocation, and Property Management. The District Right of Way Manager or designee will be responsible for determining that all work products meet Department standards.

13.1.6 Real Estate, Level III Program - Duration

This Program is thirty-six (36) months in duration and is composed of three one-year segments. In addition to regular work assignments, a prescribed format of courses and required units of work will be included in each segment of the program. The Deputy District Right of Way Manager - Appraisal will make appropriate assignments for demonstrated work products to assure that, as much as practicable, course work and training assignments are coordinated to optimize the value of each. The above timeframes are in force even if courses in the curriculum are exempted under provisions of the Program.

13.1.7 Trainee Performance Requirements - General

Following each required course and examination, the Central Office Training Program Manager is responsible for notifying each District Right of Way Manager regarding the performance of trainees in his/her district. District Right of Way Managers or their designees are responsible for assigning and certifying completion of work product assignments in the district work program that will enable the trainee to utilize the course work.

13.1.8 Real Estate, Level II Program - Trainee Ratings

13.1.8.1 Progress of the trainee will be monitored by the designated supervisor and the District Right of Way Manager. Every three (3) months, between formal ratings, an informal review will be conducted by the trainee's supervisor with the trainee. Its purpose will be to ascertain the trainee's progress toward meeting the Training Program's objectives, particularly the work experience requirements, and to identify those areas within which the trainee needs assistance so as to successfully complete the Program.

13.1.8.2 A formal trainee rating will be completed by the trainee's supervisor at the end of six (6), twelve (12), eighteen (18) and twenty-four (24) months on a form provided by the Central Right of Way Office. The rating will specify whether the trainee's job performance is satisfactory or unsatisfactory. **Form No. 575-000-02, Right of Way Trainee Work Unit Worksheet** and **Form No. 575-000-03, Trainee Rating Form Real Estate, Level II Training Program** must be transmitted to the Central Office Training Program Manager not less than three (3) weeks prior to the end of each segment and a copy sent to the District Personnel Office.

Formal trainee ratings will be given not less than once every six (6) months. Additional ratings may be given at any time the respective trainee's performance falls below acceptable standards. The rating period must be clearly shown and may not be less than

sixty (60) days from the earlier rating.

13.1.9 Real Estate, Level II Program - Course Examinations

13.1.9.1 An examination will be given at the end of each required course. Trainees will be tested on their comprehension of the course material. Courses will be considered satisfactorily completed when the respective course examination has been passed.

13.1.9.2 If a trainee has taken and passed a required course or its approved substitute within the three (3) years preceding the date the course is offered in the Program, the trainee will not be required to take it again. However, he/she must provide proof of passing the course and of the date it was taken. The final determination of what constitutes approved substitutes is the responsibility of the Central Office Training Program Manager, with the concurrence of a majority of District Right of Way Managers. The trainee will be responsible for all course material covered during each segment.

13.1.9.3 Whenever trainees are unable to successfully complete a required course they may retake the course as many times as they wish at their own expense and on their own time with no penalty for failing those courses and exams which have been at their own expense and on their own time. Trainees may retake courses at the Department's expense only once. Failure to pass the Department provided course exam a second time will result in dismissal from the Training Program under the conditions outlined in **Section 13.1.18.3**. A trainee will not receive a salary increase under the provisions of **Section 13.1.19** until the end of the segment in which the course is successfully completed. If segment increases have been delayed because of course failure, all training increases for each segment will be computed based on the current base salary of the trainee after adding the delayed segment salary increase(s).

13.1.9.4 It is the trainee's responsibility to arrange, through the course provider, such as the Appraisal Institute (AI) International Right of Way Association (IRWA), etc., to take subsequent courses of a previously failed course. Upon request, Central Office is available to assist with such arrangements.

13.1.10 Real Estate, Level II Program - Promotions While in the Program

The advancement of fully qualified professionals is encouraged. However, in order to promote a trainee in the Training Program prior to completion of the Program, the trainee must have successfully completed each training course scheduled prior to the date of promotion and a prorata share of demonstrated work products scheduled to that date of

promotion.

13.1.11 Real Estate, Level II Program - Program Time Limit

Trainees will be allowed to repeat an unlimited number of course exams and segment exams once, but in no circumstance will the training period for the entire ***Real Estate, Level II Training Program*** for any trainee be allowed to extend beyond four (4) years from the date of enrollment in the Program, unless an exception is granted by the District Right of Way Manager and the Director, Office of Right of Way. Failure to complete the entire ***Real Estate, Level II Training Program*** within four (4) years from commencement will result in:

Any personnel action, including but not limited to suspension, dismissal, reduction in pay, demotion, or reassignment, at the discretion of the District Right of Way Manager. While the employee is in a trainee or probationary status, he/she is not in a career service protected position. These actions are exempt from the provisions of ***Section 110.227 and Chapter 120, F.S.***

13.1.12 Real Estate, Level III Program - Trainee Ratings

13.1.12.1 Progress of the trainee will be monitored by the designated supervisor and the District Right of Way Manager. Every six (6) months, between formal ratings, an informal review will be conducted by the trainee's supervisor with the trainee. Its purpose will be to ascertain the trainee's progress toward meeting the Department's goal of having a staff of experienced, educated review appraisers who can ably handle the most complex appraisal problems. Its purpose will also be to identify those areas within which the trainee needs assistance so as to successfully complete the Program.

13.1.12.2 A formal rating will be completed by the trainee's supervisor at the end of twelve (12), twenty-four (24), and thirty-six (36) months on a form provided by the Central Right of Way Office. The rating will specify whether the trainee's job performance is satisfactory or unsatisfactory. ***Forms No. 575-000-02, Right of Way Trainee Work Unit Worksheet*** and either ***Form No. 575-000-04, Trainee Rating Form - First Year Right of Way, Level III Training Program, Form No. 575-000-05, Trainee Rating Form - Second Year Right of Way, Level III Training Program, or Form No. 575-000-06, Trainee Rating Form - Third Year Right of Way, Level III Training Program*** must be transmitted to the Central Office Training Program Manager not less than three (3) weeks prior to the end of each twelve (12) month segment. A copy of this rating will be sent to the District Personnel Office.

Formal trainee ratings will be given not less than once every twelve (12) months. Additional ratings may be given at any time the respective trainee's performance falls below acceptable standards. The rating period must be clearly shown and may not be less than sixty (60) days from the earlier rating.

13.1.13 Real Estate, Level III Program - Course Examinations

13.1.13.1 An examination will be given at the end of each required course. Trainees will be tested on their comprehension of the material presented in the course.

13.1.13.2 If a trainee has taken and passed a required course, or its approved substitute, within the three (3) years preceding the date the course is offered in the Program, the trainee will not be required to take it again. However, he/she must provide proof of passing the course and of the date it was taken. The final determination of what constitutes approved substitutes is the responsibility of the Central Office Training Program Manager, with the concurrence of the Director, Office of Right of Way. The trainee will be responsible for all course material covered during each segment.

13.1.13.3 In the event that trainees are unable to successfully complete a required course they may retake the course as many times as they wish at their own expense and on their own time with no penalty for failing those courses and exams which have been at their own expense and on their own time. Trainees may retake courses only once at the Department's expense. Failure to pass the Department provided course exam a second time will result in dismissal from the Training Program under the conditions outlined in **Section 13.1.19.3**.

13.1.13.4 It is the trainee's responsibility to arrange, through the course provider, such as the AI, IRWA, etc., to take subsequent courses of a previously failed course. Upon request, Central Office is available to assist with such arrangements.

13.1.14 Real Estate, Level III Program - Promotions While in the Program

The advancement of fully qualified professionals is encouraged. However, in order to promote or transfer a trainee within Right of Way to a unit other than appraisal or valuation services, the trainee must have successfully completed each training course scheduled prior to the date of promotion and a prorata share of demonstrated work products scheduled to that date of promotion.

13.1.15 Real Estate, Level III Program - Program Time Limit

Trainees will be allowed to repeat an unlimited number of course exams and segment exams once, but under no circumstances shall the training period for the entire Real Estate, Level III Training Program for any trainee be allowed to extend beyond five (5) years, unless specifically authorized by the District Right of Way Manager and the Director, Office of Right of Way.

13.1.16 Real Estate, Level III Program - Program Time Limit

Failure to complete the entire Real Estate, Level III Program within five (5) years from commencement will result in removal from the Training Program in accordance with **Section 13.1.18**.

13.1.17 Payment of Exam and License Fees

The Department will not pay the fee for any licenses or certifications or for examinations pertaining thereto. Such payment is considered a perquisite and prohibited by law.

13.1.18 Removal from the Training Program

13.1.18.1 Any trainee who receives two successive unsatisfactory ratings from the supervisor will be removed from the Training Program under the terms and conditions described in **Section 13.1.18.3**.

13.1.18.2 Should a trainee fail a second time an exam for a course provided and paid for by the Department, the trainee shall be removed from the Training Program under the terms and conditions described in **Section 13.1.18.3**.

