



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

October 14, 2022

Chris Spencer, Director
Office of Policy and Budget
Executive Office of the Governor
1702 Capitol
Tallahassee, Florida 32399-0001

Eric Pridgeon, Staff Director
House Appropriations Committee
221 Capitol
Tallahassee, Florida 32399-1300

John Shettle, Interim Staff Director
Senate Committee on Appropriations
201 Capitol
Tallahassee, Florida 32399-1300

Dear Directors:

Pursuant to Chapter 216, Florida Statutes, our Legislative Budget Request for the Department of Transportation is submitted in the format prescribed in the budget instructions. The information provided electronically and contained herein is a true and accurate presentation of our proposed needs for the 2023-24 Fiscal Year. This submission has been approved by Jared W. Perdue, P.E., Secretary of the Florida Department of Transportation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Evans".

Chris Evans
Budget Officer

CE:jmp

Enclosure

BUDGET ENTITY	D3A ISSUE CODE	COLUMN NUMBERS	CODE	ERROR MESSAGE	PAGE
---------------	----------------	----------------	------	---------------	------

THERE WERE 0 ERRORS DETECTED

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			99000000
ESTIMATED EXPENDITURES - FIXED			
CAPITAL OUTLAY			990I000
FIXED CAPITAL OUTLAY			080000
DEBT SERVICE		001	089070
TRUST FUNDS.....	288,737,388		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: DEBT SERVICE
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	

Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
SIB LOAN REPAYMENTS		001	080047
TRUST FUNDS.....	53,478,004		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: SIB LOAN REPAYMENTS
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	

Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
SM CTY RESURFACE ASSIST PG		001	085575
TRUST FUNDS.....	25,000,001		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: SM CTY RESURFACE ASSIST PG
 Priority #001

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
SM CTY RESURFACE ASSIST PG		001	085575

 Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
SM COUNTY OUTREACH PROGRAM		001	085576
TRUST FUNDS.....	76,536,940		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: SM COUNTY OUTREACH PROGRAM
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
SM COUNTY OUTREACH PROGRAM	001		085576

Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
COUNTY TRANSPORTATION PRGS	001		088572
TRUST FUNDS.....	44,139,878		2000

=====

SCH VIIIA NARR 23-24 NOTES: COUNTY TRANSPORTATION PRGS
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	
Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
COUNTY TRANSPORTATION PRGS		001	088572

timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
BOND GUARANTEE		001	088703
TRUST FUNDS.....	500,000		2000

=====

SCH VIIIA NARR 23-24 NOTES: BOND GUARANTEE
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410 Nonrecurring
Debt Service:	\$ 302,275,590

Total Work Program:	\$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TRANSP PLANNING CONSULT		001	088704
TRUST FUNDS.....	57,479,932		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: TRANSP PLANNING CONSULT
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
HIGHWAY MAINTENANCE CONTR		001	088712
TRUST FUNDS.....	699,419,681		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: HIGHWAY MAINTENANCE CONTR
 Priority #001

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
HIGHWAY MAINTENANCE CONTR		001	088712

 Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
INTRASTATE HIGHWAY CONSTR		001	088716
TRUST FUNDS.....	3057,993,310		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: INTRASTATE HIGHWAY CONSTR
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
INTRASTATE HIGHWAY CONSTR	001		088716

Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
ARTERIAL HIGHWAY CONSTR	001		088717
TRUST FUNDS.....		313,564,460	2000

=====

SCH VIIIA NARR 23-24 NOTES: ARTERIAL HIGHWAY CONSTR
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	
Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
ARTERIAL HIGHWAY CONSTR		001	088717

timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
CONSTRUCT INSPECT CONSULT		001	088718
TRUST FUNDS.....	569,822,300		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: CONSTRUCT INSPECT CONSULT
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410 Nonrecurring
Debt Service:	\$ 302,275,590

Total Work Program:	\$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
AVIATION DEV/GRANTS		001	088719
TRUST FUNDS.....	380,124,521		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: AVIATION DEV/GRANTS
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
PUBLIC TRANSIT DEV/GRANTS		001	088774
TRUST FUNDS.....	399,763,290		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: PUBLIC TRANSIT DEV/GRANTS
 Priority #001

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
PUBLIC TRANSIT DEV/GRANTS		001	088774

 Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
RIGHT-OF-WAY LAND ACQ		001	088777
TRUST FUNDS.....	421,015,165		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: RIGHT-OF-WAY LAND ACQ
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
RIGHT-OF-WAY LAND ACQ	001		088777

Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

- LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
SEAPORT - ECONOMIC DEV	001		088790
TRUST FUNDS.....		15,000,000	2000

=====

SCH VIIIA NARR 23-24 NOTES: SEAPORT - ECONOMIC DEV
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	
Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
SEAPORT - ECONOMIC DEV	001		088790

timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
SEAPORTS ACCESS PROGRAM	001		088791
TRUST FUNDS.....	10,000,000		2000

=====

SCH VIIIA NARR 23-24 NOTES: SEAPORTS ACCESS PROGRAM
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
SEAPORT GRANTS		001	088794
TRUST FUNDS.....	86,260,403		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: SEAPORT GRANTS
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
HIWAY SAFETY CONSTR/GRANTS		001	088796
TRUST FUNDS.....	154,047,072		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: HIWAY SAFETY CONSTR/GRANTS
 Priority #001

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
HIWAY SAFETY CONSTR/GRANTS	001		088796

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
RESURFACING	001		088797
TRUST FUNDS.....	1279,179,144		2000

=====

SCH VIIIA NARR 23-24 NOTES: RESURFACING
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
RESURFACING	001		088797

Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

- LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
BRIDGE CONSTRUCTION	001		088799
TRUST FUNDS.....		398,163,243	2000

=====

SCH VIIIA NARR 23-24 NOTES: BRIDGE CONSTRUCTION
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	
Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
BRIDGE CONSTRUCTION		001	088799

timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
SEAPORT INVESTMENT PRG		001	088807
TRUST FUNDS.....	10,000,000		2000

=====

SCH VIIIA NARR 23-24 NOTES: SEAPORT INVESTMENT PRG
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	

Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
RAIL DEVELOPMENT/GRANTS		001	088808
TRUST FUNDS.....	140,801,298		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: RAIL DEVELOPMENT/GRANTS
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	

Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
INTERMODAL DEVELOP/GRANTS		001	088809
TRUST FUNDS.....	76,230,393		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: INTERMODAL DEVELOP/GRANTS
 Priority #001

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
INTERMODAL DEVELOP/GRANTS	001		088809

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
CONTRACT MAINT W/ DOC	001		088810
TRUST FUNDS.....		2,000,000	2000

=====

SCH VIIIA NARR 23-24 NOTES: CONTRACT MAINT W/ DOC
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
CONTRACT MAINT W/ DOC	001		088810

Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
PRELIMINARY ENGR CONSULT	001		088849

TRUST FUNDS..... 727,425,336 2000

=====

SCH VIIIA NARR 23-24 NOTES: PRELIMINARY ENGR CONSULT
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	

Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
PRELIMINARY ENGR CONSULT		001	088849
<p>timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.</p> <p>LRPP REFERENCE: Goal 1: Provide safety and security for residents, visitors and businesses. Goal 2: Provide agile, resilient, and quality transportation infrastructure. Goal 4: Provide efficient and reliable mobility for people and freight.</p> <p>*****</p>			
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
HWY BEAUTIFICATION GRANTS		001	088850
TRUST FUNDS.....	1,000,000		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: HWY BEAUTIFICATION GRANTS
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410 Nonrecurring
Debt Service:	\$ 302,275,590

Total Work Program:	\$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
RIGHT-OF-WAY SUPPORT		001	088853
TRUST FUNDS.....	51,948,572		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: RIGHT-OF-WAY SUPPORT
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	

Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TRANSPORT PLANNING GRANTS		001	088854
TRUST FUNDS.....	54,929,114		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: TRANSPORT PLANNING GRANTS
 Priority #001

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TRANSPORT PLANNING GRANTS		001	088854

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
MATERIALS AND RESEARCH		001	088857
TRUST FUNDS.....	16,206,395		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: MATERIALS AND RESEARCH
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
MATERIALS AND RESEARCH	001		088857

Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
BRIDGE INSPECTION	001		088864

TRUST FUNDS.....	25,003,863		2000
------------------	------------	--	------

=====

SCH VIIIA NARR 23-24 NOTES: BRIDGE INSPECTION
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	

Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
BRIDGE INSPECTION		001	088864

timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TRAFFIC ENGR CONSULTANTS		001	088866
TRUST FUNDS.....	285,988,829		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: TRAFFIC ENGR CONSULTANTS
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	

Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
LOCAL GOVERNMENT REIMBURSE		001	088867
TRUST FUNDS.....	25,990,075		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: LOCAL GOVERNMENT REIMBURSE
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TOLL OPERATION CONTRACTS		001	088876
TRUST FUNDS.....	217,455,116		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: TOLL OPERATION CONTRACTS
 Priority #001

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TOLL OPERATION CONTRACTS		001	088876

 Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TURNPIKE SYS EQUIP & DEVEL		001	088920
TRUST FUNDS.....	13,382,000		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: TURNPIKE SYS EQUIP & DEVEL
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program: \$9,745,200,410 Nonrecurring
 Debt Service: \$ 302,275,590

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TURNPIKE SYS EQUIP & DEVEL	001		088920

Total Work Program: \$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:

- Goal 1: Provide safety and security for residents, visitors and businesses.
- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TOLLS SYS EQUIP & DEVELOP	001		088922

TRUST FUNDS.....	55,352,075		2000
------------------	------------	--	------

=====

SCH VIIIA NARR 23-24 NOTES: TOLLS SYS EQUIP & DEVELOP
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410	Nonrecurring
Debt Service:	\$ 302,275,590	
Total Work Program:	\$10,047,476,000	

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TOLLS SYS EQUIP & DEVELOP	001		088922

timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
DEBT SERVICE	001		089070
TRUST FUNDS.....	13,538,202		2000

=====

SCH VIIIA NARR 23-24 NOTES: DEBT SERVICE
 Priority #001

Requests \$10,047,476,000 in budget authority for the department's Work Program.

Work Program:	\$9,745,200,410 Nonrecurring
Debt Service:	\$ 302,275,590

Total Work Program:	\$10,047,476,000

Requests the second year of the FY 2024-28, Adopted Work Program and includes projects supporting the preservation, safety, maintenance and enhancement of Florida's Transportation Systems. The second year of the Adopted Work Program serves as a placeholder pending development of the new Tentative Work Program. The development cycle enables the department to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

LRPP REFERENCE:
 Goal 1: Provide safety and security for residents, visitors and businesses.
 Goal 2: Provide agile, resilient, and quality transportation infrastructure.
 Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
NETWORK COMMUNICATIONS RECOVERY AND SECURITY		002	36213C0
TRUST FUNDS.....	742,807		2000
	=====		

SCH VIIIA NARR 23-24 NOTES:
 Priority #002

SUMMARY:

Requests \$742,807 of recurring budget authority in the Contracted Services category to maintain the managed services subscription through the Department of Management Services' Division of Telecommunications (DIVTEL) for the Florida Department of Transportation Continuous Operations (FDOT COOP) Network Data Infrastructure. FY2022-23 budget was appropriated to establish fault-tolerant communications capabilities from each of the department's District site headquarters to two alternate backup locations during critical data network outages. Maintenance is needed under this subscription to provide troubleshooting support for the network connections and any security updates needed to secure each communication circuit. Access to the Network Operations Center 24/7 is also included for any connectivity outages.

Disruption to any part of the MyFloridaNetwork-2(MFN2) infrastructure during emergencies that incurs prolonged outages risks leaving the department unable to coordinate cleanup and restoration efforts in an effective and timely manner. Roadway assessments and repairs, bridge information, port access and the issuance of permits may be impacted.

Hurricane Michael devastated several office locations in the panhandle (District 3), including its network data communication connections. The disruption impacted critical decision-making functions such as damage assessments for roadway infrastructure and the exchange of information to assist in recovery efforts. Further, local providers unintentionally damaged already repaired connections in heavily impacted areas. Several alternate solutions, including local satellite unit and mobile device hotspots, were implemented by the state's network communication partners during efforts to restore services. This cost the department enormous resource support hours and unexpected budgetary outflows (phones, hot spots, increased bandwidth etc.).

The department's Intelligent Transportation System (ITS) group also configured connection points to provide a data path across the traffic management system's fiber network back to the MFN2. An emergency upgrade took place on the routing equipment and data circuit bandwidth to accommodate the increased data across the communication connection. This allowed FDOT to bring data circuits back online using a combination of resources from the ITS and MFN2 networks for the redirection of network data traffic to a backup facility not affected by the storm. Building on this effort, the department's network and ITS groups identified primary and secondary locations for use as backups to a District Headquarters should any of these locations suffer circuit damage during a future storm or emergency event.

Fault-tolerant components establishing alternate connectivity points ensure COOP plans can be executed to maintain functionality. With these, FDOT will have the capability to deliver critical traffic and transportation management responsibilities throughout the state should an unforeseen emergency or catastrophic network disruption takes place.

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
NETWORK COMMUNICATIONS RECOVERY AND SECURITY	002		36213C0

BREAKDOWN OF COST SUMMARY:

Costs to maintain the managed services subscription to ensure COOP capabilities for district offices are below:

Contracted Services (Recurring)

District 1	\$104,110
District 2	\$104,110
District 3	\$118,147
District 4	\$104,110
District 5	\$104,110
District 6	\$104,110
District 7	\$104,110
Issue Total:	\$742,807

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

Risk Avoidance:

According to Section 252.311, F.S.; Emergency Management, it is the intent of the Legislature to reduce the vulnerability of the people and property of Florida; prepare for efficient evacuation and shelter during emergencies; and provide for orderly restoration of services and property. The department is responsible for the safe transport of goods and people using clear transportation corridors throughout the state. The department relies on the MyFloridaNetwork-2 (MFN2) services to communicate and coordinate emergency roadway evacuations and post-emergency cleanup/repairs with local resources.

If physical damages occur to any part of the MFN2 infrastructure during emergencies to incur prolonged outages, the department is unable to coordinate cleanup and restoration efforts in an effective and timely manner. There will be impacts to roadway assessments and repairs, bridge information, port access, and the issuance of permits.

This upgrade will provide redundancy to the network whenever a prolonged disruption occurs, including common disruptions like a backhoe cutting a network line.

Cost Avoidance:

District 1 (2 weeks loss of work FTE)	\$1,150,000
District 2 (2 weeks loss of work FTE)	\$1,410,000
District 3 (2 weeks loss of work FTE)	\$1,060,000
District 4 (2 weeks loss of work FTE)	\$1,400,000
District 5 (2 weeks loss of work FTE)	\$1,270,000
District 6 (2 weeks loss of work FTE)	\$890,000
District 7 (2 weeks loss of work FTE)	\$980,000
Annual Cost Avoidance Total	\$8,160,000

ROI: 9.99

Breakeven year: 2024

Cost savings or avoidance calculation: (NPV cost savings or avoidance-NPV Cost of implementation)/NPV Cost of implementation over a 10-year span

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
NETWORK COMMUNICATIONS RECOVERY AND SECURITY	002		36213C0

ROI breakdown: (\$58,338,775.71 - 5,310,592.66) / 5,310,592.66

ADVERSE IMPACT(S) IF NOT FUNDED:

In the event of a natural disaster or other unexpected outage, impacts to FDOT's data infrastructure could be severe, resulting in loss of connectivity. This is critical in accessing information used to alert the public and in making safety decisions regarding transportation roadways and systems. Emergency disruptions sometimes span for an unknown length of time, based on the impact of the unforeseen event and the ability to restore services with the help of external partners. Without redundant services or systems built into an emergency plan, outages can exceed business tolerances for loss of data connections. Establishing options that can be used during an emergency or unexpected outage will position the department to maintain continuous services during devastating times. Introducing redundancy within the department's data communication service allows FDOT to continue serving the citizens of Florida while minimizing the negative impact from a network failure.

BENEFITS TO THE STATE:

These new connections will serve as a backup to District Headquarter Offices providing continued services in the event of a natural or untimely loss of service caused by hurricane, tornado, data cable cuts and downed utility poles. This provides continuity of network access by utilizing one of the predetermined alternate access points in the event of a network failure.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility

STORAGE AREA NETWORK REPLACEMENT		003	36220C0
TRUST FUNDS.....	452,000		2000

=====

SCH VIIIA NARR 23-24 NOTES:

Priority #003

SUMMARY:

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
STORAGE AREA NETWORK REPLACEMENT	003		36220C0

Requests \$452,000 of recurring Contracted Services budget authority to maintain the Cloud First Annual Subscription.

In FY2022-23 the Legislature provided funding to upgrade the Storage Area Network (SAN) Infrastructure at seven (7) Florida Department of Transportation headquarter locations and the Gainesville location with cloud-capable infrastructure. This included the replacement of the department's disaster recovery and file retention capabilities with a cloud-based backup and replication solution.

The Cloud First Hybrid Data Protection Solution will provide the department with secure back-up capabilities. Utilizing recovery points, the department will be protected from potentially devastating ransomware hacks. Under the current process, the Gainesville location is the back-up point. The Cloud First Annual Subscription is necessary to support the Storage Area Network Infrastructure Cloud First Data Hybrid Solution.

BREAKDOWN OF COST SUMMARY:

Cloud First Annual Subscription - Contracted Services (100777)	Recurring	\$452,000
--	-----------	-----------

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

The SAN infrastructure provides vital back-end architecture for most of the computing systems in the seven district headquarter locations and the Gainesville location. They are critical for services supporting the department. The existing SANs were purchased in 2016. As of 2022, they will have reached the manufacture's end of support life. As a result, the cost of maintenance, additional storage, and replacement parts for the department's SANs will greatly increase if the legacy equipment is used beyond its product lifecycle. Additionally, as the maintenance services and replacement parts become scarcer, the likelihood of a major failure with catastrophic data loss is significantly increased. The district SANs support file services at the districts and are exempt from the definition of computing facility or agency computing facility under Section 282.0041(6), Florida Statutes. Due to network latency issues and limited bandwidth, the district SANs need to be physically located in the district offices to ensure timely access to these critical files.

Breakeven Year: 2023, ROI calculated over a 10-year period with a NPV factor of 4%
 ROI: 7.41

ADVERSE IMPACT(S) IF NOT FUNDED:

Funding provided during FY2022-23 established the Storage Area Network Infrastructure Cloud First Data Hybrid Solution which requires renewal of the Cloud First Annal Subscription. Without continued funding during FY2023-24, FDOT will lose access to backup capabilities, compromising the department's ability to recover mission critical data now being stored through this service.

Failure to fund the associated cloud backup/replication solution will jeopardize the availability and security of critical files, including documents and data, used by the department. The existing SAN and on-premises backup infrastructure components are at end of life; continued support will be costly and unreliable. This risk can be mitigated by replacing outdated, failure prone equipment and implementing cloud data protection services. In addition, loss of productivity during routine outages costs, catastrophic equipment failures and potential security related costs could be well over \$6 million annually.

BENEFITS TO THE STATE:

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
STORAGE AREA NETWORK REPLACEMENT		003	36220C0

This proposed solution is a fully supported, cloud-capable platform for critical data storage and cloud based disaster recovery capabilities. The replacement SAN infrastructure is more energy efficient and will contribute to a savings in utility costs. Data expansion space will be available to meet the growing demand for storage necessary to provide high quality computing services to the agency. Cloud first is an infrastructure mandate by the Florida Legislature (Section 282.206, Florida Statutes). Establishing this cloud hybrid storage solution will allow rapid access to large files while providing secure cloud data protection.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

DATA INFRASTRUCTURE MODERNIZATION		004	36221C0
TRUST FUNDS.....	1,516,594		2000

=====

SCH VIIIA NARR 23-24 NOTES:
 Priority #004

SUMMARY:

Requests \$1,516,594 of budget authority in the Contracted Services category, of which \$826,544 is recurring, to support Phase 4 of the department's Data Infrastructure Migration and Modernization (DIMM) program. The DIMM program was established to move separate department legacy business applications from a server-based environment to a cloud environment over the course of 10 years.

Budget authority was approved in FY2017-18 which established the Enterprise Service Bus (ESB) in a cloud environment. Further budget was allocated in FY2019-20 and FY2020-21 that funded the modernization, migration, and maintenance of 68 out of 143 total applications. During FY2021-22, the maintenance of 68 migrated and/or modernized applications and support of enterprise cloud architecture occurred. The nonrecurring budget for FY2022-23 funded Phase 3 to modernize and migrate 30 applications. The budget for FY2023-24 will fund Phase 4 to modernize and migrate 23 applications. The Azure hosting environment is a recurring expenditure of \$826,544 per year.

This effort is necessary to remediate and modernize legacy applications so they can continue to access data in the

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
DATA INFRASTRUCTURE MODERNIZATION	004		36221C0

department's financial system. Recurring budget authority will be used to maintain the Azure hosting environment necessary to remediate applications, starting with applications with the highest business capability risk.

Enterprise legacy applications, many of which are mainframe applications, require modernization to remain compatible with emerging technologies. Failure to maintain their modernization will increase costs and risks to the department due to the loss of ability for these applications to leverage the department's new strategic technology and associated infrastructure.

BREAKDOWN OF COST SUMMARY:

Costs for maintenance activities are based on the DMS average hourly rate of \$93.25 per hour times the number of hours for required roles associated with the complexity of migrating and maintaining the applications, enterprise architecture, data management processes, and business intelligence platform. Costs for maintenance also include Azure hosting costs and support of the Azure infrastructure.

Contracted Services - Remediation and Legacy Modernization:

Staff augmentation (7,400 hrs. @ \$93.25/hour) - \$690,050
 Azure hosting - \$826,544
 \$690,050 (Nonrecurring)
 \$826,544 (Recurring)
 \$1,516,594 Total Request

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

- Savings/Cost Avoidance: Server costs = \$160,000 with increased savings in the next 5 years
- Data center custom support: 450 hours/year * \$100/hour = \$72,000/year
- Project delay costs during maintenance: 103 events * 16 hours/event * 6 people * \$93.25/hour = \$1,475,290
- Loss of productivity during normal outages: 5 hours/event * 1,625 people * \$38.34/hour = \$498,420
- Security/general breach/vulnerabilities = \$1,308,353
- Security/ransomware = \$211,829
- Net present value (NPV) of cost avoidance over 10 years with a 4% NPV factor: \$41,413,922

Fiscal Year/Phase	Cost of System	Applications Modernized and Migrated
FY2017-18:	\$520,342 (\$70,342 recurring)	ESB established
FY2019-20(Phase 1):	\$2,504,680 (\$826,544 recurring)	27 Applications
FY2020-21 (Phase 2):	\$2,853,582 (\$826,544 recurring)	41 Applications
FY2021-22 (Maintenance):	\$826,544 out of base budget	Maintain 68 Applications
FY2022-23 (Phase 3):	\$1,735,743 (\$826,544 recurring)	30 Applications
FY2023-24 (Phase 4):	\$1,516,594 (\$826,544 recurring)	23 Applications
FY2024-25 (Phase 5):	\$1,516,594 (\$826,544 recurring)	22 Applications
FY2025-26 through FY2028-29 (Phases 6-9):	\$826,544 recurring;	Recurring Maintenance Expenditures

Cost Avoidance ROI Calculation:

(NPV Cost Avoidance - (NPV Total Cost)) / (NPV Total Cost))
 ROI Breakdown: (\$41,413,922 - \$11,346,654) / (\$11,346,654)

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
DATA INFRASTRUCTURE MODERNIZATION	004		36221C0

ROI: 2.65
 Breakeven Year: FY2024-25

ADVERSE IMPACT(S) OF NOT FUNDED:

The loss of Azure hosting will result in immediate suspension of operations for programs already migrated. Failure to fund the modernization effort puts work program production capabilities at risk.

Failure to modernize applications and supporting infrastructure to a cloud environment will lead to increased costs and security risks. The cost of supporting legacy applications on server-based infrastructure will increase over time as the industry moves to a cloud-based environment. In addition to maintaining the legacy servers, FDOT would need to implement hardware and operating system migrations every 3-7 years to stay current with a server-based infrastructure. These migrations are not an issue in a cloud environment, where hardware and operating system upgrades are built into the contract with the host vendor.

BENEFITS TO THE STATE:

Migrating the applications to the cloud infrastructure will ensure that they retain their functionality and avoid incurring the cost of having to start the process again if funding for their upkeep lapses. Migration activities over the next few years will ensure the department's business applications retain the same level of functionality and integrity in a cloud environment that they have today.

Cloud-based infrastructure is the modern environment for hosting information technology assets. Cloud First is also an infrastructure mandate by the Florida Legislature (Section 282.206, Florida Statutes).

Updating the department's applications to allow them to interface directly with the ESB reduces the total cost of all applications in the department's information technology infrastructure. The reduction is directly related to the expense of maintaining software upgrades and efforts to remove and replace software. Applications utilize services to access data in disparate systems instead of utilizing expensive point-to-point interfaces. Programs already migrated increase operational efficiency of data capture, retrieval, and analysis that will allow FDOT to better comply with Florida Digital Service's mandate for increased interoperability between agencies.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
OPERATING BUDGET INCREASES			4000000
INCREASED OPERATING COSTS		005	4001000
TRUST FUNDS.....	8,186,947		2000
	=====		

SCH VIIIA NARR 23-24 NOTES:
 Priority #005

SUMMARY:

Requests \$8,168,947 of recurring budget in the multiple operating categories in various Budget Entities, to support increased operating costs that are a result of material cost increases, minimum wage changes, supply chain issues, provider staffing shortages and heightened security and janitorial services. \$3,336,186 of this issue was funded nonrecurring in FY2022-23. However increased costs have persisted and the need remains.

Consistent, significant and increasing costs have been identified in the following categories:

Contracted Services (recurring) - Contracts associated with Department of Management Services have been negotiated at higher levels than available in base budget. Janitorial contracts average 12% higher than in previous years. Enhanced cleaning measures, heightened security needs, air conditioning maintenance, pest control and landscape maintenance contracts can no longer be covered with existing budget. Increased cost of support and maintenance renewals for traffic maintenance control equipment in the District Six Regional Traffic Management Center. \$808,296 of the FY2023-24 request was funded non-recurring in FY2022-23

Expenses (recurring) - Utility costs have increased at least 15% statewide. Additional cost increases in computer equipment, Microsoft and other software licenses.

Transportation Materials and Equipment (TME)(recurring) - Increases in fuel costs department-wide and material costs in the Office of Maintenance and Sign Shop. \$2,527,890 of the FY2023-24 request was funded non-recurring in FY2022-23.

BREAKDOWN OF COST SUMMARY:

Transportation Systems Development - 55100100
 Pre-Construction Design Services - 1101010200

 Expenses \$22,503 (recurring)

Highway Operations - 55150200
 Materials Testing and Research - 1101010300

 Contracted Services \$13,750 (recurring)

Traffic Operations - 1601010300

COL A03 AGY REQUEST FY 2023-24		PRIORITY	CODES
POS	AMOUNT		
<u>TRANSPORTATION, DEPT OF</u>			55000000
<u>OPERATING BUDGET INCREASES</u>			4000000
INCREASED OPERATING COSTS		005	4001000
Contracted Services	\$10,460 (recurring)		
Operations and Maintenance - 1601010600			

Expenses	\$884,337 (recurring)		
Contracted Services	\$340,152 (recurring)		
Trans Mat and Equip	\$3,265,646 (recurring)		
Executive Direction - 55150500			
Executive Leadership and Support Services - 1602000000			

Expenses	\$621,215 (recurring)		
Contracted Services	\$1,350,466 (recurring)		
Information Technology - 55150600			
Information Technology - 1603000000			

Expenses	\$1,578,418 (recurring)		
Turnpike - 55180100			
Operations and Maintenance - 1601010600			

Expenses	\$100,000 (recurring)		
Grand Total	\$8,186,947		

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

Additional budget will support the daily operations of the department's most basic needs to include: janitorial and grounds services, security contracts and the continuation of critical equipment purchases and warranties that were delayed due to the pandemic.

ADVERSE IMPACTS IF NOT FUNDED:

Significant increases in operating cost paired with reductions to operating budget have left the department rationing limited budget to meet basic operating needs. These contracts and purchases ensure the lights-on functioning of the department. If additional budget is not available, the department will be unable to meet contractual obligations critical to daily operations.

BENEFITS TO THE STATE:

Funding of the operations of the department ensure the buildings, staff and equipment are able to continue to serve the state of Florida without interruption in safe, clean and functioning environments, with critical equipment and resources.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
OPERATING BUDGET INCREASES			4000000
INCREASED OPERATING COSTS		005	4001000

government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT		006	2401000
TRUST FUNDS.....	9,535,000		2000

=====

SCH VIIIA NARR 23-24 NOTES:
 Priority #006

SUMMARY:

Requests \$9,535,000 of nonrecurring Acquisition of Motor Vehicle budget for the replacement of 54 key pieces of heavy equipment throughout the department. Items such as non-CDL crew trucks, dump trucks, loaders, skid steers, and transport trucks are just some of the critical items needed to do daily and emergency work. Much of the existing equipment is 18-20+ years old and subject to breakdown and extensive repairs. Purchase of the largest equipment in the fleet is not possible within the department's existing annual allocation of Acquisition of Motor Vehicle budget. The department requests additional budget authority to strategically replace the most crucial equipment to enable the department to maintain and support the transportation system.

Through the Office of Maintenance's recent Fleet Management Plan, the heavy equipment owned and leased by department has been prioritized based on the usage and need for Districts to perform in-house Maintenance work. The prioritization of the fleet looks beyond the traditional trade criteria to properly size the department's fleet and ensure the right equipment is being repaired or replaced. Using the Fleet Management Plan's prioritization list, equipment needs have been grouped into 3 categories of work usage: routine (daily), periodic and emergency use. The department requests budget authority to purchase the highest priority equipment within each of these groups.

BREAKDOWN OF COST SUMMARY:

Equipment request list is as follows:

Medium Duty Truck	9 @ \$110,000 =	\$990,000
Bucket Truck	2 @ \$140,000 =	\$280,000
Heavy Duty Truck	10 @ \$130,000 =	\$1,300,000
Loader	5 @ \$95,000 =	\$475,000
Skid Steer	4 @ \$85,000 =	\$340,000

COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT

PRIORITY

CODES

TRANSPORTATION, DEPT OF
 EQUIPMENT NEEDS
 REPLACEMENT EQUIPMENT

55000000
 2400000
 2401000

006

Backhoe	1 @ \$90,000 =	\$90,000
Gradall Excavator	2 @ \$490,000 =	\$980,000
Mini Excavator	5 @ \$100,000 =	\$500,000
Grappler Truck	5 @ \$220,000 =	\$1,100,000
Transport Truck	6 @ \$160,000 =	\$960,000
Sweeper	1 @ \$320,000 =	\$320,000
Vacuum Truck	4 @ \$550,000 =	\$2,200,000

Total Request: \$9,535,000

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

ROI: 1.74
 Breakeven fiscal year: FY2025-26
 ROI calculated over ten-year lifespan of system with NPV factor of 4%
 Savings/Cost Avoidance = Cost to lease equipment: \$33,768,960
 Cost = Purchase and maintenance of equipment: \$12,325,700

ADVERSE IMPACT(S) IF NOT FUNDED:

As the department's heavy equipment continues to age, it will be subject to more breakdowns and repairs. Many parts are no longer available rendering equipment un-usable due to age. Responding to emergencies with in-house resources will become more difficult as the equipment continues to deteriorate. Furthermore, immediately prior and during emergencies, essential equipment is difficult to lease or rent due to demand from industry partners. Therefore, it is important for the department to both own and maintain dependable equipment.

BENEFITS TO THE STATE:

Owning and maintaining essential equipment allows the department to respond to daily and emergency needs on the state transportation system. Safe and reliable equipment is critical to ensure that the department can respond to maintenance needs in a timely, cost effective and safe manner.

LRPP REFERENCE: Goal 2: Provide agile, resilient and quality transportation infrastructure.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize Infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS			
AND TESTING LABORATORIES		007	2401170
TRUST FUNDS.....	1,155,106		2000
	=====		

SCH VIIIA NARR 23-24 NOTES:
 Priority #007

FUND SOURCE: 100% State

SUMMARY:

Requests \$1,155,106 of budget authority to replace specialized equipment that has exceeded its useful life. These specialized pieces of equipment are needed to ensure roads and bridges meet contract specifications and are safe to travel. The department conducts a combination of in-house and outsourced testing of materials used to construct the roadways and bridges. Title 23 Code of Federal Regulations (CFR) 637.203 requires verification sampling, product testing and quality assurance on highway products. Proper testing equipment is needed to assure compliance with Section 334.046(4)(a), Florida Statutes, requiring the department to meet 80 percent pavement and 90 percent bridge standards. Replacing the aging equipment ensures timely completion of testing, feedback of results and final acceptance of the project.

BREAKDOWN OF COST SUMMARY:

Bridge Inspection System:

Requests \$90,000, of which \$50,000 is Acquisition of Motor Vehicles (AMV) budget, to procure a Bridge Inspection System for inspection and troubleshooting of bridge substructures in aggressive marine environments. This is a replacement item.

The Bridge Inspection System (Truck, Boat, and Trailer) is an equipment package used by State Materials Office (SMO) staff to maintain, repair, and service Cathodic Protection Systems and to troubleshoot identified corrosion and durability issues on existing state-owned structures. The Bridge Inspection System will replace an existing heavy-duty pickup truck (ME32100) and a heavy-duty aluminum work boat (ME11593) with trailer (ME31492). The Corrosion and Materials Durability office routinely assists the districts with corrosion assessments and material sampling throughout the state. This requires a large array of tools, including generators, coring rigs, water tanks, and many other large pieces of equipment. Due to the nature of work, the weight of materials and equipment and the harsh/difficult environments, the tow vehicle requires 4-wheel drive, greater than 20,000 lbs. of towing capacity and greater than 6,500 lbs. of payload capacity. The current tow vehicle and boat/trailer combination is at the end of its useful life.

Pavement Deflection System:

Requests \$229,000, of which \$45,000 is Acquisition of Motor Vehicles (AMV), budget to procure a new Pavement Deflection System and tow vehicle. The existing Pavement Deflection System (ME09933) and tow vehicle (ME32148) are 12 years old and past their service life. Pavement Deflection Systems are specialized testing systems (instrumented tow vehicle and trailer) designed to assess the structural capacity of in-service pavements to quantify the condition, performance, and

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

<u>TRANSPORTATION, DEPT OF</u>			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS AND TESTING LABORATORIES		007	2401170

safety of Florida's roadways. As part of the department's Design Program, the Pavement Deflection System provides critical information used to ensure appropriate pavement designs and to certify roadways are structurally adequate and safe.

The deflection data is used for monitoring, assessing, and reporting on the condition and performance of Florida's roadways for pavement design and safety purposes. This complies with the national guidelines given in the 1996 Design Guide of the American Association of State Highway Transportation Officials (AASHTO). This information will also improve pavement design methods and construction techniques, and in addition, help support pavement forensic investigations for safety purposes such as roadway depressions and sinkhole surveys.

On-Board Sound Intensity (OBSI) System:

Requests \$46,800 to purchase a replacement On-Board Sound Intensity (OBSI) System. OBSI Systems measure tire pavement noise interaction at highway speeds to assess noise levels on department roadways. This information has been used to support design specifications, determine noise sensitive areas, and reduce the noise impact on the public. The current OBSI System is outdated and past its useful service life. The System cannot accurately log Global Positioning System (GPS) nor Distance Measuring Instrument (DMI) units. New OBSI technology is equipped with integrated GPS and DMI to provide reliable noise measurement without any locational error.

As homes and commercial businesses are developed closer to high-speed roadways, noise generated from the tire-pavement interaction is considered an important factor in roadway design. The OBSI System measures the tire-pavement interaction noise based on the current AASHTO standard (T 360-16), which enables the evaluation of the noise performance of the pavement designs and materials. Eventually, the OBSI System will help the department achieve quiet pavement systems that could benefit residents and drivers in Florida.

X-Ray Diffractometer (XRD):

Requests \$243,732 to purchase an X-Ray Diffractometer (XRD) to test chemical composition of various highway construction materials. This is a replacement item.

The State Materials Office uses this equipment for analysis of dry powders of several highway construction products including soils, aggregates, coatings, pavement markings, limestone, cement, and concrete samples to determine crystallographic structure. The service life of existing equipment was reached in December 2019, and it will not be serviceable by vendor. The XRD is widely used by the department when analyzing forensic samples of material failures.

Composite Tensile Tester:

Requests \$464,000 to purchase a new Composite Tensile Tester. The Composite Tensile Tester is needed for statewide evaluation of composite reinforcement products for product approval, project acceptance, and department verification. Its use has made it necessary to perform approval testing to assure quality standards are met and the department's goals are achieved. Existing department equipment does not support testing requirements of composite materials. Currently, any required testing is outsourced.

A key component of a transportation agency's mission is to provide a safe, reliable, and durable transportation system. To meet service life requirements and minimize maintenance costs, due to the aggressive nature of Florida's coastal environment, concrete structures are being designed utilizing more and more composite materials. Current specifications

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS			
AND TESTING LABORATORIES		007	2401170

require the contractor to provide testing performed by a qualified third-party laboratory. The testing is costly and time consuming with very few qualified independent laboratories available. With this equipment, the department would perform this approval testing on a statewide basis, like the steel reinforcement program.

Particle Size Analyzer:

Requests \$81,574 to purchase a high-resolution dual camera Particle Size Analyzer. This is a replacement item. The State Materials Office uses a particle size analyzer to measure roundness and size of retro-reflective glass spheres for the Approved Products List (APL) as per AASHTO R98 Determination of Size and Shape of Glass Beads Used in Traffic Markings by Means of Computerized Optical Method. This analysis is critical in determining if glass spheres meet the Florida Department of Transportation specifications and for verification of random samples of glass spheres from construction projects. Glass spheres are the component of pavement marking materials responsible for reflectivity. Therefore, this instrument is critical so that the department's roadways are safe for the public. Current Particle Size Analyzer is more than 10 years old and is at the end of its life expectancy.

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

Bridge Inspection System:

ROI - ROI: 4.24 -- Breakeven Year: FY2027-28. ROI calculated over a 10-year period with a NPV factor of 4%. The Bridge Inspection System is essential for the department to maintain safety and mobility of the state highway system and to comply with statute. The replacement of this equipment will continue to minimize public cost of structure inspections, maintain low response times for critical structural concerns, and extend State structure service lives - delaying the need for costly structure repairs and replacements. Most importantly, this equipment will continue to provide additional safety to the traveling public by mitigating bridge failures caused by corrosion.

Pavement Deflection System:

ROI - ROI: 31.1-- Breakeven Year: FY2023-24. ROI calculated over a 10-year period with a NPV factor of 4%. The addition of this equipment will ensure department roadways are thoroughly tested, structurally sound, and resulting in long service life. Most importantly, it supports a safe transportation system that ensures the mobility of people and goods.

On-Board Sound Intensity (OBSI) System:

ROI - ROI: 16.36 -- Breakeven Year: FY2023-24. ROI calculated over a 10-year period with a NPV factor of 4%. The replacement of this equipment will assist in the continuing development of quieter pavements and reduce construction costs related to noise barrier walls. Most importantly, it will preserve or improve the quality of our environment and communities.

X-Ray Diffractometer (XRD):

ROI - ROI: 0.98 -- Breakeven Year: FY2024-25. ROI calculated over a 10-year period with a NPV factor of 4%. The replacement of this equipment will continue to minimize public cost of testing highway materials, maintain the department's ability to effectively provide forensic determinations when material failures occur, and extend State structure service lives - delaying the need for costly structure repairs and replacements. Most importantly, this equipment will continue to provide additional safety to the traveling public by preventing unforeseen road and bridge failures.

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

<u>TRANSPORTATION, DEPT OF</u>			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS AND TESTING LABORATORIES	007		2401170

Composite Tensile Tester:

ROI - ROI: 20.82 -- Breakeven Year: FY2023-24. ROI calculated over a 10-year period with a NPV factor of 4%.
 The addition of this equipment will reduce public costs of material testing, speed up the materials approval process, and create additional options for concrete reinforcement in aggressive environments which ultimately result in lower construction costs and longer structure life. Most importantly, this effort will provide additional safety to the traveling public by mitigating bridge failures caused by corrosion.

Particle Size Analyzer:

ROI - ROI: 2.88 -- Breakeven Year: FY2025-26. ROI calculated over a 10-year period with a NPV factor of 4%.
 The replacement of this equipment will continue to minimize public cost of material testing and ensure that the materials used for the State Highway System will perform as expected. Most importantly, this equipment will continue to provide additional safety to the traveling public by preventing unforeseen road and bridge failures.

ADVERSE IMPACT(S) IF NOT FUNDED:

Bridge Inspection System:

The department runs the risk of non-compliance with mission objectives in delivering safe, efficient inspections of bridges if this issue is not funded. Older vehicles are prone to break down and result in longer lane blockage times. The machines are not reliable which causes issues with emergency situations and maintaining inspection schedules. Taken together, continued utilization of the existing machines will require overhauls, recertifications, maintenance of traffic issues and waste valuable time and effort.

Pavement Deflection System:

This testing equipment is a critical part of the department's Design and Structural Evaluation Programs. The information provided by this system assures that the department's infrastructure has adequate strength and is properly designed. If the system is not procured, the department will not be able to provide information essential to the design process, thus, negatively impacting the department's \$1 billion Work Program resurfacing activities.

On-Board Sound Intensity (OBSI) System:

This testing equipment is essential in developing quiet pavement, which corresponds to the department's mission. If the System is not procured, the department will continue to utilize outdated equipment without GPS and DMI and may risk the quality of information.

X-Ray Diffractometer (XRD):

The department would not be able to identify phases (or compounds) present in the construction materials mentioned above, therefore affecting our monitoring capacity on this and similar materials. Failure to properly monitor may have the long-term effects of a reduced quality on materials and impact the safety of our transportation system.

Composite Tensile Tester:

If not funded, the department will not be able to provide timely approvals of composite materials, potentially causing construction project delays.

Particle Size Analyzer:

If the current instrument is inoperable, it would leave no working unit to evaluate glass spheres used in pavement

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS AND TESTING LABORATORIES		007	2401170

markings. The department will not be able to determine if products meet the requirements for the Approved Products List which could in turn decrease safety on Florida's roadways.

BENEFITS TO THE STATE:

Replacing these specialized pieces of equipment ensures roads and bridges meet Title 23 Code of Federal Regulations (CFR) 637.203 which requires verification sampling, product testing and quality assurance on highway products and compliance with Section 334.046(4)(a), Florida Statutes, requiring the department to meet 80 percent pavement and 90 percent bridge standards. Replacing the aging equipment ensures timely completion of testing, feedback of results and final acceptance of the project.

This specialized equipment ensures compliance with laws and production of reliable test results. They also ensure the most efficient use of resources and the safety of motorists by ensuring roadways and bridges are constructed and maintained to the highest level of standards. This action highlights the department's commitment to making the state competitive with other states and viewed as the leader within the country's transportation industry.

LRPP REFERENCE: Goal 2: Provide agile, resilient and quality transportation infrastructure.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize Infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

REPLACEMENT OF RAIL INSPECTION TRUCKS		008	2401130
TRUST FUNDS.....	188,672		2000
	=====		

SCH VIIIA NARR 23-24 NOTES:

Priority #008

SUMMARY:

Requests \$188,672 of nonrecurring Acquisition of Motor Vehicles budget to purchase five replacement rail inspection trucks. Department rail inspectors are required per Florida Statute 351.36 and Title 49 Code of Federal Regulations (CFR) Part 212, and they are the most critical component of the department rail safety. The rail inspectors conduct inspections

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

<u>TRANSPORTATION, DEPT OF</u>			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT OF RAIL INSPECTION TRUCKS		008	2401130

of railroad track, locomotives, equipment, and highway grade crossing warning devices, as well as confirming railroads and shippers are operating in accordance with federal and state standards. Along with the inspections, they have the authority to issue notices, defects and recommendation for civil penalties.

The department's existing vehicles are at end of life and frequently out of commission for repairs. Having less reliable vehicles leads to more work time consumed by team members dealing with vehicle issues, and thus, less time dedicated to conducting more consistent rail safety inspections. Unreliable inspection vehicles will lead to unsafe railways and crossings, more crashes and risk more fatalities.

BREAKDOWN OF COST SUMMARY:
 Five trucks = \$188,672

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:
 ROI: 0.63
 Breakeven fiscal year: 2027
 ROI calculated over ten year lifespan of system with NPV factor of 4%
 Savings/Cost Avoidance = annual cost of maintenance and truck rental: \$880,600.00
 Cost = Purchase, maintenance and operations of 5 rail inspection trucks: \$538,672.00

ADVERSE IMPACT(S) IF NOT FUNDED:
 Rail inspections may be delayed or not take place resulting in less safe railways and crossings. The department would be forced to rent or lease trucks at a higher cost to ensure sufficient coverage.

BENEFITS TO THE STATE:
 The rail inspectors conduct inspections of railroad track, locomotives, equipment and highway grade crossing warning devices, as well as confirming railroads and shippers are operating in accordance with federal and state standards. Along with the inspections, they have the authority to issue notices, defects, and recommendation for civil penalties. Therefore, having less reliable vehicles would lead to more work time consumed by team members dealing with vehicle issues and thus, less time dedicated to conducting more consistent rail safety inspections; this will lead to unsafe railways and crossings, more crashes and more fatalities.

LRPP REFERENCE: Goal 2: Provide agile, resilient and quality transportation infrastructure.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize Infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT OF MOTOR VEHICLES		009	2401500
TRUST FUNDS.....	2,684,006		2000
	=====		

SCH VIIIA NARR 23-24 NOTES:
 Priority #009

SUMMARY:

Requests \$2,684,006 of Acquisition of Motor Vehicles budget to support the purchase of department fleet vehicles. Market conditions and logistics issues have led to delivery delays and budget reversions. This has caused payments to be pushed out a year which increases the backlog of vehicle replacements. Additional budget allows the department to purchase vehicles, ensure compliance with statutes, maintenance and safety requirements, and to support the operations of the department.

BREAKDOWN OF COST SUMMARY:

Highway Operations - 55150200
 Operations and Maintenance - 1601010600

 Acquisition of Motor Vehicles \$2,684,006

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

Additional budget will support the department by ensuring staff have safe and reliable vehicles for daily operations as well as for critical and emergency response.

ADVERSE IMPACT(S) IF NOT FUNDED:

If budget is not available, the department will continue to fall behind in replacing aging vehicles essential to the mission and operations of the department. Vehicle use will be delayed as maintenance and repair needs increase, leading to insufficient resources around the state and increased response times.

BENEFITS TO THE STATE:

Funding critical department operations ensure staff and equipment are able to efficiently serve the State of Florida without interruption in safe, clean and functioning environments, with critical equipment and resources.

LRPP REFERENCE: Goal 2: Provide agile, resilient and quality transportation infrastructure.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize Infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
CODE CORRECTIONS			990C000
FIXED CAPITAL OUTLAY			080000
MINOR REPAIRS/IMPROV-STATE		010	080002
TRUST FUNDS.....	17,235,535		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: MINOR REPAIRS/IMPROV-STATE
 Priority #010

SUMMARY:

Requests \$17,235,535 of Fixed Capital Outlay (FCO) budget authority in several Budget Entities to fund building and grounds projects necessary to meet federal, state, or local building code, life safety or Americans with Disabilities Act (ADA) requirements. Relevant projects include critical repairs or replacement of: Life safety fire panels/suppression systems; ADA restroom design and renovations; emergency generator replacements and installations; HVAC/Chiller upgrades; UPS power supply replacements; security for employee safety and protection of assets; and other building critical repairs for units at the end of their design life or that have experienced increased failures.

This issue is presented annually to reduce the level of code deficiencies.

Refer to the CIP-5 form for additional project details.

BREAKDOWN OF COST:

Highway Operations (55150200)	Executive Direction (55150500)	Florida's Turnpike Enterprise (55180100)
Operations and Maintenance (1601010600):	Executive Leadership (1602000000):	Operations and Maintenance (1601010600):

District 1: \$767,000	District 1: \$240,000	Turnpike: \$278,250
District 2: 830,000	District 2: 255,000	Total: \$278,250
District 3: 679,100	District 3: 50,000	
District 4: 3,215,000	District 4: 355,000	
District 5: 970,000	District 5: 221,000	
District 6: 650,000	District 6: 140,000	
District 7: 1,304,685	District 7: 503,000	
St Matl: 940,000	CO-Tall: 5,600,000	
CO-Tall: 237,500	Total: \$7,364,000	
Total: \$9,593,285		

FY2023-24 Issue Total: \$17,235,535

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

FCO Minor Repairs budget allows the department to protect the value and contents of approximately 800 structures valued

COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT

PRIORITY

CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
CODE CORRECTIONS			990C000
FIXED CAPITAL OUTLAY			080000
MINOR REPAIRS/IMPROV-STATE	010		080002

at over \$445M. Projects are programmed in the department's Capital Improvement Plan (CIP) in accordance with DMS. Maintenance mitigates the risk of issues escalating into more costly repairs.

ADVERSE IMPACT(S) IF NOT FUNDED:

Facilities are non-compliant with ADA standards, life safety codes and other building code requirements. If not funded, FDOT will be at risk of federal, state, and/or local code violations. If left unattended, assets would be rendered unsafe, essential services or building operations may be disrupted, or a building's integrity or habitability may be compromised.

This funding will resolve code violation issues and mitigate risk of cost liability. Repairs that are not performed for code corrections could result in costlier future repairs. For example, building envelope replacement at the end-of-life cycle is more cost effective than on-going repairs. Water intrusion may result in interior structural or property damage and potential mold growth which can result in hundreds of thousands of dollars to remediate and increase liabilities for health and safety claims.

BENEFITS TO THE STATE:

The intent is to repair the buildings and grounds to meet code requirements, mitigate risks to employees and the public and ensure the integrity and value of the assets. By maintaining and maximizing the use of existing real estate, the department is able to focus on and support its mission and ensure the best use of taxpayer dollars.

LRPP REFERENCE: Goal 1: Provide safety and security for residents, visitors and businesses.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 6; Strategy 6.1: Create and sustain vibrant, safe, healthy and resilient communities that attract workers, residents, businesses and visitors.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
MINOR REPAIRS/IMPROV-STATE	011		080002
TRUST FUNDS.....		7,012,970	2000

=====

SCH VIIIA NARR 23-24 NOTES: MINOR REPAIRS/IMPROV-STATE
 Priority #011

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
MINOR REPAIRS/IMPROV-STATE		011	080002

SUMMARY:

Requests \$7,012,970 nonrecurring Fixed Capital Outlay (FCO) budget authority in several Budget Entities to fund minor asset preservation and risk protection projects. Projects are necessary to protect the value of investments, reduce financial risk and maximize use of facility space. Projects include: Design, construction, renovation, remodel and/or expansion of restrooms, offices, conference areas, reconfiguration of work areas, and replacement of flooring/equipment/furniture in renovated areas to maximize use of facility space; construction and installations of equipment storage buildings/sheds/canopies and pole barns.

FCO Minor Repairs budget allows the department to protect the value and contents of approximately 800 structures valued at over \$445 million. Maintenance mitigates the risk of issues escalating into more costly code correction repairs. The inability to install exterior canopies and awnings leaves fuel pumps and equipment exposed to the elements, speeding their eventual degradation.

These projects are necessary for asset preservation and risk protection (i.e., equipment and materials) and to align facility layout and space needs to allow staff to work more efficiently.

Refer to the CIP-5 form for additional project details.

BREAKDOWN OF COST SUMMARY:

Highway Operations (55150200)	Executive Direction (55150500)
Operations and Maintenance (1601010600):	Executive Leadership (1602000000):
-----	-----
District 1: \$500,000	District 5: \$30,000
District 2: 885,000	District 6: 175,000
District 3: 410,070	District 7: 382,500
District 4: 30,000	CO-Tall HQ: 470,000
District 5: 4,030,400	Total: \$1,057,500
CO-St Matl: 100,000	
Total: \$5,955,470	

FY2023-24 Issue Total: \$7,012,970

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE

These projects are necessary for asset preservation and risk protection (i.e., equipment and materials) and to align facility layout and space needs to allow staff to work more efficiently.

ADVERSE IMPACT(S) IF NOT FUNDED:

A total of approximately 28 future private sector contracts estimated to support the activities identified in this

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
MINOR REPAIRS/IMPROV-STATE		011	080002

request could be impacted. Failure to address ongoing issues such as drainage problems could result in increased risks from property damage claims. The operational and cost efficiencies gained by consolidating work areas and making better use of space would not be realized. By maintaining and maximizing the use of existing tangible assets and consolidating office space, the department is able to support its mission and ensure the best use of taxpayer dollars.

BENEFITS TO THE STATE:

This budget allows the department to protect people and assets, maximize existing building elements and minimize construction costs. Additionally, increased work efficiencies and shared resources are realized with one contiguous workspace.

FCO Minor Repairs budget allows the department to protect the value and contents of approximately 800 structures valued at over \$445 million. Projects are programmed in the department's Capital Improvement Plan (CIP) in accordance with DMS and to address critical facility needs. Maintenance mitigates the risk of issues escalating into more costly code correction repairs.

LRPP REFERENCE: Goal 1: Provide safety and security for residents, visitors and businesses.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

ENVIRONMENTAL PROJECTS			990E000
FIXED CAPITAL OUTLAY			080000
ENVIRON SITE RESTORATION		012	088763
TRUST FUNDS.....	475,000		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: ENVIRON SITE RESTORATION
 Priority #012

SUMMARY:

Requests \$475,000 of nonrecurring Fixed Capital Outlay (FCO) budget authority to continue the cleanup of contaminated

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
ENVIRONMENTAL PROJECTS			990E000
FIXED CAPITAL OUTLAY			080000
ENVIRON SITE RESTORATION		012	088763

soil and groundwater at various FDOT facilities statewide to restore those sites to a clean and safe condition. The cleanup is needed to ensure compliance with the Federal Resource Conservation and Recovery Act. FDOT will request this issue on an annual basis until all site restoration is completed. Refer to the accompanying CIP-5 form for additional details.

Surveys conducted in 1995 were used to develop the original environmental site restoration plan, which identified anticipated assessment and remediation activities required to restore the sites to an uncontaminated, safe condition. The extent of required remediation activity is dependent on findings during the assessment of the site as well as discoveries during the actual remediation of the site. As the assessment and/or remediation activities are performed, the project approach is modified to address the extent of contamination at the site. When additional contamination is discovered, the required work to accomplish clean closure of a site will increase. In cases where contamination remediation occurs earlier than anticipated, the required work factors (e.g., length of time, funding requirements, resource requirements, etc.) may decrease. However, as time increases, contaminants typically migrate causing an increase in plume (trail) size and subsequent additional assessment and remediation costs. Additionally, the department adds sites to the environmental site restoration plan due to the consolidation of facilities or newly discovered contamination at existing facility sites or removes sites from the plan once environmental work is completed.

BREAKDOWN OF COST:

Highway Operations (55150200)
 Operations and Maintenance (1601010600):

District 3	110,000
District 4	240,000
District 5	125,000
Total:	\$475,000

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

FDOT is legally responsible for the cleanup of contaminated soil and groundwater at various FDOT facilities statewide. These projects remediate and monitor soil contamination and groundwater, and failure to address these environmental violations could result in fines and penalties as stated in Section 376.16, Florida Statutes.

ADVERSE IMPACT(S) IF NOT FUNDED:

Mitigates harm to the environment, staff and citizens and reduces toxicity levels at sites. Four future private sector contracts to support the environmental projects would be adversely impacted and the ability to address the existing environmental impacts would be delayed.

BENEFITS TO THE STATE:

FDOT is able to support its mission and ensure the best use of taxpayer dollars by fulfilling its lawful responsibility to clean up contaminated soil and groundwater at our facilities. Cleanup of environmental contamination is critical to the health and safety of Floridians and reduces the impact of ground water intrusion and soil migration.

LRPP REFERENCE: Goal 1: Provide safety and security for residents, visitors and businesses.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
ENVIRONMENTAL PROJECTS			990E000
FIXED CAPITAL OUTLAY			080000
ENVIRON SITE RESTORATION		012	088763

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 6; Strategy 6.1: Create and sustain vibrant, safe, healthy and resilient communities that attract workers, residents, businesses and visitors.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
OCALA OPS CTR-REP/RENO/ADD		013	088628
TRUST FUNDS.....	7,623,200		2000

=====

SCH VIIIA NARR 23-24 NOTES: Ocala OPS CTR-REP/RENO/ADD
 Priority #013

SUMMARY:

Requests a total of \$7,623,200 in nonrecurring Fixed Capital Outlay (FCO) budget authority to construct/renovate 11,149 square feet of buildings at the existing FDOT-owned Ocala Operations Center in District Five, Marion County. This project replaces one new administration building and replaces and relocates the refueling island. The administration building will house up to 28 staff (administration, construction and permits). All but three structures were built in the mid-40's. Except for the shop and warehouse/storage, all existing structures are beyond their useful lifespan and cannot be remodeled or brought to current codes. There is an office modular building serving as the main office complex that is now 20 years old and it too has reached the end of its useful life.

The new Ocala Operations Center will consist of two personnel occupied buildings: A main Administration Building for Operations personnel and a Vehicle Repair Shop. The remaining two unoccupied structures will consist of a new refueling island and a warehouse/storage area.

The new operations center needs to be constructed because the existing buildings are in very poor condition and present both health and safety issues for employees and visitors. Except for the renovated warehouse, existing buildings do not meet current code requirements for life safety, Florida Building Code, Americans with Disabilities Act (ADA) requirements and energy efficiency. Many buildings contain lead-based paint and asbestos materials in floor tiles, roof shingles and window caulking; buildings are too small and do not meet operational needs; and the electrical system does not meet code.

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
Ocala OPS CTR-REP/RENO/ADD	013		088628

The current location of the modular building requires the general public to traverse areas of loading and unloading materials. This site serves as an Emergency Operations Center and needs to be able to withstand storms. FDOT owns sufficient property at the site to construct the new facility while still operating from the existing location with few disruptions.

BREAKDOWN OF COST SUMMARY:
 Highway Operations (55150200)
 Operations and Maintenance (1601010600):
 Total Project Cost: \$7,623,200

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE
 Project will resolve code violation issues (ADA, life safety and building code) and mitigate risk of cost liability to FDOT. Cost savings are realized with the reduction of on-going repairs and liability exposure. Replacement of these structures protects the 28 department employees as well as equipment, vehicles and building contents.

ADVERSE IMPACT(S) IF NOT FUNDED:
 The department will continue to operate in a non-functional space, while exposing staff and assets to non-code compliant conditions. Further, future private sector contracts totaling \$5.5M necessary to support this FCO project would be impacted. Additionally, the ability to address the existing site's multiple code deficiencies would be delayed.

BENEFITS TO THE STATE:
 Completing the center enables FDOT to maintain a higher level of transportation service in Marion County in support of the movement of people and goods on transportation infrastructure. The operations center will also increase the department's ability to respond to emergencies and natural disasters.

LRPP REFERENCE: Goal 1: Provide safety and security for residents, visitors and businesses.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
CHIPLEY OPS - CONSTRUCTION		014	088632
TRUST FUNDS.....	2,403,776		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: CHIPLEY OPS - CONSTRUCTION
 Priority #014

SUMMARY:

Requests \$2,403,776 of nonrecurring Fixed Capital Outlay (FCO) budget authority to begin the 2-year project to design and construct a new 38,000 square foot Chipley Operations Center at the existing FDOT-owned site in District 3, Washington County. The proposed new operations building project: Consolidates 4 buildings with personnel and functions into one; will be built at grade level to eliminate all of the current water intrusion problems; and incorporate all current building and life safety codes. The project would reduce maintenance costs by reducing the quantity of structures on campus, give needed additional parking spaces, incorporate a new modern hardened Emergency Operations Center (EOC) and Regional Traffic Management Center (RTMC). The new building would provide a better office layout and include a Building Management System (BMS) control of the new mechanical system to improve efficiency which typically results in energy consumption reduction.

The existing Chipley Operations building core was built in 1940 and is over 80 years old. The first floor of this existing structure is partially underground and has been plagued with water intrusion/mildew issues for years. Multiple attempts have been made to stop water intrusion such as waterproofing exterior walls down to the footings, scoping of existing drain lines for breakage/leakage, water proofing of exterior light wells around the perimeter of the building, adding covered canopy over basement entrance/light wells and adding an emergency water pump to handle water overflow from backed up storm drains. The history of water intrusion issues at the basement level may jeopardize the ability of the department to perform critical functions during emergency events by exposing expensive electronic equipment to potential water damage. The ongoing water intrusion challenges would be mitigated in a new structure with no floors located below grade.

The design of the existing building is very compartmentalized by bearing walls. The existing building is not equipped with fire sprinklers and the condition of draft stops previously installed may not be effective. The building is conditioned with 24 split system units, most of which use R22 refrigerant that is no longer manufactured. Given the age, the air-conditioning design likely does not comply with current state codes for air circulation. Like the building interior, the building campus includes several small buildings to accommodate various functions that divide and reduce the efficiency of the site. These facilities occupy space that could be used for much needed vehicle parking.

The proposed new construction of the Chipley Operations Office will replace the existing aged and dilapidated 27,707 square foot office. Scope includes consolidation of functional areas and demolition of adjacent buildings that have also exceeded their life span. The new proposed 38,000 square foot facility will sit on the approximate same footprint as the existing. During demolition and construction, temporary modular buildings will be utilized to provide working location

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
CHIPLEY OPS - CONSTRUCTION		014	088632

for the duration of the construction project. The costs of the temporary modular facilities have been included in the cost estimate.

BREAKDOWN OF COST SUMMARY:
 Highway Operations (55150200)
 Operations and Maintenance (1601010600):
 FY2023-24: \$2,403,776 Design
 FY2024-25: \$19,735,924 Construction
 Total Project cost: \$22,139,700

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE
 Project will resolve water intrusion/mildew issues, office layout inefficiencies, fire safety and air conditioning deficiencies, parking area limitations and mitigate risk of cost liability to FDOT. Cost savings are realized with the new replacement center's operational and building system efficiencies, the department's increased ability to perform critical functions during emergency events and reduced exposure of potential water damage to expensive electronic equipment. Replacement of existing structures protects the department employees and resources by providing a more efficient modern building that will meet all current building and life safety codes.

ADVERSE IMPACT(S) IF NOT FUNDED:
 Future private sector contracts totaling \$22.1M necessary to support this FCO project would be impacted. Additionally, the ability to address the existing site's multiple water intrusion, office layout and operational deficiencies would be delayed.

BENEFITS TO THE STATE:
 Constructing the new replacement operations center including an expanded EOC and RTMC will enable FDOT to maintain a higher level of transportation service in Washington County in support of the movement of people and goods on transportation infrastructure. The replacement operations center will also increase the department's ability to respond to emergencies and natural disasters.

LRPP REFERENCE: Goal 1: Provide safety and security for residents, visitors and businesses.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
JAX URB OFC - CONSTRUCTION		015	088630
TRUST FUNDS.....	9,996,603		2000
	=====		

SCH VIIIA NARR 23-24 NOTES: JAX URB OFC - CONSTRUCTION
 Priority #015

SUMMARY:

Requests \$9,996,603 of nonrecurring Fixed Capital Outlay (FCO) budget authority to begin the 2-year project to design and construct 2 new buildings on the Jacksonville Urban Office Campus. Phase 1 would consist of a new 18,000 square foot 2-story building and Phase 2 would include a 3-story 27,000 square foot complex. Total project would create 45,000 square feet of new office, meeting, and training space on the existing FDOT-owned site in District 2, Duval County.

The existing Jacksonville Urban Office is over 60 years old and showing signs of advanced deterioration. The Jacksonville Urban Office was thoroughly evaluated, and a report generated to assess the buildings viability. It was determined that replacement is warranted to correct Life Safety needs, Building Code deficiencies, update mechanical systems, and provide functional upgrades to accommodate the department's Mission.

Replacement of the existing building to current standards will create a more efficient workspace, eliminate hazardous conditions/materials, and upgrade plumbing and electrical in the building. Long term benefits include reduced maintenance costs, utility cost reductions and more efficient workspace for employees. It is estimated that the new building will save the department \$16.625 Million over the next 50 years.

The new Jacksonville Urban Office buildings will be constructed on the existing campus. Staff will continue to utilize the existing Jacksonville Urban Office facility during construction (minimizing disruptions). Once the new building is complete staff will relocate to the new facility and the old building would be demolished; additional parking would then be constructed over the footprint of the old building.

BREAKDOWN OF COST SUMMARY:

Highway Operations (55150200)
 Operations and Maintenance (1601010600):
 Design and Phase I Construction \$9,996,603
 Phase II Construction \$17,716,881
 Total Project Cost \$27,713,484

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE

Project will resolve water intrusion/mildew issues, office layout inefficiencies, fire safety and air conditioning deficiencies, parking area limitations and mitigate risk of cost liability to FDOT. Cost savings are realized with the new replacement center's operational and building system efficiencies, the department's increased ability to perform

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
JAX URB OFC - CONSTRUCTION	015		088630

critical functions during emergency events and reduced exposure of potential water damage to expensive electronic equipment. Replacement of existing structures protects department employees and resources by providing a more efficient modern building that will meet all current building and life safety codes.

ADVERSE IMPACT(S) IF NOT FUNDED:

Replacement of the existing building will create a more efficient workspace, eliminate hazardous conditions/materials, and upgrade plumbing and electrical in the building. Long term benefits include reduced maintenance costs, utility cost reductions, and more efficient workspace for employees. If the building is not replaced it will continue to decline resulting in an unsafe working environment and more frequent/increased maintenance costs.

BENEFITS TO THE STATE:

A newly constructed building will meet all current code requirements and energy efficiency mandates. The interior layout would meet FDMS standards for new state buildings and would better support the department's mission in providing a safe transportation system that ensures the mobility of people and goods.

LRPP REFERENCE: Goal 1: Provide safety and security for residents, visitors and businesses.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
PROFESSIONAL PREQUALIFICATION			
MODERNIZATION	016		36255C0
TRUST FUNDS.....		796,593	2000

=====

SCH VIIIA NARR 23-24 NOTES:

Priority #016

SUMMARY:

Requests \$796,593 of Contracted Services, of which \$119,910 is recurring, for the replacement of the Professional

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
PROFESSIONAL PREQUALIFICATION			
MODERNIZATION		016	36255C0

Prequalification (PPQ) system which is responsible for maintaining, tracking and reporting qualification information for professional services consultant firms that do business with the FDOT. The PPQ system is an internal web-based application developed in 2004. Due to PPQ's dated and obsolete technology, no future enhancements can be made to this application.

Professional Prequalification Modernization is a replacement of the existing application which provides prequalification information for over 700 professional services firms. Professional services is defined as engineering, architectural, landscape architectural, surveying and mapping services procured pursuant to section 287.055, Florida Statutes and also right of way and planning services procured pursuant sections 337.107 and 337.1075, Florida Statutes., respectively. The 56 standard professional services work types and qualification requirements are defined in Rule 14-75, F.A.C., which establishes minimum qualification standards. The application directly supports district and central procurement offices during the competitive selection processes and execution of professional services contracts. Statute mandates standard public announcement and qualification procedures to support every professional services procurement. The replacement of PPQ fulfills this statutory requirement.

The PPQ is necessary for verifying/validating the qualification status of firms interested in pursuing FDOT professional services procurements, and other Florida local agency/county contracts. The replacement system will not involve data conversion, which is generally a costly component of database replacement. FDOT will re-enter valid data from the existing qualification application into the new application.

The current application is restricted by a system architecture that limits flexibility. The current PPQ system lacks the functionality to add new fields when new requirements or documentation are needed to comply with updates to Rule, Statute and industry standards. Further, reporting from the existing system is substandard and can be misleading. Application statuses and consultant qualification statuses must be simple, clear and 100% accurate due to the gravity of the prequalification data.

The proposed rewrite of the application will eliminate reliance on old technology for prequalification data tables, which can no longer be maintained. Moreover, Section 282.206, Florida Statutes, Cloud-first policy for state agencies, was passed and implemented in FY2019-20 requiring that all existing applications be evaluated for cloud readiness. PPQ requires a complete rewrite/replacement, in preparation for the move to the cloud environment, which in turn will eliminate dependencies on older legacy platforms.

BREAKDOWN OF COST SUMMARY:
 Project Implementation: \$796,593
 Recurring maintenance: \$119,910 annually

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:
 ROI: 4.6
 Breakeven fiscal year: 2025
 ROI calculated over ten year lifespan of system with NPV factor of 4%
 (Savings/Cost Avoidance - Cost) / Cost

ADVERSE IMPACTS IF NOT FUNDED:

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
PROFESSIONAL PREQUALIFICATION			
MODERNIZATION		016	36255C0

Without a rewrite, tracking of consultant qualifying staff will continue to be maintained manually, which is an error-prone methodology.

If this module is not implemented, the prequalification of consultant firms may become delayed, due to the need to deploy manual prequalification processes. A delay may also impede small businesses from competing on projects as a prime consultant or subconsultant. FDOT Central Office Procurement has only 30 days to fully process an application per Rule 14-75, F.A.C.

The system is inflexible and difficult to use. System bugs have impacted the accuracy of the system's information and reporting. The PPQ system needs a re-write to update the system to meet the current business needs of FDOT. The PPQ system will continue to encounter report issues and application inflexibility. Delays slow down contract awards and project production and compromise statutory compliance.

BENEFITS TO THE STATE:

The replacement system supports safety to the public, since PPQ is necessary for verifying/validating the qualification status of firms interested in pursuing FDOT professional services procurements and other Florida local agency/county contracts.

The proposed rewrite of the application will eliminate reliance on old technology for prequalification data tables, which can no longer be maintained. Moreover, Section 282.206, Florida Statutes, Cloud-first policy for state agencies, was passed and implemented in the 2019-2020 fiscal year requiring that all existing applications be evaluated for cloud readiness. PPQ requires a complete rewrite/replacement, in preparation for the move to the cloud environment. A rewrite/technology refresh of PPQ will eliminate dependencies on older legacy platforms. The rewrite of PPQ will be cloud compatible, supporting the statutory Cloud First Initiative.

LRPP REFERENCE: Goal 1: Provide safety and security for residents, visitors and businesses.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

PRIMAVERA P6 SOFTWARE AS A SERVICE			
IMPLEMENTATION AND PROGRESS			
REPORTER		017	36257C0
TRUST FUNDS.....	2,088,240		2000
	=====		

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
PRIMAVERA P6 SOFTWARE AS A SERVICE			
IMPLEMENTATION AND PROGRESS			
REPORTER		017	36257C0

SCH VIIIA NARR 23-24 NOTES:
 Priority #017

SUMMARY:

Requests \$2,088,240 of non-recurring budget authority in FY2023-24 for the 1st year of a 4-year project to implement Oracle's Primavera P6 Software as a Service (SaaS) and Oracle's Progress Reporter module to replace current on-premise, legacy solutions for developing, analyzing, managing and monitoring construction project schedules. The total 4-year implementation cost is \$8,647,214 with recurring licensing cost of \$919,800 beginning in FY2027-28.

The department's Office of Engineering and Operations utilizes Oracle's Primavera P6 system, which is the industry standard for critical path scheduling for large, complex projects. The department's Office of Construction and Office of Program Management use Primavera P6 to develop and analyze critical paths for projects. All FDOT transportation infrastructure projects over a certain dollar amount are required to have an accompanying critical path method schedule, and contractors are required to provide a monthly update to their critical path schedule. These schedules, and the accompanying analyses performed using the Primavera P6 system, serve to protect the department and the contractor from cost overruns due to schedule delays. A custom application is used in conjunction with Primavera P6 to manage and monitor schedule changes.

Currently, Primavera P6 is an on-premise application hosted at the State Data Center. It requires multiple, specialized resources both within the department and at the State Data Center to support and maintain. The current on-premise application infrastructure also does not support the cloud-first initiative of the State of Florida.

The costs and resources needed to perform an upgrade of the application have impeded the department's ability perform annual updates to be on the most current version of Primavera P6 on-premise. The current version of Primavera P6 on-premise is version 21, however, the department is on version 17.12.

The replacement of the on-premise Primavera P6 with Oracle's Primavera P6 Software as a Service (SaaS) and Oracle's Progress Reporter module project is a four-year project with ongoing recurring costs:

FY2023-24

- Procure contracted implementation and migration services, training, and licenses to implement Primavera P6 SaaS and Progress Reporter.
- Develop and deploy the data infrastructure required for this implementation to be successful.
- Fully test and document the efforts of this phase and make a recommendation and plan for implementation in all districts.

FY2024-25 and FY2025-26

- Renew contracted implementation and migration services, training, and licenses for Primavera P6 SaaS and Progress

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
PRIMAVERA P6 SOFTWARE AS A SERVICE			
IMPLEMENTATION AND PROGRESS			
REPORTER			36257C0
		017	

Reporter and add licensing for remaining districts.

- Develop and deploy any additional data infrastructure required for this implementation to be successful.
- Train all staff on the new P6 SaaS and Progress Reporter functionality.
- Sunset P6 on-premise software and databases.

FY2026-27

- Renew licenses for Primavera P6 SaaS and Progress Reporter
- Analyze the database infrastructure of Primavera P6 SaaS to determine if and how the databases can be consolidated. Currently, there are 18 databases statewide that require analysis to determine if they can be consolidated.

FY2027-28 - FY2033-34

- Renew licenses for Primavera P6 SaaS and Progress Reporter

The benefits of implementing Primavera P6 SaaS and Progress Reporter are:

- Supports the State's cloud-first initiative.
- Eliminates current on-premise infrastructure support costs and the state data center costs.
- Eliminates the time and cost of upgrading the on-premise infrastructure.
- Increases data security and provides enhanced functionality for project schedule management.
- Improves the development, analysis, and management of construction project schedules by providing access to the most current features, functionality, and security updates.

BREAKDOWN OF COST SUMMARY:

FY2023-24: \$2,088,240
 FY2024-25: \$1,925,134
 FY2025-26: \$2,326,520
 FY2026-27: \$2,307,320
 Total Implementation Cost: \$8,647,214

Recurring beginning FY2027-28: \$919,800 per year for 6 years

FY2023-24

Licensing = \$198,240
 Implementation and Migration Services = \$790,000
 Project Management and Analysis = \$400,000
 Quality Assurance and Testing = \$100,000
 Product Functionality Validation = \$600,000
 Total = \$2,088,240

FY2024-25

Licensing = \$399,134.40
 Implementation and Migration Services = \$790,000
 Project Management and Analysis = \$400,000

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF 55000000
 AGENCY-WIDE INFORMATION TECHNOLOGY 3620000
 PRIMAVERA P6 SOFTWARE AS A SERVICE
 IMPLEMENTATION AND PROGRESS
 REPORTER 017 36257C0

Quality Assurance and Testing = \$100,000
 Product Functionality Validation = \$200,000
 Data Infrastructure Development = \$36,000
 Total = \$1,925,134

FY2025-26
 Licensing = \$800,520
 Implementation and Migration Services = \$790,000
 Project Management and Analysis = \$400,000
 Quality Assurance and Testing = \$100,000
 Product Functionality Validation = \$200,000
 Data Infrastructure Development = \$36,000
 Total = \$2,326,520

FY2026-27
 Licensing = \$817,320
 Implementation and Migration Services = \$790,000
 Project Management and Analysis = \$400,000
 Quality Assurance and Testing = \$100,000
 Product Functionality Validation = \$200,000
 Total = \$2,307,320

Total Implementation Costs = \$8,647,214

Recurring beginning FY2027-28: \$919,800 per year for 6 years

IMPACT ASSESSMENT:

Server costs = \$3,000 per server * 4 servers * 7 years = \$84,000
 Data center custom support: 312 hours/year * \$100/hour = \$218,400
 Recurring Maintenance: 1500 hours/year * \$100/hour = \$350,000
 Staffing Support for Annual System Upgrades: 350hours/year * \$100/hour = \$245,000
 Project Delay/Lost Productivity: 1 events/year * 30 hours/event * \$40 * 1500 users = \$13,620,000
 Risk Mitigation/Data Breach/Vulnerabilities: 1 application/6500 users * 8 hours * \$40 = \$14,560,000
 Risk Mitigation/Ransomware: 350 * \$40 * 8 hours = \$234,000
 Current Primavera P6 On-Premise Licensing and Web Services: 1/year @ \$683,633 * 7 years = \$4,785,431

Cost Avoidance ROI Calculation:

(NPV Cost Avoidance - (NPV Total Cost)) / (NPV Total Cost)
 ROI Breakdown: (\$26,120,507.28 - \$11,950,016.97) / (\$11,950,016.97)
 ROI: 1.19
 Breakeven Year: FY2027-28

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
PRIMAVERA P6 SOFTWARE AS A SERVICE			
IMPLEMENTATION AND PROGRESS			
REPORTER		017	36257C0

ADVERSE IMPACT(S) IF NOT FUNDED:

The department is lagging in the upgrading of its current Primavera P6 on-premise environment. The currently available version is 21 while the department is only on version 17.12. Expert Primavera P6 on-premise resources are no longer with the department, impacting the department's ability to properly support and upgrade the system. In addition, version 17.12 is no longer eligible for Premier or Extended support tiers from Oracle. We are on long-term sustaining support for the current version, but that support does not include:

- Updates, fixes, security alerts, data fixes, and critical patches
- Tax, legal, and regulatory updates
- Upgrade scripts
- Certification with new third-party products/versions
- Certification with new Oracle products

If the department does not move to the cloud-based Primavera P6, it will continue to lag in versions and will not be able to use the latest features, performance improvements, or security upgrades, ultimately affecting the management of construction project scheduling. It also puts the department at an increased risk for security vulnerabilities and data breaches.

BENEFITS TO STATE:

Moving the department's Primavera P6 to a SaaS environment will ensure access to the latest features, functionality, security, and updates. The Oracle SaaS environment includes monthly upgrades of features and functionality as well as consistent upgrades in security measures.

Primavera P6 SaaS and Progress Reporter will increase the efficiency and effectiveness of managing the department's transportation infrastructure projects. Progress Reporter specifically, has the potential to enhance the department's project scheduling capabilities, ultimately accelerating completion of transportation infrastructure projects.

Primavera P6 SaaS is a cloud-based application that is in direct alignment with the Cloud First initiative for the State of Florida. Cloud-first is an infrastructure mandate by the Florida legislature (Section 282.206, Florida Statutes).

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
PROJECT SUITE ENTERPRISE EDITION		018	36259C0
TRUST FUNDS.....	500,000		2000
	=====		

SCH VIIIA NARR 23-24 NOTES:
 Priority #018

SUMMARY:

Requests \$500,000 of non-recurring Contracted Services budget authority in FY2023-24 for the 1st year of a 4-year project to migrate and modernize the Project Suite Enterprise Edition (PSEE) application. PSEE is a legacy application that provides Work Program administrators with a one-stop shop to review information about Work Program projects, and to manage project change. The total 4-year migration and modernization cost is \$4,100,000 with recurring maintenance cost of \$820,000 beginning in FY2027-28.

PSEE was originally implemented in 2010 and contains unsupported technology, motivating the move to modern technology components. The current legacy application infrastructure also does not support the cloud-first initiative of the State of Florida. The modernization of PSEE is to be done in conjunction with the department's implementation of Oracle's Primavera P6 Software as a Service (P6 SaaS) and Progress Reporter, which manages the scheduling of transportation infrastructure projects. Project schedule data is essential for Work Program administrators to be able to accurately evaluate transportation project progress and success; Therefore, as part of this modernization effort, we must ensure the data integrations between PSEE and Primavera P6 SaaS function correctly.

The benefits of rewriting PSEE are:

- Improves the data integration between PSEE and P6 SaaS to ensure efficient review and management of Work Program project information and scheduling.
- Reduces the time and costs associated with maintaining an on-premise solution.
- Increases data security and provides enhanced functionality for Work Program project management.
- Complies with the cloud-first initiative of the State of Florida.

BREAKDOWN OF COST SUMMARY:

Line Items:
 FY2023-24 System and Process Analysis and Design = \$500,000
 FY2024-25 Migration and Modernization = \$1,200,000
 FY2025-26 Migration and Modernization = \$1,200,000
 FY2026-27 Migration and Modernization = \$1,200,000
 Total Development Cost: \$4,100,000

Recurring beginning FY2027-28: \$820,000 per year

IMPACT ASSESSMENT:

Server costs = \$3,000 per server * 4 servers = \$72,000

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF 55000000
 AGENCY-WIDE INFORMATION TECHNOLOGY 3620000
 PROJECT SUITE ENTERPRISE EDITION 018 36259C0

Data Center Custom support: 312 hours/year * \$100 (SDC rate)/hour = \$187,200
 Recurring Maintenance: 500 hours/year * \$100/hour = \$300,000
 Lost Productivity due to Outages: 40 hours/event, 1 event/year @ \$40/hour, 1500 people= \$14,400,000
 Risk Mitigation/Data Breach/Vulnerabilities: 1 application/3500 users * 8 hours * \$40 = \$6,720,000
 Risk Mitigation/Ransomware: 350 * \$40 +25,000 = \$234,000

(NPV Cost Avoidance - (NPV Total Cost) / (NPV Total Cost)
 ROI Breakdown: (\$17,508,165.37 - \$7,357,217.80) / (\$7,357,217.80)
 ROI: 1.38

ADVERSE IMPACT(S) IF NOT FUNDED:

If the project is not funded, there is a high risk that the data integrations between PSEE and P6 SaaS and Progress Reporter will not function affecting the proper management and completion of Work Program projects. Failure to migrate and modernize to a cloud-based solution means the department continues to require expert resources and on-premise infrastructure, adding costs and risks to the delivery of the Work Program.

BENEFITS TO STATE:

The rewrite of PSEE using today's more advanced technologies ensures that the data integrations between PSEE and P6 SaaS and Progress Reporter will function correctly. This ensures that construction projects are efficiently and effectively managed, creating safer roads for Florida's drivers and pedestrians.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

PROGRAM PLAN SUPPORT 6000000
 CAREER PATH MARKETING CAMPAIGN INTO
 ROAD AND BRIDGE CONSTRUCTION
 INDUSTRY 019 6001070
 TRUST FUNDS..... 100,000 2000
 =====

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
CAREER PATH MARKETING CAMPAIGN INTO			
ROAD AND BRIDGE CONSTRUCTION			
INDUSTRY		019	6001070

SCH VIIIA NARR 23-24 NOTES:
 Priority #019

SUMMARY:

Requests \$100,000 of recurring budget authority in the Contracted Services category to conduct a career path marketing campaign, highlighting and promoting the rewarding career paths in the road and bridge construction industry in the state. The marketing strategy will include components that bring attention to career opportunities that exist at the beginning, middle, and later-stages of a person's career and the availability of these careers to diverse peoples. The department will use funding towards the development of the following:

- Development of a "Talent Pipeline" Plan that includes specific action items to be phased over a 2-year ramp up (process to collaborate with middle and high schools; technical training centers/institutions; CareerSource Florida, and its offices statewide; state colleges/universities; other state agencies and affiliates; and community partners statewide and to be implemented by the industry with support from FDOT)

- Develop a Guidebook on Recruitment/Training Best Practices to be utilized

- Create a Florida Road and Bridge Campaign "We're Hiring." Develop a 3-year marketing plan (To be implemented by the industry with collaborative support from appropriate state agencies and educational institutions)

BREAKDOWN OF COST SUMMARY:

FY2023-24 Career Path Marketing Campaign \$100,000

IMPACT ASSESSMENT:

Will provide the department with additional exposure to facilitate the career opportunities in the road and bridge construction industry.

ADVERSE IMPACT(S) IF NOT FUNDED:

If unfunded, an opportunity would be lost to provide general exposure of the department and the career opportunities offered.

BENEFITS TO STATE:

The project will enhance the state's ability to recruit qualified candidates for positions within the road and bridge construction industry.

LRPP REFERENCE: GOAL #1: Provide safety and security for residents, visitors, and businesses.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
CAREER PATH MARKETING CAMPAIGN INTO			
ROAD AND BRIDGE CONSTRUCTION			
INDUSTRY		019	6001070
<p>FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.</p> <p>LINKAGE TO GOVERNOR'S PRIORITIES: Priority 4: Economic Development and Job Creation - In addition to the economic value of transportation investments, the department supports Transportation and Civil Engineering (TRAC) and Roadways In Developing Elementary Students (RIDE), two national programs that are delivered to local schools to encourage Science, Technology, Engineering and Mathematics (STEM) education.</p> <p>*****</p>			
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
SECURITY RISK MANAGEMENT PROGRAM		020	36253C0
TRUST FUNDS.....	607,320		2000
	=====		

SCH VIIIA NARR 23-24 NOTES:

Priority #020

SUMMARY:

Requests \$607,320 of recurring funds to further build out cybersecurity capabilities through a third-party service provider.

Risk Management - During FY2022-23 FDOT will be implementing an enterprise-level Governance, Risk and Compliance tool to support the ongoing process of assessing system and vendor risk within the department. FDOT is requesting recurring contracted services funding to continue the efforts that were funded in FY2022-23. This support service is needed to cover the three components of the Risk Management Program (1) system risk (2) supply-chain risk and (3) IT risk assessment and elevation to the Risk Steering Workgroup.

The department has hundreds of systems implemented to support its mission, with new systems being added every year. The Florida Cybersecurity Standards (60GG-2 F.A.C.) requires systems to have a completed security risk assessment. The department's current inventory consists of 2,018 systems. Only 117 (5.8%) of those systems currently have a completed system risk assessment. Historically, the team has processed 25 - 30 risk assessments per year. While the new tool will reduce the time to gather the data needed to complete the risk assessment on each system, additional resources are still needed to run this extensive program. The Florida Cybersecurity Standards require agencies to establish management processes to manage cyber supply chain risk (or vendor risk). This includes assessing risk of these suppliers, requiring vendors to implement appropriate security controls and assess supplier ability to meet their contractual obligations. As with the system security risk assessment process, there are many vendors to assess. The Florida Cybersecurity Standards

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
SECURITY RISK MANAGEMENT PROGRAM		020	36253C0

also require agencies to establish processes for reviewing issues and their related risk and having that issue reviewed by a Risk Steering Workgroup. This department will be expanding their Risk Steering Workgroup process using the resources provided in this request. The Risk Management Program requires ongoing dedicated staff to keep the effort moving forward. The FY2022-23 General Appropriations Act provided nonrecurring funding for a staff augmentation position to coordinate this program. The department is requesting recurring funding for FY2023-24 to secure a third-party service provider to provide ongoing system, vendor and internal IT risk management necessary for an affective, accountable Risk Management Program.

Continuous Monitoring - One of the key concepts of cybersecurity is continuous monitoring. Once cybersecurity tools have been implemented, staff must monitor and act upon information received from these tools. The Florida Cybersecurity Standards, 60GG-2 F.A.C requires the completion of a Risk Assessment every three years. In 2017, FDOT completed a third-party risk assessment, which highlighted gaps and risks that should be addressed to improve the department's security maturity. This effort was repeated in 2021. The report showed an improvement in overall security maturity from 2.4 to 2.8 (a 16% improvement) between the two assessments.

In reviewing the high priority/high risk items that are still pending, it becomes apparent a critical need is continuous monitoring. As the department continues to expand its cyber-capabilities, it creates an influx of previously unknown information from tools purchased by FDOT or provided by Florida Digital Services (FLDS). Having this information (cyber intelligence) and insight is critical to the security of the department's information technology environment. To properly implement continuous monitoring of our environment, additional resources are needed. FY2023-24 funding will allow the department to secure a third-party service provider to continue providing the resources to manage cyber-related projects, that can develop policy and procedure, that can analyze situations that occur and make recommendations on security and advise on complex cybersecurity situations.

BREAKDOWN OF COST SUMMARY:
 Consultant Services to include:
 Security Consultant/Risk Management
 Project Manager/Business Analyst for Continuous Monitoring
 Security Consultant/Incident Investigations
 Total: \$607,320 recurring

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:
 This request will provide the Information Security Manager with the resources to monitor and manage FDOT's system security/system risk assessment process; manage supply chain risk, better monitor and track compliance with the Florida Cybersecurity Standards (60GG-2, F.A.C.), better research security incidents and implement and review policy. As organizational and state governance, risk, and compliance (GRC) requirements become increasingly resource intensive (they generate more projects, uses of information, and regulations), risk assessment at the agency level requires more attention. This shift means the volume of risk and control information that the Information Security Manager (ISM) function is required to manage has grown rapidly.

The Florida Cybersecurity Standards requires compliance with a wide range of IT-related standards. These are modeled after the National Institute of Science and Technology (NIST) Risk Management Framework (RMF). Additional resources are needed to deal with the current and changing risks in cybersecurity.

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF 55000000
 AGENCY-WIDE INFORMATION TECHNOLOGY 3620000
 SECURITY RISK MANAGEMENT PROGRAM 020 36253C0

Return on Investment is achieved through cost avoidance. As with many cybersecurity components, the purchase is made to prevent a problem, rather than save money. Each system implemented without a System Security Plan/Assessment represents a potential weak spot that opens the department to cyber risk.

Cost Avoidance:

General Breach or Vulnerabilities (10,000 devices @ 10% affected @ 8.5 hrs. down @ \$39.97/hr.@ 3X/yr.)	\$1,019,235
Ransomware (10,000 devices @ 100% affected @ 8.5 hours down @ \$39.97/hr. @ 1X/yr.)	\$3,397,450
Data Breach - Based on Gartner Data Breach Calculations Method - 100,000 records	\$573,365
Total per year	\$4,990,050

ROI: (\$40,473,775 - 4,925,909)/4,925,909 = 7.22

ADVERSE IMPACT(S) IF NOT FUNDED:

The department will continue to be at a greater risk of cyber-attack, ransomware, or data breach without increased resources to address concerns uncovered by our monitoring tools. As a provider of critical infrastructure, FDOT is a prime target for many malicious actors.

BENEFITS TO THE STATE:

Provides a needed layer of protection for the department, and therefore to the State. FDOT must improve our protections as quickly as possible so that we may be better protected, which in turn protects the data entrusted to FDOT by its business partners, staff, and citizens.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

VIRTUAL MOBILITY DATA MANAGEMENT 021 36254C0
 TRUST FUNDS..... 384,000 2000

=====

SCH VIIIA NARR 23-24 NOTES:
 Priority #021

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
VIRTUAL MOBILITY DATA			
MANAGEMENT		021	36254C0

SUMMARY:

Requests recurring budget of \$384,000 to competitively procure a private sector service provider for the following: Subscription model services for licensing of desktop services, virtual app access for image configuration, pooled storage capacity, implementation, and ongoing maintenance to handle security updates and support.

This issue requests procuring a third-party provider for desktop as a service (DaaS) to implement, maintain security updates, and provide support to integrate with the ClearPass network security tool. Funding in FY2022-23 enabled the department to secure a vendor and implement the Virtual Data Management tool allowing access from anywhere and from any device.

This tool allows the department to wipe clean devices that are lost or stolen, providing controlled access of data. Today, connecting to department resources is not consistent based on where users are located and what type devices are trying to gain access. The current security levels are critical in keeping the environment at a low risk for threats, virus attacks, and data loss. If the security levels are not current, there are delays in connecting to the computing environment while updates take place. There are several external business partners with a need to connect and exchange information to complete complex and costly projects. Timely access in a controlled environment ensures greater productivity from business partners, external and internal. Oversight into the data shared among different business partners can be controlled and still provide flexibility for ease of access when it's needed and wherever it is located. As more components require access to the department's computing environment through several endpoint entries and mobile applications, the need to secure the data is greater. Security becomes more complex and can hinder productivity. An increasingly mobile enabled workforce and devices on the roadways presents vulnerabilities for increased attacks.

If this issue is not approved, the department would lose the vendor creating setbacks with no replacement option immediately available exposing, significant cyber security risk and threats given the number of systems, vendors and employees accessing tools and data.

BREAKDOWN OF COST SUMMARY:

FY2023-24 Request - Contracted Services (Recurring):

ClearPass network Security Tool Support, Desktop services, security updates, and maintenance: \$384,000

Funded in FY2022-23 (Recurring)

ClearPass Network Security Tool: Expenses \$186,358, Contracted Services \$117,923

IMPACT ASSESSMENT:

Time saved by patch and configuration management team:

(4 configuration tech * \$25.69/hr. saved per mobile hardware enrollment of 2,022 devices): \$207,781

Cost avoidance for mobile hardware deployment costs:

(2,022 devices scheduled for replacement or upgrade * \$25.69 avg. salary/hr. * 1 hr. per employee): \$51,945

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
VIRTUAL MOBILITY DATA			
MANAGEMENT	021		36254C0

Time saved by technical and security staff to remediate data breaches:

(350 hrs. * \$38.14 * 2 hr. per employee + \$25,000 LifeLock): \$51,698

Time saved by workstation support Staff:

(27 Workstation Support Tech * \$24.15/hr. * 2 hrs. saved per image configured * 300 avg. devices per district/yr.):
 \$391,230

Cost avoidance Ransomware from data exposure:

(2,022 staff @ 100% affected * 8.5 hrs. down * 38.14/hr. * 1X/yr.):	\$655,512
Total	\$1,358,166

Net present value with a 4% NPV factor: \$11,015,944

Cost of services:

Desktop services, security updates, support and maintenance:	\$384,000
ClearPass Security Tool (funded in FY2022-23)	\$304,281
Total	\$688,281

ROI: 5.27

ADVERSE IMPACT(S) IF NOT FUNDED:

Lose the ability to utilize this tool implemented in FY2022-23, which provides portability and flexibility during emergencies. Limiting business partnerships to local constituents, not allowing the ability to expand its resource pool to meet skill and talent levels needed but impacted by relocation requirements.

BENEFITS TO STATE:

This project will create an environment to allow work to take place without the worry of traveling to perform job functions. The department can reduce the risk of data loss, identity theft, and abuse, while improving mobility and accessibility to resources to complete work.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03 AGY REQUEST FY 2023-24			
PROGRAM OR SERVICE-LEVEL INFORMATION TECHNOLOGY GEOSPATIAL ROADWAY DATA STRATEGIC FRAMEWORK	POS	AMOUNT	PRIORITY

			CODES
			55000000
			3630000
			36342C0
TRUST FUNDS.....		458,640	2000
		=====	

SCH VIIIA NARR 23-24 NOTES:
 Priority #022

SUMMARY:

Requests \$458,640 of recurring Contracted Services budget authority to continue the Geospatial Roadway Data Strategic Framework (Statewide Geospatial Systems Modernization). This issue was funded nonrecurring in FY2022-23.

The department manages trillions of dollars' worth of transportation infrastructure and real estate along 12,000 centerline miles of roadway. The statewide roadway alignment is the common thread that relates pavement, bridges, right-of-way, roadway asset devices, traffic control devices, safety data and countermeasures, maintenance inventory and transportation program management together. There is a critical need to modernize the department's various reference alignments to a singular digital three-dimensional statewide alignment. This effort aligns with the Every Day Counts (EDC) transportation efficiency initiative of the Federal Highway Administration (FHWA) and the "Data Management and Analytics" guidance of American Association of State Highway and Transportation Officials (AASHTO).

This digital innovation is a crucial first step to consistently align transportation project assets and conditions in the proactive effort to support fully autonomous vehicles (AVs) and real-time data analytics by unifying various transportation management systems geospatially. These efforts and investments provide the opportunity to improve data sharing and analytics within the department and with our external partners by providing accurate, consistent and timely geospatially related information necessary for improved transportation business decisions. Also, with consistent geospatial location of transportation assets statewide, the department and all Floridians can fully benefit from the safety and mobility of autonomous vehicles, non-motorized transportation (bicycle, pedestrian and other) and transportation management systems necessary to do business.

The department seeks to retain a private sector provider of the following services:

- Coordinating district research of the current district archives for digital survey alignment data and validate the information related to the original datum information
- Working with central office survey staff to assemble a digital statewide alignment in a single geospatial database referenced to a national earth-centered datum. This allows for presentation and analysis of geospatial data for future projects

BREAKDOWN OF COST SUMMARY:
 Project Surveyor and Mapper
 Survey Analyst III

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM OR SERVICE-LEVEL			
INFORMATION TECHNOLOGY			3630000
GEOSPATIAL ROADWAY DATA STRATEGIC			
FRAMEWORK		022	36342C0

Contracted Services Total: \$458,640 recurring

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

ROI: 4.38
 Breakeven fiscal year: FY2023-24
 ROI calculated over ten-year lifespan of system with NPV factor of 4%

Cost of delays for small, medium, and large projects = \$840,079 per month / 22 days = \$38,185 per day (Source: "Assessing the Costs Attributed to Project Delays," Texas Transportation Institute (TTI) and Texas Department of Transportation)

2,068 construction projects per year (six-year FDOT average) x \$38,185 per day x 5% (conservative estimate) = \$3.9 million/year.

Cost savings will be realized through improved efficiency in business operations and work processes through use of data sharing technology, elimination of redundant data collection efforts and consensus in the use of streamlined data sources across organizational business units.

ADVERSE IMPACTS IF NOT FUNDED:

It is critical to properly manage transportation technology and data or unsafe conditions. All department data is leveraged for strategic decisions, operational efficiency and infrastructure growth. Mismanaged data leads to data mistrust and data utilization will have an increased cost as more time and resources are needed to assure its quality. Untrusted data can become a wasted asset never used again after trust fails. If transportation data users use inaccurate, incomplete or inappropriate data, it may result in flawed and unreliable decision-making.

BENEFITS TO THE STATE:

Every Day Counts (EDC) is an initiative of the Federal Highway Administration (FHWA) designed to identify and deploy innovation aimed at reducing the time it takes to deliver highway projects, enhance safety and protect the environment. Modernization of the statewide geospatial roadway alignment supports transportation projects from design through maintenance and prepares the state to support AV technology, real time data analytics and non-motorized transportation.

LRPP REFERENCE: Goal 1: Provide safety and security for residents, visitors and businesses.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
SECURITY RISK ASSESSMENT		023	36226C0
TRUST FUNDS.....	500,000		2000
	=====		

SCH VIIIA NARR 23-24 NOTES:

Priority #023

SUMMARY:

Florida Cybersecurity Standards, 60GG-2 F.A.C requires the completion of a Risk Assessment every three years. In 2017, FDOT was funded by AST for a third-party risk assessment, which highlighted gaps and risks that should be addressed to improve the department's security maturity. FDOT's risk assessment went beyond the required components and included a strategic road map that included estimated costs and prioritization. This effort was repeated in 2021 with funding included in the General Appropriations Act. The report showed an improvement in overall security maturity of 16%. It also included a component that looked at the risk for Operational Technology in the Motor Carrier Size and Weights (MCSAW/Weigh Stations) section. This section now has a baseline and roadmap to work from to improve overall security. FDOT seeks \$500,000 for another two-part risk assessment. The primary part will complete the risk assessment as required by 60GG-2 F.A.C. The secondary part will include an add-on to complete a risk assessment on a specialized area within FDOT, that would otherwise be excluded from the risk assessment. This includes operational technology that exist in areas of FDOT such as Intelligent Transportation, Traffic Operations; or a readiness assessment for future technologies such as autonomous or connected vehicles.

BREAKDOWN OF COST SUMMARY:

Consultant Services (nonrecurring) \$500,000 nonrecurring

ROI: 83.19

IMPACTED ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

The Risk Assessment will allow FDOT to focus on those security technology gaps that pose the most risk, therefore giving us the most appropriate use for our security technology funds. Since completion of FDOT's 2017/2021 [TSW1] Risk Assessment, the department has addressed, or has in-progress, the following security initiatives which were recommendations from the assessment:

- Identity Access Management and Governance;
- Change Management Database (CMDB).
- Vulnerability Management;
- Privileged User Education; and
- Protect/Restrict Removable Media Use.

ADVERSE IMPACT(S) OF NOT FUNDED:

Cybersecurity is an ever-changing field where cyber-criminals change their methods constantly. A third-party risk assessment brings in experts in cybersecurity and risk to identity areas that are weak and need improvement. Without a

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
SECURITY RISK ASSESSMENT		023	36226C0

third-party risk assessment, the department may overlook critical areas of need. They also may not be able to provide the needed details and justification needed to support Legislative Budget Requests.

BENEFITS TO THE STATE:

A third-party risk assessment provides an expert review and assessment of the department's stance related to risk and cybersecurity, as well as a formal means of meeting the requirements of 74-2 F.A.C. From this risk-assessment the department can map our spending needs over the next several years and make appropriate budget requests to the Legislature. With requests backed by a third-party assessment, the Legislature can be assured that the budget requests are based on risk-based recommendations provided by experts.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5; Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 3: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

PROGRAM PLAN SUPPORT			6000000
SUPPORT FOR TRANSPORTATION			
DISADVANTAGED		024	6002400
TRUST FUNDS.....	4,000,000		2000

=====

SCH VIIIA NARR 23-24 NOTES:

Priority #024

SUMMARY:

Requests \$4,000,000 of additional recurring budget authority in the Grants and Aids - Transportation Disadvantaged category to align the budget to projected revenues. Revenue projections for fiscal years 2024 to 2027 for the Transportation Disadvantaged Trust Fund have increased above projected transportation expenses. This budget request seeks to increase non-sponsored transportation services access to the transportation disadvantaged population under the Trip and Equipment grant program. This request will also allow the Commission for the Transportation Disadvantaged (CTD) to align service levels to revenue increases.

BREAKDOWN:

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF 55000000
 PROGRAM PLAN SUPPORT 6000000
 SUPPORT FOR TRANSPORTATION
 DISADVANTAGED 024 6002400

Revenues Projections for FY23-24 \$60.7M
 Base Budget for FY23-24 56.2M

 Total \$4.5M

Additional Revenues from Projections

FY24 4,364,843
 FY25 5,325,944
 FY26 6,036,419
 FY27 6,708,427

 Total 22,435,633

Average 5,608,908

Median 5,681,182

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

The increase in appropriation will support the transportation needs of Florida's growing population of older, disabled, and low-income citizens under the Trip and Equipment Grant and allows the Commission for the Transportation Disadvantaged to conform to revised revenue estimates.

ADVERSE IMPACTS IF NOT FUNDED:

If this issue is not approved, the Commission for the Transportation Disadvantaged will not be able to expand additional non-sponsored transportation services to the disadvantaged community throughout the state.

BENEFITS TO THE STATE:

Expands additional services of non-sponsored transportation services to the disadvantaged throughout state.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5, Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 4: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
ADDITIONAL TRANSPORTATION DISADVANTAGED PROGRAM SUPPORT FOR UNDERSERVED		025	6002550
TRUST FUNDS.....	6,000,000		2000
	=====		

SCH VIIIA NARR 23-24 NOTES:
 Priority #025

SUMMARY:

Requests \$6,000,000 in nonrecurring budget authority in the Grants and Aids - Transportation Disadvantages category to continue the Innovative Service Development Grant Program funded in FY22-23 for the Commission for the Transportation Disadvantaged (CTD). This request will provide competitive grants to community transportation coordinators for innovative service delivery that are more cost efficient for the program and time efficient for the users.

BREAKDOWN:

Cash Analysis FY23-24

Cash Receipts from FY22-23

Cash Balance FWD 7/1/2023:	27,781,819

Total Cash Receipts	27,781,819

Revenue Projections 6/30/2024

HSMV	25,100,000
Interest	700,000
FDOT	34,852,272

Total Projections	60,652,272

Total Cash & Projections	88,434,091
--------------------------	------------

Expenditures Projections 6/30/2024

Expenditures	66,323,042

Total Expenditures	66,323,042

Cash Balance 6/30/2024	22,111,049
------------------------	------------

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
ADDITIONAL TRANSPORTATION			
DISADVANTAGED PROGRAM SUPPORT FOR			
UNDERSERVED		025	6002550

This will provide more innovative transportation service deliveries that will be more cost and time efficient for the transportation disadvantaged community.

ADVERSE IMPACTS IF NOT FUNDED:

If this request is not approved, the CTD Community Transportation Coordinators will not be able to continue explorations on innovative services that are more cost efficient for the CTD and more time efficient to the transportation disadvantaged community.

BENEFITS TO THE STATE:

Expands additional services of non-sponsored transportation services to the disadvantaged throughout state.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5, Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 4: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

STAFFING FOR TRANSPORTATION			
DISADVANTAGED QUALITY CONTROL		026	6002A60
TRUST FUNDS.....	1.00		
		84,293	2000
	=====		

SCH VIIIA NARR 23-24 NOTES:

Priority #026

SUMMARY:

The Commission for the Transportation Disadvantaged (CTD) requests one FTE, along with the associated Salary Rate of 48,000 and \$73,089 in Salaries and Benefits budget. \$10,862 in Expenses and \$342 in Human Resources Services Assessment budgets are requested per Appendix E: Standard #3 of the Legislative Budget Request Instructions. The request is for an Operations Management Consultant I - SES to analyze non-sponsored trip data to ensure the validity and accuracy of transportation services reimbursed by the Transportation Disadvantaged Trust Fund; to analyze and evaluate service area transportation activities for service effectiveness, challenges, trends, and areas of improvement; to help the Commission

 COL A03
 AGY REQUEST
 FY 2023-24
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
STAFFING FOR TRANSPORTATION			
DISADVANTAGED QUALITY CONTROL	026		6002A60

create informed policies; and to report on important issues to all stakeholders.

The CTD provides transportation access to citizens in Florida's 67 counties that due to age, income, or disability are disadvantaged. The Transportation Disadvantaged (TD) program is unique to the State of Florida; no other state has a similar program. With a current year budget of \$62.2M, the TD program provides funding for non-sponsored transportation services, equipment, innovative service development, planning services, and policy. A small staff manages the TD program and approximately 130 grants. CTD's current staff includes only 12 FTEs: two FTEs dedicated to financial and support services; six FTEs dedicated to program and grant management; two FTEs dedicated to administrative duties and toll program activities; two FTEs in executive roles overseeing program and policy management.

BREAKDOWN:

Class Title: Operations Management Consultant I - SES
 Class Code: 2234
 Broadband Code: 13-1111-03
 Pay Band: 07
 Pay Grade: 421

Salaries and Benefits	\$73,089	Recurring
Expenses	4,492	Nonrecurring
Expenses	6,370	Recurring
TR/DMS/HR SVCS/STW CONTRCT	342	Recurring

Total	\$84,293	

Revenues Projections for FY23-24	\$60.7M
Base Budget for FY23-24	56.2M

Total	\$4.5M

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

The additional FTE and authority requested will allow the CTD to dedicate resources to permanent accountability and analytical efforts that lead to good stewardship of the TD Trust fund.

ADVERSE IMPACTS IF NOT FUNDED:

If this issue is not approved, the Commission will fail to dedicate resources to accountability efforts that are cost effective to the state of Florida.

BENEFITS TO THE STATE:

By providing an additional FTE and budget authority, the CTD will be able to dedicate resources to permanent accountability and analytical efforts that lead to good stewardship of the TD Trust fund.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure.

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
STAFFING FOR TRANSPORTATION			
DISADVANTAGED QUALITY CONTROL		026	6002A60

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5, Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 4: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

TRANSPORTATION DISADVANTAGED			
RECRUIT AND RETAIN		027	6002A70
TRUST FUNDS.....	66,300		2000
	=====		

SCH VIIIA NARR 23-24 NOTES:
 Priority #027

SUMMARY:

Requests \$66,300 of recurring budget authority in the Salaries and Benefits category and 44,698 of Salary Rate to allow the Commission for the Transportation Disadvantaged (CTD) to recognize employee performance, provide compensation commensurate with experience and the current market and be competitive in retaining and recruiting qualified employees.

The CTD has a small staff of 12 FTEs that provide support to Florida's Coordinated Transportation System. The Transportation Disadvantaged Trust Fund provides financial support for program administration as well as grant funding. Over the last 10 years, the Transportation Disadvantaged Trust Fund has only seen increases in the Salary and Benefits category prompted by legislative action. From the recent cost of living increase, to changes in the cost of insurance, the Commission has operated under the same salary and benefits authority for over a decade. The subtle changes to the Salary and Benefits category do not address the gap in compensation across the board.

The Transportation Disadvantaged program has undergone many changes that have altered the responsibilities of staff. New grant programs, strengthening trust fund accountability, and expanding mobility options are a few areas that have experienced changes. Position descriptions are currently being reviewed for 11 of the 12 positions and updates are being considered that will reflect needed changes in duties and responsibilities. This review will include the following class codes: 8671, 6707, 0105, 8546, 6708, and 8925. We anticipate considering up to a 9% increase for each of the 11 FTEs and adjustments based on changes to duties and responsibilities as needed.

With a small number of FTEs, a specialized field of service, changes in the current job market, the Commission seeks to

COL A03 AGY REQUEST FY 2023-24			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
TRANSPORTATION DISADVANTAGED			
RECRUIT AND RETAIN		027	6002A70

mitigate future negative impact to the TD program by retaining staff with specialized knowledge.

BREAKDOWN:

To be distributed to among the filled FTEs

Annual Associated Benefits Increase	\$21,602
Annual Salary Rate Increase	44,698

Total Salaries and Benefits Budget	\$66,300

Revenues Projections for FY23-24	\$60.7M
Base Budget for FY23-24	56.2M

Total	\$4.5M

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

The additional authority requested will allow the CTD to mitigate negative impact to the Transportation Disadvantaged program by avoiding the costly and negative effects of turnover. If one FTE vacates a post to seek better compensation elsewhere, the program serving Florida's most vulnerable is negatively affected by the re-distribution of duties, the time investment into hiring and training staff, and the lack of funding to compensate staff appropriately. Further, the rate increase would bring the CTD up to current market rates similar to others within the Department and across state agencies.

ADVERSE IMPACTS IF NOT FUNDED:

If this issue is not approved, the Commission risks affecting the TD program negatively by not retaining employees with specialized knowledge unique to the TD program that may seek better compensation elsewhere.

BENEFITS TO THE STATE:

By mitigating the costly negative consequences of turnover, particularly to a human transportation access program run by a small staff of 12 FTEs, program management, technical assistance to service areas, and overall program functioning will remain unaffected.

LRPP REFERENCE: Goal 2: Provide agile, resilient, and quality transportation infrastructure.

FLORIDA STRATEGIC PLAN FOR ECONOMIC DEVELOPMENT: Pillar 5, Strategy 5.2: Improve the efficiency and effectiveness of government agencies at all levels.

LINKAGE TO GOVERNOR'S PRIORITIES: Priority 4: Economic Development and Job Creation - Prioritize infrastructure development to meaningful projects that provide regional and statewide impact, especially focused on safety and improved mobility.

COL A03			
AGY REQUEST			
FY 2023-24			
POS	AMOUNT	PRIORITY	CODES
TRANSPORTATION, DEPT OF			55000000
TOTAL: TRANSPORTATION, DEPT OF			55000000
BY FUND TYPE			
TRUST FUNDS.....	1.00 10132,269,602		2000
	=====		

**Florida Department of Transportation
Temporary Special Duty – General Pay Additives Implementation Plan
for Fiscal Year 2023 – 2024**

In accordance with 110.2035(7)(b), Florida Statutes, each state agency shall include in its annual Legislative Budget Request, a proposed written plan for implementing *Temporary Special Duties – General Pay Additives*. The Florida Department of Transportation (Department) requests the use of this additive for Fiscal Year 2023-2024, using existing resources when warranted, based on the duties and responsibilities of a position.

Description: The Department requests to use the existing *Temporary Special Duty – General Pay* additive in the following circumstances:

1. A Career Service employee is designated to act in a vacant established position in a higher broadband level and perform a major portion of the duties of the higher-level position, for more than 22 workdays within any six consecutive months, as established in the American Federation of State, County and Municipal Employees (AFSCME) collective bargaining agreement.
2. A Career Service employee is designated to act in a vacant critical capacity position and perform the duties of the vacant position until the vacancy is filled.
3. A Career Service employee is assigned temporary duties of another position, due to an employee's absence from work for reasons other than the incumbent being on authorized Family Medical Leave Act (FMLA) or authorized military leave.
4. A Career Service employee is assigned temporary duties of another position, due to the position incumbent's absence from work while on authorized Family Supportive Work Program (FSWP), which does not meet the requirements for FMLA or military leave, or when the incumbent has exhausted FMLA leave, but continues to be absent from work.
5. A Career Service employee is assigned temporary duties of a position whose incumbent has been temporarily assigned other temporary duties that are not customarily assigned to the position.

Justification: The Department cannot anticipate when any of the aforementioned scenarios might occur; however, implementation of a *Temporary Special Duty – General Pay Additive*, will be utilized conservatively when the need is well documented, justified and consistent with the Department's implementation plan.

Effective date: The effective date of the additive for #1 above will begin on the 23rd day. The effective date for additives #2 - #5 will be the first day the temporary added duties have been assigned to the employee, unless otherwise prescribed herein.

Time Period for the Additive: The additive will continue through the period the additional duties are assigned.

Amount of the Additive: The additive will typically not exceed 10% of the employee's base salary.

Positions Affected: The Department cannot anticipate the number of additives needed during FY2023-24. However, during FY2021-22, thirteen (13) *Temporary Special Duty —General Pay Additives* were issued.

Historical Data: Thirteen (13) employees received this type of additive in FY2021-22.

Estimated Annual Cost: The Department cannot anticipate the future impact of this need in any given fiscal year, and can only rely on historical data; however, the agency has used existing salary rate/budget to support additives. In FY2021-22, the annual cost was \$49,912.47.

Collective Bargaining Unit Impacted:

AFSCME – Article 21 – Compensation for Temporary Special Duty in a Higher Position

- (A) 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 performs a major portion of the duties of the higher level position, irrespective of whether the higher level position is funded, for more than 22 workdays within any six consecutive months, the employee shall be eligible to receive a temporary special duty additive in accordance with the Rules of the State Personnel System, beginning with the 23rd day.

- (B) Employees being paid at a higher rate while temporarily acting in a position in a higher broadband level will be returned to their regular rate of pay when the period of temporary special duty in the higher broadband level is ended.



LEGISLATIVE BUDGET REQUEST 2023-2024

Department Level Exhibits and Schedules



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

MEMORANDUM

To: Chris Evans
Office of Work Program and Budget

From: Clinton Doud 
Chief Counsel, Civil Litigation

Date: August 25, 2022

Re: Schedule VII Agency Litigation Inventory
2023/2024 Legislative Budget Request

We have attached an inventory of the Department's current litigation in accordance with the Planning and Budgeting Instructions. Based on your request, we have exercised due diligence by requesting the appropriate attorneys 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), Florida Statutes.

We have not included within this list eminent domain actions brought by the Department in which the issues are the Department's right to obtain title and possession of identified property for public purposes and the value of the property taken. Eminent domain actions arise from the Department's discretionary exercise of its statutory powers, and, on that basis, differ from a claim or suit that might otherwise be brought against the Department as a Defendant. Moreover, these cases are not included because legislative funding for eminent domain actions are included as part of the Department's work program and are legislatively appropriated through the work program.

If you have any questions, or need additional information, please feel free to contact me at 414-5367.

Schedule VII: Agency Litigation Inventory

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	Atlantic Paving Co., Inc., Plaintiff v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	2nd Judicial Circuit, Leon County		
Case Number:	2021 CA 001932		
Summary of the Complaint:	Plaintiff filed suit for breach of dispute resolution agreement.		
Amount of the Claim:	Closed.		
Specific Statutes or Laws (including GAA) Challenged:	Plaintiff served the Department on 11/16/21. Department filed its Answer on due on 1/11/22. Parties entered into a settlement agreement on 7/29/22, and all terms have been completed. Plaintiff filed its Notice of Voluntary Dismissal with Prejudice. Case closed.		
Status of the Case:			
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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).			