13.1.18.3 Removal from the Training Program will result in:

Any personnel action, including but not limited to suspension, dismissal, reduction in pay, demotion, or reassignment, at the discretion of the District Right of Way Manager. While the employee is in a trainee or probationary status, he/she is not in a career service protected position. These actions are exempt from the provisions of **Section 110.227 and Chapter 120, F.S.**

13.1.19 Eligibility for Salary Increases

13.1.19.1 Subject to the approval required by **Section 216.251 (3), F.S.**, Real Estate, Level II trainees who successfully complete all the requirements for a given six (6) month segment of the Training Program will receive a five percent (5%) salary increase. The effective date of the increase will be the end of the respective segment or the end of the segment during which the trainee completes the last requirement of the segment. A trainee may take courses offered in succeeding segments prior to completing requirements for an earlier segment, with the approval of the trainee's supervisor and the Central Office Training Program Manager. However, in no case may he/she receive a salary increase until all the requirements of each previous segment are satisfied. This salary increase is subject to budget and rate availability.

13.1.19.2 Promotion to Real Estate, Level III upon completion of the Real Estate Level II Training Program is at the discretion of the District Right of Way Manager and is encouraged. Reclassification and/or promotion and salary increase are contingent upon rate availability in the district, and should be planned for. Such promotion will be accompanied by not more than a ten percent (10%) salary increase unless exceptional circumstances warrant an advanced appointment rate. This salary increase is subject to budget and rate availability.

13.1.19.3 Subject to the approval required by **Section 216.251 (3), F.S.**, Real Estate, Level III trainees who successfully complete all the requirements for each one (1) year segment will receive a ten percent (10%) salary increase. The effective date of the increase will be the end of the respective segment or the date on which the trainee completes the last requirement of the segment, but not earlier than the segment ending date. With the approval of the trainee's supervisor and the Central Office Training Program Manager, a trainee may take courses offered in succeeding segments prior to completing requirements for an earlier segment. In no case may he/she receive a salary increase until all requirements of the previous successive segment are satisfied. This salary increase is subject to budget and rate availability.

13.1.20 Processing Salary Increases

13.1.20.1 The Central Office Training Program Manager must recommend all increases to the District Personnel Office after receipt of approval of the District Right of Way Manager.

13.1.20.2 The Central Office Training Program Manager will notify the District Right of Way Manager, and the District Personnel Office of the names of trainees who have earned a salary increase and the percent of increase.

13.1.21 Employee Benefits

Trainees will receive the employment benefits offered State employees.

13.1.22 Program Completion

Upon successful completion of the Program, the trainee will receive a training certificate. Trainees who do not complete the Program in its entirety as outlined in this procedure will not be eligible for certification.

HISTORY

04/15/1999, 10/14/2002, 04/04/07

LETTER OF APPOINTMENT - REAL ESTATE, LEVEL II

(Trainee Name and Address)

Dear _____,

Congratulations. You have been appointed to the Florida Department of Transportation Right of Way Training Program effective _____ (date)

Below is a description of the basic elements of the Program as found in the **Right of Way Manual, Section 13.1**. The Program is subject to change based on statutory requirements, the needs of the Department, budget authorization and rate availability.

The terms and conditions of the Right of Way Training Program are set forth in the **Right of Way Manual, Section 13.1**. The trainee will abide by all provisions of **Section 13.1**, and particularly note the following:

- Participation in the Real Estate, Level II Training Program, beginning with the next available cycle, is mandatory for all newly appointed Real Estate, Level II employees. (Section 13.1.1)
- On the official date when your Training Program cycle begins, you will be placed on Trainee status which shall be retained until graduation from the Training Program. (Section 13.1.3)
- Upon your successful completion of the Training Program, you will again be placed on Probationary status pursuant to **Rule 60L-33.003 (1)(c), F.A.C.** for the remainder of time to complete a total of your one-year probationary period. (Section 13.1.3.3)
- Upon successful completion of each six-month segment you will receive a 5% salary increase, if such increase is approved pursuant to **Section 216.251 (3), F.S.** (Section 13.1.19.1)
- You will receive all employment benefits for State employees. (Section 13.1.21)
- If you receive two successive unsatisfactory ratings from your supervisor or failure to pass exams (allowing two attempts paid for by the Department), you will be subject to:

Any personnel action, including but not limited to suspension, dismissal, reduction in pay, demotion, or reassignment, at the discretion of the District Right of Way Manager. While the employee is in a trainee or probationary status, he/she is not in a career service protected position. These actions are exempt from the provisions of **Section 110.227 and Chapter 120, F.S.** (Section 13.1.18.3)

THIS IS TO ACKNOWLEDGE RECEIPT OF RIGHT OF WAY MANUAL, SECTION 13.1, AND MY UNDERSTANDING OF ITS CONTENTS AND I AGREE TO THE PROVISIONS THEREIN:

Signature of Employee

Date

LETTER OF APPOINTMENT - REAL ESTATE, LEVEL III

(Trainee Name and Address)

Dear _____,

Congratulations. You have been appointed to the Florida Department of Transportation Real Estate, Level III Training Program effective ___(date)___.

Below is a description of the basic elements of the Program as found in the **Right of Way Manual, Section 13.1**. The Program is subject to change based on statutory requirements the needs of the Department, budget authorization and rate availability.

The terms and conditions of the Right of Way Training Program are set forth in the **Right of Way Manual, Section 13.1**. The trainee will abide by all provisions of **Section 13.1**, and particularly note the following:

- Participation in the Real Estate, Level III Training Program, beginning with the next available cycle, is by appointment of the District Right of Way Manager. (Section 13.1.2)
- On the official date when your Training Program cycle begins, you will be placed on Trainee status which shall be retained until graduation from the Training Program. (Section 13.1.3)
- Upon your successful completion of the Training Program, you will again be placed on Probationary status pursuant to **Rule 60L-33.003 (1)(c), F.A.C.** for the remainder of time to complete a total of your one-year probationary period. (Section 13.1.3.3)
- Upon successful completion of each one-year segment you will receive a 10% salary increase if such increase is approved pursuant to **Section 216.251 (3), F.S.** (Section 13.1.19.3)
- You will receive all employment benefits for State employees. (Section 13.1.21)
- If you receive two successive unsatisfactory ratings from your supervisor or failure to pass exams (allowing two attempts paid for by the Department), you will be subject to:

Any personnel action, including but not limited to suspension, dismissal, reduction in pay, demotion, or reassignment, at the discretion of the District Right of Way Manager. While the employee is in a trainee or probationary status, he/she is not in a career service protected position. These actions are exempt from the provisions of **Section 110.227 and Chapter 120, F.S.** (Section 13.1.18.3)

THIS IS TO ACKNOWLEDGE RECEIPT OF RIGHT OF WAY MANUAL, SECTION 13.1, AND MY UNDERSTANDING OF ITS CONTENTS AND I AGREE TO THE PROVISIONS THEREIN:

Signature of Employee

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
DISCRETIONARY PAY INCREASE REQUEST
FOR FISCAL YEAR 2013-14

1. How long will this requested authority be in effect?

The Department's ability to implement discretionary pay increases is critical to the Department's ability to reward employees who perform their duties in an exemplary manner. It is requested that the Department be given the authority to provide discretionary pay increases pursuant to s. 110.2035 (6) (a), Florida Statutes and Rule 60L-32.001, Florida Administrative Code, indefinitely.

2. What classes are involved in this request?

All employees in all classes within the Department who perform their duties in an exemplary manner and that merit a discretionary pay increase.

3. What is the area impacted (e.g. certain counties, statewide, varies)?

The ability to provide discretionary pay increases has a statewide impact.

4. Justification

The Department of Transportation is a decentralized agency, as defined in s. 20.23, Florida Statutes. Because of this statutory organization, each of its districts and the Turnpike Enterprise are able to effect pay increases for employees within their jurisdiction. In order for the Department to comply with the current statutory language in s. 216.251(3), Florida Statutes, which prohibits pay increases to a cohort of employees in the same job classification, the Department is requesting the authority to grant meritorious pay increases to employees based on the employee's exemplary performance. While there are many employees in most job classifications, exemplary performance is determined by assessing the employee's performance against the job expectations for the employee

5. Historical

During the 2006 Regular Legislative Session, s. 216.251(3), Florida Statutes, was amended to prohibit general salary increases for a cohort of positions sharing the same job classification or job occupation unless authorized by the Legislature in the General Appropriations Act or other laws (Section 34, Chapter 2006-122, Laws of Florida). The impact of this language and how it has been

interpreted has caused enormous impact to Department employees who in the past have received merit pay increases, pursuant to authority given to agencies in s. 110.2035 (6) (a), Florida Statutes and Rule 60L-32.001, Florida Administrative Code.

6. Estimated Cost

The estimated cost of implementing discretionary pay increases will not exceed the Department's existing salary and benefits budget nor will they exceed the Department's approved rate.

7. Is there any additional information you would like to provide?

The Department is not requesting any additional rate or appropriations for this action. Granting discretionary pay increases to employees based on merit is an accepted practice in both the public and private sectors and serves as a critical tool for retention and recognition in the workforce.

Florida Department of Transportation

Temporary Special Duty – General Pay Additive Implementation Plan for Fiscal Year 2013-2014”.

The Department plans to use the temporary special duty additive – general when a critical position is vacant and the work needs to be performed while the vacancy is advertised and filled. The pay additive will be implemented upon assignment of the temporary additional duties to a qualified Career Service employee, will not exceed 10 percent of the employee’s base salary and should not exceed 90 days without the Department reviewing the circumstances under which the additive is implemented.

Based on the Department’s historical data captured for Fiscal Year 2010-2011 and current Fiscal Year 2011-2012 (detailed spreadsheet attached), the temporary special duty additive – general is utilized conservatively, when the need is well documented, justified and consistent with the provisions stated in Article 21 of the AFSCME Master contract; “each time an employee is designated by the employee’s immediate supervisor to act in a vacant established position in a higher broadband level than the employee’s current broadband level, and actually performs a major portion of the duties of the higher level position.”

Since it cannot be predicted in advance when these situations will occur, the Department can only rely on historical data. Combined data illustrates that in the last and current fiscal years, a total of 21 temporary special duty pay additives have been issued; 4 of these were related to assuming higher level duties of a vacant position; 1 for assuming duties of a position whose incumbent was out on military leave; and the remainder 16 for assuming duties of positions whose incumbents were out due to illness. The average total amount to the Department, based on this data, was \$105.13 bi-weekly per incident. Employees in varied job classes received the pay additive; however, the data shows that the Maintenance and Construction area of the Department is where the majority of the temporary special pay additives have been issued.

FDOT's Temporary Pay Additive Data - FY11 and FY12

Date: 9/12/2012

Agency	Last Name	First Name	Pay Additive	Pay Grade	Pay Num	Class Code	Class Title	Effective Date	Start Date	End Date	Rate	NOTE
D2	DAGOSTINO	RAYMOND	INCREASE TEMP SPEC DUTY	297	009191	6368	HEAVY EQUIPMENT OPERATOR	11/25/2011	11/25/2011	5/24/2012	\$70.13	Vacant Position - 7.5%
D2	FLOYD	PAULA	INCREASE TEMP SPEC DUTY	293	004468	4741	HIGHWAY MAINTENANCE TECHNICIAN II	6/24/2011	6/24/2011	12/8/2011	\$64.80	Medical Leave - 7.5%
D2	ADAMS	JACK	INCREASE TEMP SPEC DUTY	293	004489	4741	HIGHWAY MAINTENANCE TECHNICIAN II	10/29/2010	10/29/2010	4/14/2011	\$63.75	Medical Leave - 7.5%
D3	CLEVELAND	COLBY	INCREASE TEMP SPEC DUTY	301	006601	4630	ENGINEERING SPECIALIST II	2/17/2012	2/17/2012	5/10/2012	\$212.96	Vacant Position - 10.00%
D3	BUSH	JAMES	INCREASE TEMP SPEC DUTY	306	005354	4630	ENGINEERING SPECIALIST II	3/18/2011	3/18/2011	6/9/2011	\$120.00	Medical Leave - 7.5%
D3	KENT	VICKIE	INCREASE TEMP SPEC DUTY	303	012542	0709	ADMINISTRATIVE ASSISTANT I	10/1/2010	10/1/2010	3/17/2011	\$75.00	Medical Leave - 7.5%
D3	CULBRETH	JUSTIN	INCREASE TEMP SPEC DUTY	352	014180	4609	ENGINEERING TECHNICIAN III	8/20/2010	8/20/2010	9/16/2010	\$99.13	Medical Leave - 10.00%
D3	PROCTOR	MICHAEL	INCREASE TEMP SPEC DUTY	308	005225	4609	ENGINEERING TECHNICIAN III	6/25/2010	6/25/2010	9/16/2010	\$126.57	Medical Leave - 10.00%
D4	MOORE	PATRICIA	INCREASE TSD-ABSENT COWORKER	422	000315	0004	SENIOR CLERK	8/3/2012	8/3/2012	9/13/2012	\$77.87	Medical Leave - 7.5%
D4	FULLWOOD	DONALD	INCREASE TEMP SPEC DUTY	438	004878	6456	WELDER	6/8/2012	6/8/2012	11/22/2012	\$125.20	Medical Leave - 10.00%
D4	KELLEY	REBECCA	INCREASE TEMP SPEC DUTY	430	012598	4823	ENVIRONMENTAL CONSULTANT	6/8/2012	6/8/2012	6/21/2012	\$139.88	Vacant Position - 7.5%
D4	FULLWOOD	DONALD	INCREASE TEMP SPEC DUTY	438	004878	6456	WELDER	2/3/2012	2/3/2012	4/26/2012	\$125.20	Medical Leave - 10.00%
D4	WEAVER	ERNEST	INCREASE TEMP SPEC DUTY	491	007337	4742	HIGHWAY MAINTENANCE TECH COORD	9/16/2011	5/13/2011	8/4/2011	\$122.88	Medical Leave - 10.00%
D4	SANCHEZ	PATRICIO	INCREASE TEMP SPEC DUTY	491	007482	4741	HIGHWAY MAINTENANCE TECHNICIAN II	5/13/2011	5/13/2011	7/7/2011	\$106.09	Medical Leave - 10.00%
D4	WEAVER	ERNEST	INCREASE TEMP SPEC DUTY	491	007337	4742	HIGHWAY MAINTENANCE TECH COORD	5/13/2011	5/13/2011	8/4/2011	\$122.88	Medical Leave - 10.00%
D5	RICHARDSON	RAY	INCREASE TEMP SPEC DUTY	526	000509	6466	MAINTENANCE MECHANIC	10/15/2010	10/15/2010	3/31/2011	\$98.84	Medical Leave - 10.00%
D5	RICHARDSON	RAY	INCREASE TEMP SPEC DUTY	526	000509	6466	MAINTENANCE MECHANIC	6/25/2010	6/25/2010	9/16/2010	\$98.84	Medical Leave - 10.00%
D6	CHONG	CAROL	INCREASE TEMP SPEC DUTY	629	001842	0709	ADMINISTRATIVE ASSISTANT I	11/12/2010	11/12/2010	4/28/2011	\$48.45	Military Leave - 3.00%
D6	GREEN	WILLIAM	INCREASE TEMP SPEC DUTY	691	007925	6369	SENIOR HEAVY EQUIPMENT OPERATOR	7/1/2010	7/1/2010	9/30/2010	\$73.15	Vacant Position - 5.00%
D7	RAYBON	BARBARA	INCREASE TEMP SPEC DUTY	796	003350	4742	HIGHWAY MAINTENANCE TECH COORD	6/8/2012	6/8/2012	8/30/2012	\$144.32	Medical Leave - 10.00%
D7	RUTHERFORD	GARY	INCREASE TEMP SPEC DUTY	796	003305	4742	HIGHWAY MAINTENANCE TECH COORD	3/30/2012	3/30/2012	6/21/2012	\$91.77	Medical Leave - 10.00%

SCHEDULE VIIIA
 PRIORITY LISTING OF AGENCY BUDGET ISSUES
 REQ EXPENDITURES OVER BASE OPER BUDGET

 COL A03
 AGY REQUEST
 FY 2013-14
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF 55000000
 PROGRAM REDUCTIONS 33V0000
 VACANT POSITION REDUCTIONS 33V0550
 TRUST FUNDS..... 150.00- 001 2000
 6,379,497-
 =====

SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

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Goal #3: Organizational excellence by promoting and encouraging continuous improvement.

Description:

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This issue deletes positions and related budget to reflect management reductions for organizational efficiencies being implemented by the Department. This includes improvements such as process enhancements, consolidations, and increased use of technology.

Also, the Department has implemented an approved Reorganization Plan (Budget Amendment 55-12-13, EOG #00061; Budget Amendment 55-12-14, EOG #00066). The Reorganization has allowed the Department to streamline its operation by utilizing current resources more effectively and efficiently.

AGENCY-WIDE INFORMATION TECHNOLOGY 3620000
 CONSTRUCTION MATERIAL ACCEPTANCE 36250C0
 CERTIFICATION 002
 TRUST FUNDS..... 992,000 2000
 =====

SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

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Goal #3: Organizational excellence by promoting and encouraging continuous improvement.

Description:

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Funds needed to support the 2nd year of a four year program to perform a mandatory technology replacement of the Department's Laboratory Information Management System (LIMS), which is no longer viable from a technology perspective.

LIMS is a mission critical business application that supports the Department's responsibility to ensure the quality of materials and workmanship for all construction projects through materials sampling, testing, and acceptance. The Department is dependent on the capability provided by LIMS to manage all the processes related to materials quality

 COL A03
 AGY REQUEST
 FY 2013-14
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
CONSTRUCTION MATERIAL ACCEPTANCE			
CERTIFICATION	002		36250C0

compliance and project acceptance.

LIMS still meets the Department's functional needs, however, since it was developed nearly a decade ago, the technology is obsolete and can no longer be sustained. The current vendor can no longer provide changes to LIMS when business processes change, and will not provide even the most basic support after 2015. The risk that LIMS will become unavailable technologically by 2015 (or before) is very high, jeopardizing the Department's ability to meet state and federal requirements. There are no feasible options for supporting the level of construction activity in Florida with manual processes, therefore, the loss of LIMS will result in severe impacts to transportation construction capacity.

EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS			
AND TESTING LABORATORIES	003		2401170
TRUST FUNDS.....		282,000	2000

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SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

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Goal #1: Preserve and manage a safe, efficient transportation system.

Goal #3: Organizational excellence by promoting and encouraging continuous improvement.

Description:

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Funds needed to support additional replacement of specialized testing equipment at the State Materials Laboratory in Gainesville.

The equipment being replaced is outdated, obsolete, or is no longer functional. The specialized equipment is needed to ensure that roads are constructed in a manner that meets contract specifications, and are safe for travel. The equipment is also needed to test various materials used in highways and bridges to ensure that durability and cost effectiveness are optimized. Recurring budget is requested for equipment calibration and maintenance services for the specific equipment in this issue.