Office of Policy and Budget – July 2022

Schedule VII: Agency Litigation Inventory

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Denise Johnson	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:	United States District Court, Middle District		
Case Number:	97-1564-CIV-T-26(A)		
Summary of the Complaint:	The EPA has told Department 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. Department entered a consent decree that requires it to clean this site.		
Amount of the Claim:	Potential exposure is estimated to be \$10,000,000.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	The Department has responded to EPA’s information request and has joined a Potential Responsible Party group. The Department is a major participant due to its allocation. On 1/21/05, EPA agreed to amend the Record of Decision to provide for monitoring and natural attenuation as the remedy for the deep Floridian Aquifer. No additional assessment was made in 2014/15 and 2015/16. On 1/25/18, The Department paid an additional assessment of \$73,634.47. On 3/4/22, the Department paid an additional assessment of \$39,271.72. No additional assessment is expected for 2022/23. Potential exposure does remain.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	BBX Partners, Inc., Hernando Oaks Master Association, Inc., and Heartwood 9I-3, LLC, Plaintiffs v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	5th Judicial Circuit, Hernando County		
Case Number:	2018-CA-865		
Summary of the Complaint:	Plaintiff filed complaint for injunction, trespass, nuisance, negligence, and inverse condemnation for flooding their property.		
Amount of the Claim:	Closed.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Complaint served 8/1/18. On 6/21/19, Plaintiffs filed third amended complaint. Defendant filed its answer. Discovery is ongoing. On 11/23/21, Plaintiff filed a notice of voluntary dismissal without prejudice. Case closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Bridge Tenders, LLC, Plaintiff, v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	4 th Judicial Circuit, Duval County;		
Case Number:	16-2020-CA-000647		
Summary of the Complaint:	Plaintiff filed two-count complaint for inverse and negligent misrepresentation based on loss of access to property.		
Amount of the Claim:	Closed.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	On 3/4/20, Plaintiff served two-count complaint. On 6/22/20, Department filed its Answer and Affirmative Defenses. Discovery ongoing. The Department has asserted that this litigation is not ripe but has agreed to purchase this property contingent upon satisfactory clear title and environmental audit to resolve future access issues that could not be resolved within this litigation. Department purchased property outside of litigation. On 11/5/21, Plaintiff filed a notice of voluntary dismissal with prejudice. Case closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	D.A.B. Contractors, Inc. v. Florida Department of Transportation		
Court with Jurisdiction:	2 nd Judicial Circuit, Leon County; United States Bankruptcy Court, Middle District of Florida		
Case Number:	2021 CA 001175; 6:21-bk-04053-GER		
Summary of the Complaint:	On 7/1/21, plaintiff filed one-count complaint for breach of contract.		
Amount of the Claim:	Undetermined		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Plaintiff filed a one count complaint for breach of contract. On 9/22/21, Department filed its answer and affirmative defenses. On 9/3/22, Plaintiff filed Chapter 7 bankruptcy. Case stayed until bankruptcy matter is resolved.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input type="checkbox"/>	Agency Counsel	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input checked="" 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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	GCB Associates, LLC v. FDOT		
Court with Jurisdiction:	Ninth Judicial Circuit, Orange County		
Case Number:	2021-CA-001112-O		
Summary of the Complaint:	Plaintiff filed a two-count complaint for Declaratory Judgment and Breach of Contract. Plaintiff seeks a declaration that the terms of its agreement with FDOT prohibits the intended Brightline railway line on any portion of State Road 536 that abuts the Plaintiff’s property and is also asserting a breach of contract claim.		
Amount of the Claim:	Undetermined		
Specific Statutes or Laws (including GAA) Challenged:	Chapter 86		
Status of the Case:	Complaint filed on 2/4/21. Department filed Unopposed Motion to Stay which remains in effect through 10/31/22. Parties are attempting to resolve the matter without pursuing litigation.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	H.I. Recoveries, LLC, as Assignee of Magnum Construction Management, LLC, v. State of Florida, Department of Transportation		
Court with Jurisdiction:	11th Judicial Circuit, Miami-Dade County		
Case Number:	2021-000776-CA-01; Consolidated with Case 21-CA-680		
Summary of the Complaint:	Plaintiff filed two-count complaint for breach of contract and unjust enrichment. This suit is related to the lawsuit filed by Magnum Construction Management (21-CA-680) and involves hurricane waste cleanup. Count II was dismissed on 11/22/21. Case was consolidated with Case No. 21-680 on 11/22/21.		
Amount of the Claim:	\$6,000,000 (total for both consolidated cases)		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Complaint served on 3/26/21. Motion to Transfer MCM Case (referenced above) to Other Division filed by Plaintiff on 5/12/21. FDOT filed its Motion to Dismiss Count II I on 5/17/21. Case is consolidated with Case No. 21-680, Magnum Construction Management, LLC v. Florida Department of Transportation, Case No. 2021-000680. Count II was dismissed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Magnum Construction Management, LLC, f/k/a Munilla Construction Management, LLC, and d/b/a/ MCM Corp., v. State of Florida, Department of Transportation		
Court with Jurisdiction:	11 th Judicial Circuit, Miami-Dade County		
Case Number:	2021-000680-CA-01		
Summary of the Complaint:	Plaintiff filed two-count complaint for breach of contract and unjust enrichment. This case is identical to the claim in H.I. Recoveries, LLC, as Assignee of Magnum Construction Management, LLC, 21-CA-776 and has been consolidated with 21-000776-CA-01.		
Amount of the Claim:	\$6,000,000 (total compensation for both consolidated cases)		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Complaint was served on 3/26/21. On 5/17/21, Department filed its Motion to Dismiss. Count II was dismissed on 11/22/21. Case was consolidated with Case No. 21-680 on 11/22/21.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Lake Howell Arms Condominium Association, Plaintiff, v. State of Florida, Department of Transportation, et al, Defendants		
Court with Jurisdiction:	18th Judicial Circuit, Seminole County		
Case Number:	16-2019-CA-002809		
Summary of the Complaint:	Plaintiff served a six-count complaint against multiple Defendants; Plaintiff has filed a third amended complaint, but only three counts are against the Department: Counts III and IV for negligent maintenance of Department’s property; and Count VI for overburdening of easement.		
Amount of the Claim:	Undetermined.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Department has filed an answer to the third amended complaint. Discovery is ongoing.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Lincolnshire Maximo LLC, Plaintiff v. State of Florida Department of Transportation		
Court with Jurisdiction:	6 th Judicial Circuit, Pinellas County		
Case Number:	21-003653-CI		
Summary of the Complaint:	Maximo filed a complaint against the Department for declaratory action, inverse condemnation, negligence, maritime negligence, private nuisance, and trespass to land for actions associated with drainage of stormwater related to US 19 and I-275.		
Amount of the Claim:	\$6,000,000		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Department was served 8/31/21. On 2/24/22 Plaintiff filed an Amended Complaint. On 6/27/22, Department filed it Amended Answer, Defenses and Counterclaim. Discovery is ongoing.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Miami-Dade County Expressway Authority, v. Ron DeSantis in his official capacity as Governor of the State of Florida, State of Florida Department of Transportation, and Florida Transportation Commission.		
Court with Jurisdiction:	Second Judicial Circuit, Leon County First District Court of Appeal		
Case Number:	2019-CA-1051 1D19-3653		
Summary of the Complaint:	On 5/6/19, Plaintiff filed an eight-count complaint. Counts 1-6 seek declaratory and injunctive relief from provisions of the 1855 and 1968 Florida Constitution. Count 7 seeks a temporary injunction and Count 8 seeks a permanent injunction.		
Amount of the Claim:	Closed.		
Specific Statutes or Laws (including GAA) Challenged:	Art. VIII, § 11, Fla. Const. of 1855 Art. I, § 10, Fla. Const. of 1968 (2017, 2018 and 2019 Amendments) Art. VIII, § 6(e), Fla. Const. of 1968 (2017, 2018 and 2019 Amendments)		
Status of the Case:	On 8/29/19, the trial court granted summary judgment finding the 2019 statutory amendment unconstitutional. On 10/10/21, the Department filed a notice of appeal. On 6/7/21, the District Court reversed the trial court's partial final judgment. On 7/27/21, trial court entered final judgment in favor of Department. Case closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input type="checkbox"/>	Agency Counsel	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input checked="" 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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	Petticoat-Schmitt Civil Contractors, a Florida corporation, Plaintiff v. State of Florida Department of Transportation, Jacobs Engineering Group, Inc., and CSI Geo, Inc., Defendants		
Court with Jurisdiction:	4 th Judicial Circuit, Duval County		
Case Number:	16-2019-CA-006013		
Summary of the Complaint:	Plaintiff filed four-count complaint with the first two counts against the Department. Count I is for breach of contract and Count II for breach of implied covenant of good faith.		
Amount of the Claim:	Closed		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	On 11/15/21 the parties entered into a Mediated Settlement Agreement. The terms have been fully performed. Notice of voluntary dismissal with prejudice was filed on 3/7/22. Case closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	Thomas Mark & Cynthia L. Dellerman, Plaintiffs v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	19th Judicial Circuit, Indian River County		
Case Number:	2016-CA-000555		
Summary of the Complaint:	Plaintiffs filed a four-count complaint for inverse condemnation, injunction, and trespass due to flooding of their property. The alleged cause of flooding is based on the Department’s lack of maintenance due to federally protected mangrove trees.		
Amount of the Claim:	\$1,500,000 (estimated)		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Plaintiffs filed complaint on 7/28/16; the Department filed its answer on 8/28/16. The Department obtained a license from the landowner and cleaned out the ditches. Discovery ongoing. The trial is set for 4/23/23.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	Fellsmere Water Control District, Plaintiff v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	19th Judicial Circuit, Brevard County; District Court of Appeals, 5 th District.		
Case Number:	2013-CA-024281; 5D 20-814		
Summary of the Complaint:	Plaintiff seeks damages for an alleged loss of use of canal and banks attributed to the Department’s design build reconstruction of Interstate 95. The Plaintiff has also moved for an injunction of all construction activities.		
Amount of the Claim:	Closed		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Final Judgment in favor of the Department entered on 3/10/2020. Plaintiff filed a series of motions and appeals to challenge the validity of the final judgment. On 5/20/22, a Stipulated Order was entered acknowledging that the lawsuit was resolved. Case closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	Florida Gas Transmission Company, LLC, Plaintiff v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	19 th Judicial Circuit, St. Lucie County		
Case Number:	2022 CA 000100		
Summary of the Complaint:	Plaintiff filed a complaint for declaratory judgment to determine whether tax gross up related costs and expenses are included in the Global Settlement Agreement.		
Amount of the Claim:	Undetermined		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Complaint filed 1/18/22. Department filed its answer on 3/23/22. Discovery is ongoing. Projected date of trial is 9/4/23.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input type="checkbox"/>	Agency Counsel	
	<input type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input checked="" 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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	State of Florida Department of Transportation, Plaintiff v. Emerald Coast Utility Authority, Defendant		
Court with Jurisdiction:	1st Judicial Circuit, Escambia County (transferred from Leon County)		
Case Number:	2019-CA-1235		
Summary of the Complaint:	The Department filed a two-count complaint seeking reimbursement for construction delay damages caused by Emerald Coast moving their utilities to the wrong location.		
Amount of the Claim:	\$800,000		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	The Department filed suit on 1/15/19. On 1/5/20, the Department filed its Second Amended Complaint. Defendant’s motion to dismiss Second Amended Complaint was denied on 4/5/22. On 5/16/22, the Department filed its Motion to Strike EUCA’s Affirmative Defenses as well as a Third-Party Complaint against Warrington Utility & Excavating, Inc. Discovery ongoing.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	Barbara Gillis, as Personal Representative of the Estate of Antwan Gillis, deceased, Plaintiff v. Transdev Services, Inc., d/b/a Tri-Rail, State of Florida Department of Transportation, South Florida Regional Transportation Authority (“SFRTA”), Veolia Transportation Maintenance and Infrastructure, Inc. (“VTMI”), and Douglas Healy, Defendants		
Court with Jurisdiction:	17 th Judicial Circuit, Broward County		
Case Number:	2017-CA-007344		
Summary of the Complaint:	Personal injury action arising from an accident at a rail crossing. Plaintiff has sued Defendants for negligence and wrongful death. The Department is providing representation for Tri-Rail, SFRTA, VTMI and Healy due to contractual obligations set forth in the Department/SFRTA operating agreement.		
Amount of the Claim:	\$5,000,000		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Plaintiff filed suit on 4/7/17. All parties have filed answers to the Complaint. Discovery is ongoing. On 10/18/21, the trial court denied Transdev’s motion for summary judgment on sovereign immunity. Transdev appealed on 10/14/21. The matter has been fully briefed and the Court has yet to set a date for oral argument.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input type="checkbox"/>	Agency Counsel	
	<input checked="" type="checkbox"/>	Office of the Attorney General or Division of Risk Management	
	<input checked="" 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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	Hale Grove 4, LLC, Plaintiff v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	19th Judicial Circuit, Indian River County		
Case Number:	2017-CA-000311		
Summary of the Complaint:	Plaintiffs filed a four-count complaint for inverse condemnation, injunction, and trespass due to flooding of their property. The alleged cause of flooding is based on the Department’s lack of maintenance due to federally protected mangrove trees.		
Amount of the Claim:	Closed.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Plaintiff filed complaint on 5/22/17; The Department filed its answer on 6/13/17. The Department obtained a license from the landowner and cleaned out the ditches. On 11/19/21, Plaintiff filed a notice of voluntary dismissal without prejudice. Case closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	Murphy Auto Group, Inc., Plaintiff v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	Polk County; District Court of Appeal, 2nd DCA		
Case Number:	2015-CA-001614; 2D19-1236		
Summary of the Complaint:	Plaintiff filed a two-count complaint against the Department for unlawful exaction and unlawful compensation arising from Plaintiff’s use of the Department’s right of way.		
Amount of the Claim:	Undetermined		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	On 3/21/19, the trial court entered final judgment in favor of the Department. Plaintiff filed notice of appeal the same day. On 11/20/20, the District Court reversed the trial court. On 2/18/21, mandate issued and remanded to trial court. Discovery on going. Trial to determine whether there has been a taking is set for 10/17/22.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Denise Johnson	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:	United States District Court, Middle District		
Case Number:	97-1564-CIV-T-26(A)		
Summary of the Complaint:	The EPA has told the Department 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. The Department entered a consent decree that requires it to clean this site.		
Amount of the Claim:	In excess of \$10,000,000.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	The Department has responded to the EPA’s information request. The Department made payment pursuant to consent decree in March 1998. 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 2014/15, 2015/16, 2016/17, 2017/18, 2018/19, 2019/20, 2020/21 and 2021/22 and 2022/23. No Assessment is expected for 2023/24. Potential exposure does remain.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and defendant.)	T.F.R. Enterprises, Inc., Plaintiff v. State of Florida Department of Transportation, et al, Defendants		
Court with Jurisdiction:	9th Judicial Circuit, Orange County		
Case Number:	2020-CA-001075-O		
Summary of the Complaint:	On 1/2/20, Plaintiff filed a seven-count complaint, but only one count-for breach of contract - is against the Department for failure to pay for clean-up work from Hurricane Matthew due to insufficient documentation. Plaintiff brought additional claims against Target Engineering for failure to appropriately document the work thereby preventing Plaintiff from being paid.		
Amount of the Claim:	\$750,000		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	On 3/17/20, Department served its Answer and Affirmative Defenses. Discovery is ongoing. Case set for trial on 11/3/22.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	T.F.R. Enterprise, Inc., Plaintiff v. State of Florida Department of Transportation, Target Engineering Group, LLC, Defendants		
Court with Jurisdiction:	7th Judicial Circuit, Volusia County		
Case Number:	2019-10502 CIDL		
Summary of the Complaint:	Plaintiff filed a seven-count complaint, but only one count - for breach of contract- is against the Department for failure to pay for clean-up work from Hurricane Matthew due to insufficient documentation. Plaintiff brought additional claims against Target Engineering for failure to appropriately document the work thereby preventing Plaintiff from being paid.		
Amount of the Claim:	\$4,500,000		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	The Department filed answer on 8/8/19. Discovery is ongoing. Trial is set for 10/3/22.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	UMB Bank, National Association, Plaintiff v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	2nd Judicial District, Leon County; First District Court of Appeal		
Case Number:	2018-CA-002677; 1D20-3665		
Summary of the Complaint:	On 1/8/19, Plaintiff filed two-count complaint seeking a toll increase and damages for failure to increase tolls. Plaintiff subsequently amended the complaint to include a damage claim for waiver of tolls during the time of the Pensacola Bay Bridge repairs.		
Amount of the Claim:	Closed as to any additional damages.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Trial court ordered tolls increased. Trial court granted the Department’s summary final judgment as to damages (excluding claim for waived tolls). Plaintiff appealed. On 3/10/22, the District Court affirmed the lower court’s decision. The parties reached a settlement. All funds have been paid, and the case is in the process of being closed.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input checked="" type="checkbox"/>	Agency Counsel	
	<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

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	Thomas James Parker, as Personal Representative of the Estate of Molly Morrison Parker, Deceased, and on behalf of all survivors, Plaintiff v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	2nd Judicial Circuit, Leon County		
Case Number:	2020 CA 002294		
Summary of the Complaint:	Plaintiff filed suit against the Department for wrongful death caused by Department employee while acting in the course and scope of his employment (during construction).		
Amount of the Claim:	\$5,960,863.81		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Plaintiff served the Department on 12/14/20. Section 768.28 limits tort damage recovery to \$300,000 with any additional amount to be made only by the Florida Legislature. On 6/23/22, Department entered into a settlement agreement to support a Claims Bill in the amount of \$5,960,863.81. If not passed, Plaintiff may reapply to subsequent legislatures.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input type="checkbox"/>	Agency Counsel	
	<input checked="" 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).			

Office of Policy and Budget – July 2022

Schedule VII: Agency Litigation Inventory

For directions on completing this schedule, please see the “Legislative Budget Request (LBR) Instructions” located on the Governor’s website.

Agency:	Department of Transportation		
Contact Person:	Clinton Doud	Phone Number:	414-5265
Names of the Case: (If no case name, list the names of the plaintiff and Defendant.)	Mark Lagatta; Margaret Lagatta, his wife; and Faith R. Lagatta, Plaintiffs v. State of Florida Department of Transportation, Defendant		
Court with Jurisdiction:	8th Judicial Circuit, Levy County		
Case Number:	2021 CA 0054		
Summary of the Complaint:	Plaintiffs filed a three-count suit against the Department for negligence resulting in personal injury and loss of consortium caused by Department employee who was acting in the course and scope of his employment (during construction).		
Amount of the Claim:	Undetermined.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Plaintiff served the Department on 04/16/22. Section 768.28 limits tort damage recovery to \$300,000 with any additional amount to be made only by the Florida Legislature. The Department is in the process of attempting to schedule mediation in which it may agree to support a Claims Bill in an amount over the statutory cap.		
Who is representing (of record) the state in this lawsuit? Check all that apply.	<input type="checkbox"/>	Agency Counsel	
	<input checked="" 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).			

Office of Policy and Budget – July 2022



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

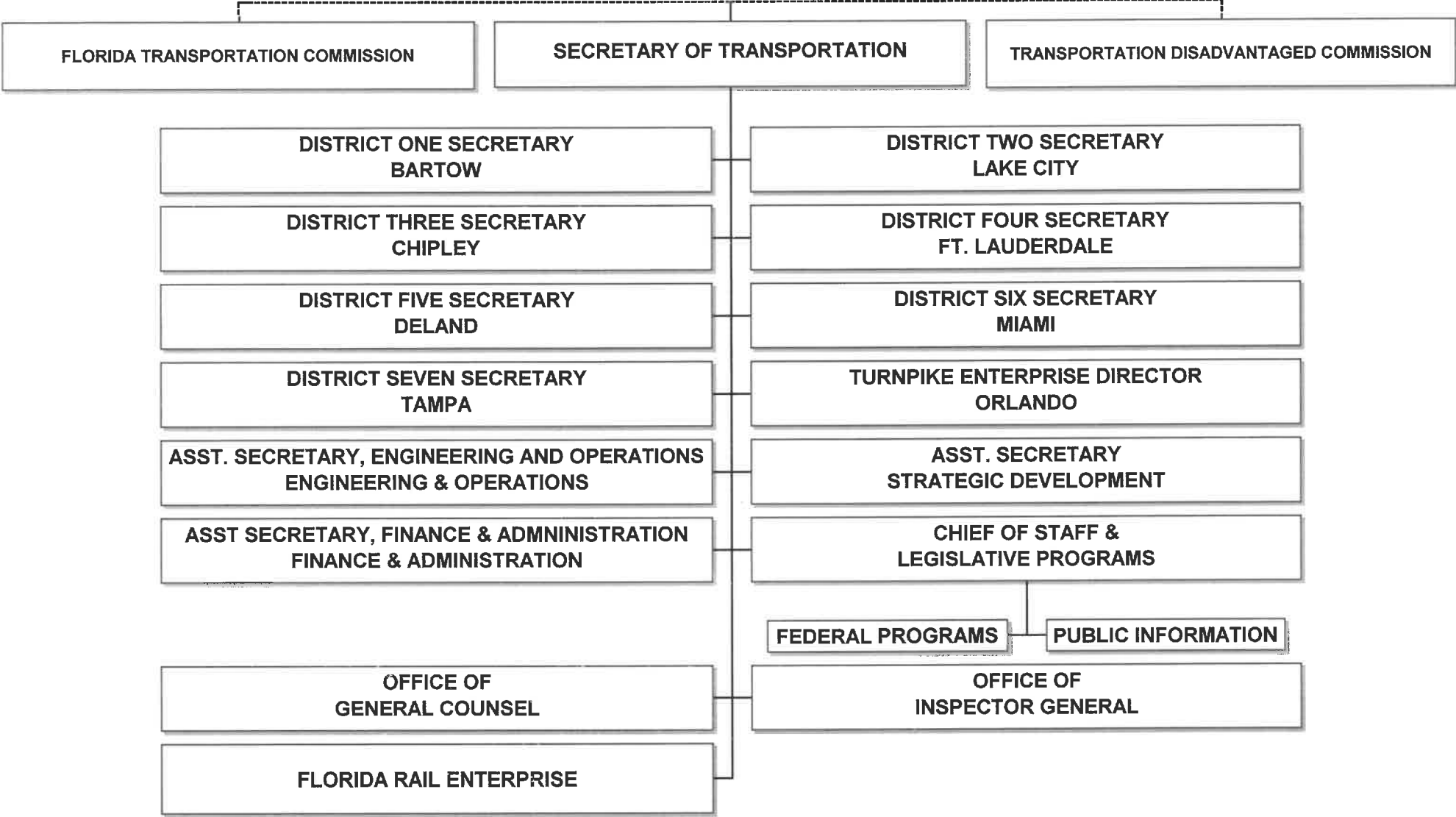
MEMORANDUM

DATE: August 12, 2022
TO: FDOT Budget Office
FROM: Victoria Kliner, Director of Human Resources
SUBJECT: Schedule X

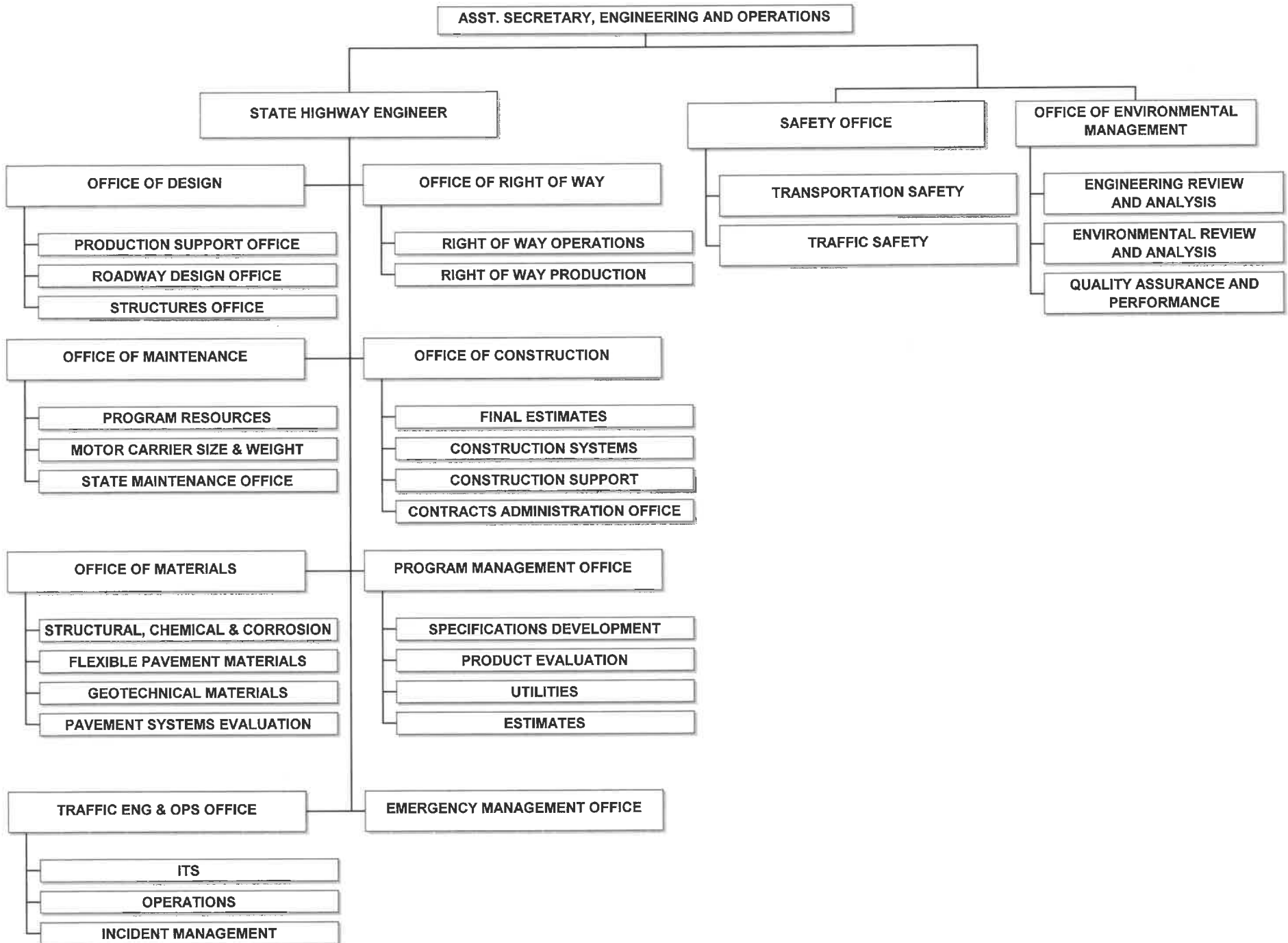
I certify that the attached organizational charts represent our agency's organizational structure effective July 1, 2022.

Victoria Kliner
Director of Human Resources

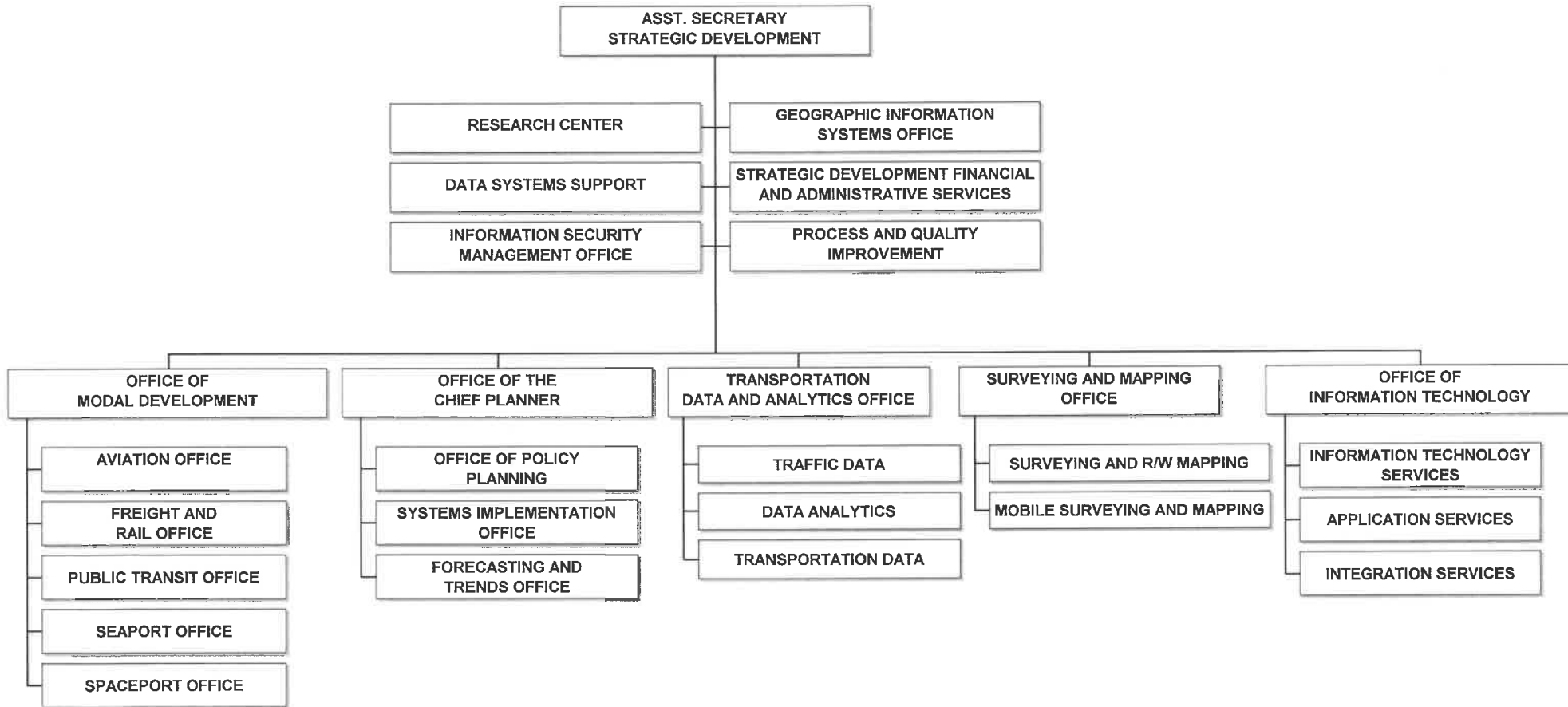
FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY



FLORIDA DEPARTMENT OF TRANSPORTATION ASSISTANT SECRETARY FOR ENGINEERING AND OPERATIONS



FLORIDA DEPARTMENT OF TRANSPORTATION ASSISTANT SECRETARY FOR STRATEGIC DEVELOPMENT



FLORIDA DEPARTMENT OF TRANSPORTATION ASSISTANT SECRETARY FOR FINANCE AND ADMINISTRATION

ASST SECRETARY, FINANCE & ADMINISTRATION

OFFICE OF COMPTROLLER

DISBURSEMENT OPERATIONS OFFICE

GENERAL ACCOUNTING OFFICE

FINANCIAL MANAGEMENT OFFICE

FL PALM WORK PROGRAM INTEGRATION

OFFICE OF ADMINISTRATION

EQUAL OPPORTUNITY OFFICE

PROCUREMENT OFFICE

SUPPORT SERVICES OFFICE

ORGANIZATIONAL DEVELOPMENT OFFICE

HUMAN RESOURCES OFFICE

OFFICE OF WORK PROGRAM AND BUDGET

WORK PROGRAM BUDGET AND SYSTEMS SUPPORT

PRODUCTION MANAGEMENT

WORK PROGRAM DEVELOPMENT AND OPERATIONS

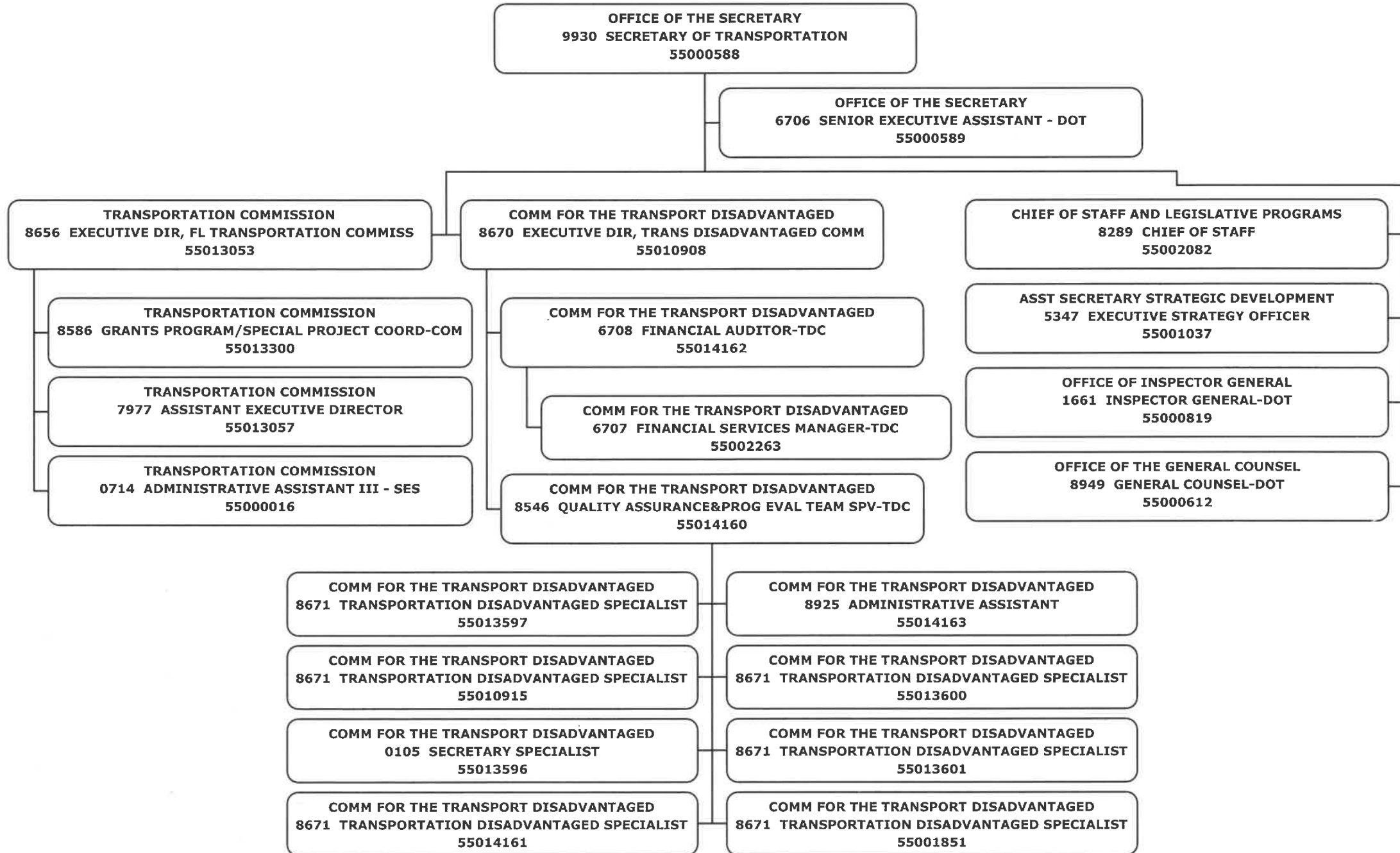
FEDERAL AID MANAGEMENT

BUDGET OFFICE

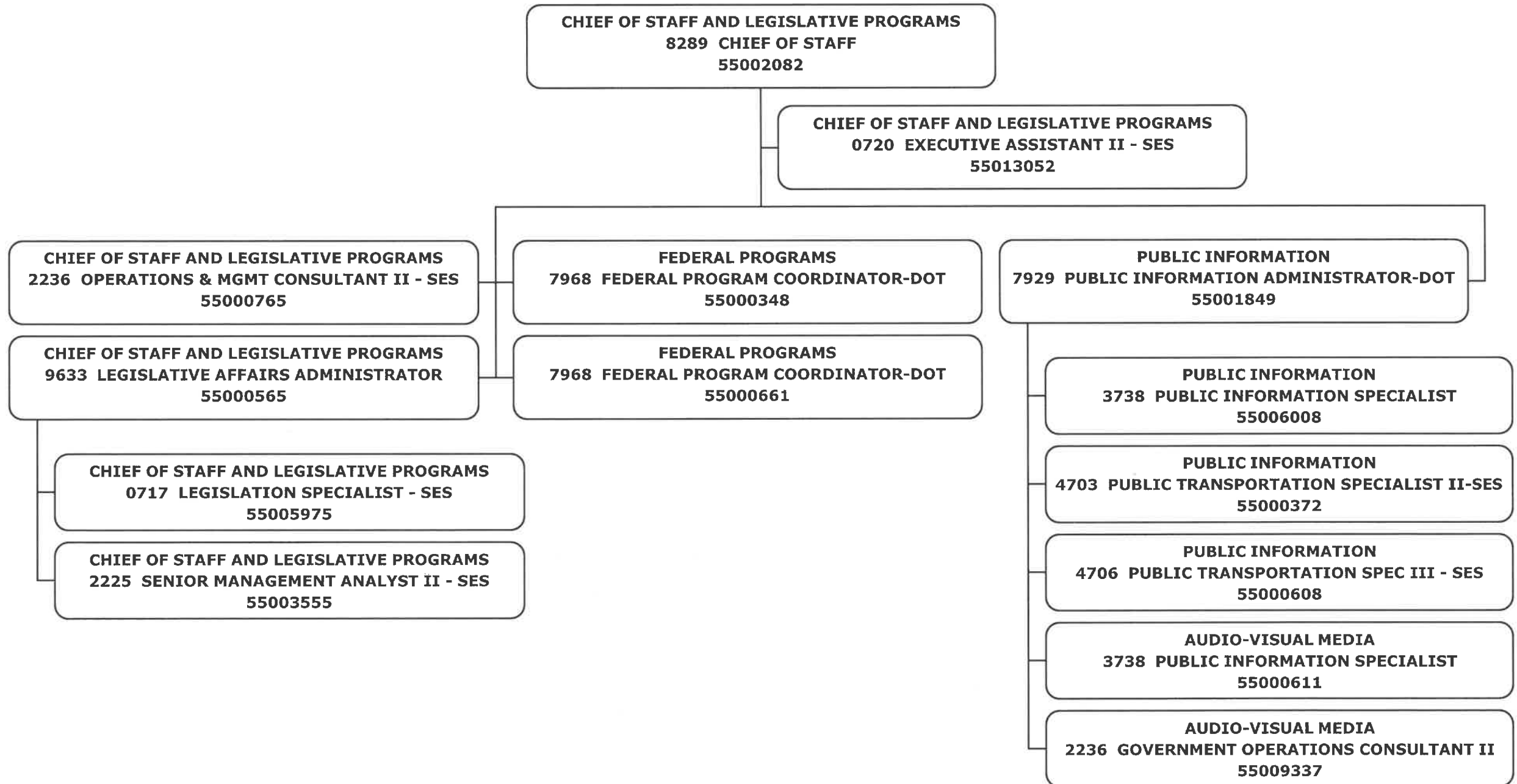
FINANCE, PROGRAM AND RESOURCE ALLOCATION

FINANCIAL MANAGEMENT AND STRATEGIC OPS

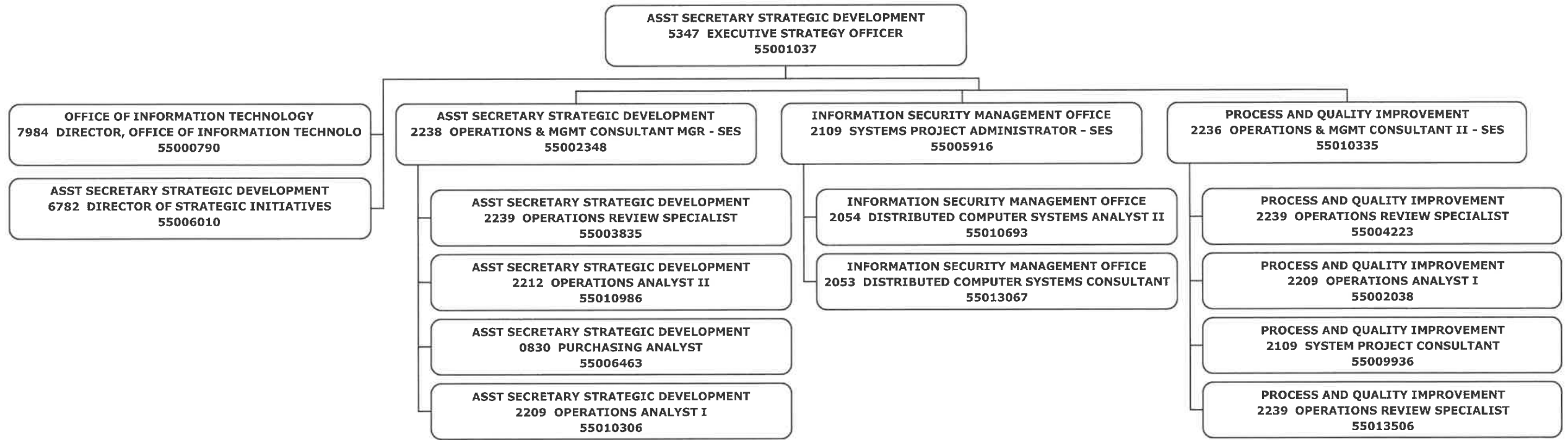
FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY



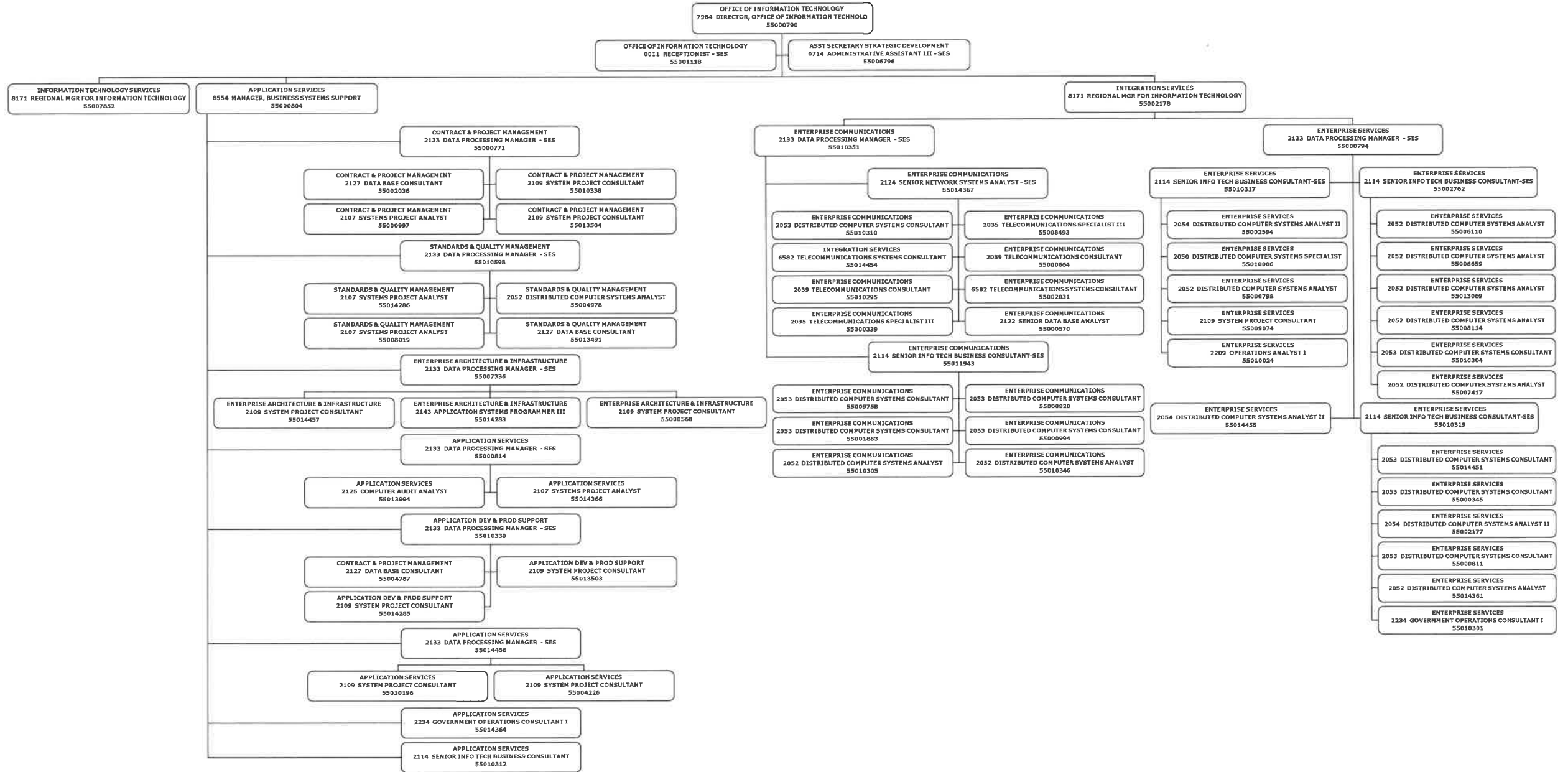
FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY



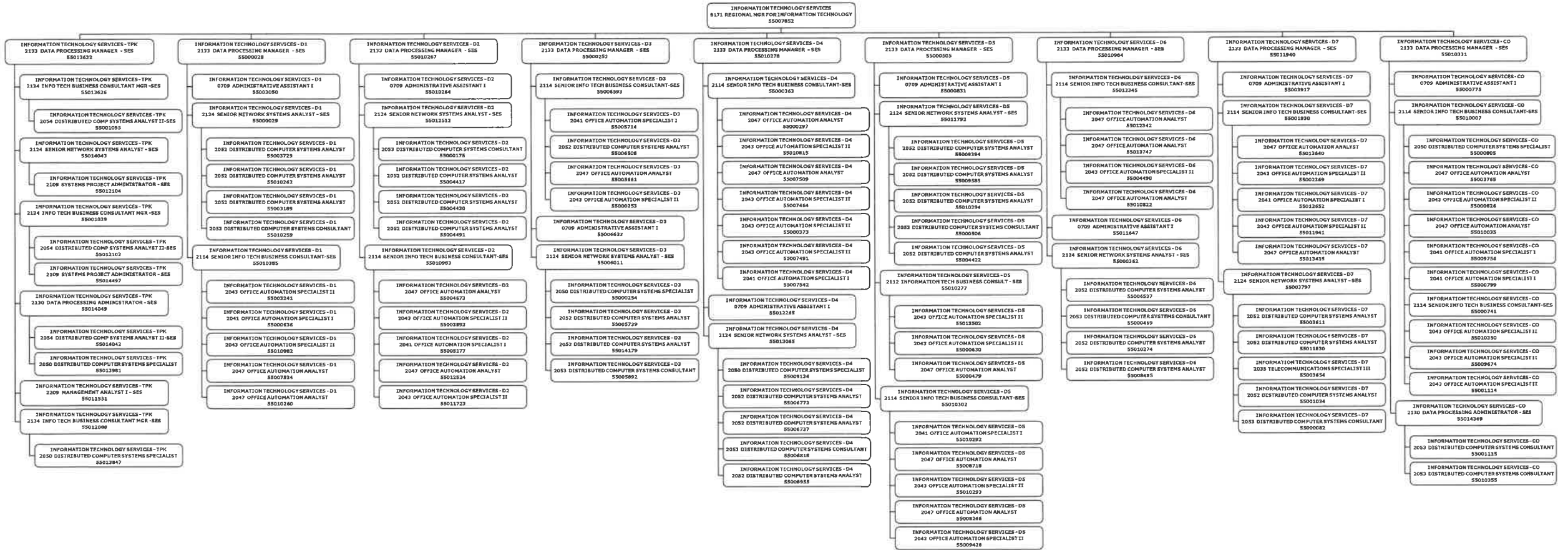
FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY



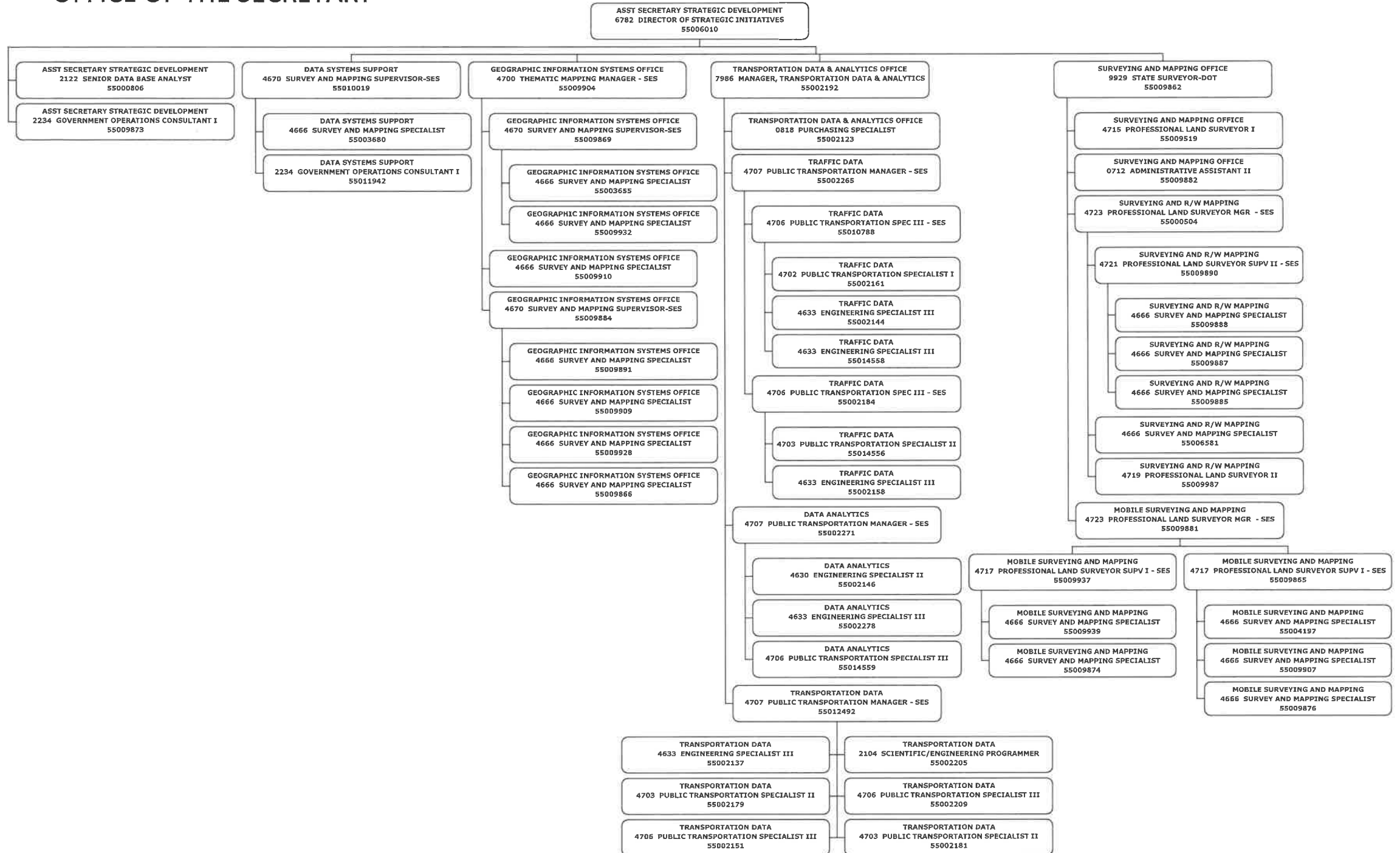
FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY



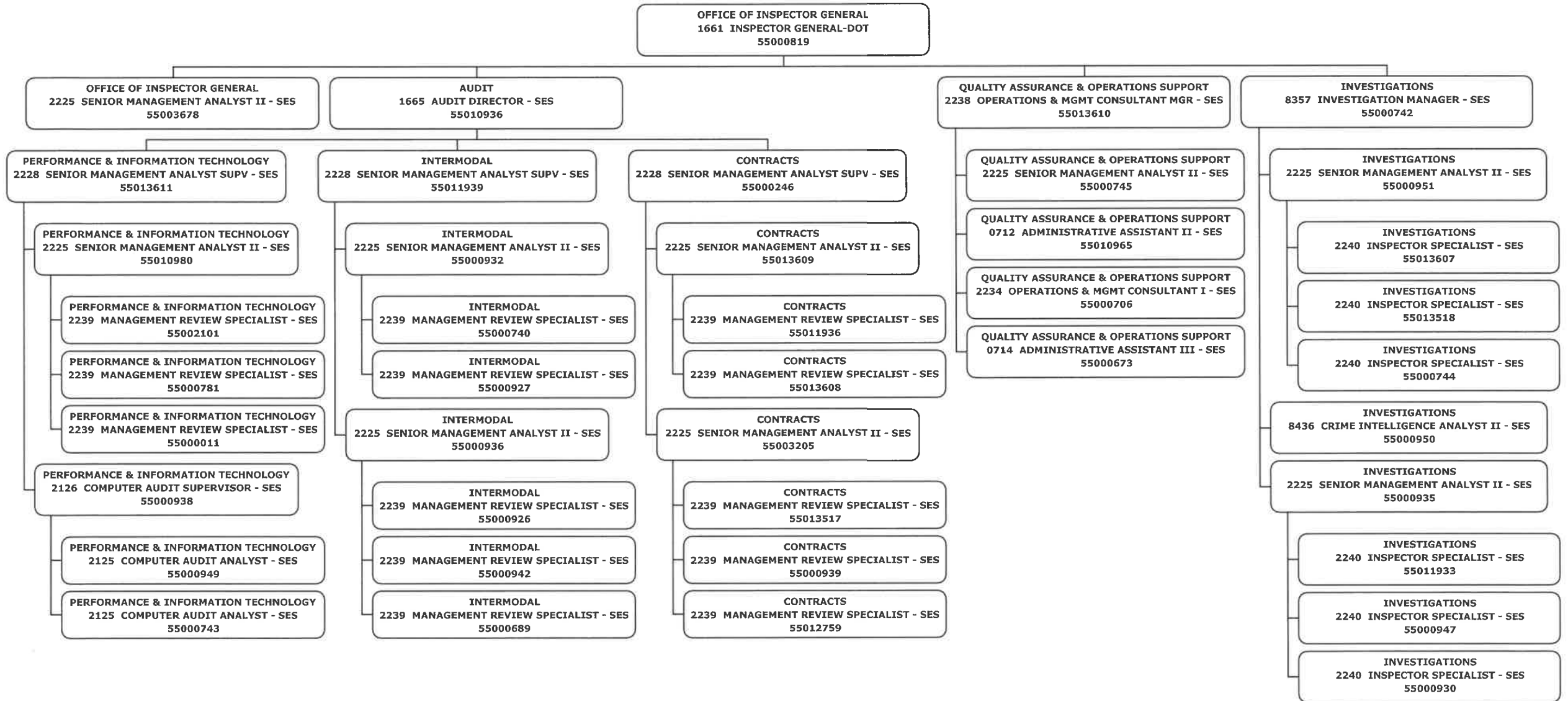
FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY



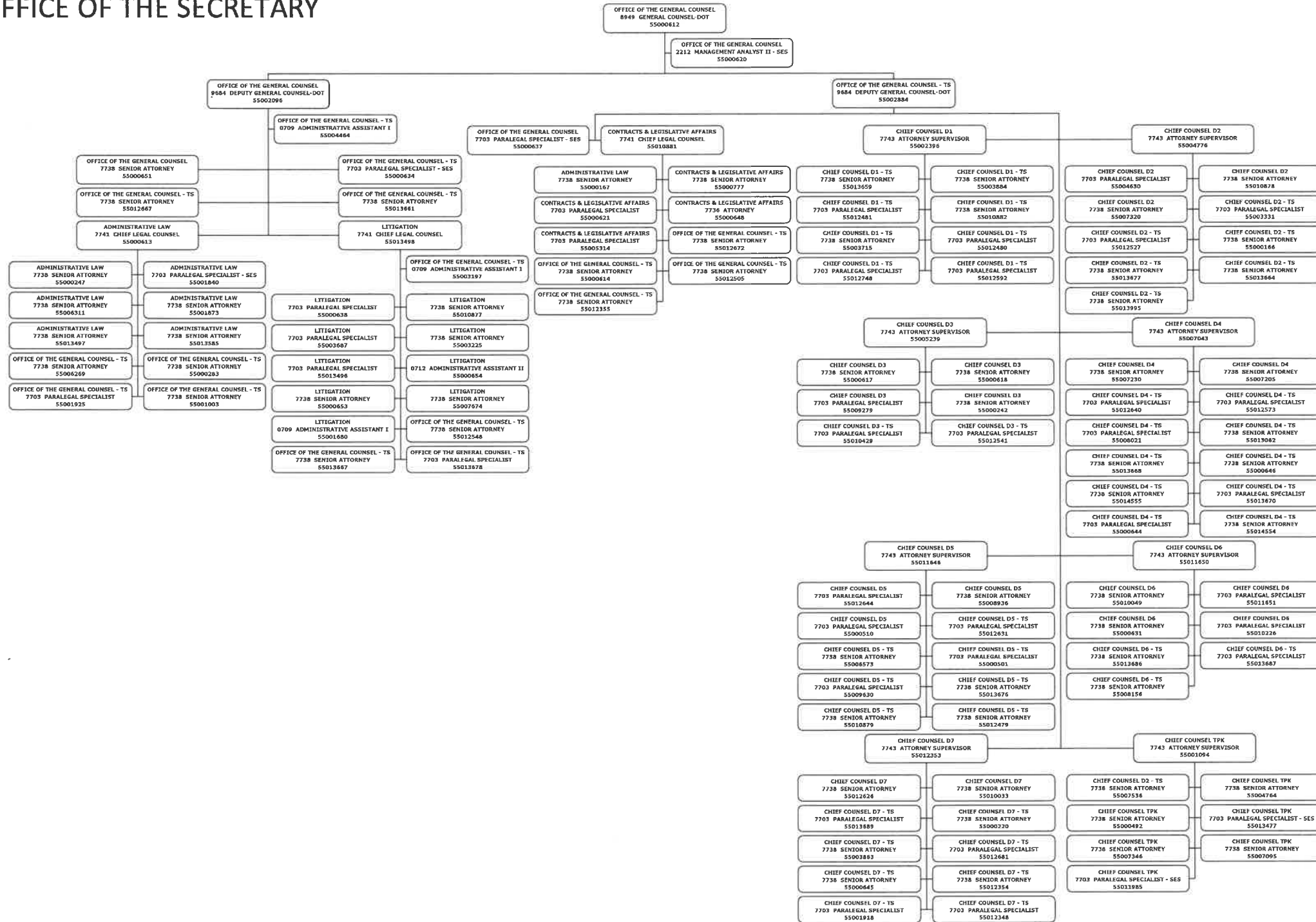
FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY



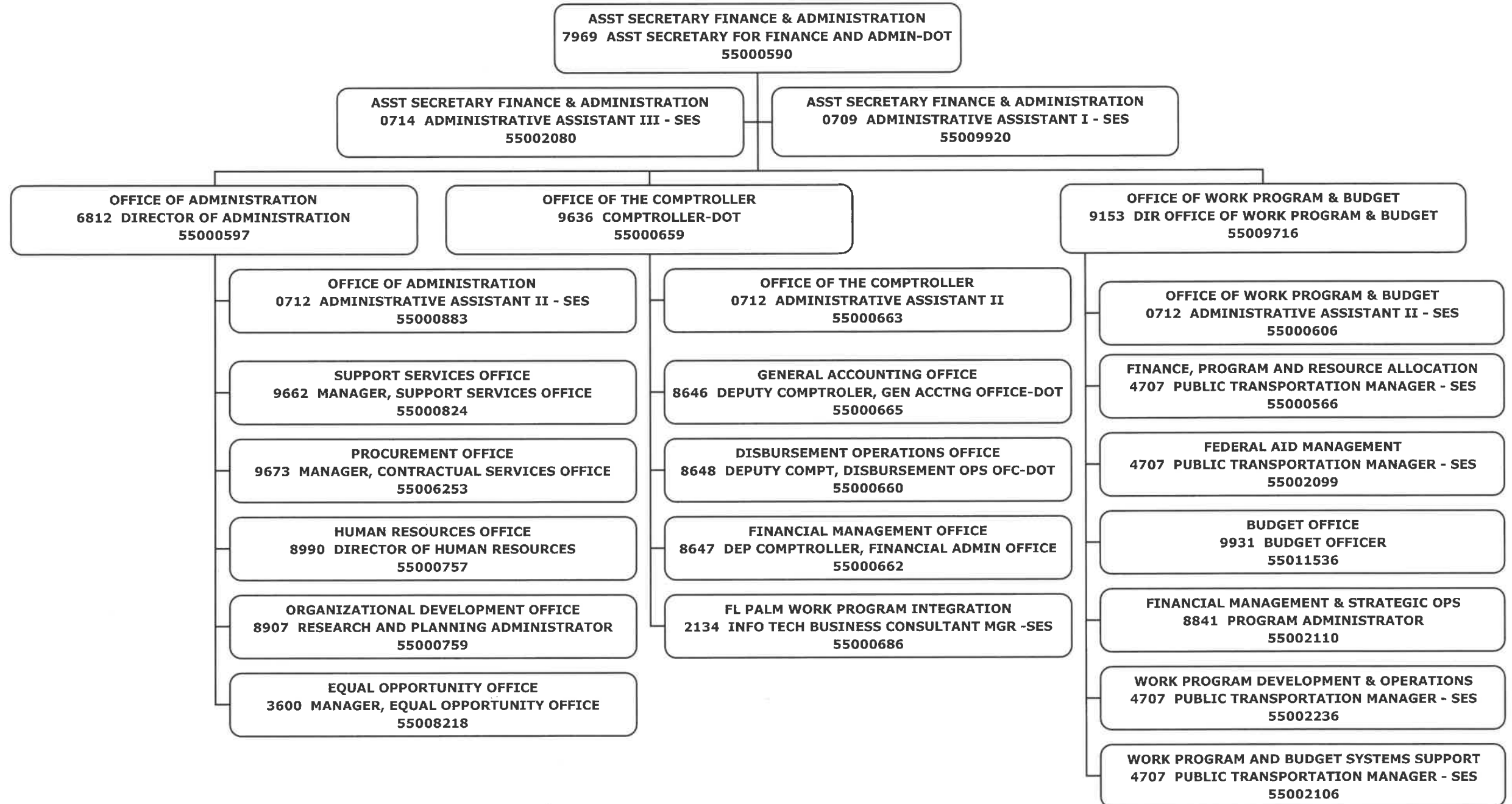
FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY



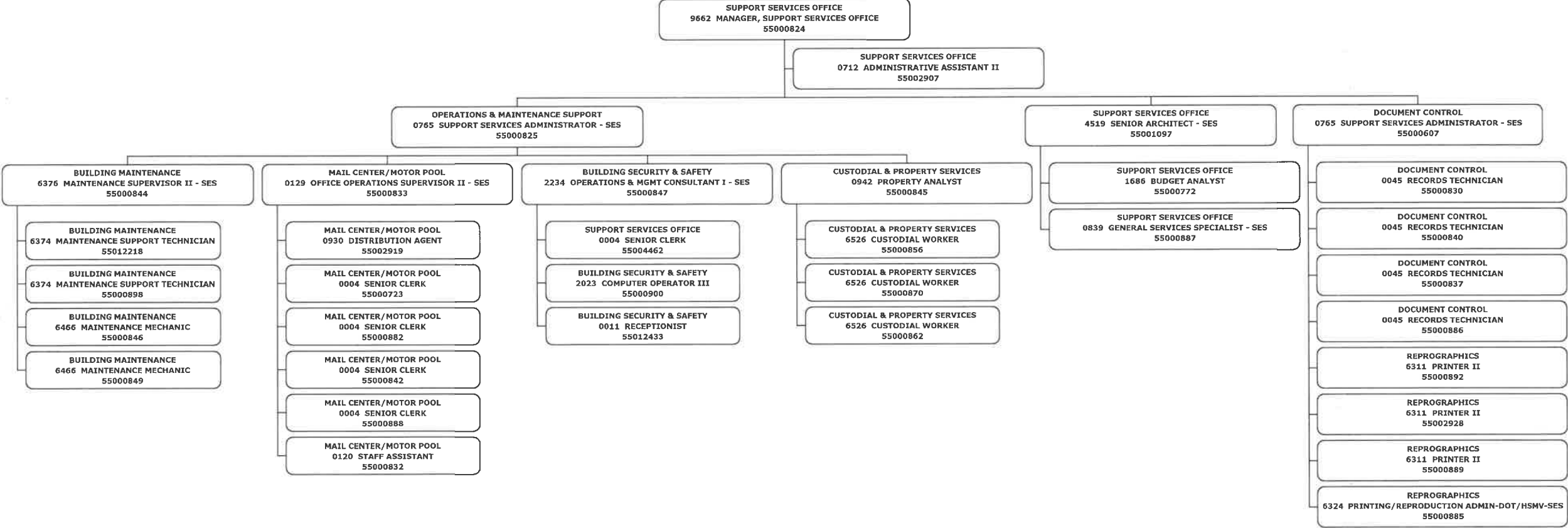
FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY



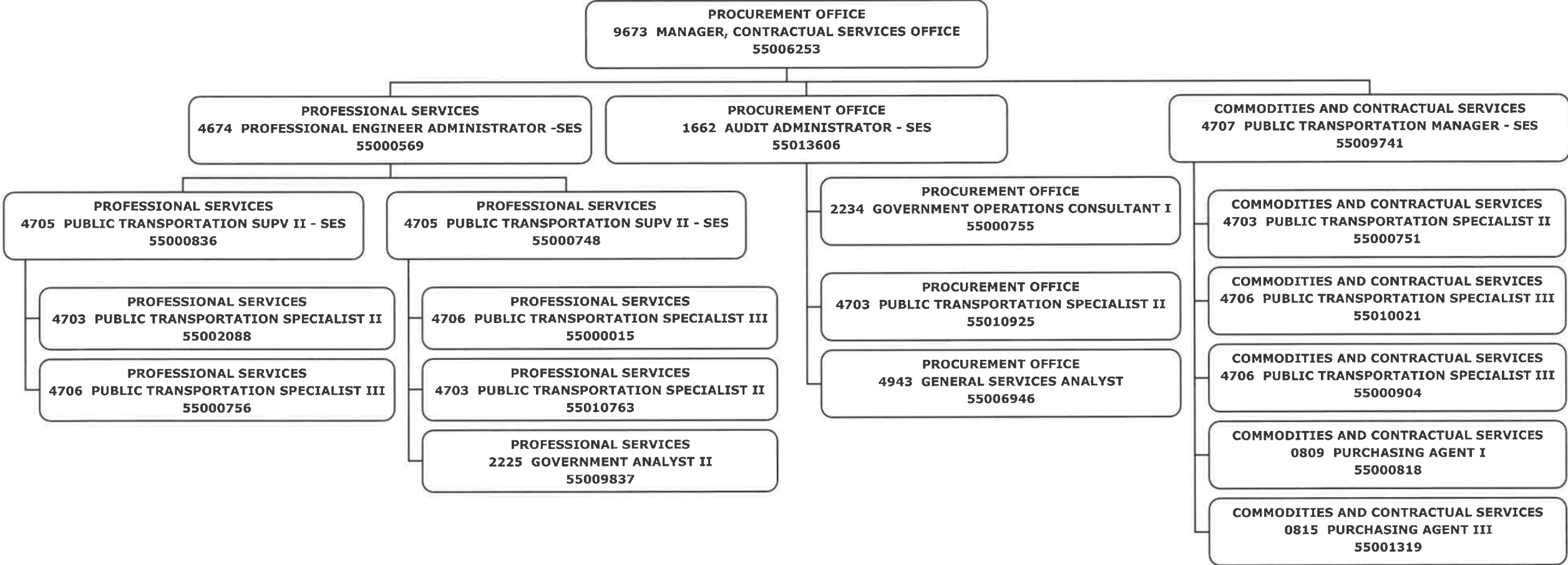
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, FINANCE AND ADMINISTRATION



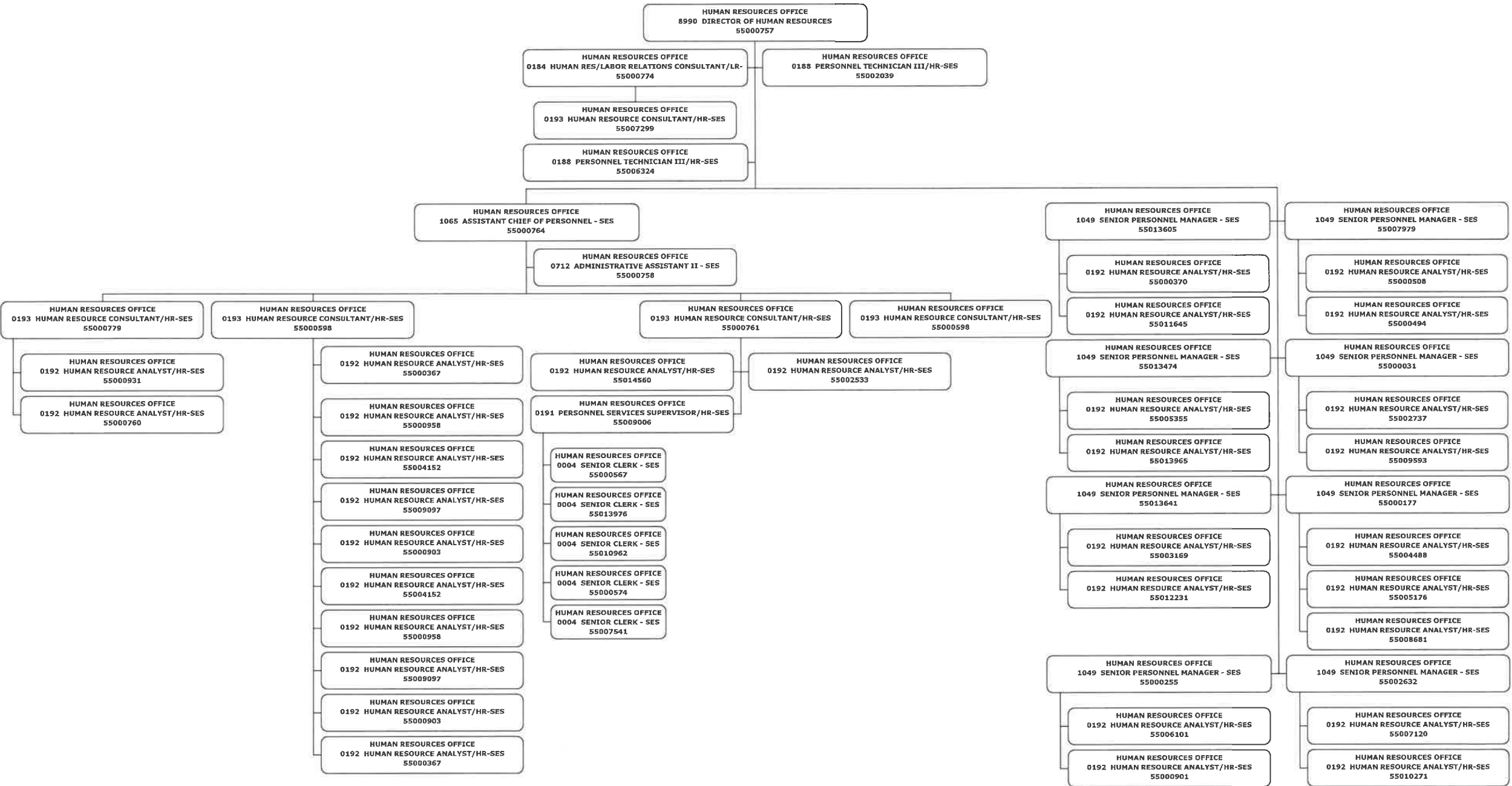
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, FINANCE AND ADMINISTRATION



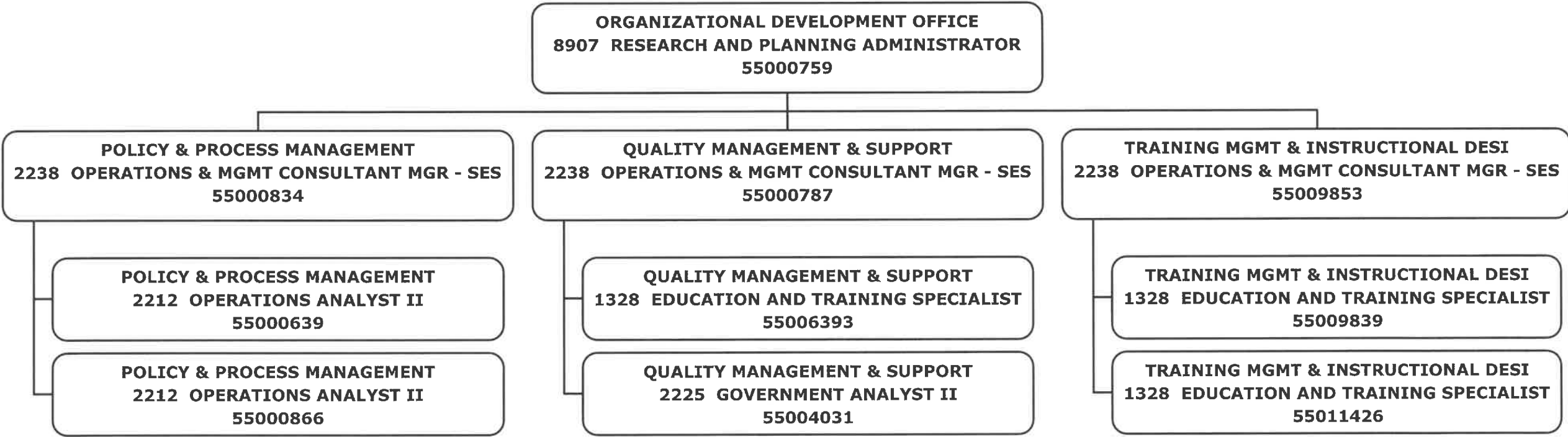
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, FINANCE AND ADMINISTRATION



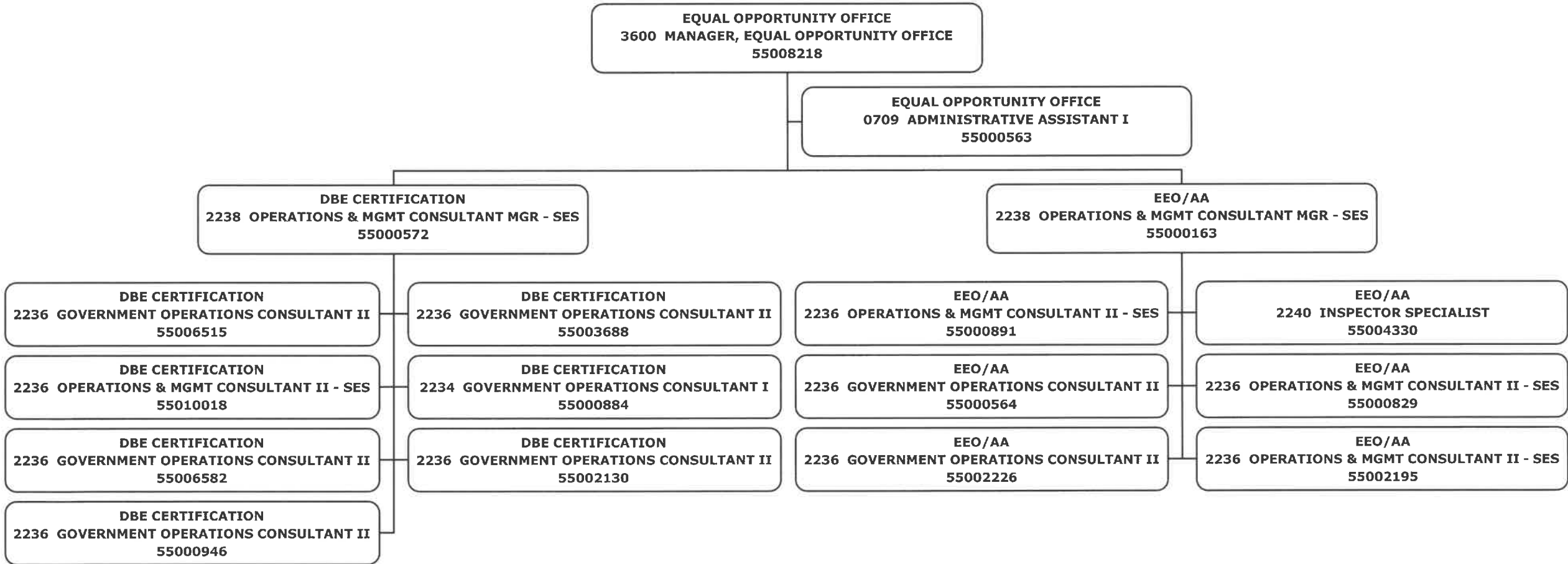
FLORIDA DEPARTMENT OF TRANSPORTATION ASST SECRETARY, FINANCE AND ADMINISTRATION



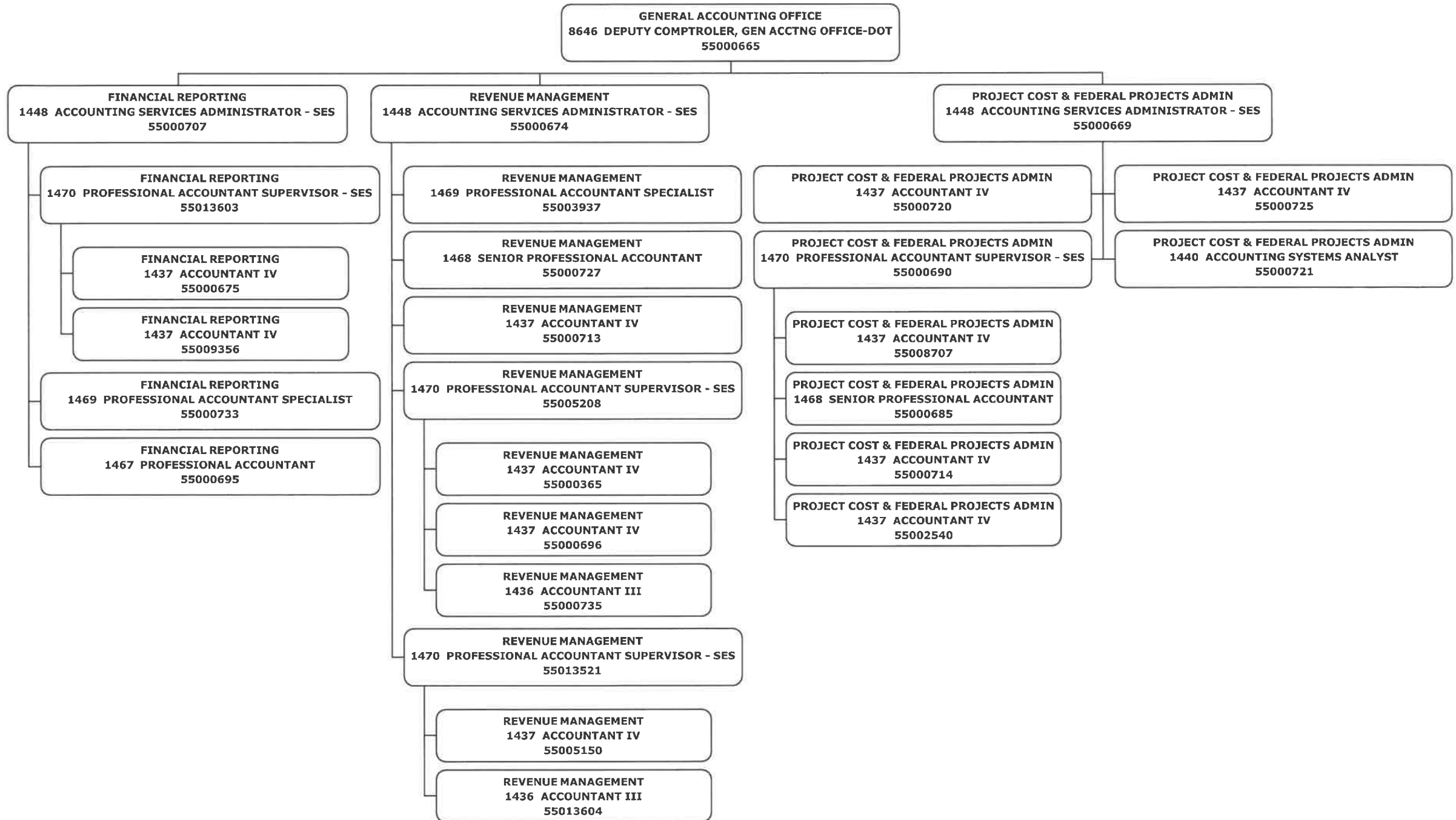
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, FINANCE AND ADMINISTRATION



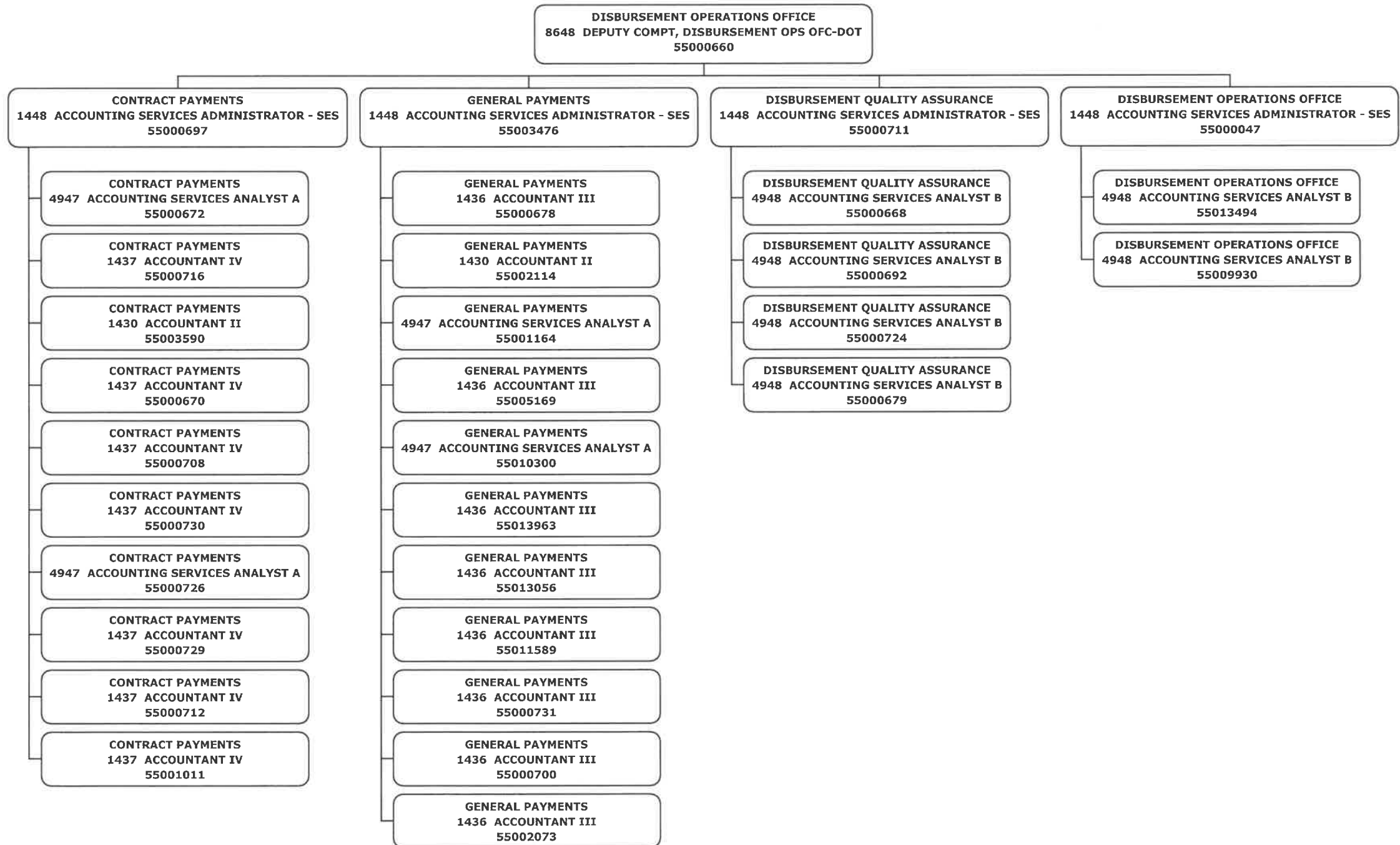
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, FINANCE AND ADMINISTRATION



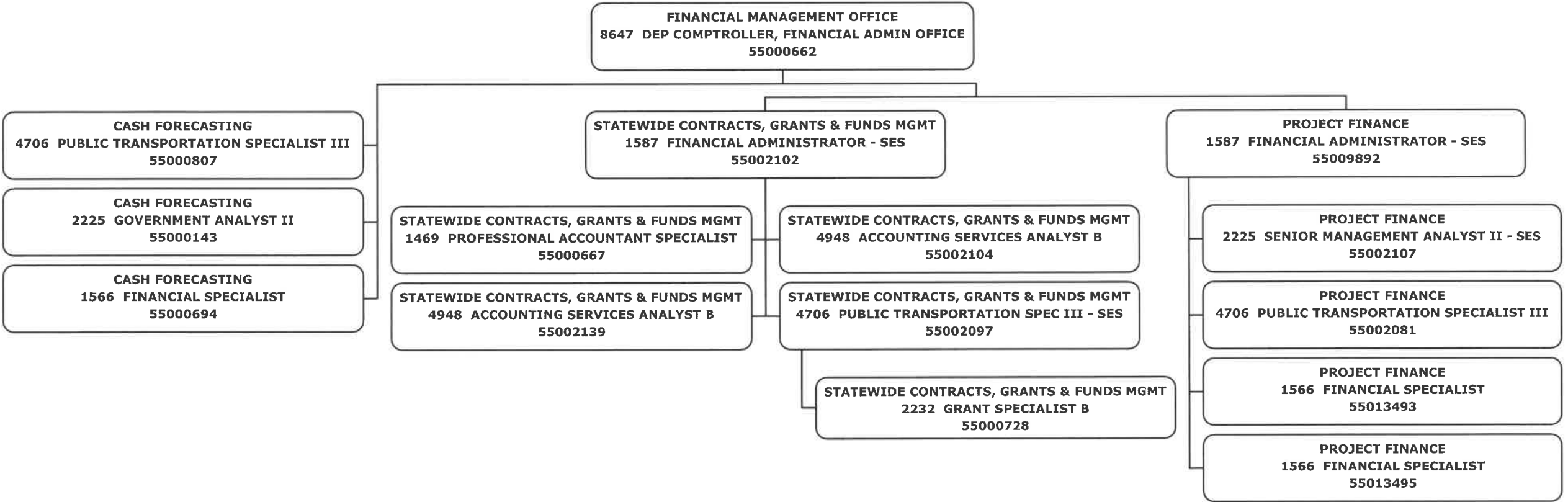
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, FINANCE AND ADMINISTRATION



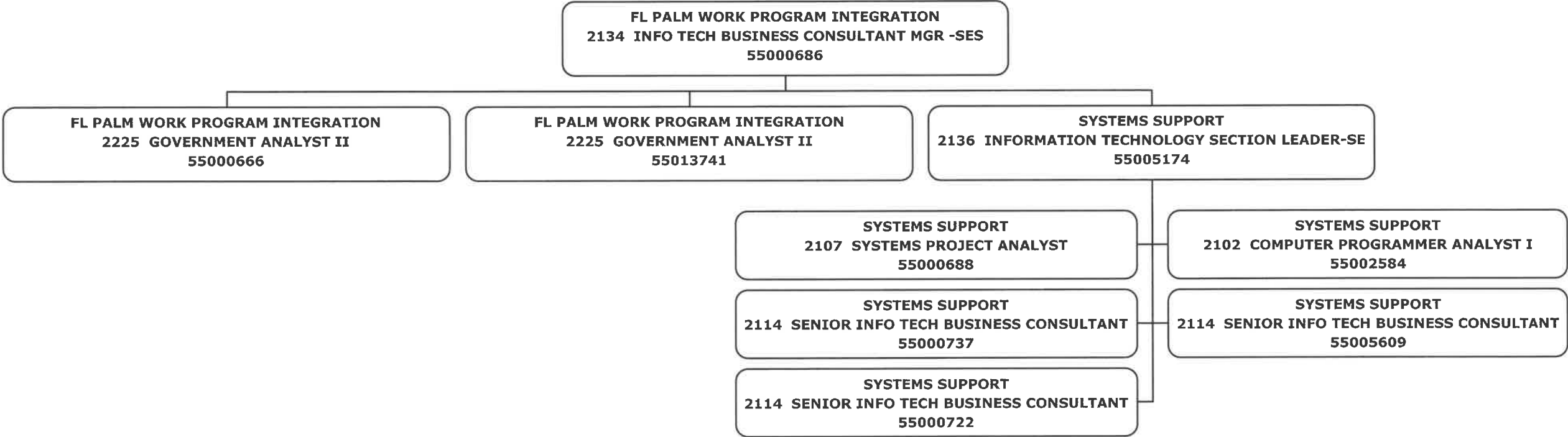
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, FINANCE AND ADMINISTRATION



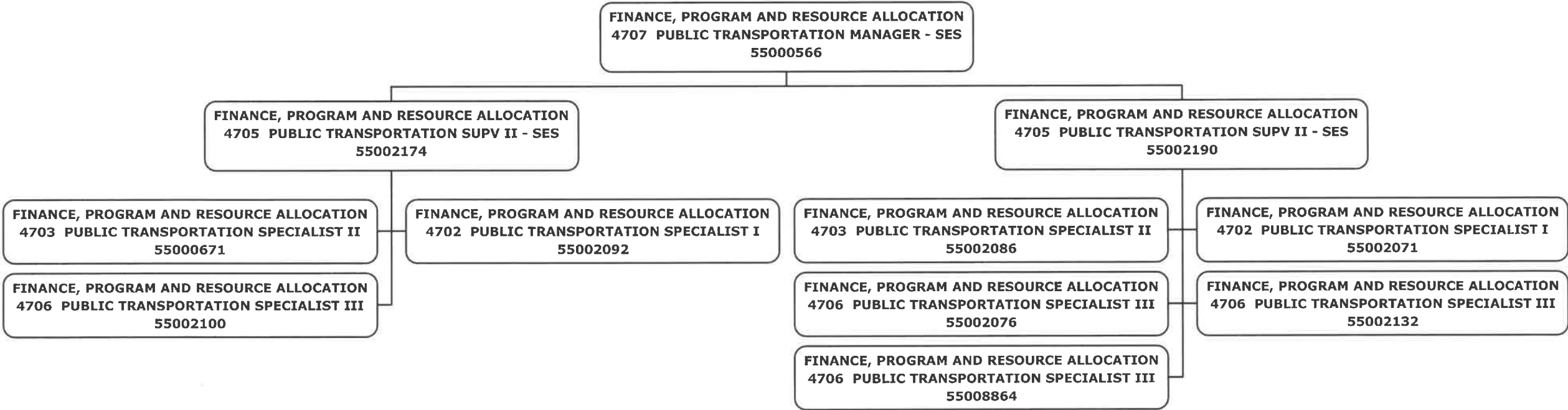
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, FINANCE AND ADMINISTRATION



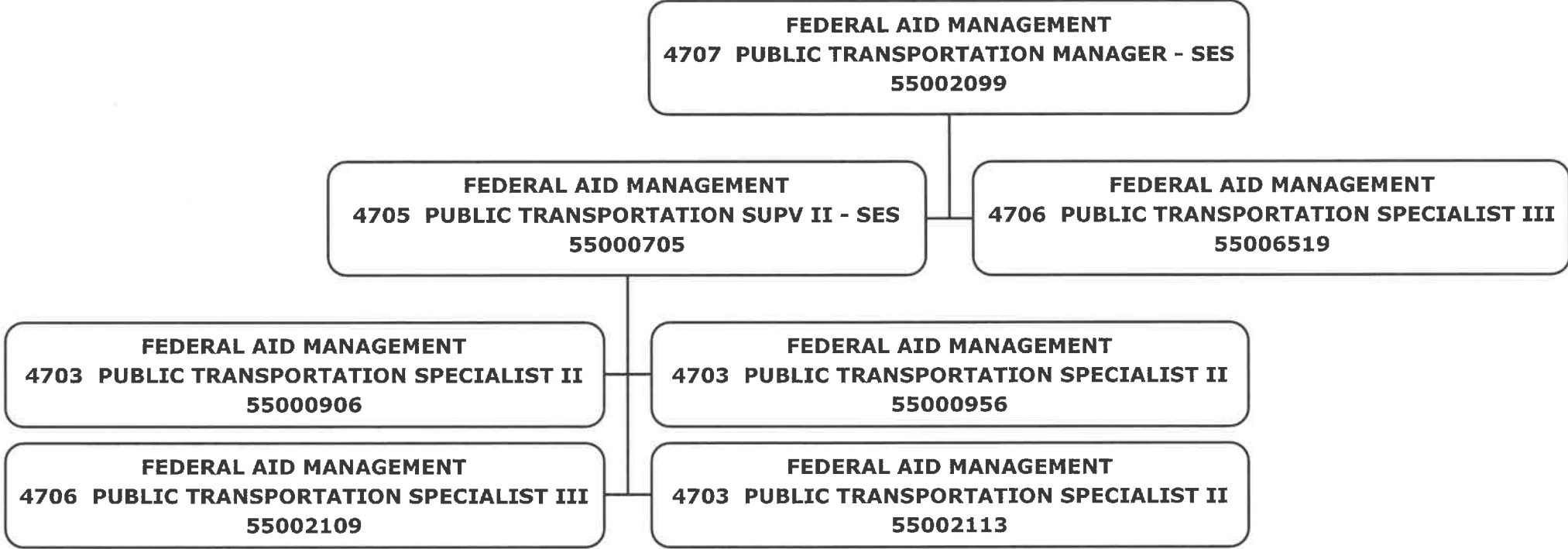
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, FINANCE AND ADMINISTRATION



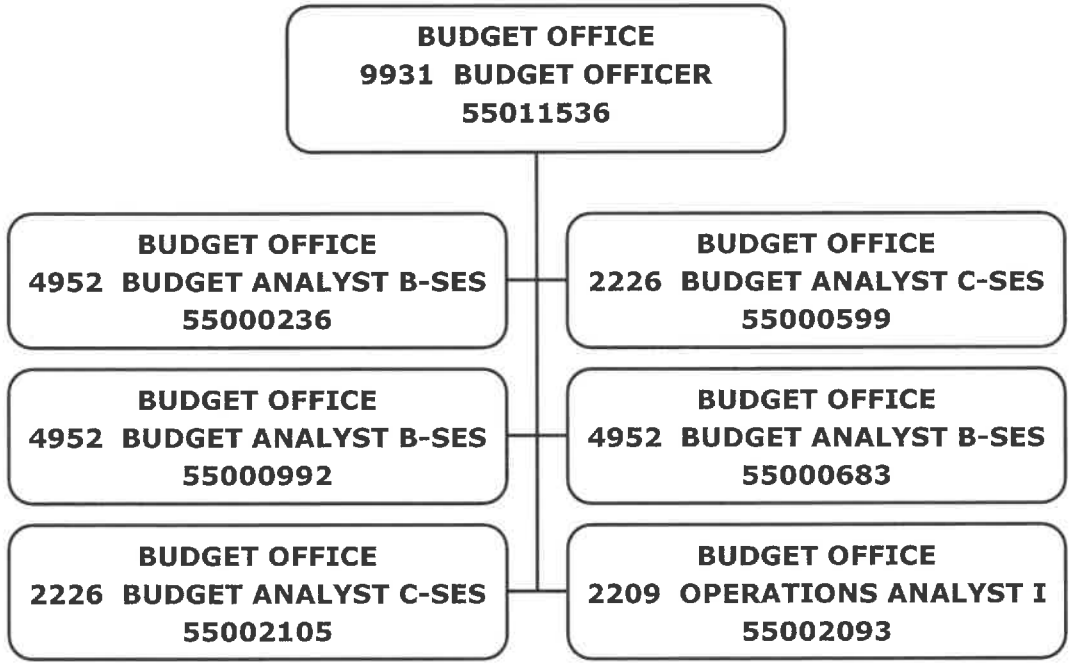
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, FINANCE AND ADMINISTRATION



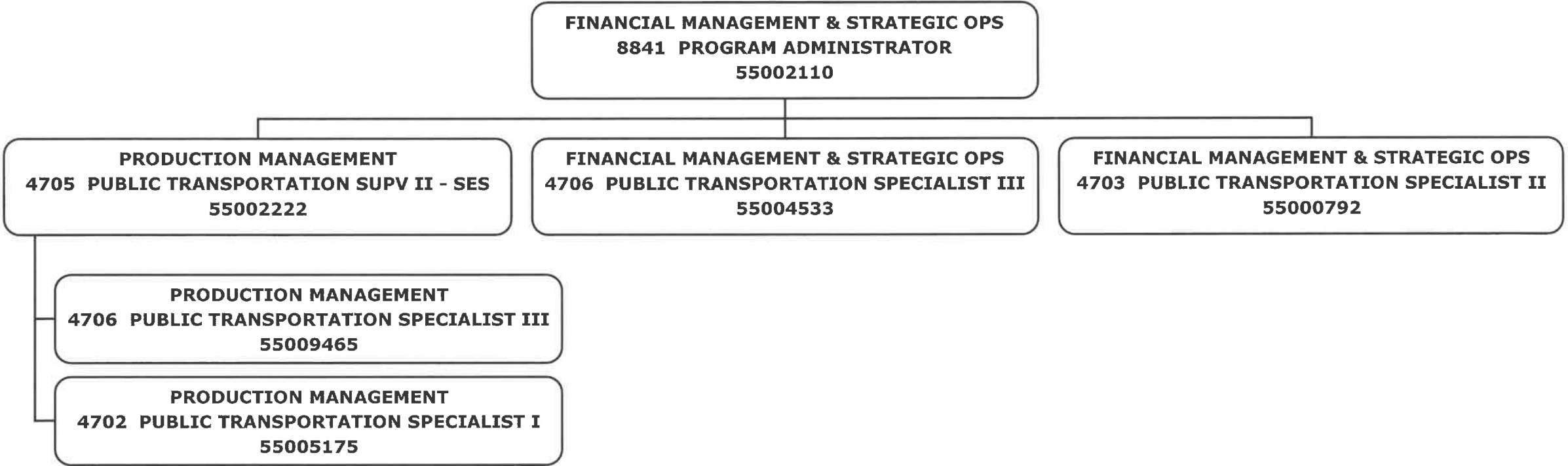
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, FINANCE AND ADMINISTRATION



FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, FINANCE AND ADMINISTRATION



FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, FINANCE AND ADMINISTRATION



FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, FINANCE AND ADMINISTRATION

**WORK PROGRAM DEVELOPMENT & OPERATIONS
4707 PUBLIC TRANSPORTATION MANAGER - SES
55002236**

**WORK PROGRAM DEVELOPMENT & OPERATIONS
4705 PUBLIC TRANSPORTATION SUPV II - SES
55000594**

**WORK PROGRAM DEVELOPMENT & OPERATIONS
4705 PUBLIC TRANSPORTATION SUPV II - SES
55002211**

**WORK PROGRAM DEVELOPMENT & OPERATIONS
4705 PUBLIC TRANSPORTATION SUPV II - SES
55002213**

**WORK PROGRAM DEVELOPMENT & OPERATIONS
4706 PUBLIC TRANSPORTATION SPECIALIST III
55001870**

**WORK PROGRAM DEVELOPMENT & OPERATIONS
4706 PUBLIC TRANSPORTATION SPECIALIST III
55002077**

**WORK PROGRAM DEVELOPMENT & OPERATIONS
4706 PUBLIC TRANSPORTATION SPECIALIST III
55002227**

**WORK PROGRAM DEVELOPMENT & OPERATIONS
4706 PUBLIC TRANSPORTATION SPECIALIST III
55000940**

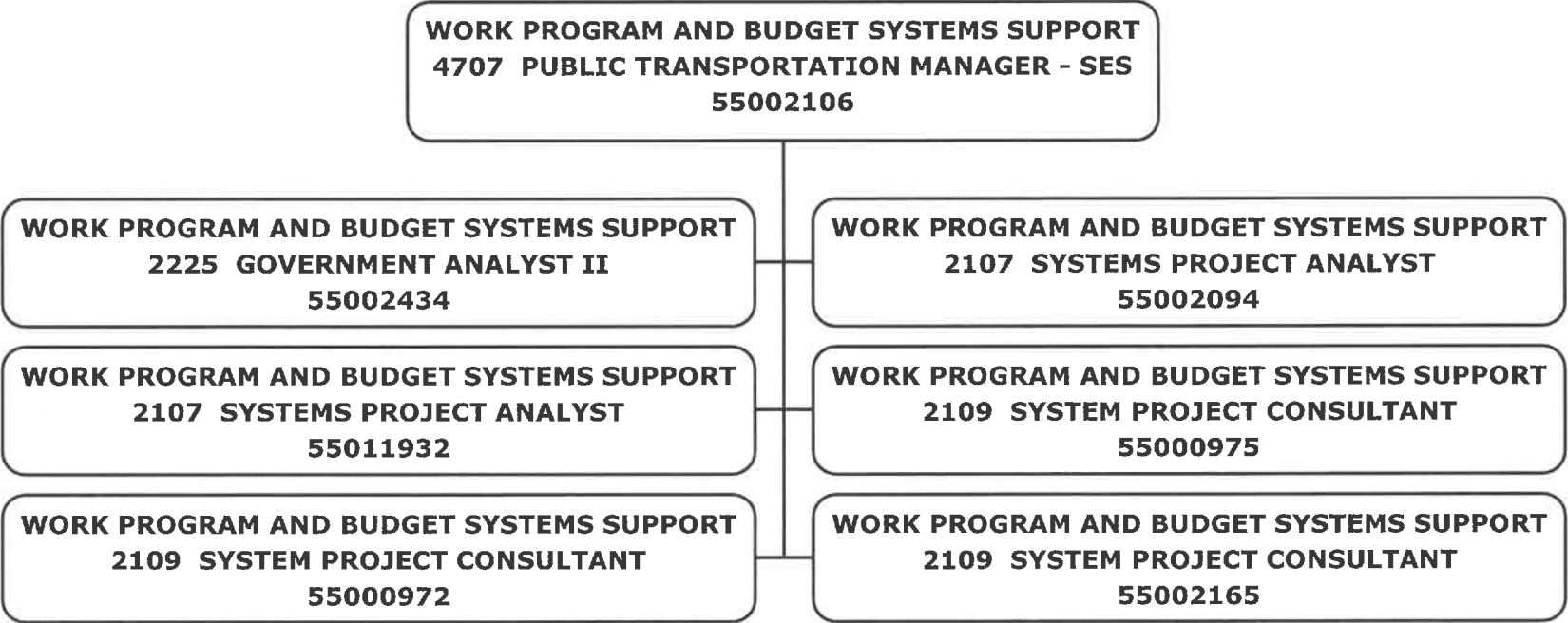
**WORK PROGRAM DEVELOPMENT & OPERATIONS
4702 PUBLIC TRANSPORTATION SPECIALIST I
55002136**

**WORK PROGRAM DEVELOPMENT & OPERATIONS
4703 PUBLIC TRANSPORTATION SPECIALIST II
55000941**

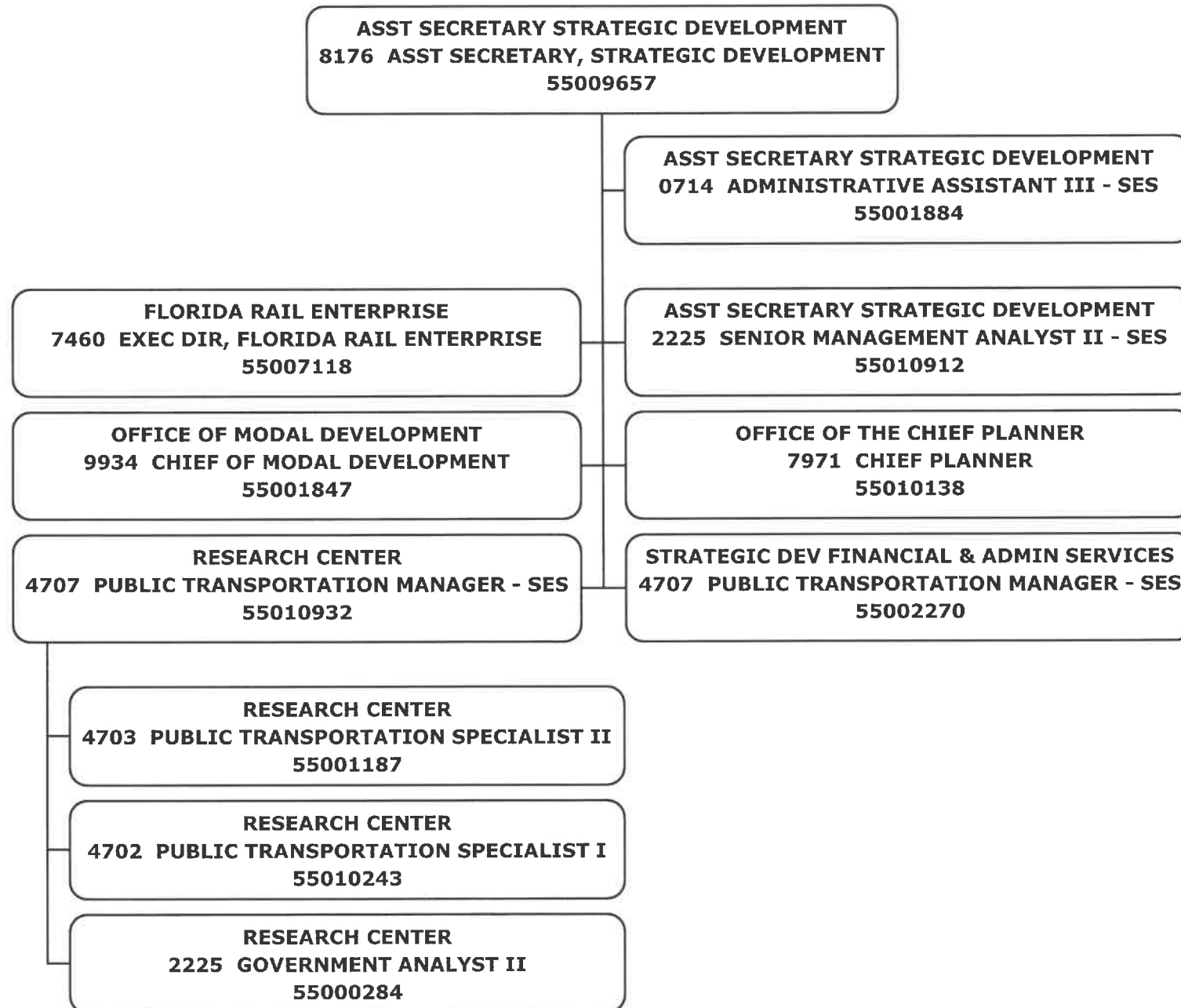
**WORK PROGRAM DEVELOPMENT & OPERATIONS
4703 PUBLIC TRANSPORTATION SPECIALIST II
55000717**

**WORK PROGRAM DEVELOPMENT & OPERATIONS
4703 PUBLIC TRANSPORTATION SPECIALIST II
55000392**

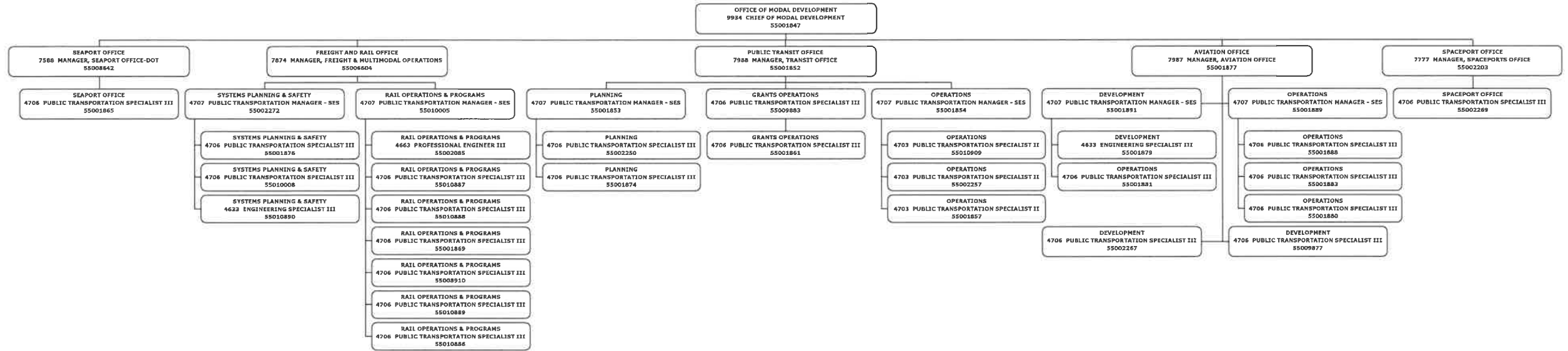
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, FINANCE AND ADMINISTRATION



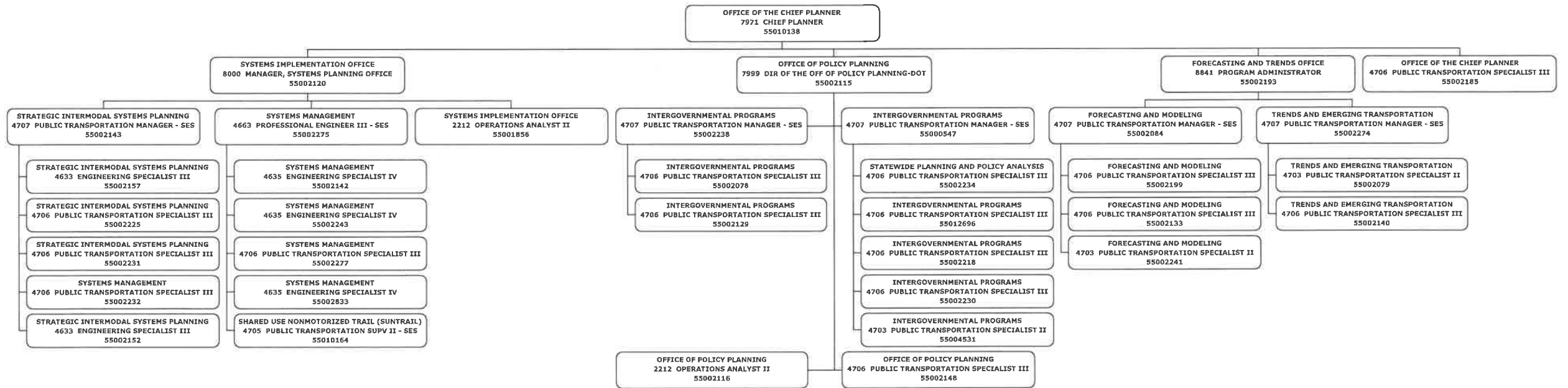
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, STRATEGIC DEVELOPMENT



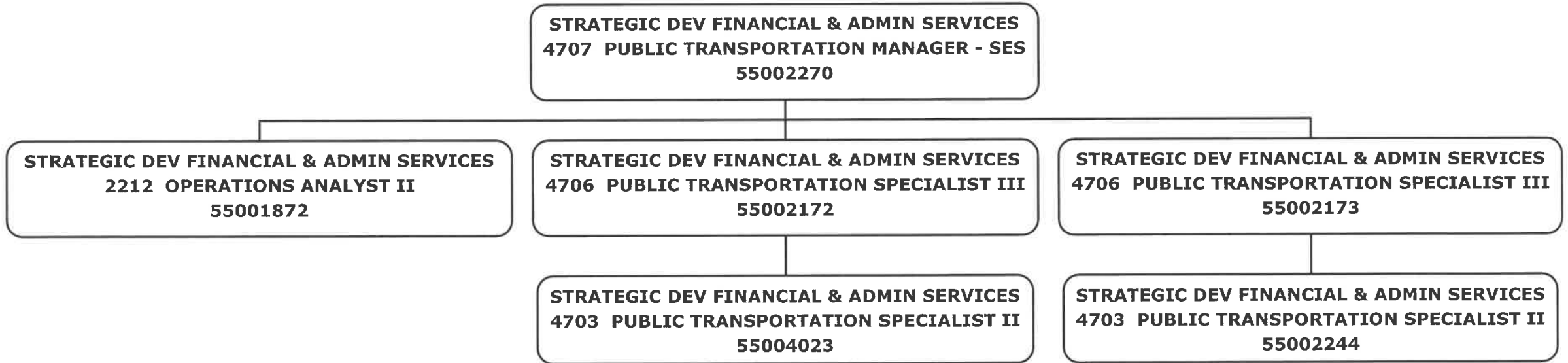
FLORIDA DEPARTMENT OF TRANSPORTATION ASST SECRETARY, STRATEGIC DEVELOPMENT



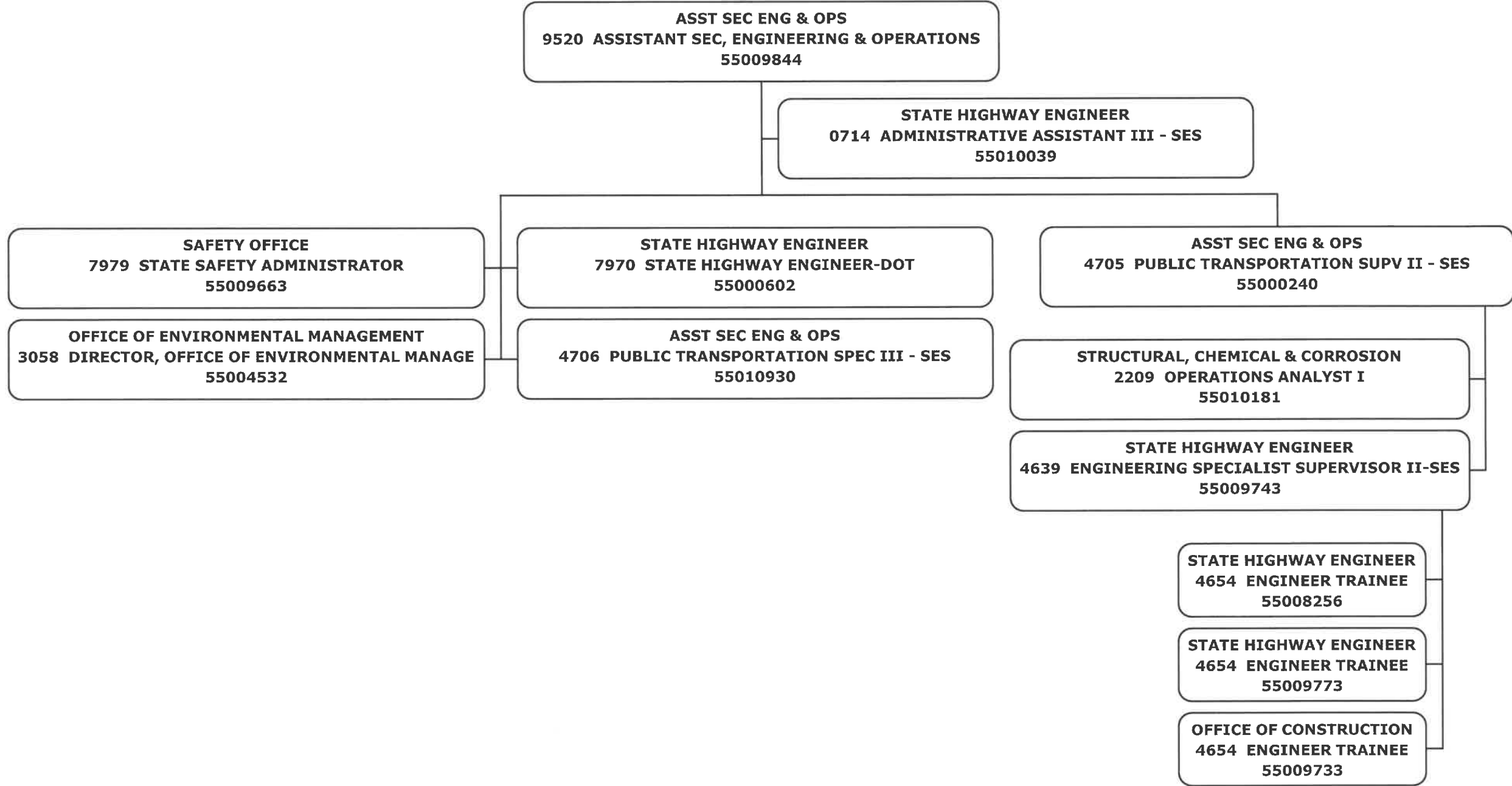
FLORIDA DEPARTMENT OF TRANSPORTATION ASST SECRETARY, STRATEGIC DEVELOPMENT



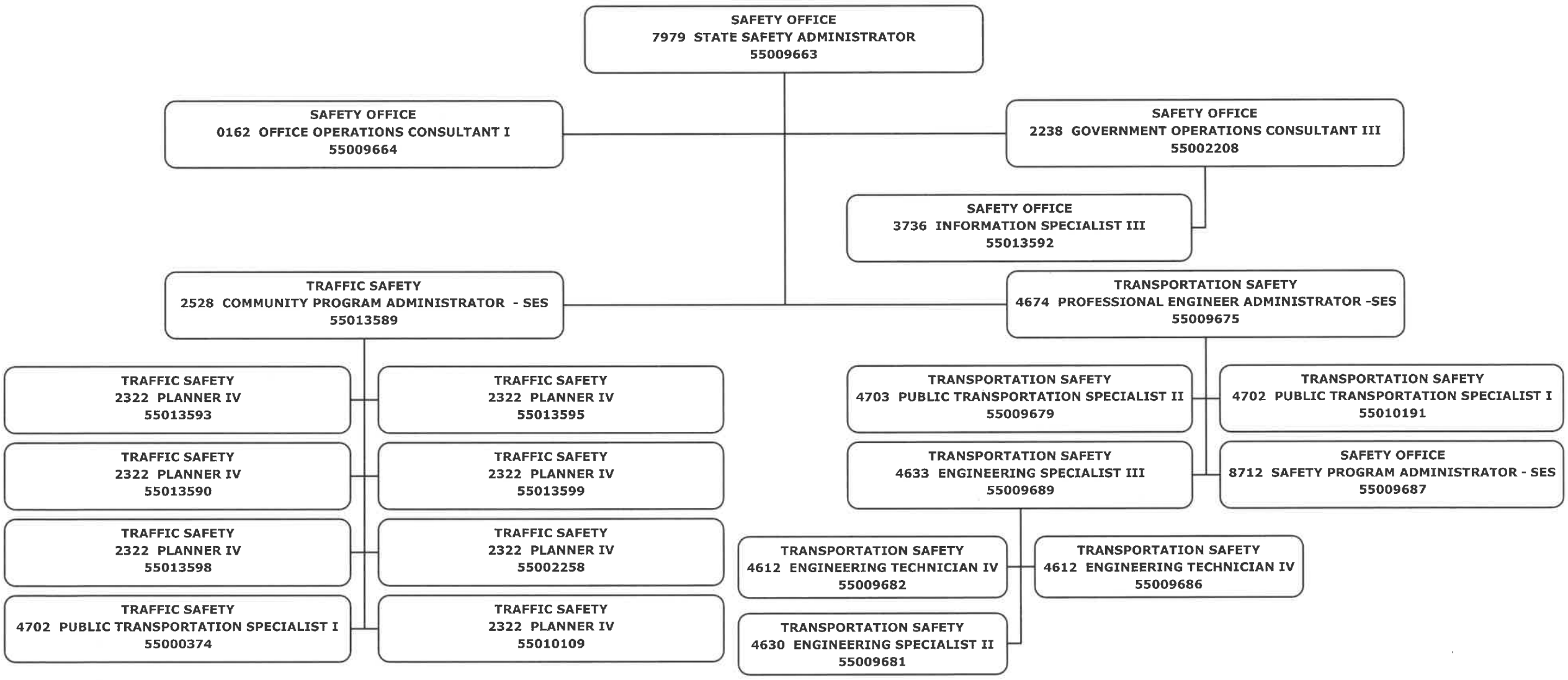
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, STRATEGIC DEVELOPMENT