 COL A03
 AGY REQUEST
 FY 2013-14
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF 55000000
 NONRECURRING EXPENDITURES 21000000
 EMERGENCY REPAIRS FOR STATE
 BUILDINGS AND GROUNDS 005 2104010

Goal #3: Organizational excellence by promoting and encouraging continuous improvement.

Description:

Resources are requested to establish a base budget, to be held separate from the Department's recurring operating base budget, to cover unanticipated emergency repairs to the Department's buildings and grounds due to unforeseen circumstances.

When damage occurs that affects the physical condition of the Department's buildings and grounds, it is critical that repairs be made as quickly as possible to mitigate additional damage and loss of occupancy or use. By creating a base budget whose sole purpose is to have resources available to conduct emergency repairs to restore Department's facilities to their original functioning condition, the loss in productivity in the affected units is minimized.

WORKLOAD 3000000
 INCREASED WORKLOAD FOR PRIMARY DATA
 CENTER TO SUPPORT AN AGENCY 006 30010C0

TRUST FUNDS..... 300,000 2000

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SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

Goal #3: Organizational excellence by promoting and encouraging continuous improvement.

Description:

This issue requests budget to establish a base budget in the Southwood Shared Resource Center (SSRC) category (210021) within the Information Technology budget entity to facilitate the implementation of needed services requested by units within the Department at the SSRC.

This base budget will be above the recurring base that funds the SSRC cost allocation to the Department for existing information technology services.

In FY 2011/12, the Department budgeted for the consolidation of non-mainframe data center services at the SSRC, in accordance with s. 282.201, F.S.,. Since that time, units throughout the Department have requested services, important to the daily operations of units within the Department, but not covered in the SSRC consolidation agreement. Typical service requests include storage/back-up, Windows updates, and upgrading maintenance platform areas, and create

COL A03 AGY REQUEST FY 2013-14		PRIORITY	CODES
POS	AMOUNT		

TRANSPORTATION, DEPT OF WORKLOAD			55000000 3000000
INCREASED WORKLOAD FOR PRIMARY DATA CENTER TO SUPPORT AN AGENCY			30010C0
		006	
additional charges from the SSRC to support these requests. *****			
EQUIPMENT NEEDS ADDITIONAL EQUIPMENT FOR THE MATERIALS AND TESTING LABORATORIES			2400000 2403100
		007	
TRUST FUNDS.....	180,000		2000
	=====		

SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

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Goal #1: Preserve and manage a safe, efficient transportation system.

Goal #3: Organizational excellence by promoting and encouraging continuous improvement.

Description:

=====

Funds needed to support additional specialized testing equipment and maintenance at the State Materials Office in Gainesville.

The equipment will allow the Department to anticipate or prevent roadway damage by predicting the performance of mass concrete structures. Recurring budget is requested for equipment calibration and maintenance services for the specific equipment in this issue.

Constant Tensile Load Devices are needed to perform evaluations and testing on drainage pipe constructed of polymer materials, specifically high-density polyethylene, polypropylene, and poly vinyl chloride.

Surface Resistivity Meters are needed to determine the permeability of concrete.

A Large Weather-O-Meter is needed to expose polymer samples to simulated sunlight with high humidity and temperatures that is a critical factor in material evaluations in Florida.

COL A03 AGY REQUEST FY 2013-14 POS AMOUNT	PRIORITY	CODES
TRANSPORTATION, DEPT OF OPERATING REQUIREMENTS SUPPORT COSTS FOR BUILDINGS	008	55000000 5500000 5504500
TRUST FUNDS.....		2000
69,756		

SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

- Goal #1: Preserve and manage a safe, efficient transportation system.
- Goal #2: Enhance Florida's economic competitiveness, quality of life and transportation safety.

Description:

This issue requests budget for additional operating costs related to the State Aircraft Hangar at the City of Tallahassee Airport.

On July 1, 2011, the Department of Management Services (DMS) transferred the lease agreement associated with the State Aircraft Hangar to the Department. As a result, the Department was required to continue payment of the multi-year lease and associated utility costs at the facility.

On April 3, 2012, the City of Tallahassee Airport notified the Department of its intent to terminate the existing agreement dated June 25, 1979, between the then Department of General Services (currently DMS) and the City of Tallahassee. The City of Tallahassee stated in their communication that the airport is federally obligated to impose non-discriminatory and substantially comparable rates and charges for similar uses on airport property in an effort to remain self-sustaining and offer fair market rates to all users. The Department's existing operating budget is not sufficient to fund the required operating costs (utility and lease costs) at the State Aircraft Hangar. Currently, the Florida Forest Service, Florida Highway Patrol, Florida Fish and Wildlife Conservation Commission and the Department house aircraft fleet at the State Aircraft Hangar.

PROGRAM PLAN SUPPORT SUPPORT FOR DISADVANTAGED BUSINESS ENTERPRISES	009	6000000 6001000
TRUST FUNDS.....		2000
68,542		

SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

 COL A03
 AGY REQUEST
 FY 2013-14
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			60000000
SUPPORT FOR DISADVANTAGED BUSINESS ENTERPRISES		009	60010000

Goal #3: Organizational excellence by promoting and encouraging continuous improvement.

Description:

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 This issue requests budget to complete the funding of the Construction Career Days and Job Fairs initiative in the Department's Equal Opportunity Office associated with Disadvantaged Business Enterprises (DBEs). This initiative is funded by an approved federal grant received by the Department from the Federal Highway Administration (FHWA).

This initiative is intended to support the Department's efforts to increase competition, reduce costs, and increase the participation of DBEs in the transportation construction industry.

Construction Career Days are events held to promote minority and female interest and participation in the construction industry using hands-on training and educational outreach to middle and high school students. These events are held in Orlando and Fort Lauderdale utilizing rented facilities such as fairground pavilions in order to provide a safe, controlled environment for these activities. The students are transported to these facilities from their schools using contracted transportation services.

In conjunction with Construction Career Days, the Department is collaborating with the construction industry to host job fairs that target minorities, women, and disadvantaged individuals to encourage their participation in the construction industry. The primary goal of these job fairs is to connect skilled, displaced, and unemployed workers with full-time employment opportunities.

SUPPORT FOR TRANSPORTATION DISADVANTAGED		010	60024000
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TRUST FUNDS.....	12,683,053		2000
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SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

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Goal #2: Enhance Florida's economic competitiveness, quality of life, and transportation safety.

Description:

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This issue requests an increase in budget authority in the Transportation Disadvantaged Trust Fund to utilize increased revenues in accordance to the Laws of Florida and as reflected in revenue projections from the Revenue Estimating Conference.

COL A03 AGY REQUEST FY 2013-14			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
SUPPORT FOR TRANSPORTATION			
DISADVANTAGED		010	6002400

In accordance with Laws of Florida 2012-128, Section 12(4) "Beginning in the 2013-2014 fiscal year and annually thereafter, \$10 million shall be transferred to the Transportation Disadvantaged Trust Fund, to be used as specified in s. 427.0159, Florida Statutes."

Also, revenue projections for the Transportation Disadvantaged Trust Fund from Registration Fees, Parking Permits, etc. increased by \$2,683,053 over last year projections, based on current Revenue Estimating Conference (REC) projections. Additional budget authority is required to provide a corresponding level of service for the transportation disadvantaged citizens of the state. As a result, the Grant and Aids Transportation Disadvantaged category is being increased to align with projected revenues.

FEDERAL FUNDING REDUCTIONS			3200000
REDUCE GRANTS AND AID -			
TRANSPORTATION DISADVANTAGED -			
MEDICAID		011	3200100
TRUST FUNDS.....	4,134,493-		2000
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SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

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Goal #2: Enhance Florida's economic competitiveness, quality of life, and transportation safety.

Description:

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This issue requests a decrease in budget for the Grant and Aids - Transportation Disadvantaged Medicaid Category resulting from a corresponding decrease in the contract with the Agency for Health Care Administration (AHCA).

The Medicaid contract between the Agency for Health Care Administration (AHCA) and the Florida Commission for the Transportation Disadvantaged has decreased from the prior years. To reflect this reduction in revenues from the AHCA contract a corresponding decrease is being made to the budget in this category. As a result the Grants and Aids-Transportation Disadvantaged - Medicaid category is being reduced to align with projected contract revenues.

COL A03 AGY REQUEST FY 2013-14			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
TRANSFER TO DEPT OF HIGHWAY SAFETY AND MOTOR VEHICLES - REIMBURSE FOR TROOP K SERVICES ON THE FL TURNPIKE		012	6001160
TRUST FUNDS.....	84,673		2000
	=====		

SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

=====

Goal #2: Enhance Florida's economic competitiveness, quality of life, and transportation safety.

Description:

=====

Additional budget above base funding is requested to reimburse the Department of Highway Safety and Motor Vehicles (DHSMV) for law enforcement activities provided by the Florida Highway Patrol, Troop K. This increase is based on advice from DHSMV on the amount they have included in their FY 2013/2014 budget request for Troop K.

Section 338.239, of the Florida Statutes states, in part, "Approved expenditures incurred by the Florida Highway Patrol in carrying out its powers and duties under ss.338.22-338.241 may be treated as part of the cost of operation of the turnpike system, and the Department of Highway Safety and Motor Vehicles shall be reimbursed by the turnpike enterprise for such expenses incurred on the turnpike system."

At the state level, funding for Troop K is a double budgeted program. Operating requirements for Troop K are funded in traditional categories (Salaries and Benefits, Expenses, etc.) in the DHSMV's budget. The Department of Transportation receives budget in the Florida Highway Patrol Services category, Traffic Operations program component to reimburse DHSMV for these Troop K costs.

WORKLOAD			3000000
ENHANCED TRAFFIC LAW ENFORCEMENT FOR STATE ROAD 93 - ALLIGATOR ALLEY		013	3001080
TRUST FUNDS.....	129,451		2000
	=====		

SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

=====

Goal #2: Enhance Florida's economic competitiveness, quality of life, and transportation safety.

 COL A03
 AGY REQUEST
 FY 2013-14
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF 55000000
 WORKLOAD 30000000
 ENHANCED TRAFFIC LAW ENFORCEMENT
 FOR STATE ROAD 93 - ALLIGATOR ALLEY 013 3001080

Description:

=====
 Additional budget above base funding is requested to reimburse the Department of Highway Safety and Motor Vehicles (DHSMV) for law enforcement activities provided by the Florida Highway Patrol. This increase is based on advice from DHSMV on the amount they have included in their 2013/14 budget request for Alligator Alley.

At the state level, funding for Troopers on Alligator Alley is double budgeted. Operating requirements for Alligator Alley are funded in traditional categories (Salaries and Benefits, Expenses, etc.) in DHSMV's budget. The Department of Transportation receives budget in the Florida Highway Patrol Services category, Toll Operations program component, to reimburse DHSMV for these Alligator Alley Patrol costs.

PROGRAM PLAN SUPPORT 60000000
 TRANSFER TO THE DEPARTMENT OF
 HIGHWAY SAFETY - MOTOR CARRIER
 COMPLIANCE PROGRAM 014 6001180

TRUST FUNDS..... 800,000- 2000
 =====

SCH VIIIA NARR 13-14 NOTES:

LRPP Reference:

=====
 Goal #1: Preserve and manage a safe, efficient transportation system.

Description:

=====
 This issue requests a reduction in the operating base in the Transfer to Highway Safety and Motor Vehicles - Florida Highway Patrol for Office of Motor Carrier Compliance appropriation category. The reduction reflects the reciprocal budget reduction with the Department of Highway Safety and Motor Vehicles.

TOTAL: TRANSPORTATION, DEPT OF 55000000
 BY FUND TYPE

TRUST FUNDS..... 150.00-
 4,219,175 2000
 =====

SCHEDULE IX: MAJOR AUDIT FINDINGS AND RECOMMENDATIONS

Budget Period: 2013-14

Department: Transportation

Chief Internal Auditor: Kris Sullivan, Audit Director

Budget Entity: Office of Inspector General

Phone Number: 850-410-5800

(1)	(2)	(3)	(4)	(5)	(6)
REPORT NUMBER	PERIOD ENDING	UNIT/AREA	SUMMARY OF FINDINGS AND RECOMMENDATIONS	SUMMARY OF CORRECTIVE ACTION TAKEN	ISSUE CODE
10T-3006	9/14/2011	Districts	<p>FINDING: There was insufficient supporting documentation for \$378,792, representing 9 of 107 sampled invoices (8 percent).</p>	<p>RESPONSE: An explanation for each of the unsupported costs follows:</p> <ul style="list-style-type: none"> The Bechtel invoices were billings under a negotiated firm fixed price contract, calling for the consultant to "submit invoices to the Airport Authority for payment monthly on a percentage of the work completed on the Elements described in the Scope of Work." According to Federal Aviation Administration (FAA) guidelines, the firm fixed price contract is the preferable method for contracting with consultants. These invoices were all submitted to Florida Department of Transportation (FDOT) without supporting documentation and the Airport Authority was reimbursed based on those submittals. These reimbursements all occurred before Attestation Report No. 06T-6101 was released. Once Airport Authority Staff was made aware that supporting documentation was required on consultant contracts, Staff began requiring timesheets, invoices for materials, travel reimbursement forms, etc. from consultants before payment could be made. This documentation was provided to FDOT along with the draw requests. 	

SCHEDULE IX: MAJOR AUDIT FINDINGS AND RECOMMENDATIONS

Budget Period: 2013-14

Department: Transportation

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(1)	(2)	(3)	(4)	(5)	(6)
REPORT NUMBER	PERIOD ENDING	UNIT/AREA	SUMMARY OF FINDINGS AND RECOMMENDATIONS	SUMMARY OF CORRECTIVE ACTION TAKEN	ISSUE CODE
				<ul style="list-style-type: none"> • The Infrastructure Management Group (IMG) billed the Airport Authority based on hourly rates and actual travel expenses. Again, once the Airport Authority became aware of the requirement for supporting documentation, IMG was required to provide timesheets and travel reimbursement forms based on state-allowable travel costs. • Nabors, Giblin, Nickerson provided one-time legal services as part of the Commercial Paper Program that was originally created to fund the relocation project. This work was performed in December 2007, again before Staff was aware of the supporting documentation requirements. • Earth Tech has been required to provide supporting documentation along with the invoices submitted to the Airport Authority for payment. The lack of supporting documentation for this invoice was simply an oversight on Staffs part. <p>While staff has not been able to provide appropriate documentation to support the above expenses, staff has identified \$378,792 in eligible expenses not previously reimbursed, and has submitted those expenses, along with supporting documentation, to District Three to replace these unsupported costs.</p>	

SCHEDULE IX: MAJOR AUDIT FINDINGS AND RECOMMENDATIONS

Budget Period: 2013-14

Department: Transportation

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Phone Number: 850-410-5800

(1)	(2)	(3)	(4)	(5)	(6)
REPORT NUMBER	PERIOD ENDING	UNIT/AREA	SUMMARY OF FINDINGS AND RECOMMENDATIONS	SUMMARY OF CORRECTIVE ACTION TAKEN	ISSUE CODE
10T-3006-01a			<p>RECOMMENDATION: Airport management should ensure all required documentation is on hand to support costs related to the agreement. The District Three Modal Development Manager should determine if the costs paid for consultant services and travel were reasonable, allowable and in accordance with the agreement and pursue recovery of these costs as needed.</p>	<p>CURRENT STATUS: Completed 8/30/2011-They have submitted eligible expenses not previously submitted for reimbursement to cover the remaining unsupported costs.</p>	

Office of Policy and Budget - July 2012

SCHEDULE IX: MAJOR AUDIT FINDINGS AND RECOMMENDATIONS

Budget Period: 2013-14

Department: Transportation

Chief Internal Auditor: Kris Sullivan, Audit Director

Budget Entity: Office of Inspector General

Phone Number: 850-410-5800

(1)	(2)	(3)	(4)	(5)	(6)
REPORT NUMBER	PERIOD ENDING	UNIT/AREA	SUMMARY OF FINDINGS AND RECOMMENDATIONS	SUMMARY OF CORRECTIVE ACTION TAKEN	ISSUE CODE
10T-3006	9/14/2011	Districts	FINDING: The department reimbursed the airport for unallowable travel costs totaling \$2,288.	RESPONSE: The largest portion of these unallowable costs, \$2,079 with Morgan Keegan, occurred before we began requiring travel reimbursement forms from our consultants. The other unallowable travel costs were the result of errors on the part of staff in requesting reimbursement from FDOT for the costs. As in the prior audit finding, staff has identified \$2,288 in eligible expenses not previously reimbursed and has submitted those expenses, along with supporting documentation, to District Three to replace these unallowable costs.	

SCHEDULE IX: MAJOR AUDIT FINDINGS AND RECOMMENDATIONS

Budget Period: 2013-14

Department: Transportation

Chief Internal Auditor: Kris Sullivan, Audit Director

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(1)	(2)	(3)	(4)	(5)	(6)
REPORT NUMBER	PERIOD ENDING	UNIT/AREA	SUMMARY OF FINDINGS AND RECOMMENDATIONS	SUMMARY OF CORRECTIVE ACTION TAKEN	ISSUE CODE
10T-3006-02a			RECOMMENDATION: Airport management should ensure travel costs are submitted in accordance with the terms of the JPA and Section 112.061, F. S. The District Three Modal Development Manager should seek recovery of \$2,288 for unallowable travel expenses reimbursed by the department.	CURRENT STATUS: Completed 8/30/2011-The Airport staff have identified eligible expenses not previously submitted for reimbursement to submit in place of the unallowable travel costs.	