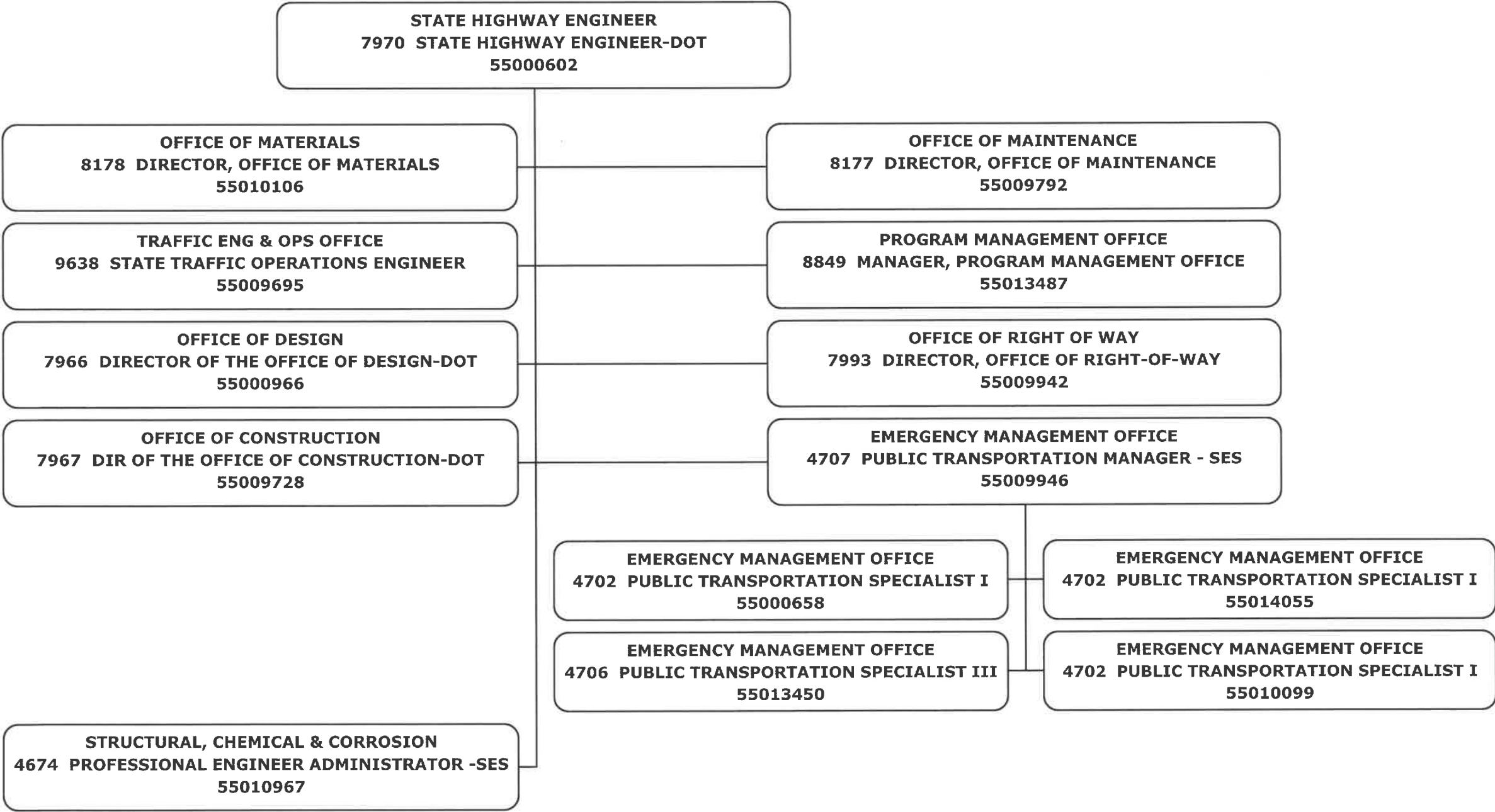
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, ENGINEERING AND OPERATIONS



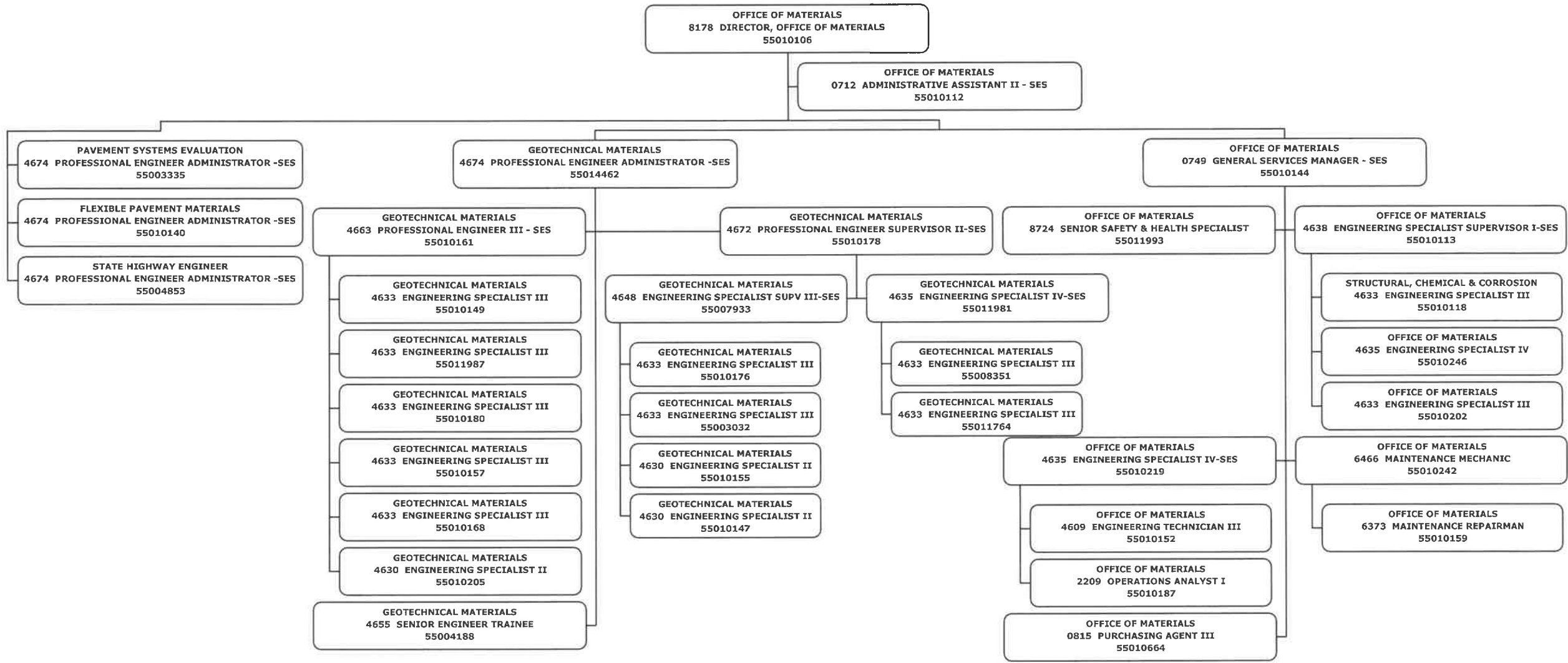
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, ENGINEERING AND OPERATIONS



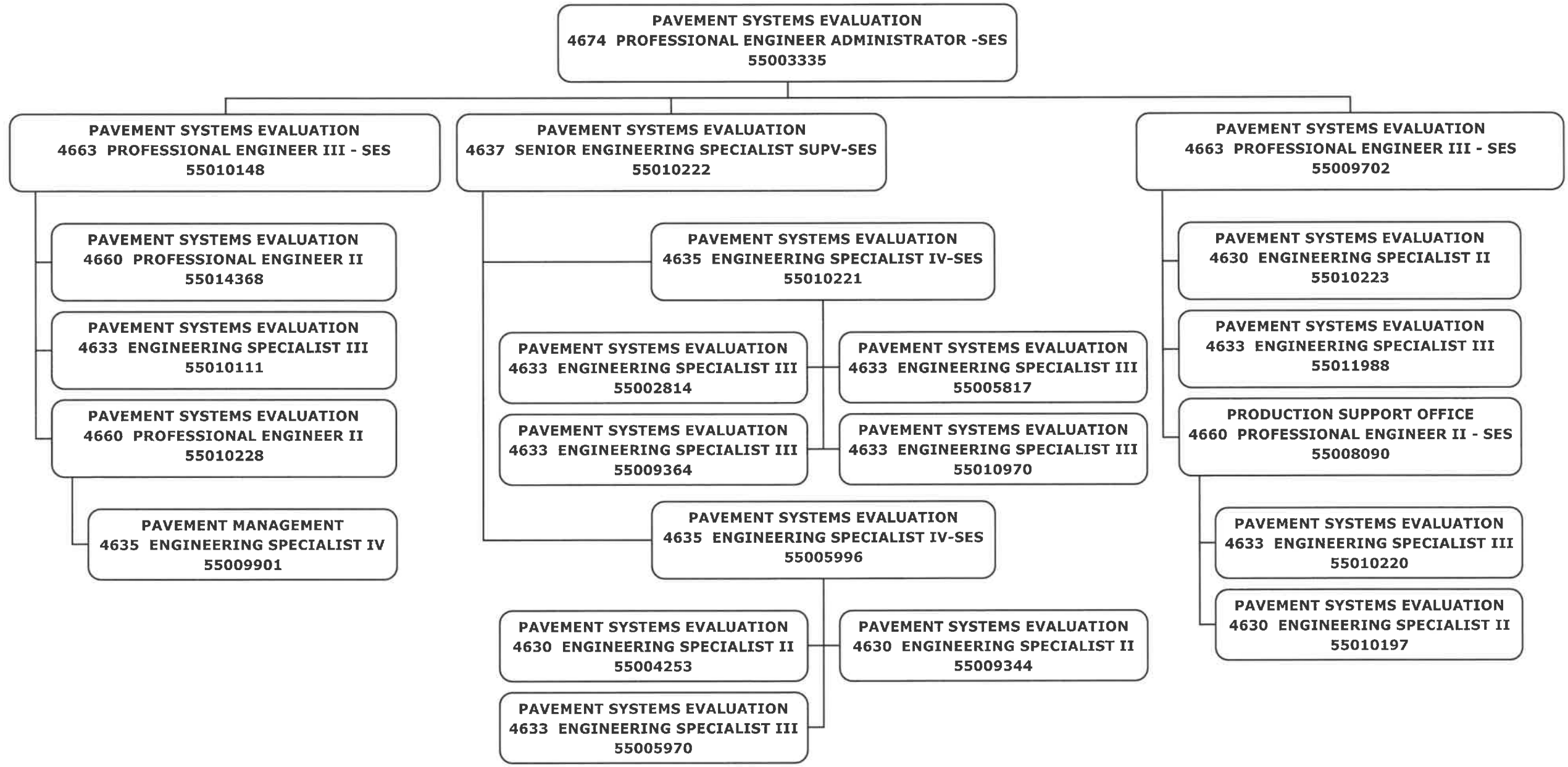
**FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, ENGINEERING AND OPERATIONS**



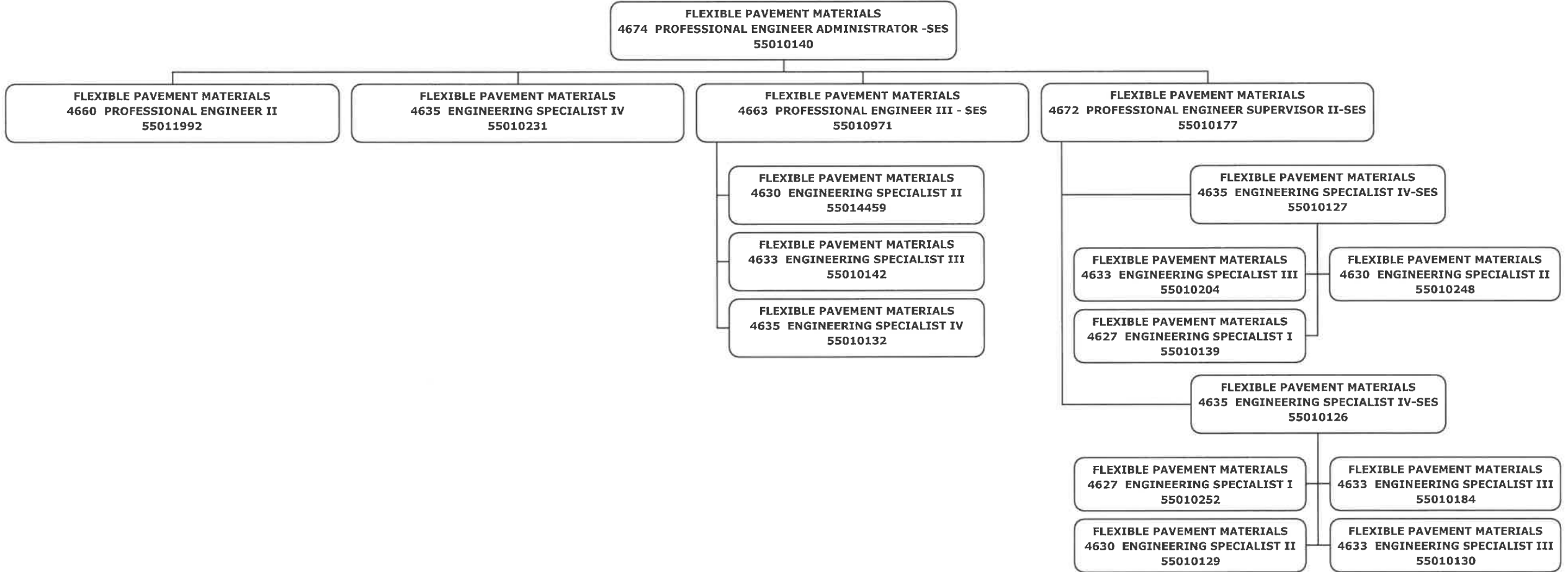
FLORIDA DEPARTMENT OF TRANSPORTATION ASST SECRETARY, ENGINEERING AND OPERATIONS



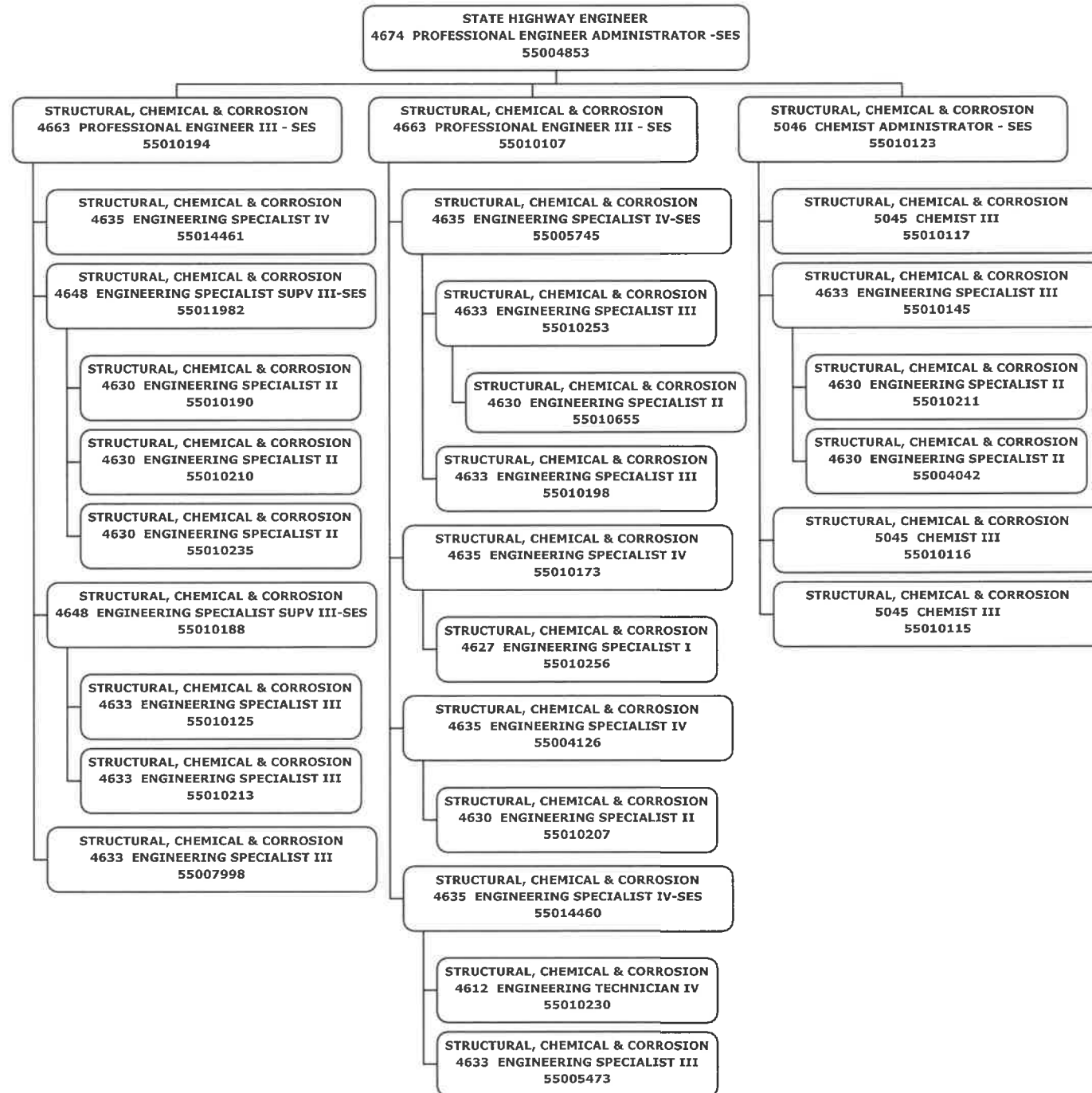
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, ENGINEERING AND OPERATIONS



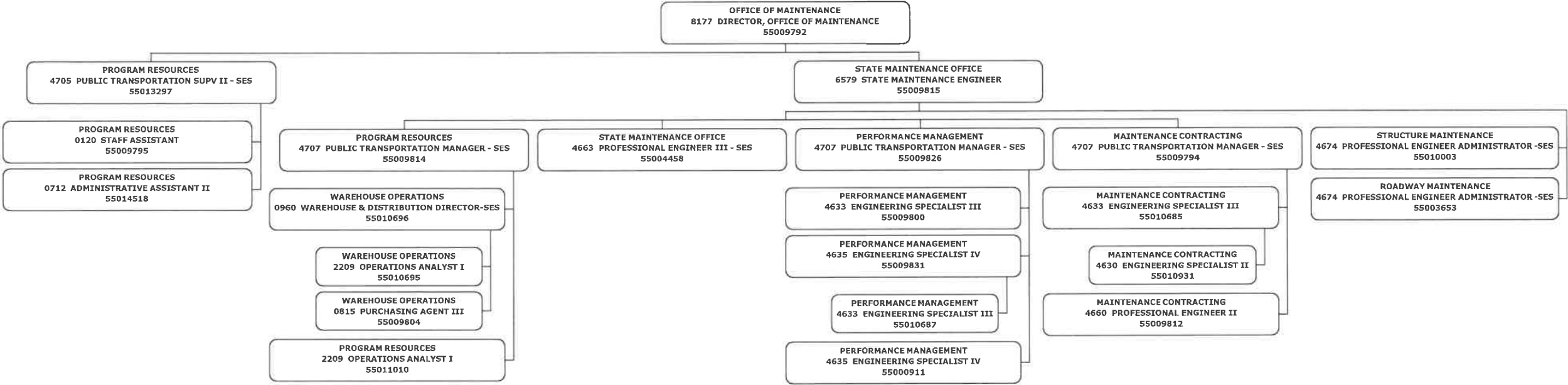
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, ENGINEERING AND OPERATIONS



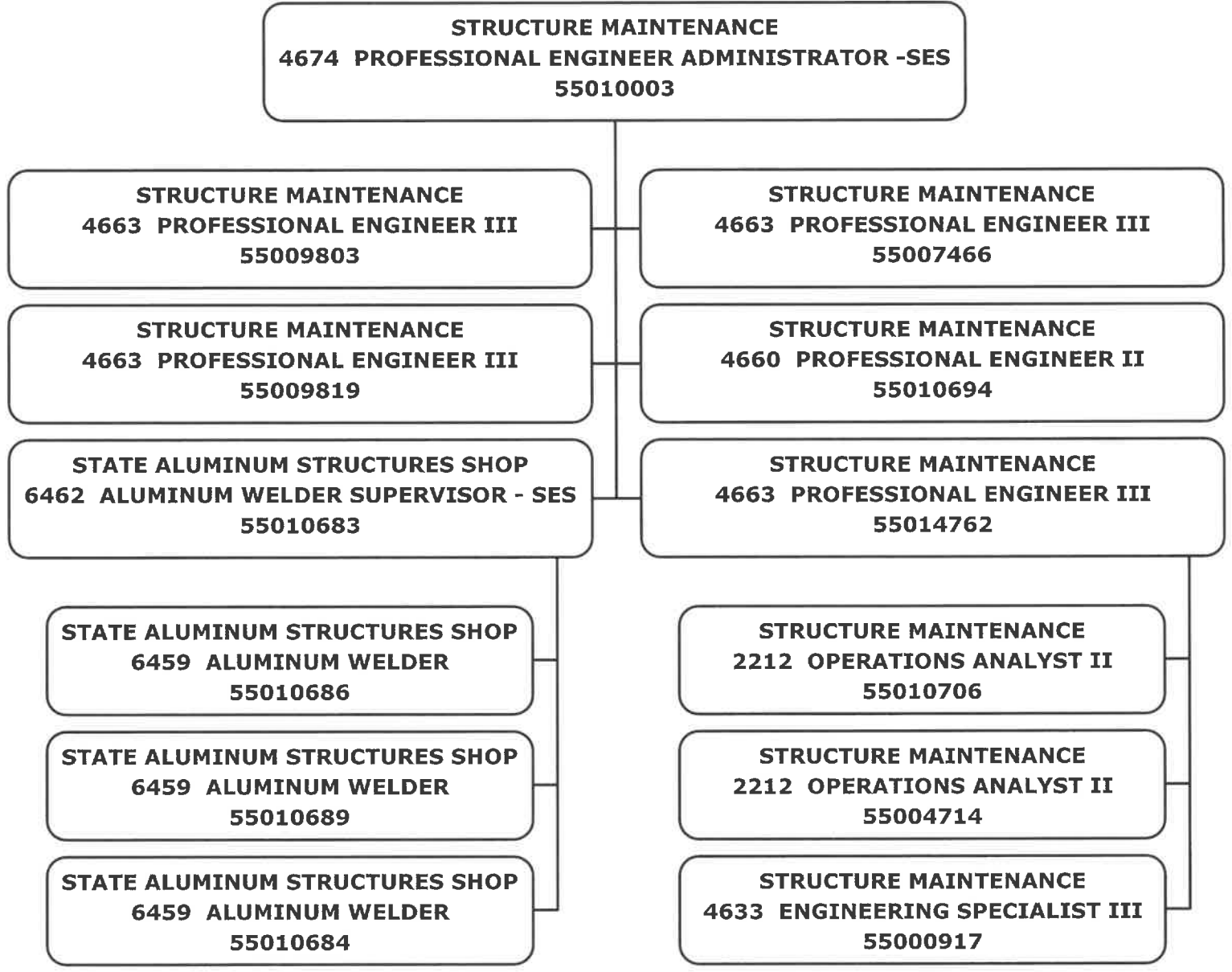
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, ENGINEERING AND OPERATIONS



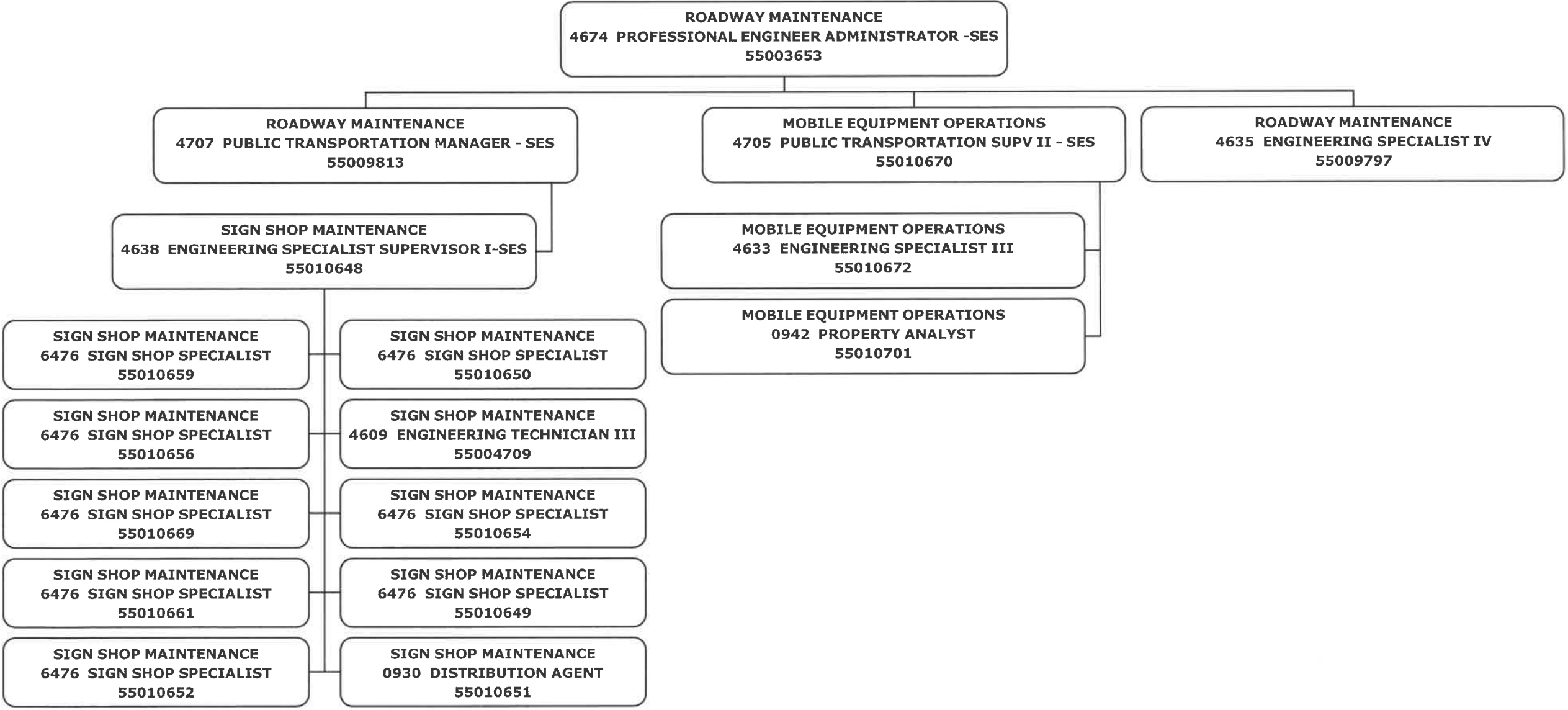
FLORIDA DEPARTMENT OF TRANSPORTATION ASST SECRETARY, ENGINEERING AND OPERATIONS



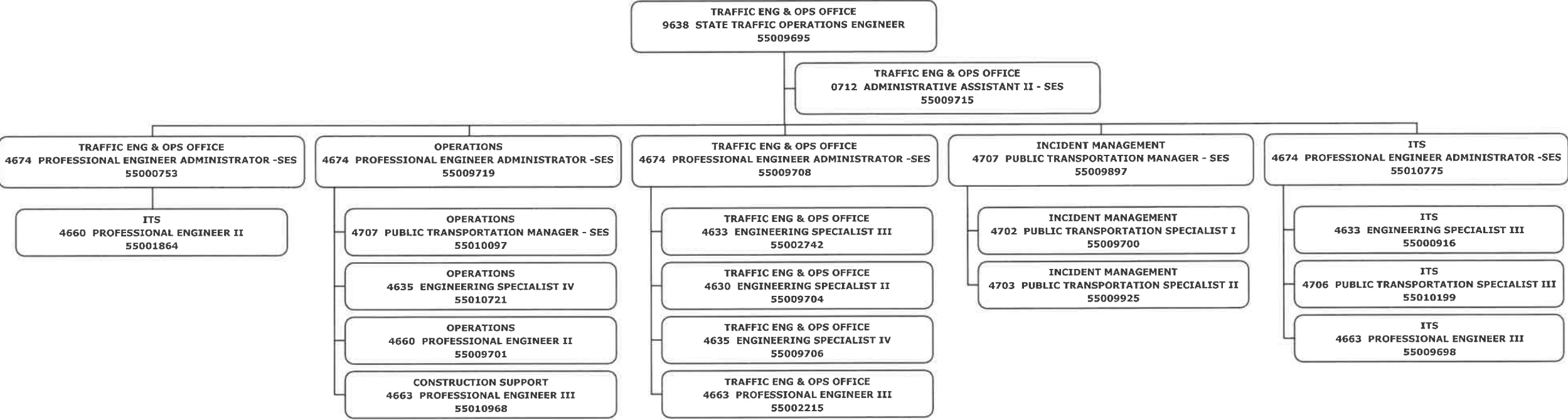
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, ENGINEERING AND OPERATIONS



FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, ENGINEERING AND OPERATIONS

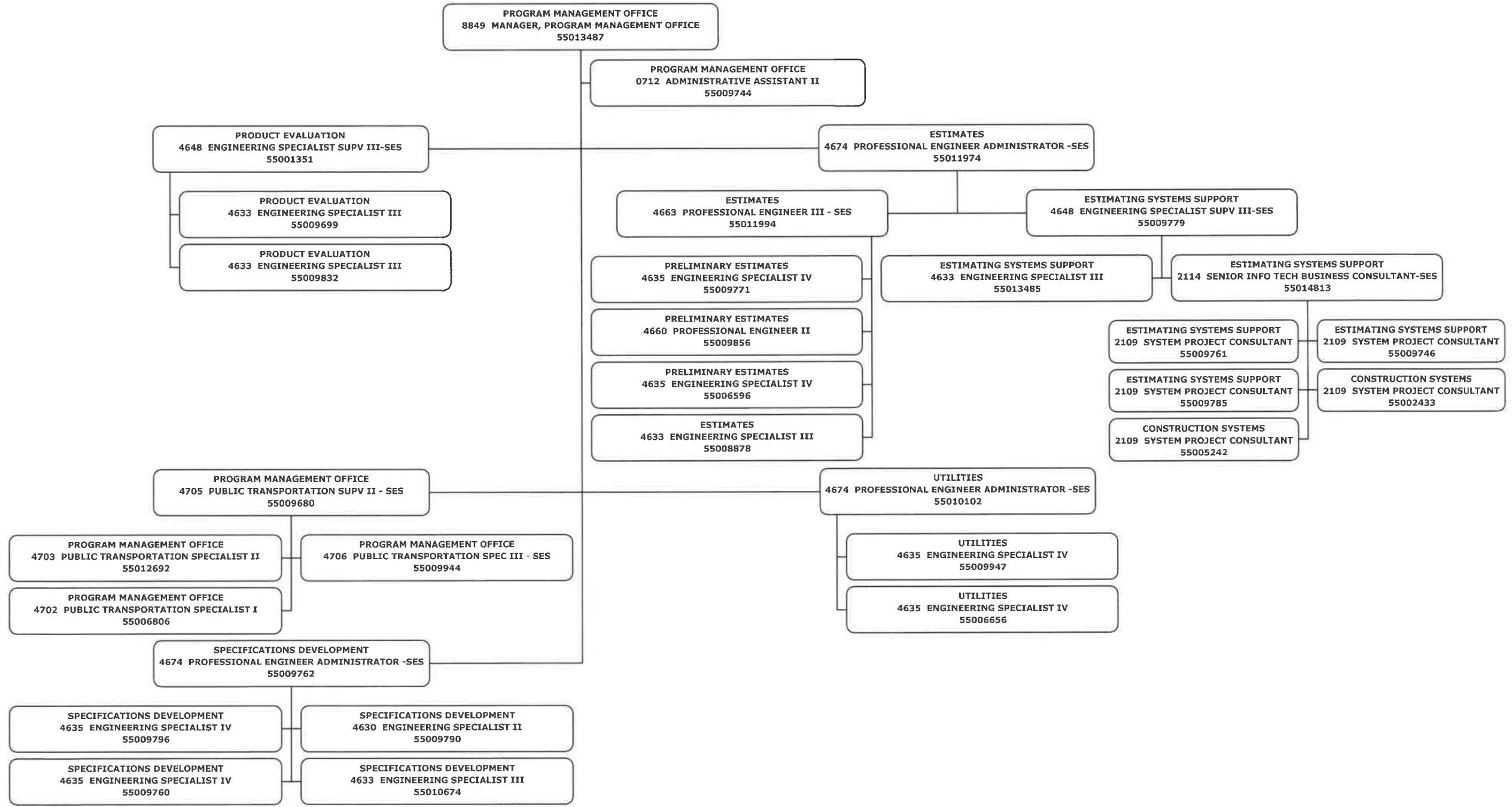


FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, ENGINEERING AND OPERATIONS

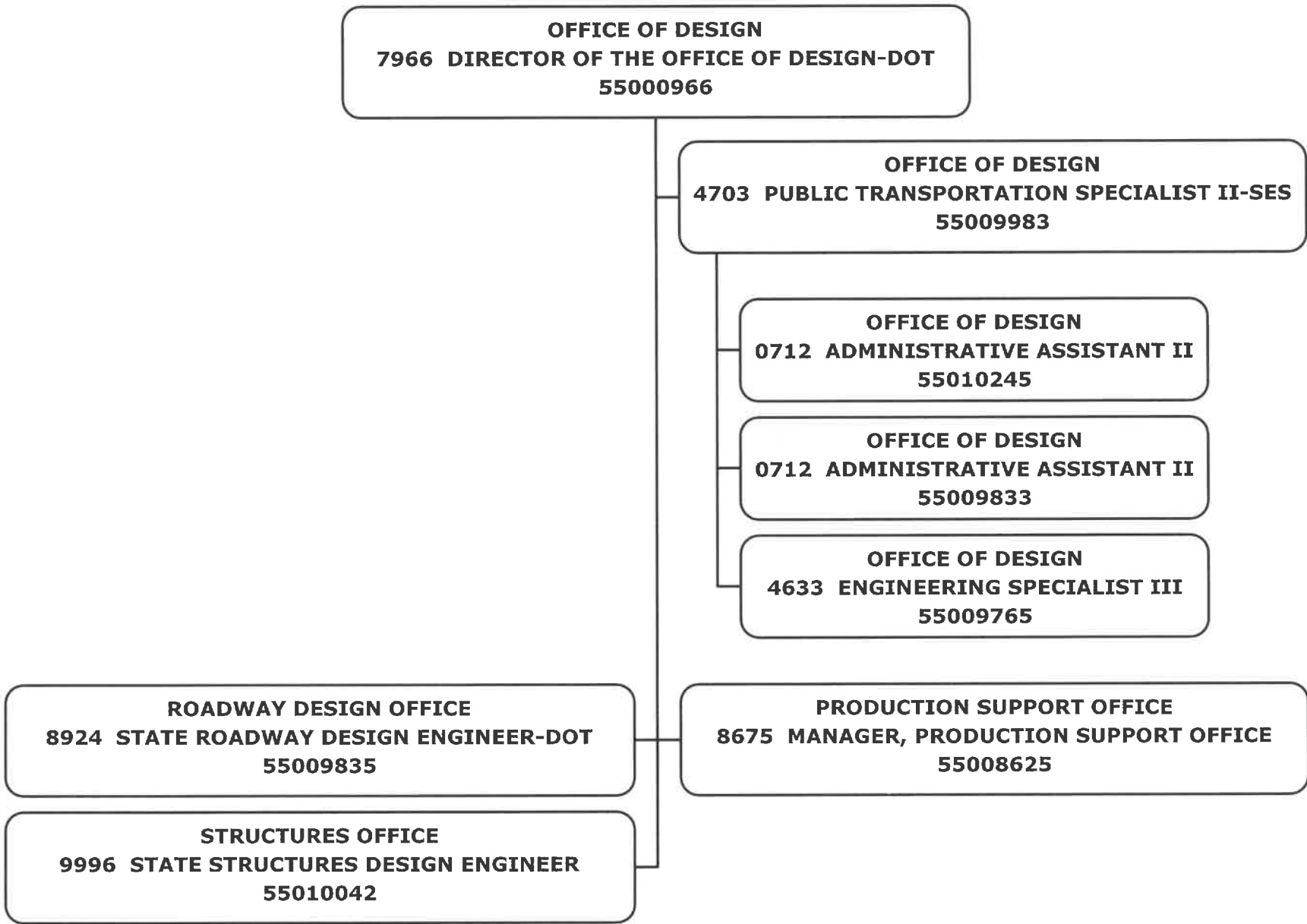


FLORIDA DEPARTMENT OF TRANSPORTATION

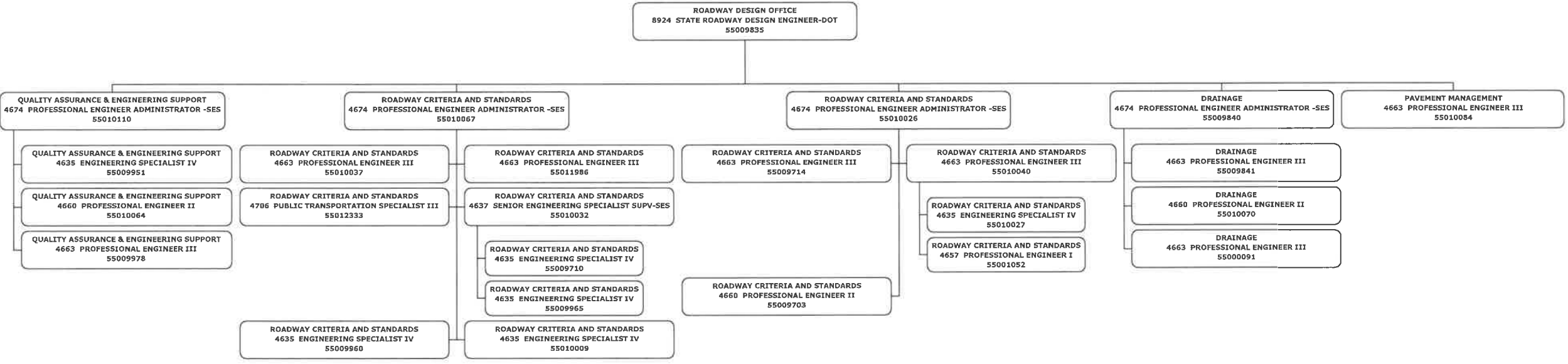
ASST SECRETARY, ENGINEERING AND OPERATIONS



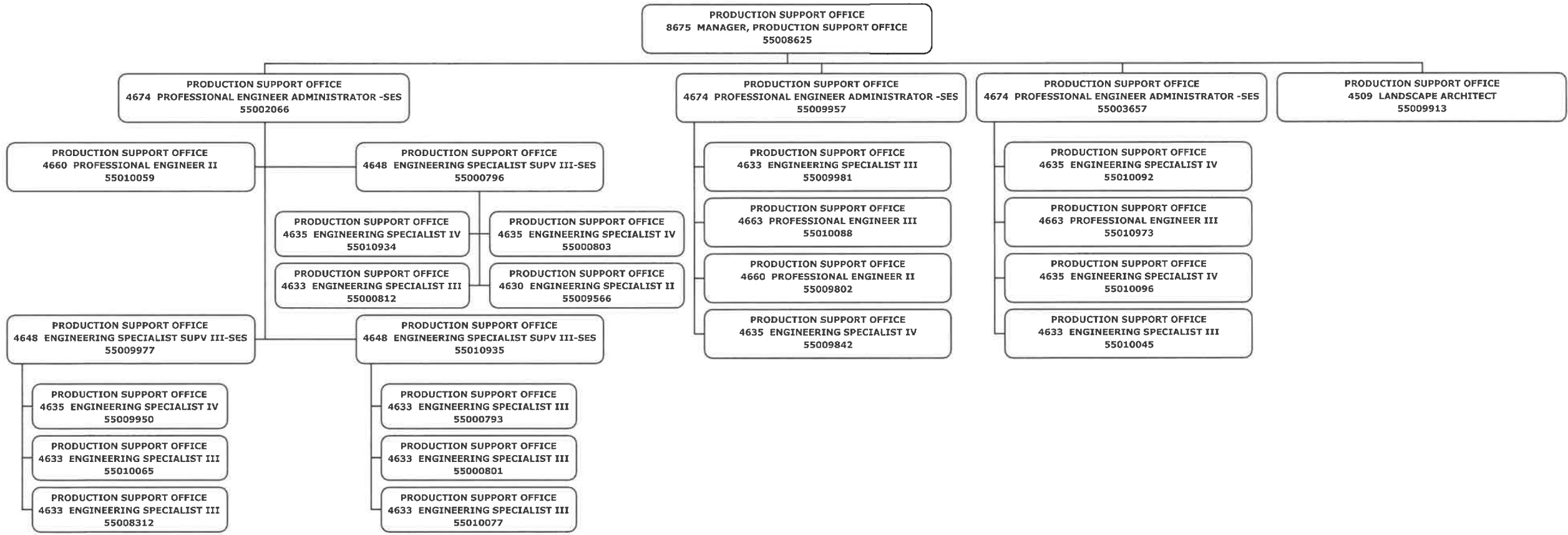
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, ENGINEERING AND OPERATIONS



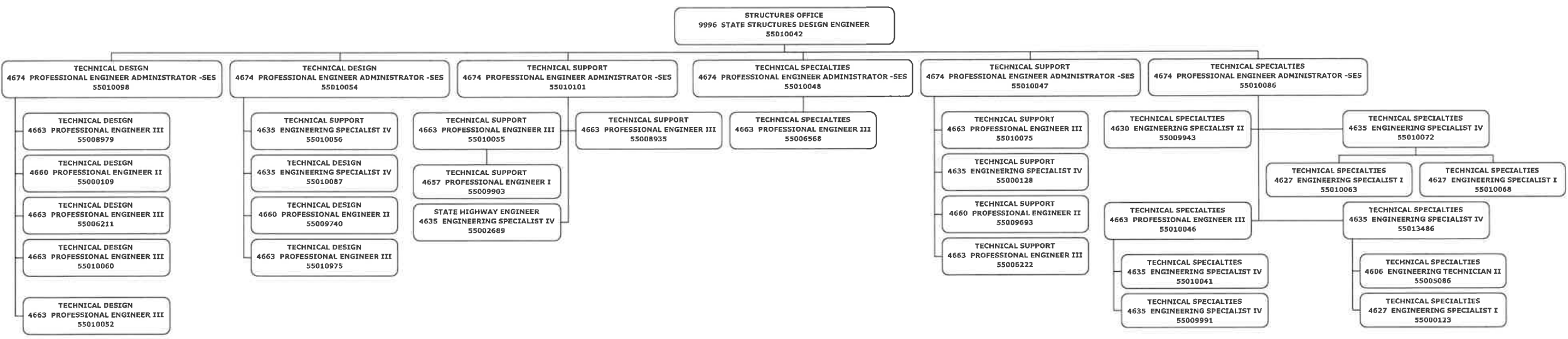
FLORIDA DEPARTMENT OF TRANSPORTATION ASST SECRETARY, ENGINEERING AND OPERATIONS



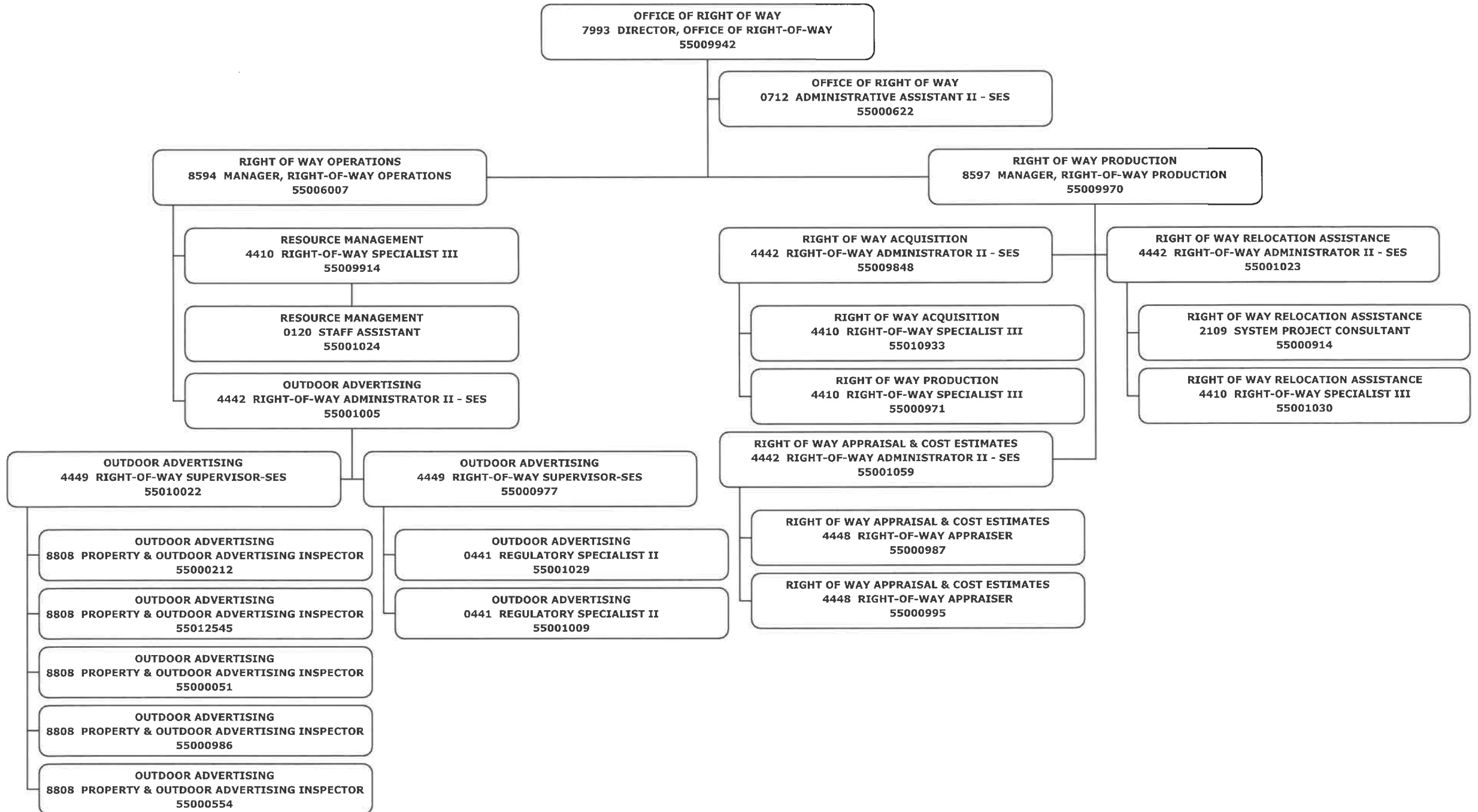
FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, ENGINEERING AND OPERATIONS



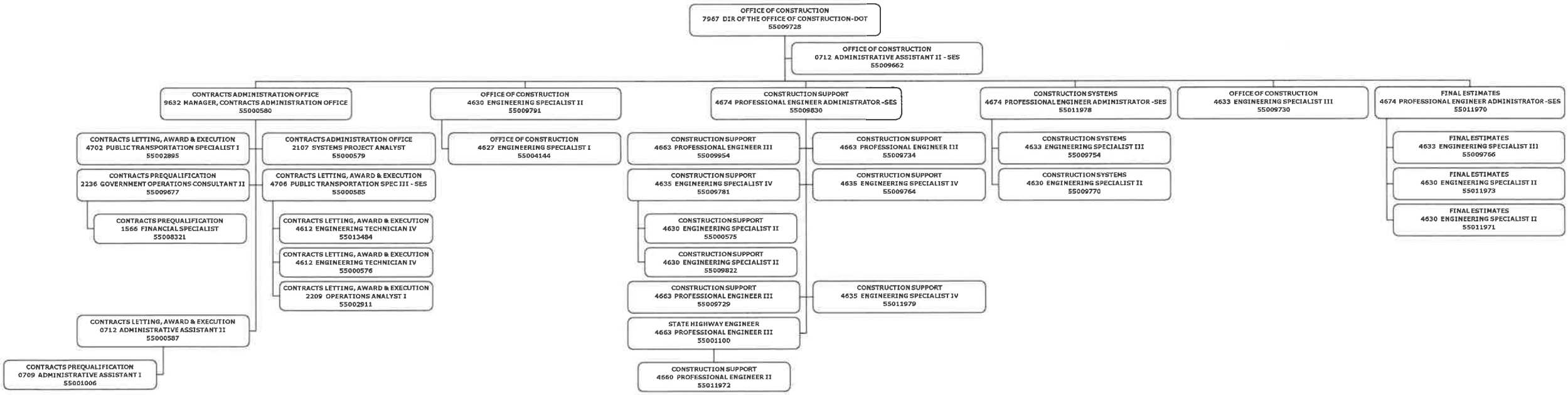
FLORIDA DEPARTMENT OF TRANSPORTATION ASST SECRETARY, ENGINEERING AND OPERATIONS



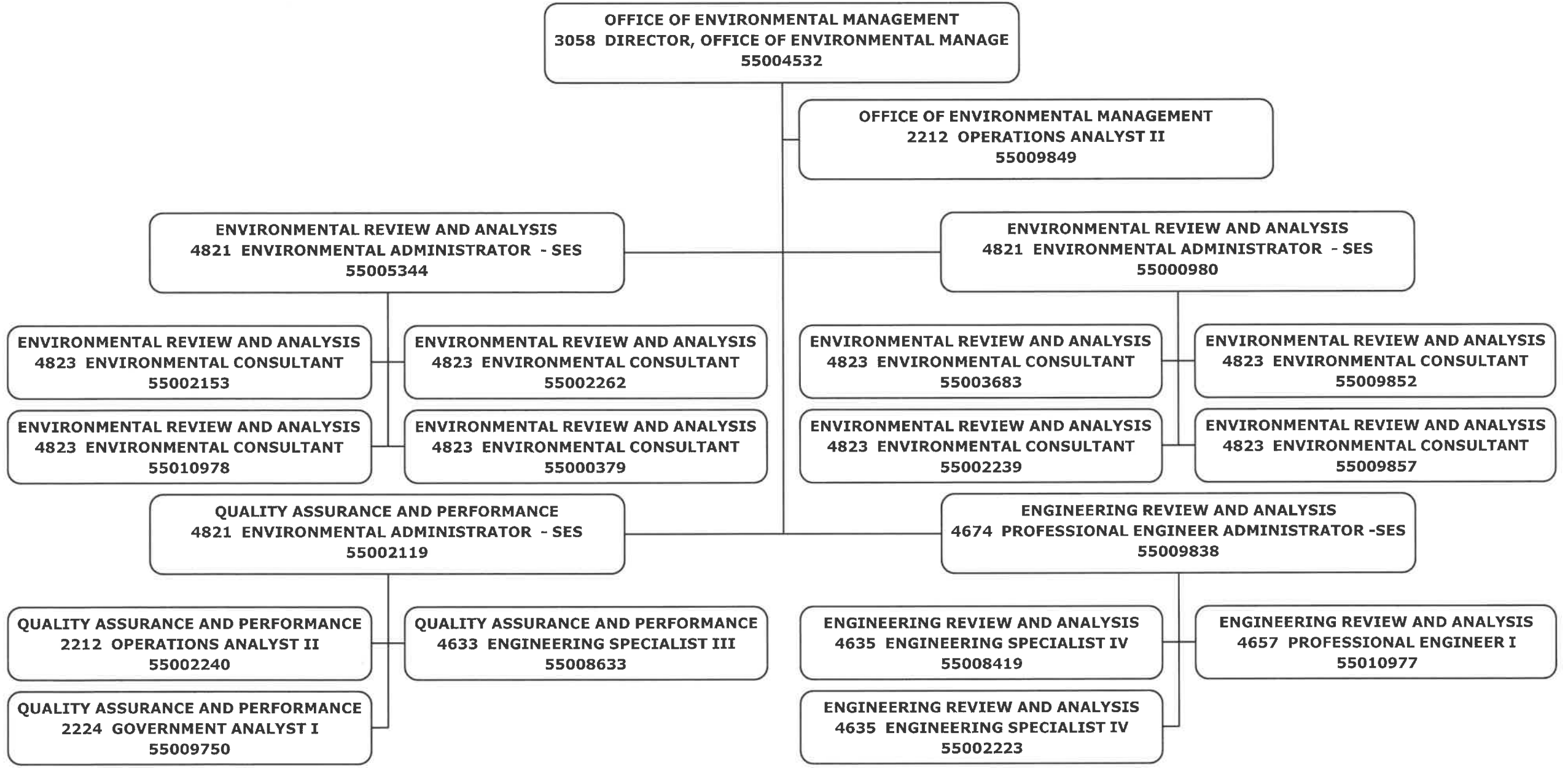
FLORIDA DEPARTMENT OF TRANSPORTATION
ASST SECRETARY, ENGINEERING AND OPERATIONS



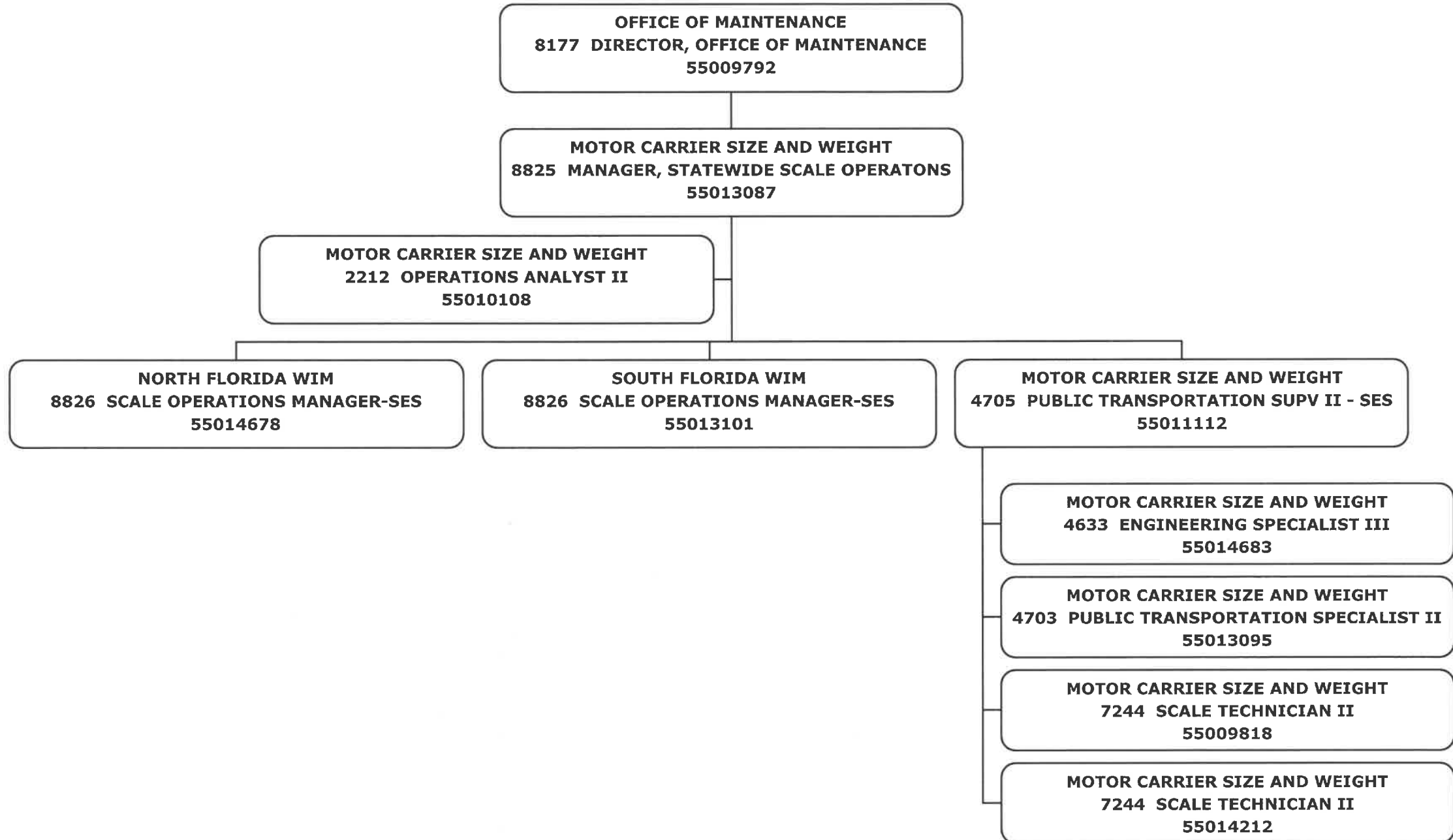
FLORIDA DEPARTMENT OF TRANSPORTATION ASST SECRETARY, ENGINEERING AND OPERATIONS



FLORIDA DEPARTMENT OF TRANSPORTATION
 ASST SECRETARY, ENGINEERING AND OPERATIONS

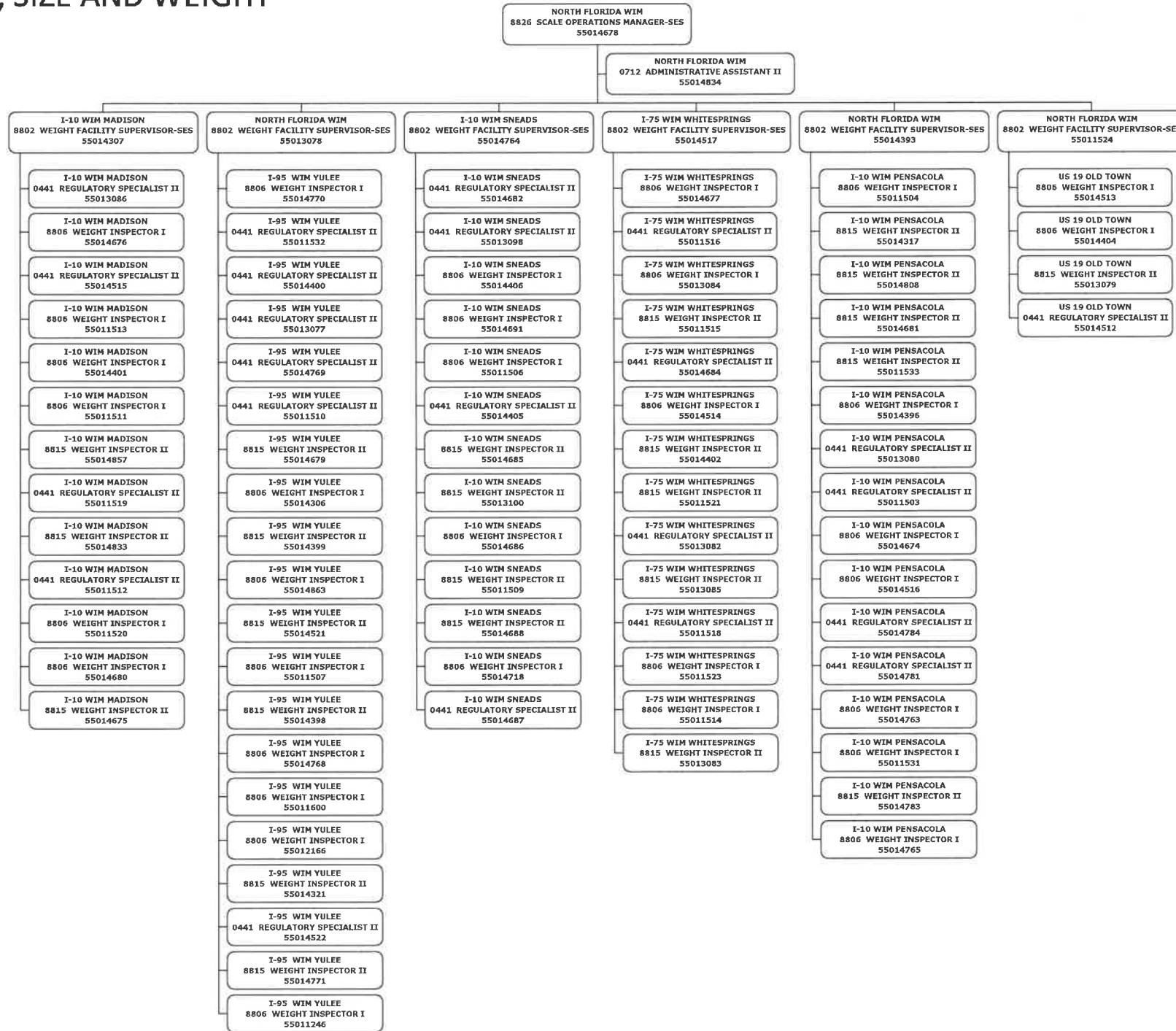


FLORIDA DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER, SIZE AND WEIGHT



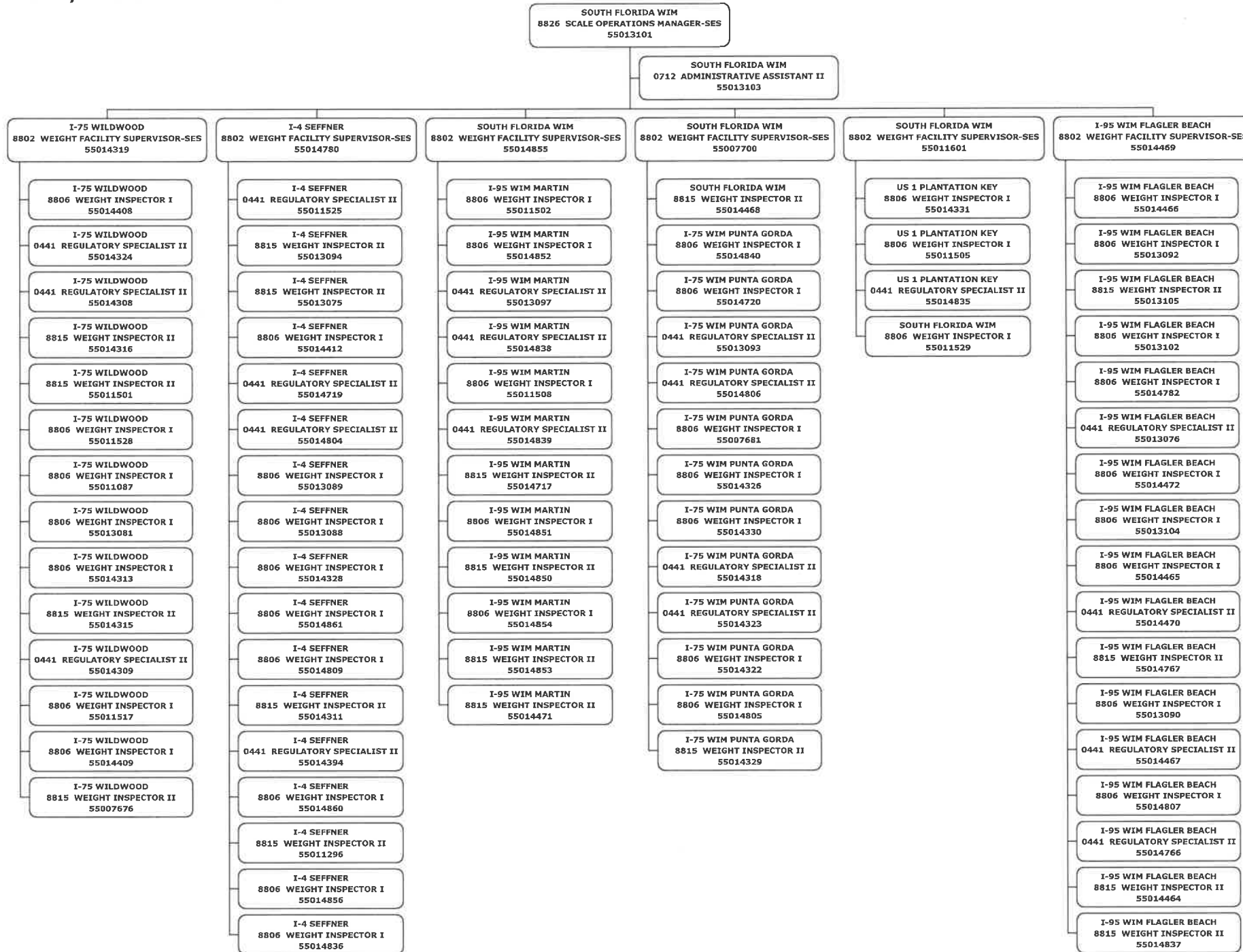
FLORIDA DEPARTMENT OF TRANSPORTATION

MOTOR CARRIER, SIZE AND WEIGHT

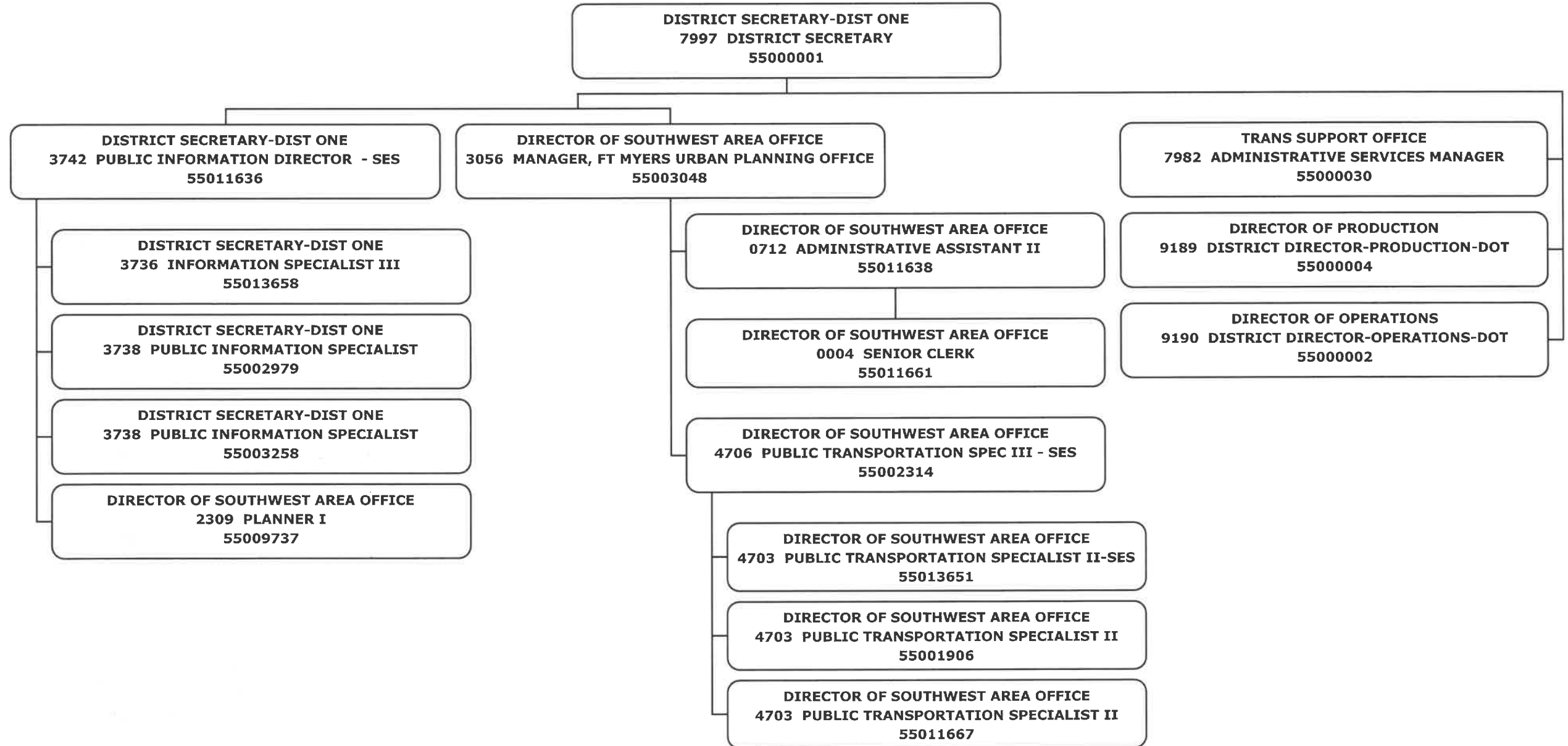


FLORIDA DEPARTMENT OF TRANSPORTATION

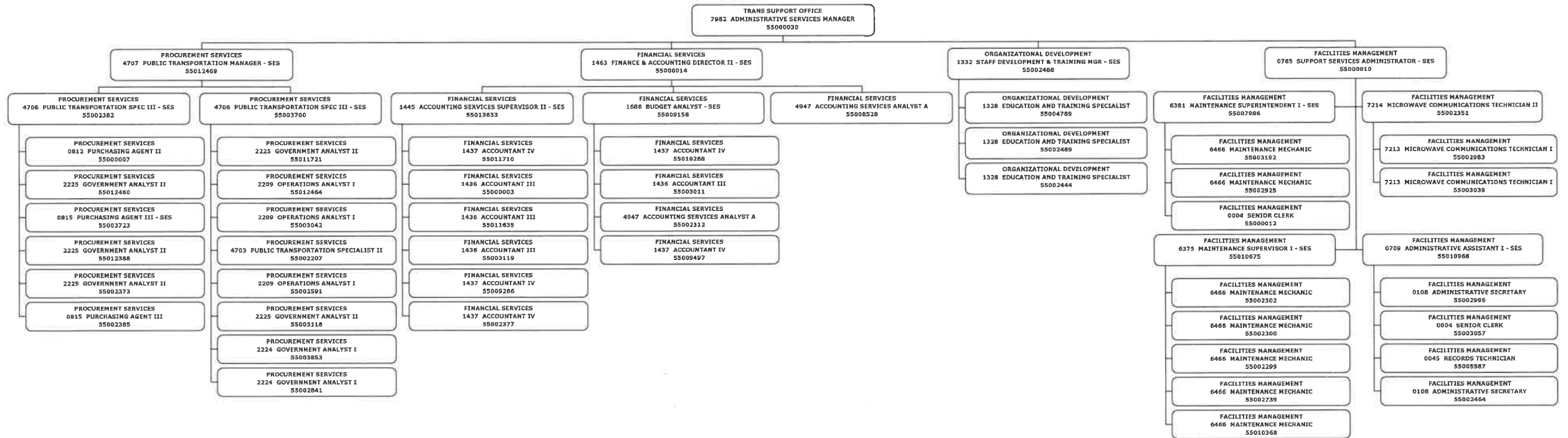
MOTOR CARRIER, SIZE AND WEIGHT



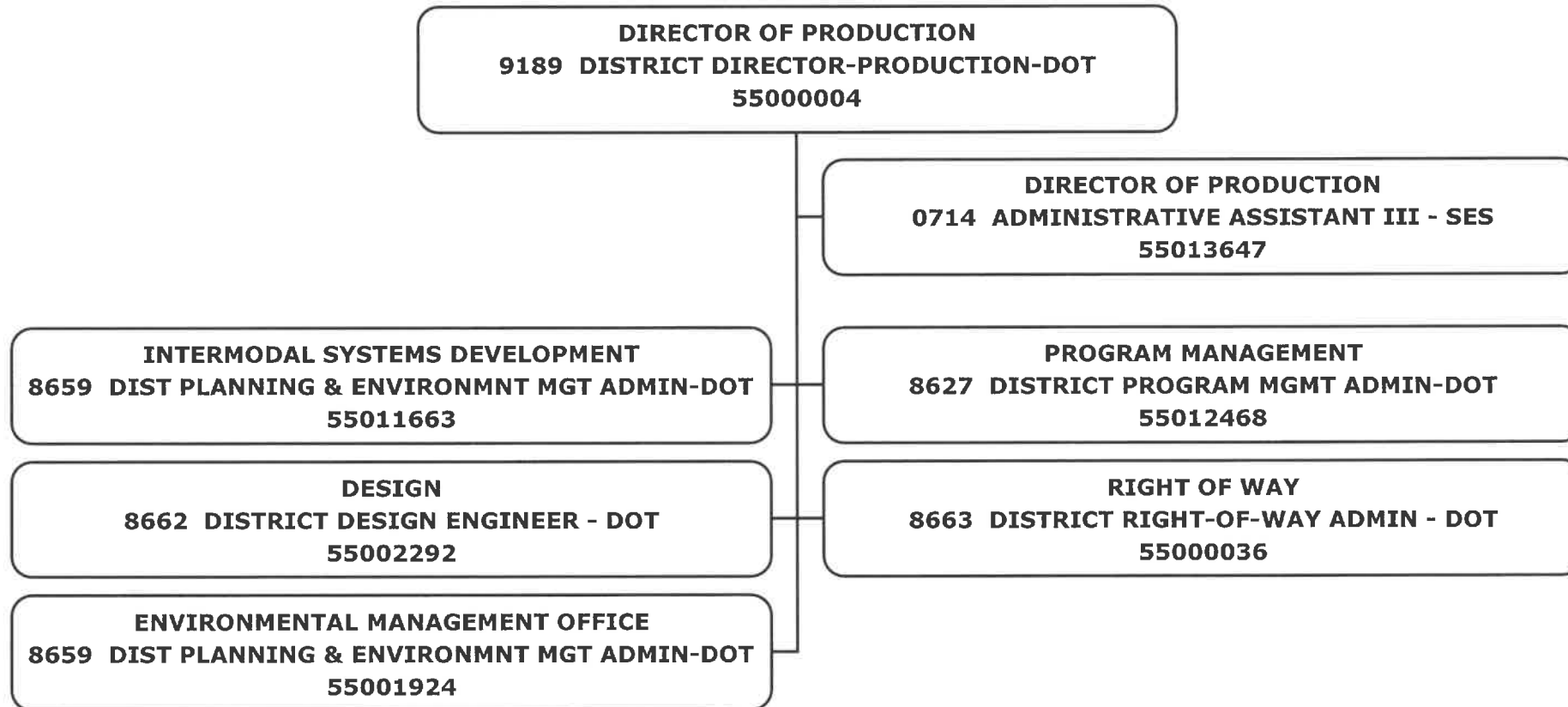
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT ONE



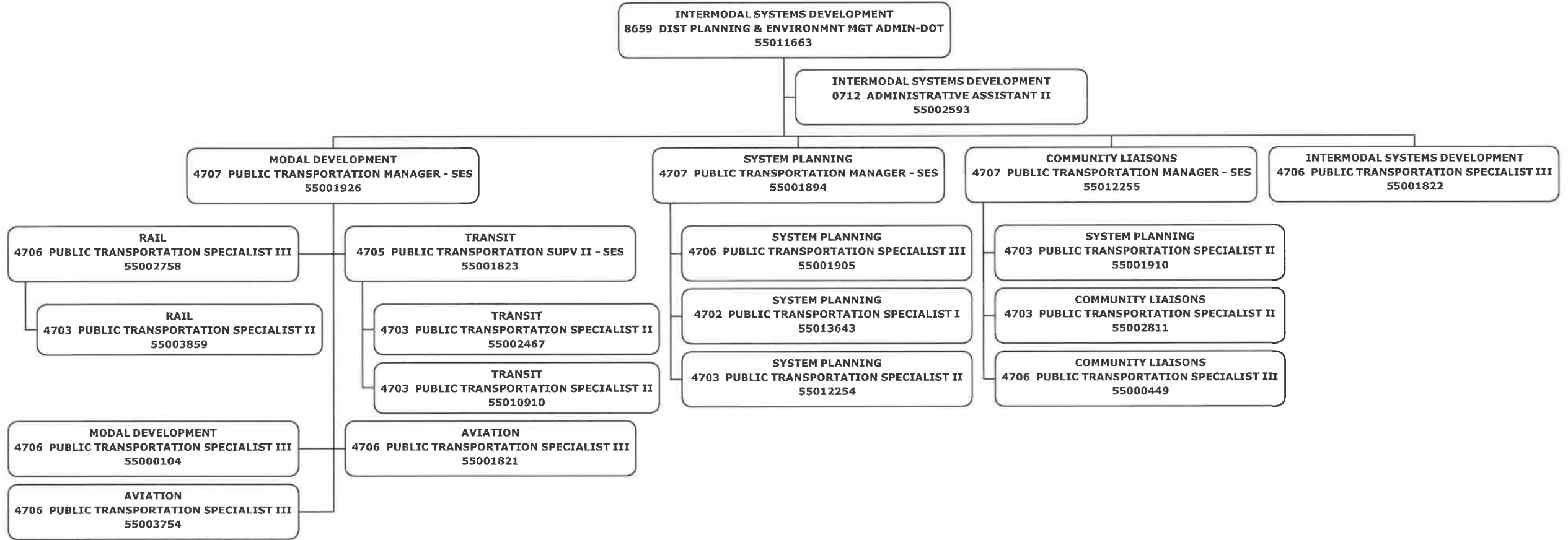
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE



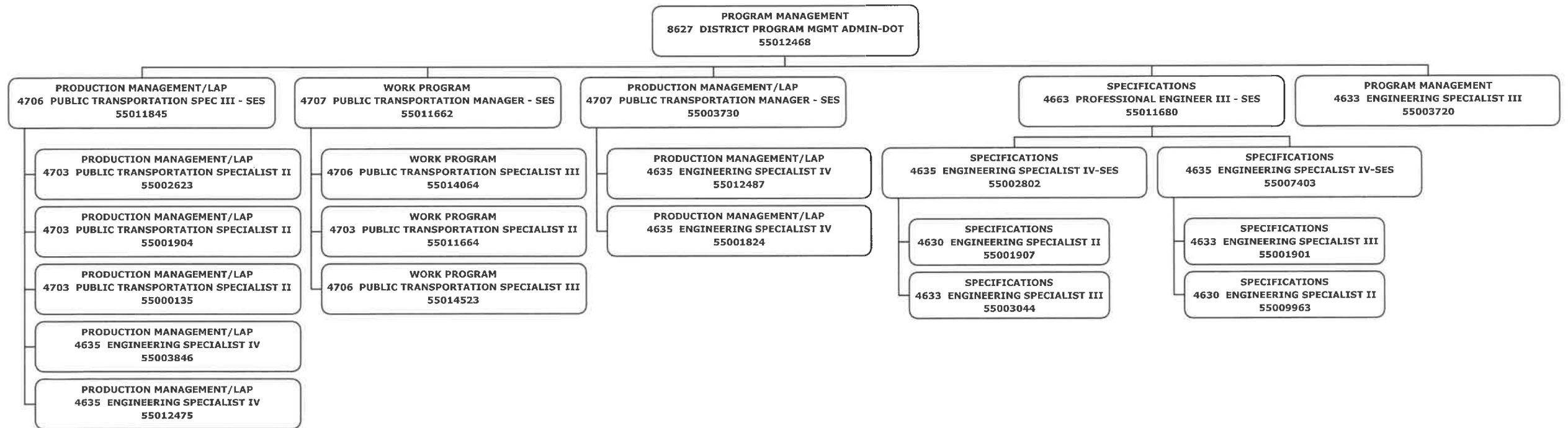
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT ONE



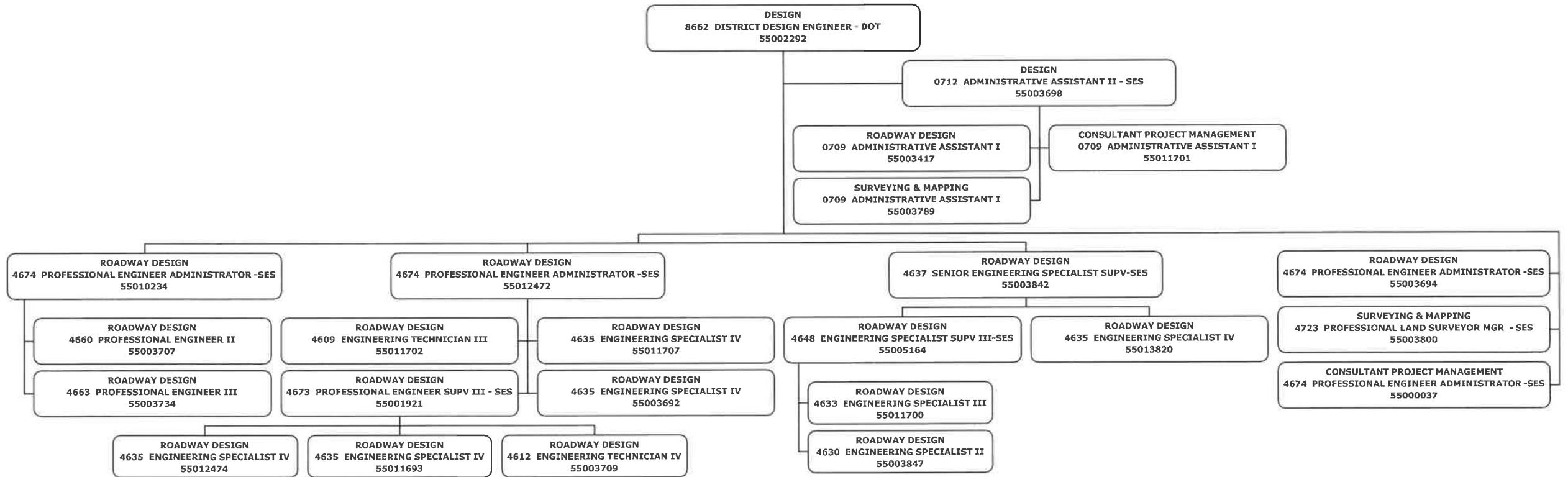
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE

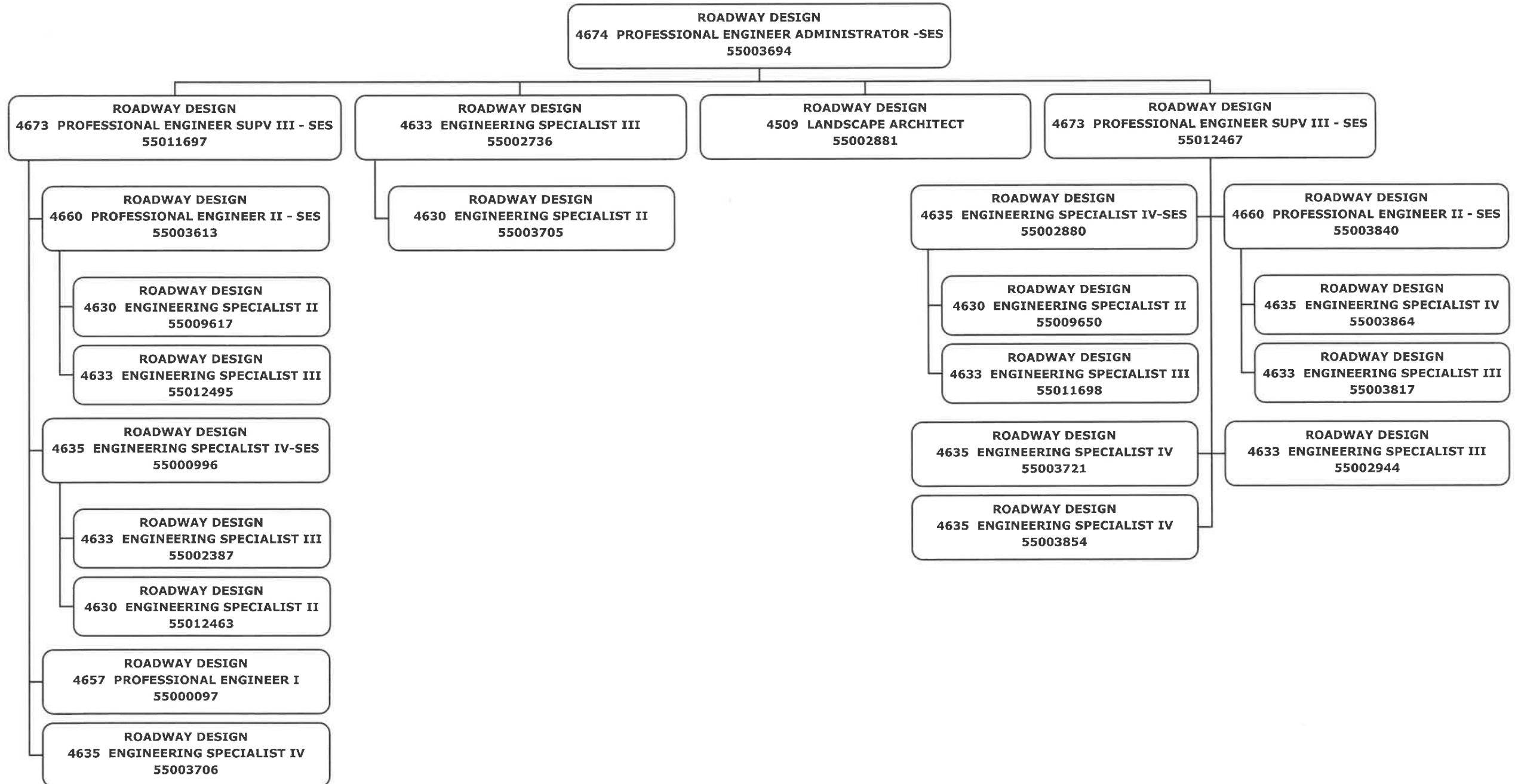


FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE



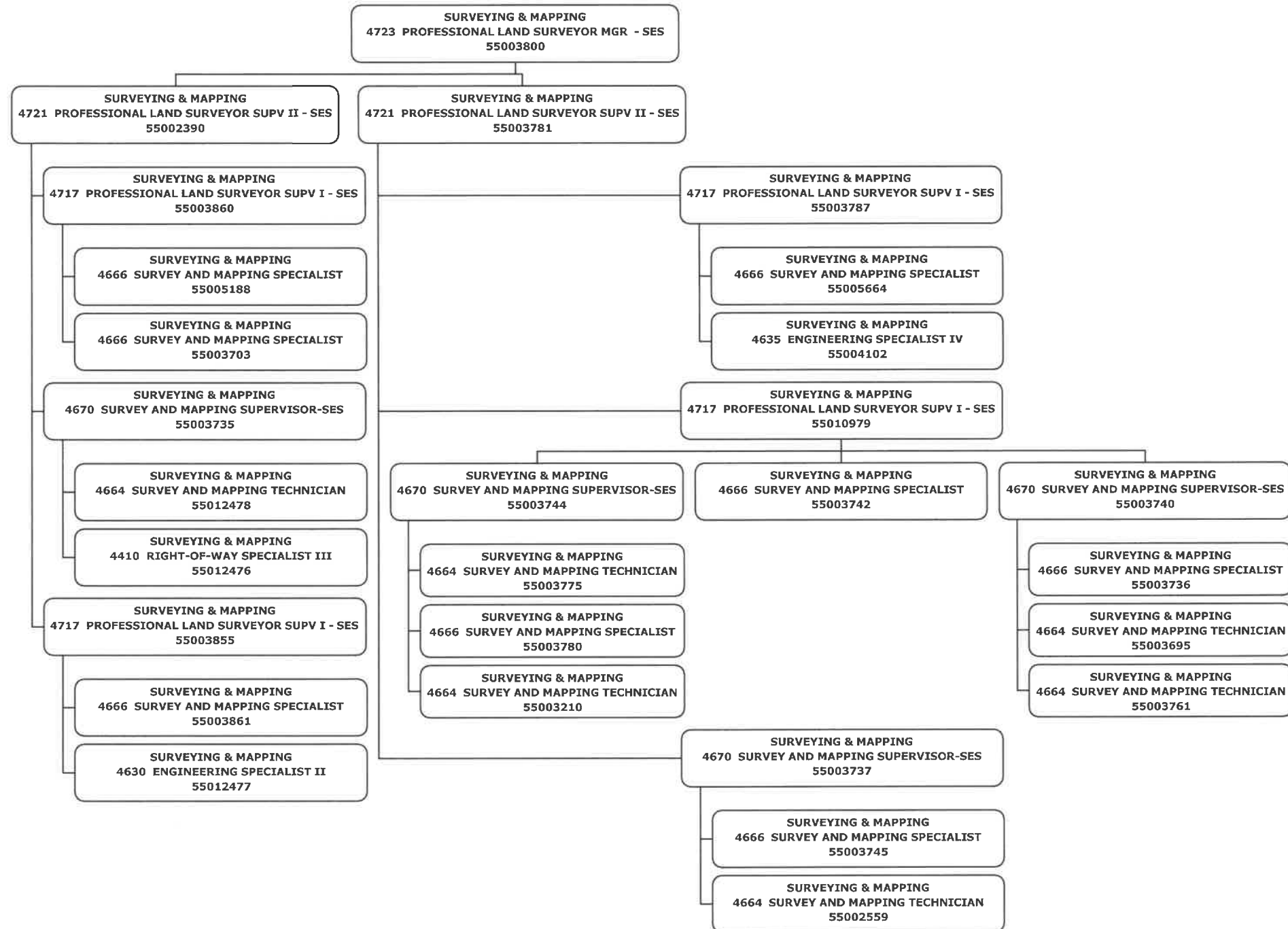
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

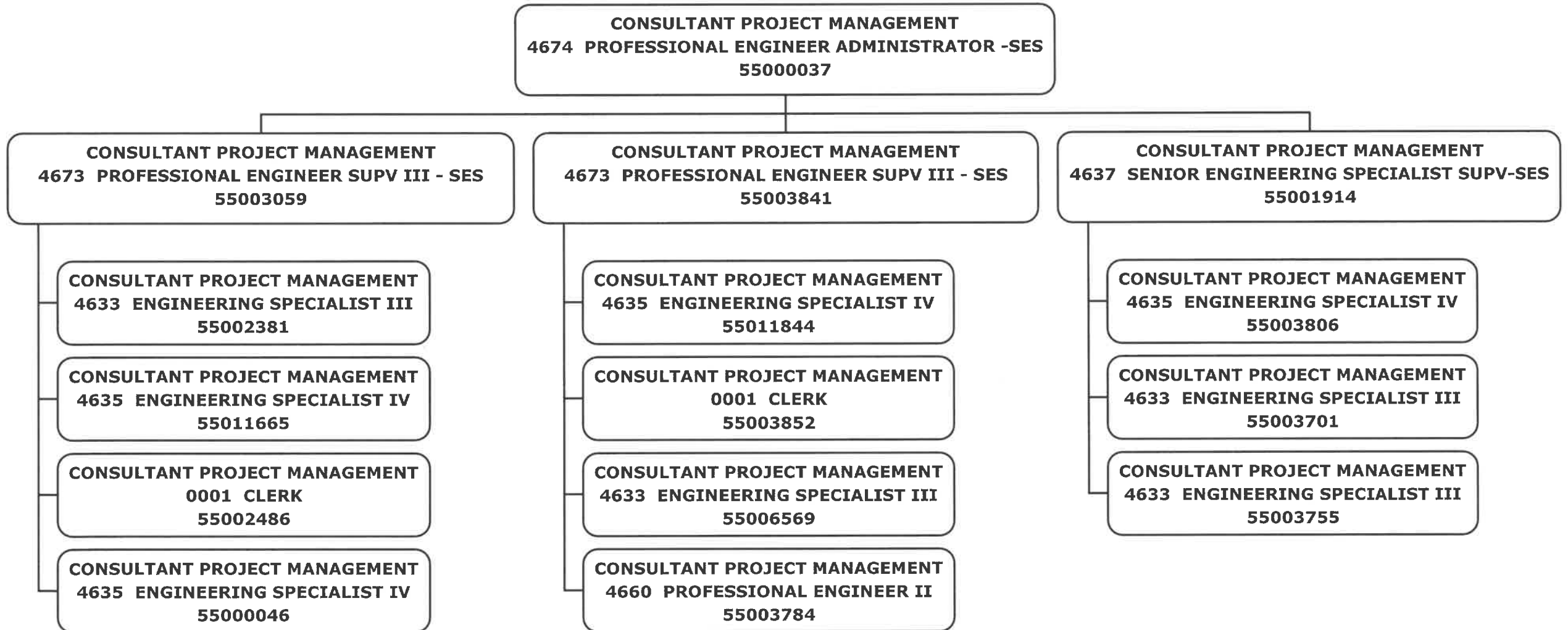


FLORIDA DEPARTMENT OF TRANSPORTATION

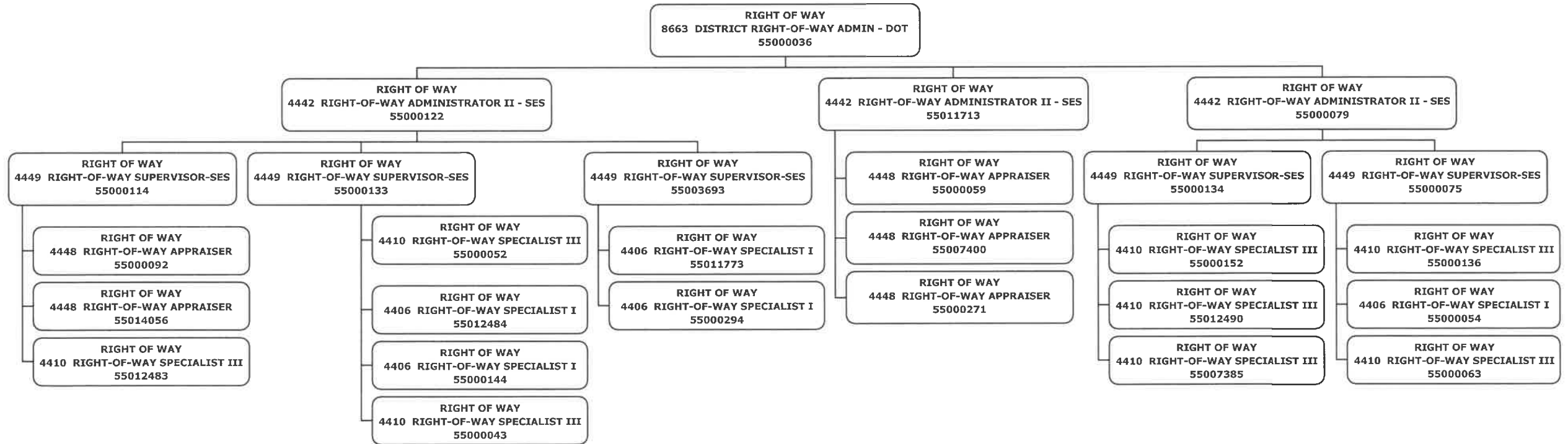
DISTRICT ONE



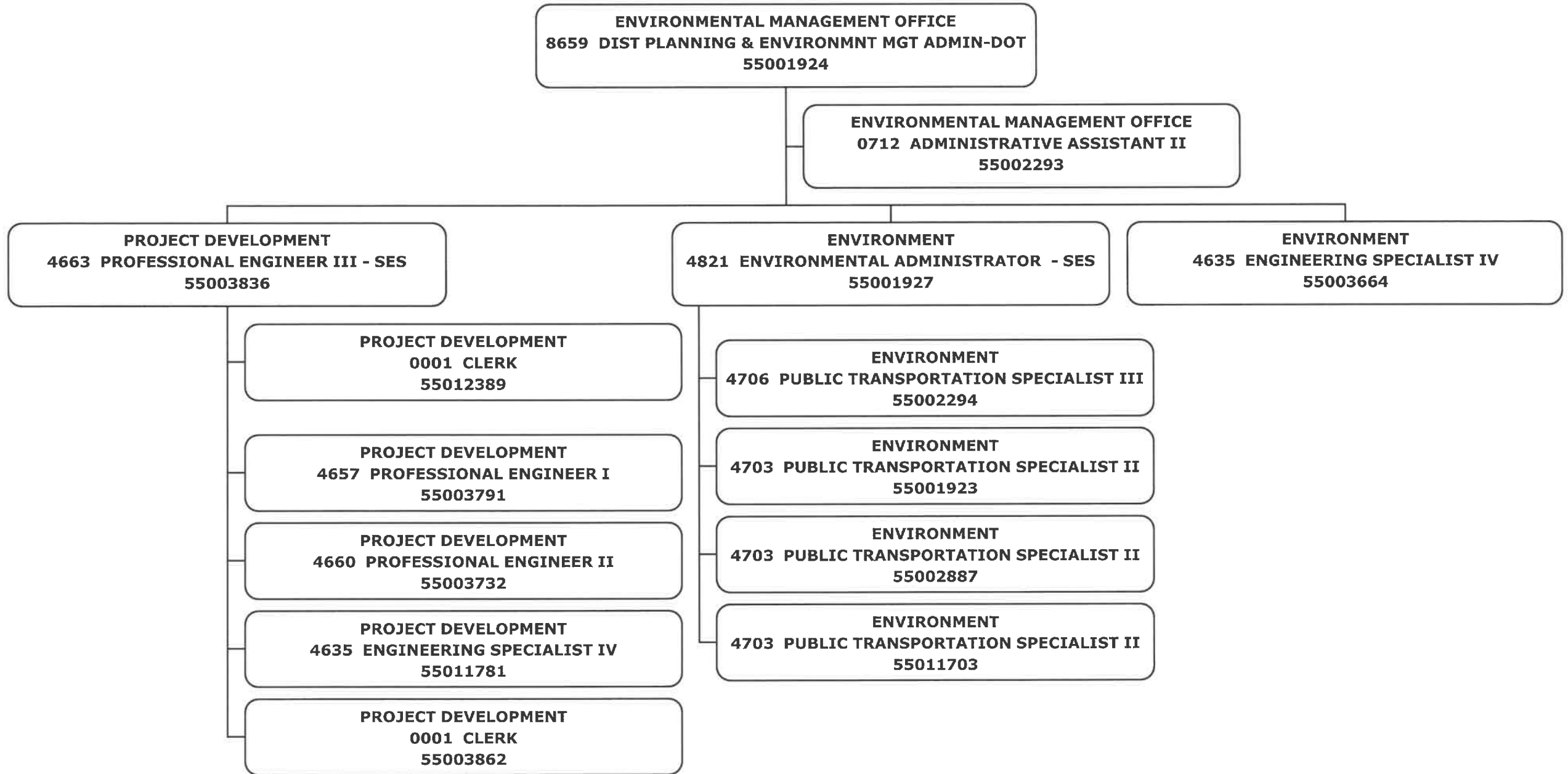
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT ONE



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE

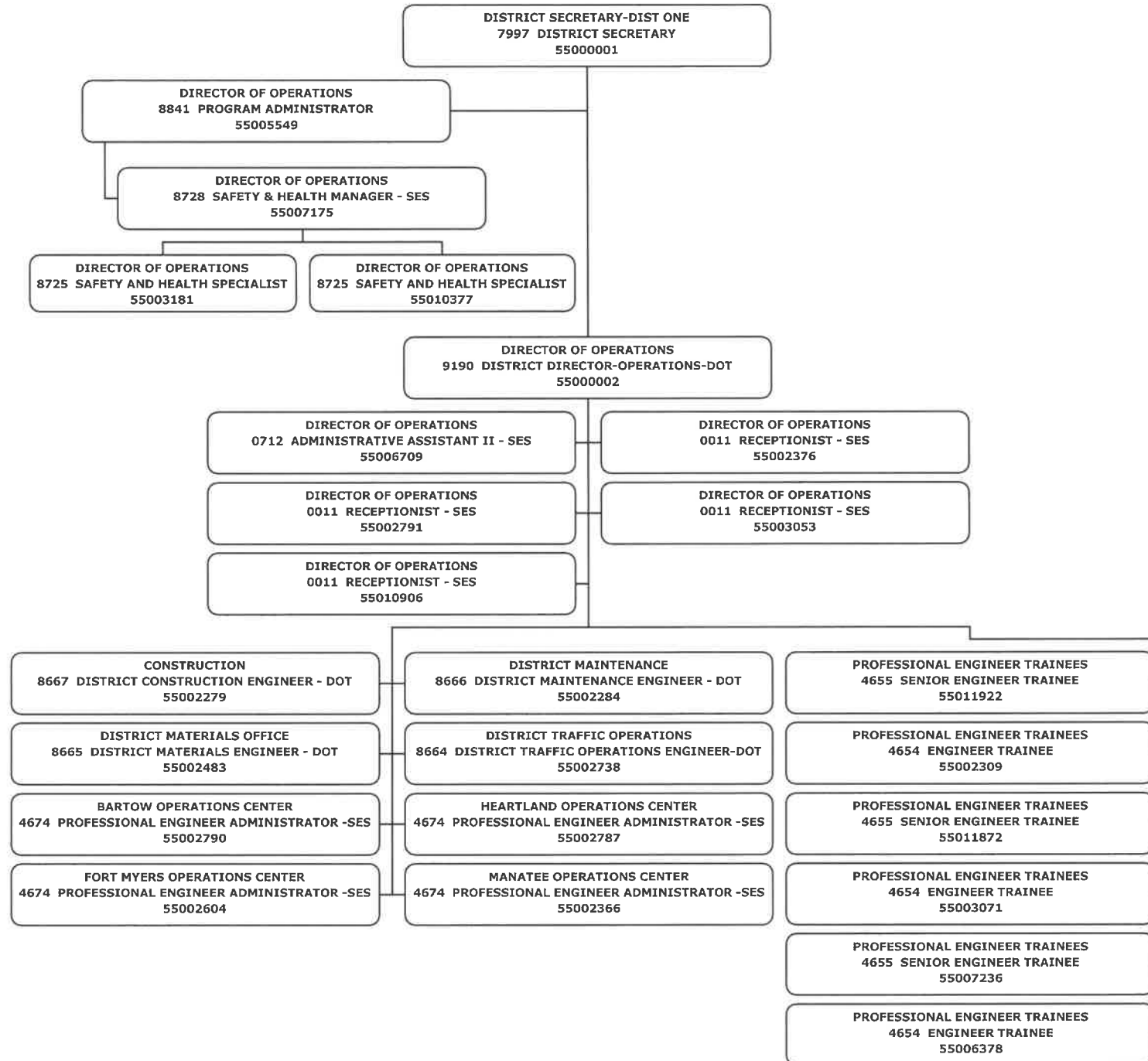


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT ONE

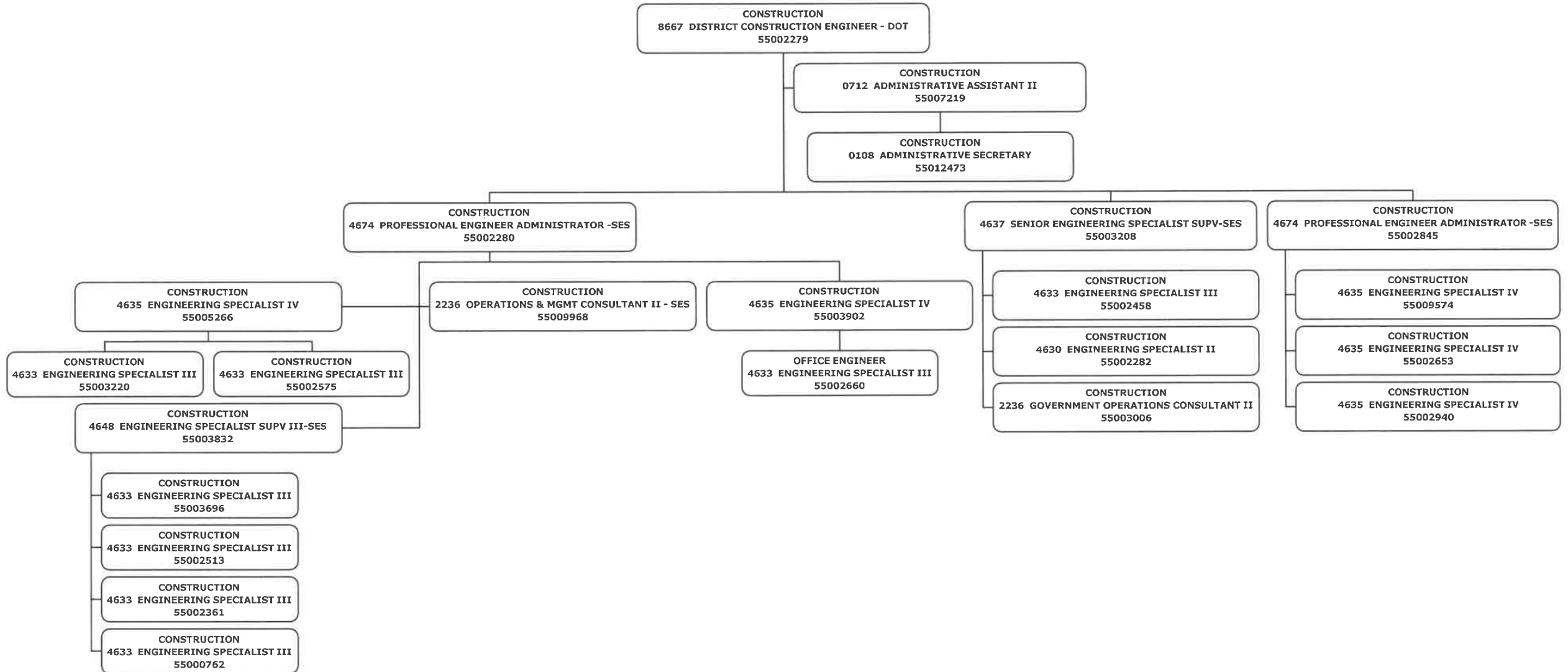


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

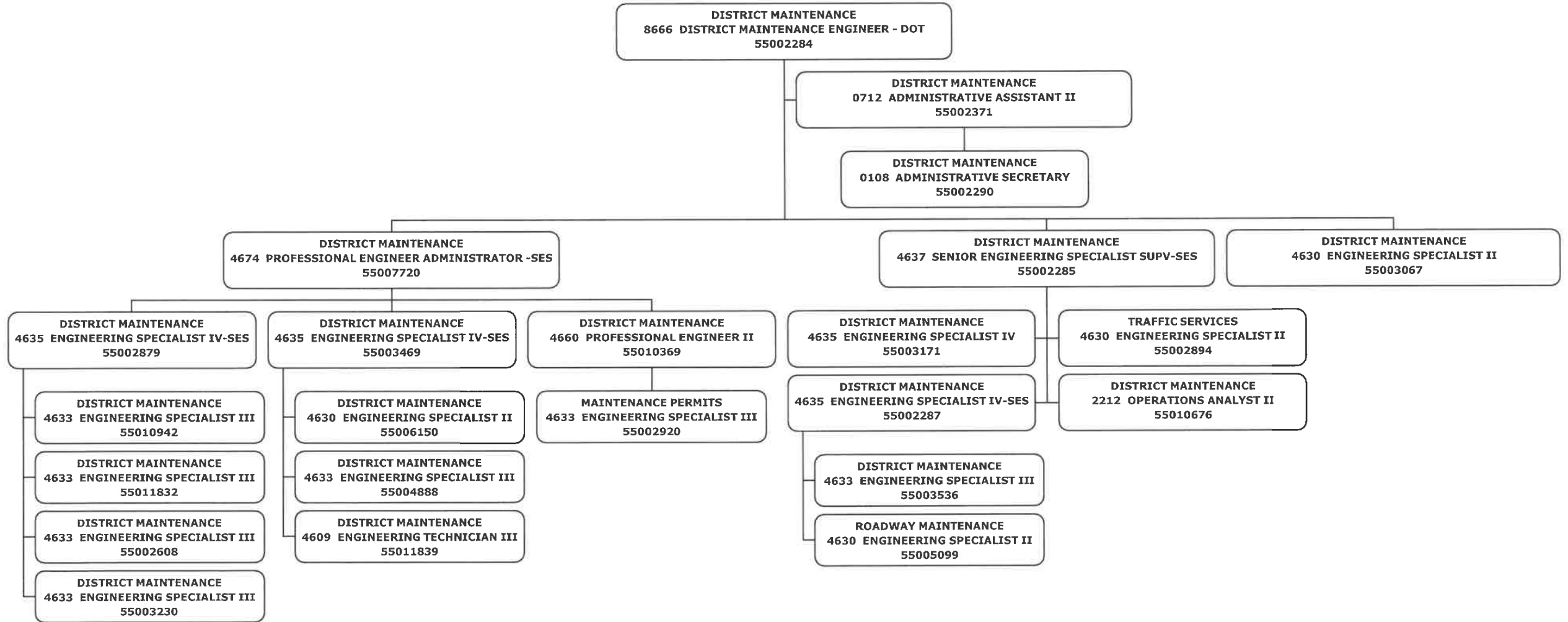


FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE



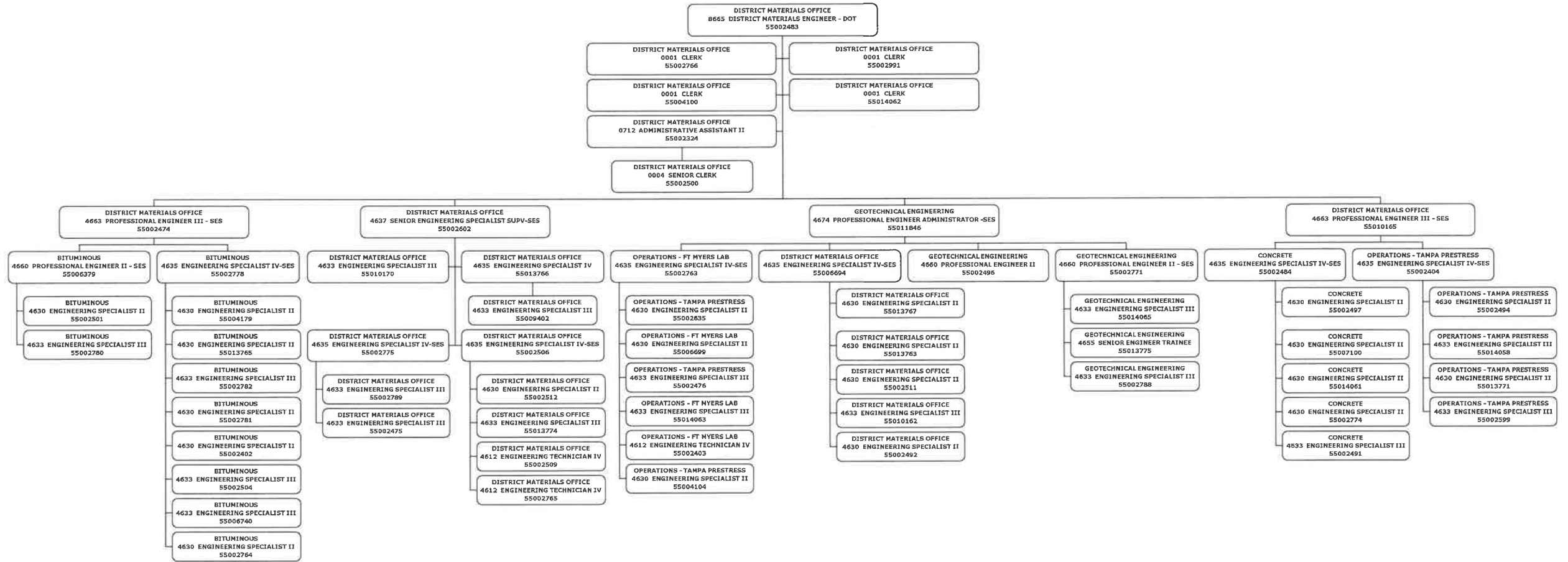
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