Office of Policy and Budget - July 2012

SCHEDULE IX: MAJOR AUDIT FINDINGS AND RECOMMENDATIONS

Budget Period: 2013-14

Department: Transportation

Chief Internal Auditor: Kris Sullivan, Audit Director

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Phone Number: 850-410-5800

(1)	(2)	(3)	(4)	(5)	(6)
REPORT NUMBER	PERIOD ENDING	UNIT/AREA	SUMMARY OF FINDINGS AND RECOMMENDATIONS	SUMMARY OF CORRECTIVE ACTION TAKEN	ISSUE CODE
10T-3006 10T-3006-03a	9/14/2011	Districts	<p>FINDING: The airport was reimbursed \$55,326 for 14 duplicate vendor invoices.</p> <p>RECOMMENDATION: Airport management should ensure that the entries in the accounting system are accurate and establish controls to prevent duplicate payments. The District Three Modal Development Manager should seek recovery of \$55,326 in duplicate payments reimbursed by the department.</p>	<p>RESPONSE: In transitioning to a new software application for handling grant draws, staff inadvertently duplicated draws for certain invoices. Staff has identified \$55,326 in eligible expenses not previously reimbursed and has submitted those expenses, along with supporting documentation, to District Three, to replace those duplicate payments.</p> <p>CURRENT STATUS: Completed 8/30/2011-Staff have identified eligible expenses that were not previously submitted for reimbursement to cover the duplicate payments.</p>	

SCHEDULE IX: MAJOR AUDIT FINDINGS AND RECOMMENDATIONS

Budget Period: 2013-14

Department: Transportation

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(1)	(2)	(3)	(4)	(5)	(6)
REPORT NUMBER	PERIOD ENDING	UNIT/AREA	SUMMARY OF FINDINGS AND RECOMMENDATIONS	SUMMARY OF CORRECTIVE ACTION TAKEN	ISSUE CODE
12C-1001	2/24/2012	Turnpike Enterprise	<p>FINDING: Unsupported equipment costs totaling \$3,202 resulted from variances between the contractor's rates and Rental Rate Blue Book values for the John Deere 700, Bomag 213D, Volvo Loader, CAT 322, Volvo L70E, Water Truck, CAT 140H Motor Grader and Volvo L90 equipment items used within the examined Supplemental Agreements.</p>	<p>RESPONSE: The Turnpike concurs. The Turnpike Construction Office has implemented a more detailed review process. Each supplemental agreement will be reviewed in detail by the Project Manager and Assistant Construction Engineer or the Construction Engineering and Inspection Manager for conformance to the contract and Construction Project Administration Manual prior to execution by the Turnpike Construction Engineer. The lesson learned from this review will also be addressed at our next Project Managers and Sr. Project Engineers Meeting.</p>	
12C-1001-02a			<p>RECOMMENDATION: The Turnpike Enterprise Construction Engineer should ensure quality reviews are performed to verify equipment rates are supported by Rental Rate Blue Book values.</p>	<p>CURRENT STATUS: The next status is due in October 2012.</p>	

Office of Policy and Budget - July 2012

SCHEDULE IX: MAJOR AUDIT FINDINGS AND RECOMMENDATIONS

Budget Period: 2013-14

Department: Transportation

Chief Internal Auditor: Kris Sullivan, Audit Director

Budget Entity: Office of Inspector General

Phone Number: 850-410-5800

(1)	(2)	(3)	(4)	(5)	(6)
REPORT NUMBER	PERIOD ENDING	UNIT/AREA	SUMMARY OF FINDINGS AND RECOMMENDATIONS	SUMMARY OF CORRECTIVE ACTION TAKEN	ISSUE CODE
2012-142	3/20/2012	OAG	FINDING: FDOT did not have a process in place to ensure that subrecipient audit requirements were met.	RESPONSE: We concur with the finding. The department's Single Audit Procedure, Topic No. 450-010-001-i, was revised October 7, 2011 and includes required guidance under section 5.4 Expenditures Less Than The Threshold. Specifically: Entities should notify the district in writing on official letterhead if their total federal awards expended from all sources was under the \$500,000 threshold. This is documented by the Program/Project Manager completing a Threshold Certification Statement in the Single Audit System.	
2012-142-02			RECOMMENDATION: We recommend that FDOT establish procedures to consider all subrecipient expenditures when determining whether audits are required. Such policies and procedures might include requesting all subrecipients to submit to FDOT either an A-133 audit or a certification that an A-133 audit was not required.	CURRENT STATUS: Completed on October 7, 2011	

Fiscal Year 2013-14 LBR Technical Review Checklist

Department/Budget Entity (Service): Transportation/Transportation Systems Development; Florida Rail Enterprise; Highway Operations; Executive Direction; Information Technology; Florida's Turnpike Enterprise

Agency Budget Officer/OPB Analyst Name: Pamela Warner/Tonja Webb

A "Y" indicates "YES" and is acceptable, an "N/J" indicates "NO/Justification Provided" - these require further explanation/justification (additional sheets can be used as necessary), and "TIPS" are other areas to consider.

Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100

1. GENERAL

1.1 Are Columns A01, A02, A04, A05, A36, A93, IA1, IA5, IP1, IV1, IV3 and NV1 set to TRANSFER CONTROL for DISPLAY status and MANAGEMENT CONTROL for UPDATE status for both the Budget and Trust Fund columns? Are Columns A06, A07, A08 and A09 for Fixed Capital Outlay (FCO) set to TRANSFER CONTROL for DISPLAY status only? (CSDI)	Y	Y	Y	Y	Y	Y
1.2 Is Column A03 set to TRANSFER CONTROL for DISPLAY and UPDATE status for both the Budget and Trust Fund columns? (CSDI)	Y	Y	Y	Y	Y	Y

AUDITS:

1.3 Has Column A03 been copied to Column A12? Run the Exhibit B Audit Comparison Report to verify. (EXBR, EXBA)	Y	Y	Y	Y	Y	Y
1.4 Has security been set correctly? (CSDR, CSA)	Y	Y	Y	Y	Y	Y
TIP The agency should prepare the budget request for submission in this order: 1) Lock columns as described above; 2) copy Column A03 to Column A12; and 3) set Column A12 column security to ALL for DISPLAY status and MANAGEMENT CONTROL for UPDATE status.						

2. EXHIBIT A (EADR, EXA)

2.1 Is the budget entity authority and description consistent with the agency's LRPP and does it conform to the directives provided on page 58 of the LBR Instructions?	Y	Y	Y	Y	Y	Y
2.2 Are the statewide issues generated systematically (estimated expenditures, nonrecurring expenditures, etc.) included?	Y	Y	Y	Y	Y	Y
2.3 Are the issue codes and titles consistent with Section 3 of the LBR Instructions (pages 15 through 30)? Do they clearly describe the issue?	Y	Y	Y	Y	Y	Y
2.4 Have the coding guidelines in Section 3 of the LBR Instructions (pages 15 through 30) been followed?	Y	Y	Y	Y	Y	Y

3. EXHIBIT B (EXBR, EXB)

3.1 Is it apparent that there is a fund shift and were the issues entered into LAS/PBS correctly? Check D-3A funding shift issue 340XXX0 - a unique deduct and unique add back issue should be used to ensure fund shifts display correctly on the LBR exhibits.	N/A	N/A	N/A	N/A	N/A	N/A
3.2 Are the 33XXXX0 issues negative amounts only and do not restore nonrecurring cuts from a prior year or fund any issues that net to a positive or zero amount? Check D-3A issues 33XXXX0 - a unique issue should be used for issues that net to zero or a positive amount.	Y	Y	Y	Y	Y	Y

AUDITS:

3.3 Negative Appropriation Category Audit for Agency Request (Columns A03 and A04): Are all appropriation categories positive by budget entity at the FSI level? Are all nonrecurring amounts less than requested amounts? (NACR, NAC - Report should print "No Negative Appropriation Categories Found")	Y	Y	Y	Y	Y	Y
--	---	---	---	---	---	---

Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100
3.4 Current Year Estimated Verification Comparison Report: Is Column A02 equal to Column B07? (EXBR, EXBC - Report should print "Records Selected Net To Zero")	Y	Y	Y	Y	Y	Y
TIP Generally look for and be able to fully explain significant differences between A02 and A03.						
TIP Exhibit B - A02 equal to B07: Compares Current Year Estimated column to a backup of A02. This audit is necessary to ensure that the historical detail records have not been adjusted. Records selected should net to zero.						
TIP Requests for appropriations which require advance payment authority must use the sub-title "Grants and Aids". For advance payment authority to local units of government, the Aid to Local Government appropriation category (05XXXX) should be used. For advance payment authority to non-profit organizations or other units of state government, the Special Categories appropriation category (10XXXX) should be used.						
4. EXHIBIT D (EADR, EXD)						
4.1 Is the program component objective statement consistent with the agency LRPP, and does it conform to the directives provided on page 61 of the LBR Instructions?	Y	Y	Y	Y	Y	Y
4.2 Is the program component code and title used correct?	Y	Y	Y	Y	Y	Y
TIP Fund shifts or transfers of services or activities between program components will be displayed on an Exhibit D whereas it may not be visible on an Exhibit A.						
5. EXHIBIT D-1 (ED1R, EXD1)						
5.1 Are all object of expenditures positive amounts? (This is a manual check.)	Y	Y	Y	Y	Y	Y
AUDITS:						
5.2 Do the fund totals agree with the object category totals within each appropriation category? (ED1R, XD1A - Report should print "No Differences Found For This Report!")	Y	Y	Y	Y	Y	Y
5.3 FLAIR Expenditure/Appropriation Ledger Comparison Report: Is Column A01 less than Column B04? (EXBR, EXBB - Negative differences need to be corrected in Column A01.)	Y	Y	Y	Y	Y	Y
5.4 A01/State Accounts Disbursements and Carry Forward Comparison Report: Does Column A01 equal Column B08? (EXBR, EXBD - Differences need to be corrected in Column A01.)	Y	Y	Y	Y	Y	Y
TIP If objects are negative amounts, the agency must make adjustments to Column A01 to correct the object amounts. In addition, the fund totals must be adjusted to reflect the adjustment made to the object data.						
TIP If fund totals and object totals do not agree or negative object amounts exist, the agency must adjust Column A01.						
TIP Exhibit B - A01 less than B04: This audit is to ensure that the disbursements and carry/certifications forward in A01 are less than FY 2011-12 approved budget. Amounts should be positive.						
TIP If B08 is not equal to A01, check the following: 1) the initial FLAIR disbursements or carry forward data load was corrected appropriately in A01; 2) the disbursement data from departmental FLAIR was reconciled to State Accounts; and 3) the FLAIR disbursements did not change after Column B08 was created.						
6. EXHIBIT D-3 (ED3R, ED3) (Not required in the LBR - for analytical purposes only.)						
6.1 Are issues appropriately aligned with appropriation categories?	Y	Y	Y	Y	Y	Y