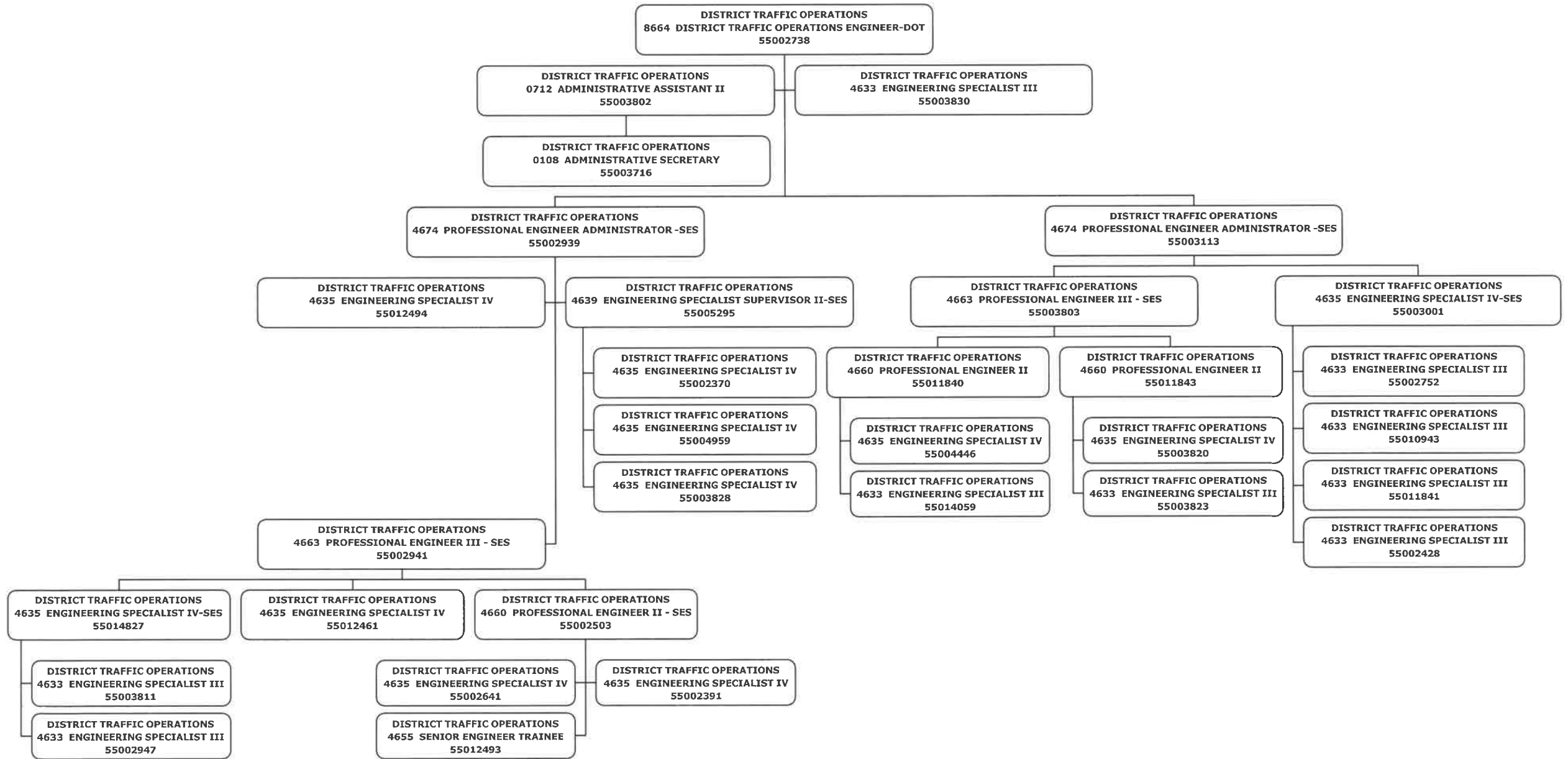


FLORIDA DEPARTMENT OF TRANSPORTATION

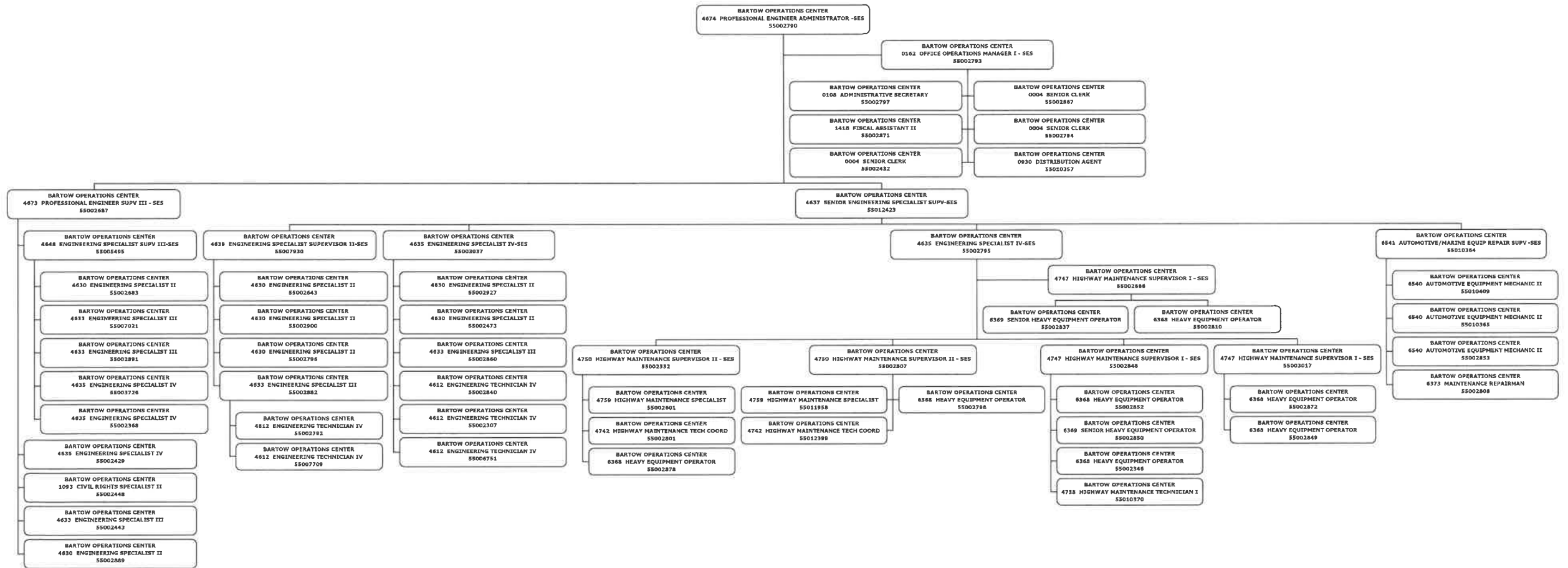
DISTRICT ONE



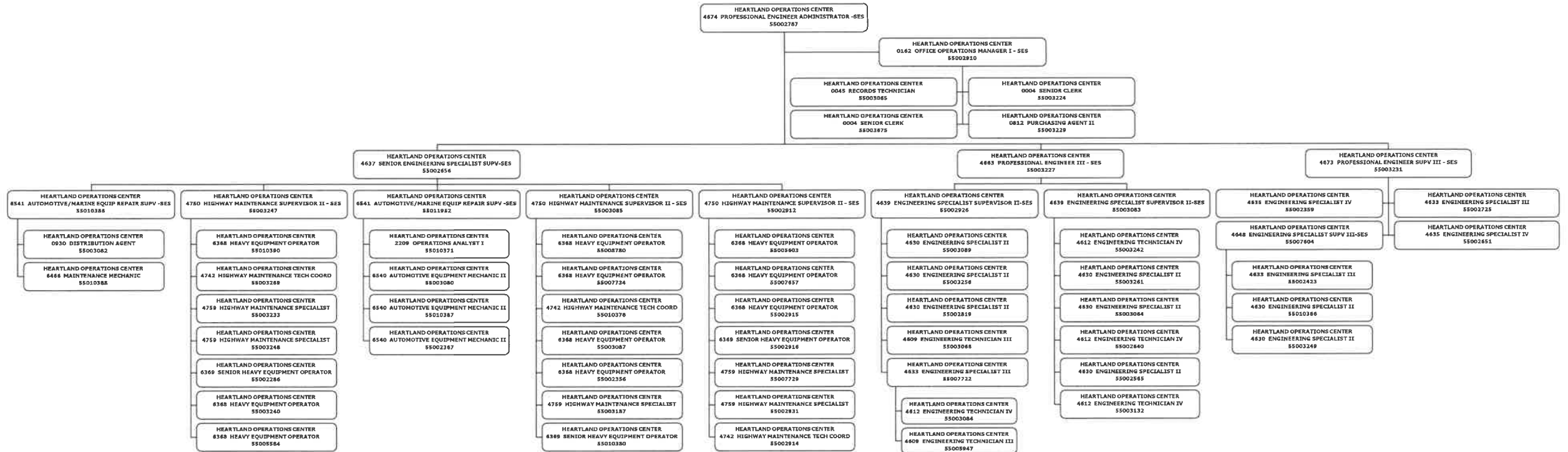
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE

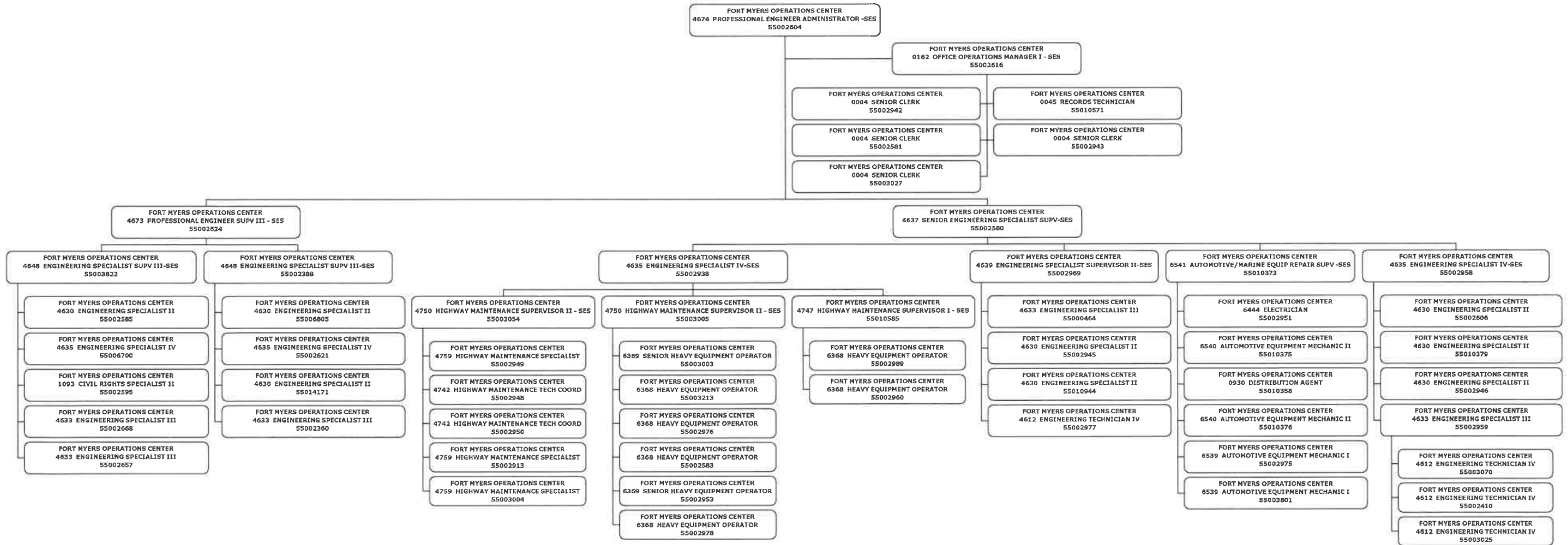


FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE



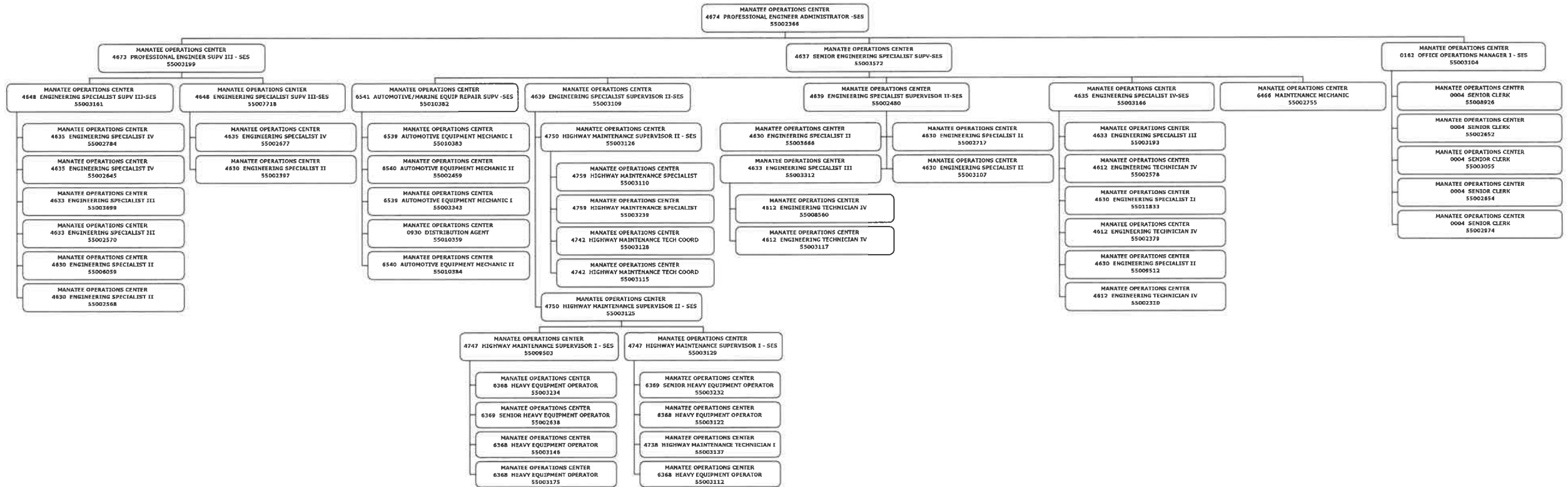
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

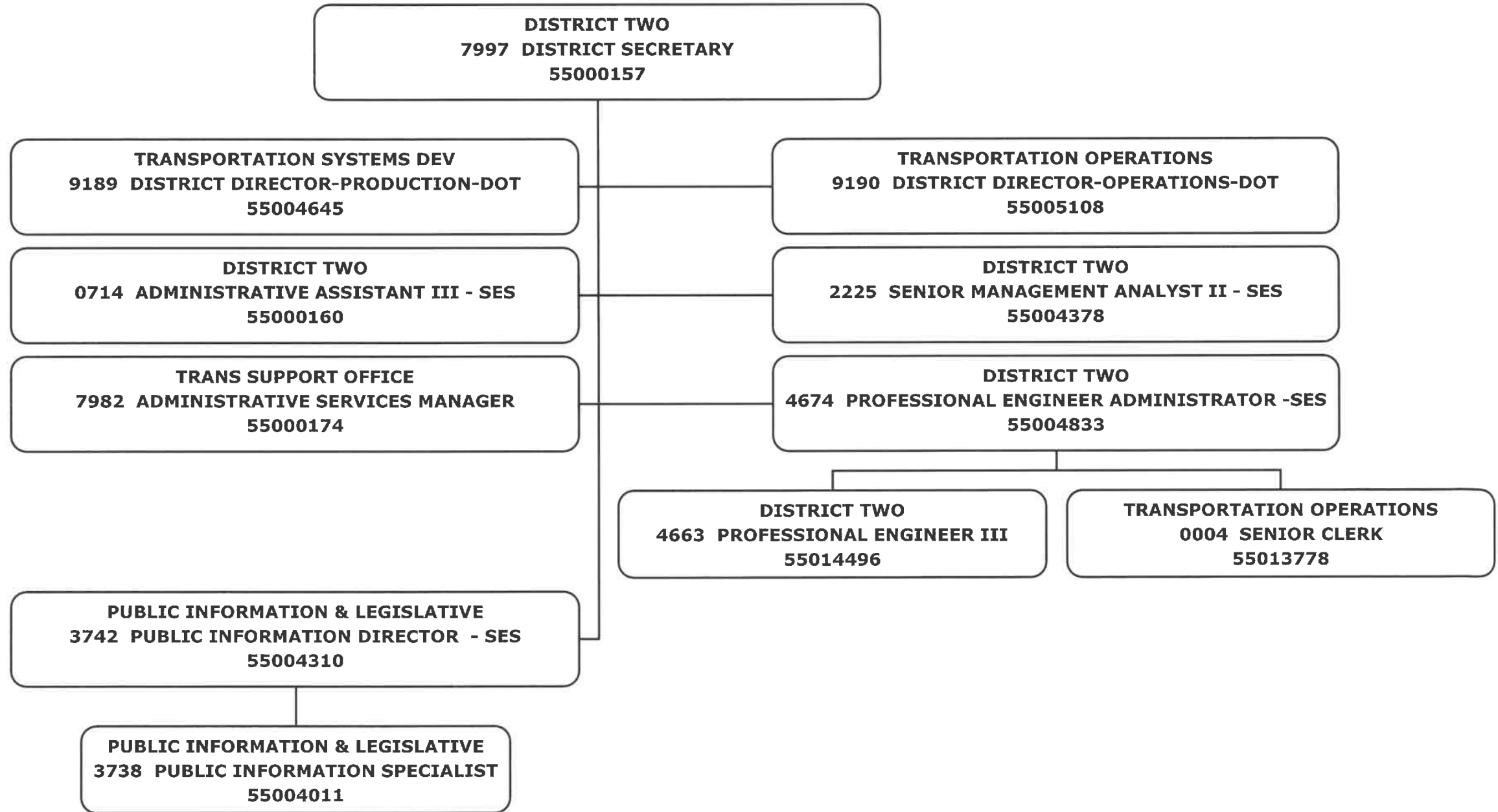


FLORIDA DEPARTMENT OF TRANSPORTATION

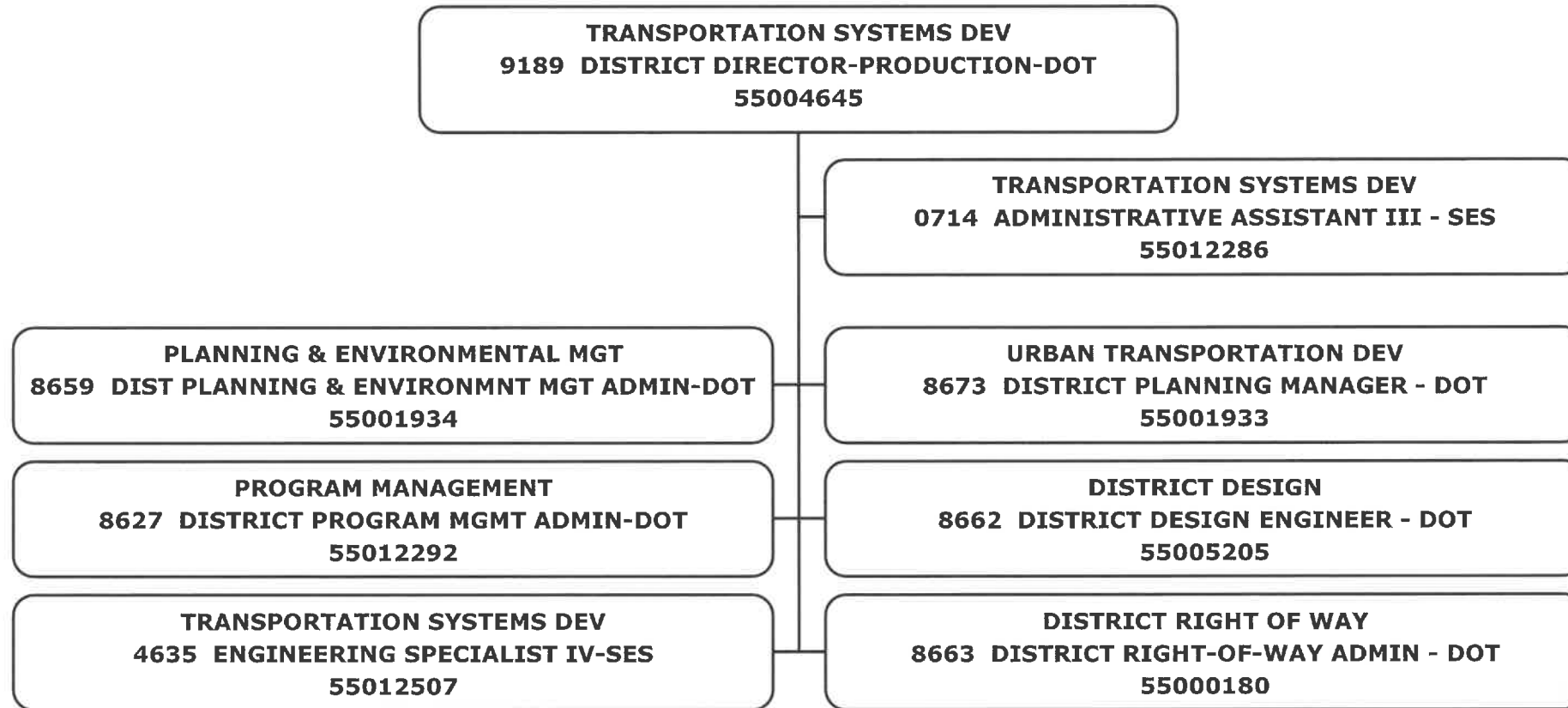
DISTRICT ONE



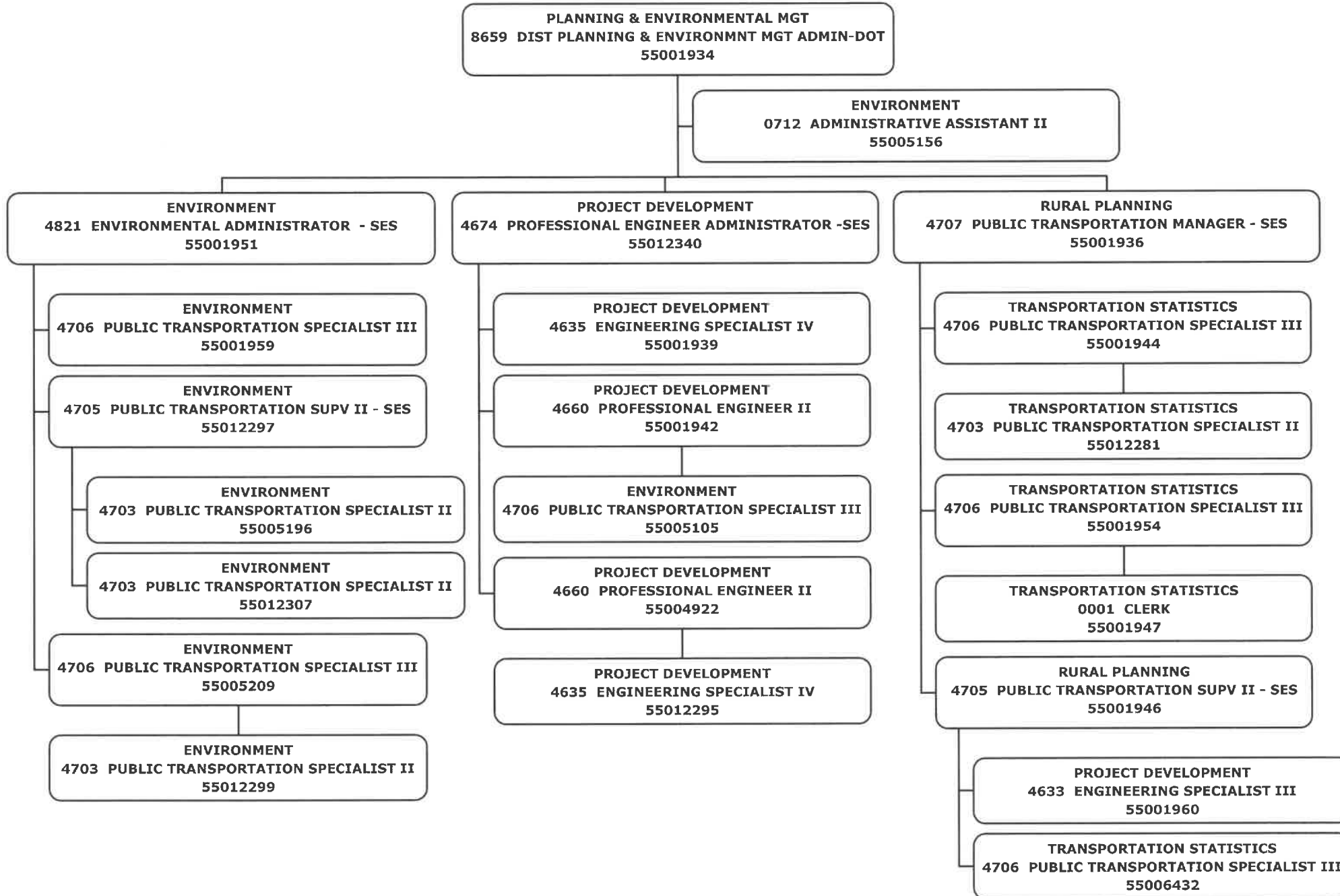
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO



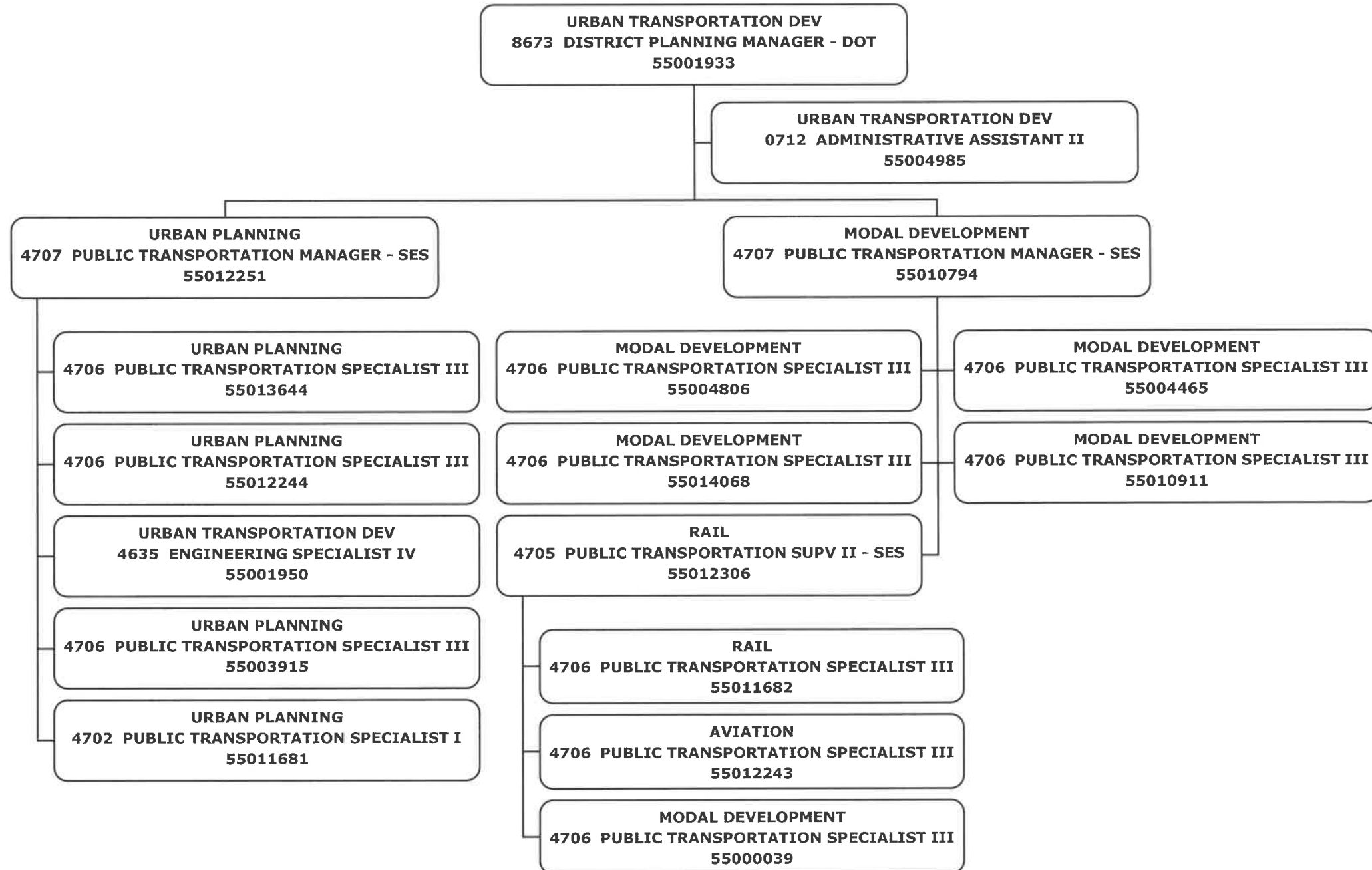
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO



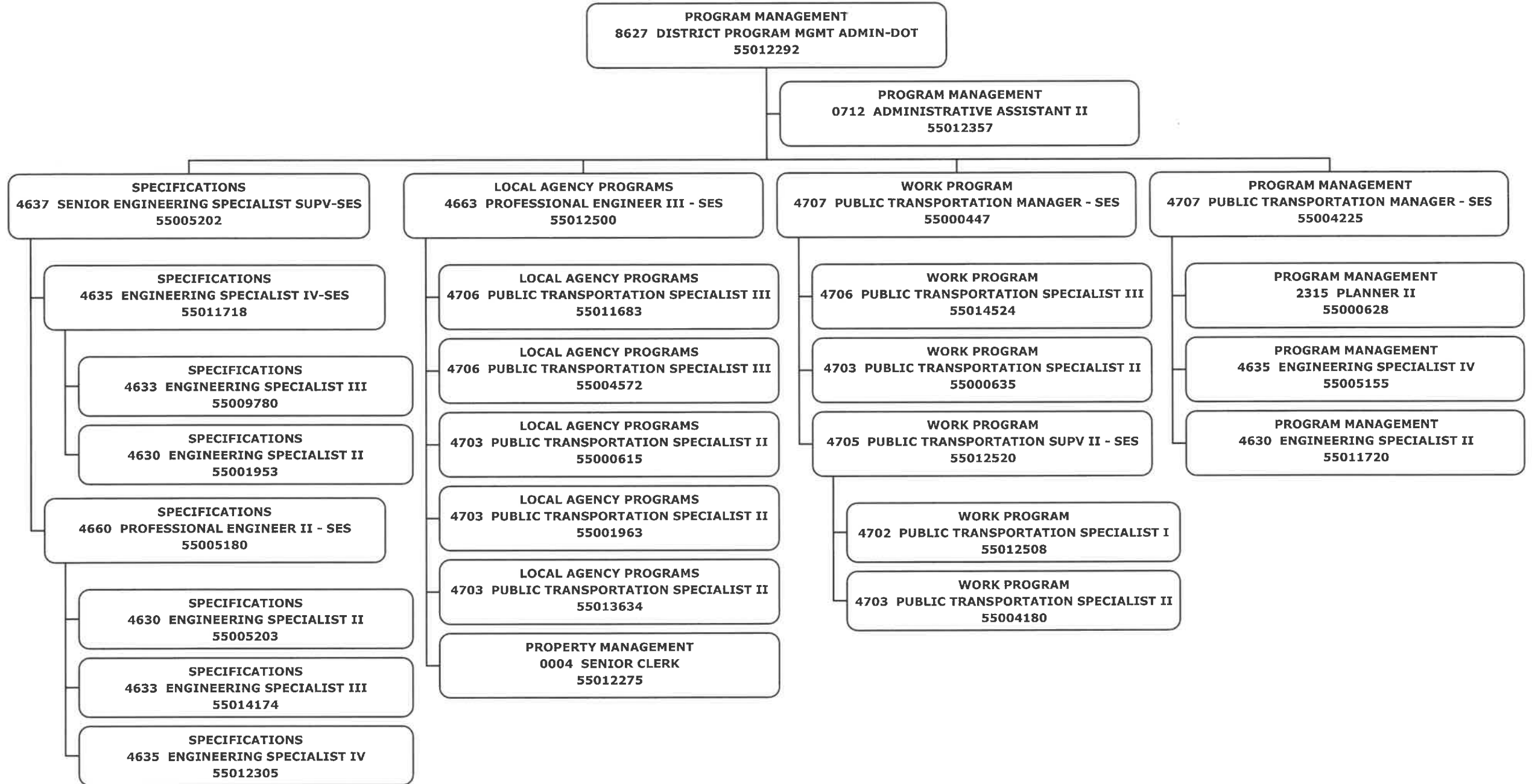
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT TWO



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO

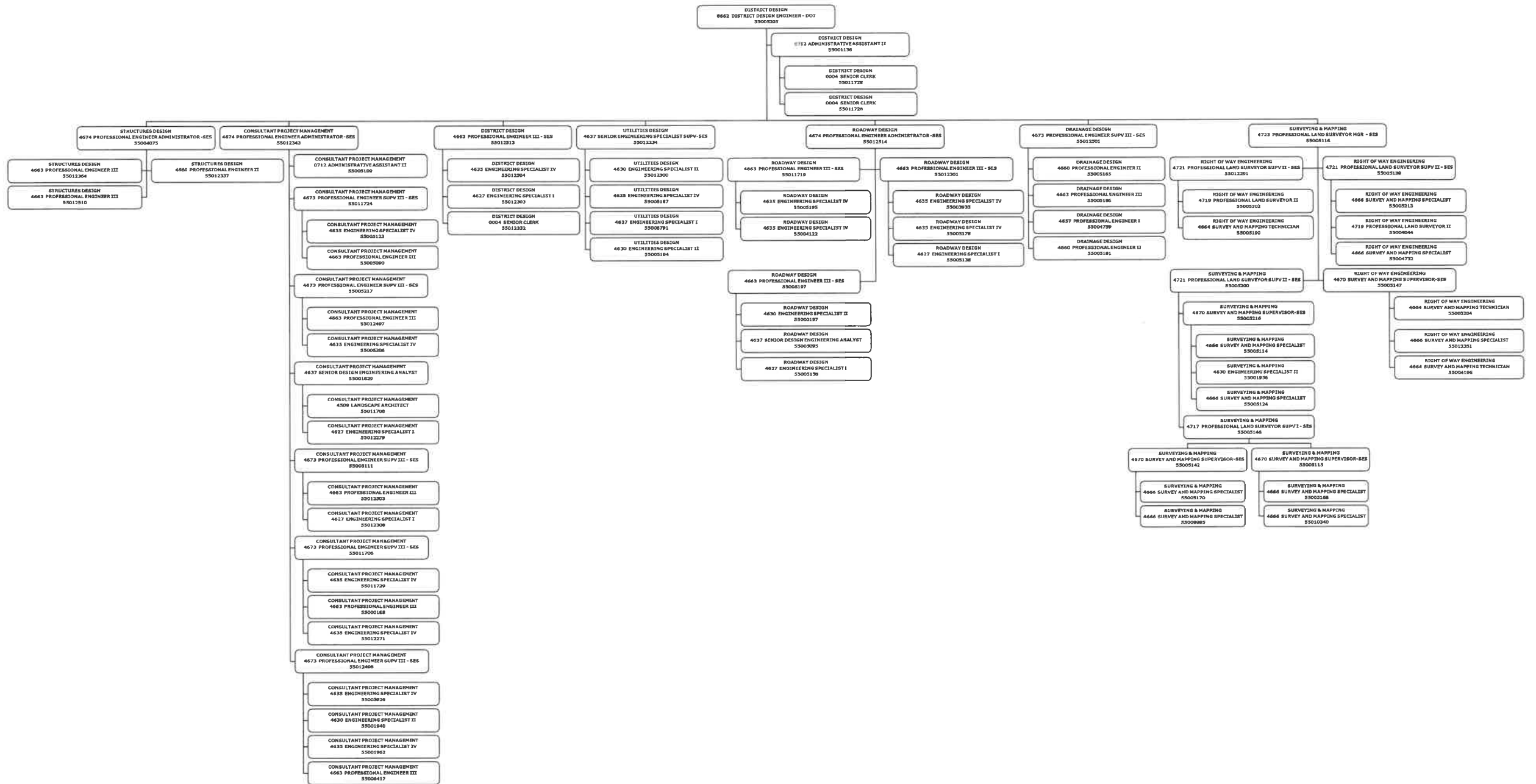


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO

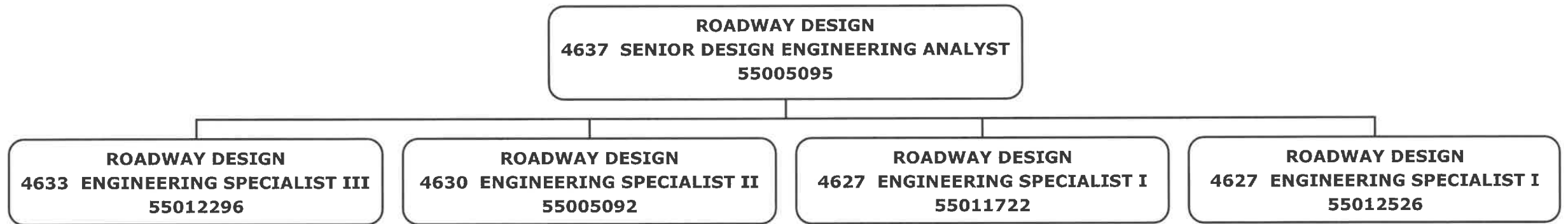


FLORIDA DEPARTMENT OF TRANSPORTATION

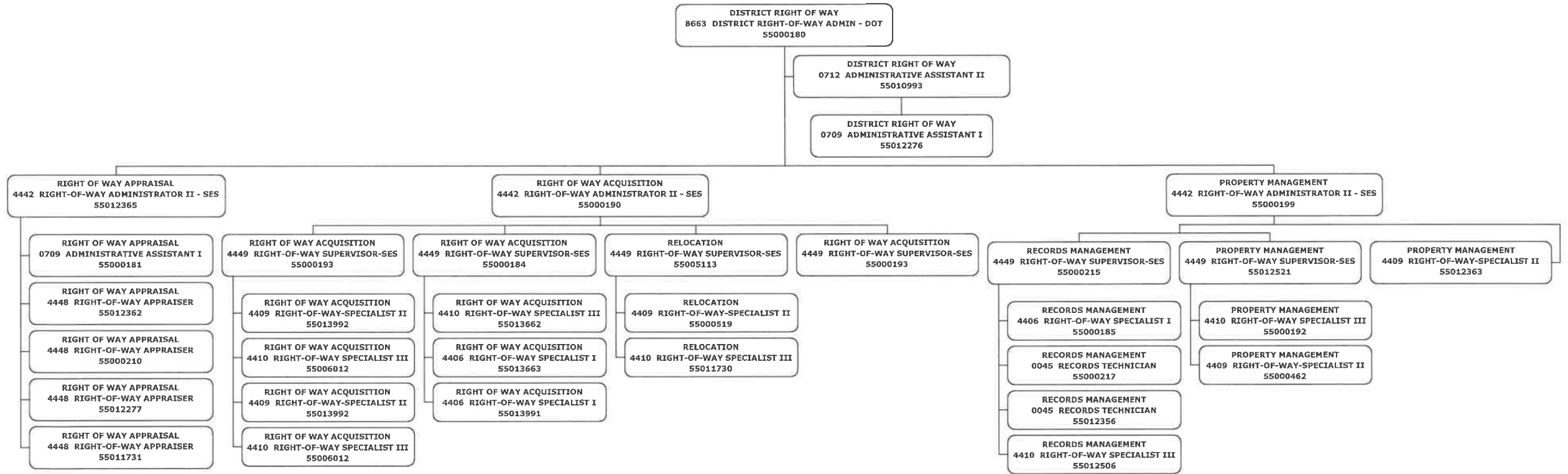
DISTRICT TWO



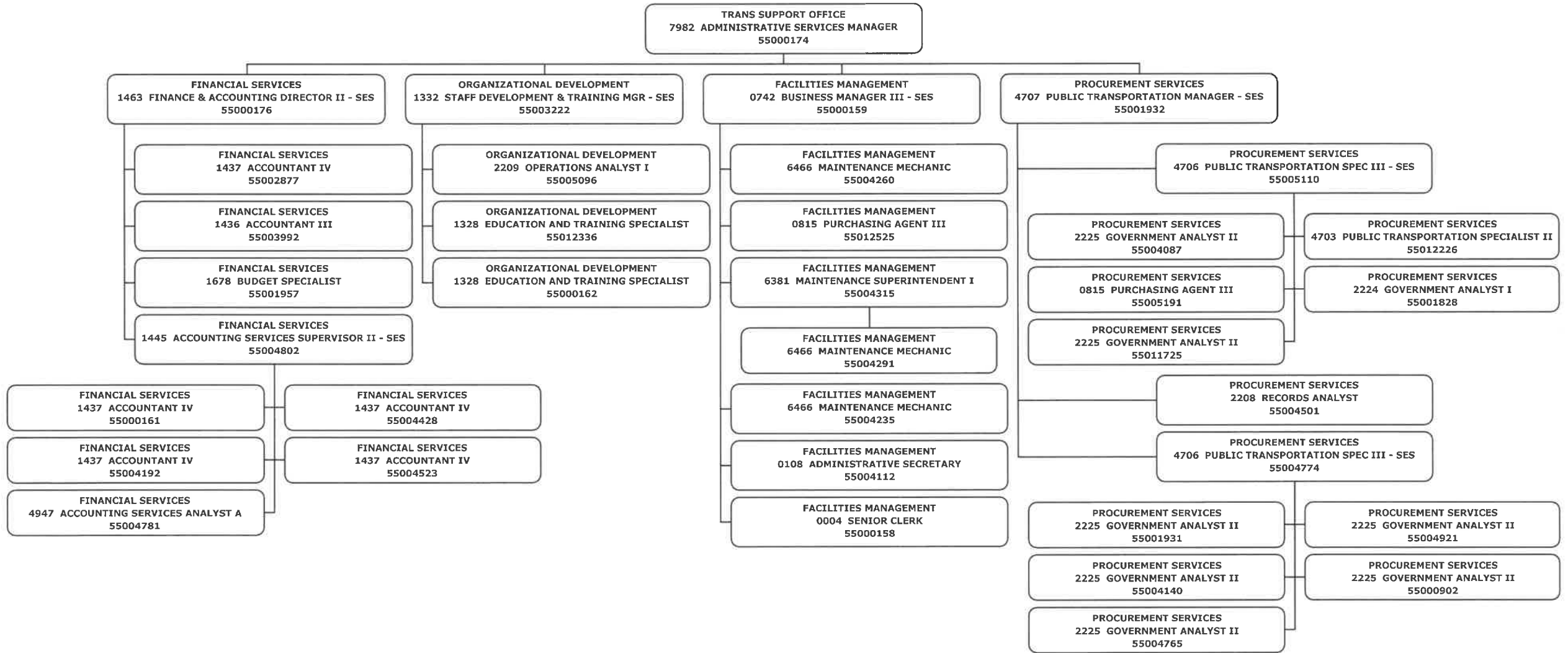
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO



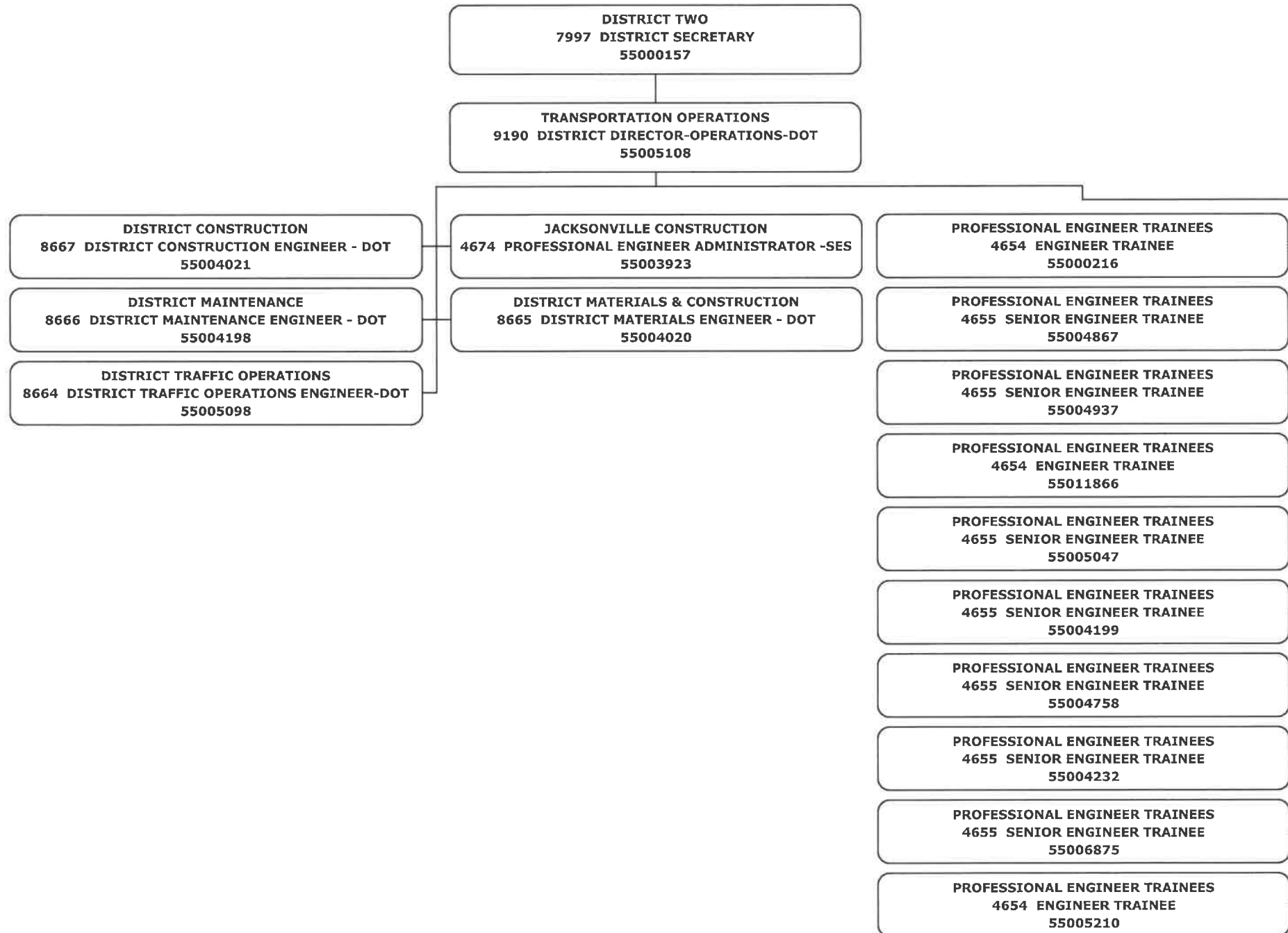
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT TWO



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT TWO

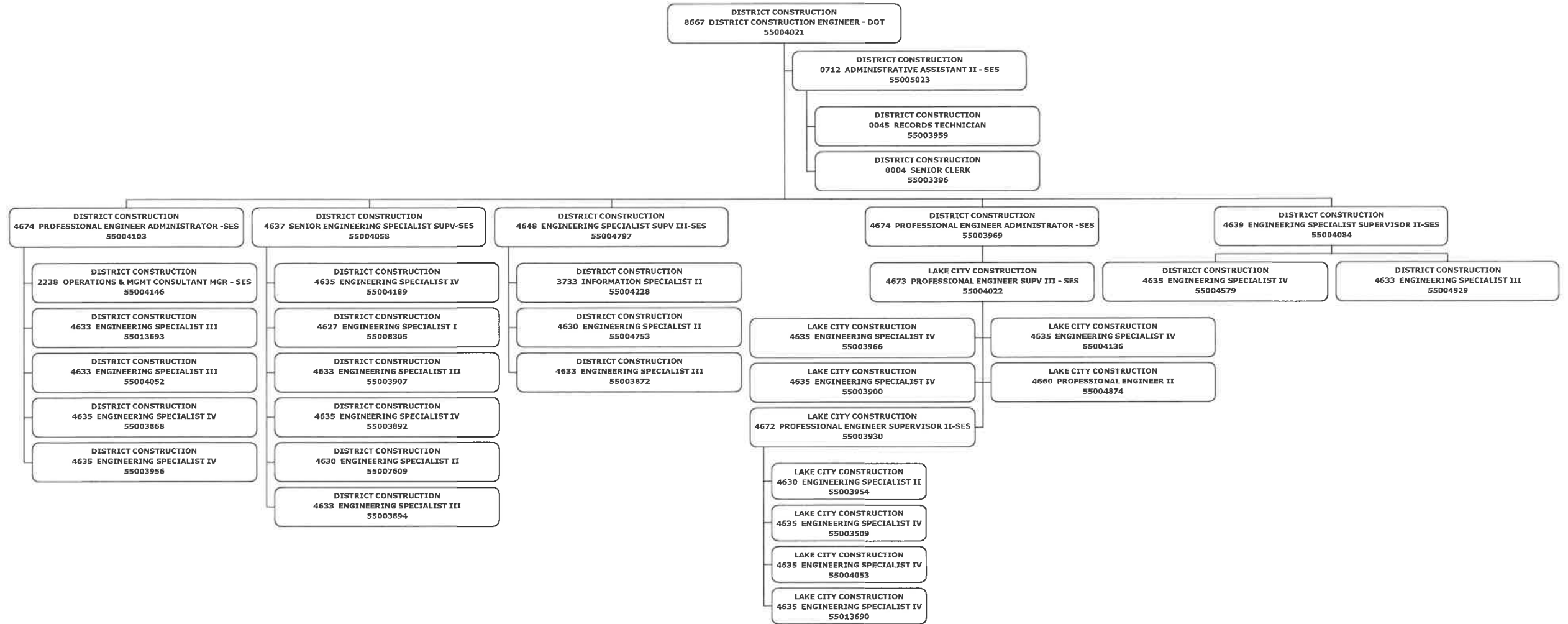


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO



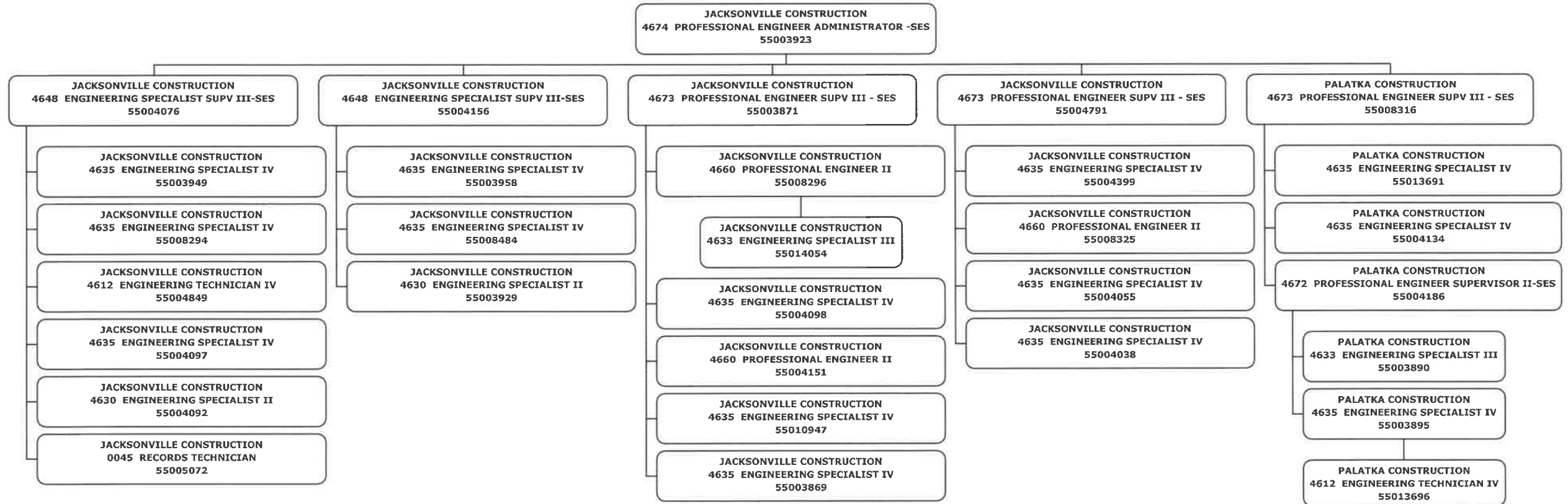
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT TWO



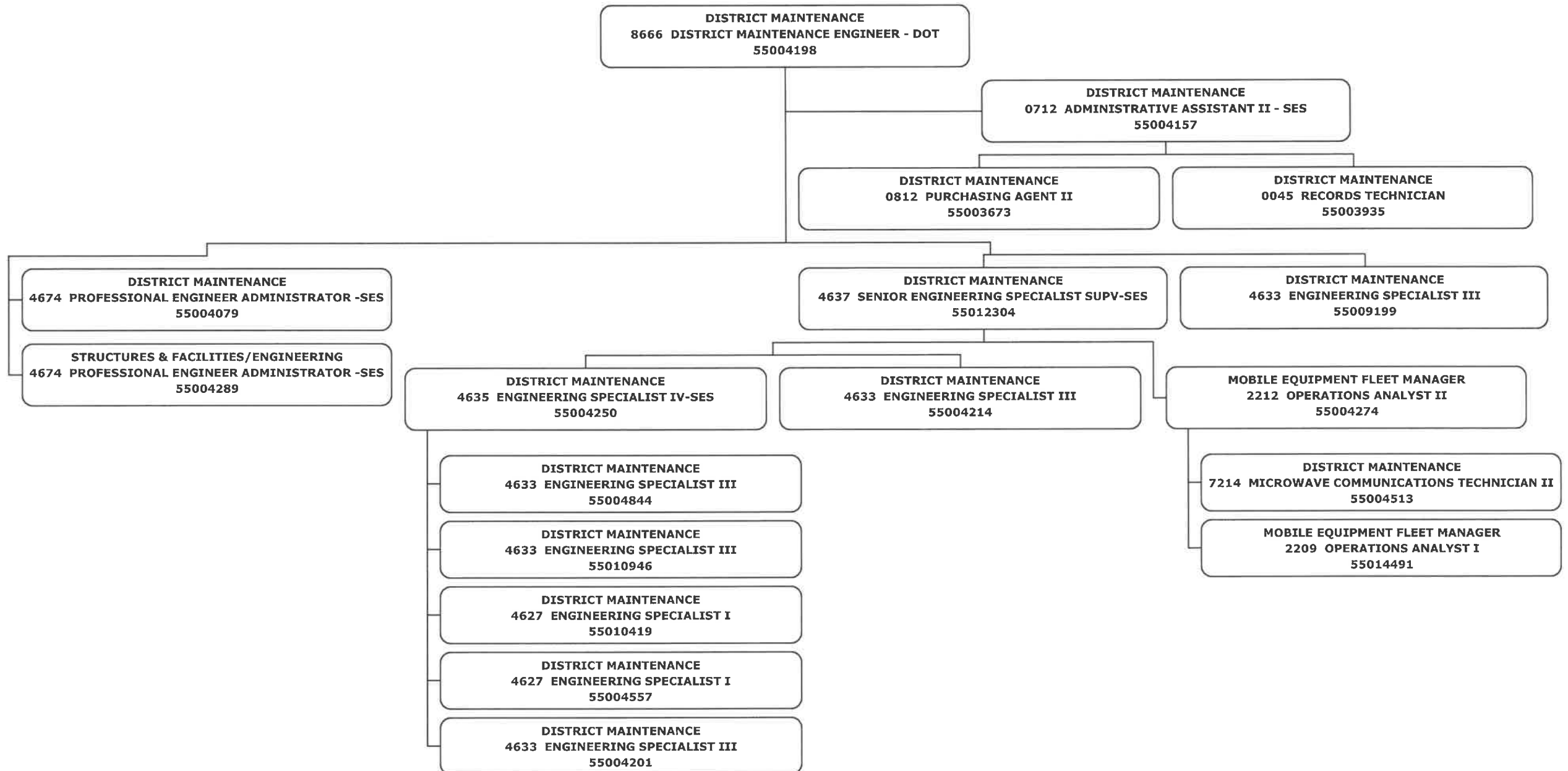
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT TWO

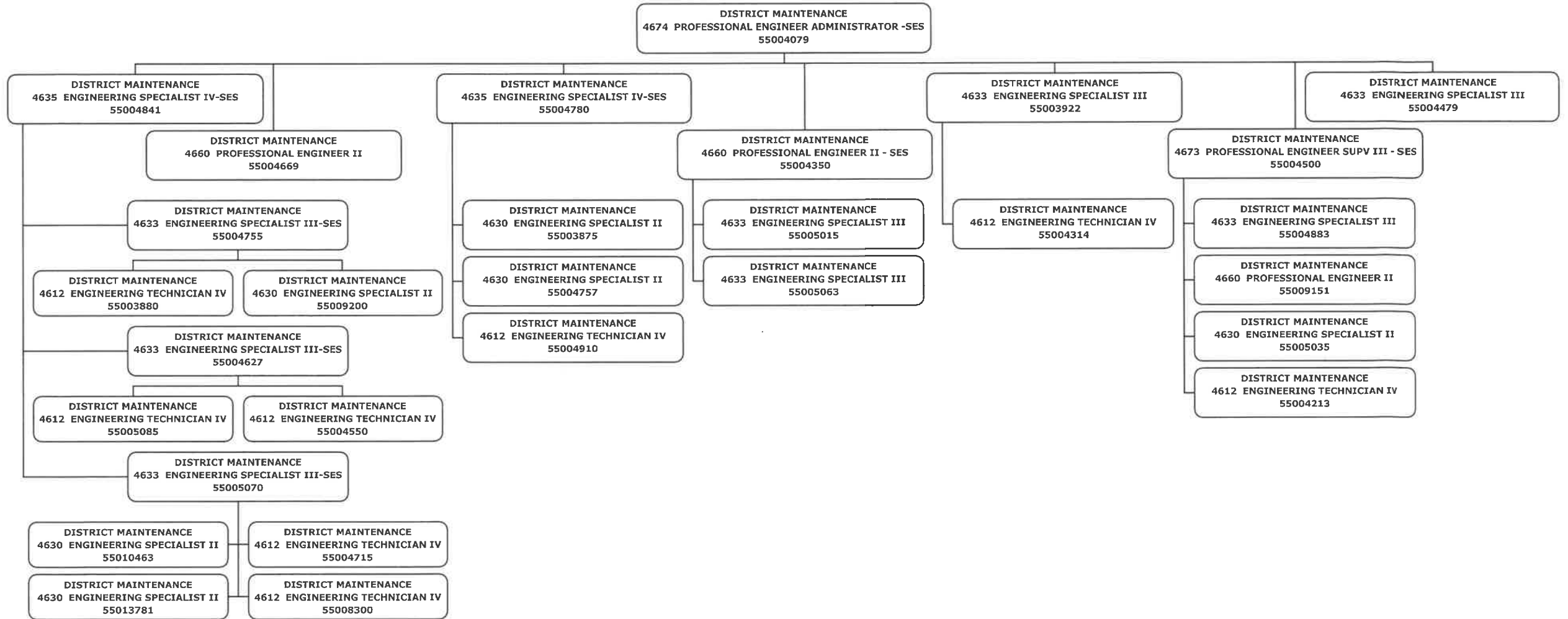


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT TWO

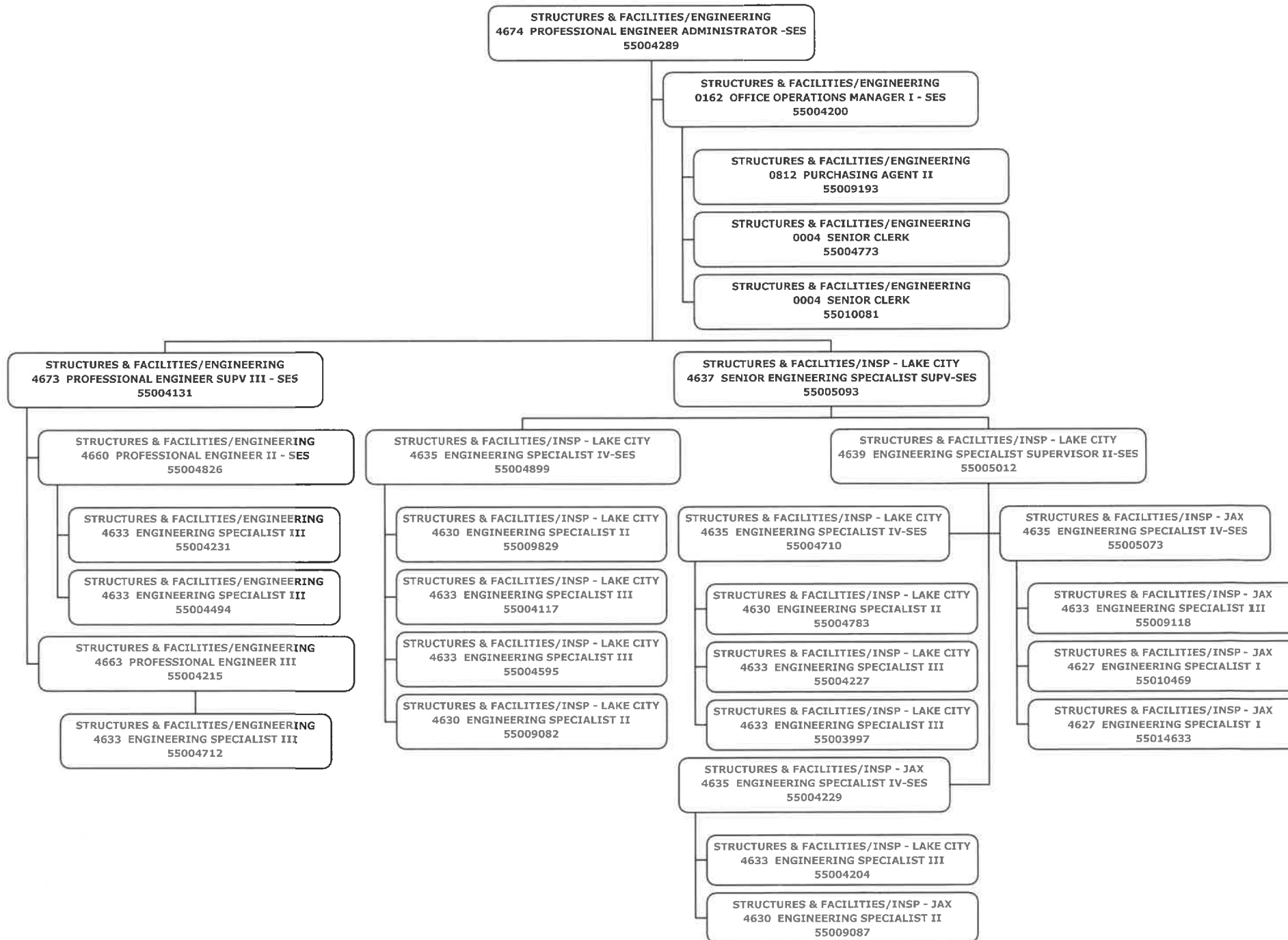


FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT TWO

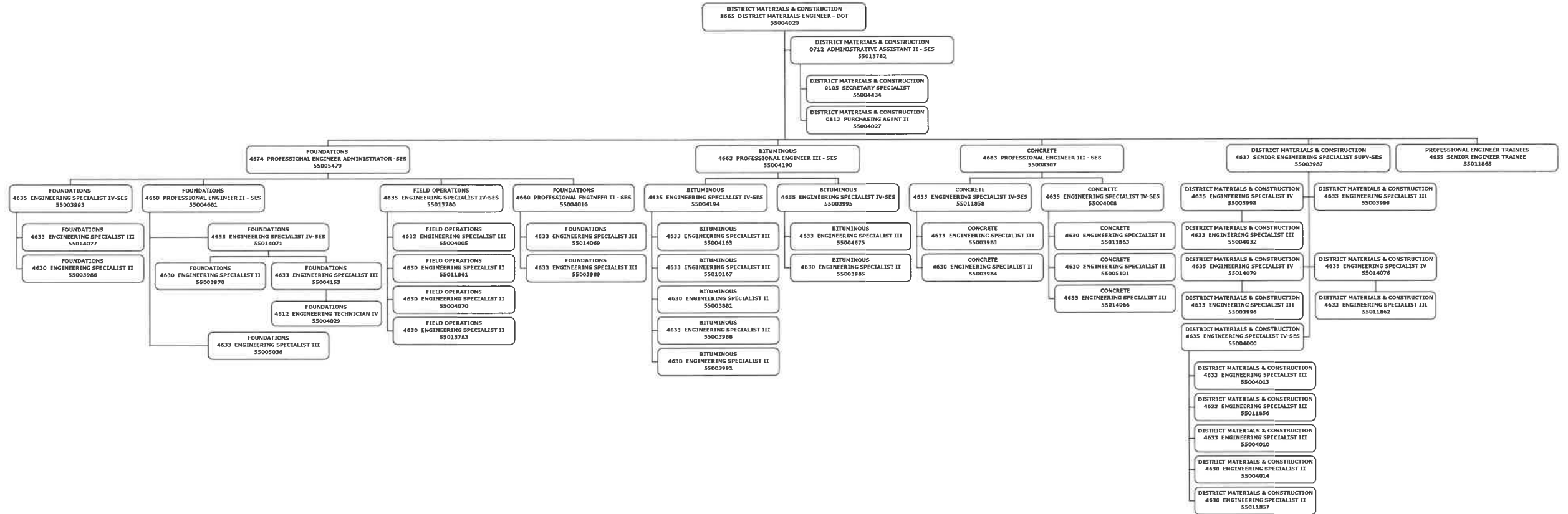


FLORIDA DEPARTMENT OF TRANSPORTATION

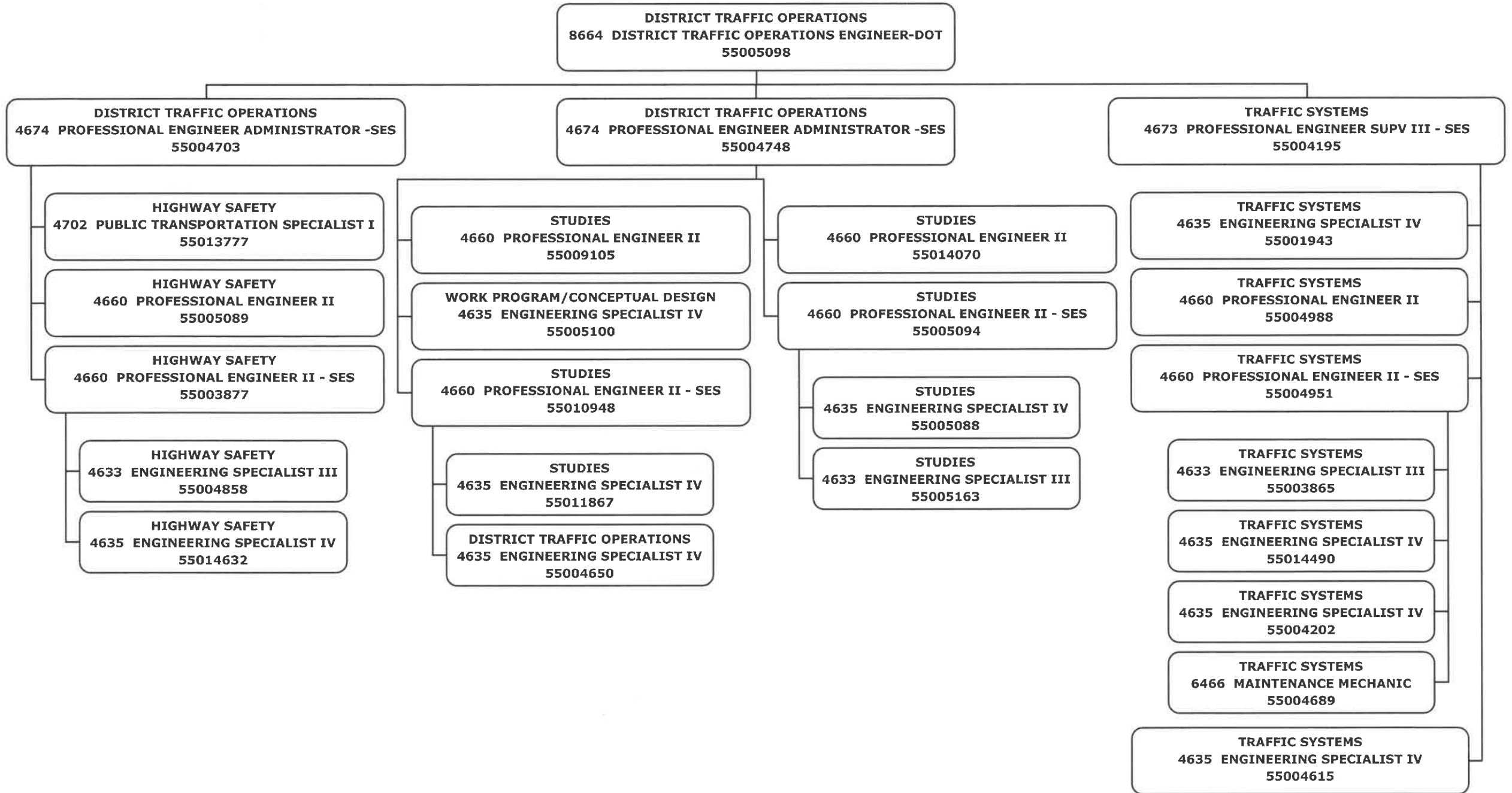
DISTRICT TWO



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT TWO

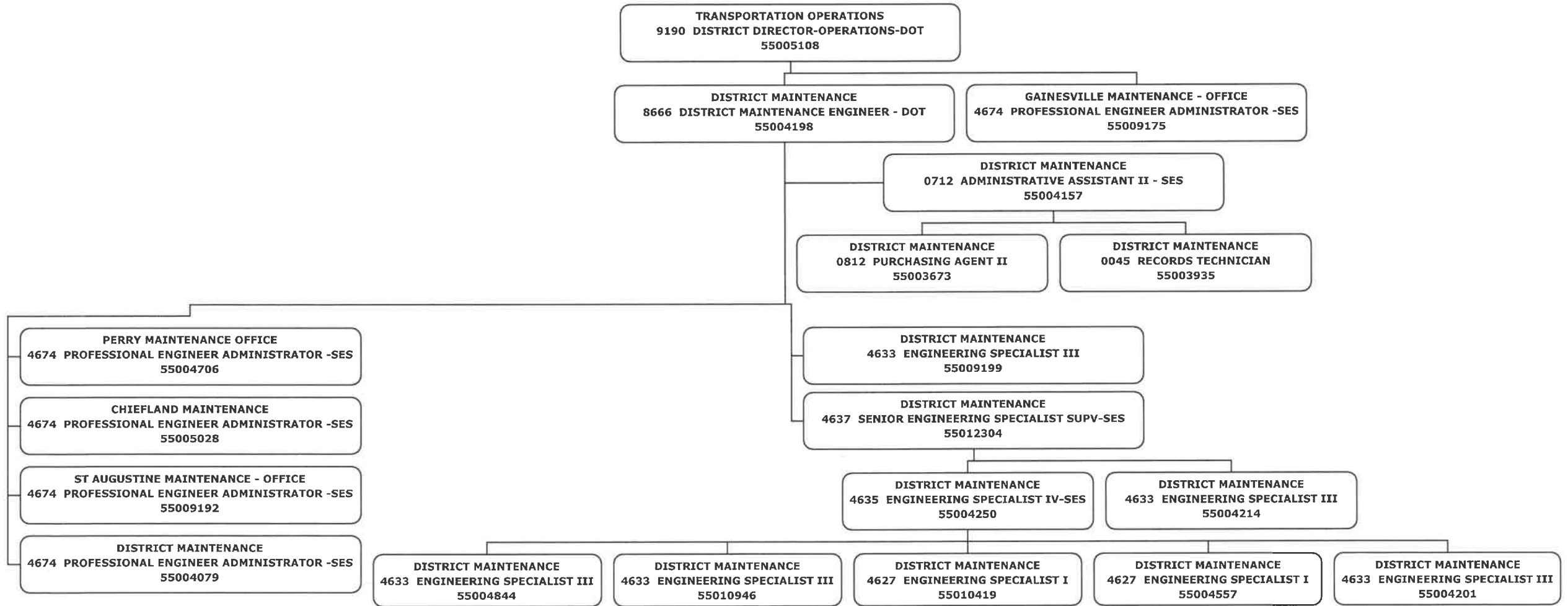


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO



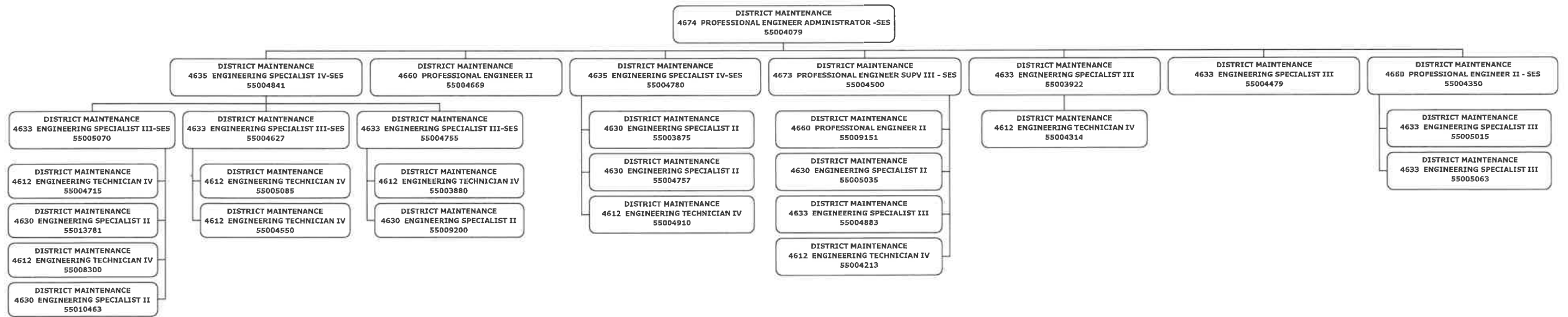
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT TWO



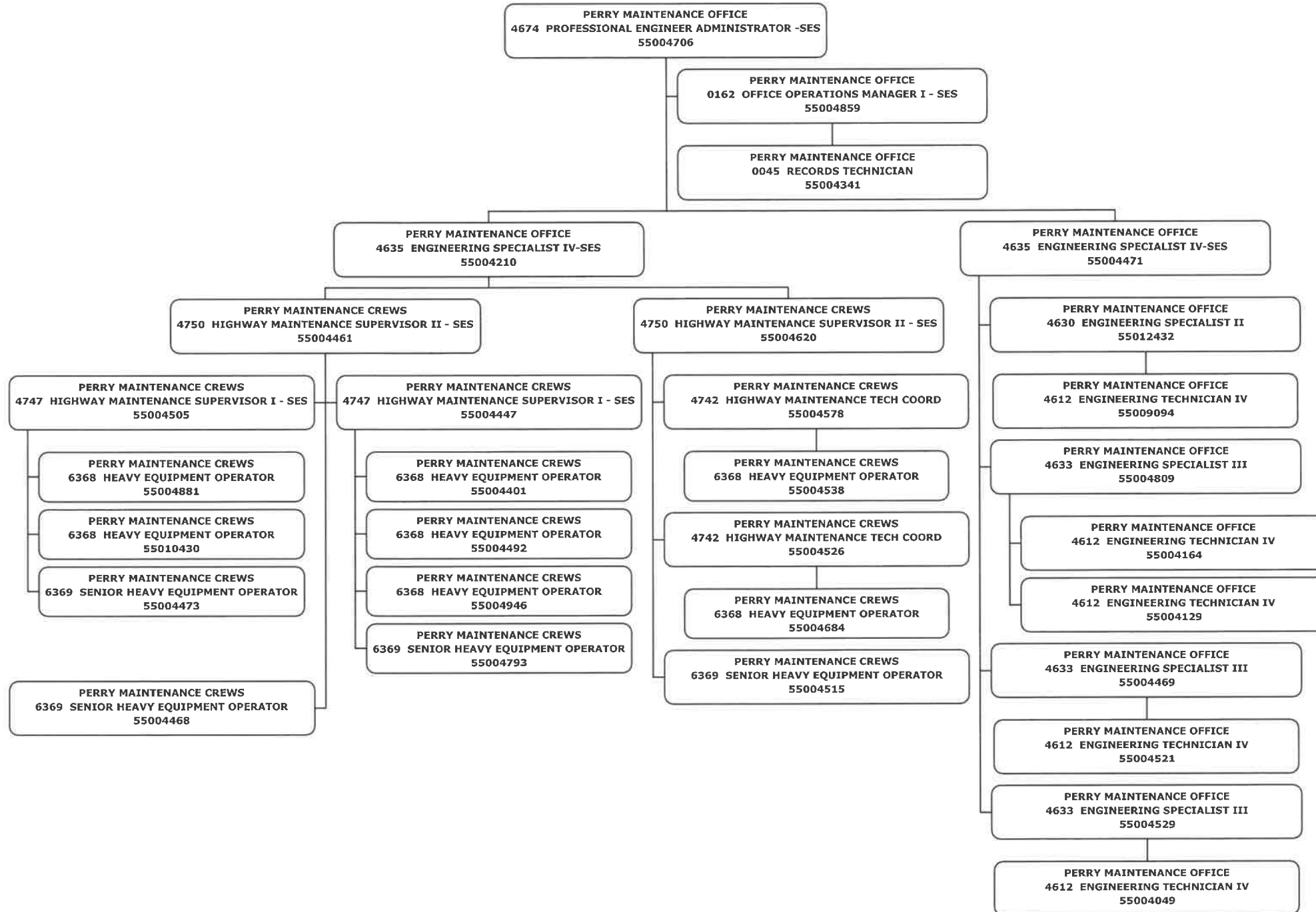
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT TWO

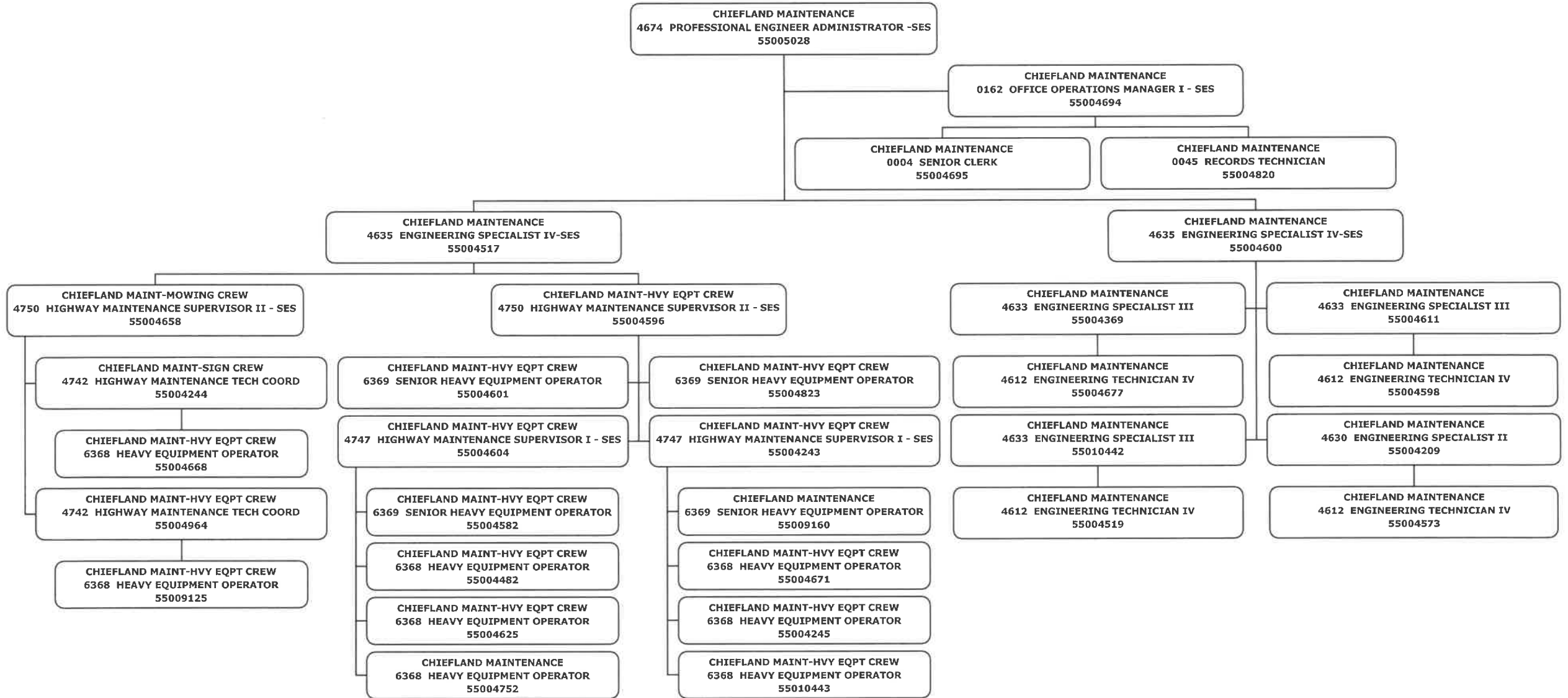


FLORIDA DEPARTMENT OF TRANSPORTATION

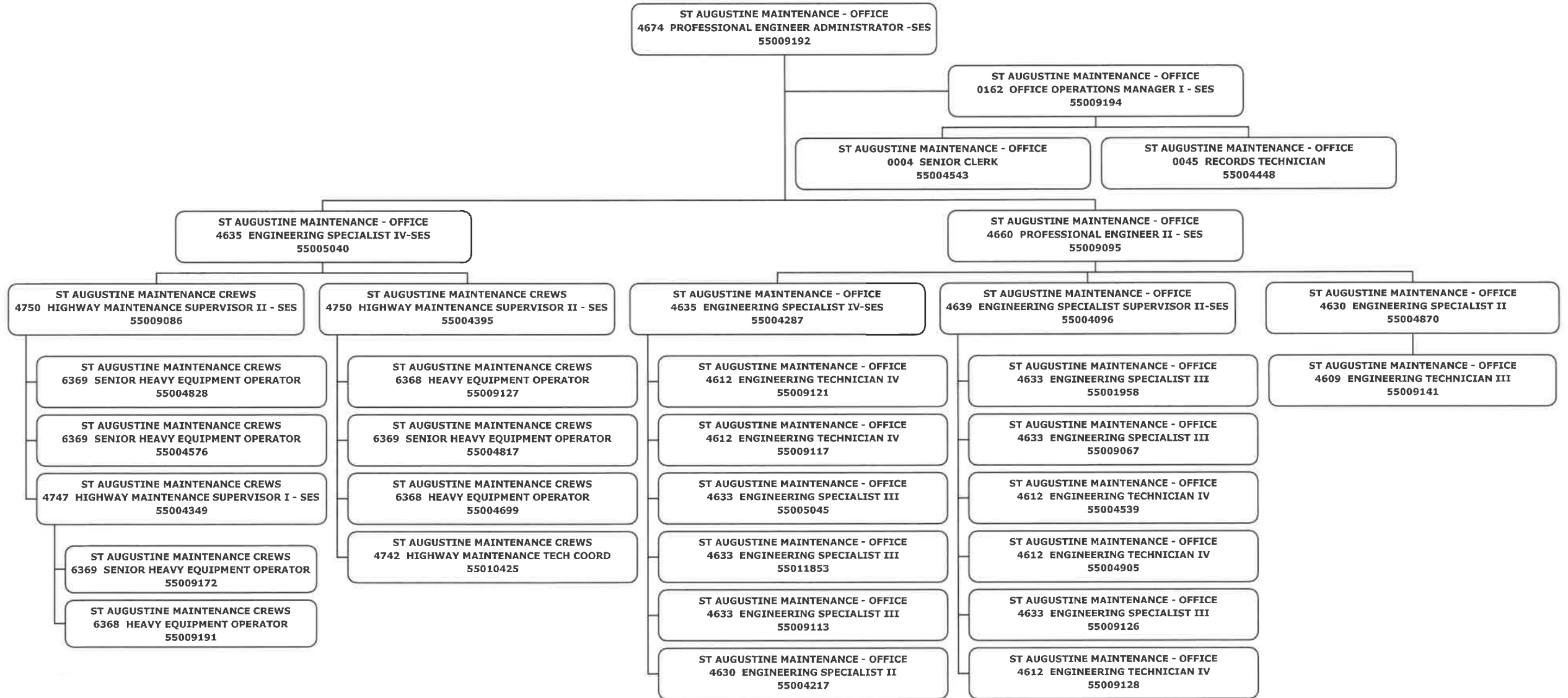
DISTRICT TWO



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT TWO

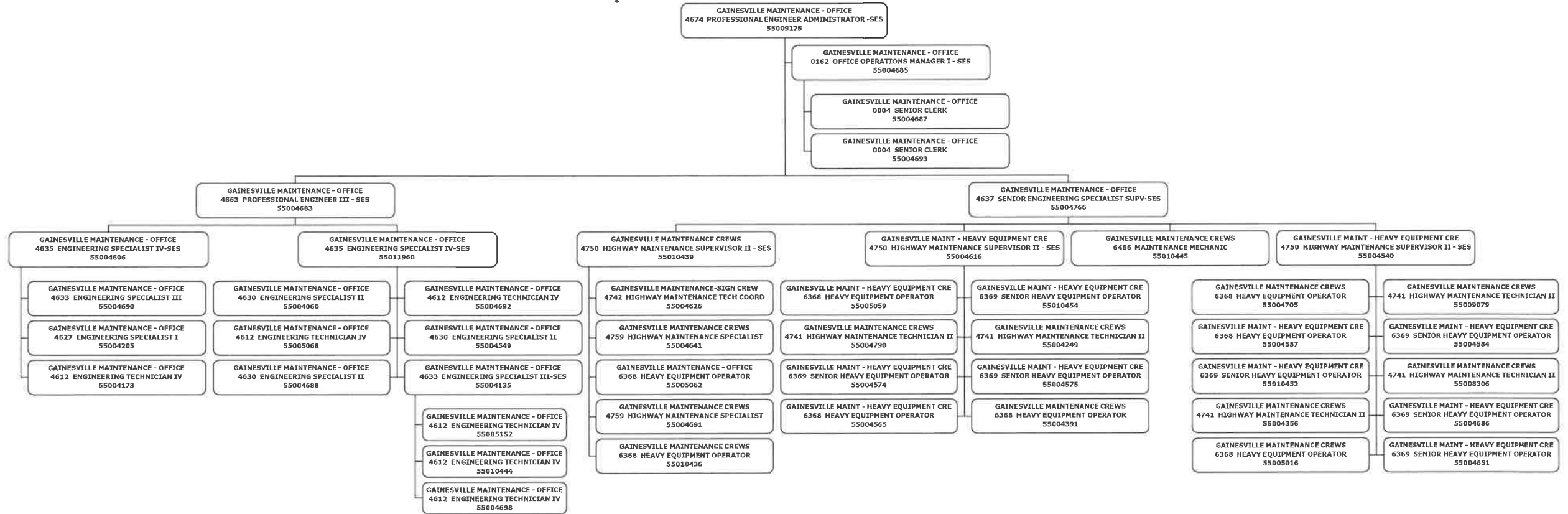


FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT TWO

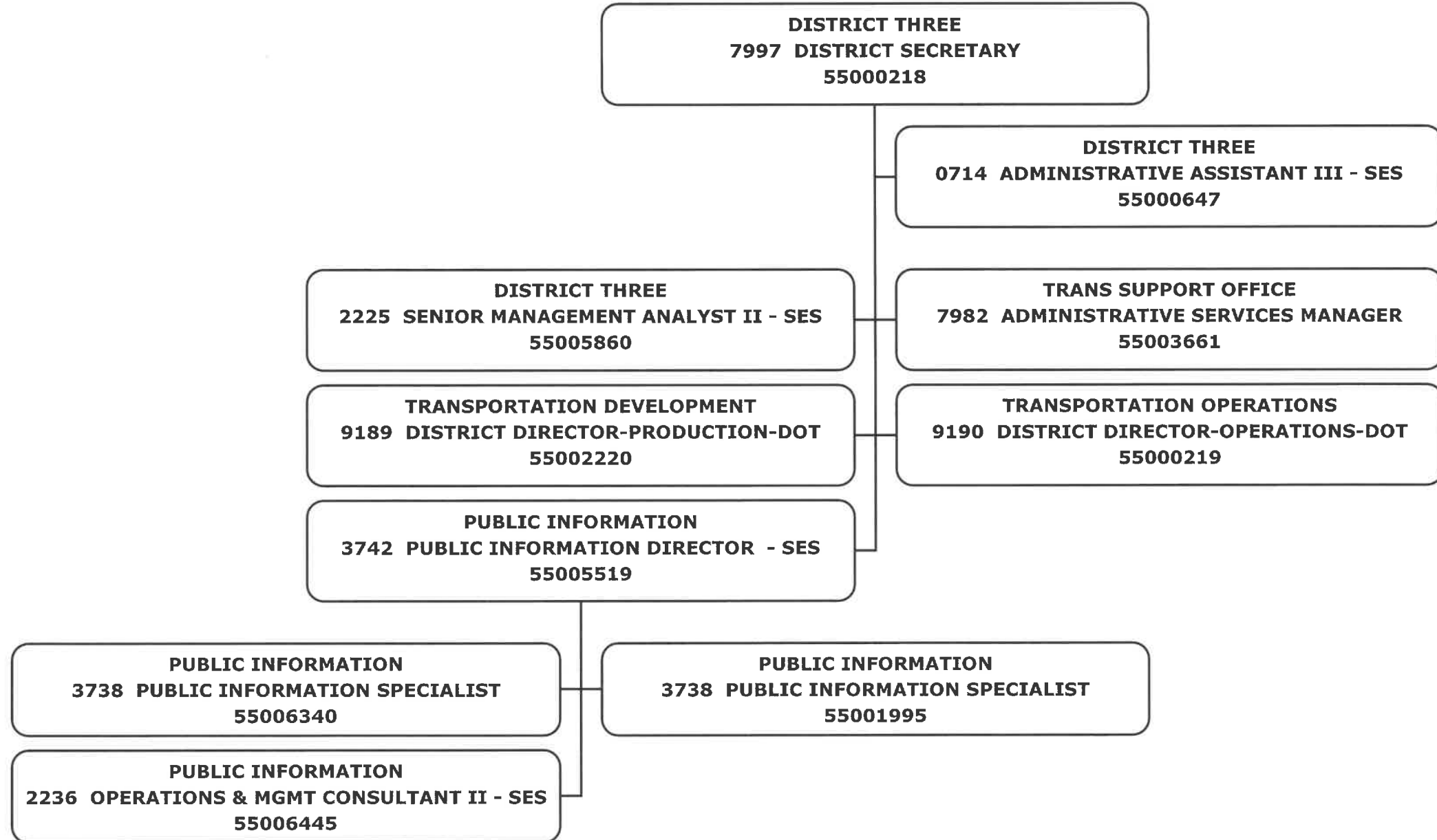


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT TWO

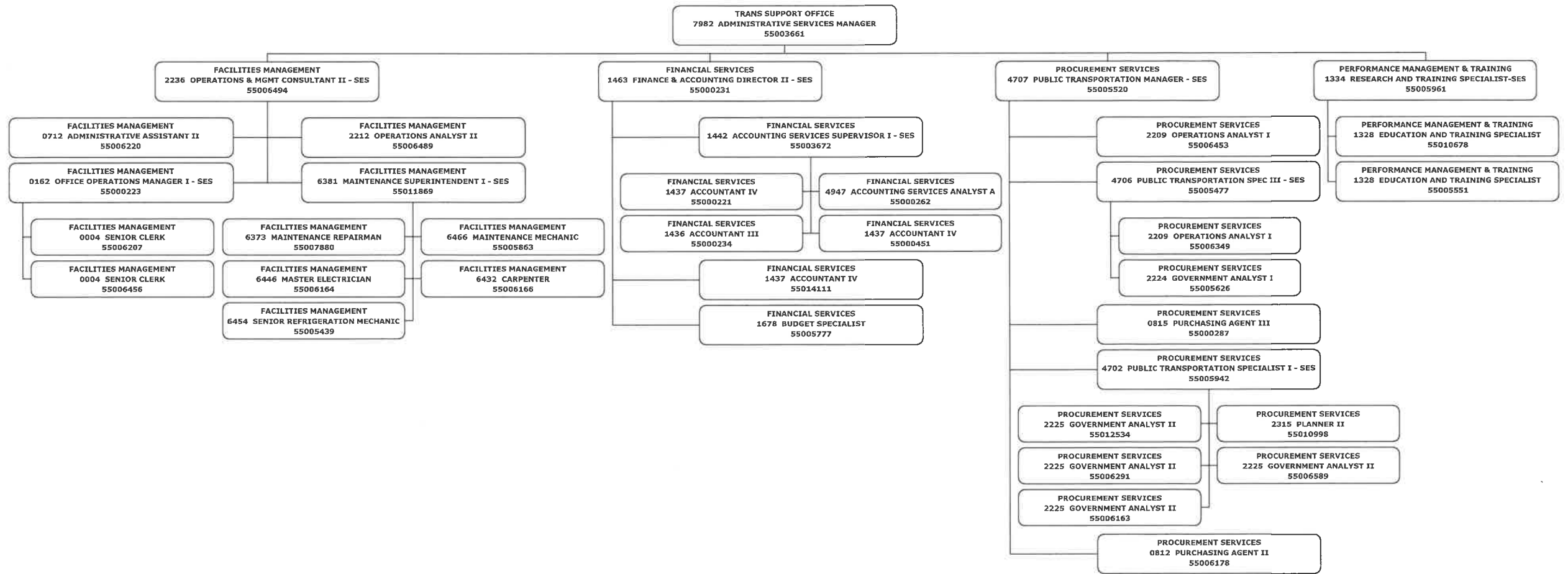


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

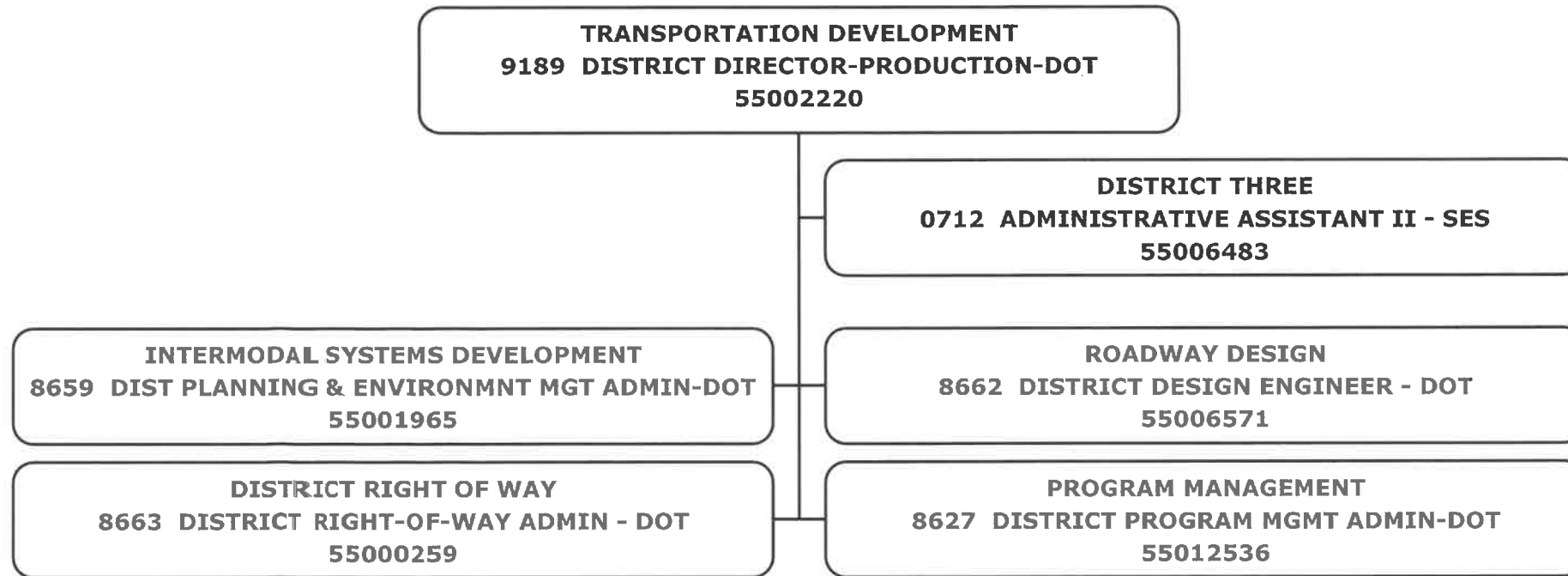


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT THREE

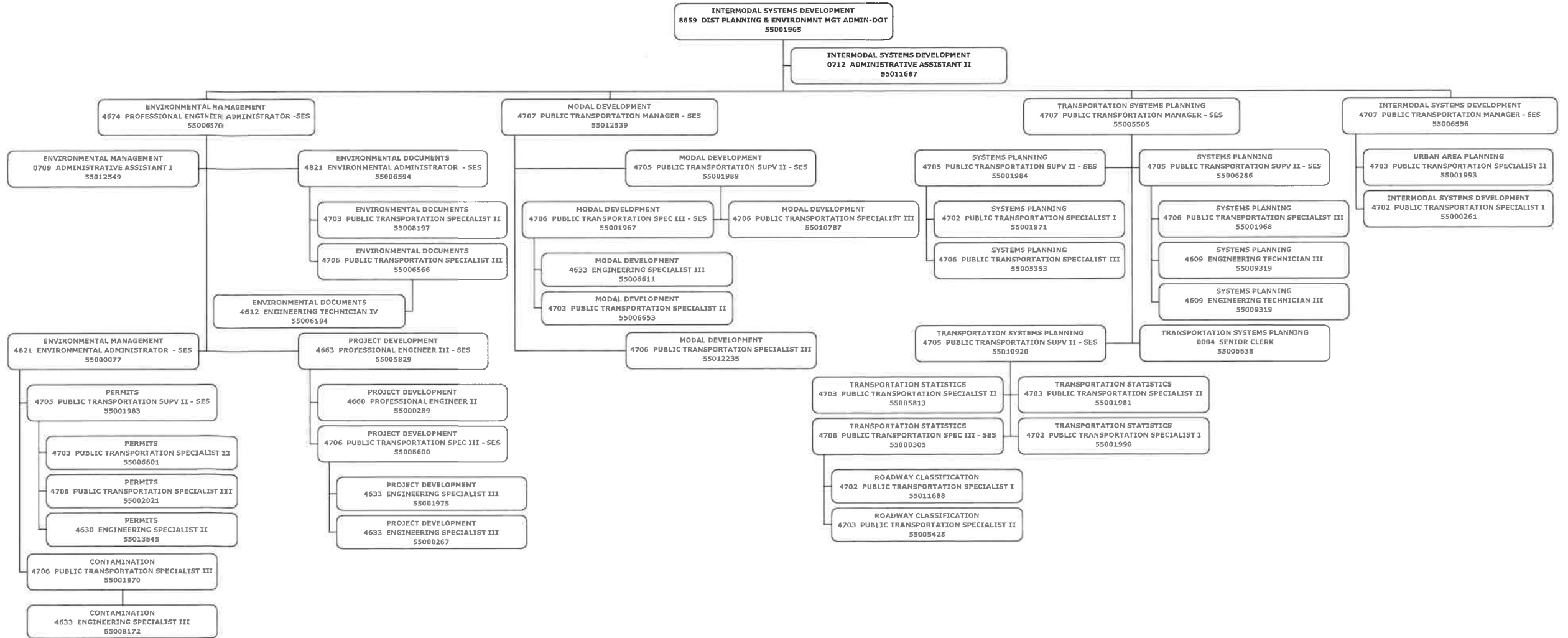


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT THREE



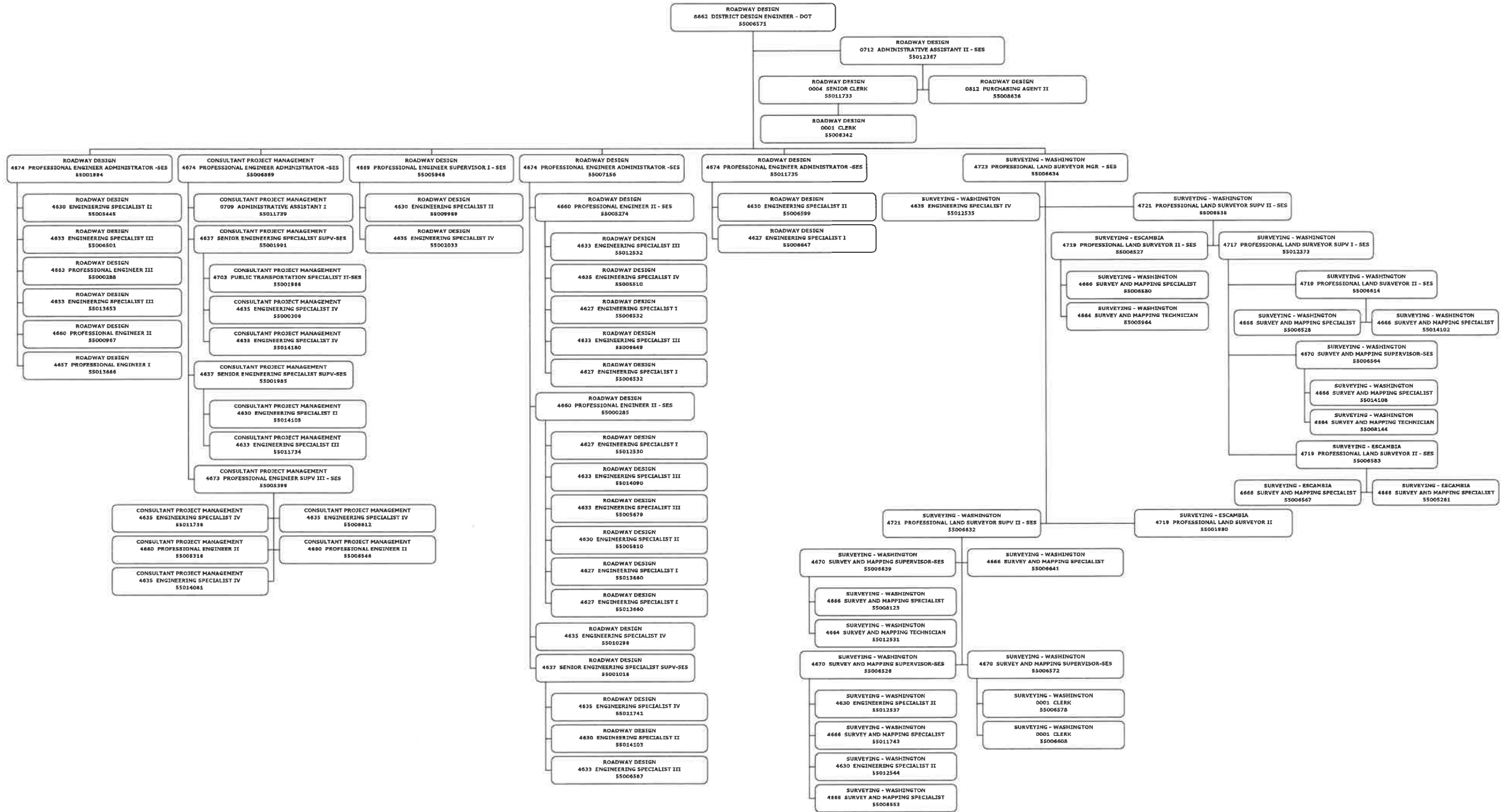
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT THREE

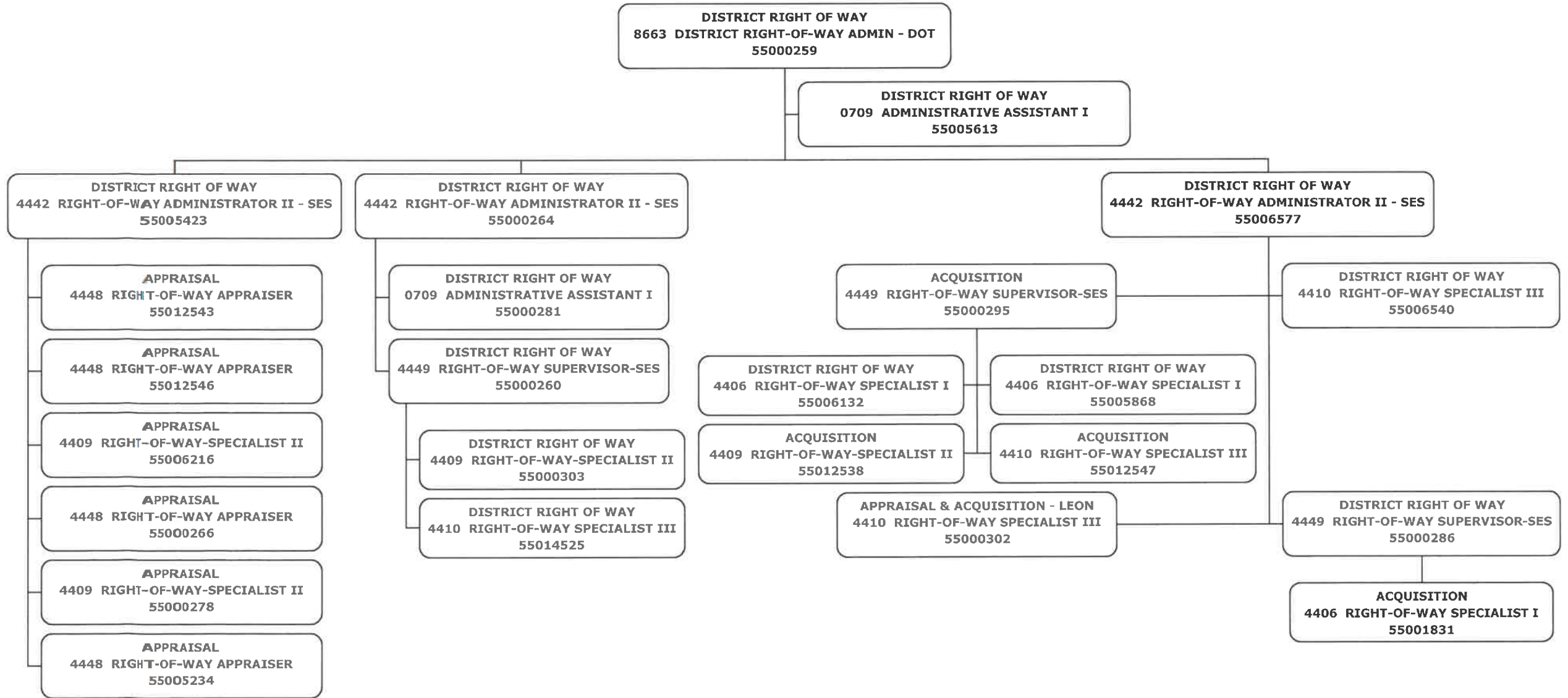


FLORIDA DEPARTMENT OF TRANSPORTATION

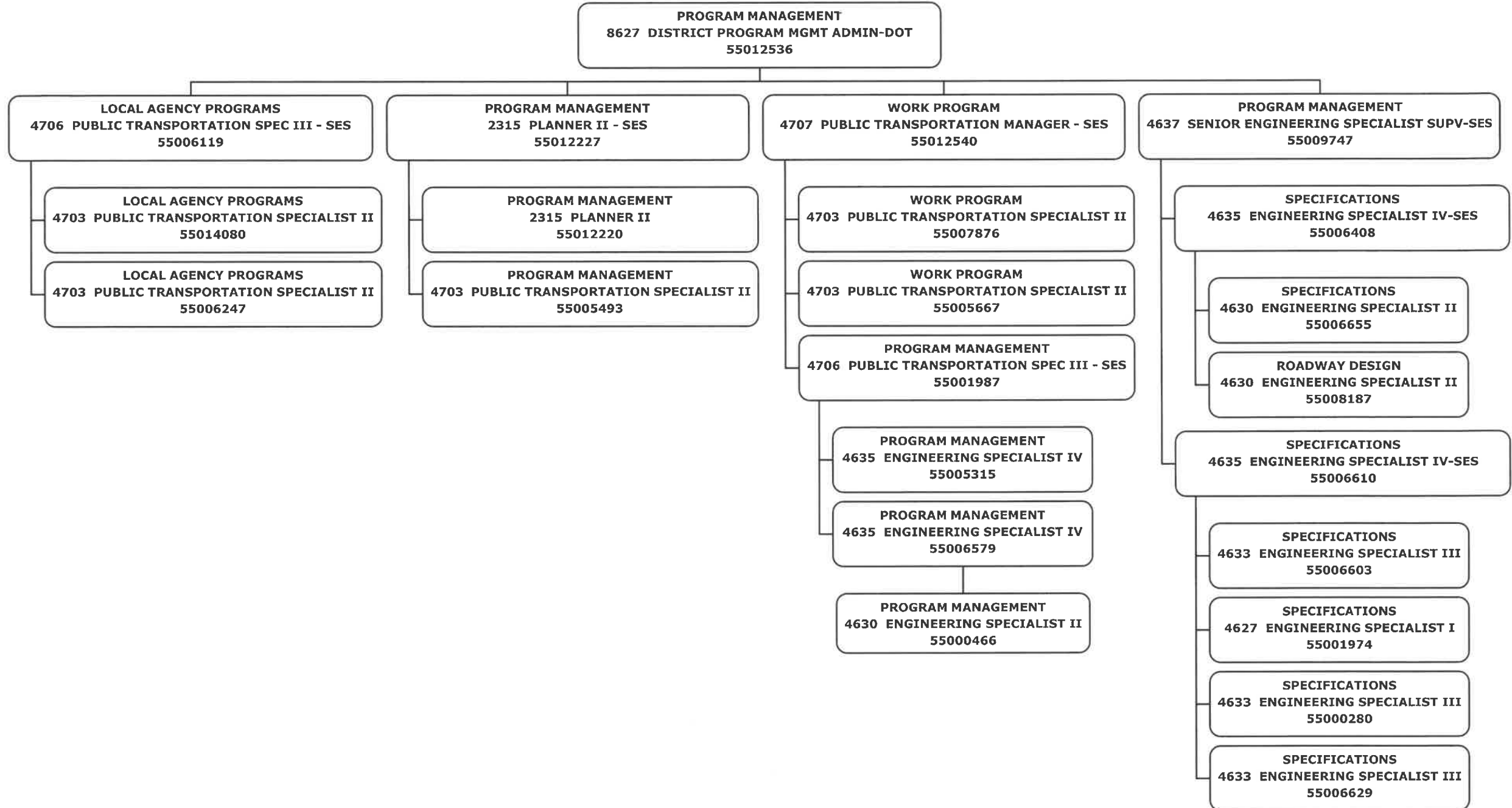
DISTRICT THREE



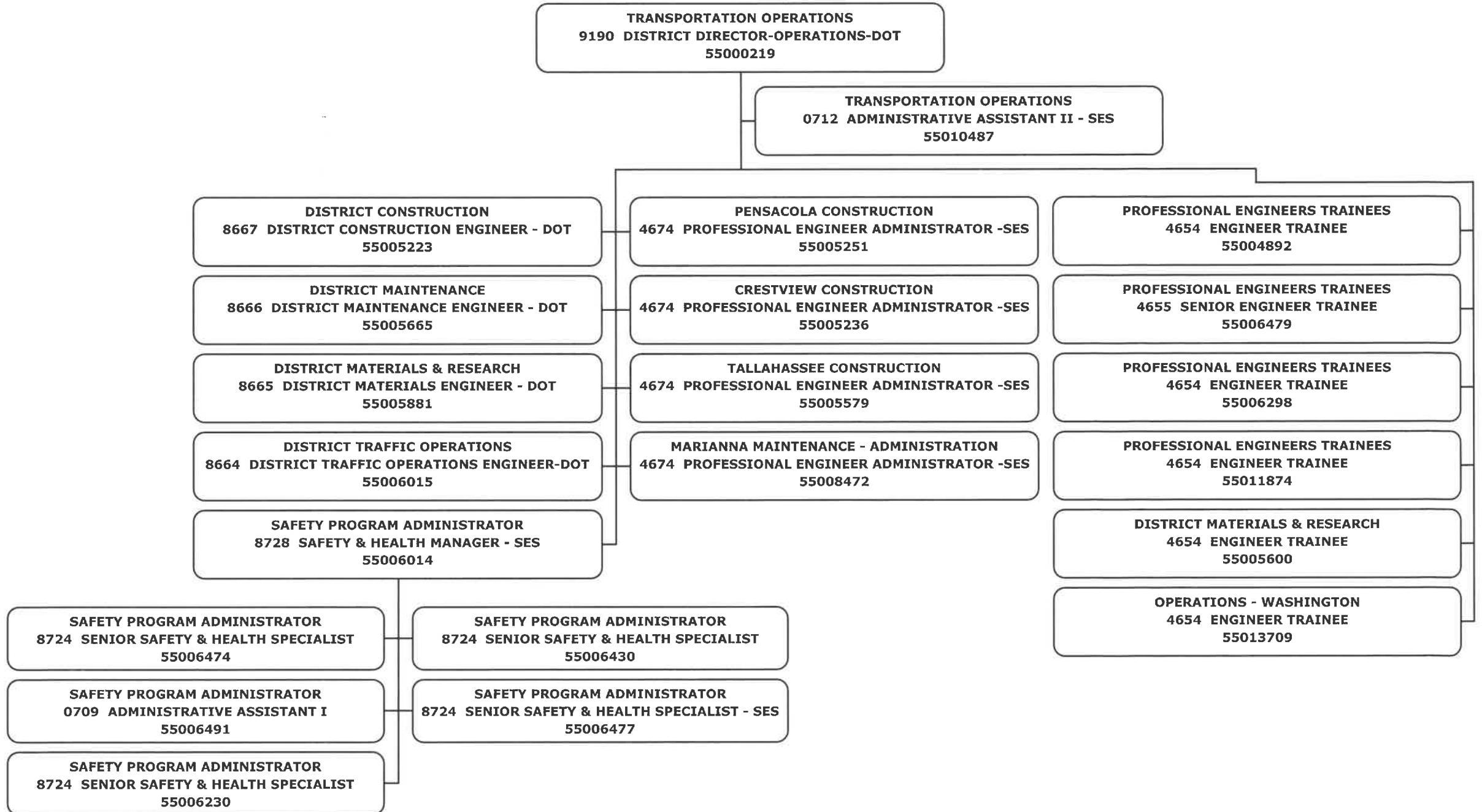
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT THREE



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT THREE

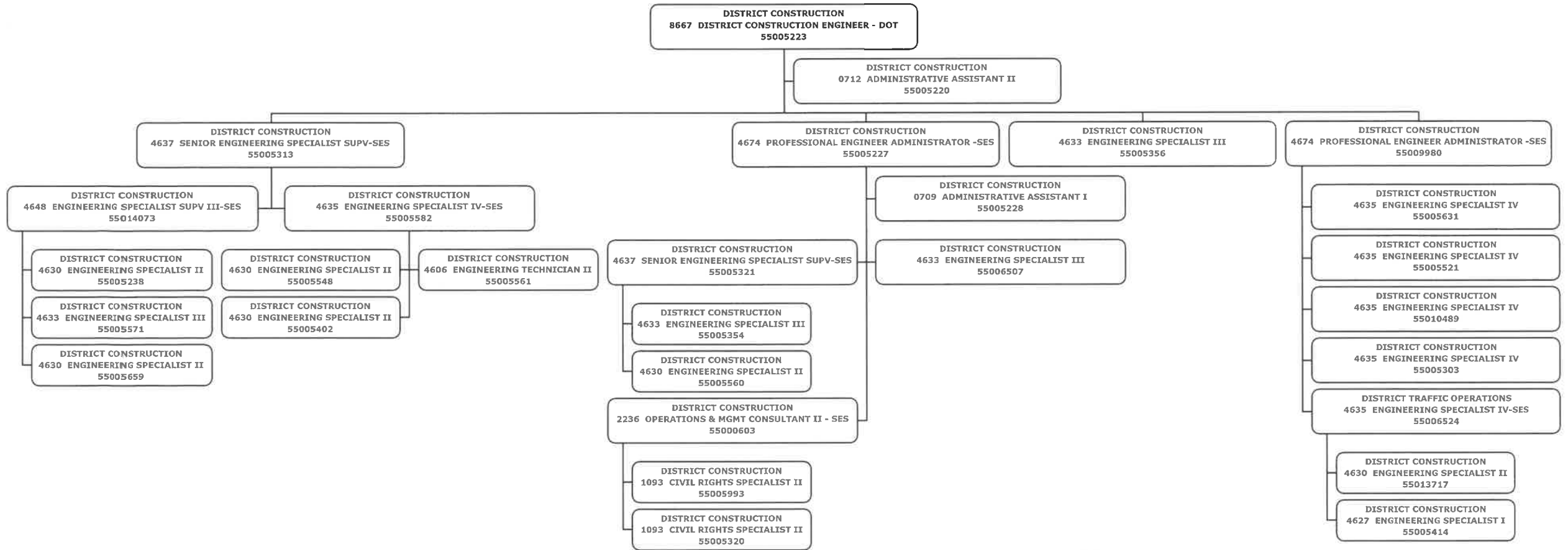


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT THREE



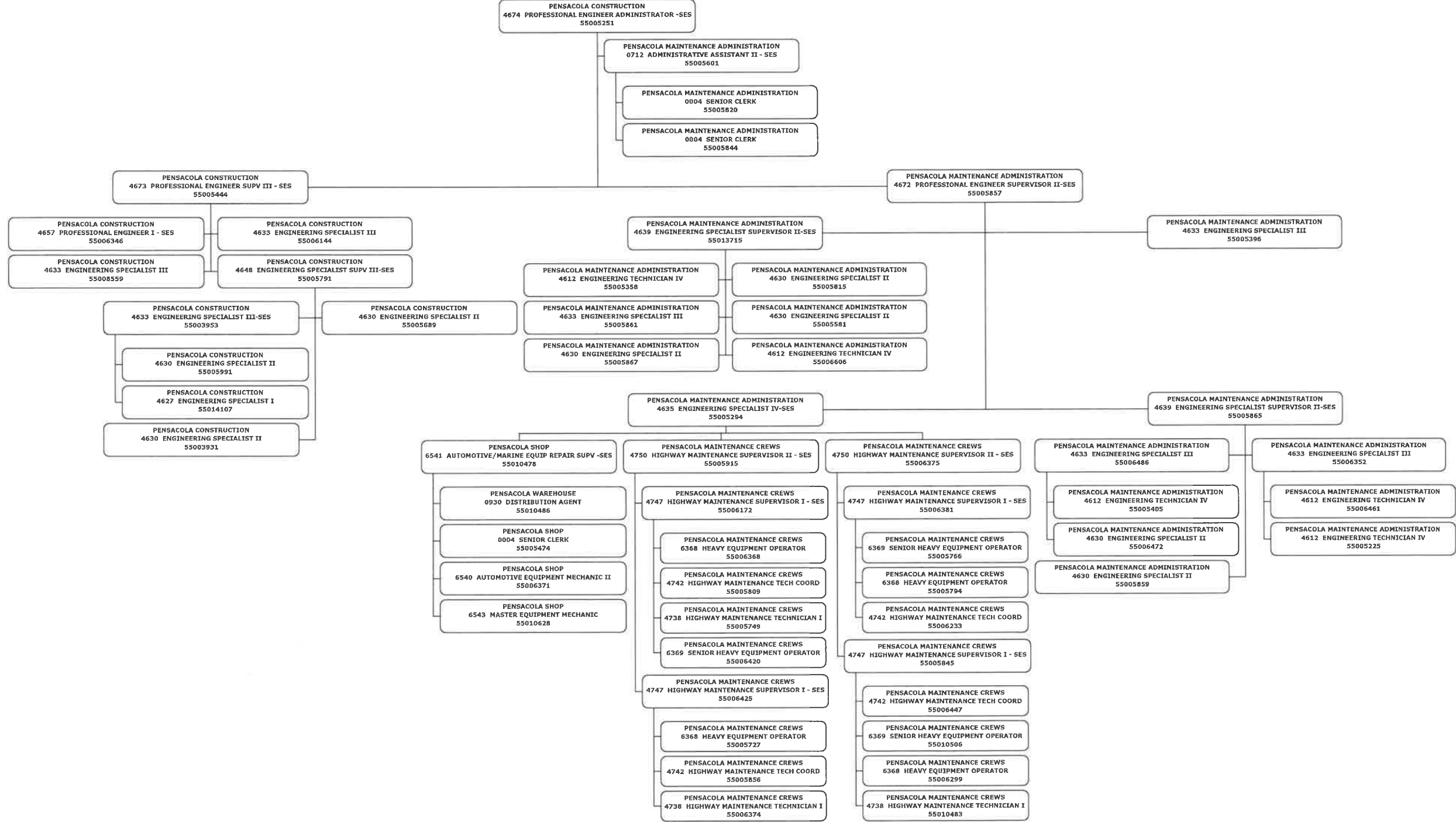
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT THREE



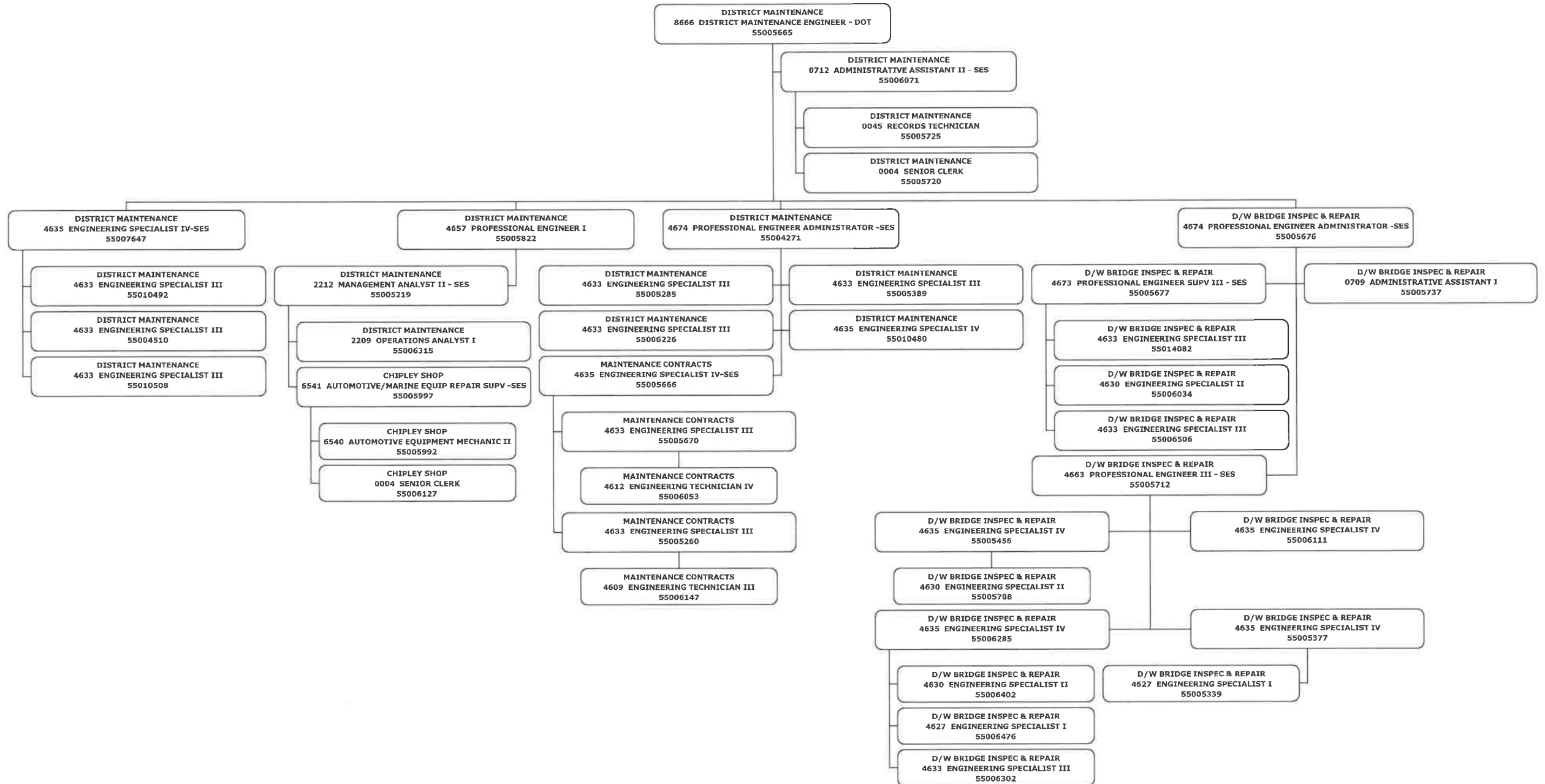
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT THREE



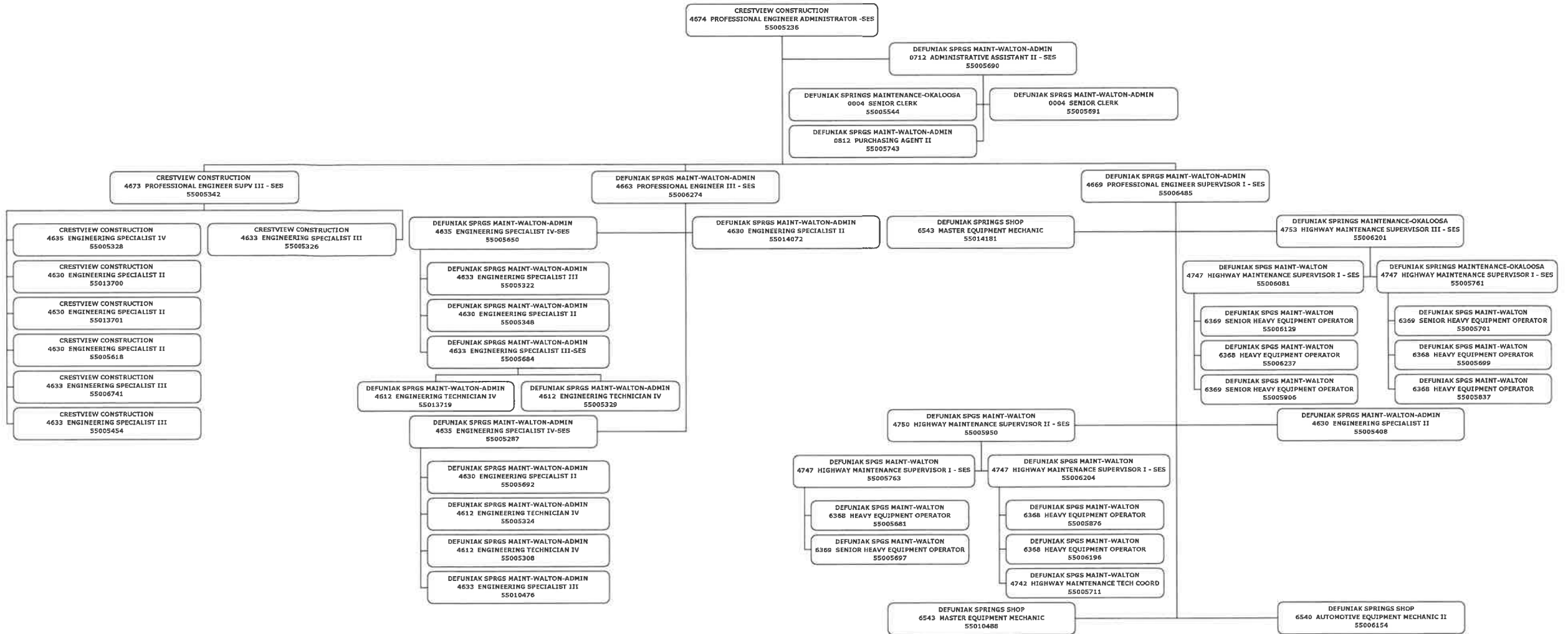
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT THREE



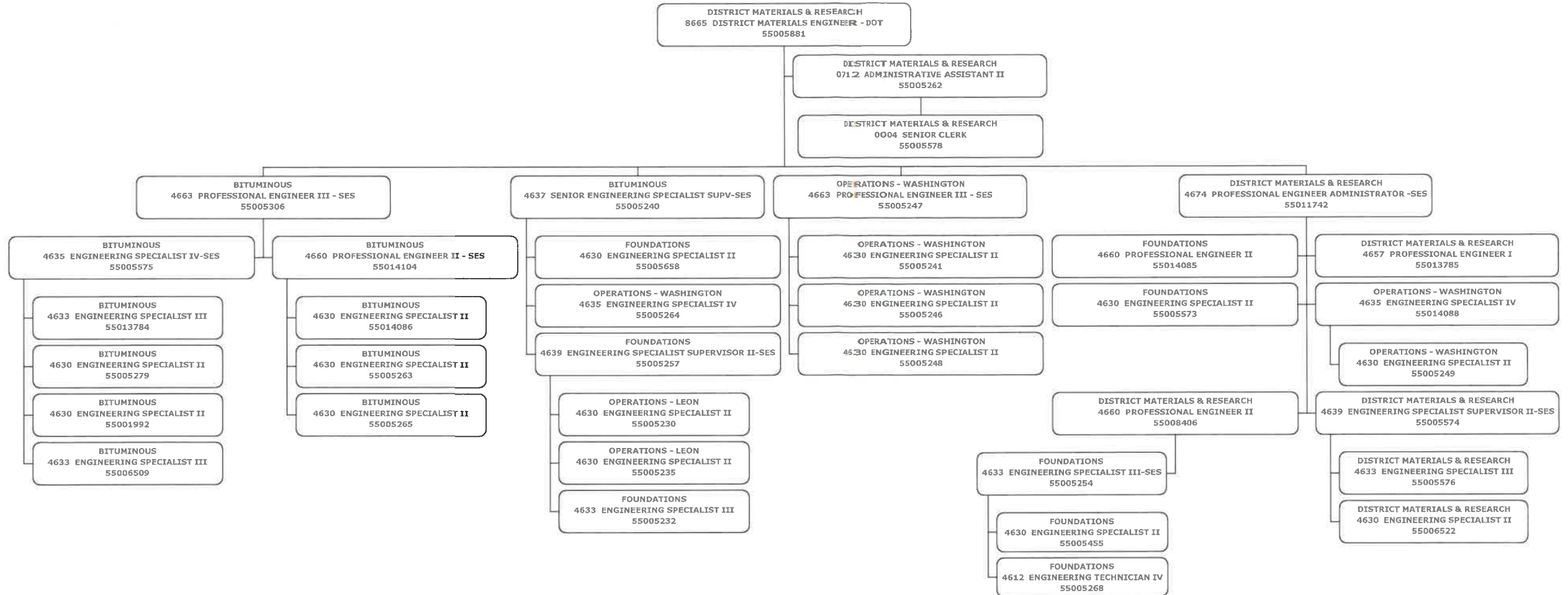
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT THREE

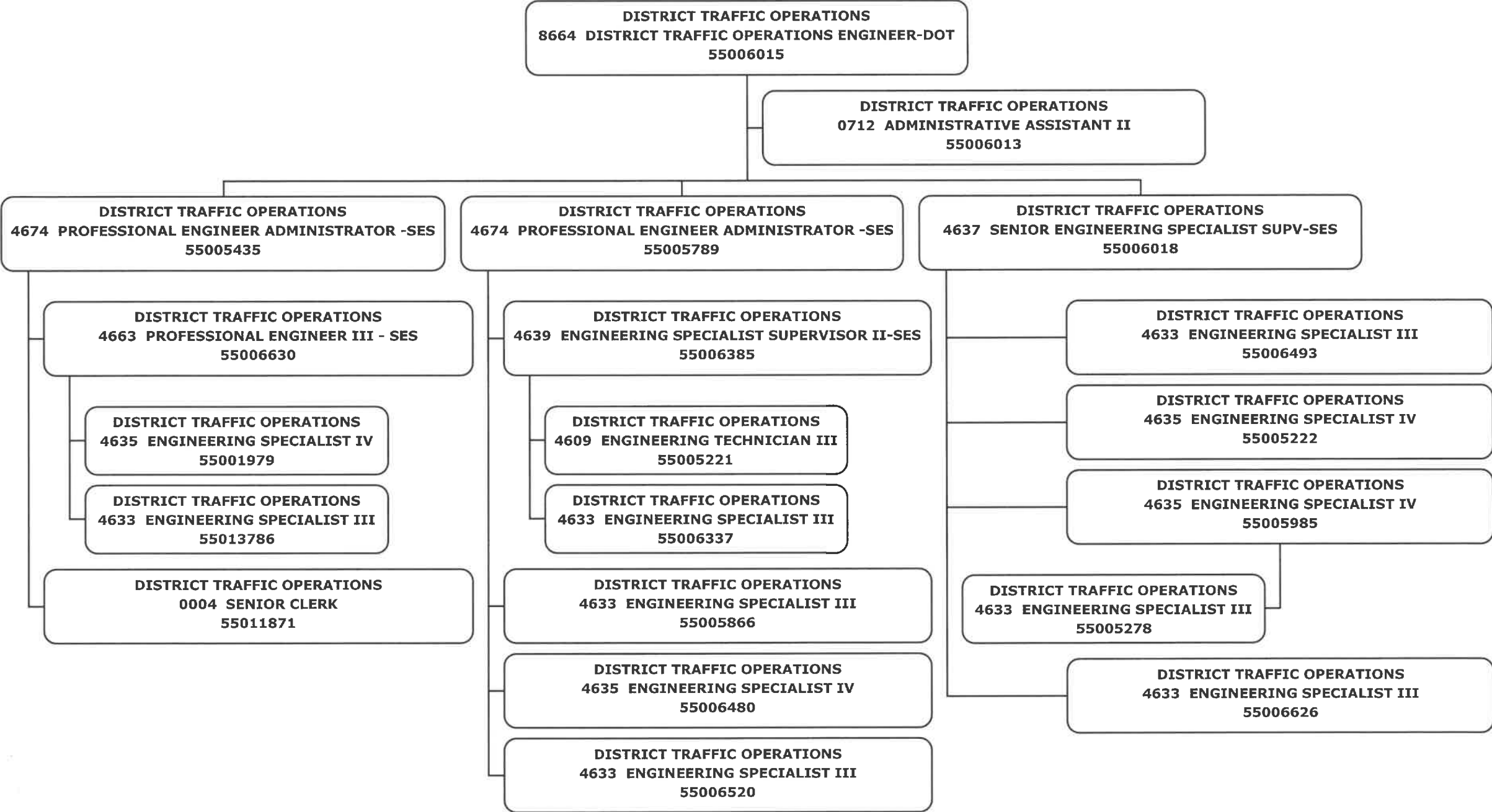


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT THREE

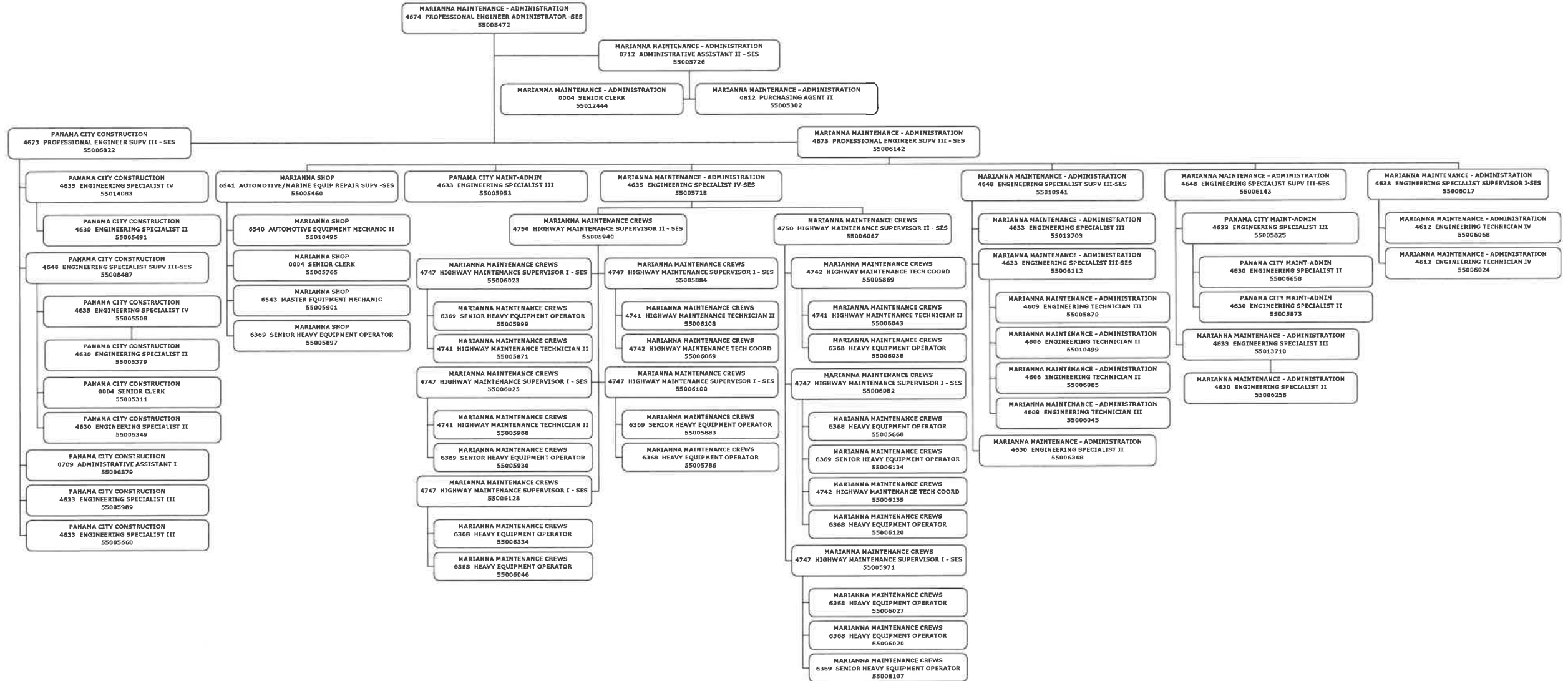


FLORIDA DEPARTMENT OF TRANSPORTATION
 DISTRICT THREE



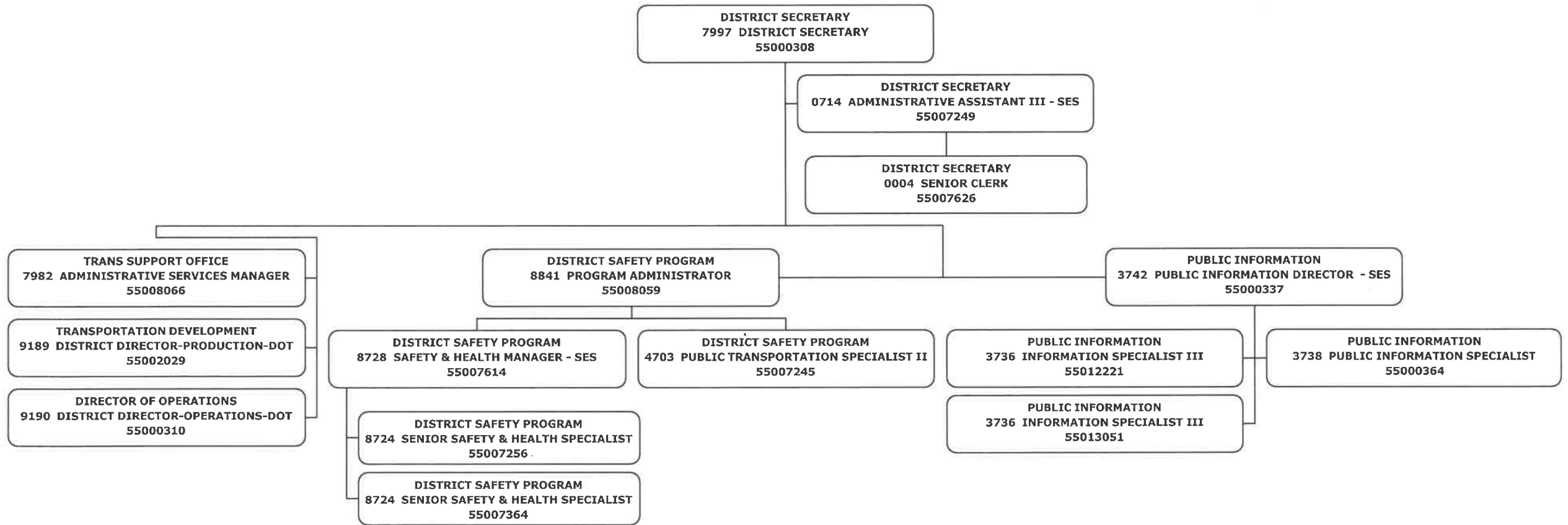
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT THREE



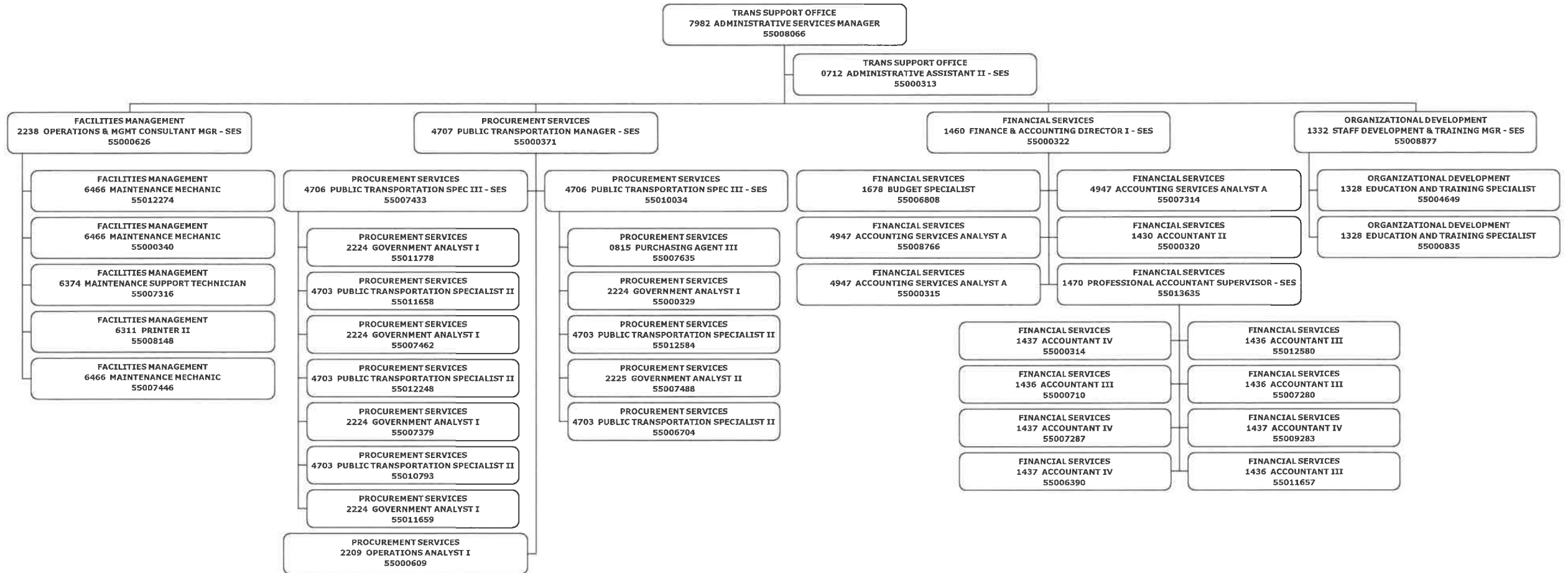
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR

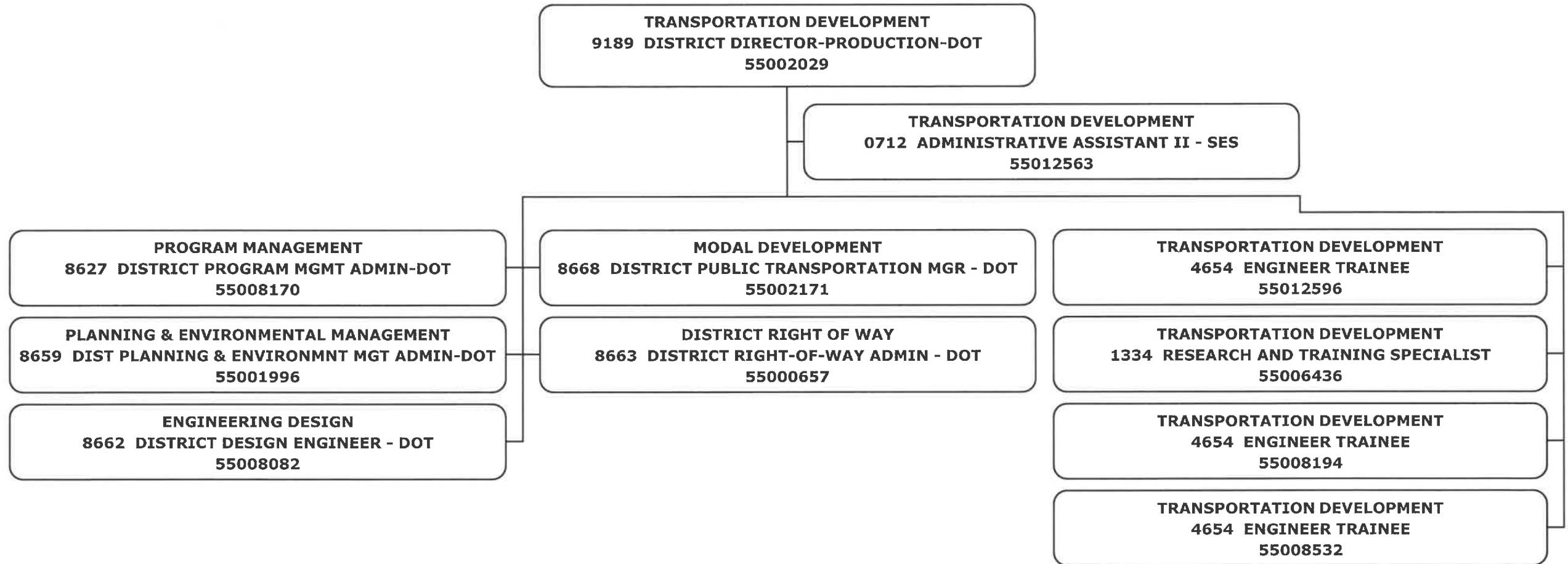


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR

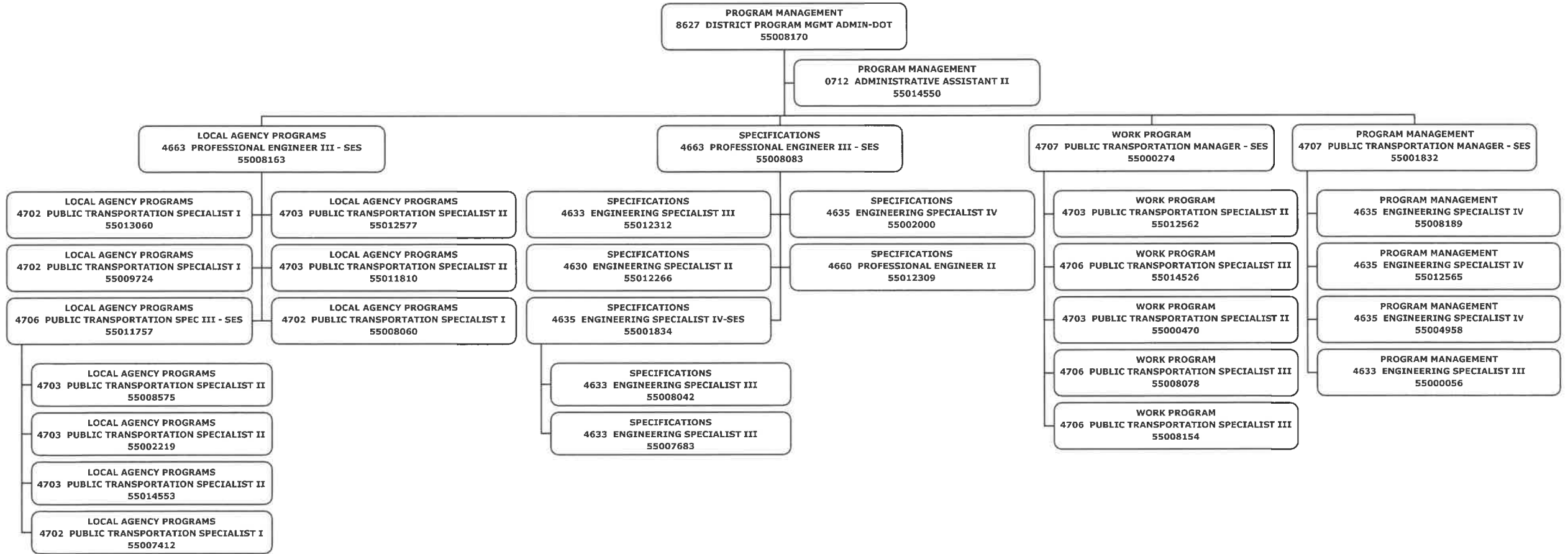


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR



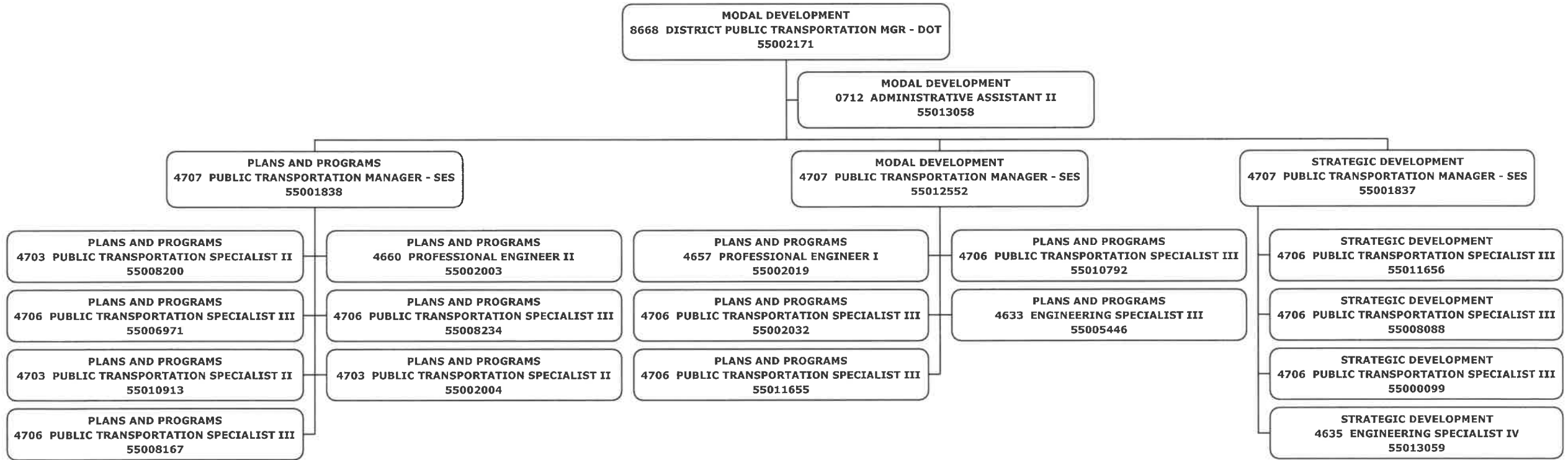
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR



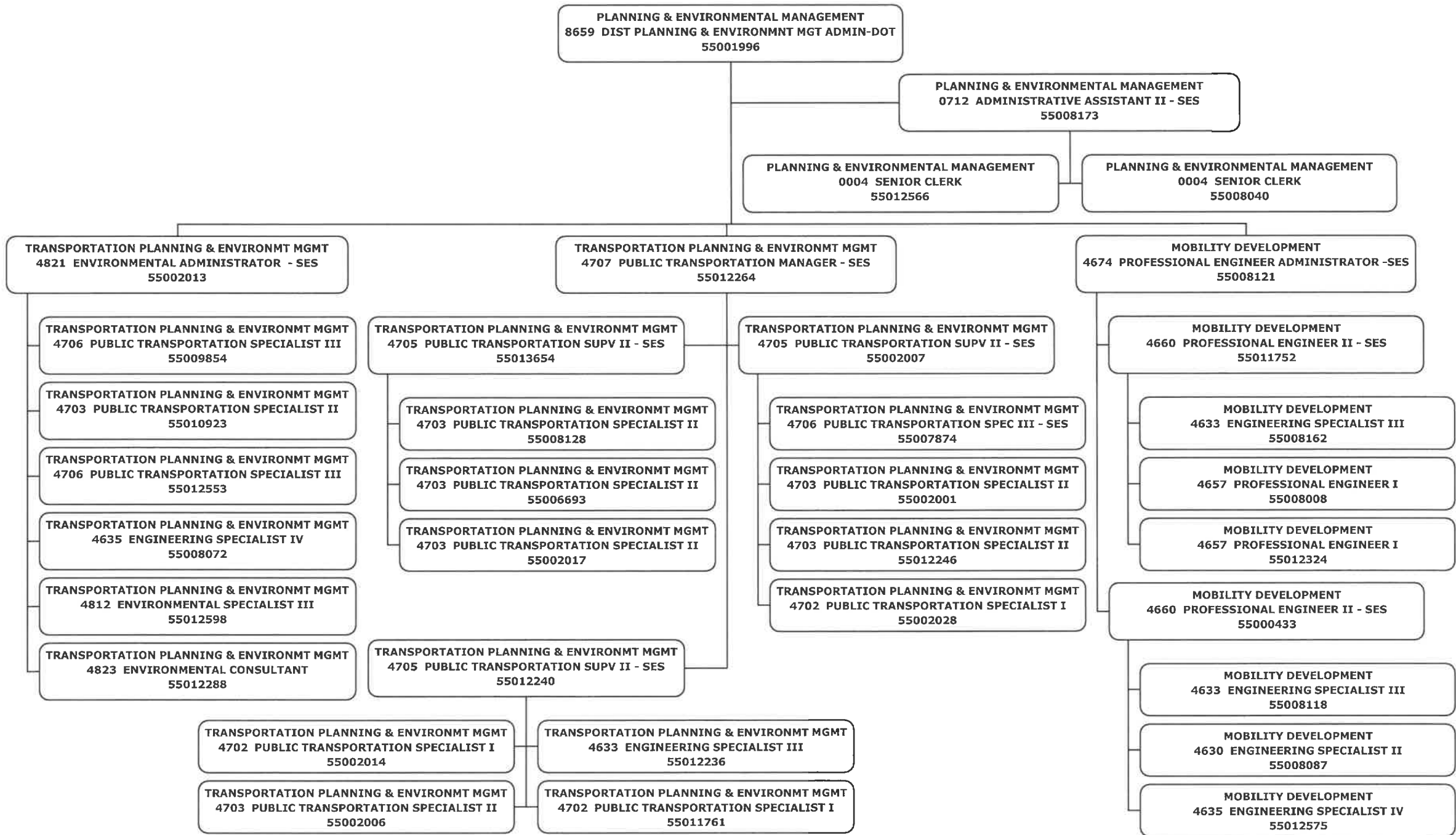
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR



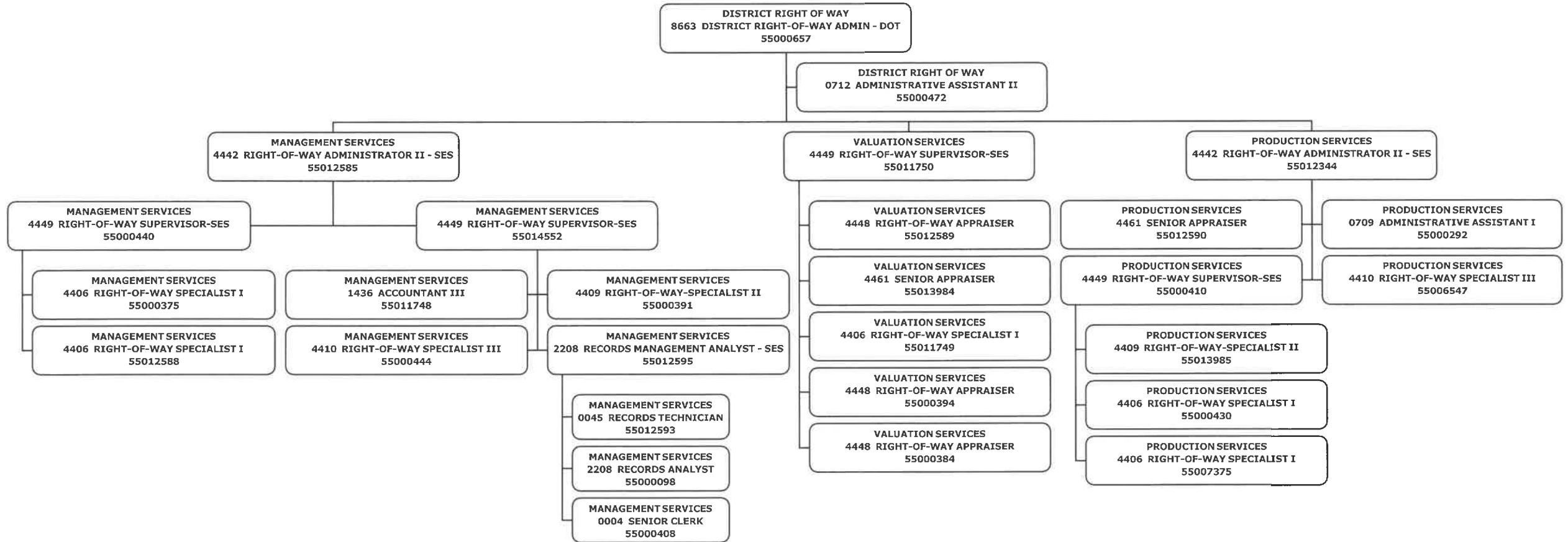
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR

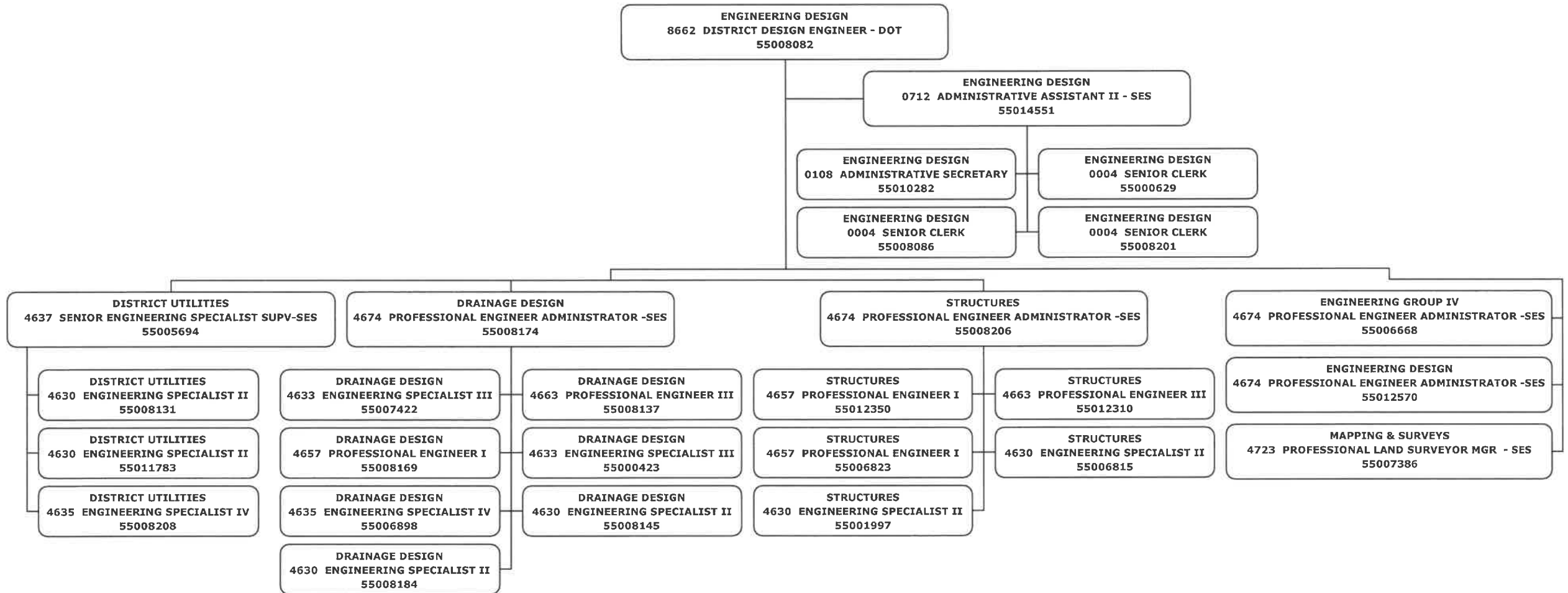


FLORIDA DEPARTMENT OF TRANSPORTATION

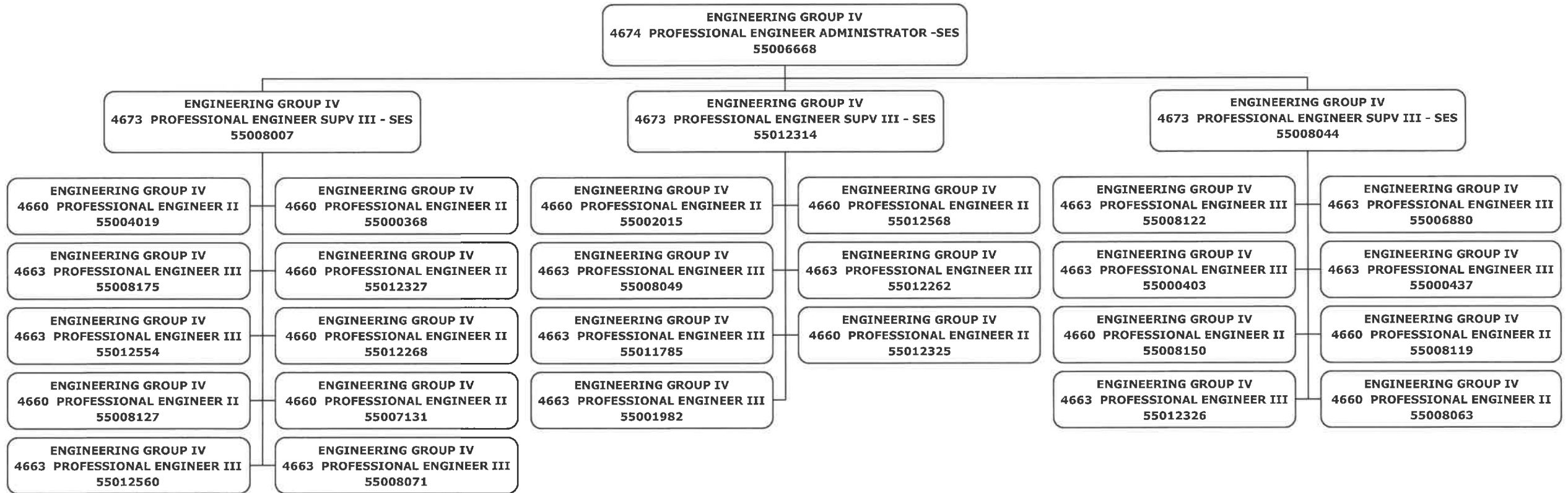
DISTRICT FOUR



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT FOUR

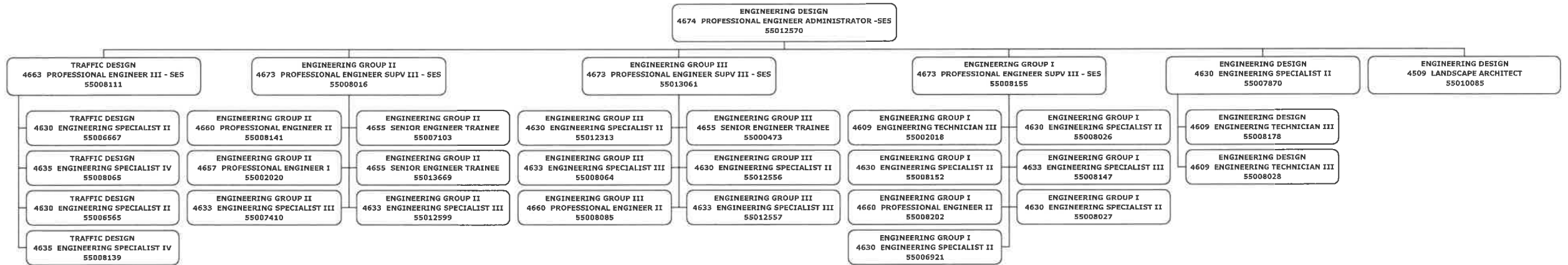


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR



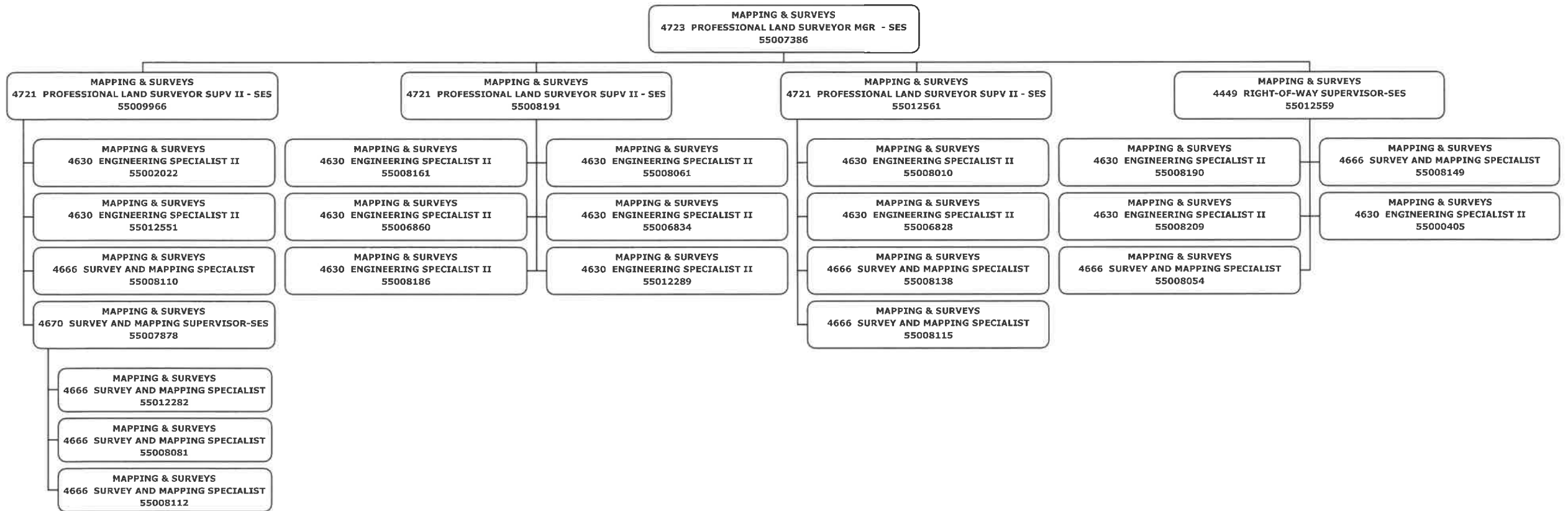
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR

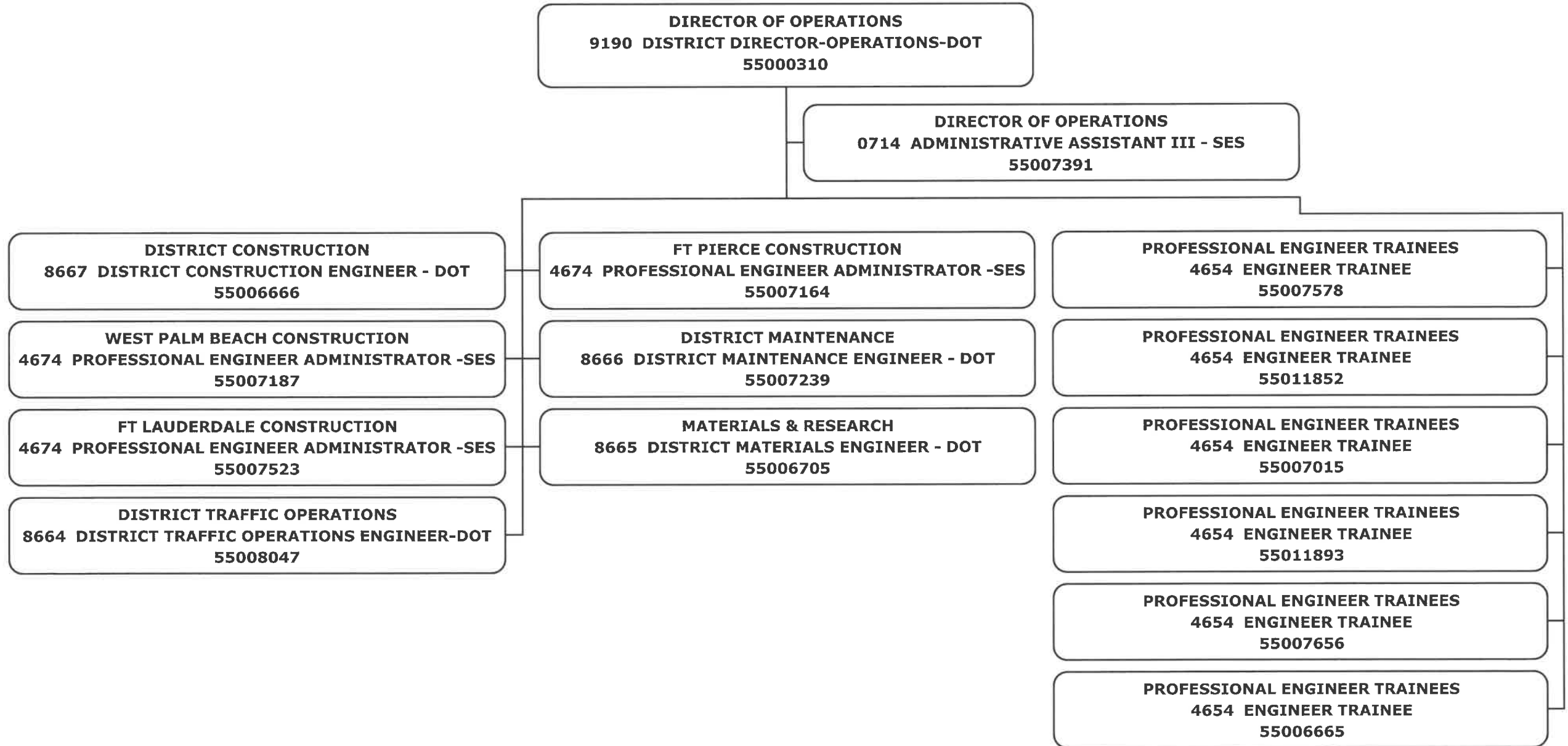


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR

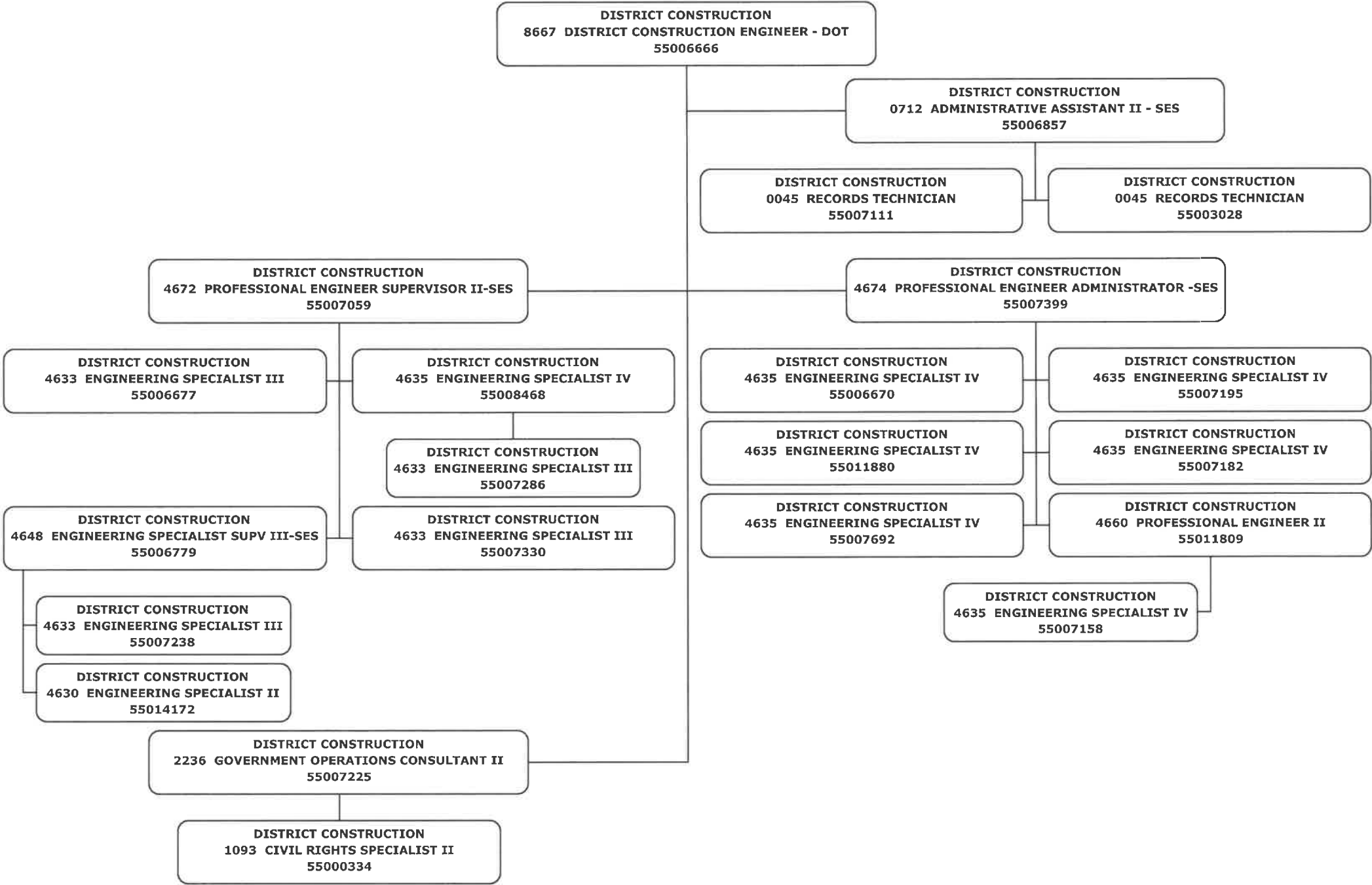


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR



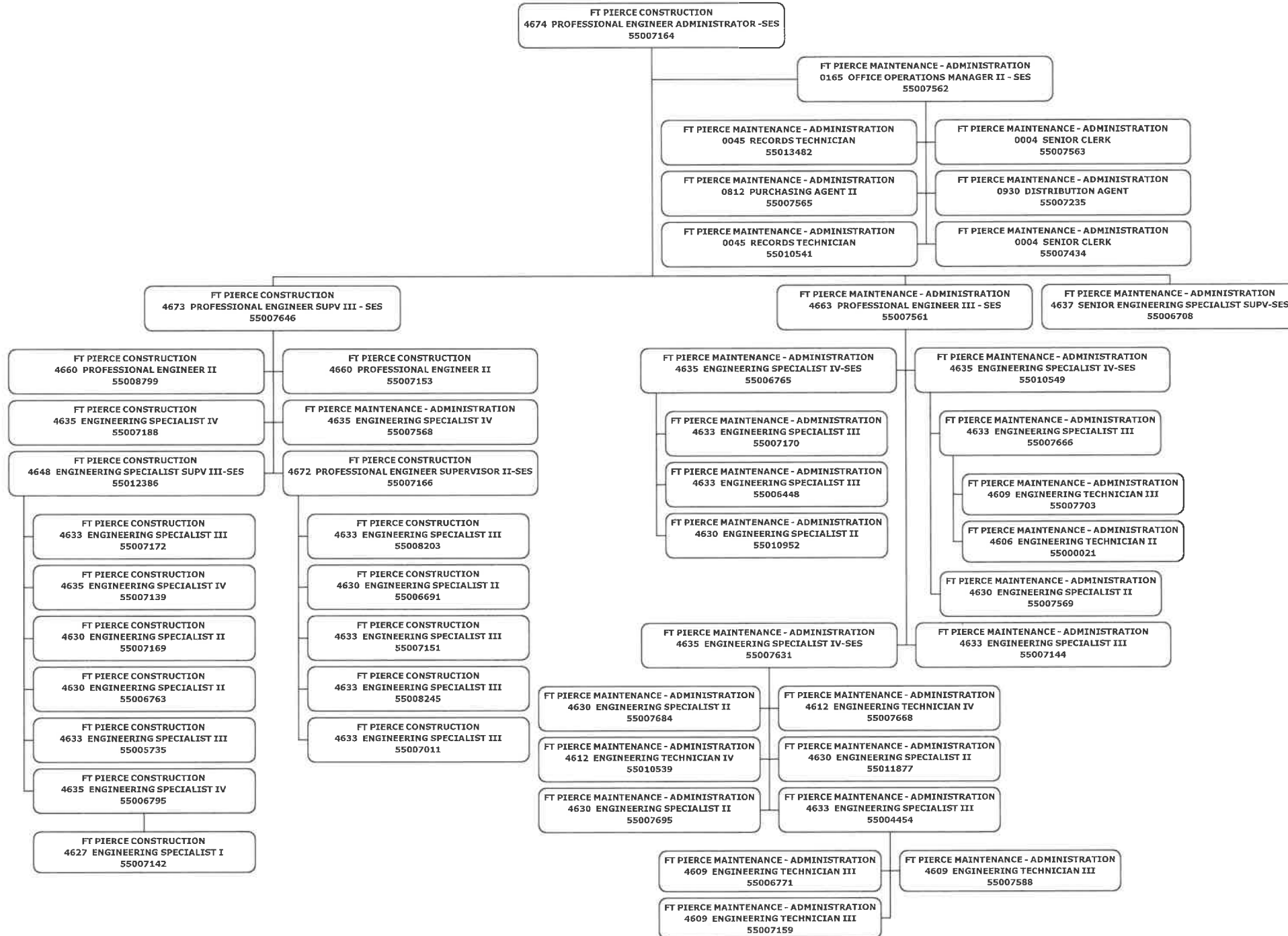
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR



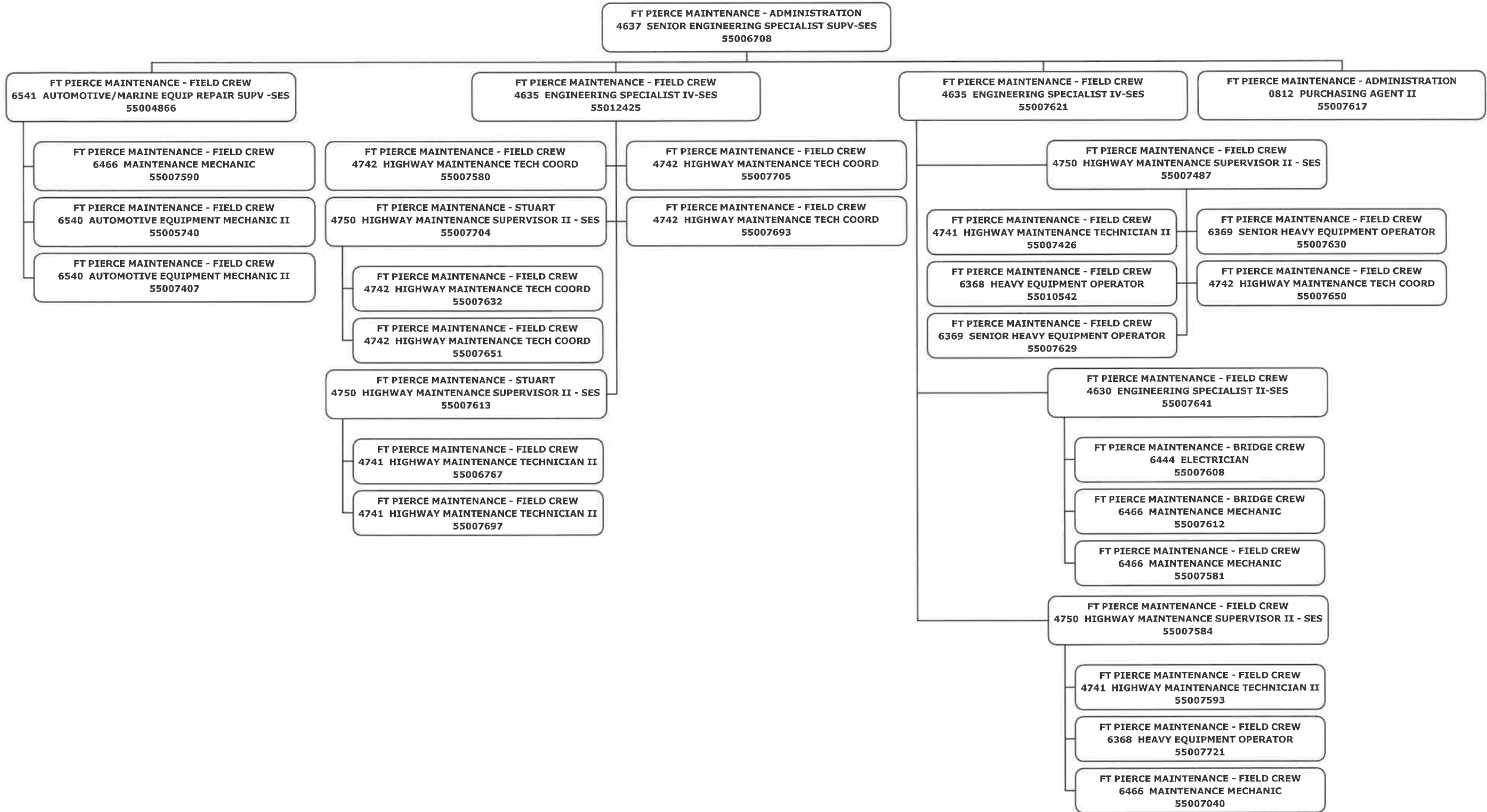
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR



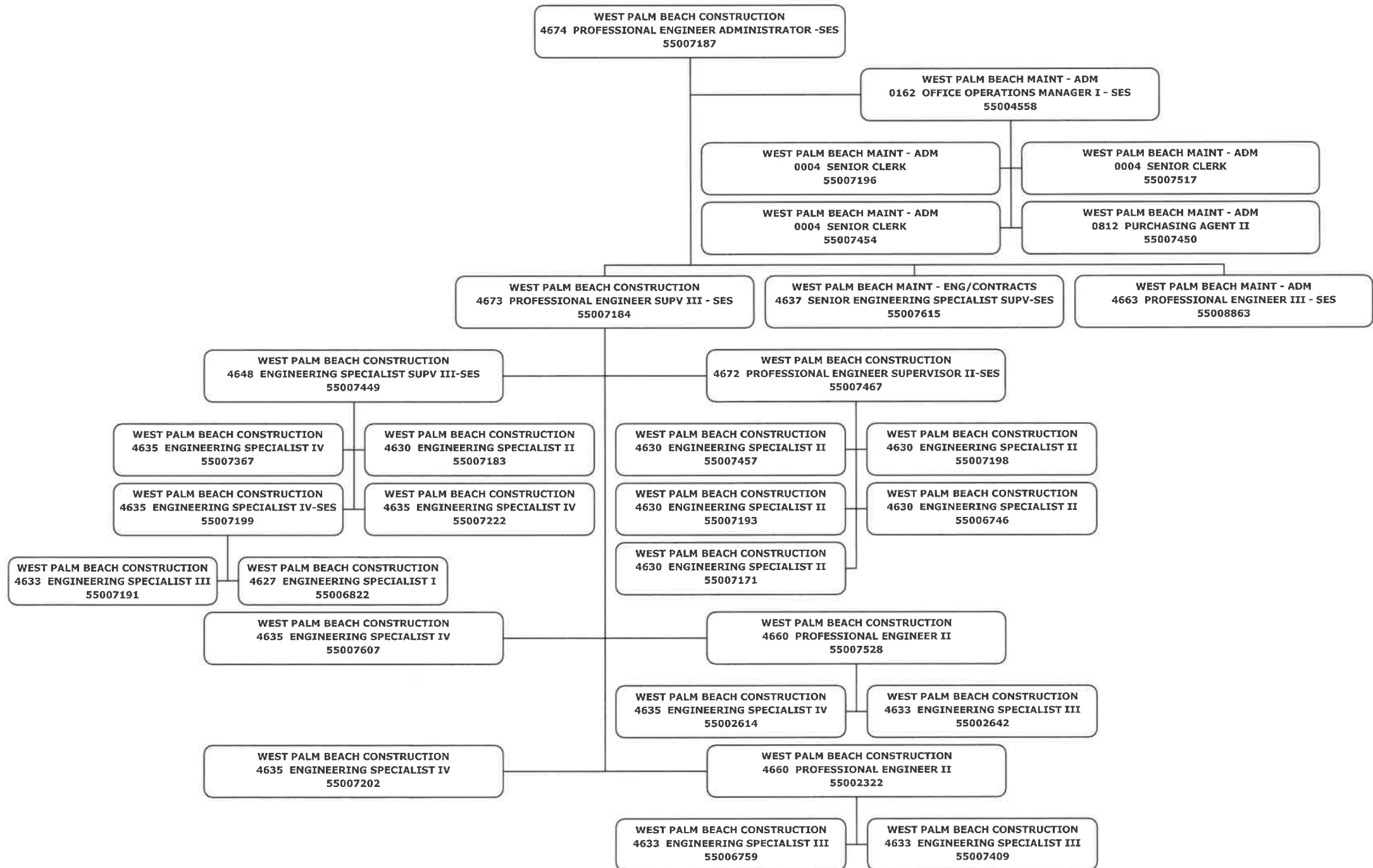
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR



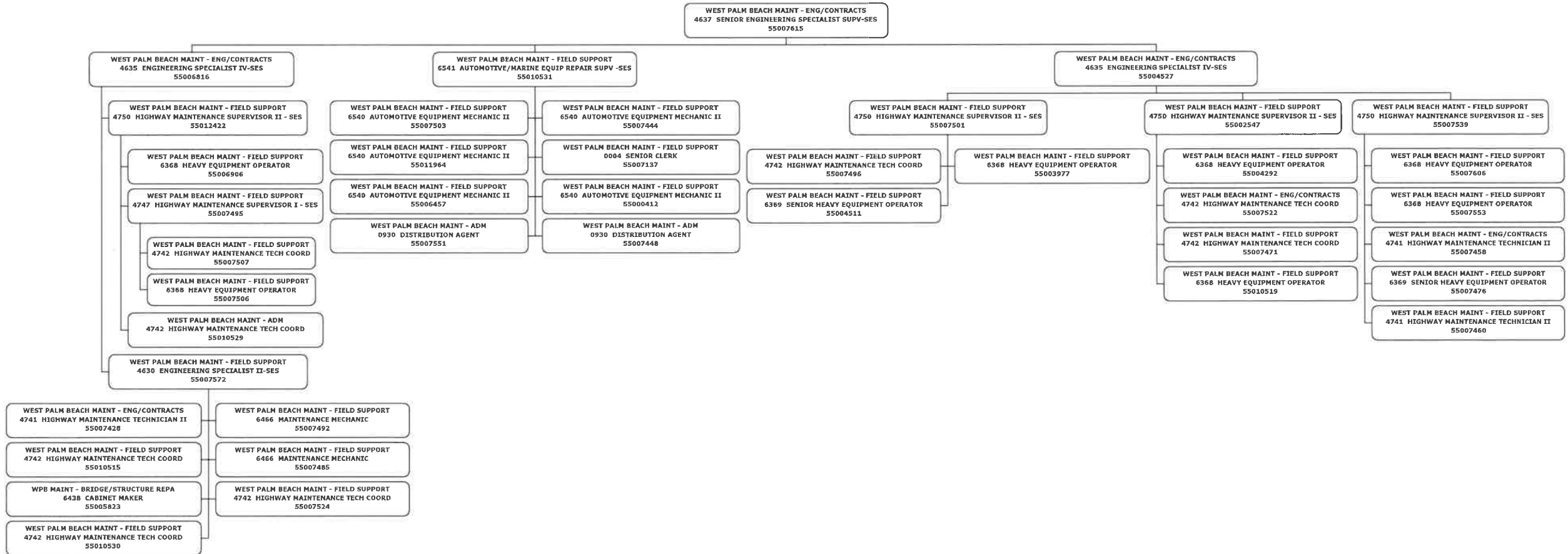
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR



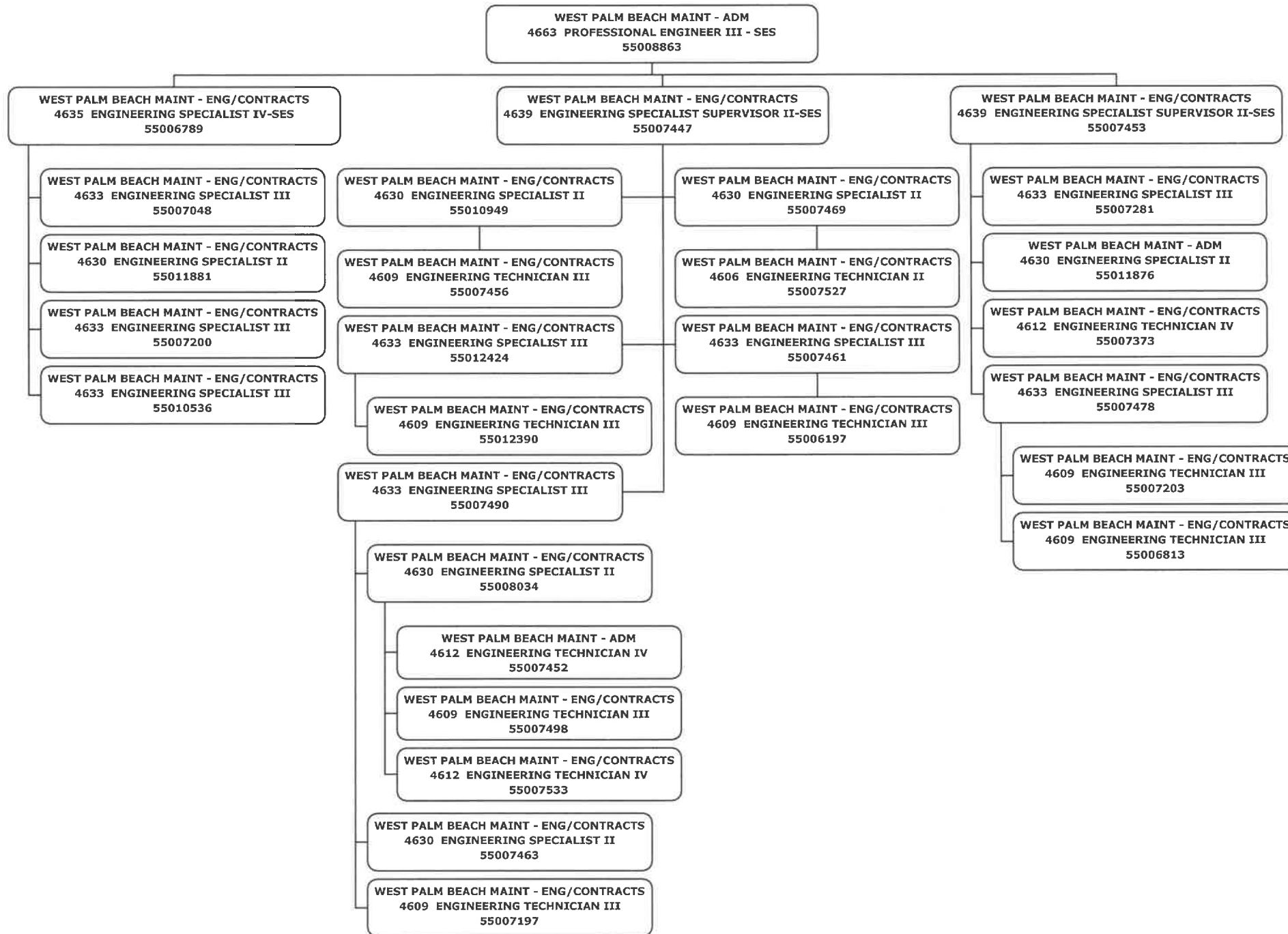
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR



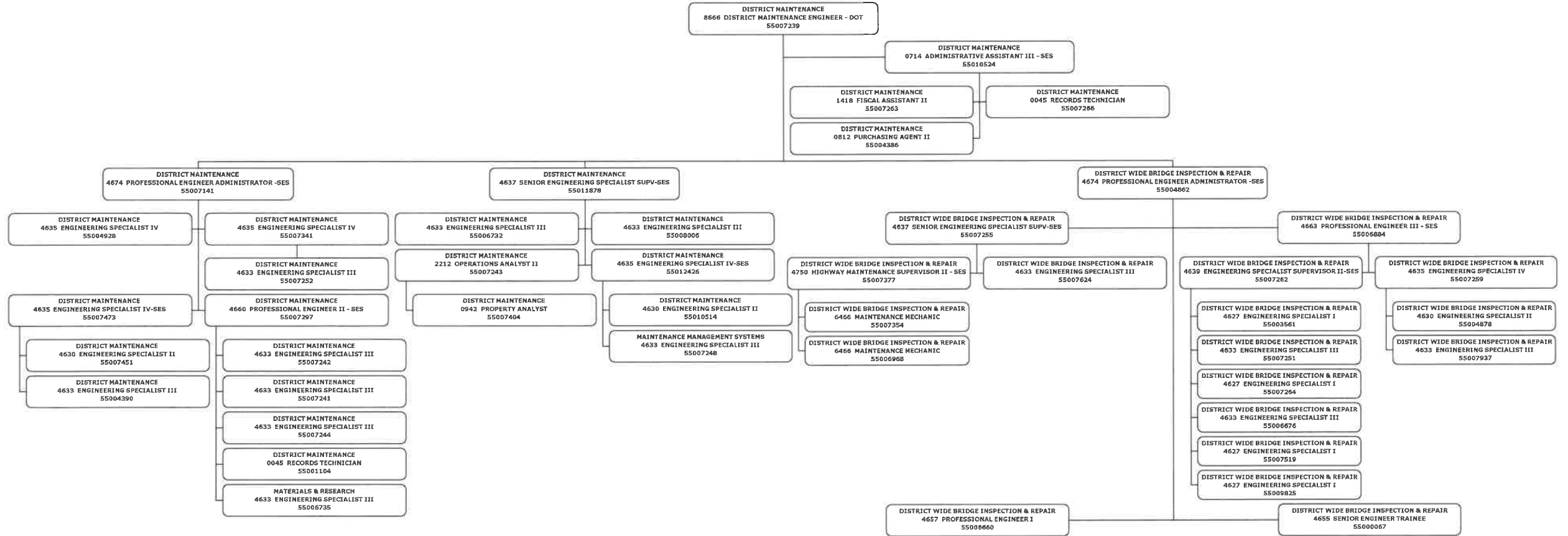
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR



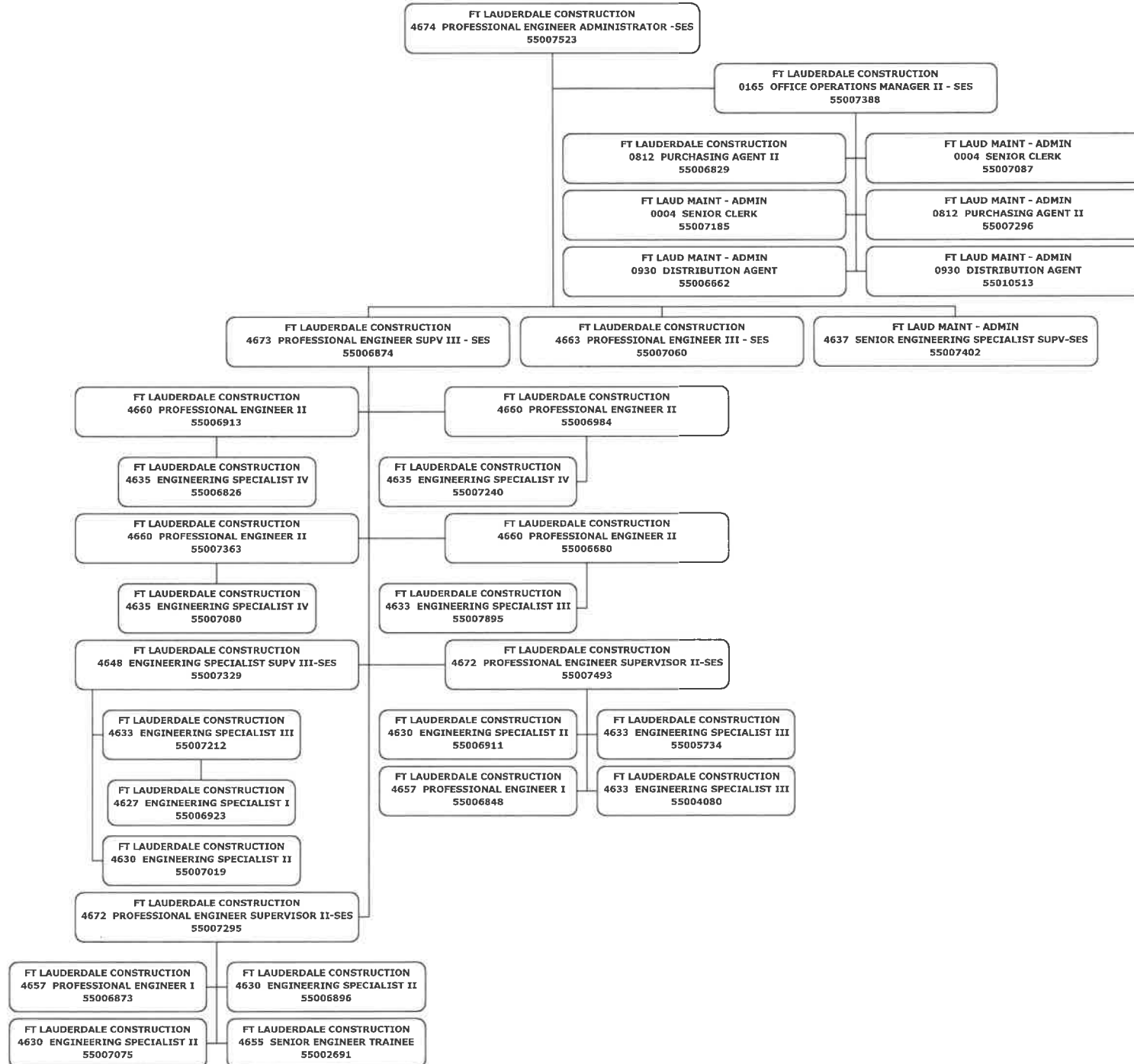
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR



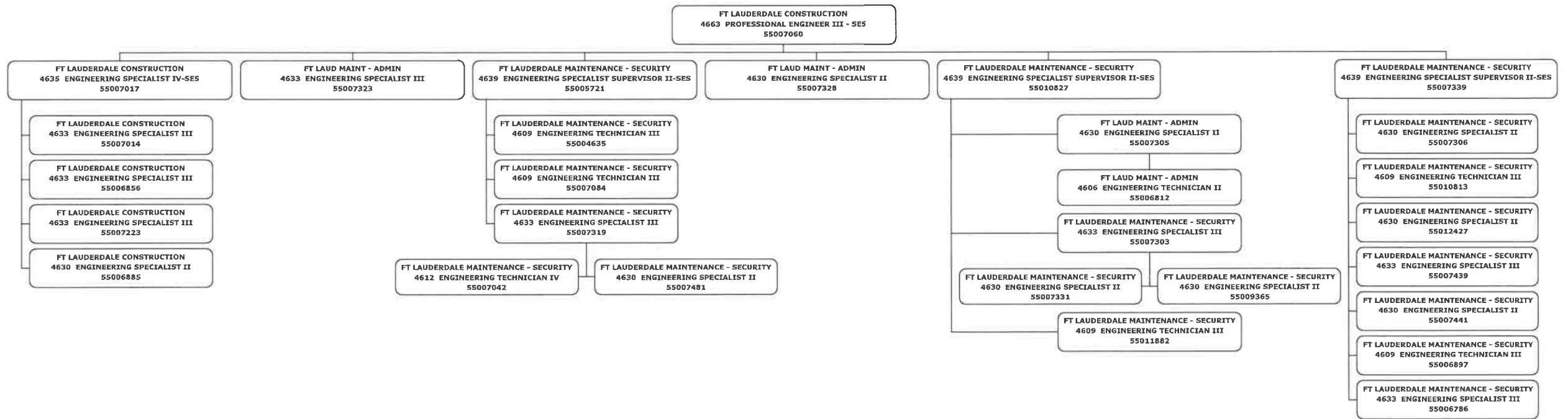
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR

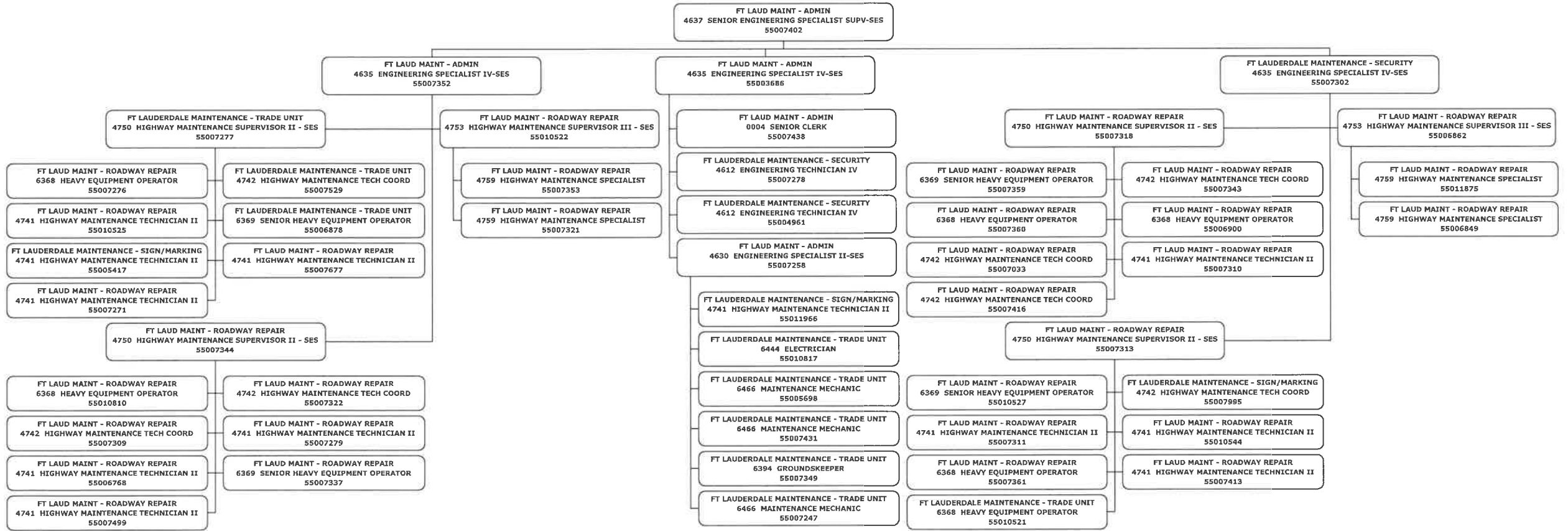


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FOUR

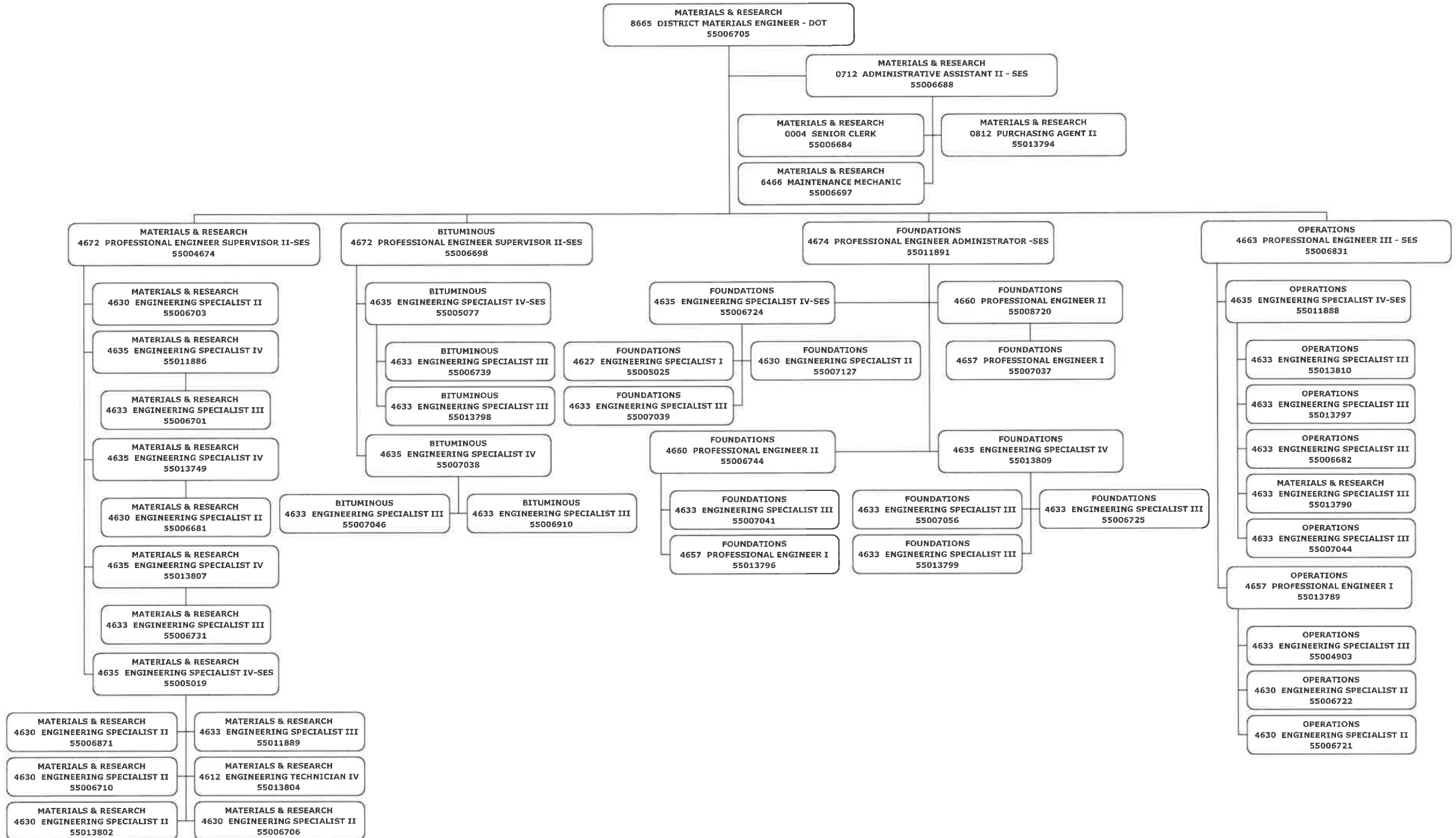


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR

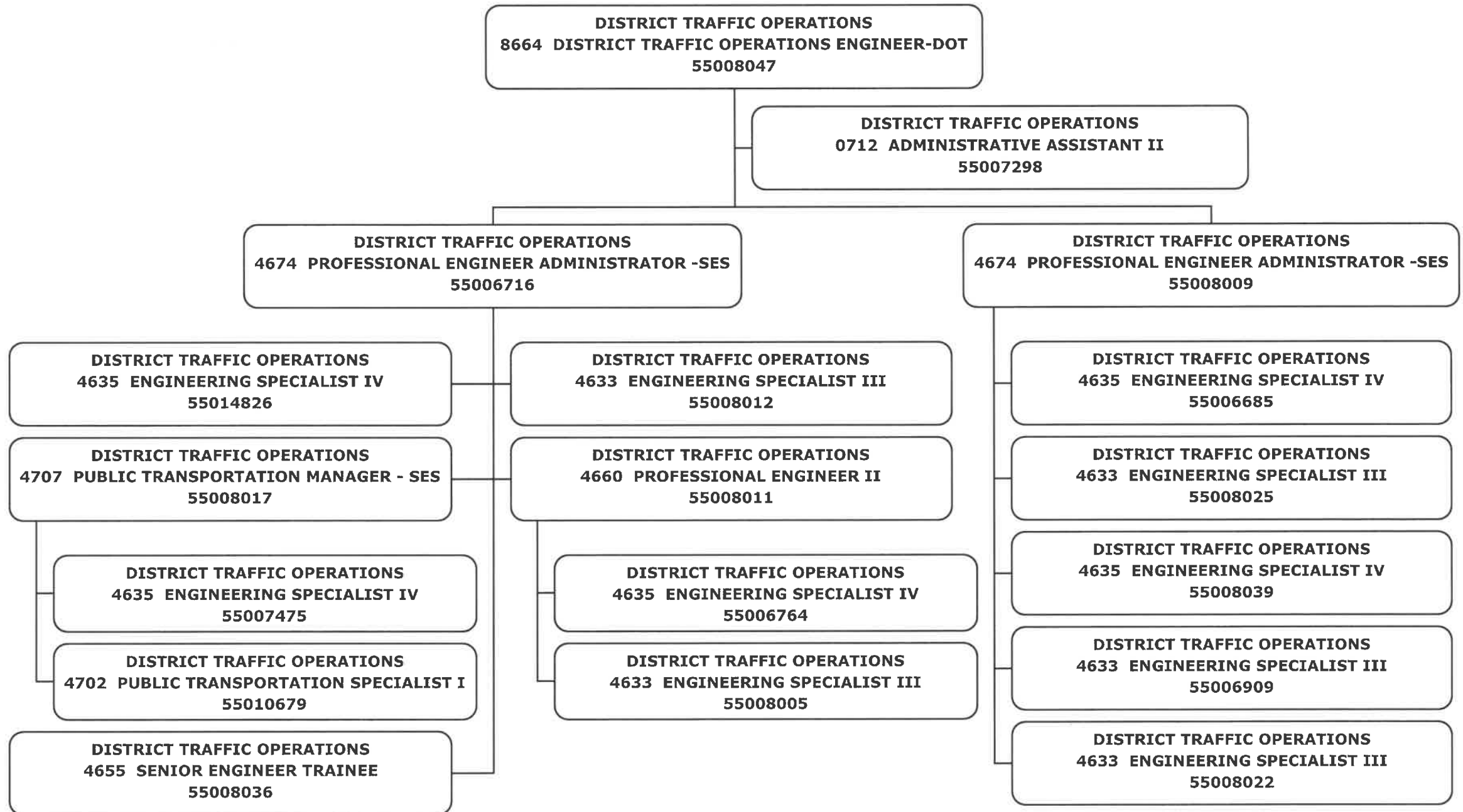


FLORIDA DEPARTMENT OF TRANSPORTATION

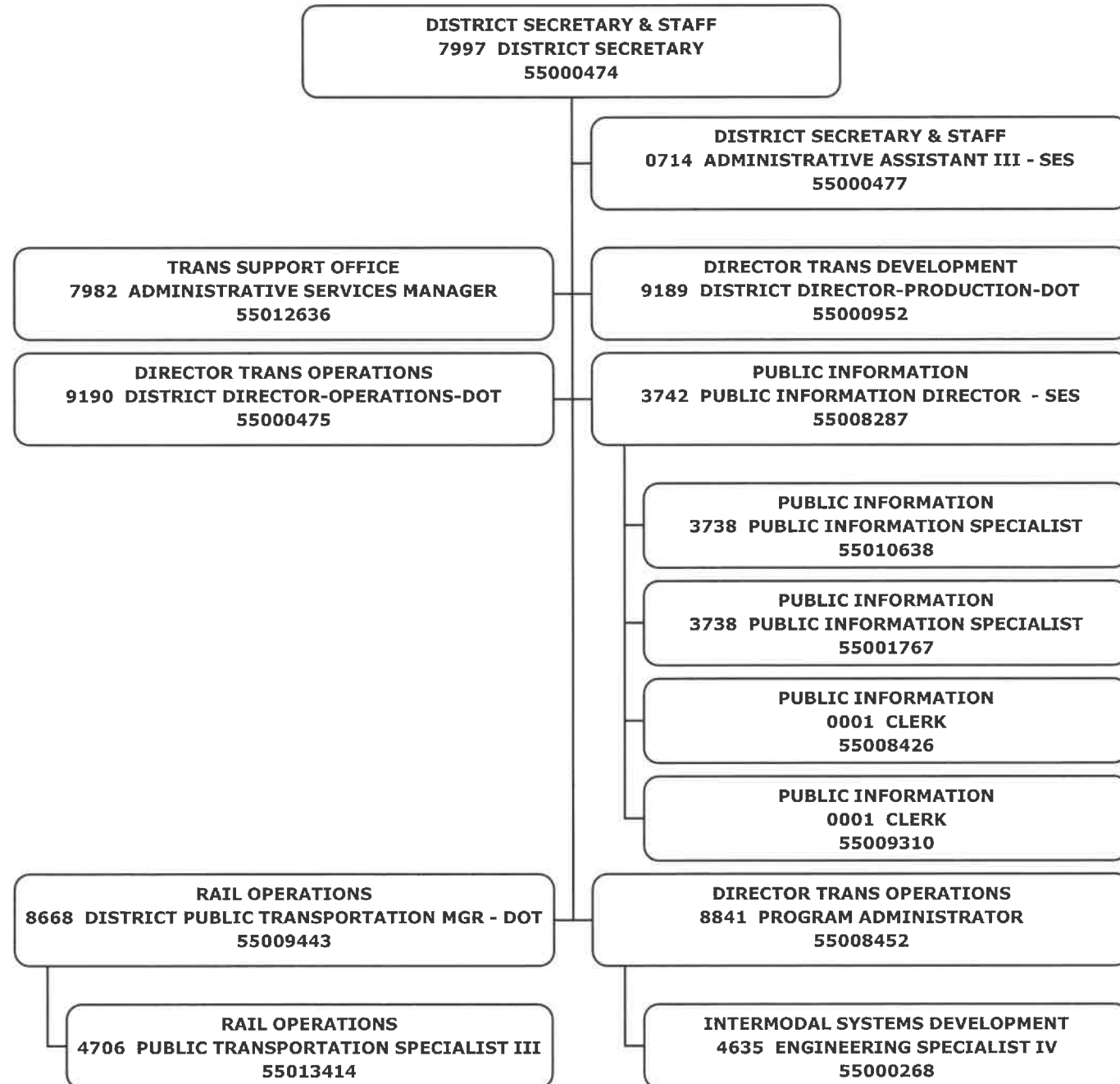
DISTRICT FOUR



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR

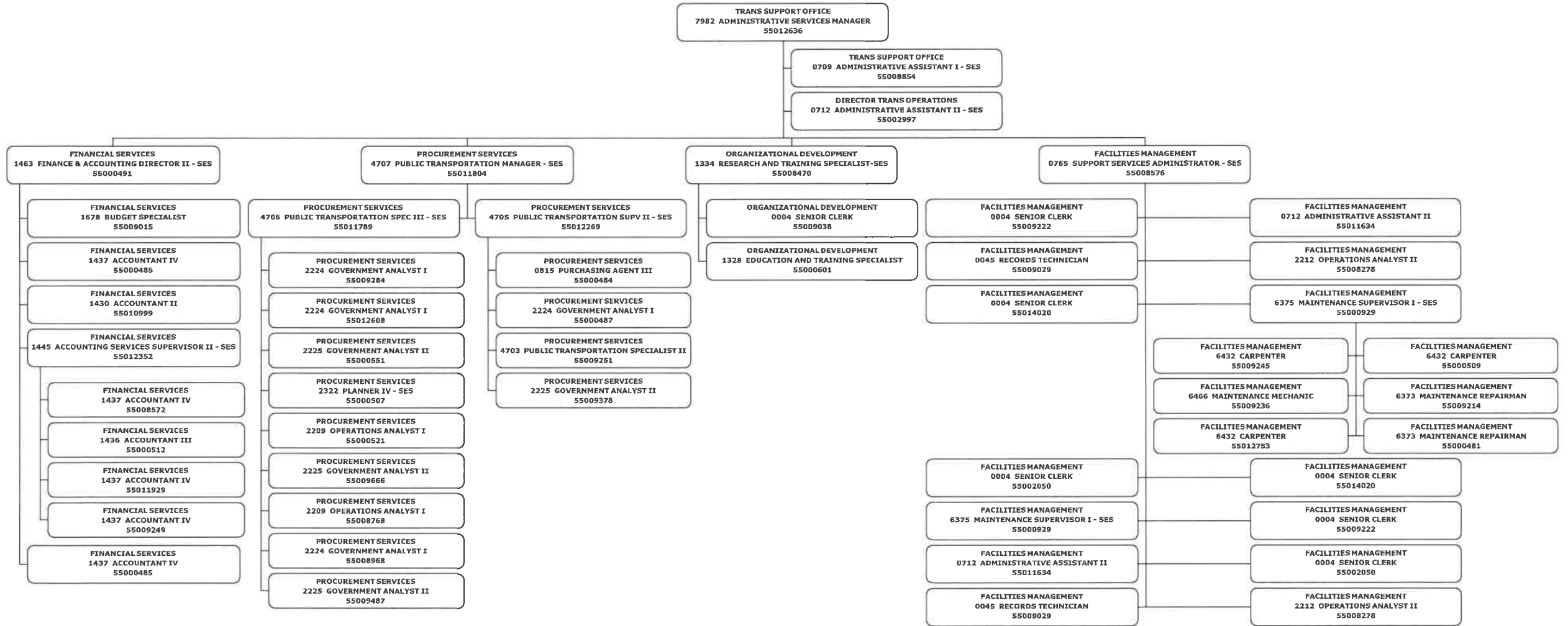


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE

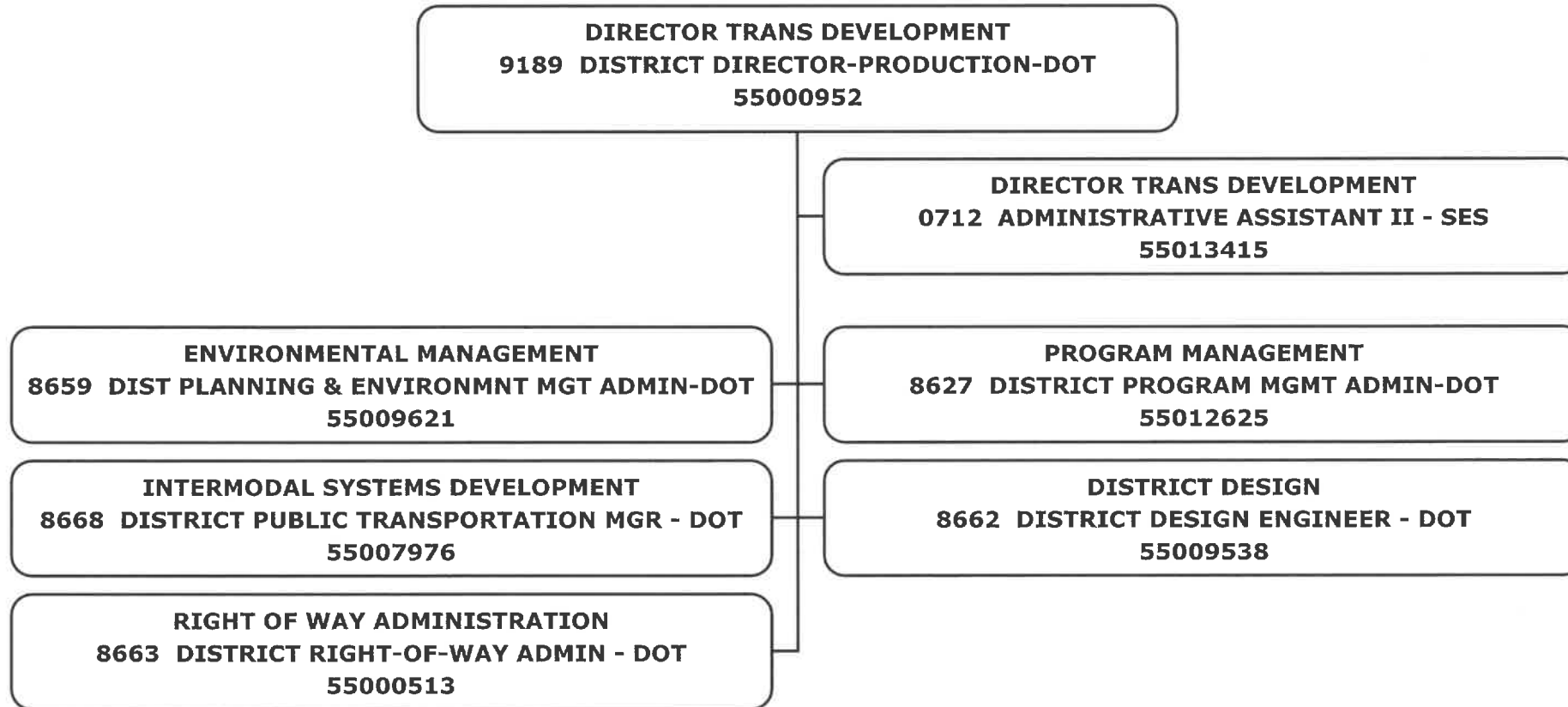


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE

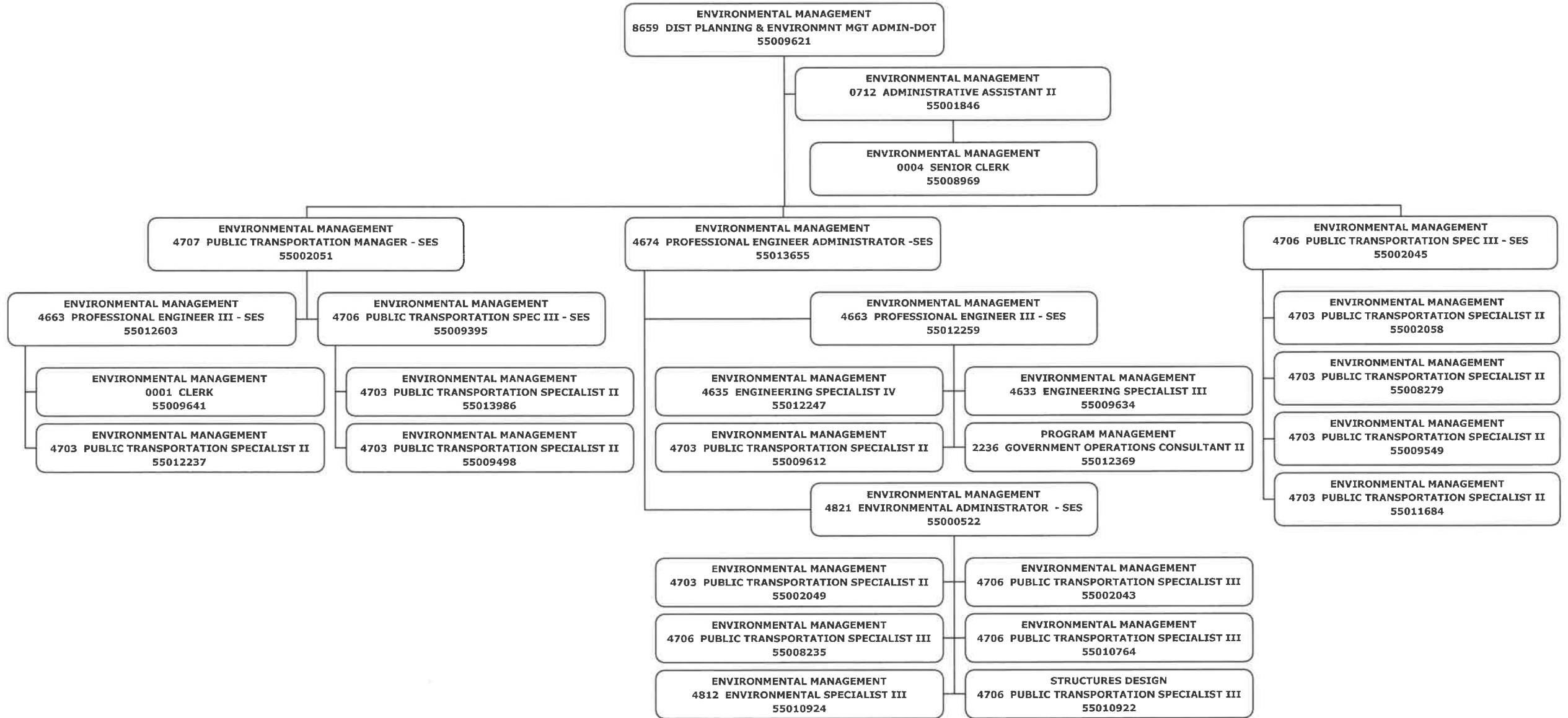


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE

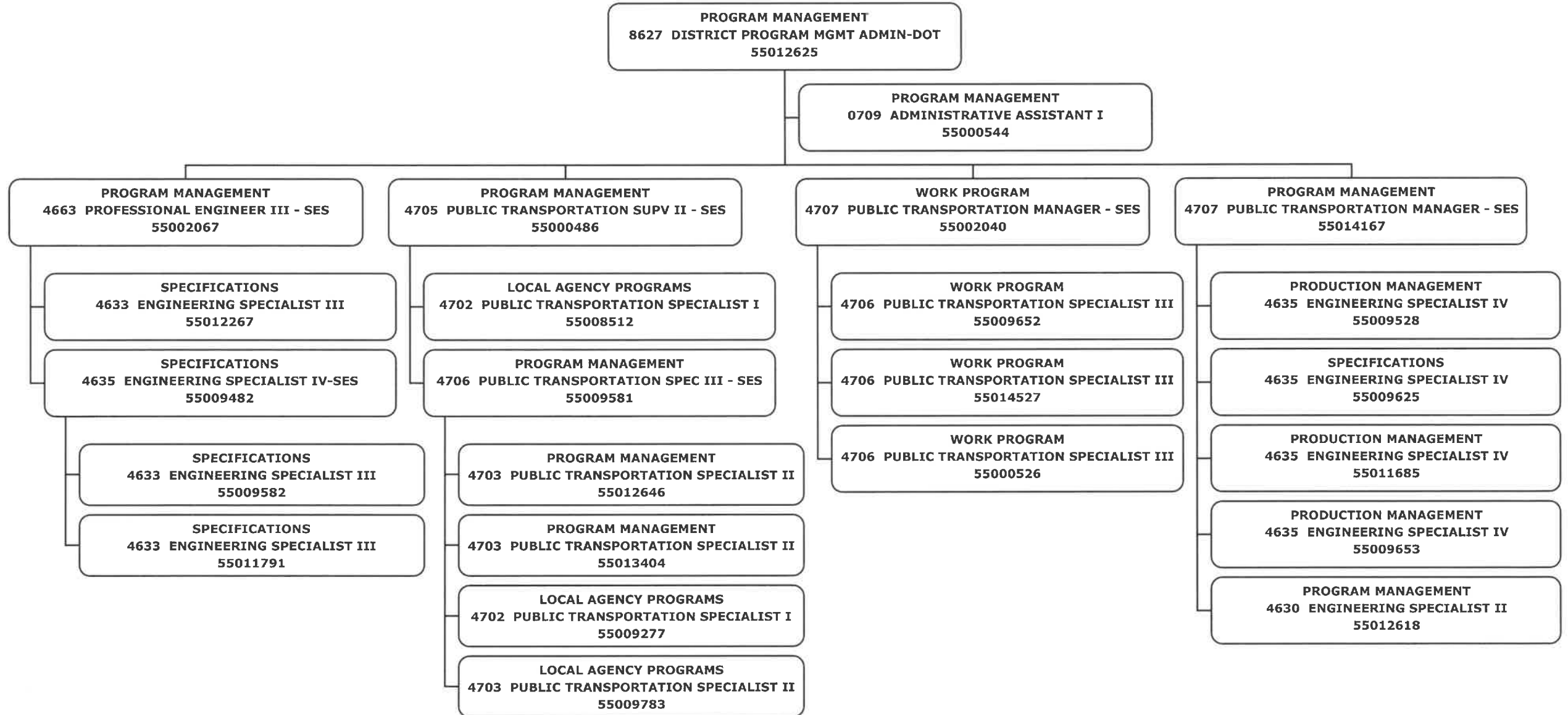


FLORIDA DEPARTMENT OF TRANSPORTATION

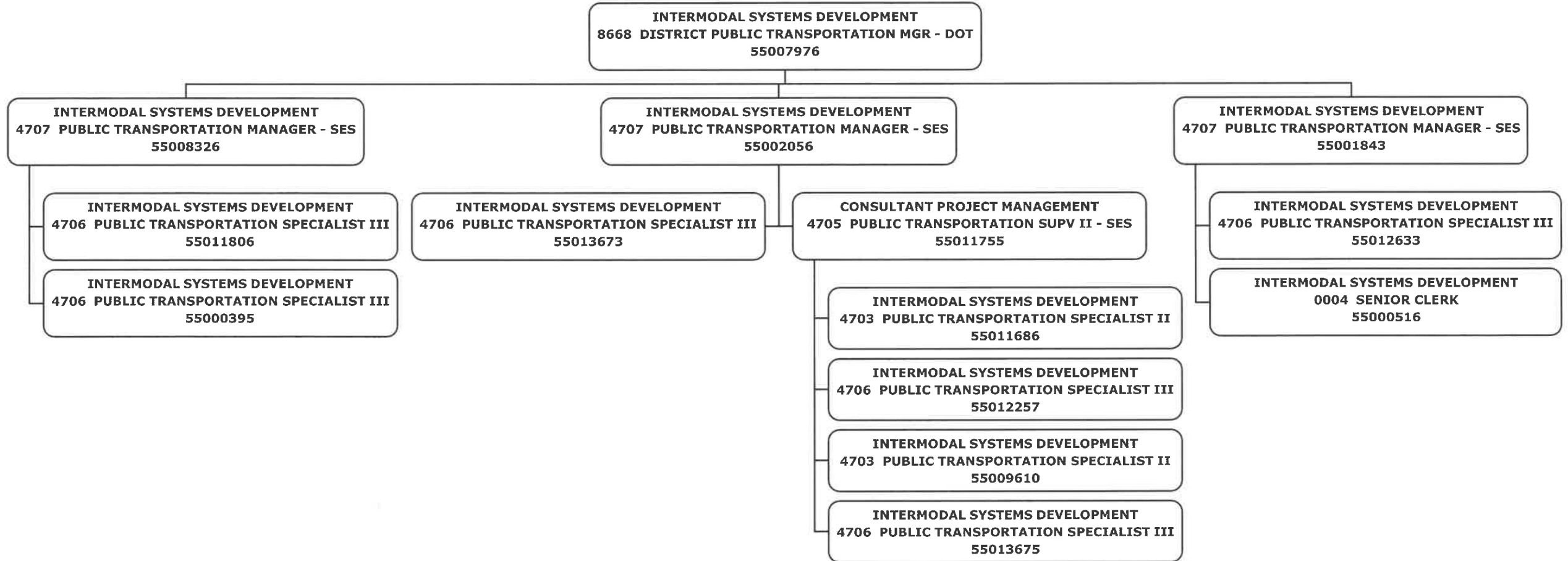
DISTRICT FIVE



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE

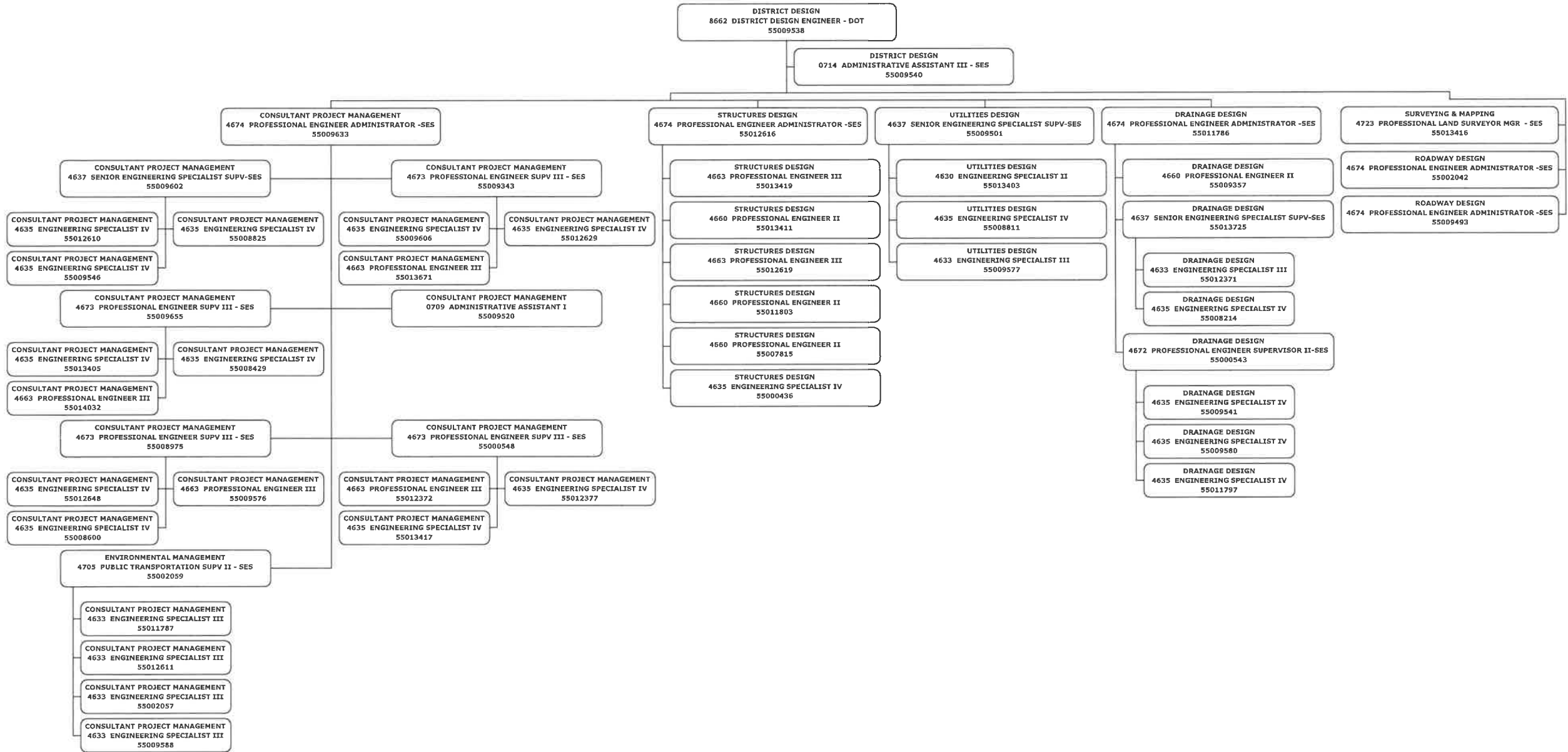


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE



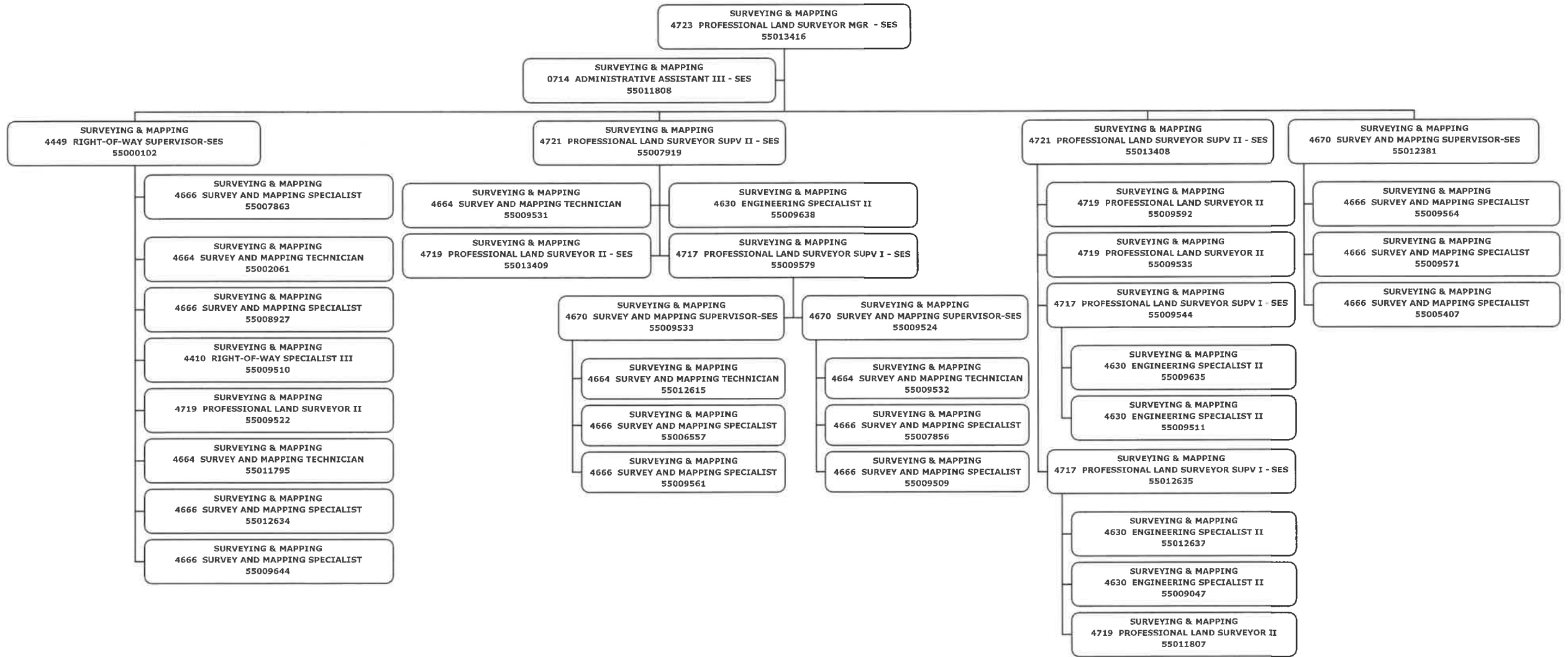
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE

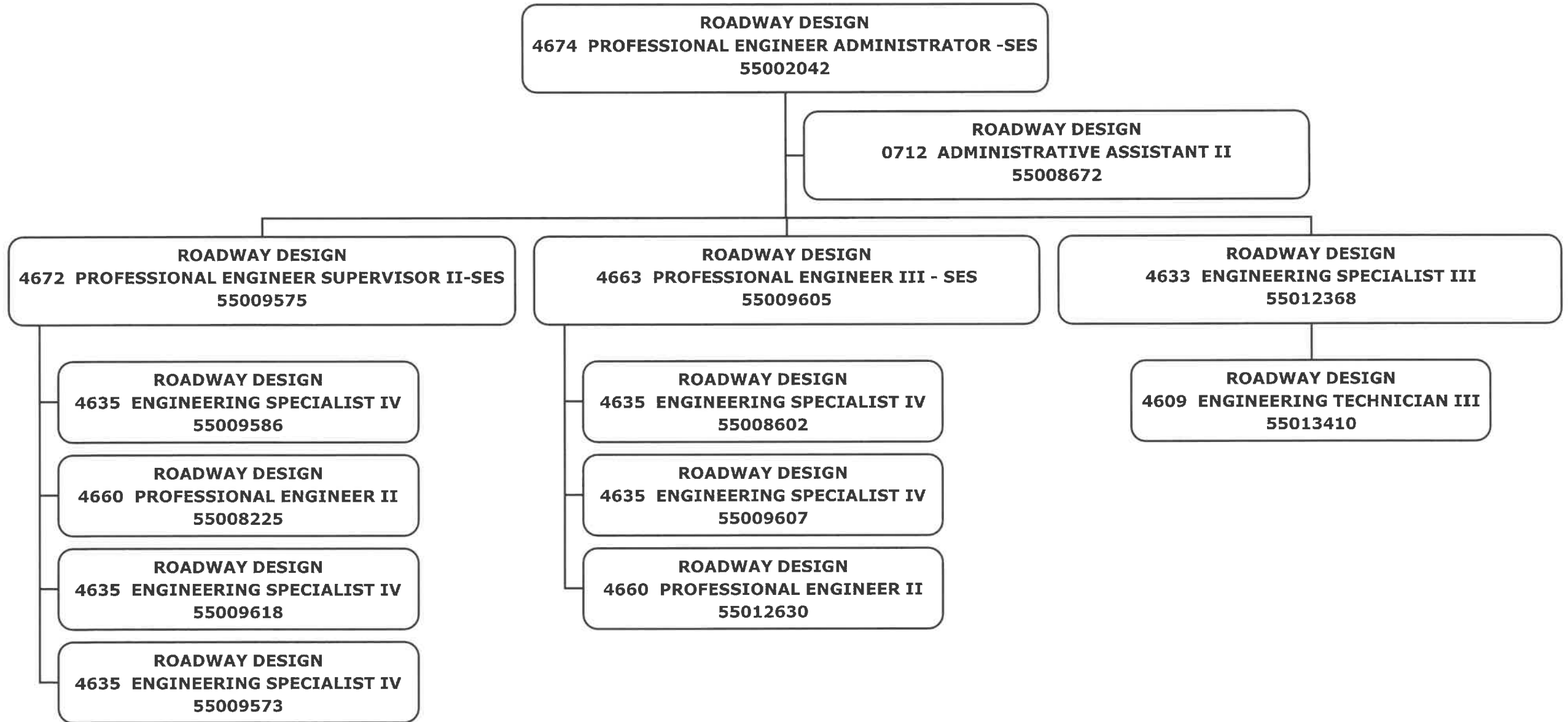


FLORIDA DEPARTMENT OF TRANSPORTATION

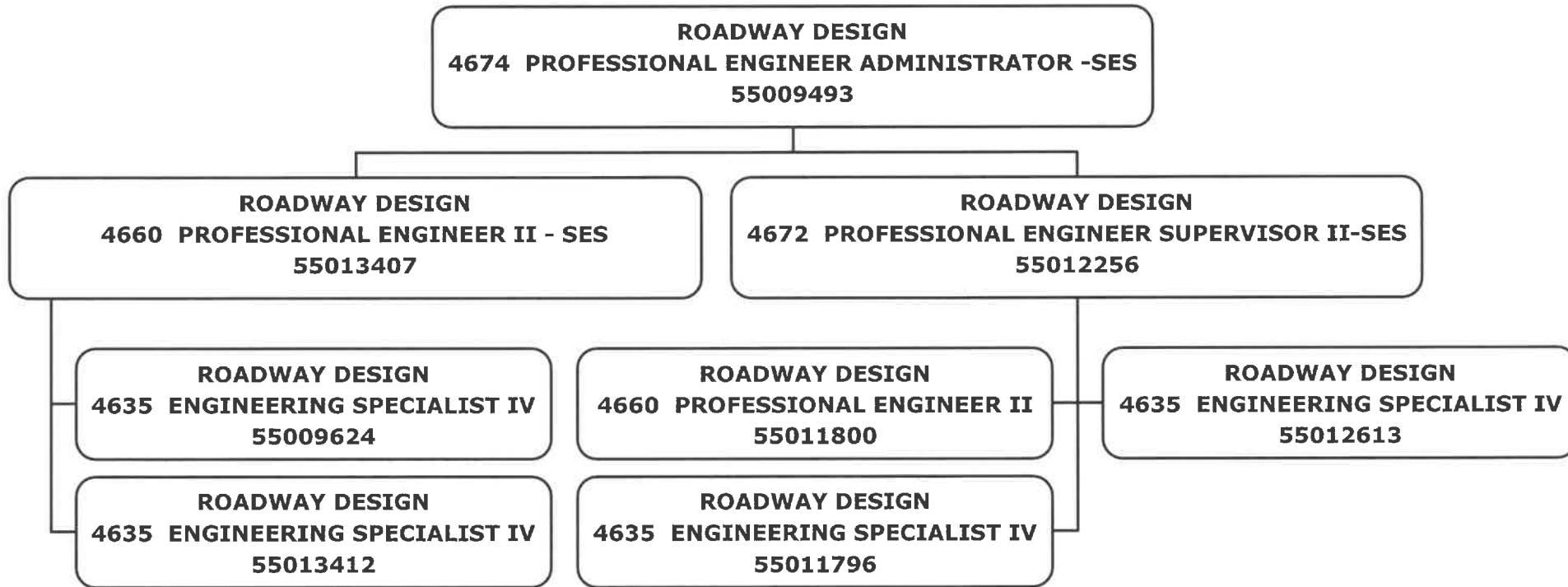
DISTRICT FIVE



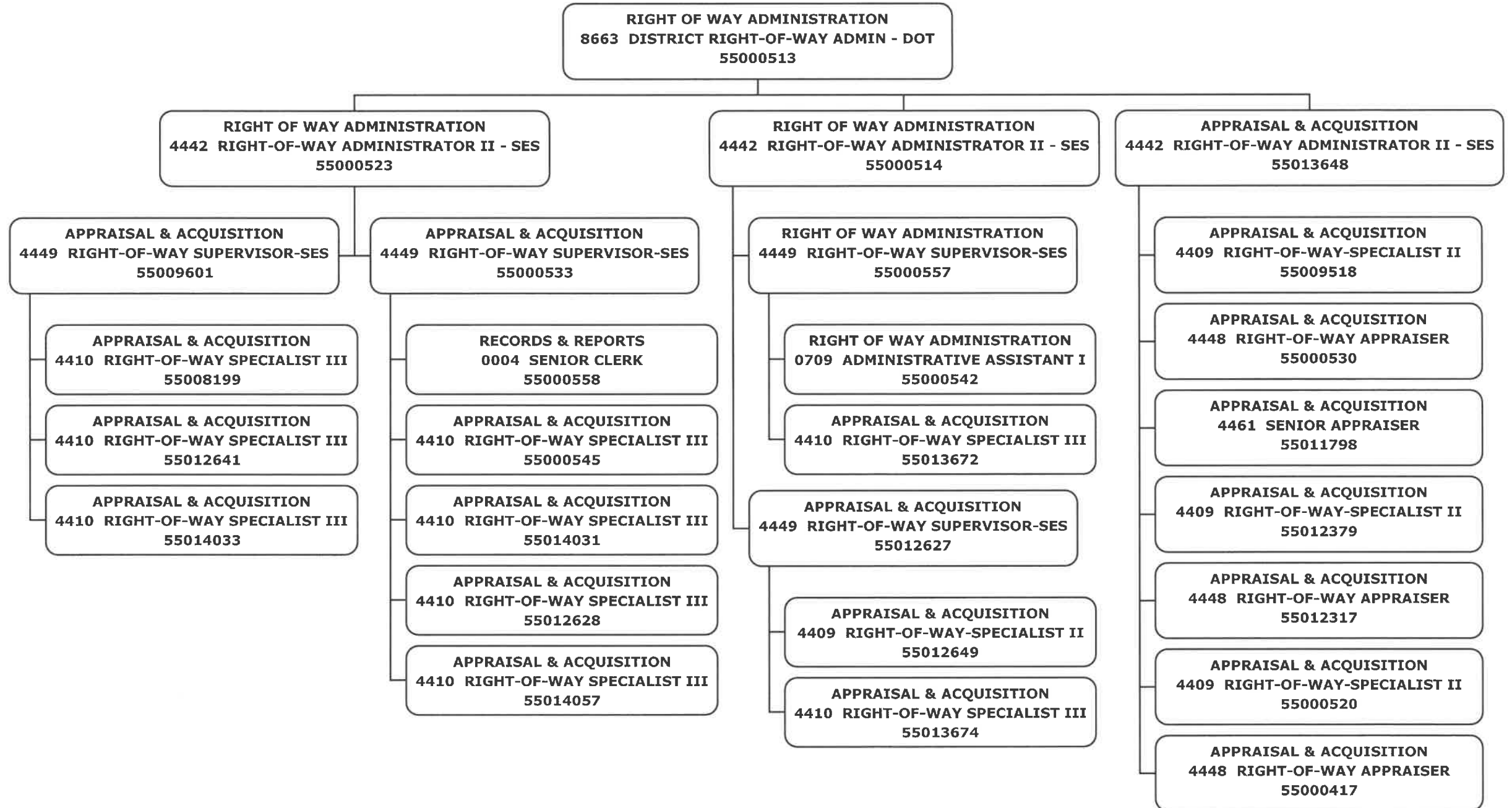
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE



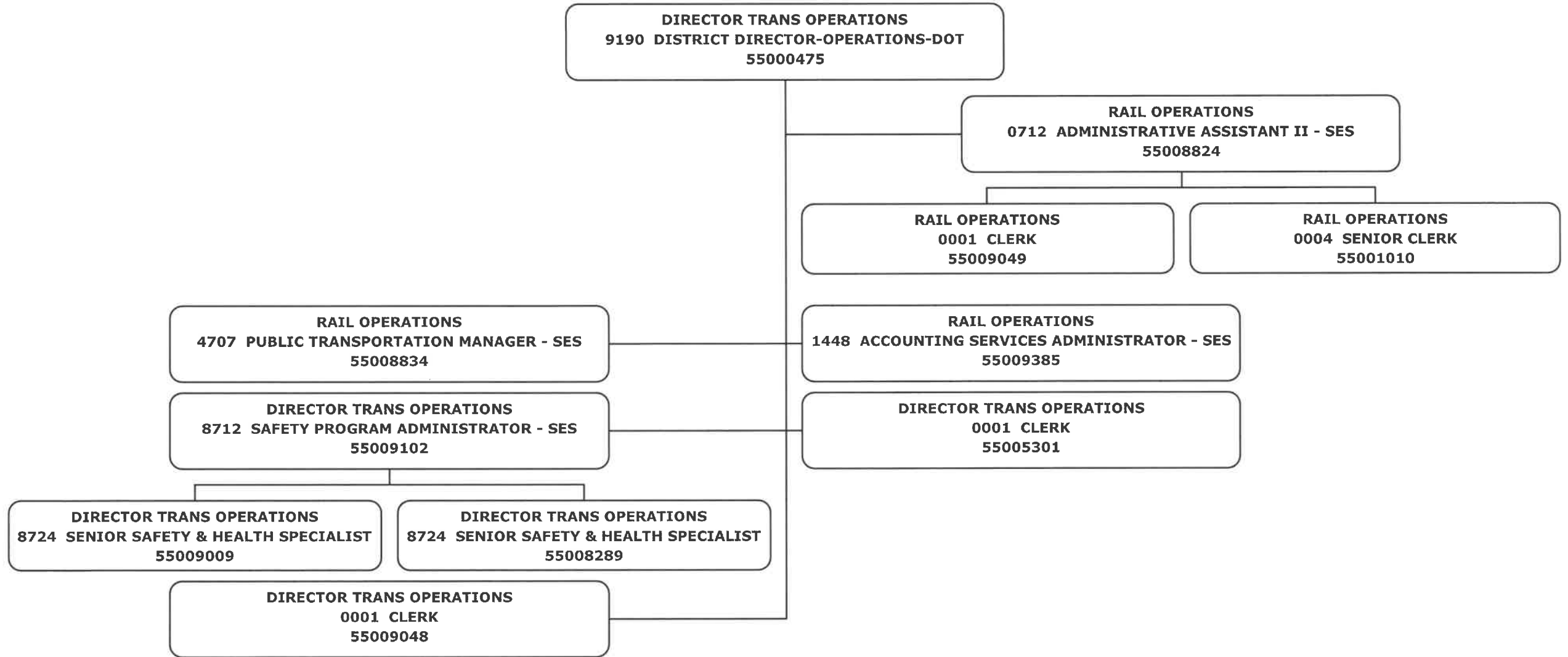
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE



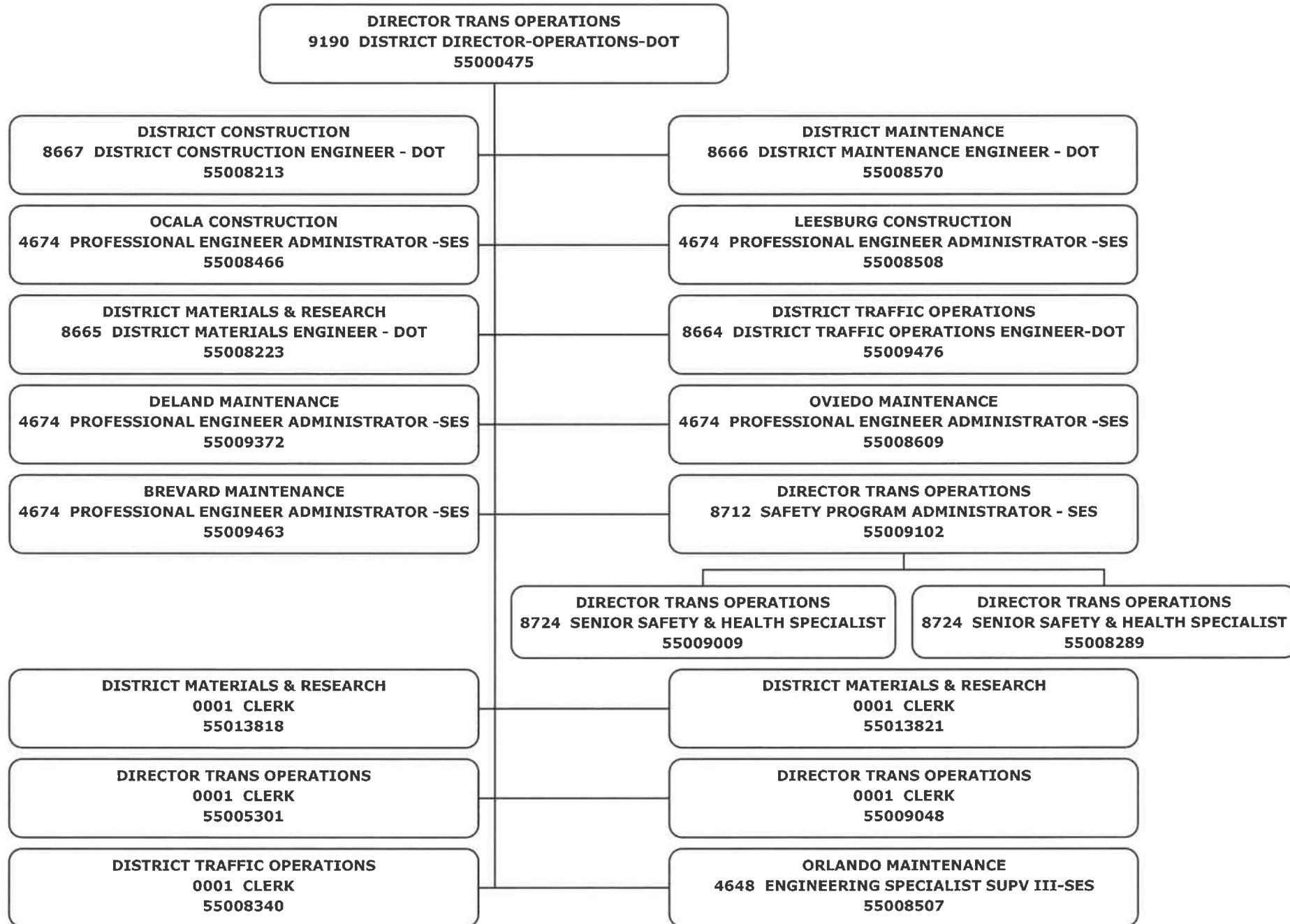
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE

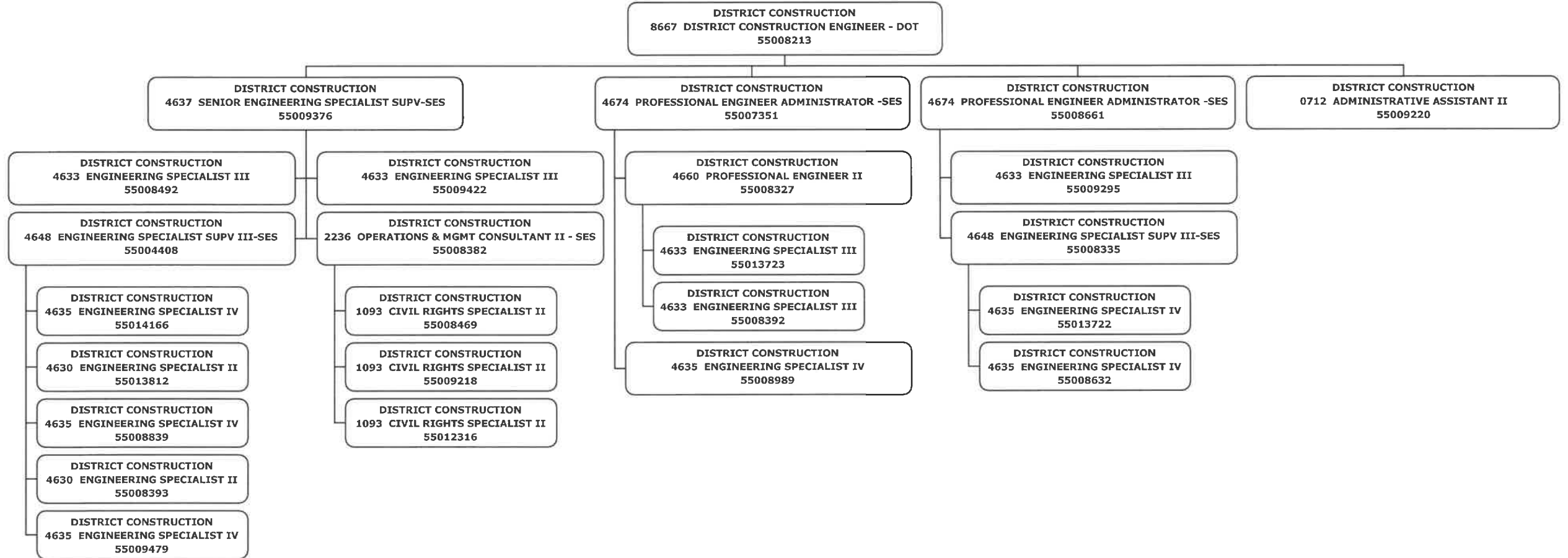


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE



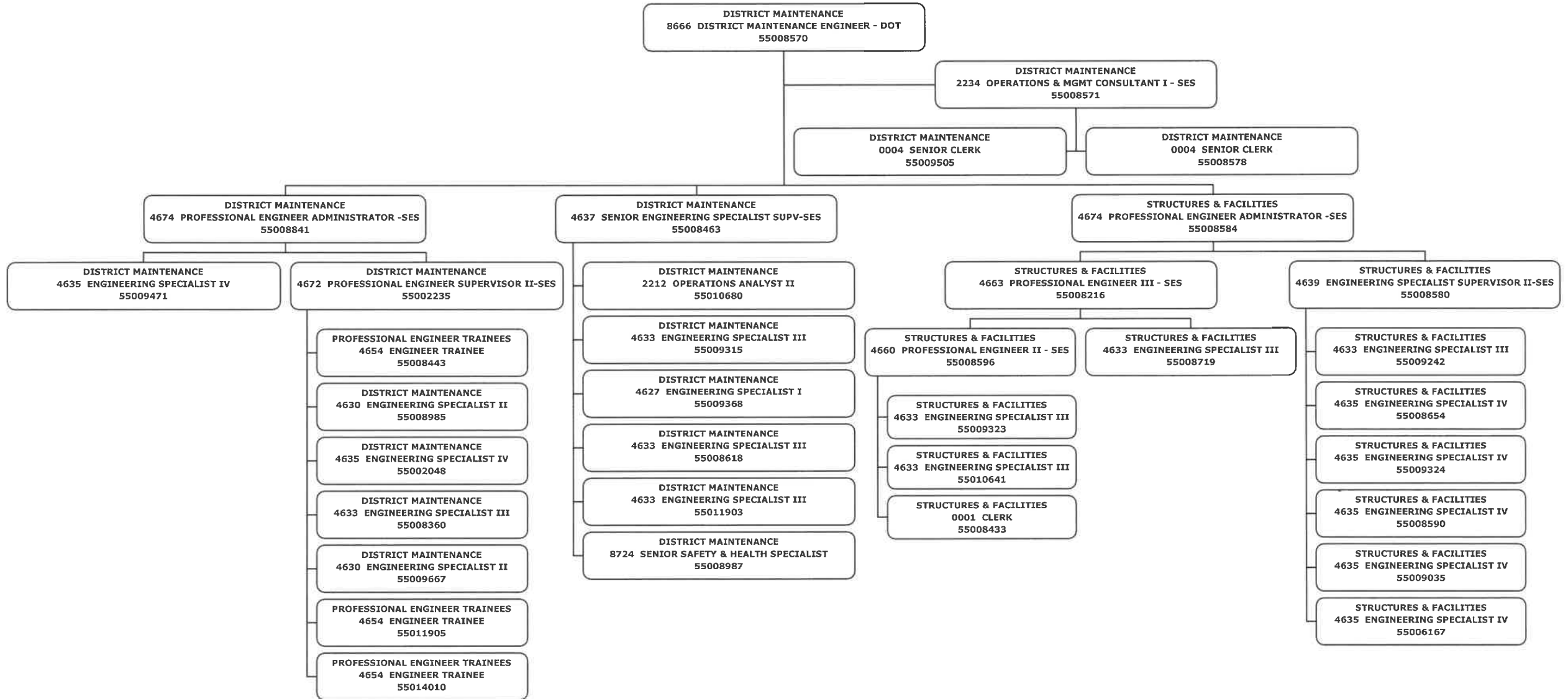
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE

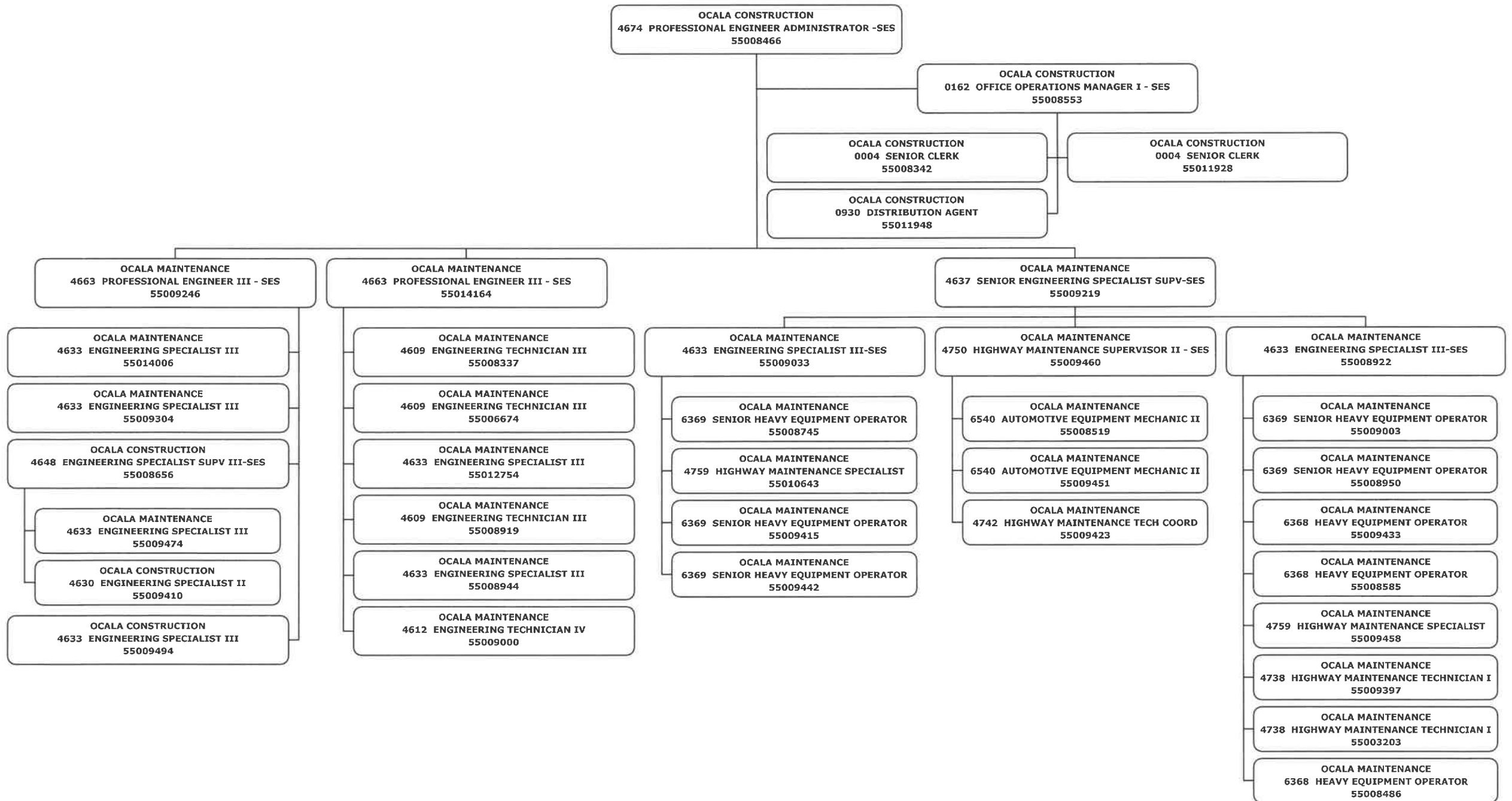


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE

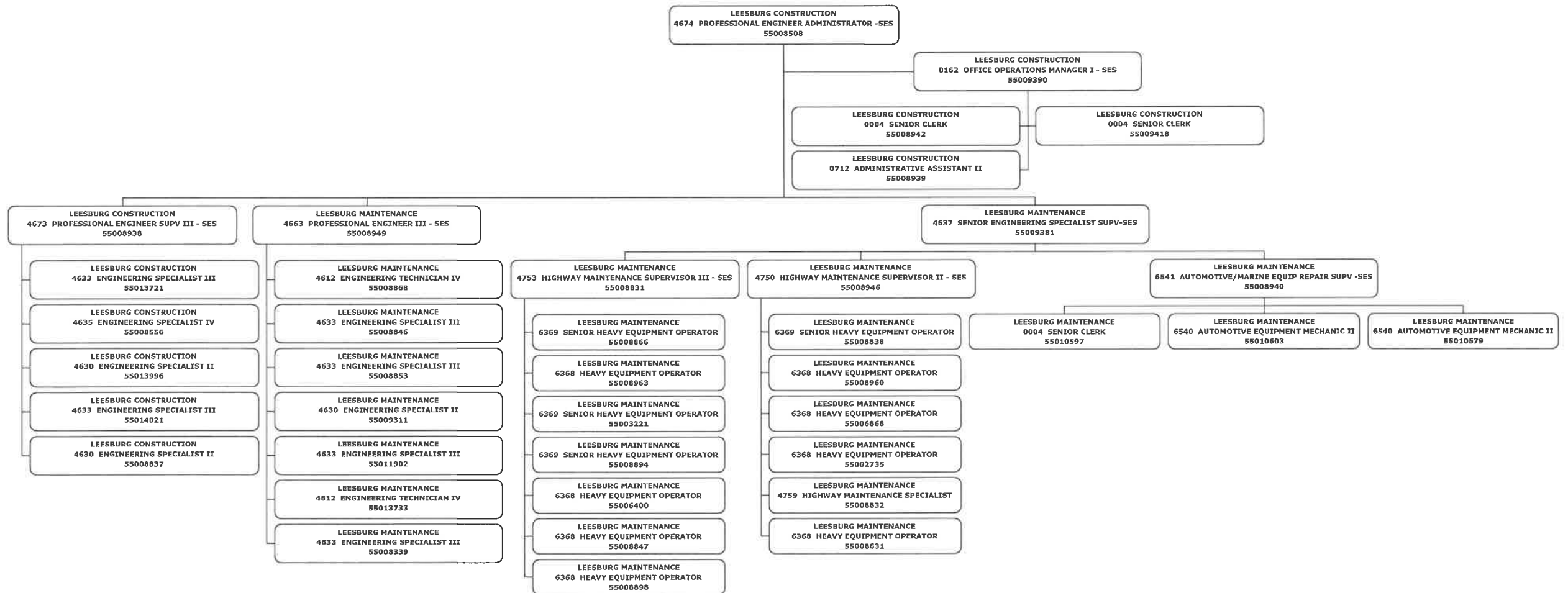


FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT FIVE



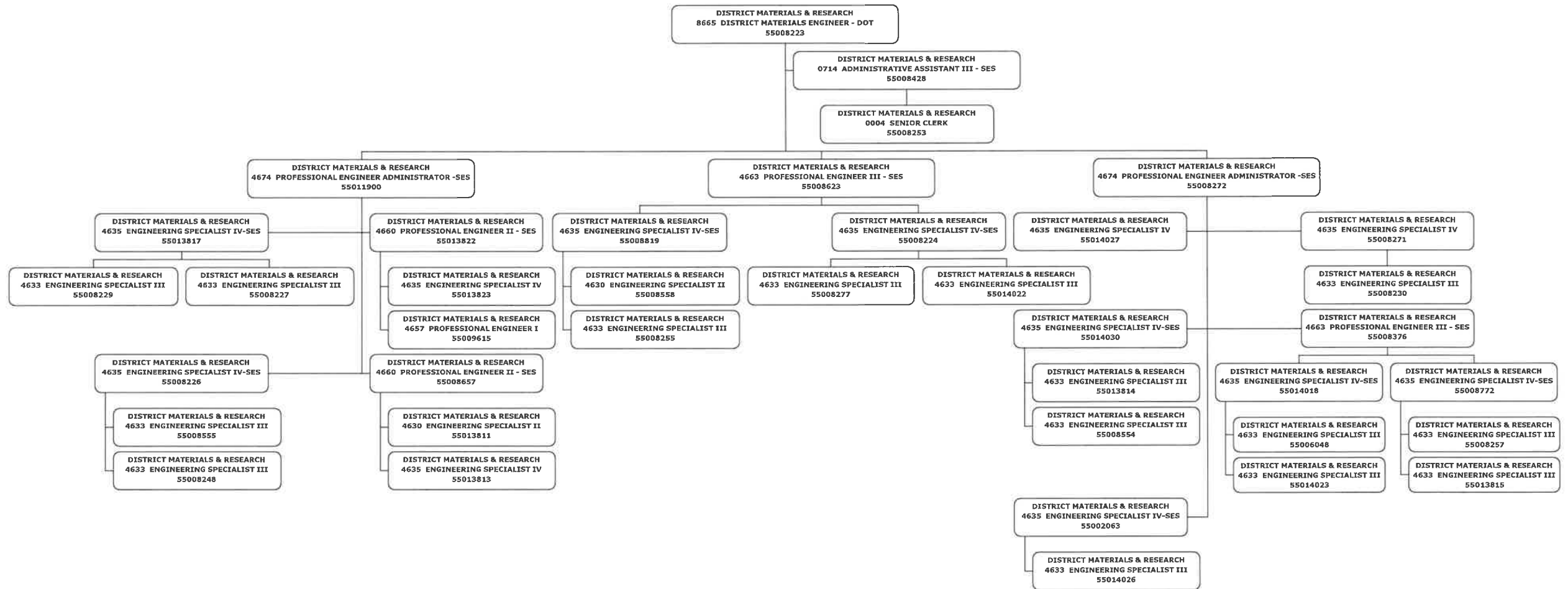
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE



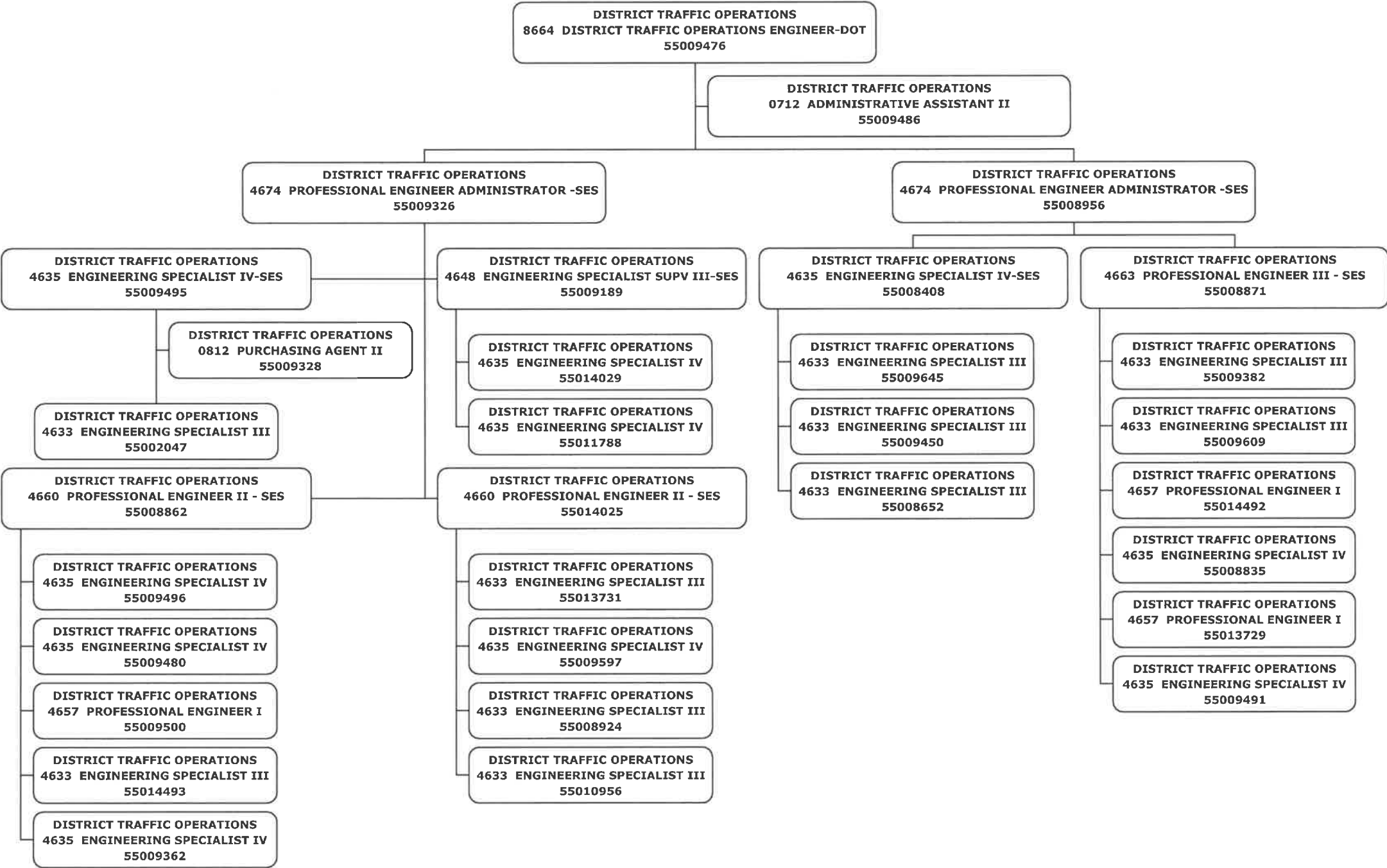
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE



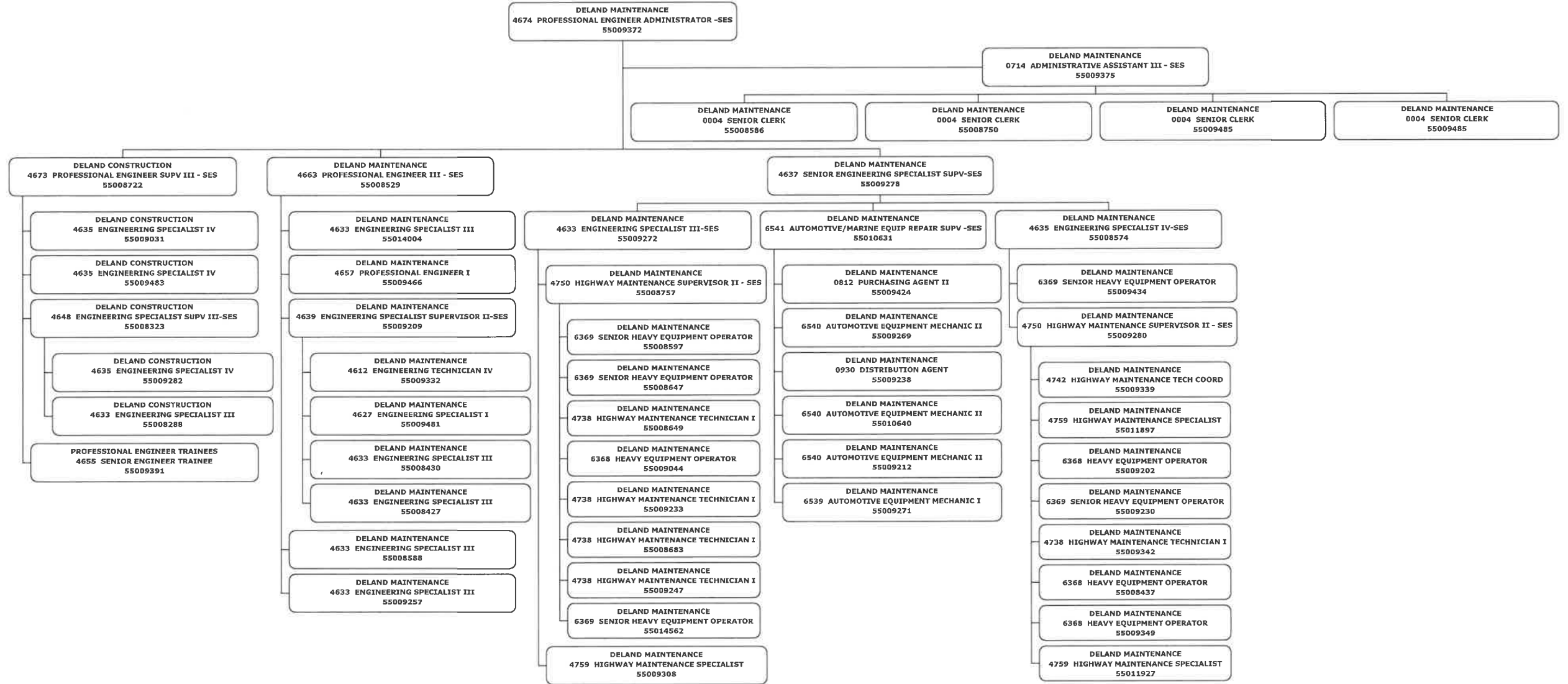
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE



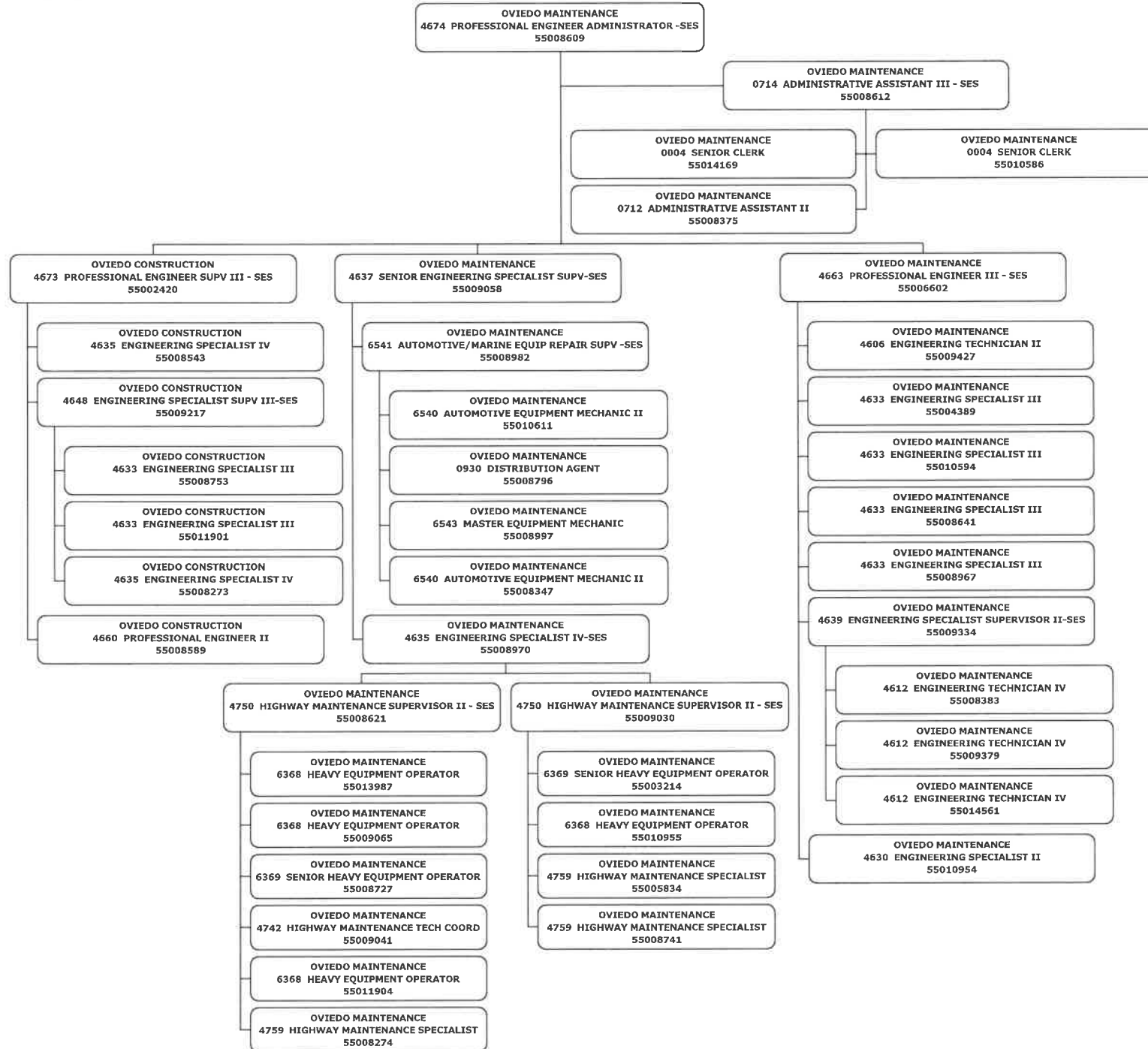
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE



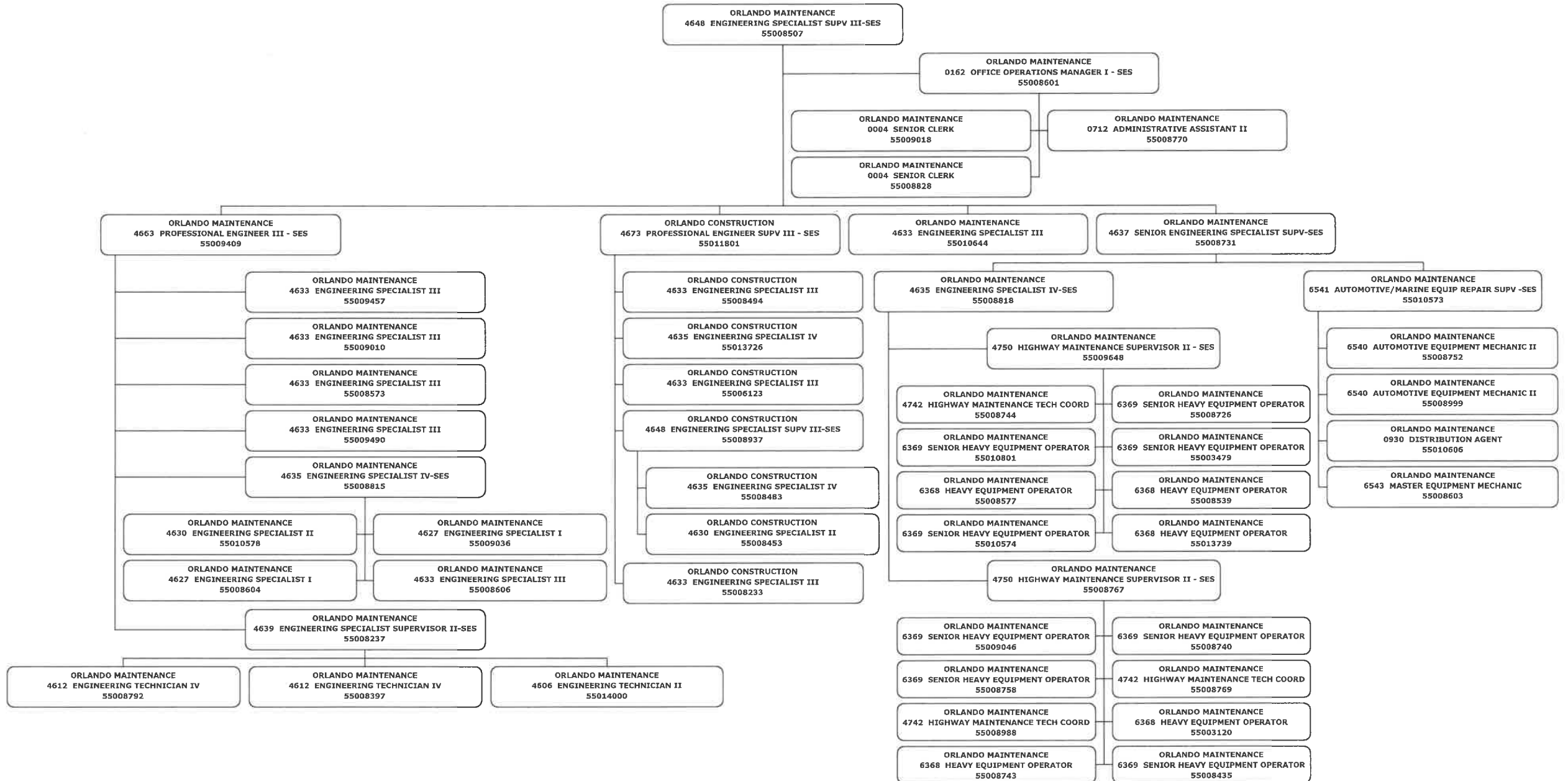
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE



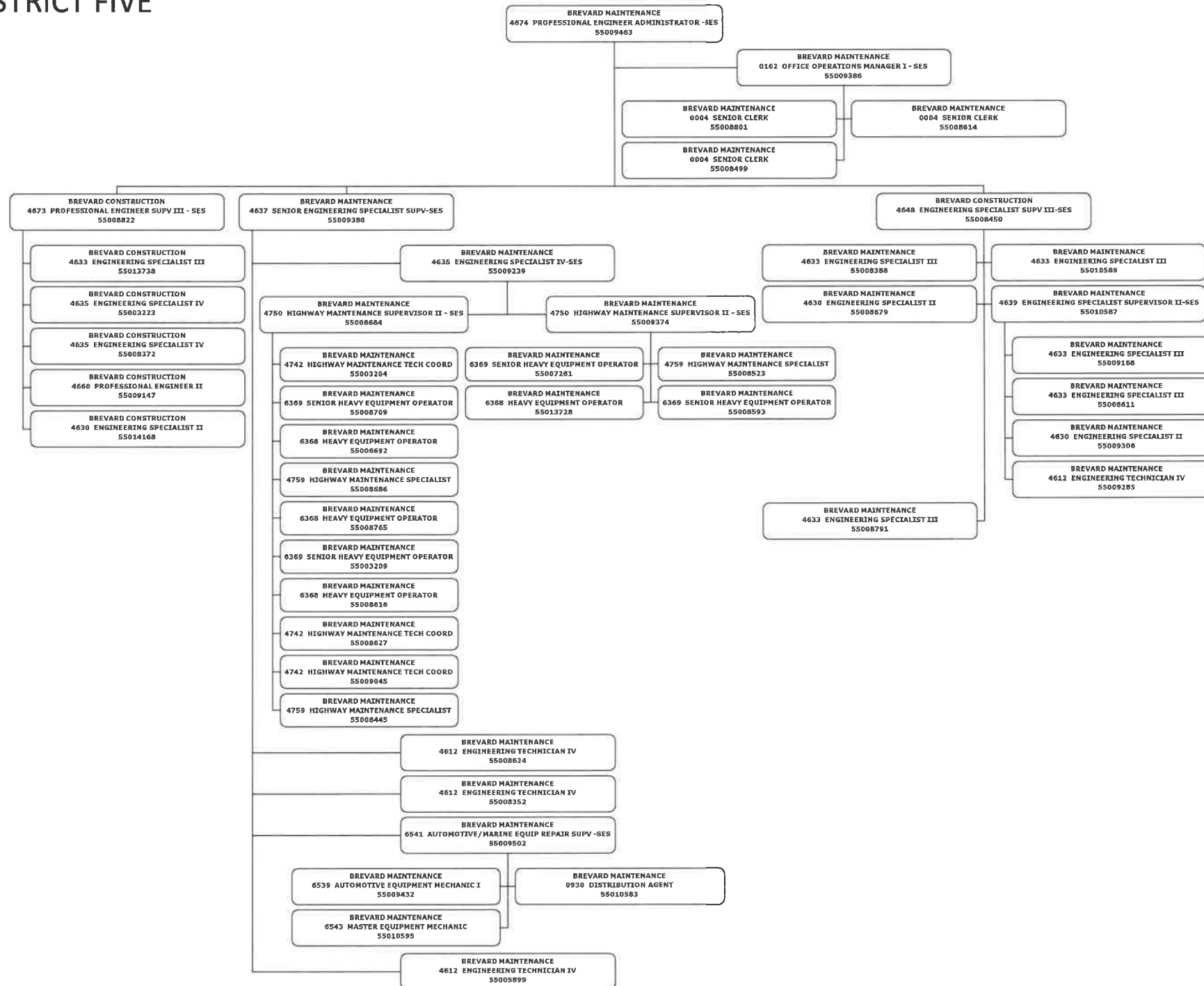
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE

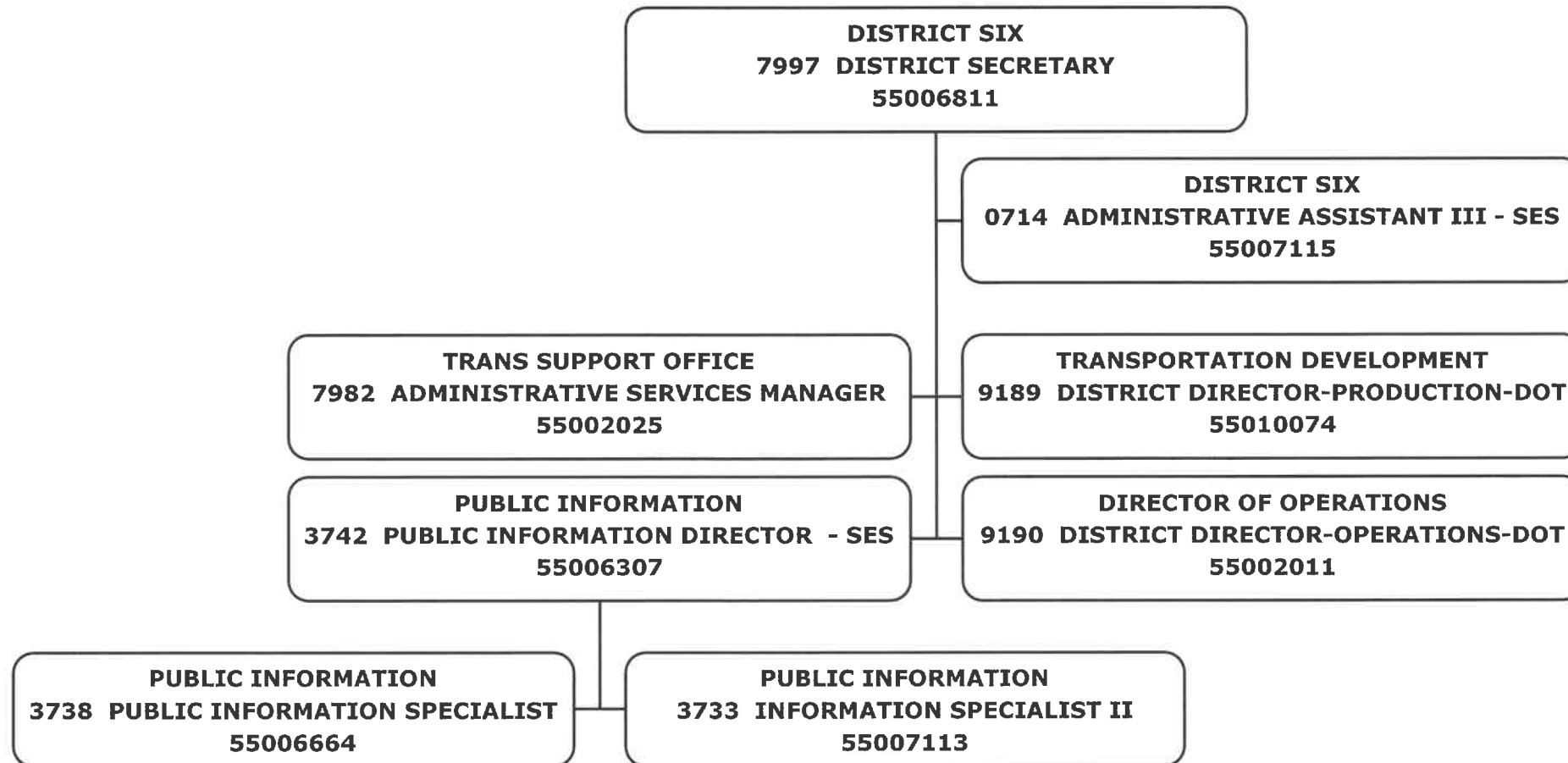


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT FIVE

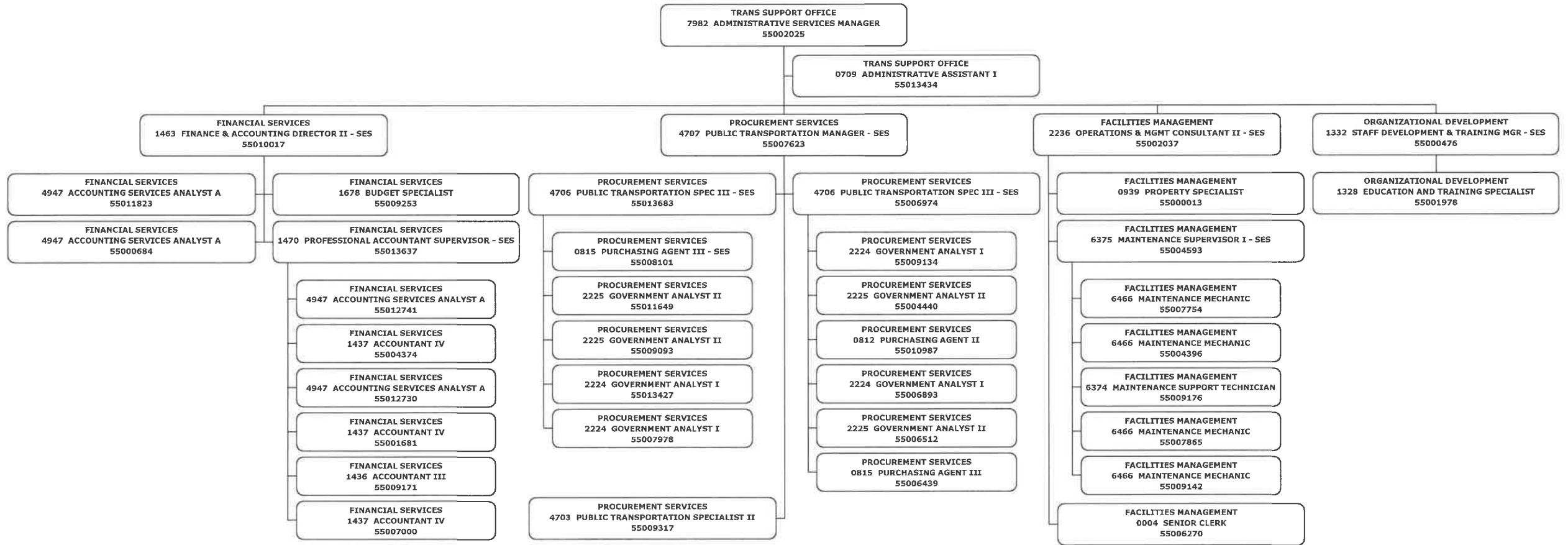


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX

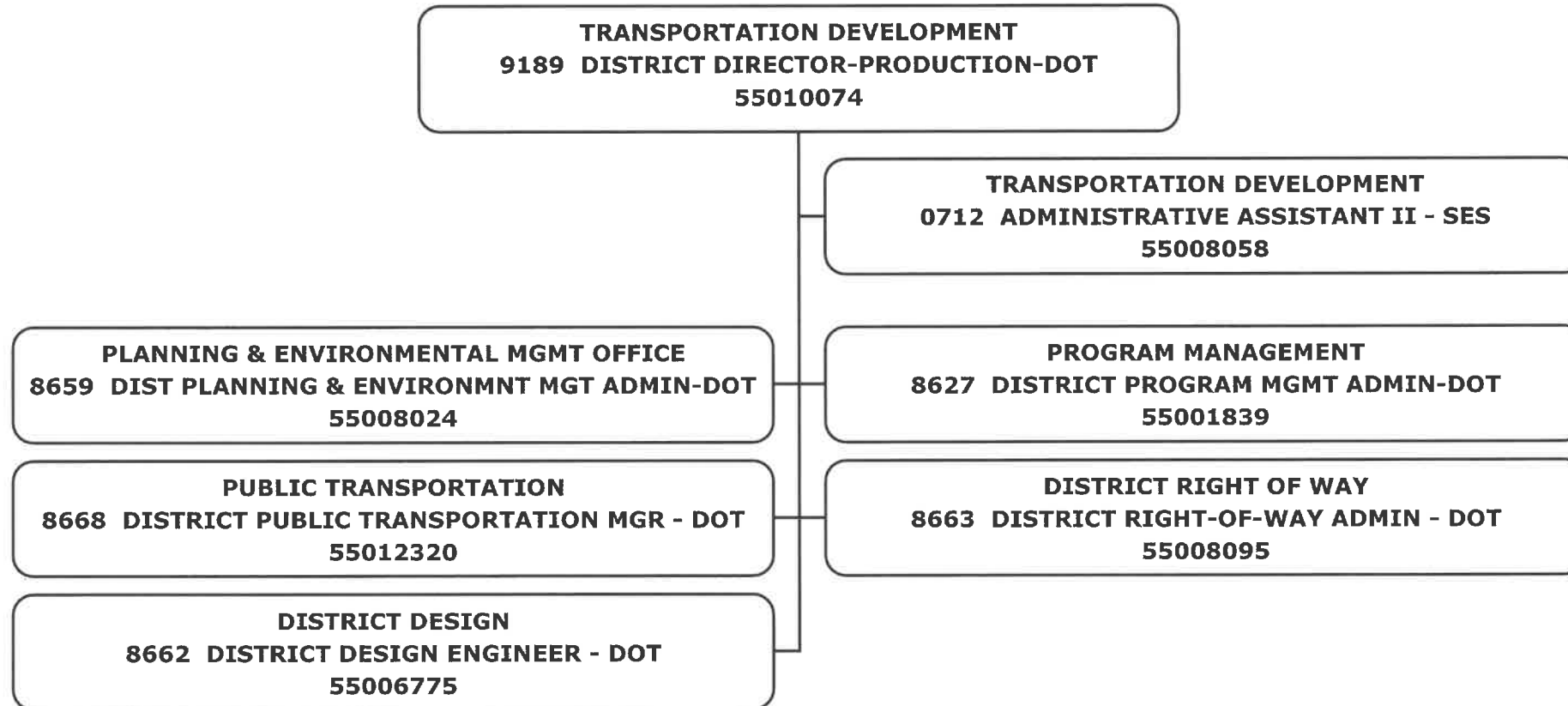


FLORIDA DEPARTMENT OF TRANSPORTATION

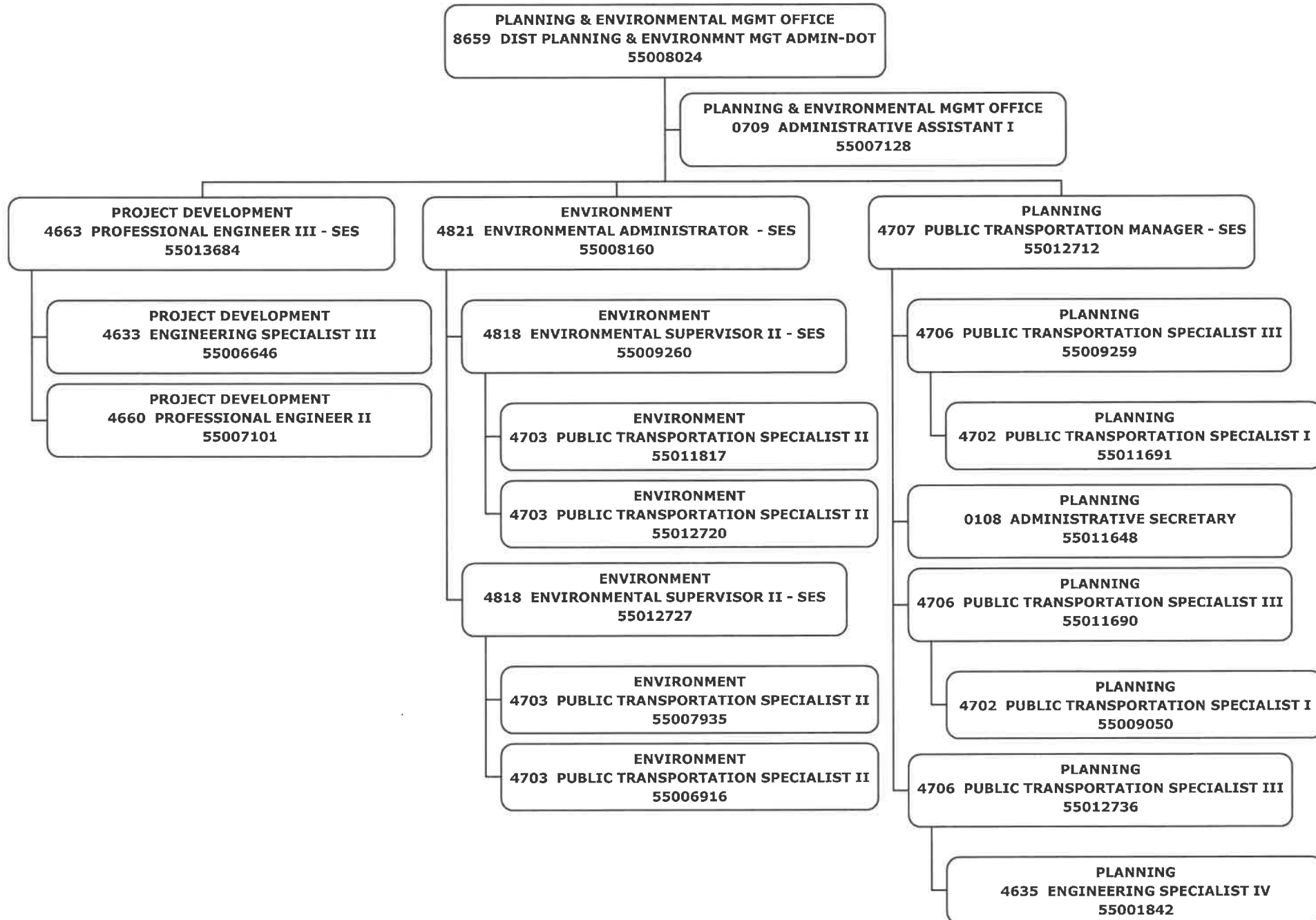
DISTRICT SIX



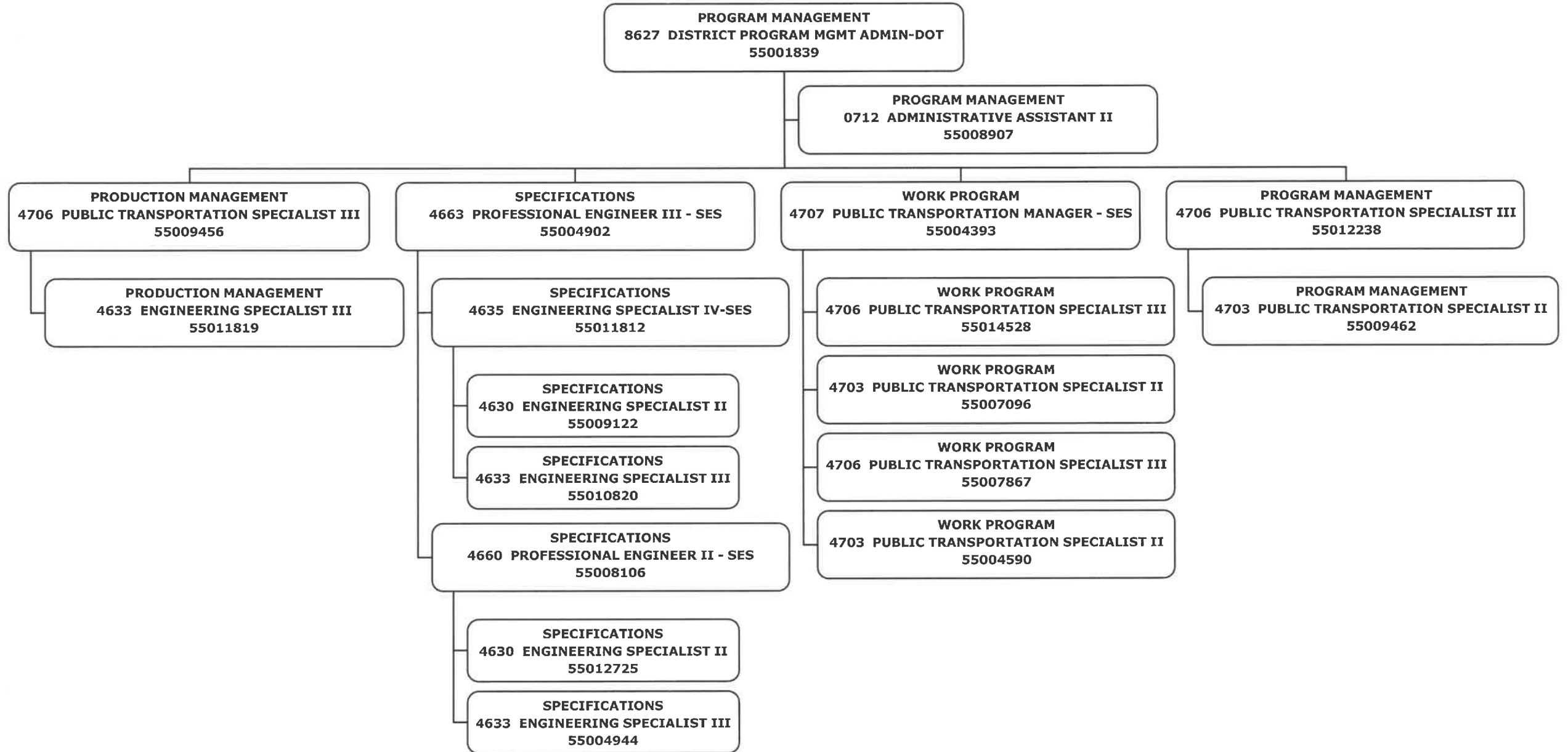
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX



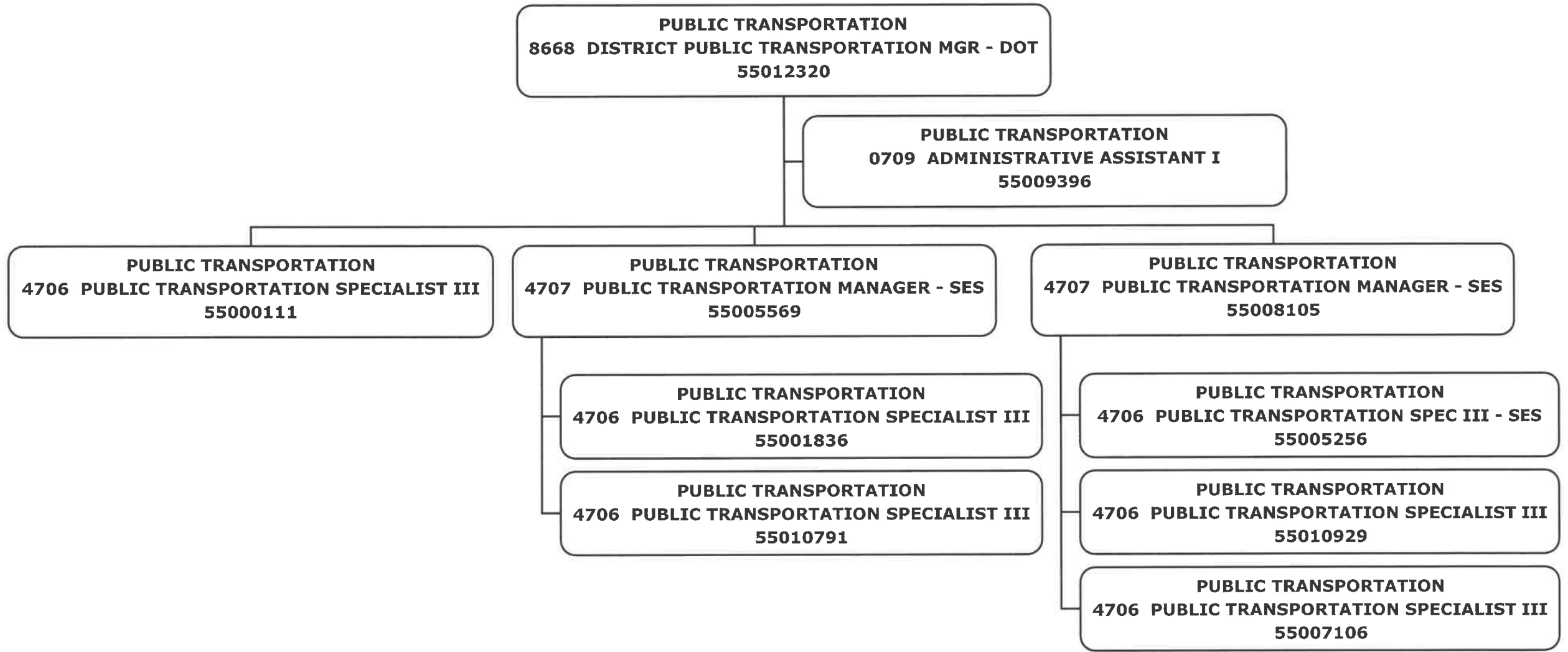
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX

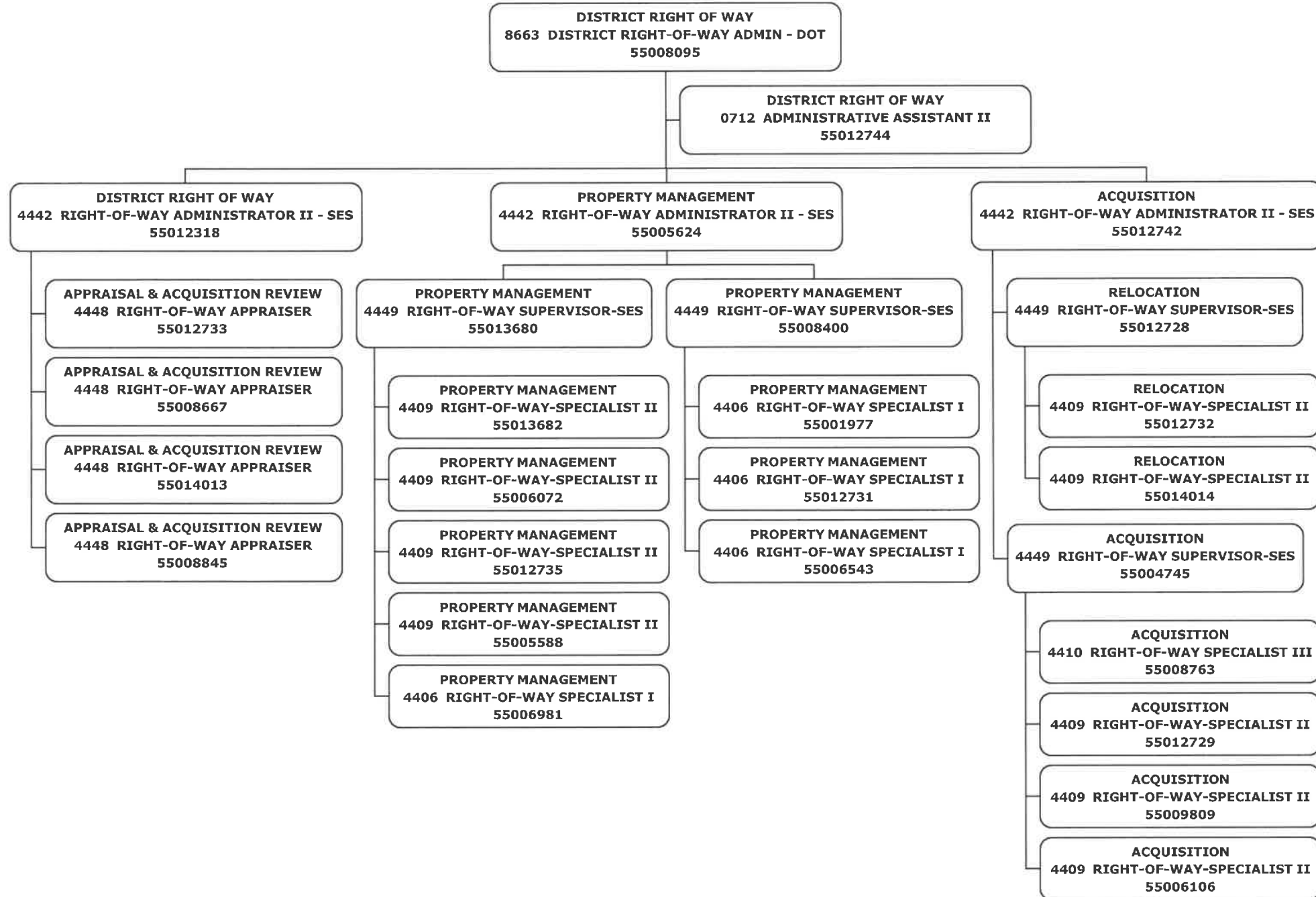


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX



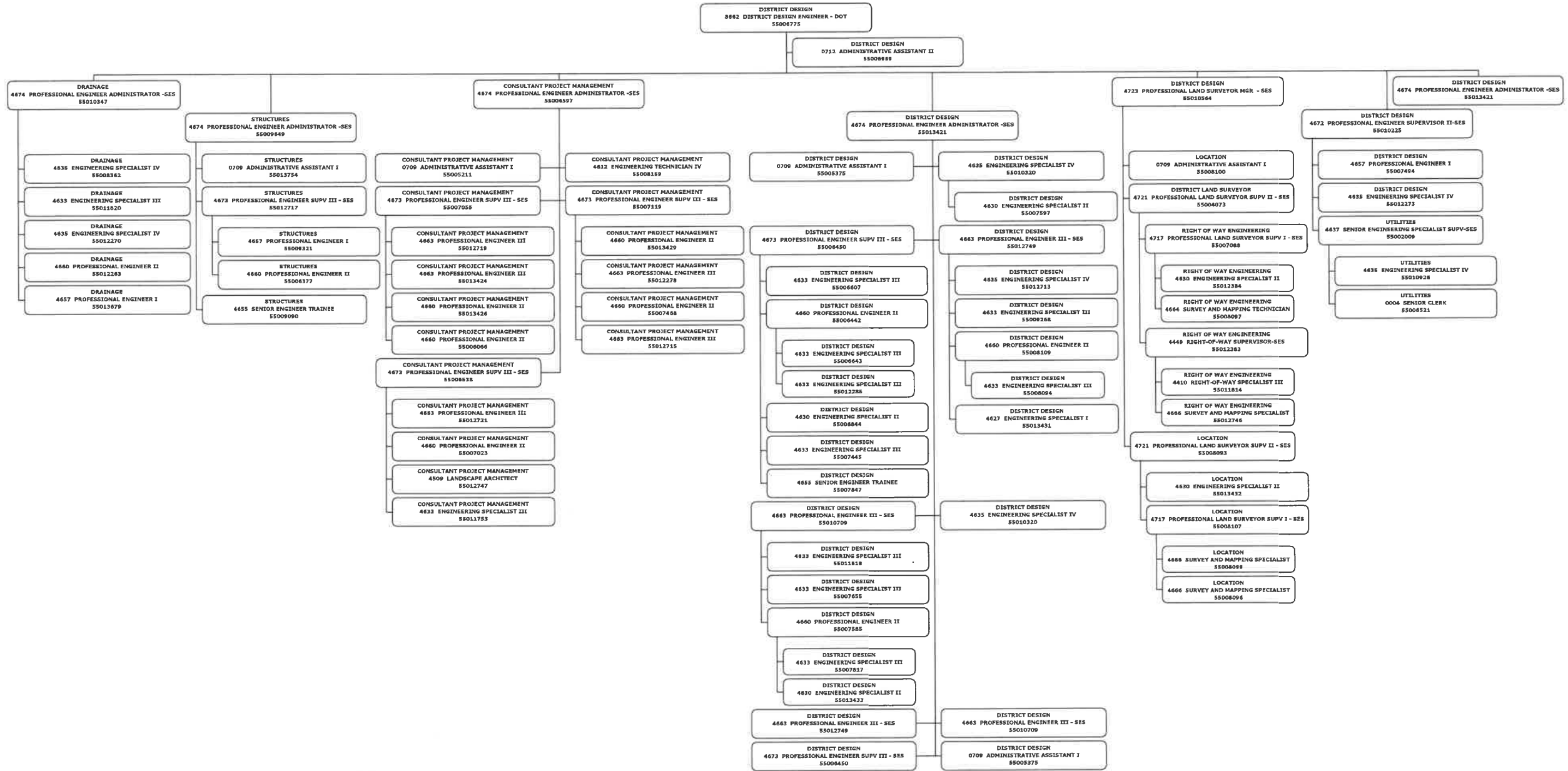
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SIX

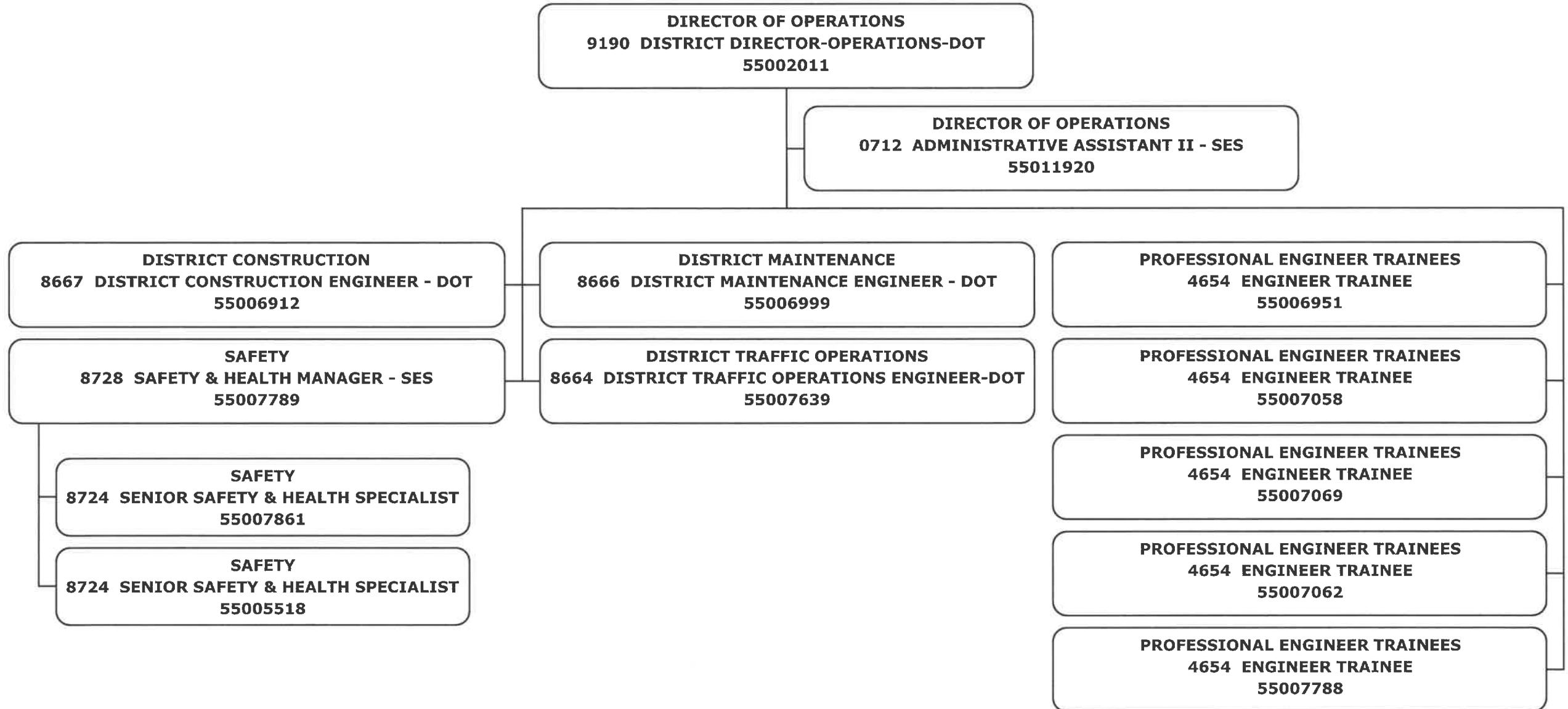


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SIX

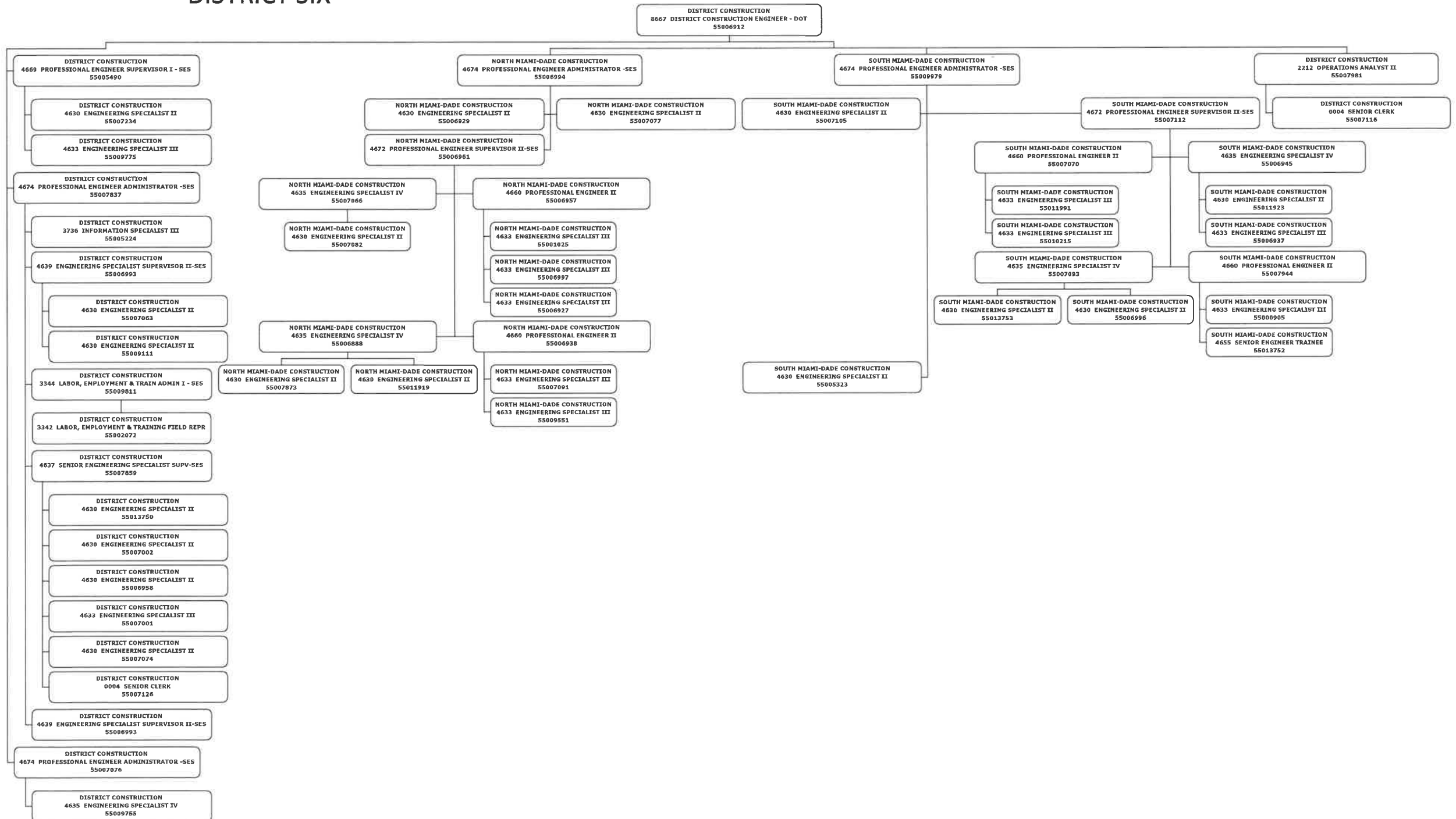


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX



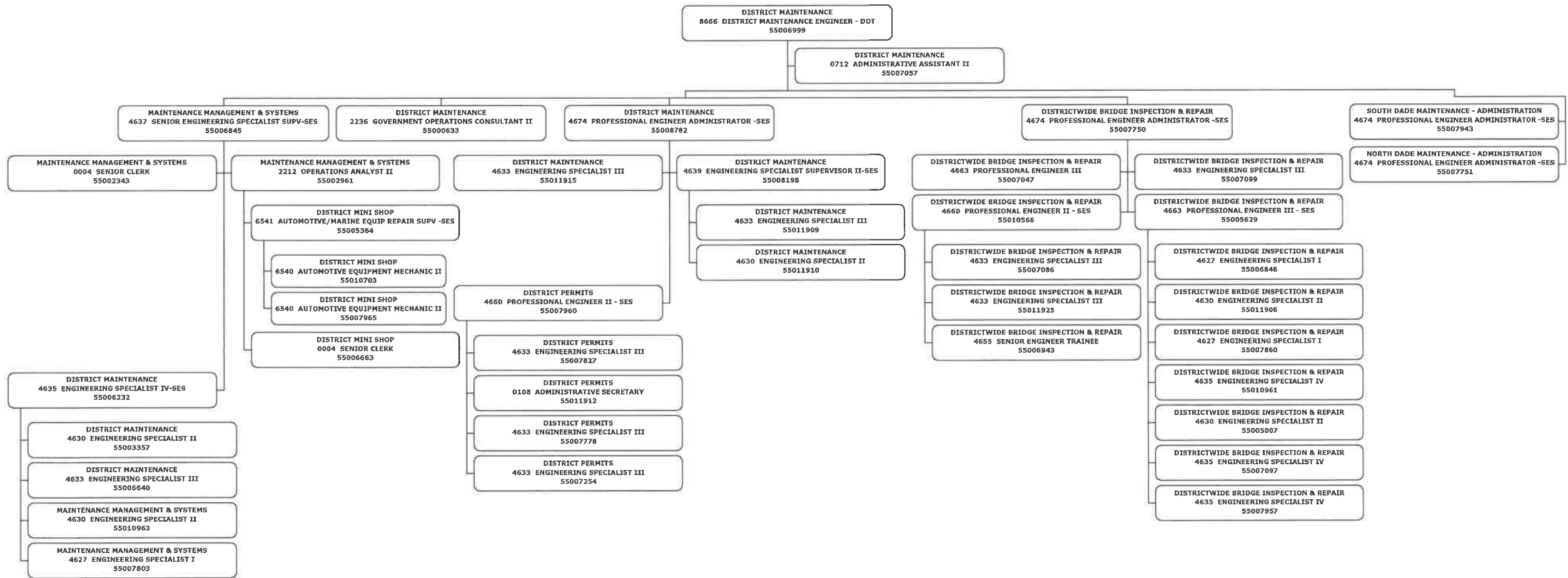
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SIX



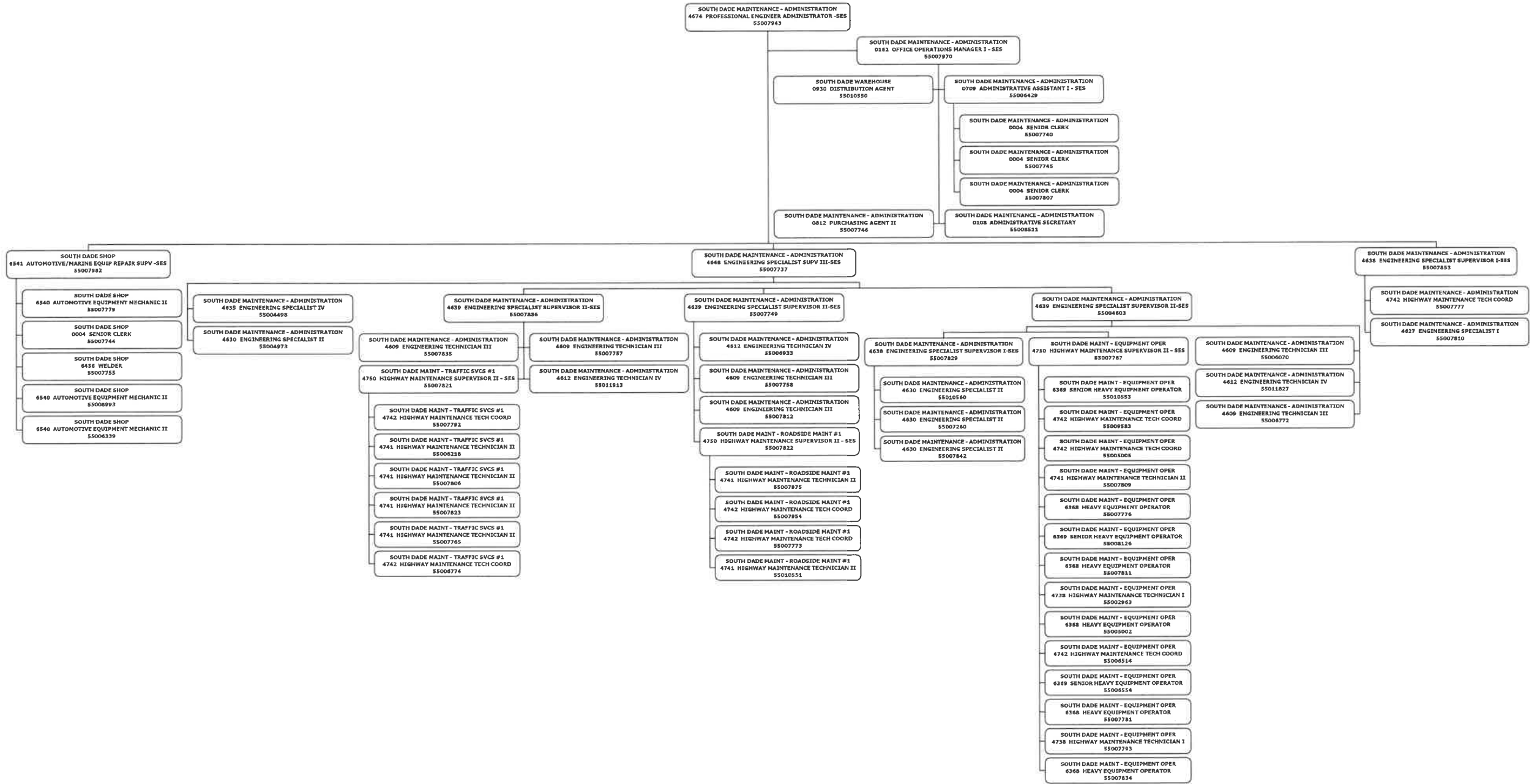
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SIX



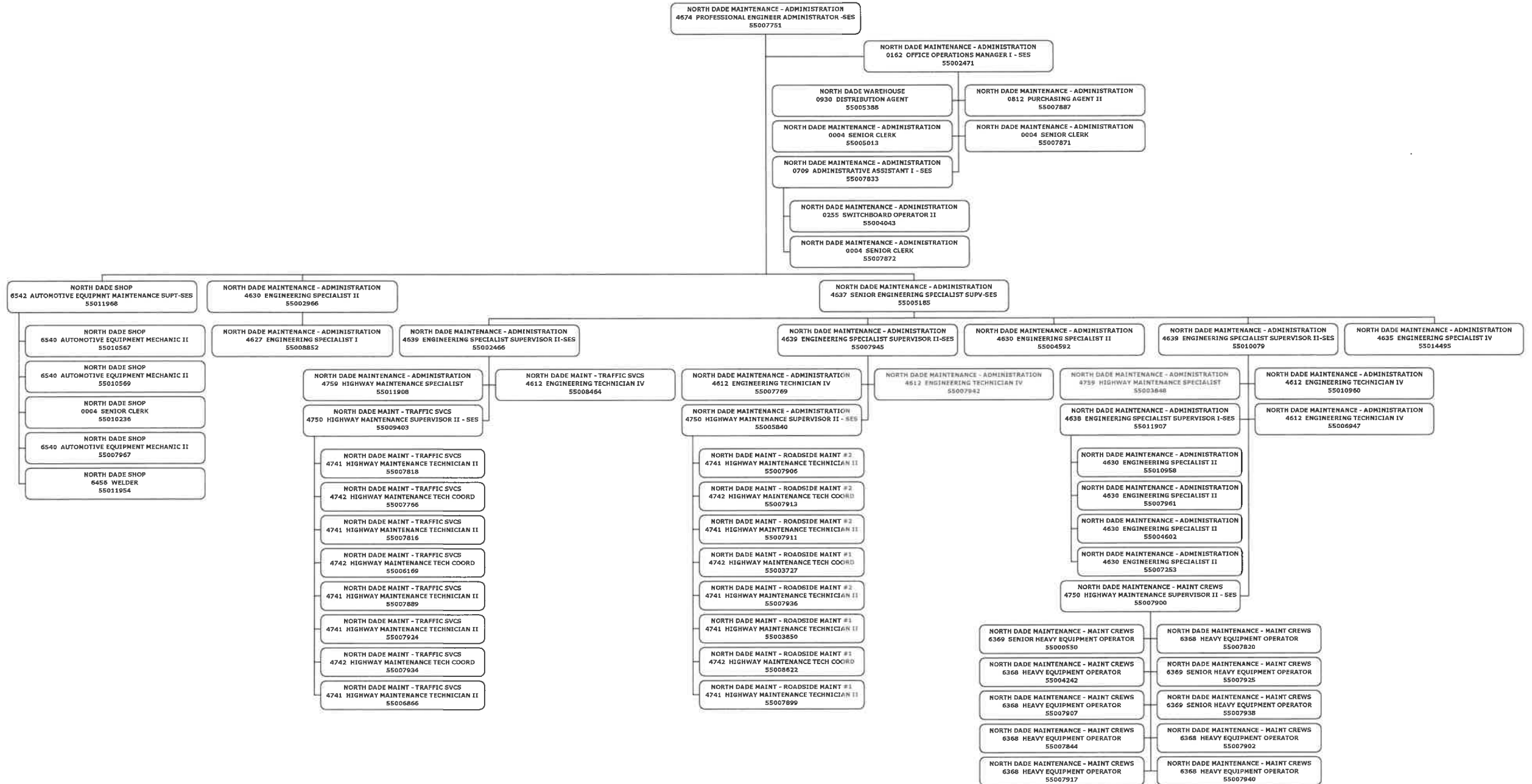
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SIX



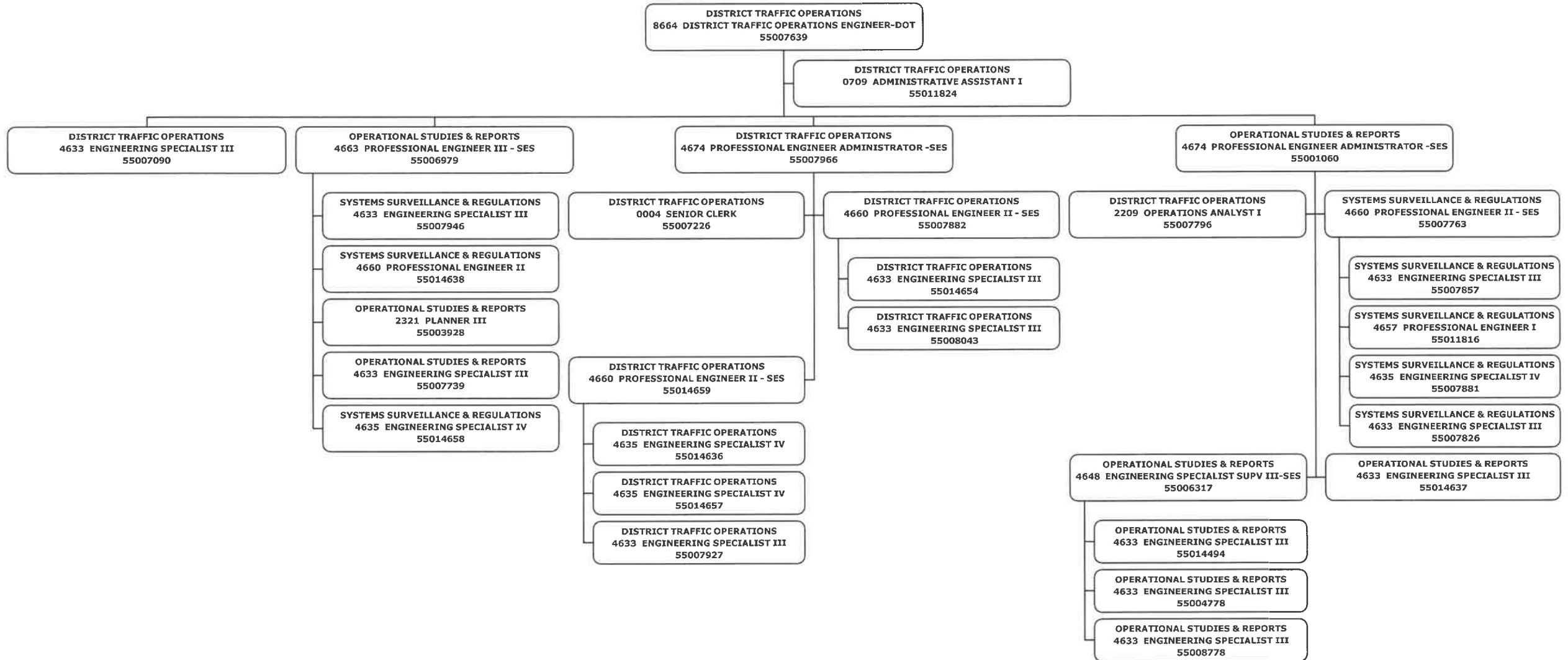
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SIX



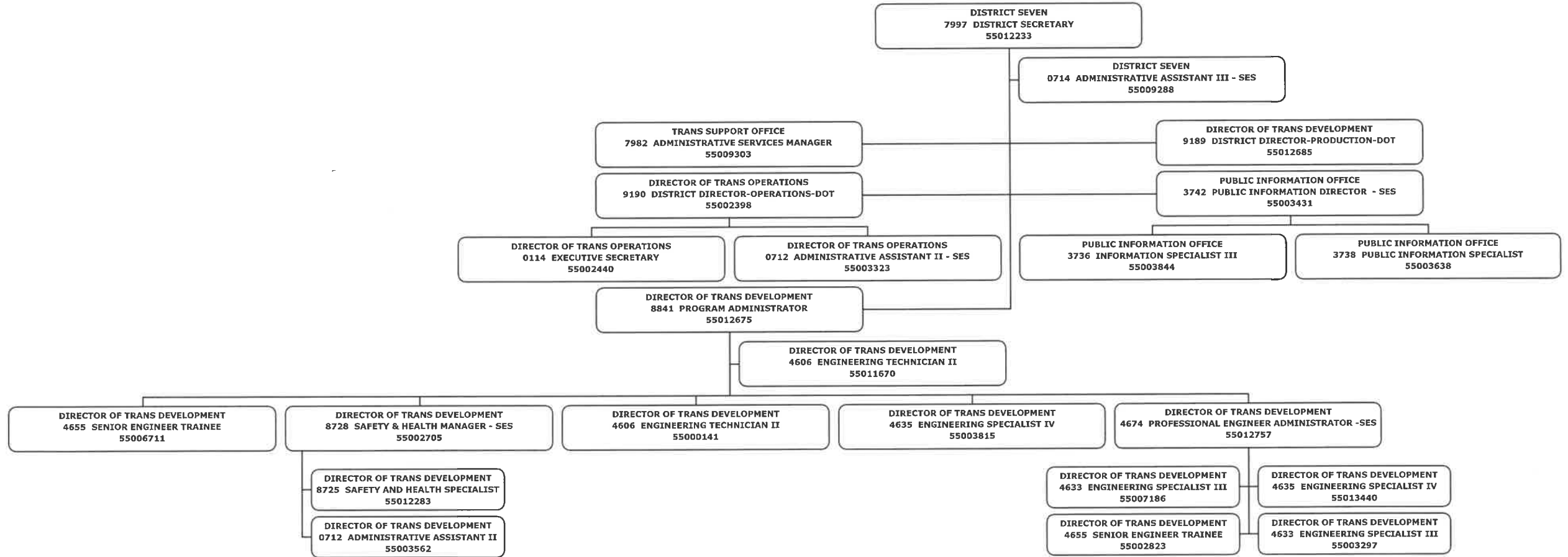
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SIX



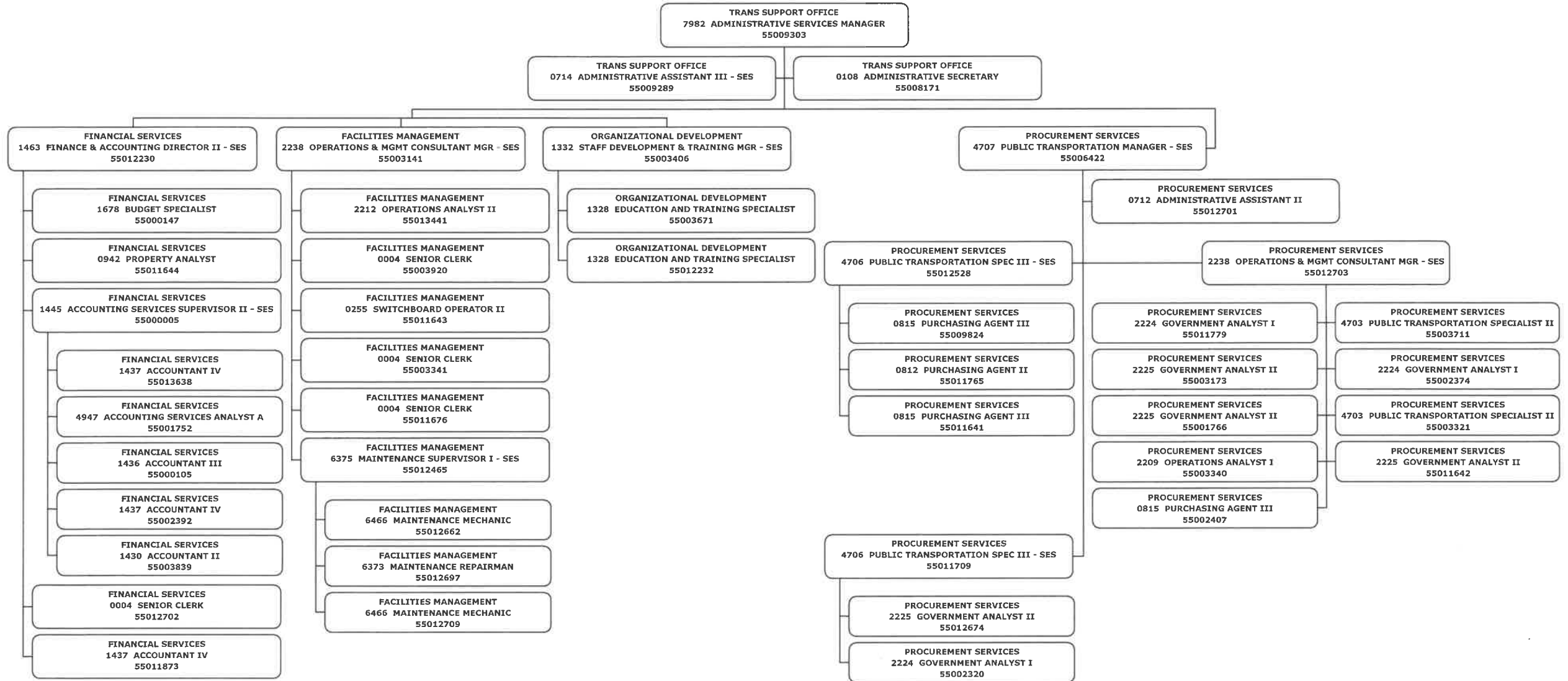
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SEVEN

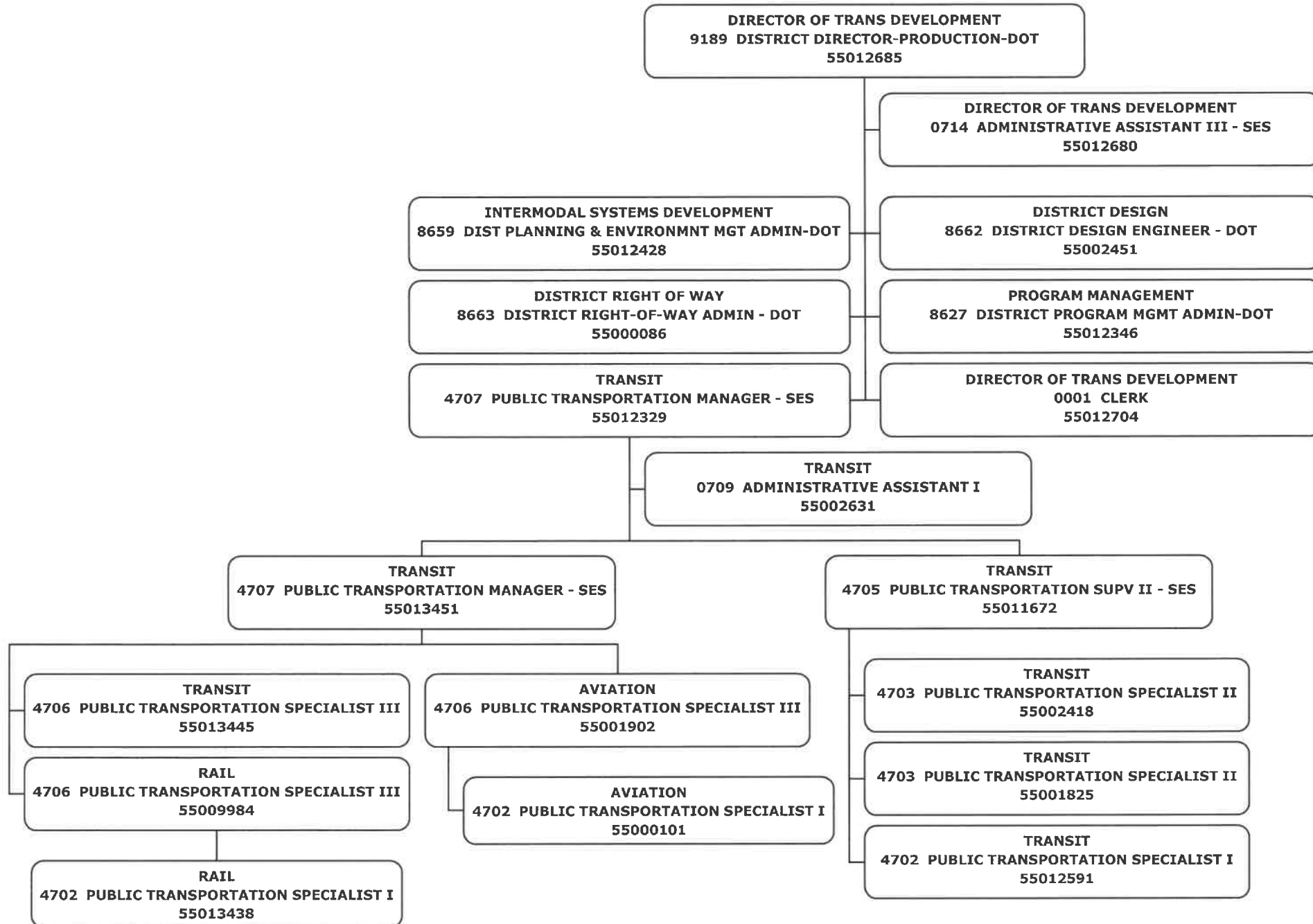


FLORIDA DEPARTMENT OF TRANSPORTATION

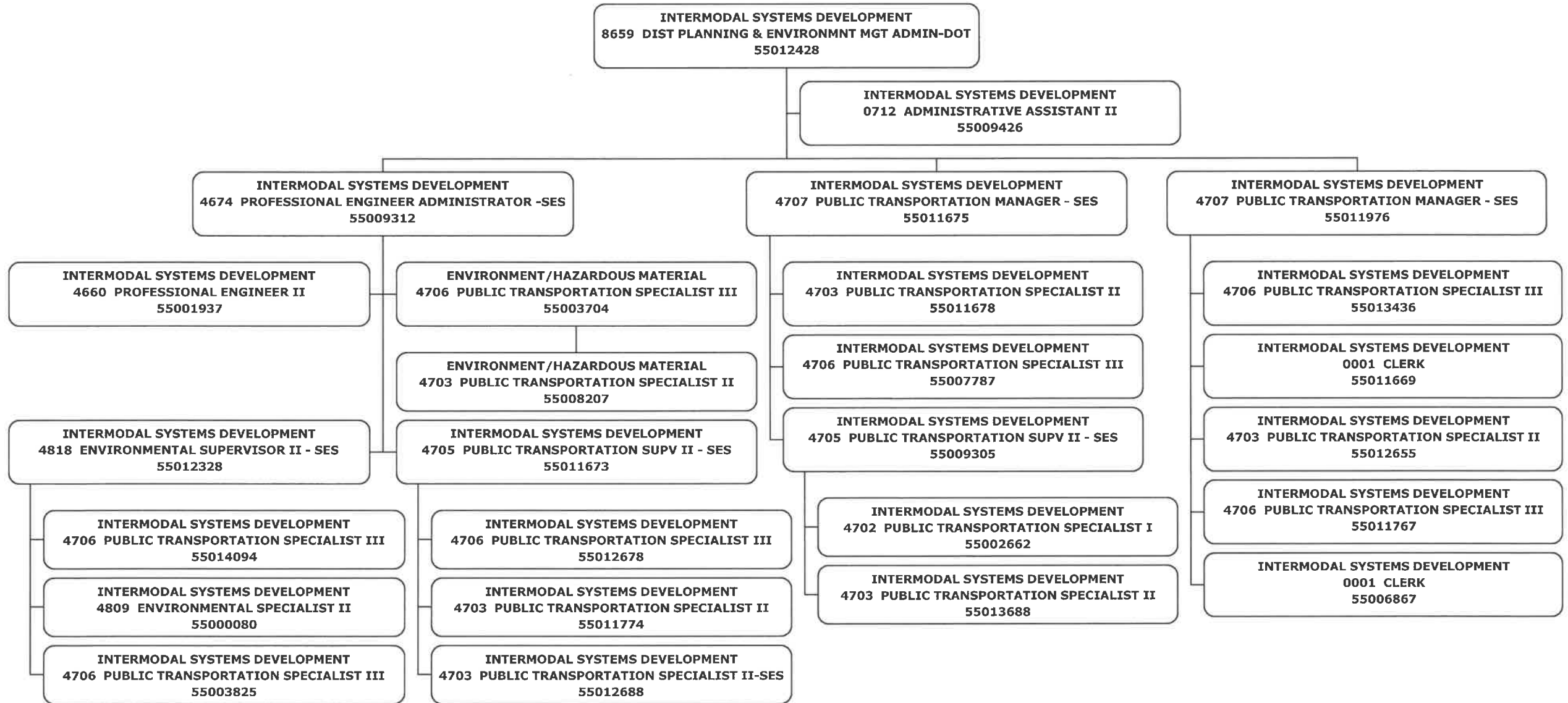
DISTRICT SEVEN



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN

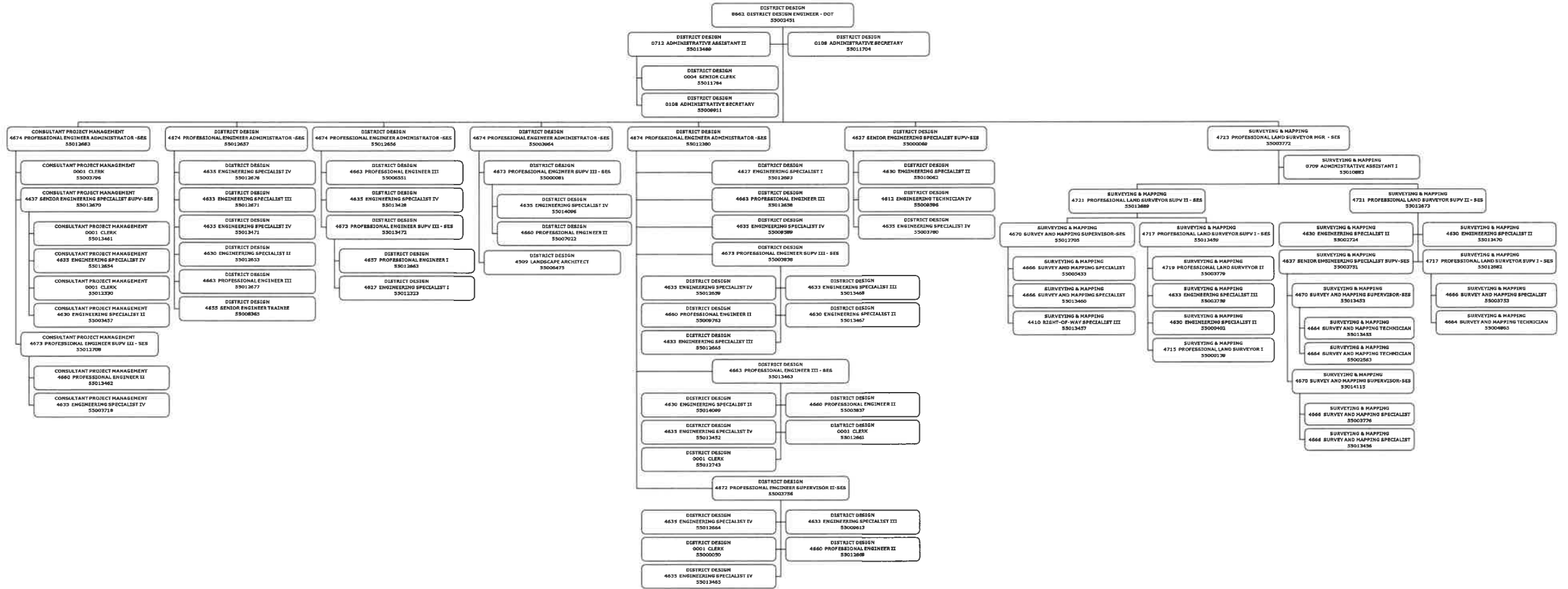


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN



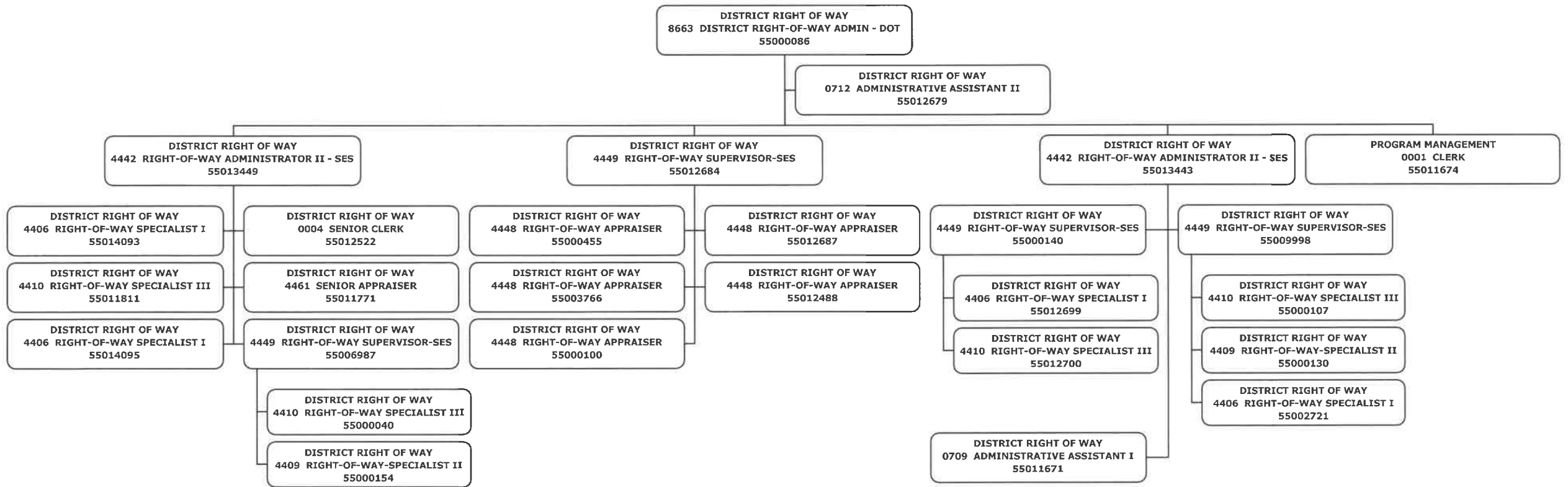
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SEVEN