Action	Program or Service (Budget Entity Codes)						
	55100100	55100500	55150200	55150500	55150600	55180100	
<p>TIP Exhibit D-3 is no longer required in the budget submission but may be needed for this particular appropriation category/issue sort. Exhibit D-3 is also a useful report when identifying negative appropriation category problems.</p>							
7. EXHIBIT D-3A (EADR, ED3A)							
7.1	Are the issue titles correct and do they clearly identify the issue? (See pages 15 through 30 of the LBR Instructions.)	Y	Y	Y	Y	Y	Y
7.2	Does the issue narrative adequately explain the agency's request and is the explanation consistent with the LRPP? (See page 66-67 of the LBR Instructions.)	Y	Y	Y	Y	Y	Y
7.3	Does the narrative for Information Technology (IT) issue follow the additional narrative requirements described on pages 68 through 70 of the LBR Instructions?	Y	Y	Y	Y	Y	Y
7.4	Are all issues with an IT component identified with a "Y" in the "IT COMPONENT?" field? If the issue contains an IT component, has that component been identified and documented?	Y	Y	Y	Y	Y	Y
7.5	Does the issue narrative explain any variances from the Standard Expense and Human Resource Services Assessments package? Is the nonrecurring portion in the nonrecurring column? (See pages E-4 and E-5 of the LBR Instructions.)	N/A	N/A	N/A	N/A	N/A	N/A
7.6	Does the salary rate request amount accurately reflect any new requests and are the amounts proportionate to the Salaries and Benefits request? Note: Salary rate should always be annualized.	Y	Y	Y	Y	Y	Y
7.7	Does the issue narrative thoroughly explain/justify all Salaries and Benefits amounts entered into the Other Salary Amounts transactions (OADA/C)? Amounts entered into OAD are reflected in the Position Detail of Salaries and Benefits section of the Exhibit D-3A	Y	Y	Y	Y	Y	Y
7.8	Does the issue narrative include the Consensus Estimating Conference forecast, where appropriate?	N/A	N/A	N/A	N/A	N/A	N/A
7.9	Does the issue narrative reference the specific county(ies) where applicable?	Y	Y	Y	Y	Y	Y
7.10	Do the 160XXX0 issues reflect budget amendments that have been approved (or in the process of being approved) and that have a recurring impact (including Lump Sums)? Have the approved budget amendments been entered in Column A18 as instructed in Memo #13-003?	Y	Y	Y	Y	Y	Y
7.11	When appropriate are there any 160XXX0 issues included to delete positions placed in reserve in the OPB Position and Rate Ledger (e.g. unfunded grants)? Note: Lump sum appropriations not yet allocated should <u>not</u> be deleted. (PLRR, PLMO)	N/A	N/A	N/A	N/A	N/A	N/A
7.12	Does the issue narrative include plans to satisfy additional space requirements when requesting additional positions?	N/A	N/A	N/A	N/A	N/A	N/A
7.13	Has the agency included a 160XXX0 issue and 210XXXX and 260XXX0 issues as required for lump sum distributions?	N/A	N/A	N/A	N/A	N/A	N/A
7.14	Do the amounts reflect appropriate FSI assignments?	Y	Y	Y	Y	Y	Y
7.15	Do the issues relating to <i>salary and benefits</i> have an "A" in the fifth position of the issue code (XXXXAXX) and are they self-contained (not combined with other issues)? (See page 29 and 88 of the LBR Instructions.)	N/A	N/A	N/A	N/A	N/A	N/A
7.16	Do the issues relating to <i>Information Technology (IT)</i> have a "C" in the sixth position of the issue code (36XXXCX) and are the correct issue codes used (361XXC0, 362XXC0, 363XXC0, 17C01C0, 17C02C0, 17C03C0, 24010C0, 33001C0 or 55C01C0)?	Y	Y	Y	Y	Y	Y

Action		Program or Service (Budget Entity Codes)					
		55100100	55100500	55150200	55150500	55150600	55180100
7.17	Are the issues relating to <i>major audit findings and recommendations</i> properly coded (4A0XXX0, 4B0XXX0)?	N/A	N/A	N/A	N/A	N/A	N/A
7.18	Does the issue narrative identify the strategy or strategies in the Five Year Statewide Strategic Plan for Economic Development as requested in Memo# 13-010?	Y	Y	Y	Y	Y	Y
AUDIT:							
7.19	Are all FSI's equal to '1', '2', '3', or '9'? There should be no FSI's equal to '0'. (EADR, FSIA - Report should print "No Records Selected For Reporting")	Y	Y	Y	Y	Y	Y
7.20	Does the General Revenue for 160XXXX (Adjustments to Current Year Expenditures) issues net to zero? (GENR, LBR1)	Y	Y	Y	Y	Y	Y
7.21	Does the General Revenue for 180XXXX (Intra-Agency Reorganizations) issues net to zero? (GENR, LBR2)	Y	Y	Y	Y	Y	Y
7.22	Does the General Revenue for 200XXXX (Estimated Expenditures Realignment) issues net to zero? (GENR, LBR3)	Y	Y	Y	Y	Y	Y
7.23	Have FCO appropriations been entered into the nonrecurring column A04? (GENR, LBR4 - Report should print "No Records Selected For Reporting" or a listing of D-3A issue(s) assigned to Debt Service (IOE N) or in some cases State Capital Outlay - Public Education Capital Outlay (IOE L))	Y	Y	Y	Y	Y	Y
TIP	Salaries and Benefits amounts entered using the OADA/C transactions must be thoroughly justified in the D-3A issue narrative. Agencies can run OADA/OADR from STAM to identify the amounts entered into OAD and ensure these entries have been thoroughly explained in the D-3A issue narrative.						
TIP	The issue narrative must completely and thoroughly explain and justify each D-3A issue. Agencies must ensure it provides the information necessary for the OPB and legislative analysts to have a complete understanding of the issue submitted. Thoroughly review pages 66 through 70 of the LBR Instructions.						
TIP	Check BAPS to verify status of budget amendments. Check for reapprovals not picked up in the General Appropriations Act. Verify that Lump Sum appropriations in Column A02 do not appear in Column A03. Review budget amendments to verify that 160XXX0 issue amounts correspond accurately and net to zero for General Revenue funds						
TIP	If an agency is receiving federal funds from another agency the FSI should = 9 (Transfer - Recipient of Federal Funds). The agency that originally receives the funds directly from the federal agency should use FSI = 3 (Federal Funds).						
TIP	If an appropriation made in the FY 2012-13 General Appropriations Act duplicates an appropriation made in substantive legislation, the agency must create a unique deduct nonrecurring issue to eliminate the duplicated appropriation. Normally this is taken care of through line item veto.						
8. SCHEDULE I & RELATED DOCUMENTS (SC1R, SC1 - Budget Entity Level or SC1R, SC1D - Department Level)							
8.1	Has a separate department level Schedule I and supporting documents package been submitted by the agency?				Y		
8.2	Has a Schedule I and Schedule IB been completed in LAS/PBS for each operating trust fund?				Y		
8.3	Have the appropriate Schedule I supporting documents been included for the trust funds (Schedule IA, Schedule IC, and Reconciliation to Trial Balance)?				Y		

Action		Program or Service (Budget Entity Codes)					
		55100100	55100500	55150200	55150500	55150600	55180100
8.4	Have the Examination of Regulatory Fees Part I and Part II forms been included for the applicable regulatory programs?				Y		
8.5	Have the required detailed narratives been provided (5% trust fund reserve narrative; method for computing the distribution of cost for general management and administrative services narrative; adjustments narrative; revenue estimating methodology narrative)?				Y		
8.6	Has the Inter-Agency Transfers Reported on Schedule I form been included as applicable for transfers totaling \$100,000 or more for the fiscal year?				Y		
8.7	If the agency is scheduled for the annual trust fund review this year, have the Schedule ID and applicable draft legislation been included for recreation, modification or termination of existing trust funds?				N/A		
8.8	If the agency is scheduled for the annual trust fund review this year, have the necessary trust funds been requested for creation pursuant to <i>section 215.32(2)(b), Florida Statutes</i> - including the Schedule ID and applicable legislation?				N/A		
8.9	Are the revenue codes correct? In the case of federal revenues, has the agency appropriately identified direct versus indirect receipts (object codes 000700, 000750, 000799, 001510 and 001599)? For non-grant federal revenues, is the correct revenue code identified (codes 000504, 000119, 001270, 001870, 001970)?				Y		
8.10	Are the statutory authority references correct?				Y		
8.11	Are the General Revenue Service Charge percentage rates used for each revenue source correct? (Refer to Chapter 2009-78, Laws of Florida, for appropriate general revenue service charge percentage rates.)				Y		
8.12	Is this an accurate representation of revenues based on the most recent Consensus Estimating Conference forecasts?				Y		
8.13	If there is no Consensus Estimating Conference forecast available, do the revenue estimates appear to be reasonable?				Y		
8.14	Are the federal funds revenues reported in Section I broken out by individual grant? Are the correct CFDA codes used?				Y		
8.15	Are anticipated grants included and based on the state fiscal year (rather than federal fiscal year)?				Y		
8.16	Are the Schedule I revenues consistent with the FSI's reported in the Exhibit D-3A?				Y		
8.17	If applicable, are nonrecurring revenues entered into Column A04?				Y		
8.18	Has the agency certified the revenue estimates in columns A02 and A03 to be the latest and most accurate available? Does the certification include a statement that the agency will notify OPB of any significant changes in revenue estimates that occur prior to the Governor's Budget Recommendations being issued?				Y		
8.19	Is a 5% trust fund reserve reflected in Section II? If not, is sufficient justification provided for exemption? Are the additional narrative requirements provided?				Y		
8.20	Are appropriate service charge nonoperating amounts included in Section II?				Y		
8.21	Are nonoperating expenditures to other budget entities/departments cross-referenced accurately?				Y		
8.22	Do transfers balance between funds (within the agency as well as between agencies)? (See also 8.6 for required transfer confirmation of amounts totaling \$100,000 or more.)				Y		

Action		Program or Service (Budget Entity Codes)					
		55100100	55100500	55150200	55150500	55150600	55180100
8.23	Are nonoperating expenditures recorded in Section II and adjustments recorded in Section III?				Y		
8.24	Are prior year September operating reversions appropriately shown in column A01?				Y		
8.25	Are current year September operating reversions appropriately shown in column A02?				Y		
8.26	Does the Schedule IC properly reflect the unreserved fund balance for each trust fund as defined by the LBR Instructions, and is it reconciled to the agency accounting records?				Y		
8.27	Does Column A01 of the Schedule I accurately represent the actual prior year accounting data as reflected in the agency accounting records, and is it provided in sufficient detail for analysis?				Y		
8.28	Does Line I of Column A01 (Schedule I) equal Line K of the Schedule IC?				Y		
AUDITS:							
8.29	Is Line I a positive number? (If not, the agency must adjust the budget request to eliminate the deficit).				Y		
8.30	Is the June 30 Adjusted Unreserved Fund Balance (Line I) equal to the July 1 Unreserved Fund Balance (Line A) of the following year? If a Schedule IB was prepared, do the totals agree with the Schedule I, Line I? (SC1R, SC1A - Report should print "No Discrepancies Exist For This Report")				Y		
8.31	Has a Department Level Reconciliation been provided for each trust fund and does Line A of the Schedule I equal the CFO amount? If not, the agency must correct Line A. (SC1R, DEPT)				Y		
TIP	The Schedule I is the most reliable source of data concerning the trust funds. It is very important that this schedule is as accurate as possible!						
TIP	Determine if the agency is scheduled for trust fund review. (See page 125 of the LBR Instructions.) Transaction DFTR in LAS/PBS is also available and provides an LBR review date for each trust fund.						
TIP	Review the unreserved fund balances and compare revenue totals to expenditure totals to determine and understand the trust fund status.						
TIP	Typically nonoperating expenditures and revenues should not be a negative number. Any negative numbers must be fully justified.						
9. SCHEDULE II (PSCR, SC2)							
AUDIT:							
9.1	Is the pay grade minimum for salary rate utilized for positions in segments 2 and 3? (BRAR, BRAA - Report should print "No Records Selected For This Request") Note: Amounts other than the pay grade minimum should be fully justified in the D-3A issue narrative. (See <i>Base Rate Audit</i> on page 157 of the LBR Instructions.)	N - These are position transfer issues and several of the positions are filled at a salary rate less than the default minimum.					
10. SCHEDULE III (PSCR, SC3)							
10.1	Is the appropriate lapse amount applied in Segment 3? (See page 90 of the LBR Instructions.)	Y	Y	Y	Y	Y	Y
10.2	Are amounts in <i>Other Salary Amount</i> appropriate and fully justified? (See page 97 of the LBR Instructions for appropriate use of the OAD transaction.) Use OADI or OADR to identify agency other salary amounts requested.	Y	Y	Y	Y	Y	Y
11. SCHEDULE IV (EADR, SC4)							
11.1	Are the correct Information Technology (IT) issue codes used?	Y	Y	Y	Y	Y	Y

Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100
TIP If IT issues are not coded correctly (with "C" in 6th position), they will not appear in the Schedule IV.						
12. SCHEDULE VIIIA (EADR, SC8A)						
12.1 Is there only one #1 priority, one #2 priority, one #3 priority, etc. reported on the Schedule VIII-A? Are the priority narrative explanations adequate?	Y	Y	Y	Y	Y	Y
13. SCHEDULE VIIIB-1 (EADR, S8B1)						
13.1 NOT REQUIRED FOR THIS YEAR						
14. SCHEDULE VIIIB-2 (EADR, S8B2)						
14.1 Do the reductions comply with the instructions provided on pages 102 through 104 of the LBR Instructions regarding a 5% reduction in recurring General Revenue and Trust Funds, including the verification that the 33BXXX0 issue has NOT been used?	Y	Y	Y	Y	Y	Y
15. SCHEDULE XI (USCR,SCXI) (LAS/PBS Web - see page 105-109 of the LBR Instructions for detailed instructions)						
15.1 Agencies are required to generate this spreadsheet via the LAS/PBS Web. The Final Excel version no longer has to be submitted to OPB for inclusion on the Governor's Florida Performs Website. (Note: Pursuant to <i>section 216.023(4)(b), Florida Statutes</i> , the Legislature can reduce the funding level for any agency that does not provide this information.)	Y	Y	Y	Y	Y	Y
15.2 Do the PDF files uploaded to the Florida Fiscal Portal for the LRPP and LBR match?	Y	Y	Y	Y	Y	Y
AUDITS INCLUDED IN THE SCHEDULE XI REPORT:						
15.3 Does the FY 2011-12 Actual (prior year) Expenditures in Column A36 reconcile to Column A01? (GENR, ACT1)	Y	Y	Y	Y	Y	Y
15.4 None of the executive direction, administrative support and information technology statewide activities (ACT0010 thru ACT0490) have output standards (Record Type 5)? (Audit #1 should print "No Activities Found")	Y	Y	Y	Y	Y	Y
15.5 Does the Fixed Capital Outlay (FCO) statewide activity (ACT0210) only contain 08XXXX or 14XXXX appropriation categories? (Audit #2 should print "No Operating Categories Found")	Y	Y	Y	Y	Y	Y
15.6 Has the agency provided the necessary standard (Record Type 5) for all activities which <u>should</u> appear in Section II? (Note: Audit #3 will identify those activities that do NOT have a Record Type '5' and have not been identified as a 'Pass Through' activity. These activities will be displayed in Section III with the 'Payment of Pensions, Benefits and Claims' activity and 'Other' activities. Verify if these activities should be displayed in Section III. If not, an output standard would need to be added for that activity and the Schedule XI submitted again.)	Y	Y	Y	Y	Y	Y
15.7 Does Section I (Final Budget for Agency) and Section III (Total Budget for Agency) equal? (Audit #4 should print "No Discrepancies Found")	N - Explained in footnote to Schedule XI					
TIP If Section I and Section III have a small difference, it may be due to rounding and therefore will be acceptable.						
16. MANUALLY PREPARED EXHIBITS & SCHEDULES						
16.1 Do exhibits and schedules comply with LBR Instructions (pages 110 through 154 of the LBR Instructions), and are they accurate and complete?	Y	Y	Y	Y	Y	Y
16.2 Are appropriation category totals comparable to Exhibit B, where applicable?	Y	Y	Y	Y	Y	Y
16.3 Are agency organization charts (Schedule X) provided and at the appropriate level of detail?	Y	Y	Y	Y	Y	Y

		Program or Service (Budget Entity Codes)					
Action		55100100	55100500	55150200	55150500	55150600	55180100
AUDITS - GENERAL INFORMATION							
TIP	Review <i>Section 6: Audits</i> of the LBR Instructions (pages 156-158) for a list of audits and their descriptions.						
TIP	Reorganizations may cause audit errors. Agencies must indicate that these errors are due to an agency reorganization to justify the audit error.						
17. CAPITAL IMPROVEMENTS PROGRAM (CIP)							
17.1	Are the CIP-2, CIP-3, CIP-A and CIP-B forms included?	Y					
17.2	Are the CIP-4 and CIP-5 forms submitted when applicable (see CIP Instructions)?	Y					
17.3	Do all CIP forms comply with CIP Instructions where applicable (see CIP Instructions)?	Y					
17.4	Does the agency request include 5 year projections (Columns A03, A06, A07, A08 and A09)?	Y					
17.5	Are the appropriate counties identified in the narrative?	Y					
17.6	Has the CIP-2 form (Exhibit B) been modified to include the agency priority for each project and the modified form saved as a PDF document?	Y					
TIP	Requests for Fixed Capital Outlay appropriations which are Grants and Aids to Local Governments and Non-Profit Organizations must use the Grants and Aids to Local Governments and Non-Profit Organizations - Fixed Capital Outlay major appropriation category (140XXX) and include the sub-title "Grants and Aids". These appropriations utilize a CIP-B form as justification.						
18. FLORIDA FISCAL PORTAL							
18.1	Have all files been assembled correctly and posted to the Florida Fiscal Portal as outlined in the Florida Fiscal Portal Submittal Process?	Y	Y	Y	Y	Y	Y