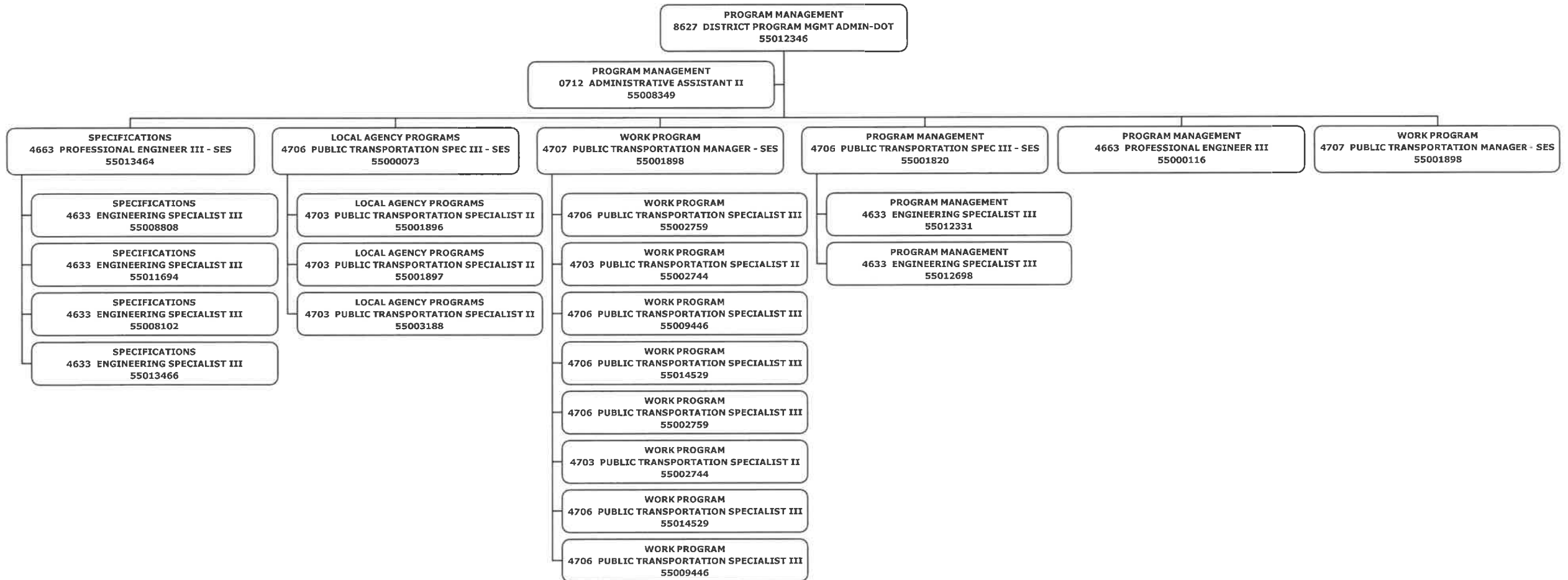


FLORIDA DEPARTMENT OF TRANSPORTATION

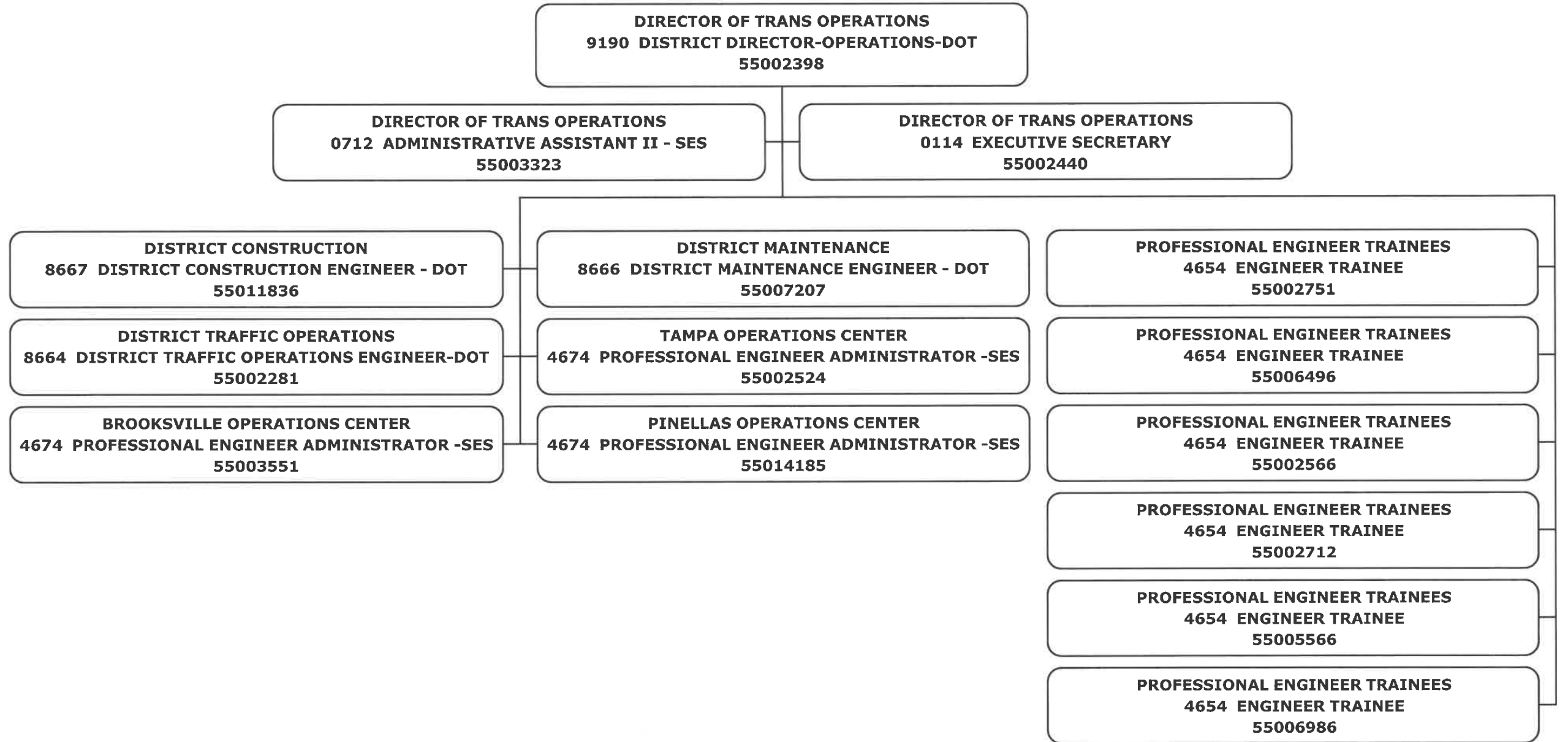
DISTRICT SEVEN



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SEVEN

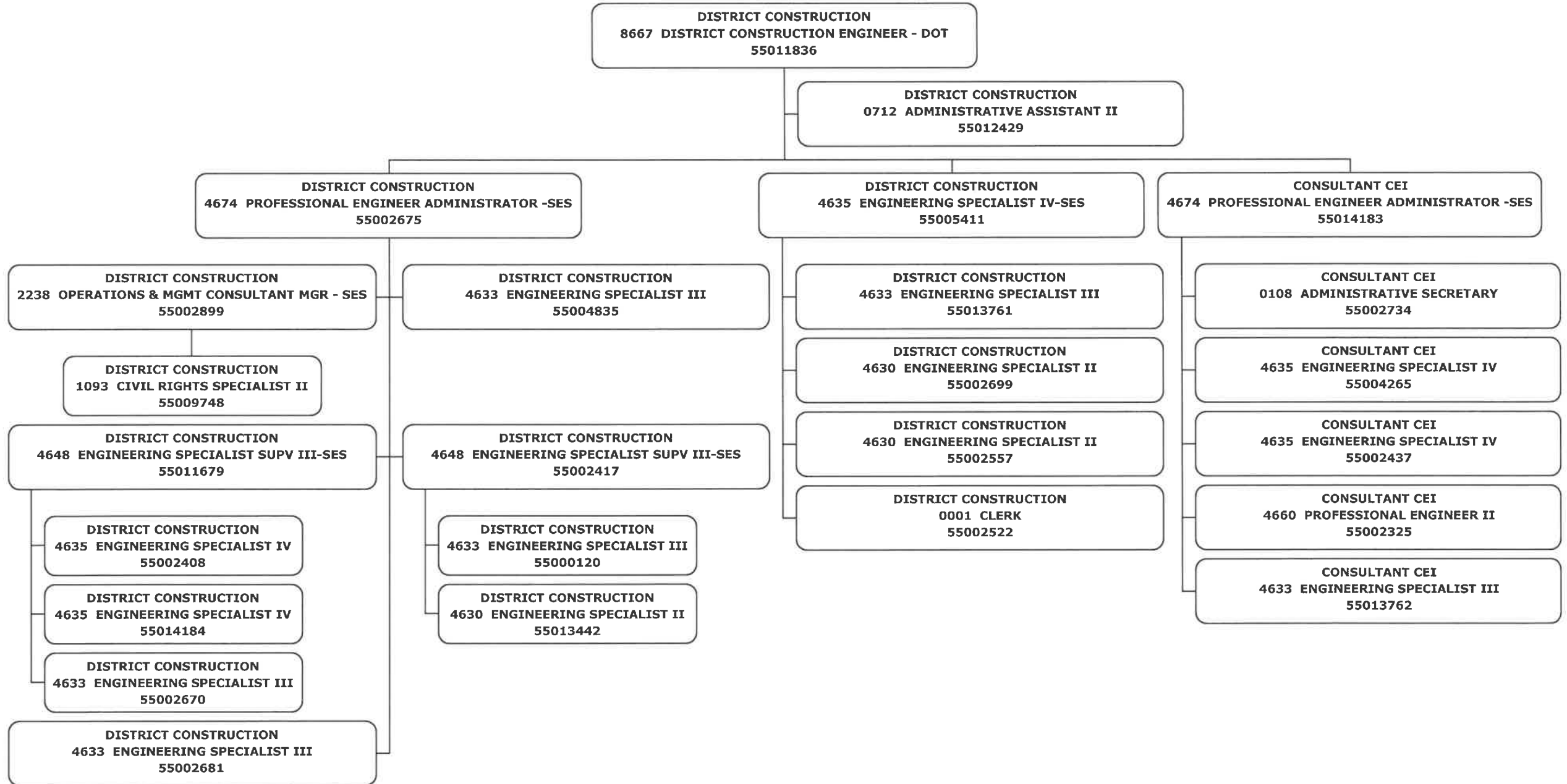


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN

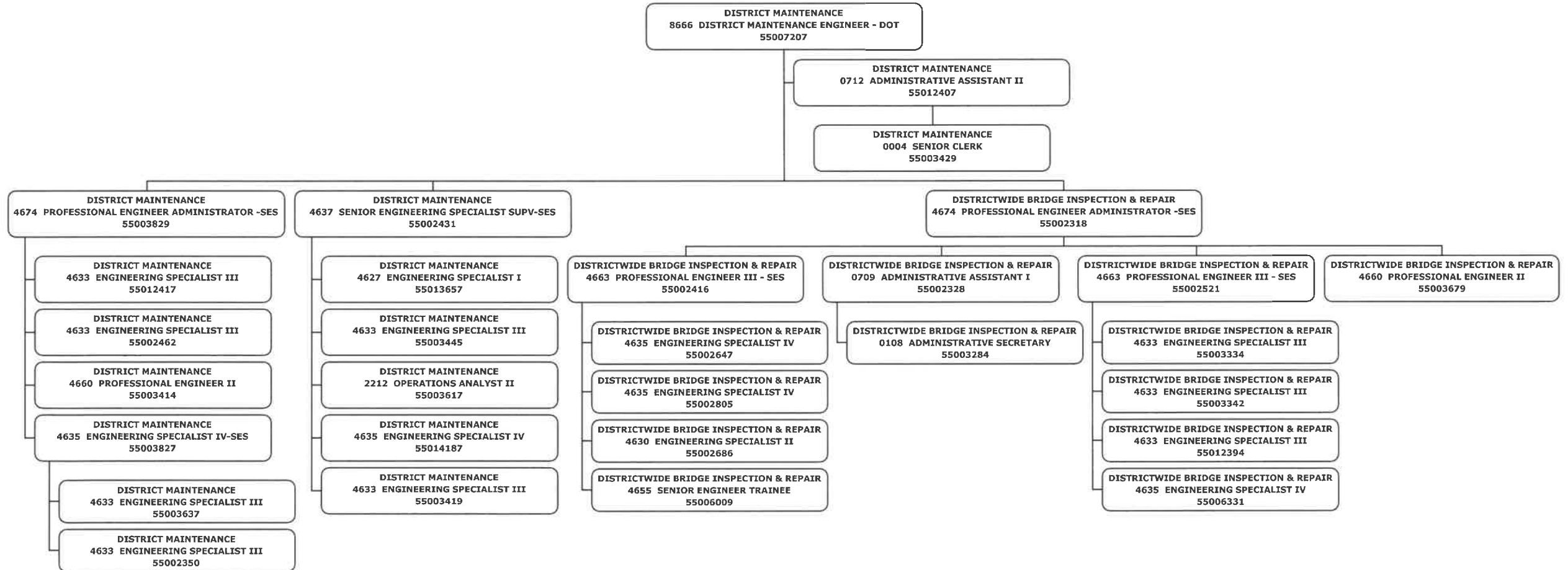


FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SEVEN

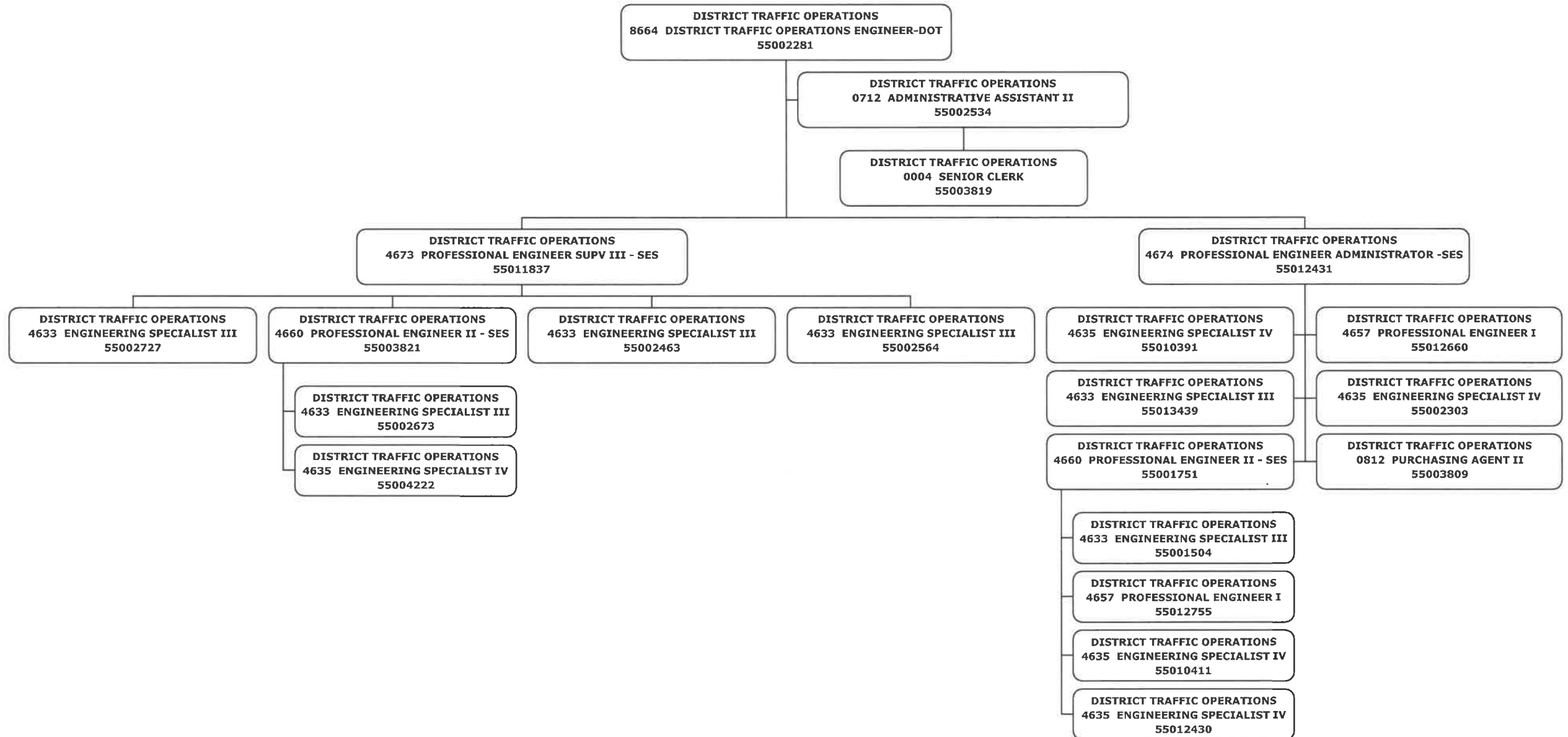


FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SEVEN



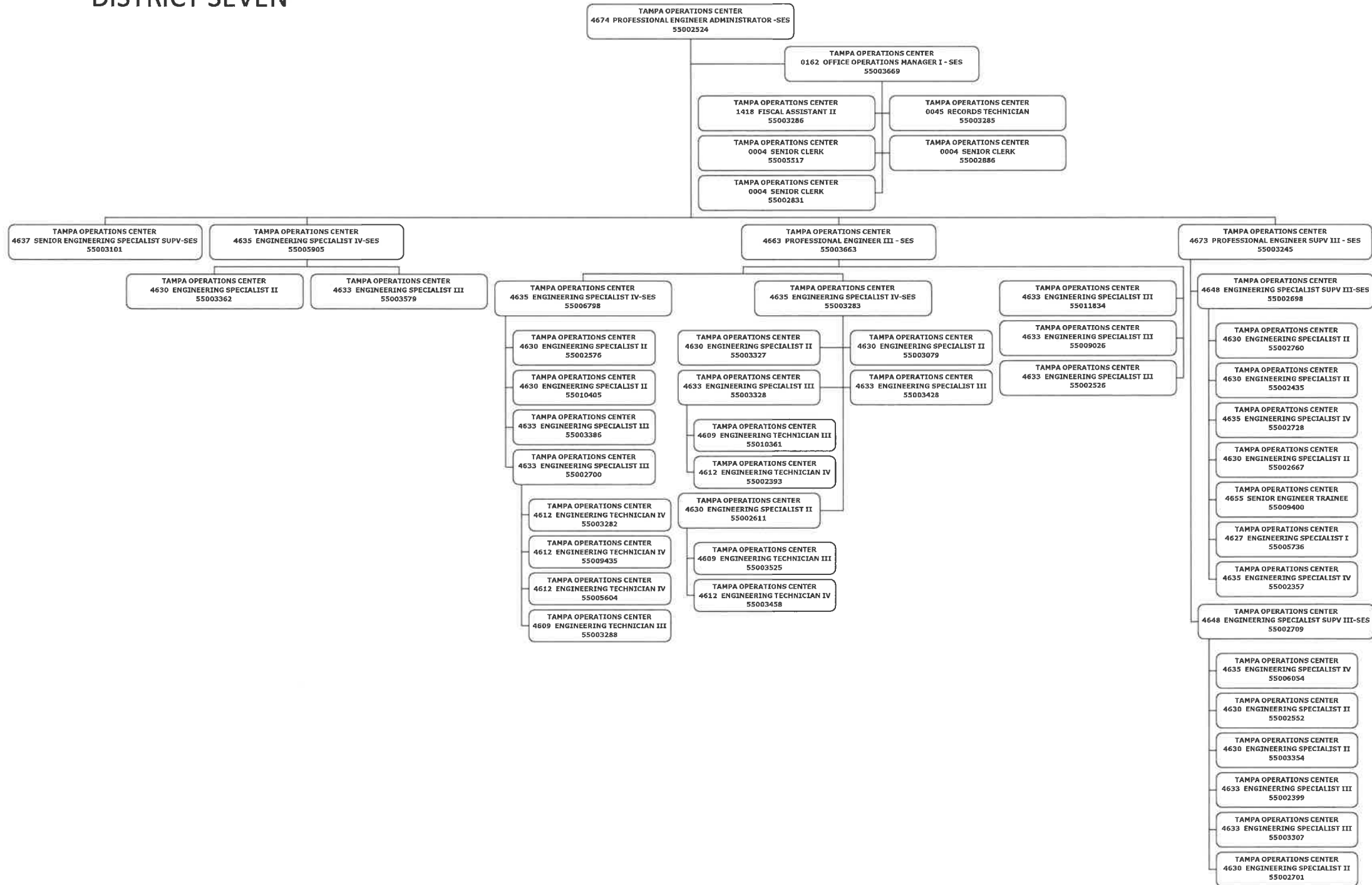
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SEVEN



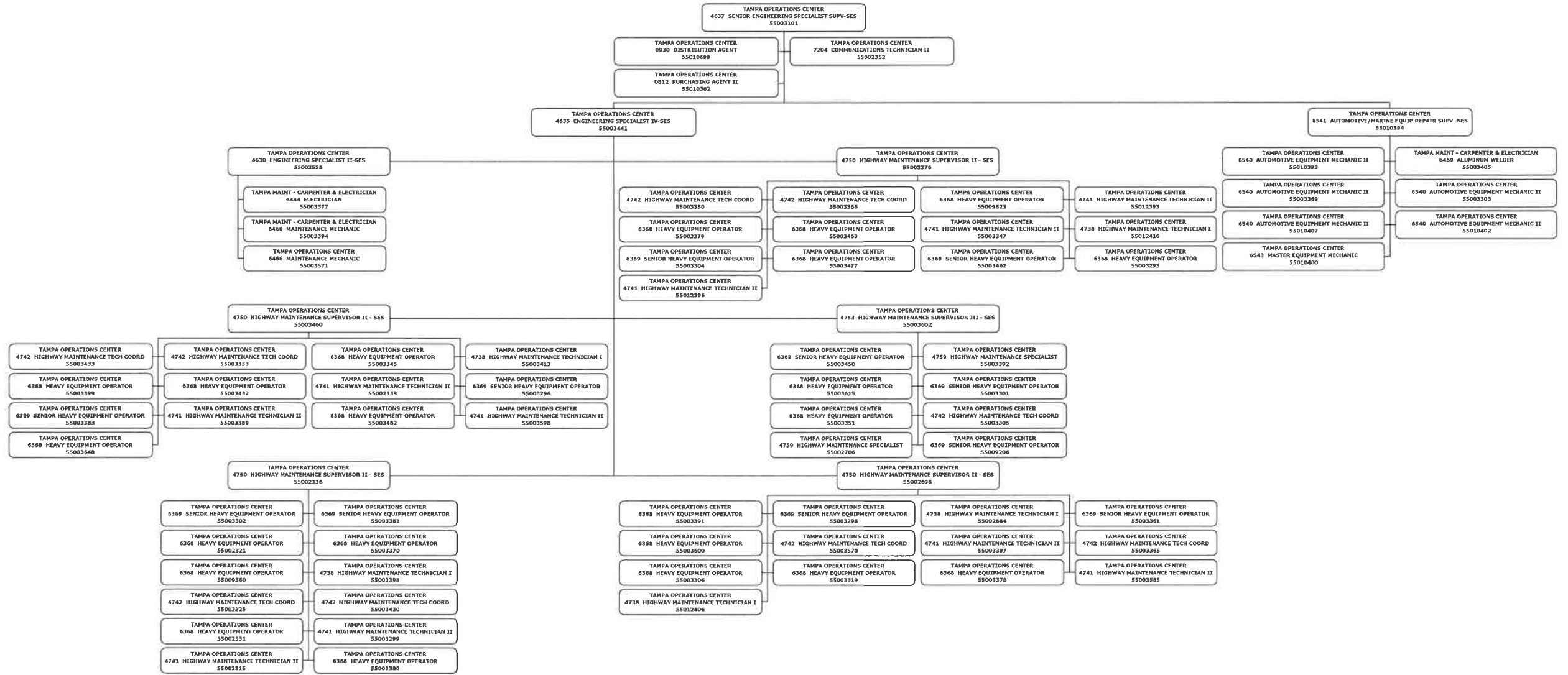
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SEVEN



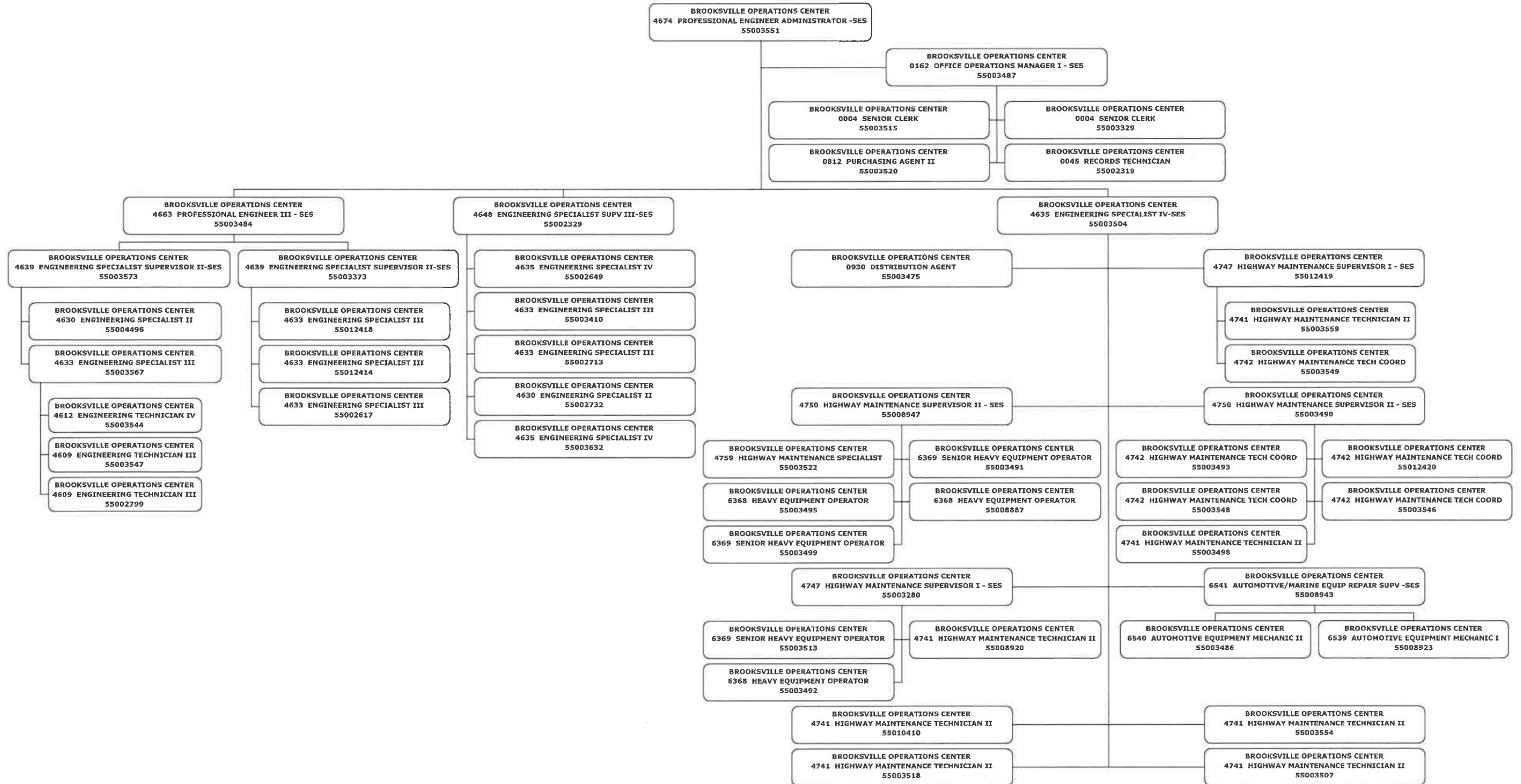
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SEVEN



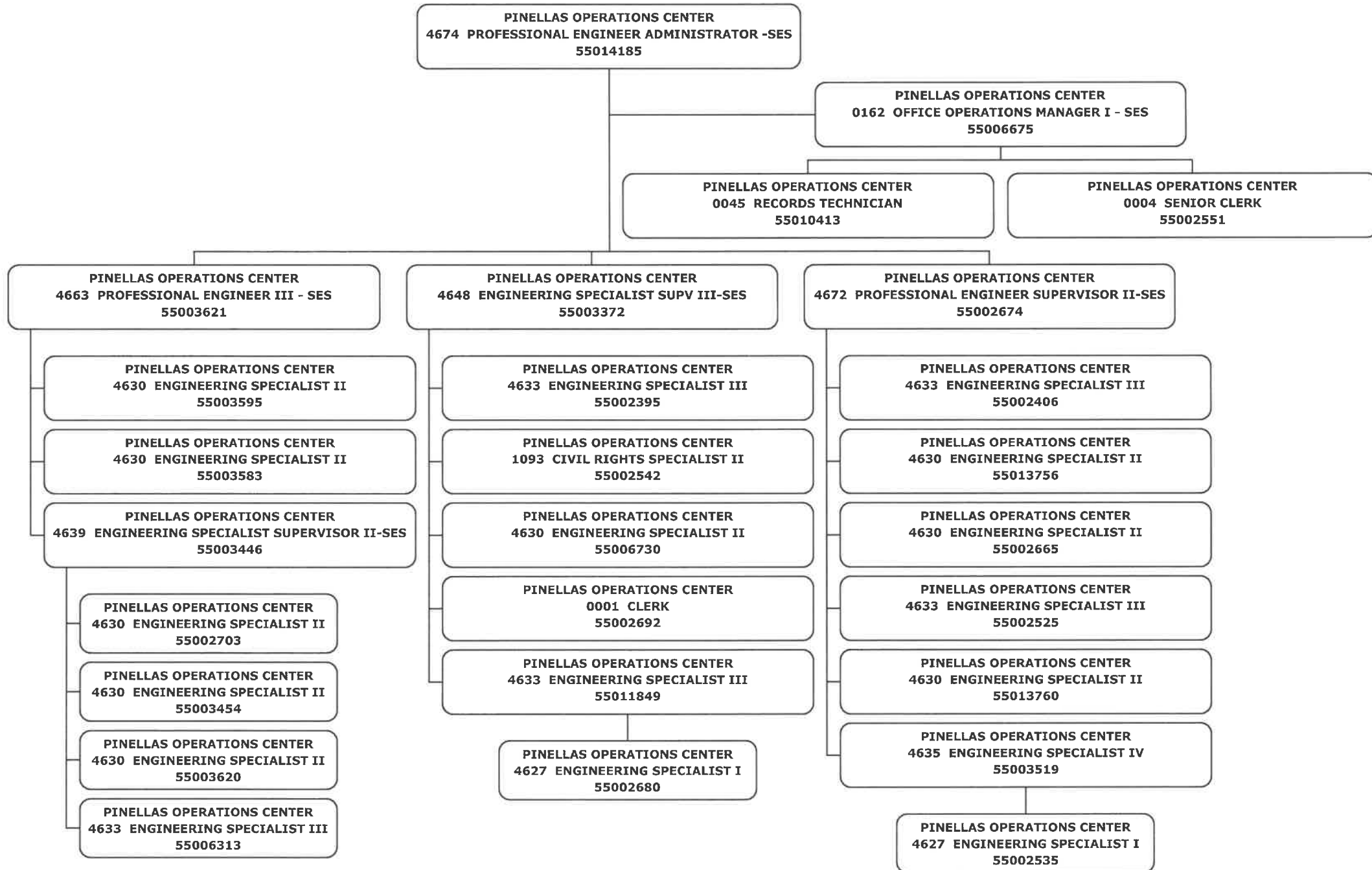
FLORIDA DEPARTMENT OF TRANSPORTATION

DISTRICT SEVEN

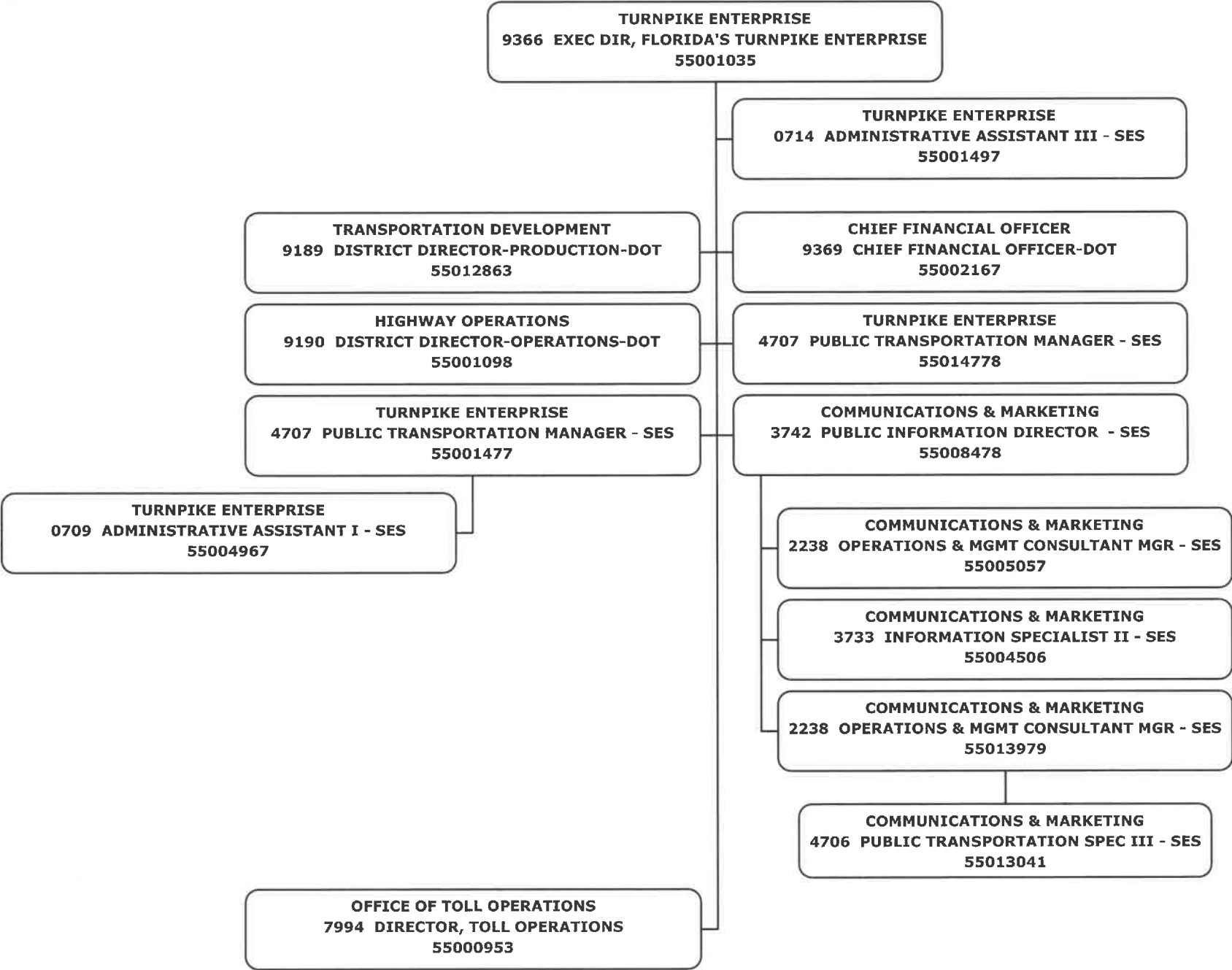


FLORIDA DEPARTMENT OF TRANSPORTATION

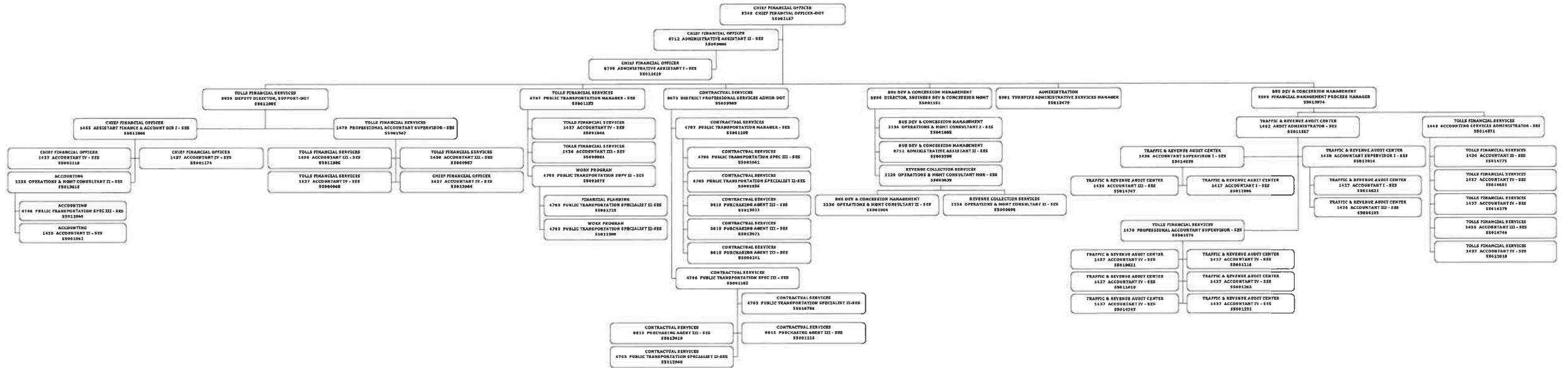
DISTRICT SEVEN



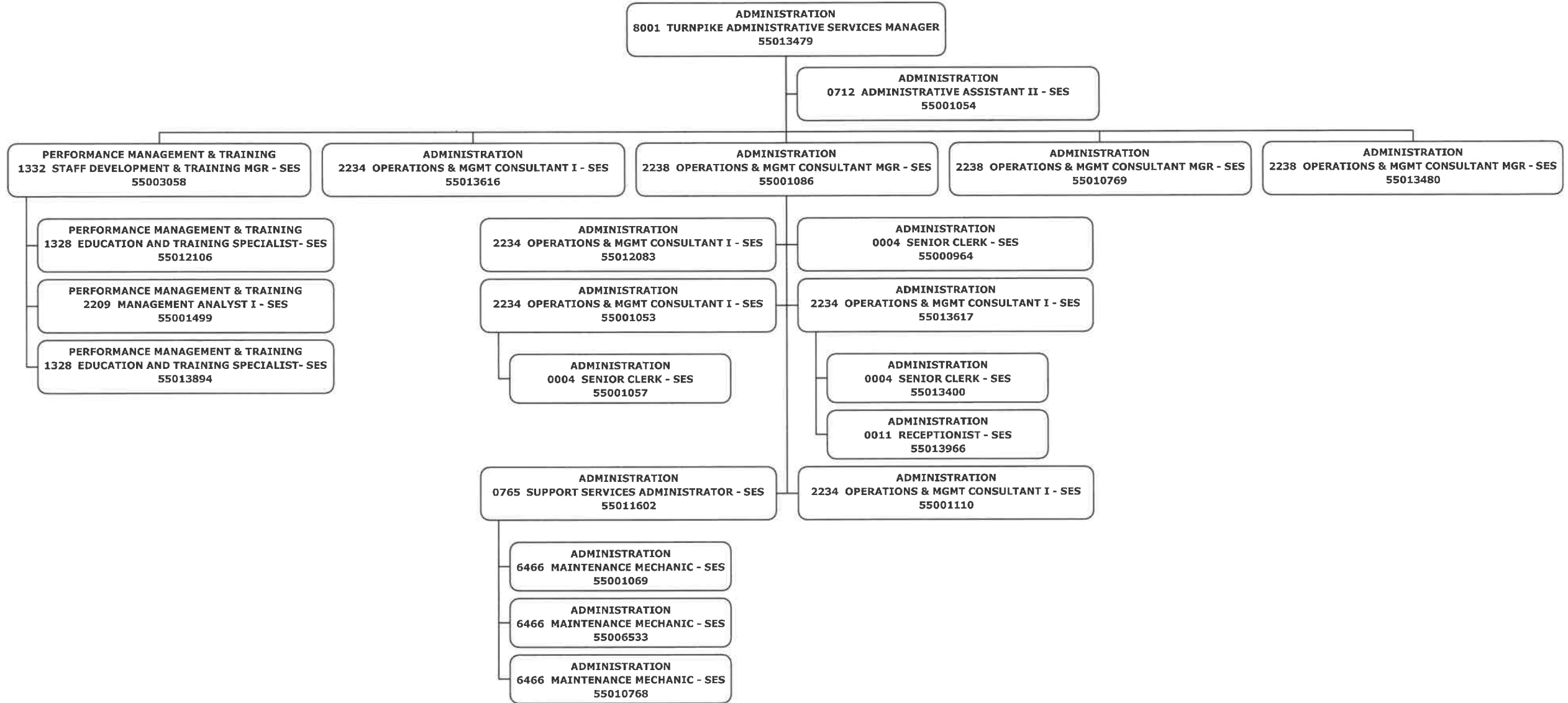
FLORIDA DEPARTMENT OF TRANSPORTATION
TURNPIKE ENTERPRISE



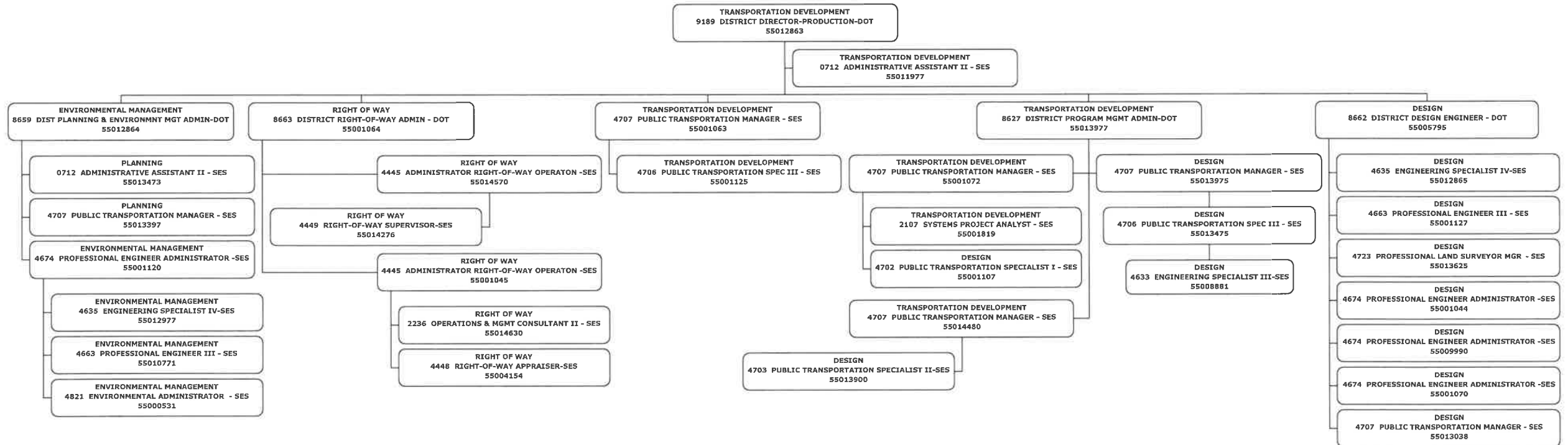
FLORIDA DEPARTMENT OF TRANSPORTATION TURNPIKE ENTERPRISE



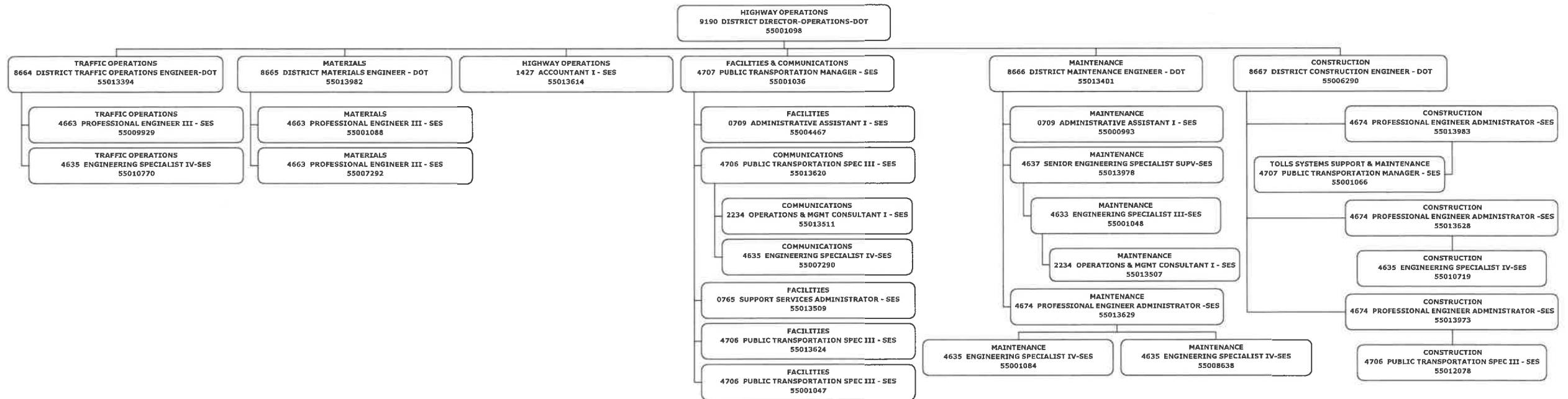
FLORIDA DEPARTMENT OF TRANSPORTATION TURNPIKE ENTERPRISE



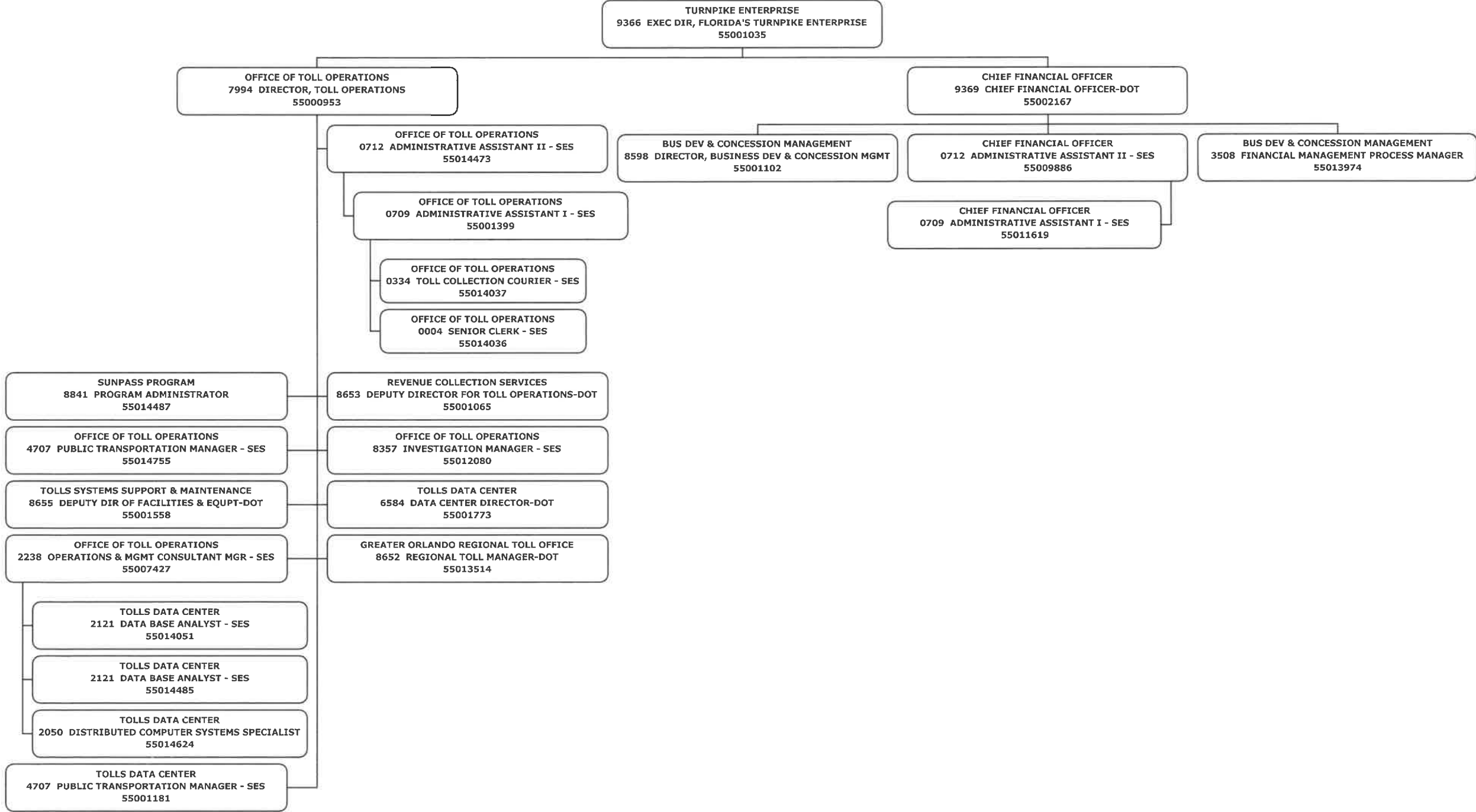
FLORIDA DEPARTMENT OF TRANSPORTATION TURNPIKE ENTERPRISE



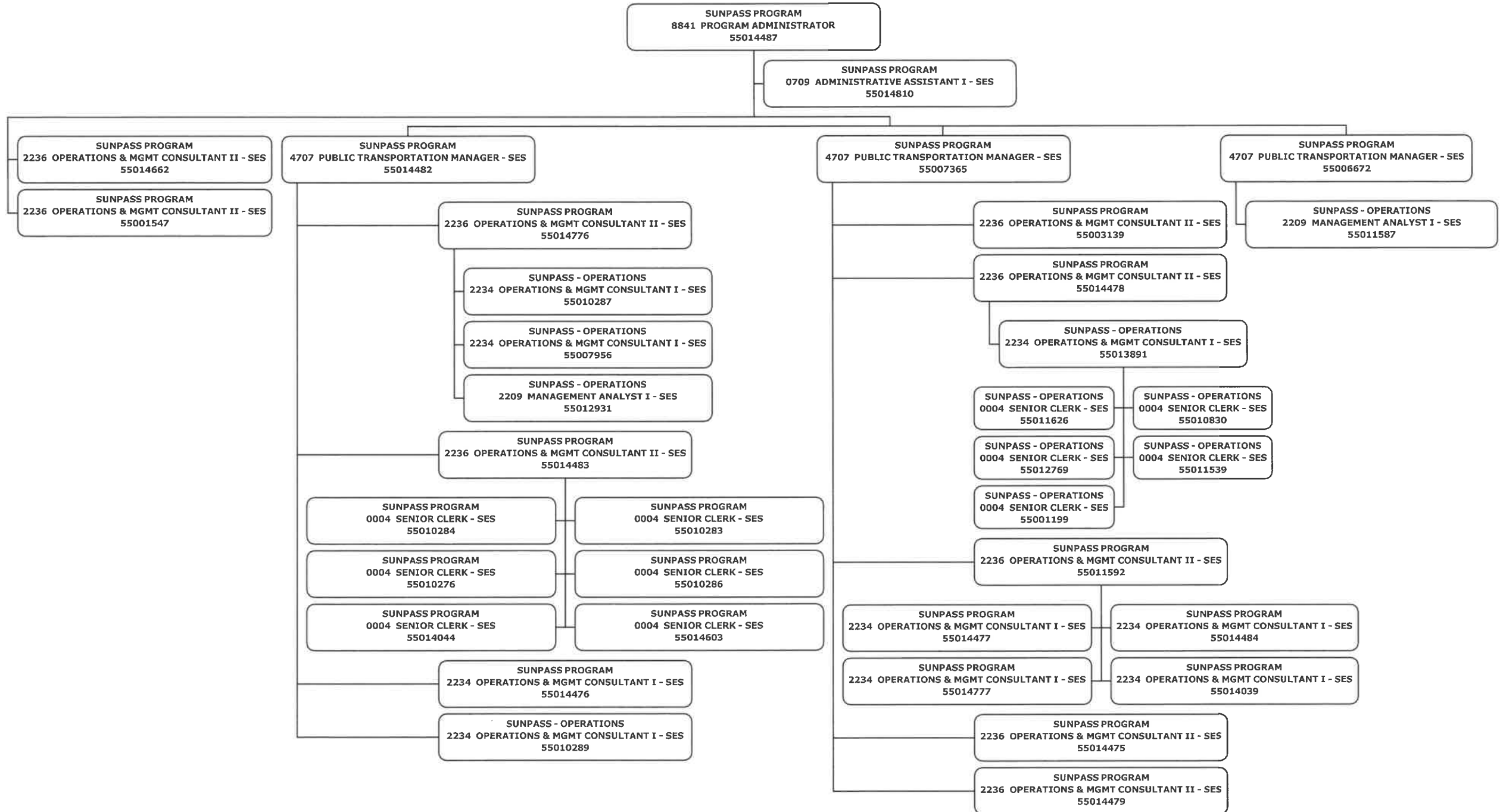
FLORIDA DEPARTMENT OF TRANSPORTATION TURNPIKE ENTERPRISE



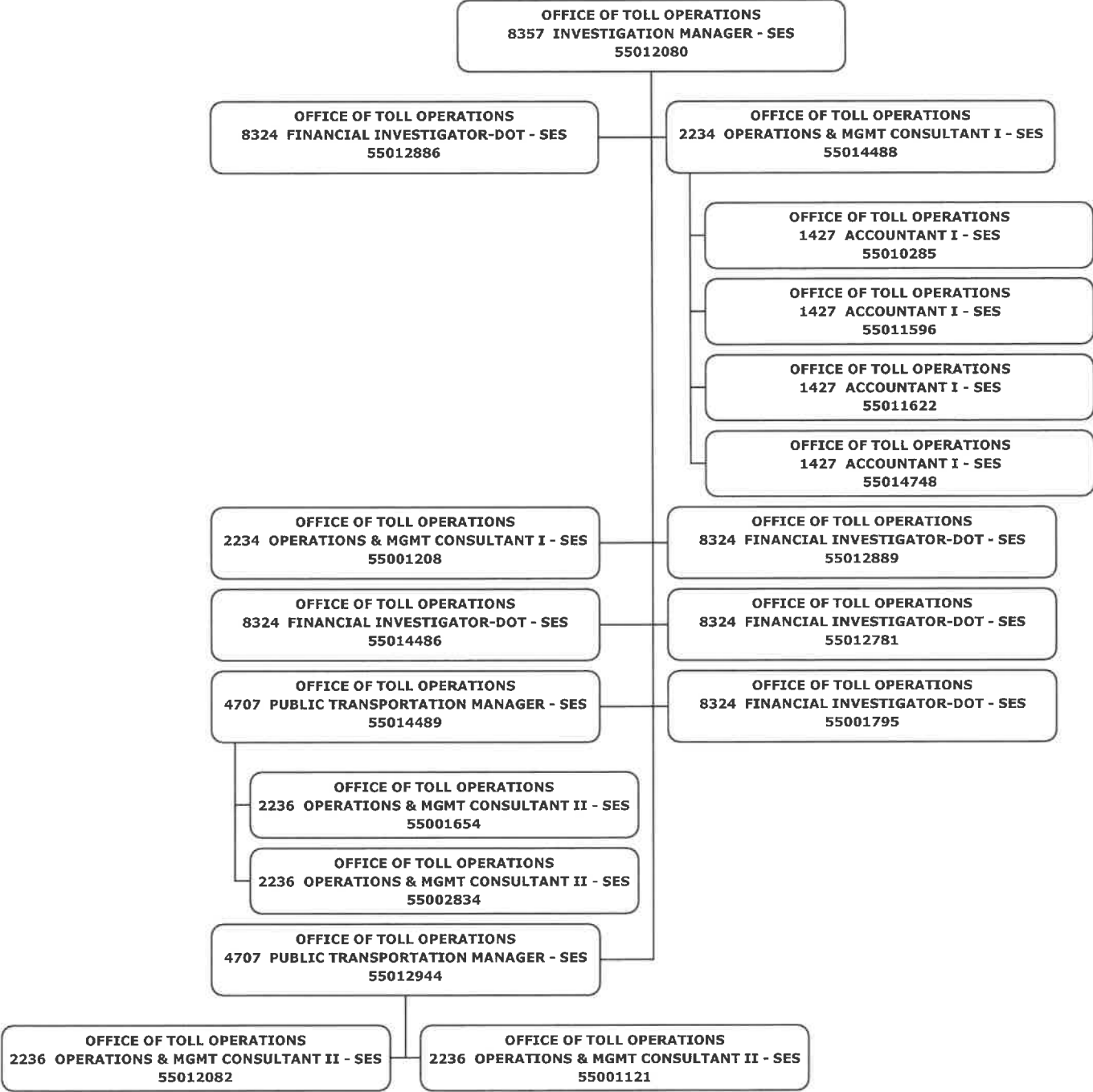
FLORIDA DEPARTMENT OF TRANSPORTATION TURNPIKE ENTERPRISE



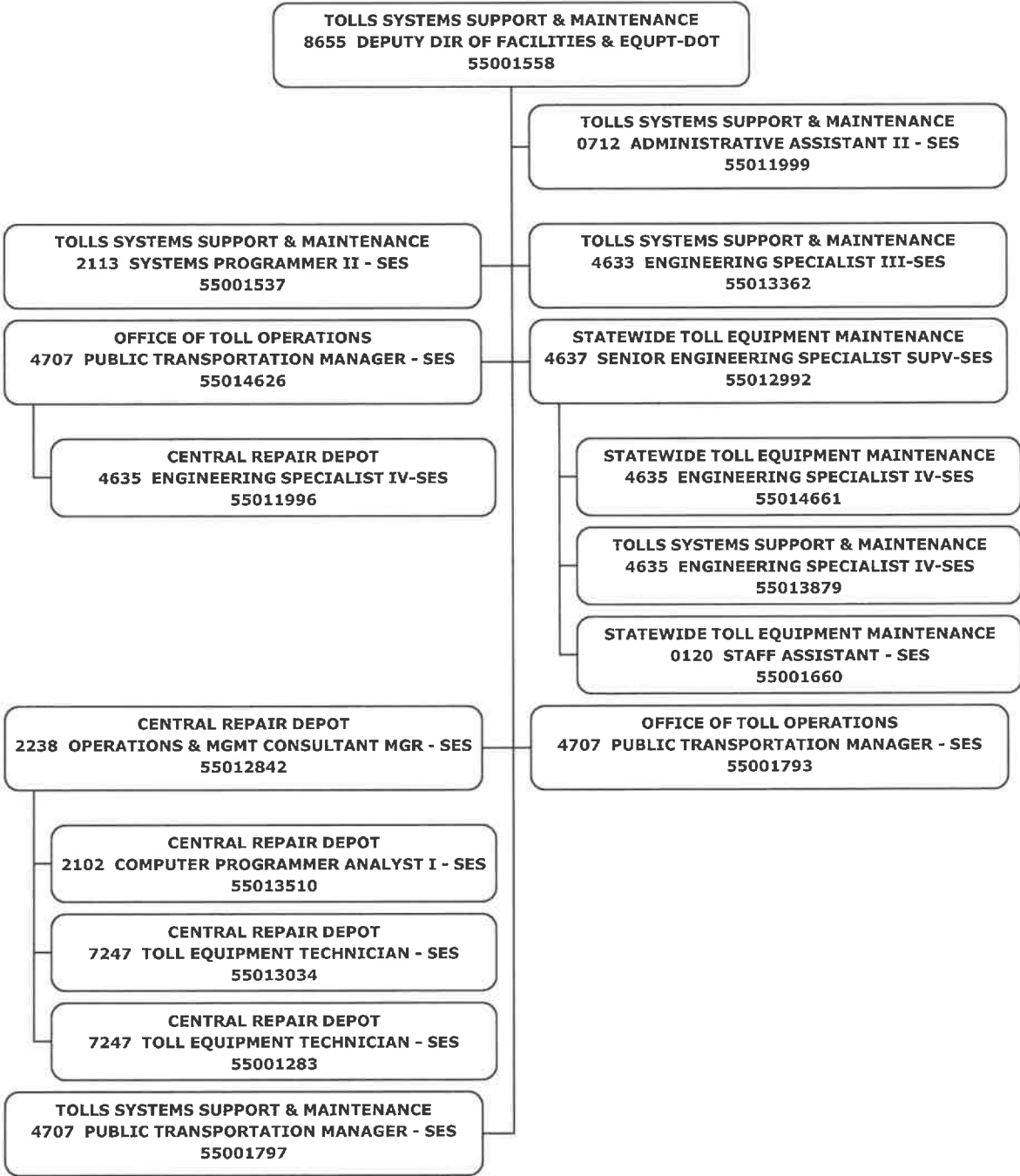
FLORIDA DEPARTMENT OF TRANSPORTATION TURNPIKE ENTERPRISE



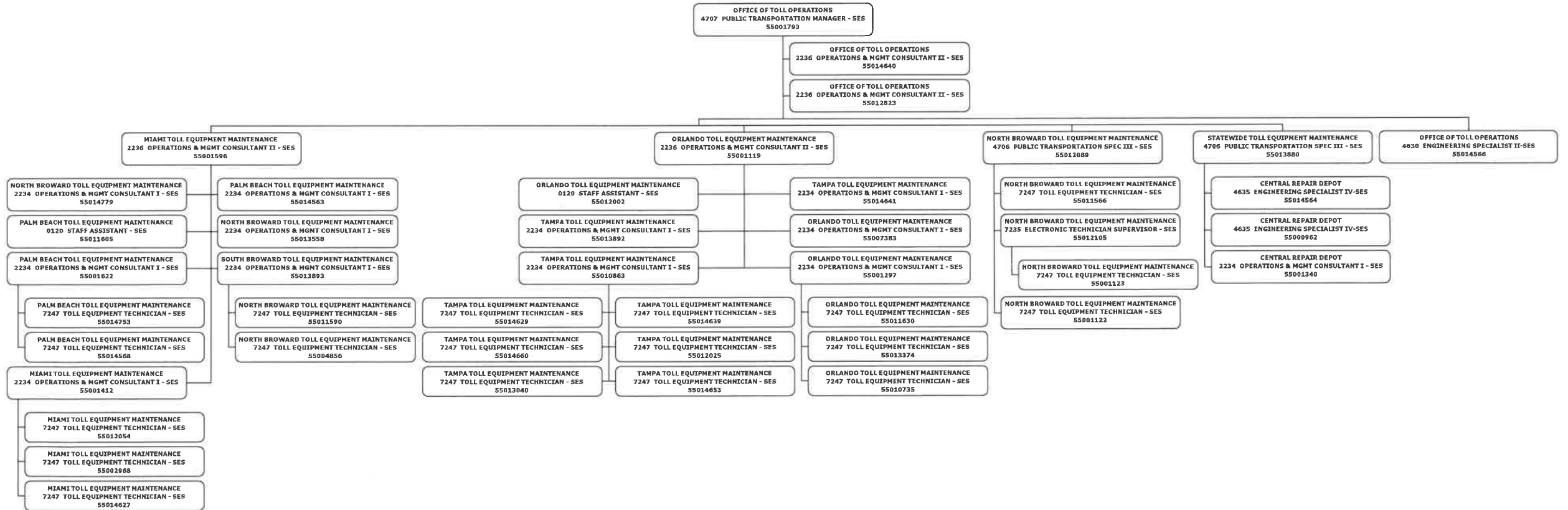
FLORIDA DEPARTMENT OF TRANSPORTATION
 TURNPIKE ENTERPRISE



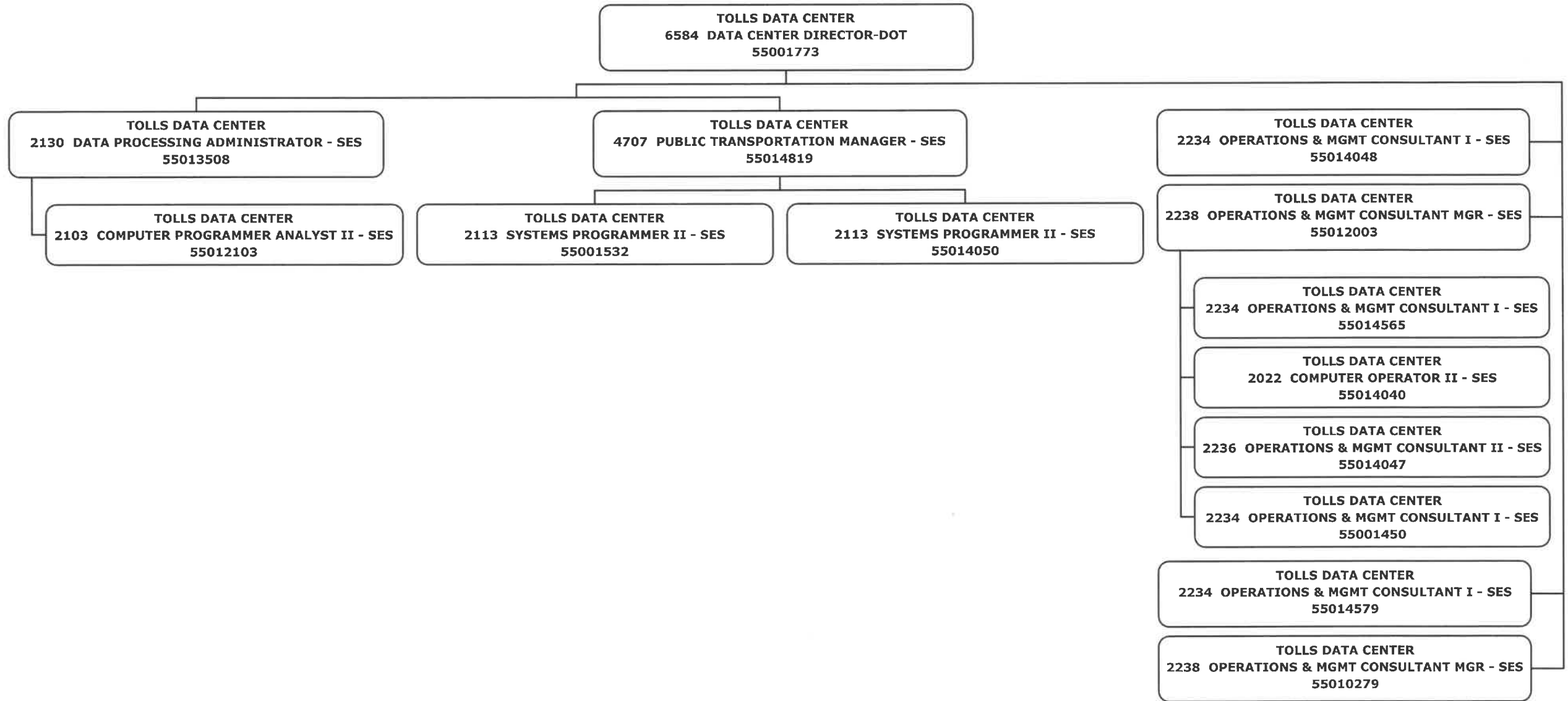
FLORIDA DEPARTMENT OF TRANSPORTATION
 TURNPIKE ENTERPRISE



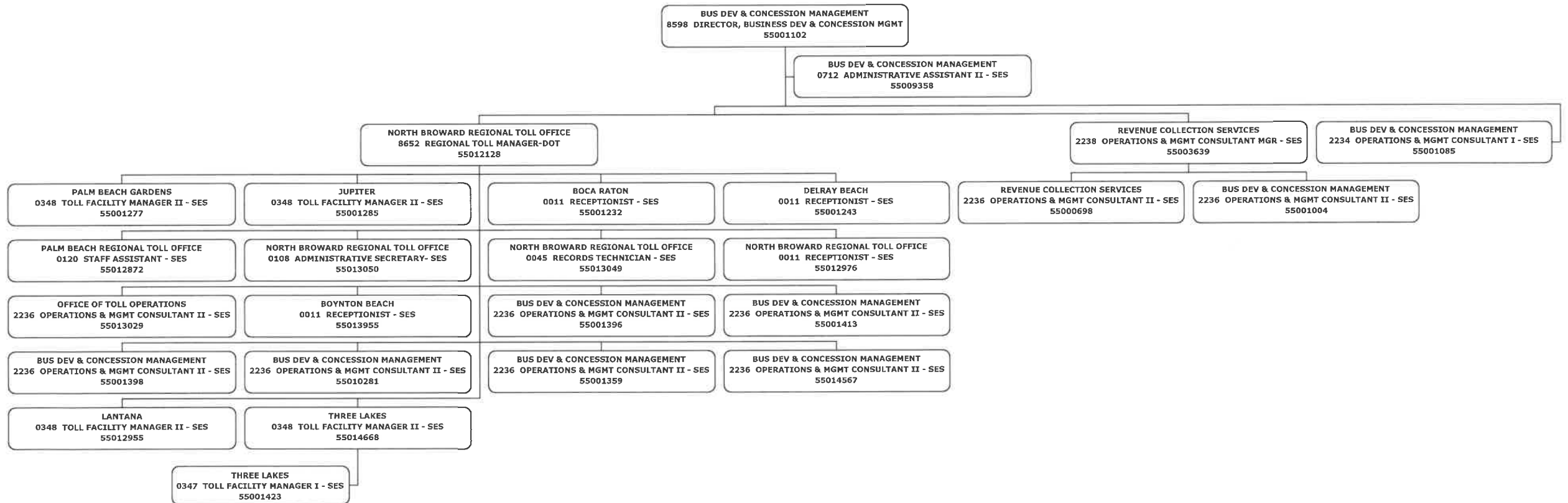
FLORIDA DEPARTMENT OF TRANSPORTATION TURNPIKE ENTERPRISE



FLORIDA DEPARTMENT OF TRANSPORTATION
TURNPIKE ENTERPRISE

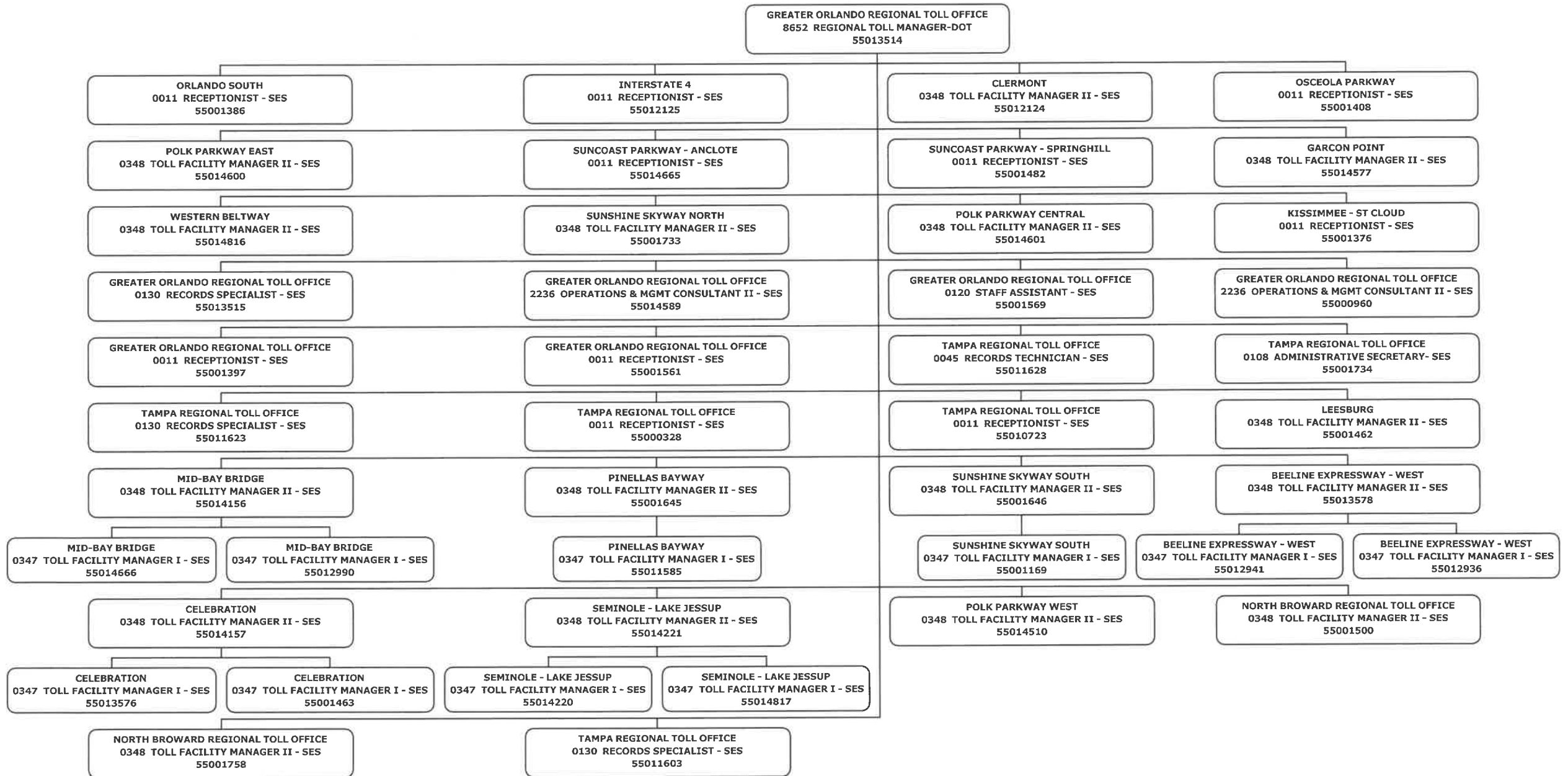


FLORIDA DEPARTMENT OF TRANSPORTATION TURNPIKE ENTERPRISE



FLORIDA DEPARTMENT OF TRANSPORTATION

TURNPIKE ENTERPRISE



TRANSPORTATION, DEPARTMENT OF	FISCAL YEAR 2021-22			
SECTION I: BUDGET	OPERATING		FIXED CAPITAL OUTLAY	
TOTAL ALL FUNDS GENERAL APPROPRIATIONS ACT	813,861,351		9,446,730,654	
ADJUSTMENTS TO GENERAL APPROPRIATIONS ACT (Supplementals, Vetoes, Budget Amendments, etc.)	16,854,452		3,784,506,728	
FINAL BUDGET FOR AGENCY	830,715,803		13,231,237,382	
SECTION II: ACTIVITIES * MEASURES	Number of Units	(1) Unit Cost	(2) Expenditures (Allocated)	(3) FCO
Executive Direction, Administrative Support and Information Technology (2)				0
Intrastate Highways * Intrastate highway lane miles contracted for highway capacity improvements.	129	0.00		1,875,615,866
Arterial Highways * Arterial highway lane miles contracted for highway capacity improvements.	26	0.00		847,875,903
Resurface Roads * Number of lane miles contracted for resurfacing.	2,713	0.00		970,855,042
Repair And Replace Bridges * Number of bridges contracted for repair or replacement.	106	0.00		572,890,291
Preliminary Engineering * Number of projects with preliminary engineering provided.	1,017	131,332.25	133,564,897	915,869,429
Materials Testing And Research * Number of projects with materials and research provided.	55	697,168.40	38,344,262	12,885,570
Construction Engineering Inspection * Number of projects with construction engineering inspection provided.	444	183,778.11	81,597,481	466,251,216
Planning * Number of projects with planning provided.	386	97,109.22	37,484,159	164,550,390
Right Of Way Land * Number of Right-of-Way parcels acquired.	744	0.00		297,492,500
Right Of Way Support * Number of projects with right of way support provided.	876	37,497.31	32,847,645	56,495,870
Aviation * Number of aviation projects.	290	0.00		332,082,339
Transit * Number of public transit passenger trips provided.	131,894,483	0.00		364,674,128
Transportation Disadvantaged * Number of trips provided (Transportation Disadvantaged).	1,071,228	52.25	55,972,742	
Rail * Number of rail projects.	228	0.00		145,767,821
Intermodal * Number of intermodal projects.	45	0.00		17,592,657
Seaports * Number of seaport projects.	66	0.00		374,532,205
Bridge Inspection * Number of bridge inspections conducted.	7,260	0.00		14,048,839
Routine Maintenance * Lane miles maintained on the State Highway System.	45,347	4,199.75	190,446,098	657,223,010
Traffic Engineering * Number of projects with traffic engineering provided.	75	770,045.64	57,753,423	239,799,120
Motor Carrier Compliance * Number of commercial vehicle weighing's performed.	20,525,750	0.67	13,805,725	
Toll Operations * Total cost per active SunPass account.	6,775,468	12.66	85,749,012	175,246,926
TOTAL			727,565,444	8,501,749,122
SECTION III: RECONCILIATION TO BUDGET				
PASS THROUGHS				
TRANSFER - STATE AGENCIES				
AID TO LOCAL GOVERNMENTS				
PAYMENT OF PENSIONS, BENEFITS AND CLAIMS				
OTHER				587,339,913
REVERSIONS				4,142,148,347
TOTAL BUDGET FOR AGENCY (Total Activities + Pass Throughs + Reversions) - Should equal Section I above. (4)			821,300,152	13,231,237,382

SCHEDULE XI/EXHIBIT VI: AGENCY-LEVEL UNIT COST SUMMARY

- (1) Some activity unit costs may be overstated due to the allocation of double budgeted items.
- (2) Expenditures associated with Executive Direction, Administrative Support and Information Technology have been allocated based on FTE. Other allocation methodologies could result in significantly different unit costs per activity.
- (3) Information for FCO depicts amounts for current year appropriations only. Additional information and systems are needed to develop meaningful FCO unit costs.
- (4) Final Budget for Agency and Total Budget for Agency may not equal due to rounding.

SECTION III - PASS THROUGH ACTIVITY ISSUE CODES SELECTED:

TRANSFER-STATE AGENCIES ACTIVITY ISSUE CODES SELECTED:

1-8:

AID TO LOCAL GOVERNMENTS ACTIVITY ISSUE CODES SELECTED:

1-8:

AUDIT #1: THE FOLLOWING STATEWIDE ACTIVITIES (ACT0010 THROUGH ACT0490) HAVE AN OUTPUT STANDARD (RECORD TYPE 5) AND SHOULD NOT:

*** NO ACTIVITIES FOUND ***

AUDIT #2: THE FCO ACTIVITY (ACT0210) CONTAINS EXPENDITURES IN AN OPERATING CATEGORY AND SHOULD NOT: (NOTE: THIS ACTIVITY IS ROLLED INTO EXECUTIVE DIRECTION, ADMINISTRATIVE SUPPORT AND INFORMATION TECHNOLOGY)

*** NO OPERATING CATEGORIES FOUND ***

AUDIT #3: THE ACTIVITIES LISTED IN AUDIT #3 DO NOT HAVE AN ASSOCIATED OUTPUT STANDARD. IN ADDITION, THE ACTIVITIES WERE NOT IDENTIFIED AS A TRANSFER-STATE AGENCIES, AS AID TO LOCAL GOVERNMENTS, OR A PAYMENT OF PENSIONS, BENEFITS AND CLAIMS (ACT0430). ACTIVITIES LISTED HERE SHOULD REPRESENT TRANSFERS/PASS THROUGHES THAT ARE NOT REPRESENTED BY THOSE ABOVE OR ADMINISTRATIVE COSTS THAT ARE UNIQUE TO THE AGENCY AND ARE NOT APPROPRIATE TO BE ALLOCATED TO ALL OTHER ACTIVITIES.

BE	PC	CODE	TITLE	EXPENDITURES	FCO
55150200	9999999999	ACT5100	HIGHWAY SAFETY CONSTRUCTION		241,227,622
55150200	9999999999	ACT5120	LOCAL GOVERNMENT REIMBURSEMENT		9,680,729
55150200	9999999999	ACT5140	COUNTY TRANSPORTATION PROGRAMS		126,487,630
55100100	9999999999	ACT5340	DEBT SERVICE		184,943,932
55100100	9999999999	ACT5480	SEAPORT DEVELOPMENT AND ACCESS		25,000,000
55100500	1101010600	ACT5500	PUBLIC TRANSPORTATION OPERATIONS	10,522,044	

AUDIT #4: TOTALS FROM SECTION I AND SECTIONS II + III:

DEPARTMENT: 55	EXPENDITURES	FCO
FINAL BUDGET FOR AGENCY (SECTION I):	830,715,803	13,231,237,382
TOTAL BUDGET FOR AGENCY (SECTIONS II + III):	821,300,152	13,231,237,382
DIFFERENCE:	9,415,651	
(MAY NOT EQUAL DUE TO ROUNDING)	=====	=====

Footnotes to Schedule XI, Agency Level Unit Cost
Summary - September 2022 Submission

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

Activity/Measure	Number of Units	Unit Cost	FY 2021/22 Expenditures		
			Allocated	FCO	Total
Exec Direction and Info Tech					
Intrastate Highways (Intrastate highways lane miles contracted for highway capacity improvements)	129	14,539,657.88		1,875,615,866	1,875,615,866
Arterial Highways (Arterial highways lane miles contracted for highway capacity improvements)	26	32,610,611.65		847,875,903	847,875,903
Resurface Roads (Number of lane miles contracted for resurfacing)	2,713	357,852.95		970,855,042	970,855,042
Repair and Replace Bridges (Number of bridges contracted for repair or replacement)	106	5,404,625.39		572,890,291	572,890,291
Preliminary Engineering (Number of projects with preliminary engineering provided)	1,017	1,031,892.16	133,564,897	915,869,429	1,049,434,326
Material Testing and Research (Number of projects with materials and testing provided)	55	931,451.49	38,344,262	12,885,570	51,229,832
Construction Engineering Inspection (Number of projects with Construction Engr provided)	444	1,233,893.46	81,597,481	466,251,216	547,848,697
Planning (Number of projects with planning provided)	386	523,405.57	37,484,159	164,550,390	202,034,549
Right of Way Land (Number of Right-of-Way parcels acquired)	744	399,855.51		297,492,500	297,492,500

Footnotes to Schedule XI, Agency Level Unit Cost
Summary - September 2022 Submission

Activity/Measure	Number of Units	Unit Cost	FY 2021/22 Expenditures		
			Allocated	FCO	Total
Right of Way Support (Number of projects with right-of-way support provided)	876	101,990.31	32,847,645	56,495,870	89,343,515
Aviation (Number of aviation projects)	290	1,145,111.51		332,082,339	332,082,339
Transit (Number of public transit passenger trips provided)	131,894,483	2.76		364,674,128	364,674,128
Transportation Disadvantaged (Number of trips provided (transportation disadvantaged))	1,071,228	52.25	55,972,742		55,972,742
Rail (Number of rail projects)	228	639,332.55		145,767,821	145,767,821
Intermodal (Number of intermodal projects)	45	390,947.93		17,592,657	17,592,657
Seaports (Number of Seaport projects)	66	5,674,730.38		374,532,205	374,532,205
Bridge Inspection (Number of bridges inspected)	7,260	1,935.10		14,048,839	14,048,839
Routine Maintenance (Lane miles maintained on the State Highway System)	45,347	18,692.95	190,446,098	657,223,010	847,669,108
Traffic Engineering (Number of projects with traffic engineering provided)	75	3,967,367.24	57,753,423	239,799,120	297,552,543
Motor Carrier Compliance (Number of commercial vehicles weighed)	20,525,750	0.67	13,805,725		13,805,725
Toll Operations (Total cost per active SunPass account)	6,775,468	38.52	85,749,012	175,246,926	260,995,938
Total			727,565,444	8,501,749,122	9,229,314,566

Footnotes to Schedule XI, Agency Level Unit Cost
Summary - September 2022 Submission

2. The expenditures exception of \$9,415,651 noted at the end of Section III relates to the Carry Forward budget for the Rail Enterprise and Turnpike budget entities. It shows that Sections II and III (expenditures plus reversions) do not account for \$9,415,651 of budget that was available in 2021/22 as reflected in Section I. Rail Enterprise & Turnpike operating budget 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 2021/22 expenditure in Section II because this budget was neither disbursed nor committed at June 30, 2022.

Schedule XIV
Variance from Long Range Financial Outlook

Agency: Department of Transportation Contact: Chris Evans

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 2022 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 2023-2024 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 2023-2024 Estimate/Request Amount	
			Long Range Financial Outlook	Legislative Budget Request
a	Work Program	Y	\$9.7 Billion	\$9.7 Billion
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.

The Department of Transportation develops a Work Program, which is the list of transportation projects planned for the following five years. It is supported by a balanced five-year finance plan and a three-year cash forecast of receipts and expenditures. Funding projections for each year are based on Revenue Estimating Conferences (REC) held throughout the year. The August 2022 REC revenues will be programmed into the Tentative Work Program and be used by the Governor and Legislature for consideration. The development cycle enables FDOT to incorporate policy changes and Revenue Estimating Conference adjustments so the preliminary plan can be timely and accurately submitted to the Governor and Legislature 14 days prior to convening of the regular Legislative Session. The final plan is submitted 14 days after the start of Session.

* R/B = Revenue or Budget Driver



**LEGISLATIVE
BUDGET REQUEST
2023-2024**

**Budget Entity Level
Exhibits and Schedules**



**LEGISLATIVE
BUDGET REQUEST
2023-2024**

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

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Budget Period: 2023 - 2024

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

	Balance as of 6/30/2022		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	3,003,474	(A)		3,003,474
ADD: Other Cash (See Instructions)		(B)		0
ADD: Investments	50,704,530	(C)		50,704,530
ADD: Outstanding Accounts Receivable	45,815	(D)		45,815
ADD: Anticipated revenues for future commitments	46,957,266	(E)		46,957,266
Total Cash plus Accounts Receivable	100,711,085	(F)	0	100,711,085
LESS Allowances for Uncollectibles		(G)		0
LESS Approved "A" Certified Forwards		(H)		0
Approved "B" Certified Forwards		(H)		0
Approved "FCO" Certified Forwards	100,649,017	(H)		100,649,017
LESS: Other Accounts Payable (Nonoperating)	62,067	(I)		62,067
LESS: _____		(J)		0
Unreserved Fund Balance, 07/01/22	0	(K)	0	0 **

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: 2023 - 20234
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, 07/01/22	
Total all GLC's 5XXXX for governmental funds;	49,192,368 (A)
GLC 539XX for <u>proprietary</u> and fiduciary funds	
Subtract Nonspendable Fund Balance (GLC 56XXX)	(B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment #	(C)
SWFS Adjustment # and Description	(C)
Add/Subtract Other Adjustment(s):	
Approved "B" Carry Forward (Encumbrances) per LAS/PBS	(D)
Approved "E" Carry Forward Total (FCO) per LAS/PBS	(100,649,017) (D)
Anticipated revenues for future commitments	46,957,266 (D)
FCO - Account Payable	4,499,384 (D)
Investment in Capital Assets Net of Related Debt	65,669,643 (D)
Long-Term Assets	(65,669,643) (D)
ADJUSTED BEGINNING TRIAL BALANCE:	0 (E)
UNRESERVED FUND BALANCE, SCHEDULE IC (Line K)	0 (F)
DIFFERENCE:	0 (G)*

***SHOULD EQUAL ZERO.**

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Department Title:	Budget Period: 2023 - 2024
Trust Fund Title:	Department of Transportation
Budget Entity:	Turnpike General Reserve TF
LAS/PBS Fund Number:	2326

	Balance as of 6/30/2022		SWFS* Adjustments		Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	6,155,707	(A)			6,155,707
ADD: Other Cash (See Instructions)	258,384	(B)			258,384
ADD: Investments	872,640,149	(C)			872,640,149
ADD: Outstanding Accounts Receivable	77,817,583	(D)	2,966,352		80,783,936
ADD: Anticipated revenues for future commitments	458,479,024	(E)			458,479,024
Total Cash plus Accounts Receivable	1,415,350,849	(F)	2,966,352		1,418,317,201
LESS Allowances for Uncollectibles		(G)			0
LESS Approved "A" Certified Forwards		(H)			0
LESS Approved "B" Certified Forwards		(H)			0
LESS Approved "FCO" Certified Forwards	1,352,226,342	(H)			1,352,226,342
LESS: Other Accounts Payable (Nonoperating)	61,838,031	(I)	20,033		61,858,064
LESS: Unearned Revenue	4,232,795	(J)			4,232,795
LESS: _____		(J)			0
Unreserved Fund Balance, 07/01/22	(2,946,319)	(K)	2,946,319		0 **

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:	2023 - 2024
Department Title:	Department of Transportation
Trust Fund Title:	Turnpike General Reserve TF
LAS/PBS Fund Number:	2326

BEGINNING TRIAL BALANCE:

Total Fund Balance Per FLAIR Trial Balance, 07/01/22	
Total all GLC's 5XXXX for governmental funds;	1,022,285,226 (A)
GLC 539XX for proprietary and fiduciary funds	
Subtract Nonspendable Fund Balance (GLC 56XXX)	(B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment #B5500011	1,228,534 (C)
SWFS Adjustment #B5500035	1,660,098 (C)
SWFS Adjustment #B5500036	57,688 (C)
Add/Subtract Other Adjustment(s):	
Approved "B" Carry Forward (Encumbrances) per LAS/PBS	(D)
Approved "E" Carry Forward Total (FCO) per LAS/PBS	(1,352,226,342) (D)
A/P not C/F-FCO	1,563,107 (D)
Long-Term Receivables	(395,226,715) (D)
Allowance for Uncollectibles - Long Term	(D)
Supply Inventory	(8,976,278) (D)
Goods Purchased for Resale	(4,488,231) (D)
Prepays	(D)
Non-Spendable Investments	(3,632,518) (D)
Current Bonds Payable	142,125,000 (D)
Deferred Inflows on Service Concession Arrangements	120,882,794 (D)
Long-Term Unearned Revenue	152,994 (D)
Long-Term Payables from Restricted Assets	13,311,264 (D)
Long-Term Bonds Payable	3,180,475,384 (D)
Fixed Assets GLC 26xxx	(9,541,158,893) (D)
Fixed Assets GLC 27xxx	(3,529,250,146) (D)
Fixed Assets GLC 28xxx	(D)
Anticipated revenues for future commitments	458,479,024 (D)
Invested in Capital Assets Net of Related Debt	9,629,066,291 (D)
Other Restricted	263,671,720 (D)
ADJUSTED BEGINNING TRIAL BALANCE:	0 (E)
UNRESERVED FUND BALANCE, SCHEDULE IC (Line K)	0 (F)
DIFFERENCE:	0 (G)*

*SHOULD EQUAL ZERO.

SCHEDULE 1A: DETAIL OF FEES AND RELATED PROGRAM COSTS

Department: TRANSPORTATION **Budget Period:** 2023 - 24
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 2021 - 22	FY 2022 - 23	FY 2023 - 24
<u>Receipts:</u>			
<u>Permit Renewals/New Tags</u>	\$1,186,034.00	\$1,158,000.00	\$1,138,000.00
<u>Licenses</u>	\$178,200.00	\$176,000.00	\$175,200.00
<u>Reinstatements/Delinquent Fees</u>	\$20,441.50	\$14,000.00	\$14,250.00
<u>Other Receipts</u>	\$38,261.09	\$33,287.20	\$4,200.00
Total Fee Collection to Line (A) - Section III	\$1,422,936.59	\$1,381,287.20	\$1,331,650.00

<u>SECTION II - FULL COSTS</u>			
<u>Direct Costs:</u>			
<u>Salaries and Benefits</u>	\$456,475.31	\$456,000.00	\$460,000.00
<u>Other Personal Services</u>			
<u>Expenses</u>	\$937,774.08	\$1,101,745.12	\$1,104,745.12
<u>Operating Capital Outlay</u>			
<u>Deficiency Recapture</u>	\$0.00	\$0.00	\$176,457.92
<u>Indirect Costs Charged to Trust Fund</u>			
Total Full Costs to Line (B) - Section III	\$1,394,249.39	\$1,557,745.12	\$1,741,203.04

Basis Used: _____

<u>SECTION III - SUMMARY</u>				
TOTAL SECTION I	(A)	\$1,422,936.59	\$1,381,287.20	\$1,331,650.00
TOTAL SECTION II	(B)	\$1,394,249.39	\$1,557,745.12	\$1,741,203.04
TOTAL - Surplus/Deficit	(C)	\$28,687.20	(\$176,457.92)	(\$409,553.04)

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 IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Budget Period: 2023 - 2024

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

	Balance as of 6/30/2022	SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	58,738,250 (A)		58,738,250
ADD: Other Cash (See Instructions)	2,081,481 (B)		2,081,481
ADD: Investments	579,770,087 (C)		579,770,087
ADD: Outstanding Accounts Receivable	751,664,363 (D)	(137,022,644)	614,641,719
ADD: Estimated cash forecast for FCO projects	12,207,145,947 (E)		12,207,145,947
Total Cash plus Accounts Receivable	13,599,400,129 (F)	(137,022,644)	13,462,377,485
LESS Allowances for Uncollectibles	1,151,469 (G)		1,151,469
LESS Approved "A" Certified Forwards	9,446,232 (H)		9,446,232
LESS Approved "B" Certified Forwards	22,502,318 (H)		22,502,318
LESS Approved "FCO" Certified Forwards	11,371,806,219 (H)		11,371,806,219
LESS: Other Accounts Payable (Nonoperating)	118,037,049 (I)		118,037,049
LESS: Unearned Revenue	1,902,242,623 (J)		1,902,242,623
LESS: Deferred Inflows - Current Portion	37,191,576 (J)		37,191,576
Unreserved Fund Balance, 07/01/22	137,022,644 (K)	(137,022,644)	0 **

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.

Office of Policy and Budget - July 2022

RECONCILIATION: BEGINNING TRIAL BALANCE TO SCHEDULE I and IC

Budget Period: 2023 - 2024

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, 07/01/22
 Total all GLC's 5XXXX for governmental funds; 1,998,634,992 (A)
 GLC 539XX for proprietary and fiduciary funds

Subtract Nonspendable Fund Balance (GLC 56XXX) (8,862,702) (B)

Add/Subtract Statewide Financial Statement (SWFS) Adjustments :

SWFS Adjustment #B5500044 (54,083,578) (C)

SWFS Adjustment #B5500052 (49,914,141) (C)

SWFS Adjustment #B5500055 (33,024,925) (C)

SWFS Adjustment # (C)

Add/Subtract Other Adjustment(s):

Approved "B" Carry Forward (Encumbrances) per LAS/PBS (22,502,318) (D)

Approved "E" Carry Forward Total (FCO) per LAS/PBS (11,371,806,219) (D)

A/P not C/F-Operating Categories 16,572,447 (D)

FCO not C/F 499,505,011 (D)

Compensated Absences 624,779 (D)

Deferred Outflows (43,751,350) (D)

Advances and Receivables- L/T (614,190,561) (D)

Allowance for Uncollectibles - L/T 41,956,338 (D)

Nonstate & Cu Investments with Stat (2,893,632,850) (D)

Deferred Inflows 327,329,130 (D)

Estimated Cash Forecast for FCO Projects 12,207,145,947 (D)

ADJUSTED BEGINNING TRIAL BALANCE: (0) (E)

UNRESERVED FUND BALANCE, SCHEDULE IC (Line K) 0 (F)

DIFFERENCE: (0) (G)*

***SHOULD EQUAL ZERO.**

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Budget Period: 2023 - 2024

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

	Balance as of 6/30/2022	SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	26,091,079 (A)		26,091,079
ADD: Other Cash (See Instructions)			0
ADD: Investments	70,757,420 (C)		70,757,420
ADD: Outstanding Accounts Receivable	60,393 (D)		60,393
ADD: Anticipated revenues for future commitments	525,924,444 (E)		525,924,444
Total Cash plus Accounts Receivable	622,833,336 (F)	0	622,833,336
LESS Allowances for Uncollectibles			0
LESS Approved "A" Certified Forwards			0
LESS Approved "B" Certified Forwards			0
LESS Approved "FCO" Certified Forwards	622,826,293 (H)		622,826,293
LESS: Other Accounts Payable (Nonoperating)	7,043 (I)		7,043
LESS:			0
Unreserved Fund Balance, 07/01/22	0.00 (K)	0	0 **

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: 2022 - 2023
Department Title:	Department of Transportation
Trust Fund Title:	Right of Way Acquisition/Bridge Construction TF
LAS/PBS Fund Number:	2586

BEGINNING TRIAL BALANCE:

Total Fund Balance Per FLAIR Trial Balance, 07/01/22	
Total all GLC's 5XXXX for governmental funds; GLC 539XX for proprietary and fiduciary funds	90,625,958 (A)
Subtract Nonspendable Fund Balance (GLC 56XXX)	(B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment #	(C)
SWFS Adjustment #	(C)
SWFS Adjustment #	(C)
Add/Subtract Other Adjustment(s):	
Approved "B" Carry Forward (Encumbrances) per LAS/PBS	(D)
Approved "E" Carry Forward Total (FCO) per LAS/PBS	(622,826,293) (D)
A/P not C/F-FCO Categories	6,275,890 (D)
Anticipated revenues for future commitments	525,924,444 (D)
	(D)
	(D)
ADJUSTED BEGINNING TRIAL BALANCE:	0 (E)
UNRESERVED FUND BALANCE, SCHEDULE IC (Line K)	0 (F)
DIFFERENCE:	0 (G)*

***SHOULD EQUAL ZERO.**

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Budget Period: 2023 - 2024

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

	Balance as of 6/30/2022	SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	1,318,338 (A)		1,318,338
ADD: Other Cash (See Instructions)			0
ADD: Investments	47,064,145 (C)		47,064,145
ADD: Outstanding Accounts Receivable	1,206,731 (D)		1,206,731
ADD: Interest and Dividends Receivable			0
Total Cash plus Accounts Receivable	49,589,213 (F)	0	49,589,213
LESS Allowances for Uncollectibles			0
LESS Approved "A" Certified Forwards	17,638 (H)		17,638
Approved "B" Certified Forwards	18,822,715 (H)		18,822,715
Approved "FCO" Certified Forwards			0
LESS: Other Accounts Payable (Nonoperating)	5,083 (I)		5,083
LESS:			0
Unreserved Fund Balance, 07/01/22	30,743,777 (K)	0	30,743,777 **

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: 2023 - 2024

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

BEGINNING TRIAL BALANCE:

Total Fund Balance Per FLAIR Trial Balance, 07/01/22

Total all GLC's 5XXXX for governmental funds; 45,035,441 (A)
 GLC 539XX for proprietary and fiduciary funds

Subtract Nonspendable Fund Balance (GLC 56XXX) (B)

Add/Subtract Statewide Financial Statement (SWFS) Adjustments :

SWFS Adjustment # (C)

SWFS Adjustment (C)

Add/Subtract Other Adjustment(s):

Approved "B" Carry Forward (Encumbrances) per LAS/PBS (18,822,715) (D)

Approved "E" Carry Forward Total (FCO) per LAS/PBS (D)

A/P not C/F-Operating Categories 4,531,053 (D)

CF - Operating Category paid out of CY Funds (D)

 (D)

ADJUSTED BEGINNING TRIAL BALANCE: 30,743,778 (E)

UNRESERVED FUND BALANCE, SCHEDULE IC (Line K) 30,743,778 (F)

DIFFERENCE: (0) (G)*

***SHOULD EQUAL ZERO.**

SCHEDULE IV-B FOR PRIMAVERA P6 SAAS IMPLEMENTATION

For Fiscal Year 2023-24



October 14, 2022



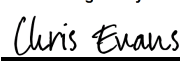


FLORIDA DEPARTMENT OF TRANSPORTATION

Contents

- I. Schedule IV-B Cover Sheet..... 3
- II. Schedule IV-B Business Case – Strategic Needs Assessment..... 4
 - A. Background and Strategic Needs Assessment 4
 - 1. Business Need 4
 - 2. Business Objectives..... 5
 - B. Baseline Analysis..... 5
 - 1. Current Business Process(es) 7
 - 2. Assumptions and Constraints 7
 - C. Proposed Business Process Requirements 8
 - 1. Proposed Business Process Requirements..... 8
 - 2. Business Solution Alternatives 9
 - 3. Rationale for Selection 10
 - 4. Recommended Business Solution 10
 - D. Functional and Technical Requirements..... 10
- III. Success Criteria 11
- IV. Schedule IV-B Benefits Realization and Cost Benefit Analysis..... 11
 - A. Benefits Realization Table..... 11
 - B. Cost Benefit Analysis (CBA)..... 12
- V. Schedule IV-B Major Project Risk Assessment..... 12
- VI. Schedule IV-B Technology Planning 13
 - A. Current Information Technology Environment 13
 - 1. Current System 13
 - 2. Information Technology Standards 15
 - B. Current Hardware and/or Software Inventory..... 16
 - C. Proposed Technical Solution 16
 - 1. Technical Solution Alternatives 16
 - D. Proposed Solution Description 17
 - 1. Summary Description of Proposed System 17
 - 2. Resource and Summary Level Funding Requirements for Proposed Solution (if known)..... 18
 - E. Capacity Planning (*historical and current trends versus projected requirements*)..... 18
- VII. Schedule IV-B Project Management Planning 19
- VIII. Appendices 26
 - Appendix A – Cost Benefit Analysis 26
 - Appendix B - Project Risk Assessment 26
 - Appendix C – Functional and Technical Requirements..... 26

SCHEDULE IV-B FOR PRIMAVERA P6 SAAS IMPLEMENTATION

I. Schedule IV-B Cover Sheet

Schedule IV-B Cover Sheet and Agency Project Approval	
Agency: Florida Dept. of Transportation	Schedule IV-B Submission Date: 9/27/2022
Project Name: Primavera P6 SaaS Implementation	Is this project included in the Agency's LRPP? <input type="checkbox"/> Yes <input type="checkbox"/> No
FY 2023-24 LBR Issue Code: 36257C0	FY 2023-24 LBR Issue Title: Primavera P6 Software as a Service Implementation and Progress Reporter
Agency Contact for Schedule IV-B (Name, Phone #, and E-mail address): Savannah Lacy, (850) 410-5538, savannah.lacy@dot.state.fl.us	
AGENCY APPROVAL SIGNATURES	
I am submitting the attached Schedule IV-B in support of our legislative budget request. I have reviewed the estimated costs and benefits documented in the Schedule IV-B and believe the proposed solution can be delivered within the estimated time for the estimated costs to achieve the described benefits. I agree with the information in the attached Schedule IV-B.	
Agency Head: DocuSigned by:  Printed Name: Jared Perdue	Date: 10/10/2022 1:35 PM EDT
Agency Chief Information Officer: DocuSigned by:  Printed Name: Greg Smiley	Date: 10/7/2022 4:20 PM EDT
Budget Officer: DocuSigned by:  Printed Name: Chris Evans	Date: 10/7/2022 2:44 PM EDT
Planning Officer: DocuSigned by:  Printed Name: Amber Ivey	Date: 10/10/2022 8:08 AM EDT
Project Sponsor: DocuSigned by:  Printed Name: William Watts	Date: 10/10/2022 11:21 AM EDT
Schedule IV-B Preparers (Name, Phone #, and E-mail address):	
Business Need:	Amber Ivey, (850) 330-1237, amber.ivey@dot.state.fl.us
Cost Benefit Analysis:	Kelli Keech, (850) 410-5563, kelli.keech@dot.state.fl.us
Risk Analysis:	Savannah Lacy, (850) 410-5538, savannah.lacy@dot.state.fl.us
Technology Planning:	Patricia Atchley, (850) 410-5438, patricia.atchley@dot.state.fl.us
Project Planning:	Savannah Lacy, (850) 410-5538, savannah.lacy@dot.state.fl.us

II. Schedule IV-B Business Case – Strategic Needs Assessment

A. Background and Strategic Needs Assessment

1. Business Need

The Florida Department of Transportation (FDOT) utilizes Oracle's Primavera P6 platform, which is the industry standard for Critical Path scheduling for large, complex projects. FDOT's Office of Program Management use Primavera P6 to develop, monitor, and analyze Critical Path Method (CPM) schedules to ensure compliance with Monthly Performance measures and to deliver a balanced Five-Year Work Program efficiently and effectively for the consulting and contracting industry. Custom applications are used in conjunction with Primavera P6 to manage and monitor schedule updates and changes. Implementation of Progress Reporter with the Primavera P6 SaaS solution will enhance user experience and reduce reliability on legacy custom applications. Primavera P6 also enhances mobility and accessibility through the Team Member mobile application.

The Office of Construction leverages Primavera P6 to develop estimated contract duration for each Construction project. This contract duration recommendation is included in the Contract File Index (CFI) package necessary to advertise for letting. Per the Construction Project Administration Manual (CPAM), CPM schedules are required for projects with a budget more than \$10 million, urban projects with three (3) or more traffic phases or others deemed appropriate such as alternative contracting projects, buildings, Variable Message Sign(s), etc.; although, CPM schedules are encouraged on all contracts. These schedules, and the accompanying analyses performed using the Primavera P6 system, serve to protect FDOT and the Contractor from cost overruns due to schedule delays. The predetermination of contract time durations is a complex process that helps the FDOT work programs be implemented by contractors at achievable rates based on decades of production studies and observations made by FDOT construction schedule staff and consultants. Primavera P6 is used to consider and analyze utility relocations, other constraints, concurrency, site access, number of crews and equipment to be used, and various execution alternatives that produce an anticipated controlling/critical path for the work of each major construction contract. The resource loading and multiple activity coding functions of the scheduling software are essential in this analysis. The objective of setting reasonable contract times is to have projects that are executed smoothly without unplanned interruptions that might lead to change orders and claims. When contracts get into claim issues, completion can be severely delayed, and the traveling public is unnecessarily impacted. Accurate planning of contract times has minimized the occurrence of these claims. Logically-sound project schedules must be seen as living project management tools and must be updated regularly. Establishing a baseline project schedule at the onset of a project is the accepted industry best practice, but accuracy in forecasting the project's completion is a byproduct of disciplined and regular project schedule updates. Contractors are required to submit monthly project schedule updates in support of the project's progress payment period. Accurate and frequently updated project schedules allow the FDOT and contractor to forecast and execute ongoing, upcoming and/or critical activities to increase the likelihood of successful project completion. If the project schedule is not updated by the contractor in a timely manner, this could reflect on the Contractor Past Performance Rating (CPPR) grading as outlined in Section 13.1 of the CPAM. This would be evaluated in category 3 (Timely and Complete Submittal of Documents) within the Contractor's Past Performance Report, Form No. 700-010-25.

Currently, Primavera P6 is an on-premise application hosted at the State Data Center. It requires multiple, specialized resources both within FDOT and at the State Data Center to support and maintain. The current on-premise application infrastructure also does not support the Cloud-First Initiative of the State of Florida. The costs and resources needed to perform an upgrade of the application have impeded FDOT's ability to perform annual updates to be on the most current version of Primavera P6 on-premise. The current version of Primavera P6 on-premise is version 21.12., however, FDOT is on version 17.12.1. Migration to the cloud facilitates automatic and timely software upgrades to ensure the latest features and security updates. Primavera P6 serves as the tool to ensure the FDOT performs satisfactory in meeting the Florida Transportation Commission (FTC) performance and productivity standards, per 334.045 Florida Statute (F.S.).

2. Business Objectives

NOTE: For IT projects with total cost in excess of \$10 million, the business objectives described in this section must be consistent with existing or proposed substantive policy required in s. 216.023(4)(a)10, F.S.

- Support the State of Florida’s Cloud-First Initiative.
- Increase resiliency, reliability, and accessibility during emergency situations.
- Decrease FDOT’s resources, time, and costs to support and maintain legacy applications.
- Using the cloud frees up FDOT’s network/server resources at the State Data Center.
- Receive automatic and timely software upgrades to ensure latest features and security updates.
- To reduce or eliminate the need for legacy data integration.
- Potential to consolidate Primavera P6 databases which would provide costs savings for FDOT.

B. Baseline Analysis

In 2020, an assessment of the Primavera tool was conducted with all Districts. The below information is from that assessment’s final report:

Where We Are:

Today, the Department uses Primavera (from Oracle) for managing and scheduling its projects. The Department first implemented Primavera in 1992. Primavera provides the tools necessary to organize, track, and report on a project down to the smallest detail. The projects are organized based on activity/events which translate into work assignments for project staff.

The Department’s program and project management needs for project scheduling remains vital for the Department’s success. However, the Department’s size, complexity and business practices have evolved. Project Management/Scheduling using Primavera has been identified as a Core Platform in the Technology Strategic Plan process.

During the assessment, the project team conducted seven focus groups. Focus groups were segmented by district administrators, updaters, schedulers, and construction users. To ensure consistency in this approach, questions presented were standardized across all groups during the first round of focus group meetings. The second round of focus group meetings were to confirm and clarify the information that was gathered during the first round of focus group meetings. In addition, the focus group meetings covered topics that stakeholders felt were warranted to be included. The focus groups were provided with a brief history of the Department’s use of Primavera.

Where We Need to Be:

To determine where the Department needs to be, the focus group meetings gathered information categorized by “Liked”, “Disliked”, and “Desired” attributes of the Department’s currently used tool, Primavera.

The following are the attributes “Liked”:

- Primavera is a powerful collaboration and data driven tool
- The features and functionalities for Production and Construction
- The application meets our needs
- It’s a comprehensive and powerful enterprise-level project portfolio management application
- It enables the Department to manage the Five-Year Work Program in coordination with contractors and consultants

The following are the attributes “Disliked”:

- Poorly crafted error messages without understandable explanation
- Poor integration with other applications

- Poor reporting tools
- Dislike of the new Visualizer tool (formerly called Claim Digger)
- Limited graphic limitations

The following are the attributes “Desired”:

- Communication with contractors and consultants
- Better integration with other applications
- Real-time data / trends
- Have financials overlaid from other applications onto Oracle Primavera
- More vendor lead trainings
- Standardization statewide
- Development of scheduling specific business rules
- Development of project scheduling practices and procedures
- Resolution of the current licensing issue
- More internal experts

Where We Need to be in 5, 10, 15, years:

- Move to the cloud
- Enterprise level accessibility
- Consistency in procedures and practices
- Statewide standardization (WBS, EPS, Activity IDs, Activity Codes and Templates)
- Analytical reporting tools / dashboards
- Defined and aligned business rules
- On-going vendor training

How We Get There:

- Though Primavera is a powerful tool, the Department has underutilized its full range of features
- Provide users with more instructor-led training
- Resume face-to-face meeting of users bi-annually
- Oracle Primavera business rules need to be created,
- Acquire an enterprise licensing solution whether its Oracle Primavera or a different tool
- Ensure the application is a cloud solution
- Research and identify other cost-effective enterprise level scheduling software
- Develop and implement scheduling specific business rules
- Further invest in Oracle Primavera

Research Results

Research was conducted to gain input from each district (Construction and Production offices), Turnpike Enterprises, the Office of Construction, and Program Management (participant group(s)). Solicitation occurred in the form of conference calls where participants from each district were given the opportunity to provide feedback and input. Although numerous opportunities for feedback and input was provided, participation was very low.

The statewide Primavera administrator provided a list of contacts for each district. Email outreach began with this list. Recipients were asked to forward the email to additional staff as deemed appropriate. Additional participants provided were included in the research conducted.

In an effort to increase participation, an email was sent to the participant groups explaining the goal of the research being conducted and included a list of questions. While participant groups did respond, the information given was brief and lacked detail and some invitations and emails went unanswered altogether.

The questions asked of the participant groups were baseline questions which were asked in an effort to gain information as to how P6 data is both provided (pushed) and received (pulled). Specifically asked:

- Which tools are being used to push or pull P6 data
- What data repository the tools are depositing to

- Whether reporting is done inside or outside of P6 or both
- How schedule change requests are handled; and
- Whether ClaimDigger is being used.

Participant groups were asked to provide their insights about what requirements for a potential replacement product would be required. Responses indicated overwhelmingly that participant groups are satisfied with the features provided in P6 with no requests for enhancements provided.

A review was conducted of the availability of quality, industry leading project management products. Each product was compared to P6 feature by feature and found to be comparable to Primavera.

1. Current Business Process(es)

NOTE: If an agency has completed a workflow analysis, include through file insertion or attachment the analyses documentation developed and completed by the agency.

The Office of Program Management uses Primavera P6 to develop schedules for projects in the Five-Year Work Program to ensure compliance with Work Program Instructions and plan for a steady workload for the consultant and contracting industry. Schedule updates are provided by responsible stakeholders to District schedulers to incorporate into Primavera P6. The monitoring and analysis of project schedules assists in identifying challenges and opportunities that are communicated to Central Office and District Executives who make decisions to ensure we meet current commitments and effectively plan for the Five-Year Work Program. Districts frequently transfer scheduling data to FDOT legacy systems. This data is used for performance measuring and reporting.

Construction estimates contract duration for each Construction project at 90% design phase and finalizes the time at 100% if any changes are needed using Primavera. This contract duration recommendation is included in the Contract File Index (CFI) package necessary to advertise for letting. CPM schedules are required for projects with a budget more than \$10 million, urban projects with three (3) or more traffic phases or others deemed appropriate, although, CPM schedules are encouraged on all contracts. Contractors are required to provide an initial baseline schedule for acceptance prior to construction beginning. The schedule is updated during construction on a monthly basis to coincide with the progress payment period as required by the Standard Specifications for Road and Bridge Construction. Project staff are required to analyze Contractor's schedule(s) (i.e. baseline(s), revised baselines(s), updates, as-built, etc.) for compliance with contract documents and impacts of claims and time extensions as required by CPAM. Consultants and Project Managers are also required to provide CPM schedules and pay out curves for invoicing as required by the Construction Engineering and Inspection (CEI) Scope of Services and CEI Contract. These schedules, and the accompanying analyses performed using the Primavera P6 system, serve to protect the Department from claims and delays.

2. Assumptions and Constraints

Cloud

Currently, FDOT's Primavera P6 and Oracle environments are not cloud based. Moving the Primavera P6 and Oracle environments to a cloud hosted environment would require FDOT to host Primavera P6 with Oracle cloud services and not a third party provider, which would be in addition to the Primavera P6 licensing.

Audit log

Primavera P6 has no change log that tracks when, by whom, and why changes are made to the data. While Oracle has indicated that an audit tracking trail is available, this must be demonstrated by Oracle as it is not user friendly, is difficult to navigate, and is more like a backdoor coding view. This coding view is only viable until the next change is made; it does not provide historical information.

Additionally, Oracle has an add-on application, Schedule Comparison (formally ClaimDigger), which has a primary purpose of facilitating construction claims. Consultant Construction Engineering and Inspection (CEI) firms use this add-on as its standard methodology for FDOT's construction projects. While it can compare two project schedules (current vs. original or previous) it does not include functionality that

provides audit trails for data changes, updates, or deletions.

Statutory Authority

Sections 20.23 and 334.048 Florida Statute (F.S.) establishes FDOT as the authority to provide uniform procedures for monitoring construction contract time and schedules per FDOT CPAM.

P6 Specific to the Office of Construction

P6 is used by the Office of Construction district schedulers to determine the allowable contract duration for construction projects prior to project letting. It is then used by FDOT and CEI staff to track contractor performance on large construction projects. Contractors are required by specification to use P6 when submitting Critical Path Method schedule and monthly updates. Analysis of this data is used to determine the contractor's pursuit of the work and in the analysis of any delay claims submitted by the contractor. Specifically:

- P6 is used when developing cost payout curves for long duration projects.
- The reporting features required for use are defined in Special Provision 8-3.2 and CPAM Chapter 2.1.
- The Office of Construction does not use any software which integrates with the P6 databases.
- The Project Scheduling Module (PSM) is the official schedule repository for project milestones. Information is exported from Oracle and then imported to PSM.
- Prior to PSEE, project milestone data was manually input into P6. The Office of Construction does not use PSEE. This is used in the project development process to prepare projects for letting.
- The contractor develops the schedule, which is then analyzed and tracked by the FDOT/CEI construction personnel. We do not require resource loaded schedules from contractors.

Critical Path Schedule Importance

The Critical Path schedule is used to monitor contractor pursuit of work on large, complex construction projects. Contractor delay claims are defended using the Schedule Comparison. The Critical Path Method is a mathematical exercise to determine the longest possible path between a series of interconnected nodes. This longest path governs the completion date of the project. Schedule Comparison is used to check for any (especially unauthorized) logic changes or added constraints between monthly updates. This is done to prevent costly delay claims by the Contractor.

Impact of Replacing Primavera

The use of Primavera P6 is a contractual requirement. Highway construction contractors and consultant CEI firms have invested heavily in the acquisition of Primavera, training, and associated business practices. The Office of Construction has surveyed multiple FDOT personnel, contractors, and consultant CPM scheduling experts regarding the possible replacement of Primavera. The outcome of the survey indicates that staff in the Office of Construction see no viable alternative which provides the level of sophistication required to track and analyze complex transportation construction projects. Time and delay claims are extremely difficult to analyze and defend and are the types of claims which expose the FDOT to the greatest degree of financial risk. If the FDOT was to move to another scheduling platform, it would have to compel its construction contractors to move to the same platform. This is necessary because of the FDOT's need to track and verify contractor pursuit of work and to ensure that the contractor has not made logic or precedence changes during the monthly update process. This would be a major financial impact to the contracting industry doing business with the FDOT and could not occur quickly.

C. Proposed Business Process Requirements

1. Proposed Business Process Requirements

High-level business requirements are as follows:

- **Project Structure**
 - Allows multiple Enterprise Project Structures (EPS) with access restrictions
 - Allows multiple Work Breakdown Structures (WBS) with access restrictions
 - Allows multiple Organizational Breakdown Structures (OBS) with access restrictions

- Ability to create project templates and restrict access to each template. Each district's templates are different and do not need to be mistakenly changed by another district.
- **Project Schedules**
 - Ability for scheduler role to review, accept, or reject an updater's submittals
 - Ability for consultant partners to submit schedule updates
 - Ability for FDOT staff to approve submitted schedule updates before they're committed/finalized in the schedule
 - Schedulers need ability to see and run reports on: who created an activity update, when it was completed/implemented, what was asked to be updated (expected dates, actual dates, activity to be removed from the schedule), as well as how many times an activity was updated over the life of the project
 - Ability to document project milestones
 - Contains functionality for Critical Path Method analysis
- **Data and Reporting**
 - Ability to store, access and report from "old P6 project schedules", current P6 Professional EPPM project schedules and all future released versions of Oracle Primavera
 - Must have reporting, analysis, and publishing capabilities.
 - Ability to publish schedules and reports for internal and external consumption and in a variety of formats
 - Ability to view, review, access and monitor historical data
 - Need log of all changes made in the system
 - Need ability to export data from a project in Primavera SaaS to share with 3rd parties. 3rd parties need to be able to import that shared file into their desktop versions of Primavera
 - Need ability to import files to Primavera SaaS from 3rd parties who exported data from their Primavera Desktop versions
- **Security**
 - Provides groups and roles to manage access between statewide Production Management and Construction project schedules, between Districts, and between programs
 - Ability to manage roles and access for external consultants
 - Must have a unique partition (using roles or using database structure) between districts as well as between production management and construction schedules
 - Need multiple EPS, WBS and OBS with separate databases because we rely heavily on our resources, project codes, notebooks, and activity codes, etc.
 - Consultants can update specific activities without compromising the data of other projects
 - Need to secure sensitive data
- **Integrations**
 - Must allow for snapshot transfer of Production Management project schedules to the Project Scheduling Management (PSM) application.
 - Has an Application Programming Interface (API) and/or web services that allow multiple applications to interface with Primavera
 - Must integrate with various FDOT systems for work program and project data.
 - Must integrate with FDOT's Project Suite (PSEE) application
- **Administration**
 - Ability to manage email notifications
 - Ability to manage user roles and access
 - Ability for district level admins to close/lock updates for specified periods of time.

2. Business Solution Alternatives

The below graph displays the alternative scheduling systems that were compared during the Project Management Needs and Tools Assessment (PMNTA). A thorough review of available scheduling systems was conducted and when comparing the findings feature to feature, there was no viable alternative that provided the same level of sophistication and satisfaction as Primavera P6.

SCHEDULE IV-B FOR PRIMAVERA P6 SAAS IMPLEMENTATION

Feature	Sciforma	Smartsheet	Mavenlink	Microsoft	Buildertrend	e-Builder	Monday.com	ServiceNow
ISO27001 certified	✓						✓	
Cloud/Web based	✓	✓	✓	✓	✓	✓	✓	✓
Mobile	✓	✓		✓	✓	✓	✓	
Data migration tool (ease of use)		✓	API	✓		✓		✓
Role Security & permissions admin config	✓		✓	✓			✓	✓
Integration w/other apps. Data comm (API)	✓	✓	✓	✓	✓	✓	✓	✓
Archive inactive/closed projects	✓	✓	✓		✓	✓	✓	✓
Enterprise (no seat licenses)			✓	✓				✓
Critical path scheduling	✓	✓	✓	✓	✓	✓	✓	✓
Templates			✓	✓			✓	✓
Supports 1000+ users	✓	✓	✓	✓	✓	✓	✓	✓
Finance & cost management	✓	✓	✓	✓	✓	✓	✓	✓
Business rule configuration	✓	✓				✓	✓	✓
Trend Analysis	✓		✓	✓			✓	✓
Forecast Analysis			✓	✓				✓
Schedule Planning	✓	✓	✓	✓	✓	✓	✓	✓

3. Rationale for Selection

The research, survey, and meetings all point to the same determination: most of the Primavera P6 user community at FDOT is against replacing Primavera with another product. Users are satisfied that Primavera provides all the needed features and is deeply ingrained in FDOT and our construction partners.

4. Recommended Business Solution

Based on the Project Management Needs and Tools Assessment (PMNTA) that concluded in February 2020, the statewide consensus was to stay with Oracle Primavera. Once the determination to stay with Primavera was made, a follow-up assessment was performed and concluded in the Fall of 2021. The findings were presented to management and the decision was to pursue the Primavera SaaS cloud environment to satisfy Florida’s Cloud-First Initiative.

NOTE: For IT projects with total cost in excess of \$10 million, the project scope described in this section must be consistent with existing or proposed substantive policy required in s. 216.023(4) (a) 10, F.S.

D. Functional and Technical Requirements

See Appendix C for attached functional and technical requirements documentation.

III. Success Criteria

SUCCESS CRITERIA TABLE				
#	Description of Criteria	How will the Criteria be measured/assessed?	Who benefits?	Realization Date (MM/YY)
1	Increase resiliency, reliability, and accessibility during emergency situations.	Assessment conducted during an emergency event	All users; FDOT; the public	FY27-28
2	Decrease FDOT’s resources, time, and costs to support and maintain legacy applications.	Analysis & comparison of internal maintenance costs	All users; FDOT; the public	FY27-28
3	Reduce demand for network/server resources at the State Data Center.	Analysis & comparison of SDC resource demand	All users; FDOT; the public	FY27-28
4	Receive automatic and timely software upgrades to ensure latest features and security updates.	Successful upgrades based on Oracle’s schedule	All users; FDOT; the public	FY27-28
5	Reduce or eliminate the need for legacy data integration.	Analysis & implementation of Progress Reporter	All users; FDOT; the public	FY27-28
6	Consolidate Primavera P6 databases to realize additional costs savings.	Analysis & testing of database consolidation	All users; FDOT; the public	FY27-28

IV. Schedule IV-B Benefits Realization and Cost Benefit Analysis

A. Benefits Realization Table

BENEFITS REALIZATION TABLE					
#	Description of Benefit	Who receives the benefit?	How is benefit realized?	How is the realization of the benefit measured?	Realization Date (MM/YY)
1	Data Center Server Cost Avoidance	FDOT and FLDS	Removal of Primavera On-premise software and databases from servers	Cost Savings	FY27-28
2	Reduction in Data Center Custom Support	FDOT and FLDS	Removal of Primavera On-premise software and databases from servers; no longer	Cost Savings	FY27-28

BENEFITS REALIZATION TABLE					
			need upgrade support		
3	FDOT specialized resources for maintenance and support	FDOT	Elimination of on-premise software requiring specialized support	Cost Savings	FY27-28

B. Cost Benefit Analysis (CBA)

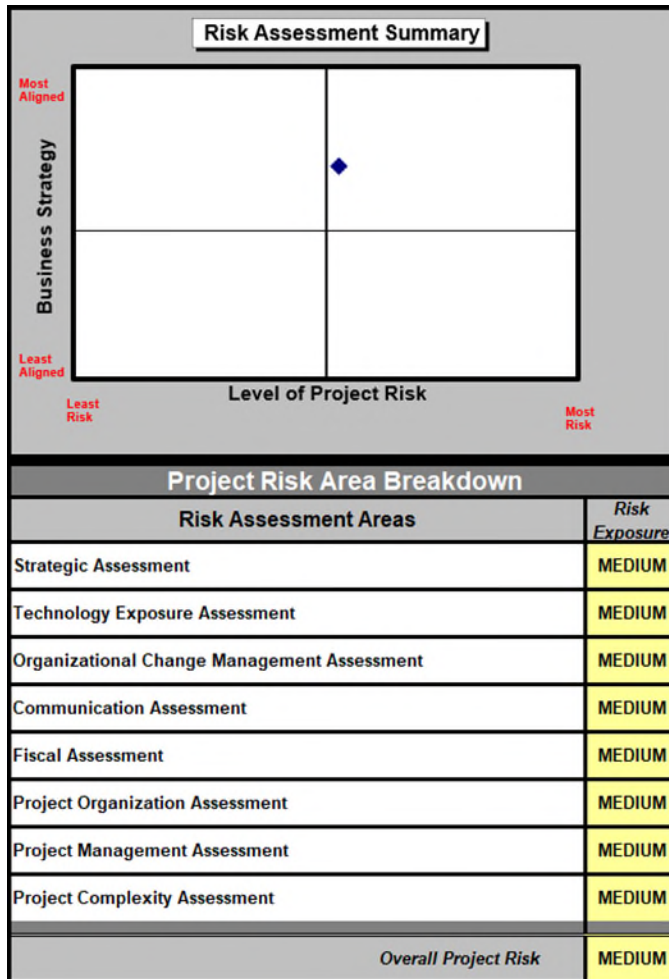
The chart below summarizes the required CBA Forms which are included as Appendix A.

Cost Benefit Analysis	
Form	Description of Data Captured
CBA Form 1 - Net Tangible Benefits	<p>Agency Program Cost Elements: Existing program operational costs versus the expected program operational costs resulting from this project. The agency needs to identify the expected changes in operational costs for the program(s) that will be impacted by the proposed project.</p> <p>Tangible Benefits: Estimates for tangible benefits resulting from implementation of the proposed IT project, which correspond to the benefits identified in the Benefits Realization Table. These estimates appear in the year the benefits will be realized.</p>
CBA Form 2 - Project Cost Analysis	<p>Baseline Project Budget: Estimated project costs.</p> <p>Project Funding Sources: Identifies the planned sources of project funds, e.g., General Revenue, Trust Fund, Grants.</p> <p>Characterization of Project Cost Estimate.</p>
CBA Form 3 - Project Investment Summary	<p>Investment Summary Calculations: Summarizes total project costs and net tangible benefits and automatically calculates:</p> <ul style="list-style-type: none"> • Return on Investment • Payback Period • Breakeven Fiscal Year • Net Present Value • Internal Rate of Return

V. Schedule IV-B Major Project Risk Assessment

NOTE: All multi-year projects must update the Risk Assessment Component of the Schedule IV-B along with any other components that have been changed from the original Feasibility Study.

The Risk Assessment Tool and Risk Assessment Summary is below, and included in Appendix B.



VI. Schedule IV-B Technology Planning

A. Current Information Technology Environment

1. Current System

Current Technology Stack	
Primavera Version	<ul style="list-style-type: none"> Version 17.12.1 (P6 EPPM)
Database Client	<ul style="list-style-type: none"> Oracle 19c
OS	<ul style="list-style-type: none"> Windows 10, Windows 7
Primavera Interface	<ul style="list-style-type: none"> Client and Web (Admin functions only)
WebLogic Server	<ul style="list-style-type: none"> Oracle WebLogic 12.1.3
Supporting Java Development Kit (JDK) Server Side	<ul style="list-style-type: none"> Oracle JDK 1.8.0_101 1.8.0_101

Integrated FDOT Applications	
Project Suite Enterprise Edition (PSEE)	<ul style="list-style-type: none"> • PSEE <u>READs</u>– Directly from Primavera DB • PSEE performs <u>Create/ Update /Delete</u> functions using the Primavera API to update the Primavera DB.
PSEE- Batch Process	<ul style="list-style-type: none"> • Uses Primavera API to load data in Primavera DB
Project Schedule Management (PSM)	<ul style="list-style-type: none"> • Text file exported from Primavera and loaded to PSM DB2 Mainframe tables

a. Description of Current System

FDOT first implemented the Primavera P6 (P6 EPPM from Oracle) platform in 1992 and uses it for managing and scheduling work program projects. Primavera provides the tools necessary to organize, track, and report on a project down to the smallest detail. The projects are organized based on activities or events which translate into work assignments.

There are 145 active user IDs for Office of Construction and 650 active user IDs for Office of Production Management in Primavera P6. User access is controlled by District administrators who grant access to Modules based on the user’s business needs. System modules include: Web Services, Integration API, Projects, P6 Professional Portfolios, P6 Analytics, Team Member, Resources, and Visualizer.

The current platform infrastructure is an on-premise solution hosted at the State Data Center using Oracle WebLogic and Java Development Kit servers. Users access the tool functionality by downloading and installing a desktop client on their computers. FDOT is operating on Version 17.12.1 of the desktop client software, which is no longer supported by Oracle. The desktop client is mapped to either a Production Management database or a Construction database within the user’s assigned District. Each District has two production Oracle databases (Oracle 19c client): one database for Production Management functions and one database for Construction functions, for a total of 18 databases statewide (see section VI.A.1 for details).

FDOT has custom built an API functionality that is used for data integrations with two primary FDOT systems: Project Suite Enterprise Edition (PSEE) and Project Schedule Management (PSM). PSEE reads schedule data directly from the Primavera database and performs create, update, and delete functions using Primavera Web Services for schedule change management purposes. A PSEE batch job is also used to load Work Program data into Primavera to crosswalk project schedules with work program project information. Data is exported from Primavera via a batch process, using the Primavera API, and loaded into PSM tables in the FDOT Mainframe environment for use within the FDOT Financial Management system for Work Program planning purposes.

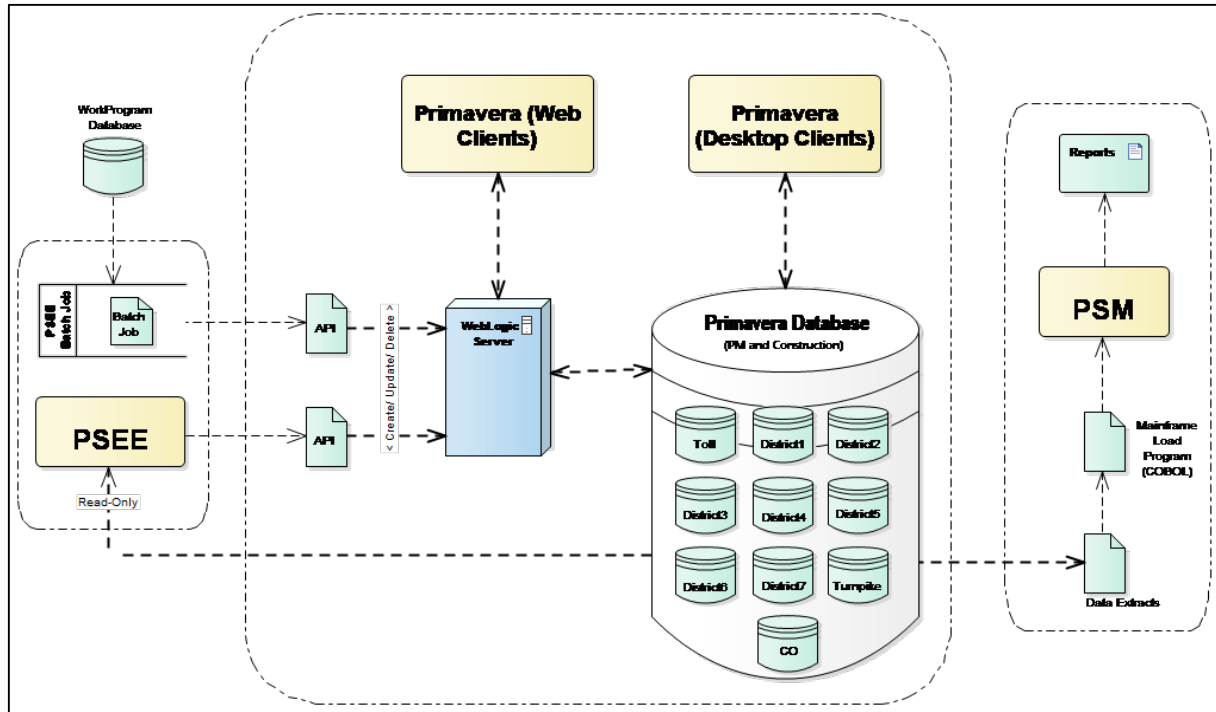


Figure 1: Overview of Primavera configuration and integration

b. Current System Resource Requirements

Significant database administration staff, server support staff within FDOT and at the State Data Center, as well as FDOT developers and vendor support staff are required to maintain the current on-premise technical architecture for Primavera P6. As is common in the IT industry, technical staff often come and go, which creates risk for proper maintenance and support. The loss of key resources affects FDOT’s ability to maintain and enhance the custom developed data integrations with the Primavera P6 system. The addition of Progress Reporter functionality in the Primavera P6 system will eliminate the need for some of these data integrations, mitigating some of this risk. In addition, FDOT does not currently have any analysts familiar with the business and technical needs of the system to bridge the gap between business and technical subject matter experts and help ensure appropriate business processes and technical design are in place to meet the business needs.

During the initial assessments of the current Primavera system, users expressed dissatisfaction with the following system functions:

- Error messages lack understandable explanations of the error
- Integration with other FDOT applications is insufficient for business needs
- Reporting tools do not provide needed reporting capabilities
- The Visualizer tool (formerly called Claim Digger) is difficult to use
- There are limitations with graphics

State Data Center outages have a significant impact on system reliability. Outages have the potential to affect 1,500 users per outage for 30 hours per user per event. A single data center outage, therefore, causes 45,000 hours of lost productivity and transportation project delay.

2. Information Technology Standards

Projects managed by Applications Services (the application development section of the Office of Information Technology) are developed following the FLDS guidelines (Security Rule 60GG-2, F.A.C. and Project Management Rule 60GG-1, F.A.C.), which are based on the Project Management Institute’s methodology including standard phases, tools, steps, and sign-off processes. This methodology is made

available to all project management and project staff working within FDOT to ensure consistent steps are followed when developing system applications.

B. Current Hardware and/or Software Inventory

- Primavera servers:
 - Unit: DOT-WPAP047 This server is also used as a utility server
 - Systest: DOT-WTAP008 This server is only used for Primavera
 - Production: DOT-WPAP018 This server is only used for Primavera
- Oracle Database Servers:
 - DOT-WPCL003-b
 - DOT-WTCL002-A
 - DOT-WTCL002-B

This effort will remove the need for these servers as all hardware and software needs will be handled by the vendor via the Software-as-a-Service (SaaS) mode. Additionally, it will eliminate the desktop client software installed on user machines as well as any database or application-specific software installed on the above listed servers.

C. Proposed Technical Solution

1. Technical Solution Alternatives

1. **Maintain the Status Quo:** Continue using the current Primavera system without any modifications. Business needs identified by FDOT will remain unfulfilled, and FDOT will continue to incur licensing, maintenance, and support costs for Primavera as well as the integrations used for schedule management.
2. **Upgrade the current version 17.12 to the latest version 21:** Continue with an on-premise architecture but upgrade to the latest version of the software. Business needs identified by the division will remain unfulfilled, and the Department will continue to incur licensing, maintenance, and support costs for Primavera as well as the integrations used for schedule management.
3. **Procure a different scheduling software:** Purchase and implement a new scheduling product.
4. **Migrate to the SaaS version:** Migrate to the Software-as-a-Service version of the Primavera Product and license the Progress Reporter module for added schedule management functionality.

2. Rationale for Selection

Option 1 – Maintain the Status Quo (rejected)

Maintaining the status quo does not serve the business needs. It also does not move the Department forward toward achieving technology strategic goals or aligning with the State’s cloud-first initiative.

In addition, maintaining status quo may result in:

- Increased staff workload performing manual workarounds to accomplish day-to-day tasks due to the lack of automation in the current system.
- Decreased customer satisfaction over time as business needs will remain unmet.
- Increased maintenance costs due to aging technology.
- Increased cost to enhance the solution. As the technology ages, the effort and cost to add enhanced features will increase. Some enhancement requests may not be possible due to technical barriers.

Option 2 – Upgrade to Latest Primavera On-Premise Version (rejected)

Upgrading to the latest on-premise version of the Primavera software would result in:

- Additional licensing and vendor service costs for upgrade

- Continued maintenance and support costs for Primavera hardware and software at the State Data Center
- Continue need for specialized internal support resources

Option 3 – Procure Different Software (rejected)

Primavera P6 is the industry standard for CPM scheduling for large, complex projects. FDOT requires all construction projects over a certain dollar amount to have an accompanying CPM schedule along with monthly updates. Schedule analysts use the Primavera P6 software to analyze critical path and help manage construction schedules. Procuring an alternate product would significantly impact not only FDOT staff and FDOT business processes but would also impact FDOT’s Transportation Construction contractors and cause potential delays to projects as staff and contractors are trained on a new product.

Option 4 – Migrate to the Primavera SaaS Version (recommended)

The technical requirements are the driving force behind transitioning to a cloud solution. In addition to aligning with the State’s Cloud-First initiative, the migrating to Primavera P6 SaaS is able to meet FDOT’s business and technical specifications and requirements with a moderate amount of additional configuration or customization.

The proposed cloud solution can effectively handle the volume of information for managing transportation construction project schedules in a cloud environment, which frees up vital data center resources. In addition, it provides robust functionality for the business to calculate Critical Path, which is vital to project scheduling. It also provides an out-of-the-box API for data integrations with the department’s financial management system and the PSEE application, which Primavera relies upon to import and export data required for work program project management.

The proposed solution is able to generate a variety of dashboards and reports for analyzing schedule performance, project health, and more. It also includes a Business Intelligence module for creating custom reports to meet unique district or user needs.

Additionally, the SaaS solution offers:

- Avoidance of increased technical debt for supporting multiple database technologies.
- Eliminates the difficulty in recruiting and retaining specialized skillset to maintain multiple database technologies.
- Integration with Microsoft technologies for access management
- Business-to-consumer (B2C) capabilities for integration with external partners
- Enhanced reporting capabilities using self-service reporting platform and cloud data warehouse
- Alignment with industry standard for Transportation Construction Schedule analysis and management

3. Recommended Technical Solution

The recommended technical solution is the Primavera P6 Software-as-a-Service (SaaS) solution with the additional Progress Reporter module. The Progress Reporter module will add schedule change management functionality that is currently housed in the PSEE application. This will simplify the needed data integrations and move all scheduling functionality into a single application platform, improving technical performance and user efficiency.

D. Proposed Solution Description

1. Summary Description of Proposed System

Oracle’s Primavera P6 software is a powerful, robust, and easy-to-use solution for prioritizing, planning, managing, and evaluating projects, programs, and portfolios. It complies with requirements for security, privacy, confidentiality, and public access to comply with applicable federal/state laws, including sections

282.601-282.606, F.S., and aligns with the State's Cloud-First Initiative.

Oracle's Primavera P6 is a cloud-based, SaaS solution. It provides a 100% web-based solution for managing projects of any size, adapts to varying levels of complexity across projects and intelligently scales to meet the needs of all roles, functions, or skill levels in the organization and project team. The Progress Reporter module provides schedule change management functionality that is currently housed in a separate application due to the limited functionality within the current Primavera P6 software.

The procurement approach involves just-in-time procurement of software licenses applicable for each phase of the effort as well as procurement of vendor services for system configuration and data migration. An agile approach will be used for data integrations, rolling out iteratively as needed by each phase, and leverage existing API functionality for where possible.

2. Resource and Summary Level Funding Requirements for Proposed Solution (if known)

Because the proposed solution is a SaaS offering, there are no hardware, data center, or other service provider requirements or cost.

Additional anticipated costs are detailed in the Cost Benefit Analysis section.

E. Capacity Planning (historical and current trends versus projected requirements)

Over the last year a capacity plan effort took place and is still ongoing. This effort examined the current format of Primavera P6 used within FDOT and assessed whether FDOT should remain with the current format or move to Primavera P6 in a cloud/SaaS environment.

The goal of the effort was to develop a recommendation to leadership on the future of Primavera P6 within FDOT. The objectives included:

- Assess the features of FDOT's current on-premise Primavera environment (v. 17.12)
- Assess the features of the latest on-premise version of Primavera (v. 20.12)
- Assess the features of Oracle Primavera Cloud (OPC)
- Assess the features of Oracle Primavera P6 Cloud (P6 Cloud)
- Determine the costs of P6 Cloud
- Develop recommendation on the future of Primavera in the Department
- Develop plan for implementing the recommendation

During this effort, the following actions were taken:

- The team held regular meetings to discuss progress
- The team identified features in Primavera on-premise (current version 17.12 and latest version 20.12) and compared them to P6 Cloud
- The team provided demos to Oracle on how the Department uses Primavera (and PSEE) today
- Oracle provided demos of how P6 Cloud correlates to how we use Primavera today and how it can meet our future needs
- Oracle provided demo of BI Publisher
- The team obtained cost information for P6 Cloud

The team worked with business and technical staff to determine current licensing volume and costs, as well as current operational, maintenance and support costs. The team worked with the vendor to obtain budgetary quotes based on current licensing needs with the goal of iterative roll out of the product statewide.

The results of the effort were presented to FDOT leadership for them to make the ultimate decision about whether the Department should upgrade to the current version or migrate to the SaaS version of the Primavera software. FDOT leadership made the recommendation to migrate to the SaaS version of Primavera.

VII. Schedule IV-B Project Management Planning

Project Phasing Plan

Projects managed by Applications Services (the application development section of the Office of Information Technology) are developed following the FLDS guidelines (Security Rule 60GG-2, F.A.C, and Project Management Rule 60GG-1, F.A.C.), which are based on the Project Management Institute’s methodology including standard phases, tools, steps, and sign-off processes. This methodology is made available to all project management and project staff working within FDOT to ensure consistent steps are followed when developing system applications.

This project is planned to span four fiscal years. Detailed phases will be developed when the project is formalized. Projected activities are included in the Baseline Schedule.

Baseline Schedule

Task	Status	Planned Start	Planned End
Obtain Funding	In Progress	10/2022	6/2023
Project Gate: Funding Approved? Yes	In Progress	10/2022	6/2023
Project Planning/Formalization	In Progress	9/2022	6/2023
Phased Implementations (Year 1 of 4)	Pending Funding	7/2023	6/2024
Procurement Activities (Solution, Licensing, Training, Implementation Services)	Pending Funding	7/2023	8/2023
System Implementation (1 District): Data migration, system configuration, etc.	Pending Funding	8/2023	12/2023
System Testing and Validation	Pending Funding	1/2024	6/2024
Phased Implementations (Years 2-4)	Pending Funding	7/2024	4/2027
Procurement Activities (Renew Licensing, Training, Implementation Services)	Pending Funding	7/2024	4/2027
System Implementation (Remaining Districts): Data migration, system configuration, etc.	Pending Funding	7/2024	4/2027
System Testing and Validation	Pending Funding	7/2024	4/2027
Closing	Pending Funding	4/2027	6/2027

Note: This chart will be completed when the funding has been received and the project manager is assigned.

Project Organization and Governance

This subsection describes the proposed project organization and governance. The project governance structure consists of the following standard elements. As the project is formalized, adjustments may be made.

- **Executive Sponsor:** The Executive Sponsor is a chairperson of the subject business process improvement, analysis, and design efforts. The Executive Sponsor acts as a visionary and motivator and instills the project with a purpose and a sense of mission. The Executive Sponsor introduces the project within the organization and demonstrates commitment to its success.

SCHEDULE IV-B FOR PRIMAVERA P6 SAAS IMPLEMENTATION

- **Project Sponsor:** Ensure that security controls related to access and integrity of the application and data are in place. Ensure that the needed resources from the Functional Office are available to serve in various roles throughout the application's life cycle.
- **Internal Stakeholders:** Functional areas and Directors that are affected by the project. It is critical that Internal Stakeholders are kept aware of the project; and are involved (provide staff) in discussions regarding their functional area at the appropriate time in the project.
- **Functional Coordinators:** Serve as a dedicated resource from the Functional Office assigned to serve as liaison between the Office of Information Technology and the Functional Office. The role of the Functional Coordinator will exist beyond the project, throughout the life of an application. The Functional Coordinator may act as an agent for the Project Sponsor.
- **Functional Stakeholders:** Provide functional management oversight of the application project for which they have been delegated responsibility. Provide direction to the Project Team in regard to project strategy and planning.
- **Portfolio Manager:** The Portfolio Manager provides leadership and facilitation to the Program and Project Managers of Information Technology projects taken on by the Office of Information Technology. The Portfolio Manager ensures proper methodology support is provided for projects.
- **Project Manager:** The Project Manager is accountable for maintaining project scope, cost, and schedule in accordance with the baselines established in the Project Plan. The Project Manager plans, assigns, and oversees the deliverables provided by team members.
- **Contract Manager:** A FDOT employee responsible for enforcing performance of the contract terms and conditions, serving as liaison with the vendor and ensuring that the contractual terms have been complied with prior to processing the invoice for payment.
- **Change Control Team (CCT):** Responsible for reviewing and determining the outcome of all change requests submitted to the project during the project life cycle. The CCT will meet as often as necessary, as changes are introduced throughout the project, to discuss potential impacts or changes to the scope, schedule, or budget. If the CCT approves a change, the CCT must then seek authorization from the Executive Sponsor, Project Sponsor, Application Services Portfolio Manager, or combination of those stakeholders, depending on the type of impact the change will have on the project.
- **Project Risk Review Team:** Prioritizes and ranks all risks identified for project and agree on a risk response strategy for each identified risk.

Quality Assurance Plan

FDOT follows standard practice project management principles to reduce project incurred risks, ensure compliance with stated quality standards, and keep the project on track. This subsection describes several of FDOT’s quality assurance plans including:

- Communication Plan
- Deliverables Review and Acceptance
- Issue Management
- Risk Management
- Scope Change Management

Communication Plan

Communication is important in all projects, and particularly on projects of this scale. Providing consistent, timely and appropriate communication keeps the project in the minds of all stakeholders. The following communication methods are planned:

Item	Purpose	Frequency	Audience
Functional Steering Committee Meeting	Provide updates on project progress, plans, and problems	Monthly	Functional Steering Committee
Project Status Report	Provide update on project progress, plans, and problems	Weekly	All Project Team Members

SCHEDULE IV-B FOR PRIMAVERA P6 SAAS IMPLEMENTATION

Item	Purpose	Frequency	Audience
FLDS Project Status Report	Status Report as required by 60GG-1 F.A.C.	Monthly	FLDS
Legislative Status Report	Provide update on project activities for all projects funded by a Budget Request	Monthly	Legislative Members and Staff
Executive Status Report and Review Meeting	Monthly review of the project status and schedule with the Information Resource Management Leadership Team	As Needed	Executive Sponsor, Project Sponsor, CIO, Application Services Portfolio Manager
Functional Group Status Presentations	Provide project status updates to existing functional teams that are affected by the project. Management Stakeholders will request time on the agenda of these existing meeting to provide status and answer questions	As Needed	Statewide Teams that are affected by project.

Deliverables Review and Acceptance

All deliverables are reviewed by appropriately appointed staff. Standard review teams will be established, by technology or business area, to provide a consistent review base. Project schedules must be established to provide time for deliverables review, feedback, and secondary review.

Issue Management

Issues are problems that have occurred and/or exist on the project that need to be addressed with a decision.

The Project Issue Management Process will be documented in the Issue Management section of the Project Management Plan. This plan will address:

- What constitutes an issue
- Who can create or update issues
- How will issues be reported
- Where will issues be documented and tracked
- Who will receive/review the issues
- How/When will issues be reviewed
- How will issues be resolved
- How and when will unaddressed issues be escalated
- How will information be communicated

All Project Issues will be documented in the change control log and will be available and reviewable by all project members.

The Project Manager is responsible for ensuring the project team (both functional staff and technical staff) have a clear understanding of the purpose and details of the Issue Management Process.

Weekly Status Reports will track and provide status for all open project issues.

Change Management

Monitoring and controlling change is critical to the successful delivery of a project. Changes are inevitable. Any change to project scope, cost, and/or schedule will invoke the Change Control process.

SCHEDULE IV-B FOR PRIMAVERA P6 SAAS IMPLEMENTATION

- The Project Change Control Process will be documented in the Change Management section of the Project Management Plan.
- Any proposed changes will be documented using a change control form and tracked through the change control log.
- The change control log and form will be available and reviewable by all project members.
- The CCT will meet as often as necessary to ensure changes are dealt with in a timely manner.
- The Project Manager is responsible for ensuring the project team (both functional staff and technical staff) have a clear understanding of the purpose and details of the Change Management Process.
- Changes that are approved by the CCT will seek final approval from the appropriate staff and stakeholders.
- Monthly Status Reports will track and provide status for all open change requests.

Security Plan

The objectives of the Security Plan are to:

- Ensure confidentiality, integrity, and availability of the system data
- Identify confidential or sensitive information in the system
- Define system security methods, requirements, and procedures
- Promote consistency and uniformity in the system’s security practices

The following sections are outlined in the document to address risk management and reduce exposure to the department by identifying controls to offset threats and protect the department’s resources.

1. Risk Analysis (Authentication/ Data and System Integrity/ Confidential Information)
2. Federal Information Processing Standards (FIPS) 199 Potential Impact Categorization
3. Critical Resources
4. Roles and Responsibilities
5. FDOT Policies and Procedure

Risk Management

A key focus of risk management is to anticipate, identify and address events or occurrences that left unabated could negatively impact a project's success. Risk Management Plans define work products and processes for assessing and controlling risks. The process of Risk Management has two parts: risk assessment, which involves identifying, classifying, analyzing, and prioritizing risk; and risk monitoring and control, which involves planning, tracking, and reporting, reducing, and resolving risk.

This project will follow FDOT’s standard process for Risk Management. This includes:

- Identification of potential risks early in the planning phases. Potential Project Risks are provided in Exhibit VII-3 below.
- Establishment of a formal Project Risk Review Team to evaluate risks on a scheduled basis.
- Establishment of a method for analyzing and prioritizing risk.
- Review new or changing Risks at Weekly Project Status Meetings.
- Ensure all Project Team Members are aware of the Risk Management process and their involvement in the process.

Inventory of Potential Risks and Response Strategies		
Risk Type	Risk Description	Risk Response Strategy and Notes
Project Organization	Inconsistent processes and standards across FDOT business units could impact drive to standardize business processes	Establish organizational change management program Engage stakeholders from various agencies in defining process changes

Inventory of Potential Risks and Response Strategies		
Risk Type	Risk Description	Risk Response Strategy and Notes
Change Management, Technology	Perception by various FDOT business units about apparent loss of tailored functionality	<p>Encourage early involvement by key business units</p> <p>Ensure Change Management and Communication Plan emphasizes benefits of enterprise solution</p> <p>Ensure consistent and ongoing senior management support</p>
Project Organization	Changes in FDOT executive management can impact program execution	<p>Immediately brief new management on program objectives and status</p> <p>Implement Steering Committee to manage program with a mix of executive-level policymakers and senior-level career staff</p> <p>Engage continuing Steering Committee members to assist in presenting program benefits to new management team members</p> <p>Include career staff in key roles responsible for managing program execution for continuity</p>
Fiscal	Delay in obtaining funding for all or part of proposed program effort from the legislature	<p>Actively engage with stakeholders and policymakers to obtain approval for change in scope based on funding</p> <p>Revisit budgets regularly; economic factors should be on agenda for discussion at Steering Committee meetings and other executive management briefings where appropriate</p> <p>Adjust program schedule as necessary based on timing of funding</p> <p>Identify activities that could continue in the interim (process analysis, etc.) to maintain momentum</p>

Inventory of Potential Risks and Response Strategies		
Risk Type	Risk Description	Risk Response Strategy and Notes
Fiscal	Less funding than requested is approved for the program effort	<p>Actively engage with stakeholders and policymakers to obtain approval</p> <p>Revisit budgets regularly; economic factors should be on agenda at Steering Committee meetings or executive briefings as appropriate</p> <p>Adjust scope and/or program schedule as necessary based on the timing of funding</p>
Project Complexity	Challenges in aligning project schedule with current hosting services or the vendor’s hosting solution	<p>Initiate early discussions with the current hosting provider and/or the vendor hosting team and continue dialogue throughout the planning process</p>
Communication	Project delays not resolved in a timely manner	<p>Initiate early discussions</p> <p>Monitor and track resolution</p> <p>Ensure management understands the required timeline for resolution and the cost/schedule impact of not resolving</p>
Strategic	Desired business benefits not achieved	<p>Adhere to requirements, involve stakeholders, and tie scope decisions to performance measures and anticipated benefits to ensure success</p> <p>Incorporate business process training and mentoring into the work plan</p>
Project Organization	Staff not being able to participate when needed or review deliverables within schedule	<p>Utilize a project approach that leverages best practices as a starting point for discussions to better leverage staff time</p> <p>Proactively identify resource constraints and escalate in a timely manor</p> <p>Re-assign some responsibilities of key extended team members</p> <p>Reprioritize some activities assigned to extended team members</p>

Inventory of Potential Risks and Response Strategies		
Risk Type	Risk Description	Risk Response Strategy and Notes
Project Complexity	Project scope too large or complex and/or implementation strategy attempts to implement too much at one time	<p>Establish implementation plan, carefully develop the plan, and link it to expected business benefits</p> <p>Link project scope to business benefits</p> <p>Careful review by FDOT Steering Committee of requirements and implementation plan before approving implementation go-ahead</p> <p>Develop scope change process that requires demonstrated link to targeted business benefits and program steering committee approval of any proposed scope changes</p>
Project Organization, Project Management	Availability of FDOT resources (business and technical) to support implementation	<p>Develop detailed estimates of resource requirements as early as possible as part of planning</p> <p>Develop an implementation strategy and work plan that is in sync with availability of FDOT resources</p> <p>Obtain specific commitment of resources from FDOT management prior to start of implementation</p>
Project Complexity, Project Management	Need to provide large number of employees with training on various new application functions	<p>Initiate organizational change management program from start of program</p> <p>Develop training strategy for each project component early and monitor status of training effort closely</p>

Implementation Plan

The Implementation Phase will be defined as the project progresses.

Project Staffing and Continuity

Providing adequate resources for this project is critical for project success. Functional Coordinators, Functional/Subject Matter Experts and IT technical staff will all be expected to spend an appropriate amount of time involved in the project.

VIII. Appendices

Appendix A – Cost Benefit Analysis

[Primavera Cost Benefit Analysis.xlsx](#)

Appendix B - Project Risk Assessment

[LBR - Risk Assessment Primavera.xlsx](#)

Appendix C – Functional and Technical Requirements

CBAForm 1 - Net Tangible Benefits

Agency <u>FDOT</u>	Project <u>Primavera P6 SaaS</u>
--------------------	----------------------------------

Net Tangible Benefits - Operational Cost Changes (Costs of Current Operations versus Proposed Operations as a Result of the Project) and Additional Tangible Benefits -- CBAForm 1A															
Agency <i>(Recurring Costs Only -- No Project Costs)</i>	FY 2023-24			FY 2024-25			FY 2025-26			FY 2026-27			FY 2027-28		
	(a) Existing Program Costs	(b) Operational Cost Change	(c) = (a)+(b) New Program Costs resulting from Proposed Project	(a) Existing Program Costs	(b) Operational Cost Change	(c) = (a) + (b) New Program Costs resulting from Proposed Project	(a) Existing Program Costs	(b) Operational Cost Change	(c) = (a) + (b) New Program Costs resulting from Proposed Project	(a) Existing Program Costs	(b) Operational Cost Change	(c) = (a) + (b) New Program Costs resulting from Proposed Project	(a) Existing Program Costs	(b) Operational Cost Change	(c) = (a) + (b) New Program Costs resulting from Proposed Project
A. Personnel Costs -- Agency-Managed Staff	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A.b Total Staff	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-1.a. State FTEs (Salaries & Benefits)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A-1.b. State FTEs (#)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-2.a. OPS Staff (Salaries)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A-2.b. OPS (#)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-3.a. Staff Augmentation (Contract Cost)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A-3.b. Staff Augmentation (# of Contractors)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B. Application Maintenance Costs	\$331,867	\$0	\$331,867	\$331,867	\$0	\$331,867	\$331,867	\$0	\$331,867	\$331,867	-\$331,867	\$0	\$331,867	\$587,933	\$919,800
B-1. Managed Services (Staffing)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
B-2. Hardware	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
B-3. Software	\$331,867	\$0	\$331,867	\$331,867	\$0	\$331,867	\$331,867	\$0	\$331,867	\$331,867	-\$331,867	\$0	\$331,867	\$587,933	\$919,800
B-4. Other <i>Specify</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C. Data Center Provider Costs	\$351,766	\$0	\$351,766	\$351,766	\$0	\$351,766	\$351,766	\$0	\$351,766	\$351,766	-\$351,766	\$0	\$351,766	-\$351,766	\$0
C-1. Managed Services (Staffing)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C-2. Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C-3. Network / Hosting Services	\$351,766	\$0	\$351,766	\$351,766	\$0	\$351,766	\$351,766	\$0	\$351,766	\$351,766	-\$351,766	\$0	\$351,766	-\$351,766	\$0
C-4. Disaster Recovery	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C-5. Other <i>Specify</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D. Plant & Facility Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E. Other Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E-1. Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E-2. Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E-3. Other <i>Specify</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Recurring Operational Costs	\$683,633	\$0	\$683,633	\$683,633	\$0	\$683,633	\$683,633	\$0	\$683,633	\$683,633	-\$683,633	\$0	\$683,633	\$236,167	\$919,800
F. Additional Tangible Benefits:		\$0			\$0			\$0			\$0			\$0	
F-1. <i>Specify</i>		\$0			\$0			\$0			\$0			\$0	
F-2. <i>Specify</i>		\$0			\$0			\$0			\$0			\$0	
F-3. <i>Specify</i>		\$0			\$0			\$0			\$0			\$0	
Total Net Tangible Benefits:		\$0			\$0			\$0			\$683,633			(\$236,167)	

CHARACTERIZATION OF PROJECT BENEFIT ESTIMATE -- CBAForm 1B		
Choose Type	Estimate Confidence	Enter % (+/-)
Detailed/Rigorous <input type="checkbox"/>	Confidence Level	
Order of Magnitude <input checked="" type="checkbox"/>	Confidence Level	90%
Placeholder <input type="checkbox"/>	Confidence Level	

FDOT Primavera P6 SaaS
 Costs entered into each row are mutually exclusive. Insert rows for detail and modify appropriation categories as necessary, but do not remove any of the provided project cost elements. Reference vendor quotes in the Item Description where applicable. Include only one-time project costs in this table. Include any recurring costs in CBA Form 1A.

CBA Form 2A Baseline Project Budget

Item Description <i>(remove guidelines and annotate entries here)</i>	Project Cost Element	Appropriation Category	Current & Previous Years Project-Related Cost	FY2023-24			FY2024-25			FY2025-26			FY2026-27			FY2027-28			TOTAL			
				\$ -			\$ 2,088,240			\$ 1,925,134			\$ 2,326,520			\$ 2,307,320			\$ -			\$ 8,647,214
				YR 1 #	YR 1 LBR	YR 1 Base Budget	YR 2 #	YR 2 LBR	YR 2 Base Budget	YR 3 #	YR 3 LBR	YR 3 Base Budget	YR 4 #	YR 4 LBR	YR 4 Base Budget	YR 5 #	YR 5 LBR	YR 5 Base Budget	TOTAL			
Costs for all state employees working on the project.	FTE	S&B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Costs for all OPS employees working on the project.	OPS	OPS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Staffing costs for personnel using Time & Expense.	Staff Augmentation	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Project management personnel and related deliverables.	Project Management	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Project oversight and analysis personnel and related deliverables.	Project Oversight	Contracted Services	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -				
Primavera P6 SaaS Implementation & Migration Services	Consultants/Contractors	Contracted Services	\$ -	\$ 790,000	\$ 790,000	\$ -	\$ 790,000	\$ 790,000	\$ -	\$ 790,000	\$ 790,000	\$ -	\$ 790,000	\$ 790,000	\$ -	\$ -	\$ -	\$ -				
Product Functionality Validation	Project Planning/Analysis	Contracted Services	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -				
Quality Assurance & Testing	Project Planning/Analysis	Contracted Services	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -				
Hardware purchases not included in data center services.	Hardware	OCO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Primavera P6 SaaS Licensing Costs	Commercial Software	Contracted Services	\$ -	\$ 198,240	\$ 198,240	\$ -	\$ 399,134	\$ 399,134	\$ -	\$ 800,520	\$ 800,520	\$ -	\$ 817,320	\$ 817,320	\$ -	\$ -	\$ -	\$ -				
Professional services with fixed-price costs (i.e. software development, installation, project documentation)	Project Deliverables	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
All first-time training costs associated with the project.	Training	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Include the quote received from the data center provider for project equipment and services. Only include one-time project costs in this row. Recurring, project-related data center costs are included in CBA Form 1A.	Data Center Services - One Time Costs	Data Center Category	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Other contracted services not included in other categories.	Other Services	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Include costs for non-state data center equipment required by the project and the proposed solution (insert additional rows as needed for detail)	Equipment	Expense	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Include costs associated with leasing space for project personnel.	Leased Space	Expense	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Data Infrastructure Development	Other Expenses	Expense	\$ -	\$ -	\$ -	\$ 36,000	\$ 36,000	\$ -	\$ 36,000	\$ 36,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
Total			\$ -	\$ 2,088,240	\$ 2,088,240	\$ -	\$ 1,925,134	\$ 1,925,134	\$ -	\$ 2,326,520	\$ 2,326,520	\$ -	\$ 2,307,320	\$ 2,307,320	\$ -	\$ -	\$ -	\$ -				

CBAForm 2 - Project Cost Analysis

Agency	<u>FDOT</u>	Project	<u>Primavera P6 SaaS</u>
--------	-------------	---------	--------------------------

PROJECT COST SUMMARY	PROJECT COST SUMMARY (from CBAForm 2A)					TOTAL
	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	
TOTAL PROJECT COSTS (*)	\$2,088,240	\$1,925,134	\$2,326,520	\$2,307,320	\$0	\$8,647,214
CUMULATIVE PROJECT COSTS <small>(includes Current & Previous Years' Project-Related Costs)</small>	\$2,088,240	\$4,013,374	\$6,339,894	\$8,647,214	\$8,647,214	
Total Costs are carried forward to CBAForm3 Project Investment Summary worksheet.						

PROJECT FUNDING SOURCES	PROJECT FUNDING SOURCES - CBAForm 2B					TOTAL
	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	
General Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Trust Fund	\$ 2,088,240	\$ 1,925,134	\$ 2,326,520	\$ 2,307,320	\$ -	\$8,647,214
Federal Match <input type="checkbox"/>	\$0	\$0	\$0	\$0	\$0	\$0
Grants <input type="checkbox"/>	\$0	\$0	\$0	\$0	\$0	\$0
Other <input type="checkbox"/> Specify	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL INVESTMENT	\$2,088,240	\$1,925,134	\$2,326,520	\$2,307,320	\$0	\$8,647,214
CUMULATIVE INVESTMENT	\$2,088,240	\$4,013,374	\$6,339,894	\$8,647,214	\$8,647,214	

Characterization of Project Cost Estimate - CBAForm 2C			
Choose Type	Estimate Confidence	Enter % (+/-)	
Detailed/Rigorous	Confidence Level		
Order of Magnitude <small>xx</small>	Confidence Level	50%	
Placeholder	Confidence Level		

CBAForm 3 - Project Investment Summary

Agency	<u>FDOT</u>	Project	<u>Primavera P6 SaaS</u>
--------	-------------	---------	--------------------------

COST BENEFIT ANALYSIS -- CBAForm 3A						
	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	TOTAL FOR ALL YEARS
Project Cost	\$2,088,240	\$1,925,134	\$2,326,520	\$2,307,320	\$0	\$8,647,214
Net Tangible Benefits	\$0	\$0	\$0	\$683,633	(\$236,167)	\$447,466
Return on Investment	(\$2,088,240)	(\$1,925,134)	(\$2,326,520)	(\$1,623,687)	(\$236,167)	(\$8,199,748)
Year to Year Change in Program Staffing	0	0	0	0	0	

RETURN ON INVESTMENT ANALYSIS -- CBAForm 3B		
Payback Period (years)	NO PAYBACK	Payback Period is the time required to recover the investment costs of the project.
Breakeven Fiscal Year	NO PAYBACK	Fiscal Year during which the project's investment costs are recovered.
Net Present Value (NPV)	(\$7,600,744)	NPV is the present-day value of the project's benefits less costs over the project's lifecycle.
Internal Rate of Return (IRR)	NO IRR	IRR is the project's rate of return.

Investment Interest Earning Yield -- CBAForm 3C					
Fiscal Year	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Cost of Capital	2.69%	2.90%	3.09%	3.29%	3.48%

	B	C	D	E	F	G	H				
3	Project		<i>Primavera P6 SaaS Implementation</i>								
4											
5	Agency		<i>Florida Department of Transportation</i>								
6	FY 2023-24 LBR Issue Code:			FY 2023-24 LBR Issue Title:							
7	<i>Issue Code</i>			<i>Issue Title</i>							
8	Risk Assessment Contact Info (Name, Phone #, and E-mail Address):										
9	<i>Savannah Lacy, (850) 410-5538, savannah.lacy@dot.state.fl.us</i>										
10	Executive Sponsor		<i>Will Watts</i>								
11	Project Manager		<i>Savannah Lacy</i>								
12	Prepared By		<i>Savannah Lacy</i>			<i>9/16/2022</i>					
14	Risk Assessment Summary										
15											
16	Business Strategy	Level of Project Risk									
17											
18											
19											
20											
21											
22											
23											
24											
25											
26											
27											
28											
29											
30											
31											
32											
34	Project Risk Area Breakdown										
35	Risk Assessment Areas						<i>Risk Exposure</i>				
36	Strategic Assessment						MEDIUM				
37											
38	Technology Exposure Assessment						MEDIUM				
39											
40	Organizational Change Management Assessment						MEDIUM				
41											
42	Communication Assessment						MEDIUM				
43											
44	Fiscal Assessment						MEDIUM				
45											
46	Project Organization Assessment						MEDIUM				
47											
48	Project Management Assessment						MEDIUM				
49											
50	Project Complexity Assessment						MEDIUM				
51											
52											
53	Overall Project Risk						MEDIUM				

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Primavera P6 SaaS Implementation	
3	Section 1 -- Strategic Area			
4	#	Criteria	Values	Answer
5	1.01	Are project objectives clearly aligned with the agency's legal mission?	0% to 40% -- Few or no objectives aligned	0% to 40% -- Few or no objectives aligned
6			41% to 80% -- Some objectives aligned	
7			81% to 100% -- All or nearly all objectives aligned	
8	1.02	Are project objectives clearly documented and understood by all stakeholder groups?	Not documented or agreed to by stakeholders	Documented with sign-off by stakeholders
9			Informal agreement by stakeholders	
10			Documented with sign-off by stakeholders	
11	1.03	Are the project sponsor, senior management, and other executive stakeholders actively involved in meetings for the review and success of the project?	Not or rarely involved	Project charter signed by executive sponsor and executive team actively engaged in steering committee meetings
12			Most regularly attend executive steering committee meetings	
13			Project charter signed by executive sponsor and executive team actively engaged in steering committee meetings	
14	1.04	Has the agency documented its vision for how changes to the proposed technology will improve its business processes?	Vision is not documented	Vision is completely documented
15			Vision is partially documented	
16			Vision is completely documented	
17	1.05	Have all project business/program area requirements, assumptions, constraints, and priorities been defined and documented?	0% to 40% -- Few or none defined and documented	81% to 100% -- All or nearly all defined and documented
18			41% to 80% -- Some defined and documented	
19			81% to 100% -- All or nearly all defined and documented	
20	1.06	Are all needed changes in law, rule, or policy identified and documented?	No changes needed	No changes needed
21			Changes unknown	
22			Changes are identified in concept only	
23			Changes are identified and documented	
24			Legislation or proposed rule change is drafted	
25	1.07	Are any project phase or milestone completion dates fixed by outside factors, e.g., state or federal law or funding restrictions?	Few or none	Few or none
26			Some	
27			All or nearly all	
28	1.08	What is the external (e.g. public) visibility of the proposed system or project?	Minimal or no external use or visibility	Moderate external use or visibility
29			Moderate external use or visibility	
30			Extensive external use or visibility	
31	1.09	What is the internal (e.g. state agency) visibility of the proposed system or project?	Multiple agency or state enterprise visibility	Single agency-wide use or visibility
32			Single agency-wide use or visibility	
33			Use or visibility at division and/or bureau level only	
34	1.10	Is this a multi-year project?	Greater than 5 years	Between 3 and 5 years
35			Between 3 and 5 years	
36			Between 1 and 3 years	
37			1 year or less	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Primavera P6 SaaS Implementation	
3	Section 2 -- Technology Area			
4	#	Criteria	Values	Answer
5	2.01	Does the agency have experience working with, operating, and supporting the proposed technical solution in a production environment?	Read about only or attended conference and/or vendor presentation	Installed and supported production system more than 3 years
6			Supported prototype or production system less than 6 months	
7			Supported production system 6 months to 12 months	
8			Supported production system 1 year to 3 years	
9			Installed and supported production system more than 3 years	
10	2.02	Does the agency's internal staff have sufficient knowledge of the proposed technical solution to implement and operate the new system?	External technical resources will be needed for implementation and operations	External technical resources will be needed through implementation only
11			External technical resources will be needed through implementation only	
12			Internal resources have sufficient knowledge for implementation and operations	
13	2.03	Have all relevant technical alternatives/ solution options been researched, documented and considered?	No technology alternatives researched	Some alternatives documented and considered
14			Some alternatives documented and considered	
15			All or nearly all alternatives documented and considered	
16	2.04	Does the proposed technical solution comply with all relevant agency, statewide, or industry technology standards?	No relevant standards have been identified or incorporated into proposed technology	Proposed technology solution is fully compliant with all relevant agency, statewide, or industry standards
17			Some relevant standards have been incorporated into the proposed technology	
18			Proposed technology solution is fully compliant with all relevant agency, statewide, or industry standards	
19	2.05	Does the proposed technical solution require significant change to the agency's existing technology infrastructure?	Minor or no infrastructure change required	Moderate infrastructure change required
20			Moderate infrastructure change required	
21			Extensive infrastructure change required	
22			Complete infrastructure replacement	
23	2.06	Are detailed hardware and software capacity requirements defined and documented?	Capacity requirements are not understood or defined	Capacity requirements are based on historical data and new system design specifications and performance requirements
24			Capacity requirements are defined only at a conceptual level	
25			Capacity requirements are based on historical data and new system design specifications and performance requirements	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Primavera P6 SaaS Implementation	
3	Section 3 -- Organizational Change Management Area			
4	#	Criteria	Values	Answer
5	3.01	What is the expected level of organizational change that will be imposed within the agency if the project is successfully implemented?	Extensive changes to organization structure, staff or business processes	Minimal changes to organization structure, staff or business processes structure
6			Moderate changes to organization structure, staff or business processes	
7			Minimal changes to organization structure, staff or business processes structure	
8	3.02	Will this project impact essential business processes?	Yes	Yes
9			No	
10	3.03	Have all business process changes and process interactions been defined and documented?	0% to 40% -- Few or no process changes defined and documented	41% to 80% -- Some process changes defined and documented
11			41% to 80% -- Some process changes defined and documented	
12			81% to 100% -- All or nearly all processes defined and documented	
13	3.04	Has an Organizational Change Management Plan been approved for this project?	Yes	Yes
14			No	
15	3.05	Will the agency's anticipated FTE count change as a result of implementing the project?	Over 10% FTE count change	Less than 1% FTE count change
16			1% to 10% FTE count change	
17			Less than 1% FTE count change	
18	3.06	Will the number of contractors change as a result of implementing the project?	Over 10% contractor count change	Less than 1% contractor count change
19			1 to 10% contractor count change	
20			Less than 1% contractor count change	
21	3.07	What is the expected level of change impact on the citizens of the State of Florida if the project is successfully implemented?	Extensive change or new way of providing/receiving services or information)	Minor or no changes
22			Moderate changes	
23			Minor or no changes	
24	3.08	What is the expected change impact on other state or local government agencies as a result of implementing the project?	Extensive change or new way of providing/receiving services or information	Minor or no changes
25			Moderate changes	
26			Minor or no changes	
27	3.09	Has the agency successfully completed a project with similar organizational change requirements?	No experience/Not recently (>5 Years)	Recently completed project with fewer change requirements
28			Recently completed project with fewer change requirements	
29			Recently completed project with similar change requirements	
30			Recently completed project with greater change requirements	

	B	C	D	E
1	Agency: Agency Name		Project: Project Name	
3	Section 4 -- Communication Area			
4	#	Criteria	Value Options	Answer
5	4.01	Has a documented Communication Plan been approved for this project?	Yes	Yes
6			No	
7	4.02	Does the project Communication Plan promote the collection and use of feedback from management, project team, and business stakeholders (including end users)?	Negligible or no feedback in Plan	Routine feedback in Plan
8			Routine feedback in Plan	
9			Proactive use of feedback in Plan	
10	4.03	Have all required communication channels been identified and documented in the Communication Plan?	Yes	Yes
11			No	
12	4.04	Are all affected stakeholders included in the Communication Plan?	Yes	Yes
13			No	
14	4.05	Have all key messages been developed and documented in the Communication Plan?	Plan does not include key messages	Some key messages have been developed
15			Some key messages have been developed	
16			All or nearly all messages are documented	
17	4.06	Have desired message outcomes and success measures been identified in the Communication Plan?	Plan does not include desired messages outcomes and success measures	Success measures have been developed for some messages
18			Success measures have been developed for some messages	
19			All or nearly all messages have success measures	
20	4.07	Does the project Communication Plan identify and assign needed staff and resources?	Yes	Yes
21			No	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Primavera P6 SaaS Implementation	
3	Section 5 -- Fiscal Area			
4	#	Criteria	Values	Answer
5	5.01	Has a documented Spending Plan been approved for the entire project lifecycle?	Yes	Yes
6			No	
7	5.02	Have all project expenditures been identified in the Spending Plan?	0% to 40% -- None or few defined and documented	41% to 80% -- Some defined and documented
8			41% to 80% -- Some defined and documented	
9			81% to 100% -- All or nearly all defined and documented	
10	5.03	What is the estimated total cost of this project over its entire lifecycle?	Unknown	Between \$2 M and \$10 M
11			Greater than \$10 M	
12			Between \$2 M and \$10 M	
13			Between \$500K and \$1,999,999	
14		Less than \$500 K		
15	5.04	Is the cost estimate for this project based on quantitative analysis using a standards-based estimation model?	Yes	Yes
16			No	
17	5.05	What is the character of the cost estimates for this project?	Detailed and rigorous (accurate within ±10%)	Detailed and rigorous (accurate within ±10%)
18			Order of magnitude – estimate could vary between 10-100%	
19			Placeholder – actual cost may exceed estimate by more than 100%	
20	5.06	Are funds available within existing agency resources to complete this project?	Yes	No
21			No	
22	5.07	Will/should multiple state or local agencies help fund this project or system?	Funding from single agency	Funding from single agency
23			Funding from local government agencies	
24			Funding from other state agencies	
25	5.08	If federal financial participation is anticipated as a source of funding, has federal approval been requested and received?	Neither requested nor received	Not applicable
26			Requested but not received	
27			Requested and received	
28			Not applicable	
29	5.09	Have all tangible and intangible benefits been identified and validated as reliable and achievable?	Project benefits have not been identified or validated	Most project benefits have been identified but not validated
30			Some project benefits have been identified but not validated	
31			Most project benefits have been identified but not validated	
32			All or nearly all project benefits have been identified and validated	
33	5.10	What is the benefit payback period that is defined and documented?	Within 1 year	Within 3 years
34			Within 3 years	
35			Within 5 years	
36			More than 5 years	
37			No payback	
38	5.11	Has the project procurement strategy been clearly determined and agreed to by affected stakeholders?	Procurement strategy has not been identified and documented	Stakeholders have reviewed and approved the proposed procurement strategy
39			Stakeholders have not been consulted re: procurement strategy	
40			Stakeholders have reviewed and approved the proposed procurement strategy	
41	5.12	What is the planned approach for acquiring necessary products and solution services to successfully complete the project?	Time and Expense (T&E)	Combination FFP and T&E
42			Firm Fixed Price (FFP)	
43			Combination FFP and T&E	
44	5.13	What is the planned approach for procuring hardware and software for the project?	Timing of major hardware and software purchases has not yet been determined	Just-in-time purchasing of hardware and software is documented in the project schedule
45			Purchase all hardware and software at start of project to take advantage of one-time discounts	
46			Just-in-time purchasing of hardware and software is documented in the project schedule	
47	5.14	Has a contract manager been assigned to this project?	No contract manager assigned	Contract manager assigned is not the procurement manager or the project manager
48			Contract manager is the procurement manager	
49			Contract manager is the project manager	
50			Contract manager assigned is not the procurement manager or the project manager	
51	5.15	Has equipment leasing been considered for the project's large-scale computing purchases?	Yes	Yes
52			No	
53	5.16	Have all procurement selection criteria and outcomes been clearly identified?	No selection criteria or outcomes have been identified	All or nearly all selection criteria and expected outcomes have been defined and documented
54			Some selection criteria and outcomes have been defined and documented	
55			All or nearly all selection criteria and expected outcomes have been defined and documented	
56	5.17	Does the procurement strategy use a multi-stage evaluation process to progressively narrow the field of prospective vendors to the single, best qualified candidate?	Procurement strategy has not been developed	Multi-stage evaluation and proof of concept or prototype planned/used to select best qualified vendor
57			Multi-stage evaluation not planned/used for procurement	
58			Multi-stage evaluation and proof of concept or prototype planned/used to select best qualified vendor	
59	5.18	For projects with total cost exceeding \$10 million, did/will the procurement strategy require a proof of concept or prototype as part of the bid response?	Procurement strategy has not been developed	Not applicable
60			No, bid response did/will not require proof of concept or prototype	
61			Yes, bid response did/will include proof of concept or prototype	
62			Not applicable	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Primavera P6 SaaS Implementation	
3	Section 6 -- Project Organization Area			
4	#	Criteria	Values	Answer
5	6.01	Is the project organization and governance structure clearly defined and documented within an approved project plan?	Yes	Yes
6			No	
7	6.02	Have all roles and responsibilities for the executive steering committee been clearly identified?	None or few have been defined and documented	All or nearly all have been defined and documented
8			Some have been defined and documented	
9			All or nearly all have been defined and documented	
10	6.03	Who is responsible for integrating project deliverables into the final solution?	Not yet determined	Agency
11			Agency	
12			System Integrator (contractor)	
13	6.04	How many project managers and project directors will be responsible for managing the project?	3 or more	3 or more
14			2	
15			1	
16	6.05	Has a project staffing plan specifying the number of required resources (including project team, program staff, and contractors) and their corresponding roles, responsibilities and needed skill levels been developed?	Needed staff and skills have not been identified	Staffing plan identifying all staff roles, responsibilities, and skill levels have been documented
17			Some or most staff roles and responsibilities and needed skills have been identified	
18			Staffing plan identifying all staff roles, responsibilities, and skill levels have been documented	
19	6.06	Is an experienced project manager dedicated fulltime to the project?	No experienced project manager assigned	Yes, experienced project manager dedicated full-time, 100% to project
20			No, project manager is assigned 50% or less to project	
21			No, project manager assigned more than half-time, but less than full-time to project	
22			Yes, experienced project manager dedicated full-time, 100% to project	
23	6.07	Are qualified project management team members dedicated full-time to the project	None	No, business, functional or technical experts dedicated more than half-time but less than full-time to project
24			No, business, functional or technical experts dedicated 50% or less to project	
25			No, business, functional or technical experts dedicated more than half-time but less than full-time to project	
26			Yes, business, functional or technical experts dedicated full-time, 100% to project	
27	6.08	Does the agency have the necessary knowledge, skills, and abilities to staff the project team with in-house resources?	Few or no staff from in-house resources	Mostly staffed from in-house resources
28			Half of staff from in-house resources	
29			Mostly staffed from in-house resources	
30			Completely staffed from in-house resources	
31	6.09	Is agency IT personnel turnover expected to significantly impact this project?	Minimal or no impact	Minimal or no impact
32			Moderate impact	
33			Extensive impact	
34	6.10	Does the project governance structure establish a formal change review and control board to address proposed changes in project scope, schedule, or cost?	Yes	Yes
35			No	
36	6.11	Are all affected stakeholders represented by functional manager on the change review and control board?	No board has been established	Yes, all stakeholders are represented by functional manager
37			No, only IT staff are on change review and control board	
38			No, all stakeholders are not represented on the board	
39			Yes, all stakeholders are represented by functional manager	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Primavera P6 SaaS Implementation	
3	Section 7 -- Project Management Area			
4	#	Criteria	Values	Answer
5	7.01	Does the project management team use a standard commercially available project management methodology to plan, implement, and control the project?	No	Yes
6			Project Management team will use the methodology selected by the systems integrator	
7			Yes	
8	7.02	For how many projects has the agency successfully used the selected project management methodology?	None	More than 3
9			1-3	
10			More than 3	
11	7.03	How many members of the project team are proficient in the use of the selected project management methodology?	None	All or nearly all
12			Some	
13			All or nearly all	
14	7.04	Have all requirements specifications been unambiguously defined and documented?	0% to 40% -- None or few have been defined and documented	41 to 80% -- Some have been defined and documented
15			41 to 80% -- Some have been defined and documented	
16			81% to 100% -- All or nearly all have been defined and documented	
17	7.05	Have all design specifications been unambiguously defined and documented?	0% to 40% -- None or few have been defined and documented	41 to 80% -- Some have been defined and documented
18			41 to 80% -- Some have been defined and documented	
19			81% to 100% -- All or nearly all have been defined and documented	
20	7.06	Are all requirements and design specifications traceable to specific business rules?	0% to 40% -- None or few are traceable	41 to 80% -- Some are traceable
21			41 to 80% -- Some are traceable	
22			81% to 100% -- All or nearly all requirements and specifications are traceable	
23	7.07	Have all project deliverables/services and acceptance criteria been clearly defined and documented?	None or few have been defined and documented	Some deliverables and acceptance criteria have been defined and documented
24			Some deliverables and acceptance criteria have been defined and documented	
25			All or nearly all deliverables and acceptance criteria have been defined and documented	
26	7.08	Is written approval required from executive sponsor, business stakeholders, and project manager for review and sign-off of major project deliverables?	No sign-off required	Review and sign-off from the executive sponsor, business stakeholder, and project manager are required on all major project deliverables
27			Only project manager signs-off	
28			Review and sign-off from the executive sponsor, business stakeholder, and project manager are required on all major project deliverables	
29	7.09	Has the Work Breakdown Structure (WBS) been defined to the work package level for all project activities?	0% to 40% -- None or few have been defined to the work package level	41 to 80% -- Some have been defined to the work package level
30			41 to 80% -- Some have been defined to the work package level	
31			81% to 100% -- All or nearly all have been defined to the work package level	
32	7.10	Has a documented project schedule been approved for the entire project lifecycle?	Yes	Yes
33			No	
34	7.11	Does the project schedule specify all project tasks, go/no-go decision points (checkpoints), critical milestones, and resources?	Yes	Yes
35			No	
36	7.12	Are formal project status reporting processes documented and in place to manage and control this project?	No or informal processes are used for status reporting	Project team and executive steering committee use formal status reporting processes
37			Project team uses formal processes	
38			Project team and executive steering committee use formal status reporting processes	
39	7.13	Are all necessary planning and reporting templates, e.g., work plans, status reports, issues and risk management, available?	No templates are available	All planning and reporting templates are available
40			Some templates are available	
41			All planning and reporting templates are available	
42	7.14	Has a documented Risk Management Plan been approved for this project?	Yes	Yes
43			No	
44	7.15	Have all known project risks and corresponding mitigation strategies been identified?	None or few have been defined and documented	All known risks and mitigation strategies have been defined
45			Some have been defined and documented	
46			All known risks and mitigation strategies have been defined	
47	7.16	Are standard change request, review and approval processes documented and in place for this project?	Yes	Yes
48			No	
49	7.17	Are issue reporting and management processes documented and in place for this project?	Yes	Yes
50			No	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Primavera P6 SaaS Implementation	
2				
3	Section 8 -- Project Complexity Area			
4	#	Criteria	Values	Answer
5	8.01	How complex is the proposed solution compared to the current agency systems?	Unknown at this time	Less complex
6			More complex	
7			Similar complexity	
8			Less complex	
9	8.02	Are the business users or end users dispersed across multiple cities, counties, districts, or regions?	Single location	More than 3 sites
10			3 sites or fewer	
11			More than 3 sites	
12	8.03	Are the project team members dispersed across multiple cities, counties, districts, or regions?	Single location	Single location
13			3 sites or fewer	
14			More than 3 sites	
15	8.04	How many external contracting or consulting organizations will this project require?	No external organizations	No external organizations
16			1 to 3 external organizations	
17			More than 3 external organizations	
18	8.05	What is the expected project team size?	Greater than 15	Greater than 15
19			9 to 15	
20			5 to 8	
21			Less than 5	
22	8.06	How many external entities (e.g., other agencies, community service providers, or local government entities) will be impacted by this project or system?	More than 4	None
23			2 to 4	
24			1	
25			None	
26	8.07	What is the impact of the project on state operations?	Business process change in single division or bureau	Business process change in single division or bureau
27			Agency-wide business process change	
28			Statewide or multiple agency business process change	
29	8.08	Has the agency successfully completed a similarly-sized project when acting as Systems Integrator?	Yes	Yes
30			No	
31	8.09	What type of project is this?	Infrastructure upgrade	Combination of the above
32			Implementation requiring software development or purchasing commercial off the shelf (COTS) software	
33			Business Process Reengineering	
34			Combination of the above	
35	8.10	Has the project manager successfully managed similar projects to completion?	No recent experience	Similar size and complexity
36			Lesser size and complexity	
37			Similar size and complexity	
38			Greater size and complexity	
39	8.11	Does the agency management have experience governing projects of equal or similar size and complexity to successful completion?	No recent experience	Greater size and complexity
40			Lesser size and complexity	
41			Similar size and complexity	
42			Greater size and complexity	

PRIMAVERA P6 SAAS IMPLEMENTATION Requirements

ID	Type	Description	Priority	Notes
Project Structure				
p6-1	Functional	Allows multiple Enterprise Project Structures (EPS) with access restrictions		
p6-2	Functional	Allows multiple Work Breakdown Structures (WBS) with access restrictions		
p6-3	Functional	Allows multiple Organizational Breakdown Structures (OBS) with access restrictions		
p6-4	Functional	Ability to create project templates and restrict access to each template. Each district's templates are different and do not need to be mistakenly changed by another district.		
Project Schedules				
p6-5	Functional	Ability for scheduler role to review, accept, or reject an updater's submittals		
p6-6	Functional	Ability for consultant partners to submit schedule updates		
p6-7	Functional	Ability for FDOT staff to approve submitted schedule updates before they're committed/finalized in the schedule		
p6-8	Functional	Schedulers need ability to see and run reports on: who created an activity update, when it was completed/implemented, what was asked to be updated (expected dates, actual dates, activity to be removed from the schedule), as well as how many times an activity was updated over the life of the project		
p6-9	Functional	Ability to document project milestones		
p6-10	Functional	Contains functionality for Critical Path Method analysis		
Data and Reporting				
p6-11	Data	Ability to store, access and report from "old P6 project schedules", current P6 Professional EPPM project schedules and all future released versions of Oracle Primavera		
p6-12	Functional	Must have reporting, analysis, and publishing capabilities.		
p6-13	Functional	Ability to publish schedules and reports for internal and external consumption and in a variety of formats		
p6-14	Data	Ability to view, review, access and monitor historical data		
p6-15	Data	Need log of all changes made in the system		
p6-16	Data	Need ability to export data from a project in Primavera SaaS to share with 3rd parties. 3rd parties need to be able to import that shared file into their desktop versions of Primavera		
p6-17	Functional	Need ability to import files to Primavera SaaS from 3rd parties who exported data from their Primavera Desktop versions		
Security				
p6-18	Functional	Provides groups and roles to manage access between statewide Production Management and Construction project schedules, between Districts, and between programs		
p6-19	Functional	Ability to manage roles and access for external consultants		
p6-20	Functional	Must have a unique partition (using roles or using database structure) between districts as well as between production management and construction schedules		
p6-21	Functional	Need multiple EPS, WBS and OBS with separate databases because we rely heavily on our resources, project codes, notebooks and activity codes, etc.		
p6-22	Functional	Consultants can update specific activities without compromising the data of other projects		
p6-23	Functional	Need to secure sensitive data		
Integrations				
p6-24	Functional	Must allow for snapshot transfer of Production Management project schedules to the Project Scheduling Management (PSM) application.		
p6-25	Interface	Has an API and/or web services that allow multiple applications to interface with Primavera		
p6-26	Interface	Must integrate with various FDOT systems for work program and project data.		
p6-27	Interface	Must integrate with FDOT's Project Suite (PSEE) application		
Technical Requirements				
p6-28	Non-functional	Meets FDOT's application development and performance standards		
p6-29	Non-functional	Must integrate with the Department's Azure AD for security and access		
p6-30	Non-functional	Must use standard enterprise services, managed in ARCULUS, for data integrations. (if needed for data integration requirements)		
p6-31	Non-functional	Ability for the system to receive automatic updates with little to no system downtime.		
Administration				
p9-32	Functional	Ability to manage email notifications		
p9-33	Functional	Ability to manage user roles and access		
p9-34	Functional	Ability for district level admins to close/lock updates for specified periods of time.		

SCHEDULE IV-B FOR PROJECT SUITE ENTERPRISE EDITION (PSEE) MODERNIZATION

For Fiscal Year 2023-24



October 14, 2022

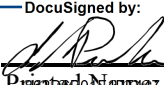




FLORIDA DEPARTMENT OF TRANSPORTATION

Contents

- I. Schedule IV-B Cover Sheet 3
- II. Schedule IV-B Business Case – Strategic Needs Assessment 4
 - A. Background and Strategic Needs Assessment 4
 - 1. Business Need 4
 - 2. Business Objectives 4
 - B. Baseline Analysis 4
 - 1. Current Business Process(es) 4
 - 2. Assumptions and Constraints 7
 - C. Proposed Business Process Requirements 8
 - 1. Proposed Business Process Requirements 8
 - 2. Business Solution Alternatives 9
 - 3. Rationale for Selection 9
 - 4. Recommended Business Solution 9
 - D. Functional and Technical Requirements 10
- III. Success Criteria 10
- IV. Schedule IV-B Benefits Realization and Cost Benefit Analysis 10
 - A. Benefits Realization Table 10
 - B. Cost Benefit Analysis (CBA) 11
- V. Schedule IV-B Major Project Risk Assessment 11
- VI. Schedule IV-B Technology Planning 13
 - A. Current Information Technology Environment 13
 - 1. Current System 13
 - 2. Information Technology Standards 14
 - B. Current Hardware and/or Software Inventory 14
 - C. Proposed Technical Solution 15
 - D. Proposed Solution Description 16
 - 1. Summary Description of Proposed System 16
 - 2. Resource and Summary Level Funding Requirements for Proposed Solution (if known) 16
 - E. Capacity Planning (*historical and current trends versus projected requirements*) 16
- VII. Schedule IV-B Project Management Planning 16
- VIII. Appendices 23
 - Appendix A – Cost Benefit Analysis 23
 - Appendix B – Risk Assessment 23
 - Appendix C – Functional and Technical Requirements 23
 - Appendix D – Diagram of Relationship to Primavera 23

SCHEDULE IV-B FOR PROJECT SUITE ENTERPRISE EDITION (PSEE) MODERNIZATION

I. Schedule IV-B Cover Sheet

Schedule IV-B Cover Sheet and Agency Project Approval	
Agency: Florida Dept. of Transportation	Schedule IV-B Submission Date: 9/27/2022
Project Name: Primavera P6 SaaS Implementation	Is this project included in the Agency's LRPP? <input type="checkbox"/> Yes <input type="checkbox"/> No
FY 2023-24 LBR Issue Code: 36259C0	FY 2023-24 LBR Issue Title: Project Suite Enterprise Edition
Agency Contact for Schedule IV-B (Name, Phone #, and E-mail address): Savannah Lacy, (850) 410-5538, savannah.lacy@dot.state.fl.us	
AGENCY APPROVAL SIGNATURES	
I am submitting the attached Schedule IV-B in support of our legislative budget request. I have reviewed the estimated costs and benefits documented in the Schedule IV-B and believe the proposed solution can be delivered within the estimated time for the estimated costs to achieve the described benefits. I agree with the information in the attached Schedule IV-B.	
Agency Head: DocuSigned by:  Printed Name: Jared Perdue	Date: 10/9/2022 10:49 AM EDT
Agency Chief Information Officer (or equivalent): DocuSigned by:  Printed Name: Greg Smiley	Date: 10/7/2022 4:19 PM EDT
Budget Officer: DocuSigned by:  Printed Name: Chris Evans	Date: 10/7/2022 2:47 PM EDT
Planning Officer: DocuSigned by:  Printed Name: Paul Hiers	Date: 10/7/2022 4:20 PM EDT
Project Sponsor: DocuSigned by:  Printed Name: Will Watts	Date: 10/9/2022 10:47 AM EDT
Schedule IV-B Preparers (Name, Phone #, and E-mail address):	
Business Need:	Andrew Gormley, (850) 414-4784, andrew.gormley@dot.state.fl.us
Cost Benefit Analysis:	Kelli Keech, (850) 410-5563, kelli.keech@dot.state.fl.us
Risk Analysis:	Savannah Lacy, (850) 410-5538, savannah.lacy@dot.state.fl.us
Technology Planning:	Patricia Atchley, (850) 410-5438, patricia.atchley@dot.state.fl.us
Project Planning:	Savannah Lacy, (850) 410-5538, savannah.lacy@dot.state.fl.us

II. Schedule IV-B Business Case – Strategic Needs Assessment

A. Background and Strategic Needs Assessment

1. Business Need

Project Suite Enterprise Edition (PSEE) is a mission critical legacy platform that provides a one-stop shop to research, manage, and review Florida Department of Transportation (FDOT) Work Program projects. It serves to support the Department’s mission: to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. The planning and management of Work Program projects is critical to the success of this mission, and the PSEE application is a key application for Work Program project management.

PSEE was originally implemented in 2010 and now contains unsupported technology, outdated modules, inefficient workflows, and overlapping functionality between modules, causing confusion and errors. Business processes have also changed, but system functionality has not been updated to ensure alignment with updated processes. Therefore, manual workarounds are in place to overcome these deficiencies and gaps in functionality. The current legacy application infrastructure also does not support the cloud-first initiative of the State of Florida. Additionally, a recent FHWA Utility Risk Assessment identified system and process deficiencies which threaten compliance with FHWA policies.

In support of the Department’s mission, the President's Infrastructure Investment and Jobs Act provides additional funding for transportation projects, and that funding comes with an increased expectation that the Department can successfully manage an even greater Work Program. To support that expectation, we must ensure the technology used to manage the Work Program is reliable and effective.

The modernization of PSEE will increase system reliability, improve functionality, and create more effective processes, ultimately improving delivery of the Work Program and ensuring compliance with policies and procedures for managing FDOT projects. This modernization will include integration with essential legacy systems allowing for greater flexibility in data accessibility for reporting and tracking. It will also expand workflow automation which allows for more efficient communication and accountability within each step of a multitude of critical business processes. An improved PSEE system will allow the Department to respond to project changes more efficiently and ensure compliance with both FDOT and FHWA policies and procedures as well as Florida’s cloud-first initiative.

2. Business Objectives

- Analyze and compare business processes and system functionality, and identify gaps in system functionality
- Analyze requested enhancements and plan for incorporation into the system
- Modernize the technology stack to align with current technology standards
- Modernize the data integration between PSEE and legacy applications to ensure efficient review and management of FDOT project information and scheduling
- Reduce the time and costs associated with maintaining an on-premise solution
- Increase data security and provide enhanced functionality for all users
- Comply with the cloud-first initiative of the State of Florida
- Produce a sound application that supports the FDOT work program

NOTE: For IT projects with total cost in excess of \$10 million, the business objectives described in this section must be consistent with existing or proposed substantive policy required in s. 216.023(4)(a)10, F.S.

B. Baseline Analysis

1. Current Business Process(es)

Brief overview of system modules

- **General System Functionality**
 - **Dashboard** – Shows active project assigned to the user or tracked by the user. Allows for an at-a-glance view of key projects.
 - **Help** – Users can access help documents for each module to assist with navigating the tool.
 - **Menu** – Users can navigate to and between modules using the system menu.
 - **My Assignment** – Identifies tasks in one or more modules that need the user’s attention.
 - **Reports** – Allows users to run relevant project reports.
 - **Search** – Allows users to search for projects or project-specific details.
- **View Modules**
 - **Project Information** – Displays basic project information and includes several submodules such as Item Segment, Location, Description, Item Segment Groups, Important Project Dates, and PSEE Project Documents.
 - **Contracts** – The Contracts module provides information on Contracts for the selected Project. Contracts are divided into two sections - All Contracts and Professional Services Contracts. In many cases, the same Contracts will appear in both sections. But in some cases, there may be more Contracts in the All Contracts section.
 - **Electronic Review Comments (ERC)** – The ERC Module displays all submittals and related comments that are related to the Project from the Electronic Review Comments System (ERC). ERC information is Read only. User cannot update any data in the ERC system through PSEE. All PSEE Users will be able to read ERC Submittals displayed in this module.
 - **Financial** – The Financial Module displays all the money information that is related to the selected Project. Financial information is Read only. PSEE users cannot update any data in the Financial module. All PSEE Users will be able to read all the information displayed in this module.
 - **GIS** – The GIS module provides geographical information about the selected Project on an embedded interactive map. This module leverages the FDOT Enterprise GIS Framework to display the interactive map and its features. This module is NOT available if you are logged in through the PSEE Internet address.
 - **Item Segment Change History** – The Item Segment Change History module displays work program data from the Financial Management System or FM. The Financial Management System does not have the ability to track changes except for funding. This module shows who made changes to funding, when and why. Simply explained this is the checkbook register for the District’s Work Program. You can see all phases or one phase at a time. Also, you can filter by a date.
 - **Local Agency Program** – The Local Agency Program Module provides details of any Local Agency Program work associated with the selected Project. This module utilizes data from the enterprise Local Agency Program Information Tool (LAPIT). Only projects with a Contract Class of 5 will have data in this module.
 - **Project Impacts** – The project impacts module is basically the GIS module in word format. The Project Impacts Module helps highlight potential impacts on the selected project. The data displayed in this module is gathered from multiple sources including PSEE, GIS and RCI.
 - **Project Scheduling & Management (PSM)** – The PSM module displays scheduled and/or actual dates that have been uploaded in the enterprise Project Scheduling & Management (PSM) system. The information is current as of the last upload to PSM. Each district throughout the state has a different timetable but we are all required to upload at least once a month. Think of this view of the schedule like your Bank Statement.
 - **Related Projects** – There are two submodules in the Related Projects modules. The Work Program Related Projects section lists all Projects that are related Item Segments based on relationship types. Related Projects also provides important details such as Project, County, Project Description, and PSEE Project Manager. From this list, you can click on a project number, and it will open the project in a new window.
 - **Video Log** – The Video Log module allows you to view any available Video Logs for the

Project within the PSEE screen. The Video Log module in PSEE is the exact interface available from the enterprise Video Log application and has the same functionality.

- **Manage Modules**

- **Address Book** – The Address Book Module allows you to add contact information about people or organizations that are involved with a Project.
- **Approved Scope** – The purpose of the Approved Scope module is to display the current and all previously approved scopes. Until a scope is entered, reviewed, and approved through the Scope Change Request module, there will be nothing to display.
- **Commitments** – The Commitments module allows you to document Commitments made for a Project. In addition, you can view Commitments that have been entered through the Right of Way Management (RWMS) System. Commitments are agreements made between the Department and external people/groups to take certain actions during the life of a Project. Commitments from RWMS are available as read-only data and cannot be edit in Project Suite.
- **Design Approval Requests (DAR)** – The Design Approval Request Module is for reviewing, tracking, and storing documents such as Exceptions, Variations, Typical Sections, Pavement Design, Pavement Type Selection, and Proprietary Production Certification. This module is often referred to as the DAR module for short.
- **Design Development Documentation Module** - The purpose of this module is to provide for the organization, delivery, retrieval of documents used for developing construction plans. This module supports Chapter 111.7 of the FDOT Design Manual (FDM).
- **Environment** – The Environmental module allows users to document the actions they have taken in handling the Environmental compliance for the Project.
- **External Agency** – Used to document when an external agency is responsible for a project.
- **Final Plans Processing** – Tracks certifications and alternate contracting documents.
- **Permits** – This module is for tracking of Permits FDOT acquires. This is NOT for tracking permits issued by FDOT.
- **Phase Review** – The main purpose of the Phase Review module is for the Project Managers to initiate the phase submittal of a project. It allows the Project Manager to select a review meeting date and time that will not conflict with any other phase review meetings.
- **Project Fact Sheet** – The Project Fact Sheet module allows the project information details to be added in plain language. Also, there is the ability for the generation of a Project Fact Sheet printout.
- **Project Status** – The Project Status Module allows status entries related to the entire project to be added. Each entry includes a category, title, status, and details. This module is a place for users to upload and share project status documents. These statuses and their updates are not the same as schedule updates. Also included in this module is a place for Final Plans Status. There is not a limit to the number of entries for a project.
- **PS&E Module** - The PS&E Package module allows the submittal of the PS&E Package to be entered and routed electronically from the Engineer of Record through the various review levels at the District and Central Office all the way to the Contract Office for Advertisement. The module was created to ensure the timely submittal and review, along with the improvement to the storage and availability of the associated documents.
- **Resolution Tracking** – This module is for tracking resolution of Errors and Omissions (E&O) by Design consultants and Construction Engineering and Inspection (CEI) consultants which resulted in premium construction cost. The module allows the documentation of key coordination dates, the method of resolution and identifies any recovered cost.
- **Safety Countermeasures** - The Safety Countermeasures module allows a PSEE Manager to identify the safety countermeasures that will be implemented on their project from a checklist of gold standard countermeasures.
- **Survey Work Order** – The Survey Work Order module allows users to create and track Survey Work Orders from creation to delivery. Survey Work Order may contain surveys of type Utility, Right Of Way/Parcel Staking, Aerial Photography or Design Survey.

- **Utility** – The Utility Module provides user with information related to Plans, Utility Work Schedules, Agreements, Invoices, One-Stop Permits, and Subordinations. Also, there is a filter view of the PSM schedule as it relates to Utilities and an Address for Utility Contacts.
- **Change Modules**
 - **Scheduling** – Allows users to manage updates for schedules maintained in the Primavera application.
 - **Monthly Schedule Update** – Displays a global view of the scheduling module.
 - **Work Program (Including Phases)** – Used to request modifications to a project’s information or any funding prior to advertisement of the project.
 - **Create a Project** – Used to request the creation of a new project.
 - **Yearly Update List** – Allows the estimates office to identify the projects that need an estimate review in preparation for upcoming Work Program Development cycle.
 - **WPUC Project List** – Used for managing change requests that include Phase 52 funding, critical Schedule, and/or Scope changes.
 - **Scope** – Displays the part of the WPUC package related to changes for the project’s Scope of Work.
 - **Critical Schedule Module** – Displays the part of the WPUC package related to sufficient changes to the schedule.
- **Journal Module** – Captures and logs system changes with a date and time stamp. Logs can be viewed at the project level.
- **User Profile** – Allows a user to manage profile setting such as setting a signature, setting delegates, establishing privileges and notifications, managing notification subscriptions, and managing search profiles.
- **Administration**
 - Admin Tools
 - **Workflows** – Allows users with appropriate permissions to add assignments to a workflow, or to add/remove pending reviewers.

NOTE: If an agency has completed a workflow analysis, include through file insertion or attachment the analyses documentation developed and completed by the agency.

2. Assumptions and Constraints

PSEE assists Department staff in compliance with the following policies, rules, standards, and procedures:

- Design Development Documentation:
 - FDM 111.7 - Related State or Federal Mandate: Chapter 119, F.S.
 - Public Records Chapter 257, F.S.
 - Public Libraries and State Archives Chapter 334, F.S.
 - Transportation Administration Rule Chapter 1B-24, F.A.C.
 - Department of State, Public Records Scheduling and Disposition Rule Chapter 1B-26, F.A.C.
 - Department of State, Records Management- Standards and Requirements Rule Chapter 1B-26.003, F.A.C.
 - Department of State, Electronic Recordkeeping Information Technology Resource Manual, Topic No. 325-000-002, Electronic Document Management Systems (EDMS) Requirements
- Utilities:
 - FHWA CFR 23/UPM (Utility Procedures Manual).
- Contracts:
 - FDOT Contracts Policy Manual

In addition, this modernization effort will help the Department address a recent FHWA Utility Risk Assessment Findings Report which required a statewide Project Level Quality Assurance for the Utility Program. This proposal also helps align the vision of improving safety by tracking countermeasure

development and deployment on all projects in production. This was a top priority for the FDOT Vital Few Safety Team and was presented to the Executive Team in October 2020 to advance into development. The Vital Few Safety team has been tasked to determine strategies to increase safety on our roadways and to increase accountability of the funds spent on the state highway system. The data collected will be published in a report(s). The reported countermeasures will be presented to the Florida Transportation Commission (FTC), as mandated by Federal and State Laws. These reports will also be presented to Legislature, the Federal Transit Administration (FTA) and the Federal Highway Association (FHWA).

C. Proposed Business Process Requirements

1. Proposed Business Process Requirements

- **General System Functionality**
 - Need dashboard capabilities for users to have quick access to and an overview of key projects.
 - Need help guides for help with system navigation and use.
 - Need a menu option to allow for easy navigate to and between modules.
 - Need an assignment dashboard that identifies tasks in one or more modules that need the user's attention.
 - Need a robust reporting tool that allows users to run relevant project and system reports.
 - Need a robust Search feature for users to search for projects or project-specific details.
 - Need a journal feature that captures and logs system changes with a date and time stamp, with the ability to view logs at the project level.
 - Need user profile interface that allows a user to manage profile settings such as setting a signature, setting delegates, establishing privileges and notifications, managing notification subscriptions, and managing search profiles.
- **System Administration**
 - Need a system administrator interface.
 - Need ability to manage roles and access.
 - Need ability to manage workflows, to add assignments to a workflow, or to add/remove pending reviewers.
- **View Project Details**
 - Need ability to view basic project information such as: Item Segment, Location, Description, Item Segment Groups, Important Project Dates, and Project Documents.
 - Need ability to view all contracts related to a project, including professional service contracts. It should display information such as Amendments, Task Work Orders, Invoices and Encumbrances.
 - Need ability to view Electronic Review Comments from the ERC system that are related to the project.
 - Need ability to view all financial information for a project including: Work Program Financials, Construction Estimates, and Right of Way Estimates.
 - Need ability to view interactive project maps from the Department's Enterprise GIS system.
 - Need ability to view work program data for specific item segments.
 - Need ability to view details of any Local Agency Program work associated with the project.
 - Need ability to view potential impacts to a project from other projects in an adjacent map area or within a specific zip code.
 - Need ability to view scheduled and/or actual schedule dates from the Project Schedule Management (PSM) system.
 - Need ability to view a list of all projects that are related Item Segments based on relationship types or based on a related contract.
 - Need ability to view Video Logs for a project.
- **Manage Project Details**
 - Ability to record the Contacts for projects, both internal and external, and to store and maintain contact information for a project.

- Ability to view and manage project scope.
- Ability to view environmental and right of way commitments and to document additional commitments made for a project.
- Ability to review, track and store design documentation.
- Need a workflow for the design document review and approval process.
- Ability to document the actions users have taken in handling the Environmental compliance for the project.
- Ability to document when an external agency is responsible for a project.
- Ability to track certifications and alternate contracting documents.
- Ability to track Permits that FDOT acquires. It is NOT for tracking permits issued by FDOT.
- Ability to initiate the phase submittal for a project and to schedule a review meeting date and time.
- Ability to add project information details in plain language and to generate a Project Fact Sheet printout.
- Ability to enter and update project status and to upload and share project status documents.
- Ability to track resolution of Errors and Omissions by Design consultants and Construction Engineering and Inspection consultants that resulted in premium construction cost.
- Ability to create and track Survey Work Orders from creation to delivery.
- Ability to view and manage information related to Plans, Utility Work Schedules, Agreements, Invoices, One-Stop Permits, and Subordinations.
- **Manage Project Change**
 - Ability to view schedule details and manage schedule updates for schedules maintained in the Primavera application.
 - Ability to request modifications to a project's information or any funding prior to advertisement of the project.
 - Ability to request the creation of a new project.
 - Ability to identify the projects that need an estimate review in preparation for upcoming Work Program Development cycle.
 - Ability to view and manage project change requests, as well as critical Schedule, and/or Scope changes.

2. Business Solution Alternatives

- Review and manage Work Program projects on paper print outs
- Review and manage Work Program projects in various digital files on shared network folders
- Review and manage Work Program projects using multiple, disparate, applications
- Modernize PSEE so it can continue to support, standardize, and centralize the review and management of Work Program projects

3. Rationale for Selection

PSEE was created to consolidate time consuming research and project management activities into one location, and to incorporate quality control, communication, and automated workflows. Losing these innovations would represent a costly retracement and loss of benefits gained over the past several years. Without PSEE bringing uniformity for statewide usage, the districts could end up with different processes in each district, making data sharing more difficult. Therefore, the best solution for the Department is to modernize the PSEE system so that it can continue to support, standardize, and centralize the review and management of Work Program projects.

4. Recommended Business Solution

The recommended solution is to modernize PSEE so that it can continue to support, standardize, and centralize the review and management of Work Program projects. It is also the best solution to aid in the Department's compliance with Florida's cloud-first initiative, as well as FDOT and FHWA standards and

policies.

NOTE: For IT projects with total cost in excess of \$10 million, the project scope described in this section must be consistent with existing or proposed substantive policy required in s. 216.023(4) (a) 10, F.S.

D. Functional and Technical Requirements

See Appendix C for attached functional and technical requirements documentation.

III. Success Criteria

SUCCESS CRITERIA TABLE				
#	Description of Criteria	How will the Criteria be measured/assessed?	Who benefits?	Realization Date (MM/YY)
1	System includes all user-requested functionality (enhancements)	Code Review	All users; FDOT; the public	07/27
2	Technology is updated to align with current standards	Compliance Review	All users; FDOT; the public	07/27
3	Improved integration with legacy applications for Work Program and project data	Code Review, User Testing	All users; FDOT; the public	07/27
4	Reduction of time and costs for system maintenance	Analysis of data center costs & service requests	All users; FDOT; the public	07/27
5	Increased data security	Security assessment	All users; FDOT; the public	07/27
6	Compliance with cloud-first initiative	Annual cloud-first report	All users; FDOT; the public	07/27
7	Improved support of the Work Program	User survey	All users; FDOT; the public	07/27

IV. Schedule IV-B Benefits Realization and Cost Benefit Analysis

A. Benefits Realization Table

BENEFITS REALIZATION TABLE					
#	Description of Benefit	Who receives the benefit?	How is benefit realized?	How is the realization of the benefit measured?	Realization Date (MM/YY)

SCHEDULE IV-B FOR PROJECT SUITE ENTERPRISE EDITION (PSEE) MODERNIZATION

BENEFITS REALIZATION TABLE					
1	State Data Center cost avoidance	FDOT; the public	PSEE is hosted in the cloud instead of at the SDC	Annual SDC costs	07/27
2	Internal maintenance cost avoidance	FDOT; the public	PSEE is hosted in the cloud using latest technology	Annual application maintenance costs	07/27

B. Cost Benefit Analysis (CBA)

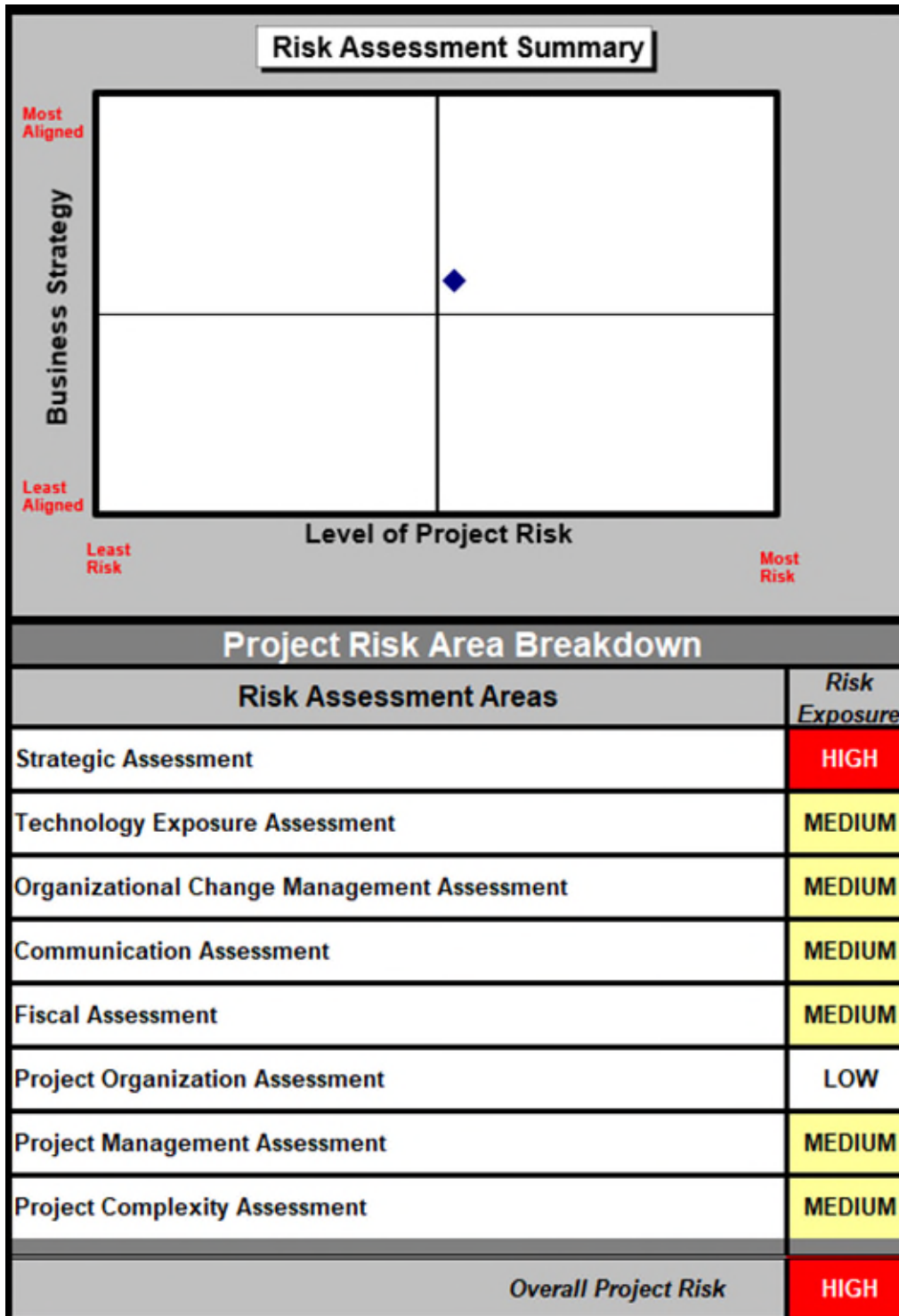
The chart below summarizes the required CBA Forms which are included as Appendix A.

Cost Benefit Analysis	
Form	Description of Data Captured
CBA Form 1 - Net Tangible Benefits	<p>Agency Program Cost Elements: Existing program operational costs versus the expected program operational costs resulting from this project. The agency needs to identify the expected changes in operational costs for the program(s) that will be impacted by the proposed project.</p> <p>Tangible Benefits: Estimates for tangible benefits resulting from implementation of the proposed IT project, which correspond to the benefits identified in the Benefits Realization Table. These estimates appear in the year the benefits will be realized.</p>
CBA Form 2 - Project Cost Analysis	<p>Baseline Project Budget: Estimated project costs.</p> <p>Project Funding Sources: Identifies the planned sources of project funds, e.g., General Revenue, Trust Fund, Grants.</p> <p>Characterization of Project Cost Estimate.</p>
CBA Form 3 - Project Investment Summary	<p>Investment Summary Calculations: Summarizes total project costs and net tangible benefits and automatically calculates:</p> <ul style="list-style-type: none"> • Return on Investment • Payback Period • Breakeven Fiscal Year • Net Present Value • Internal Rate of Return

V. Schedule IV-B Major Project Risk Assessment

NOTE: All multi-year projects must update the Risk Assessment Component of the Schedule IV-B along with any other components that have been changed from the original Feasibility Study.

The Risk Assessment Tool and Risk Assessment Summary are included in Appendix B.



VI. Schedule IV-B Technology Planning

A. Current Information Technology Environment

1. Current System

Current Technology Stack	
Database Client	<ul style="list-style-type: none"> Oracle 19c Enterprise Edition
OS	<ul style="list-style-type: none"> Windows 10
User Interface	<ul style="list-style-type: none"> .Net Framework
Server	<ul style="list-style-type: none"> DOTWS08V and FDOTXWP02 production servers – shared with other web applications
Integrated FDOT Applications	
Primavera	<ul style="list-style-type: none"> Uses Primavera Application Programming Interface (API) to load data in Primavera DB
Electronic Document Mgmt. System (EEDMS)	<ul style="list-style-type: none"> Batch job interface to upload and download project documents
Work Program Administration (WPA)	<ul style="list-style-type: none"> Reads work program project data
Electronic Review Comments (ERC)	<ul style="list-style-type: none"> Reads project comments
One-Stop Permitting (OSP)	<ul style="list-style-type: none"> Reads utility permits for projects
Estimate Report Tracking System (ERTS)	<ul style="list-style-type: none"> Reads project estimate data
Integrated Enterprise Information Data Warehouse	<ul style="list-style-type: none"> Reads project data
RTS Metrics	<ul style="list-style-type: none"> Reads public notification information
Project Scheduling & Management (PSM)	<ul style="list-style-type: none"> Reads project activity and status data

a. Description of Current System

The Department first implemented the Project Suite Enterprise Edition (PSEE) in 2010 as a statewide expansion of a district application. This application is a one-stop shop for viewing and managing FDOT projects. It is also used for viewing and processing change management approvals for the scheduling of FDOT projects, and includes functionality for reviewing utility work schedules, invoices, agreements, contracts, estimates, and more.

There are 15,609 active user IDs in PSEE, and users are both internal and external to FDOT. User access is controlled by District administrators who grant access to Modules based on the user’s business needs. System modules include: General Functionality (Search, Help, etc.), View Project Information, Manage Project Information, Journal, User Profile, and Administration.

The current platform infrastructure is an on-premise solution hosted at the State Data Center using Oracle WebLogic and Java Development Kit servers. Access is handled for FDOT users using Resource Access

Control Facility (RACF) and for external users via Internet Subscriber Account (ISA).

PSEE has data integrations with many FDOT systems for the purpose of creating a single view of project information. PSEE reads project data from 9 systems via 15 batch jobs and direct database relationships. It also uses 6 web services to further exchange and validate data.

b. Current System Resource Requirements

Significant database administration staff, server support staff within FDOT and at the State Data Center, as well as FDOT developers and vendor support staff are required to maintain the current on-premise technical architecture. As is common in the IT industry, technical staff often come and go, which creates risk for proper maintenance and support. The loss of key resources affects FDOT’s ability to maintain and enhance the custom developed data integrations and user interface. There are more than 100 outstanding enhancement requests for the PSEE system that FDOT has been unable to accommodate due to the heavy integration of legacy technology as well as resource and knowledge loss.

In addition, FDOT does not currently have any analysts familiar with the business and technical needs of the system to bridge the gap between business and technical subject matter experts and help ensure appropriate business processes and technical design are in place to meet the business needs.

Estimated maintenance and support costs are as follows:

Item	Est. Annual Cost
FLDS hosting & support	\$43,200
In house maintenance, break/fixes, and other operational support	\$80,000
Total Maintenance Cost	\$123,200

c. Current System Performance

Users have expressed dissatisfaction with the following system functions:

- Limited administrative functions
- Additional project data is needed to perform desired project analysis
- Resolution tracking functionality is not as robust as needed
- Search functions are not user friendly
- Periods of instability resulting in page load errors

State Data Center outages have a significant impact on system reliability. Outages have the potential to affect 1500 users per outage for 1 hour per user per event. FDOT experiences around 10 outages per year, which results in 15,000 hours of lost productivity and transportation project delay annually.

2. Information Technology Standards

Projects managed by Applications Services (the application development section of the Office of Information Technology) are developed following the FLDS guidelines (Security Rule 60GG-2, F.A.C. and Project Management Rule 60GG-1, F.A.C.), which are based on the Project Management Institute’s methodology including standard phases, tools, steps, and sign-off processes. This methodology is made available to all project management and project staff working within FDOT to ensure consistent steps are followed when developing system applications.

B. Current Hardware and/or Software Inventory

The following is a list of servers that support the PSEE application:

- Unit: DOT-WDWS013 (internal and external) This server is used for multiple hosted web applications
- Systest: DOTWS06V (internal and external) This server is used for multiple hosted web applications
- Production: DOTWS08V (internal) This server is used for multiple hosted web applications and FDOTXWP02 (external) This server is used for multiple hosted web applications

Because these servers are used for multiple web applications, this PSEE modernization effort will not replace this hardware. However, it will reduce the operations and maintenance required for this hardware.

NOTE: Current customers of the state data center would obtain this information from the data center.

C. Proposed Technical Solution

1. Technical Solution Alternatives

1. **Maintain the Status Quo:** Continue using the current PSEE system without any modifications. Business needs identified by the division will remain unfulfilled.
2. **Enhance the current PSEE System:** Incorporate the 100+ enhancement requests on existing technology stack.
3. **Replace the PSEE System:** Replace the PSEE system with modern technology and updated business processes to fulfill business needs.

2. Rationale for Selection

Option 1 – Maintain the Status Quo (rejected)

The ‘one-stop-shop’ aspect of PSEE is a business need. It allows work program staff to manage project information more effectively. However, with over 100 outstanding enhancement requests and consistent maintenance requests, the status quo does not serve the business needs. It also does not move the Department forward toward achieving technology strategic goals or aligning with the State’s cloud-first initiative.

In addition, maintaining status quo may result in:

- Increased staff workload performing manual workarounds to accomplish day-to-day tasks due to the lack of automation in the current system
- Decreased customer satisfaction over time as business needs will remain unmet
- Increased maintenance costs due to aging technology
- Increased cost to enhance the solution. As the technology ages, the effort and cost to add enhanced features will increase. Some enhancement requests may not be possible due to technical barriers.

Option 2 – Enhance the current PSEE system (rejected)

There are over 100 outstanding enhancement requests from business users of PSEE. Some of these enhancement requests are not able to be delivered to the users due to technical barriers of the legacy tools used for the original creation of the system.

Enhancing PSEE may result in:

- Low cost/benefit. The effort and cost to enhance the system has the potential to be as great as replacing the system.
- Decreased customer satisfaction. Many enhancement requests, and therefore business needs will remain unfulfilled.
- A temporary solution. The technology will continue to age and will eventually become obsolete and unsupported. Enhancing the system will only put off the need for major technology upgrades by a few years.

Option 3 – Replace the PSEE System (recommended)

A modernization effort will fulfill business needs, provide enhanced customer experience, increase efficiencies in business processes, and align with technology strategic goals and State cloud-first mandates. A modern system, built on new technologies will offer increased flexibility and a longer lifespan as compared to the rejected options. Because PSEE relies heavily on data integrations, replacing the system will include the rearchitecting of data integrations which will have positive impacts to FDOT’s overall technical architecture and will further position the Department’s alignment with security and data sharing

best practices.

Replacing the PSEE system will result in:

- Increased accessibility to enterprise project data resulting in improved project management and reporting capabilities
- The ability to analyze real-time project data and trends
- Alignment with Department strategic goals and industry best practices
- Alignment with Florida's Cloud-First initiative
- Increased compliance with FDOT and FHWA policies
- Increase compliance with technology and security standards
- Increased customer satisfaction

3. Recommended Technical Solution

The recommended technical solution is to replace the PSEE system with modern technology and modern data architecture. To align with strategic goals and State of Florida initiatives, the new application should be cloud-based, and should utilize the modern tools that are standard at the Department. For example, modernization of PSEE should replace the legacy RACF and ISA access points with the more modern Azure Active Directory (AD) and Business-to-Consumer (B2C) solutions that are standard for FDOT technology. The solution should align with current security standards and best practices to ensure compliance with security standards and to protect FDOT's data. It should include all the business functionality that is needed to meet business needs and ensure the vital work of the Work Program is efficient and effective for Florida's citizens.

D. Proposed Solution Description

1. Summary Description of Proposed System

The proposed system will consist of modern technology with modern data architecture as outlined above.

- Web based application
- Internal and external interface and access
- Integration with many FDOT systems

2. Resource and Summary Level Funding Requirements for Proposed Solution (if known)

E. Capacity Planning

(historical and current trends versus projected requirements)

Capacity planning is the discipline to ensure the IT infrastructure and applications are in place at the right time to provide the right services at the right price. This involves input from many areas. The proposed system capacity plan will be started during the Analysis and Design phases.

VII. Schedule IV-B Project Management Planning

Purpose: To require the agency to provide evidence of its thorough project planning and provide the tools the agency will use to carry out and manage the proposed project. The level of detail must be appropriate for the project's scope and complexity.

Include through file insertion or attachment the agency's project management plan and any associated planning tools/documents.

NOTE: For IT projects with total cost in excess of \$10 million, the project scope, business objectives, and timelines described in this section must be consistent with existing or

SCHEDULE IV-B FOR PROJECT SUITE ENTERPRISE EDITION (PSEE) MODERNIZATION

proposed substantive policy required in s. 216.023(4)(a)10, F.S.

Project Phasing Plan

Projects managed by Applications Services (the application development section of the Office of Information Technology) are developed following the FLDS guidelines (Security Rule 60GG-2, F.A.C, and Project Management Rule 60GG-1, F.A.C.), which are based on the Project Management Institute’s methodology including standard phases, tools, steps, and sign-off processes. This methodology is made available to all project management and project staff working within FDOT to ensure consistent steps are followed when developing system applications.

This project is planned to span four fiscal years. Detailed phases will be developed when the project is formalized. Projected activities are included in the Baseline Schedule.

Baseline Schedule

Task	Status	Planned Start	Planned End
Obtain Funding	In Progress	10/2022	6/2023
Project Gate: Funding Approved?	In Progress	10/2022	6/2023
Project Planning/Formalization	In Progress	1/2023	6/2023
Analysis (Use Cases, Requirements, Market Scan, Product Selection)	Pending Funding	7/2023	6/2024
Establish Environment(s)	Pending Funding	7/2024	12/2024
Iterative Configuration & Testing Phases	Pending Funding	12/2024	6/2026
User Acceptance Testing	Pending Funding	7/2026	12/2026
Implementation & Training	Pending Funding	1/2027	2/2027
Post-Production Verification	Pending Funding	2/2027	4/2027
Closeout	Pending Funding	4/2027	6/2027

Note: This chart will be completed when the funding has been received and the project manager is assigned.

Project Organization and Governance

This subsection describes the proposed project organization and governance. The project governance structure consists of the following standard elements. As the project is formalized, adjustments may be made.

- **Executive Sponsor:** The Executive Sponsor is a chairperson of the subject business process improvement, analysis, and design efforts. The Executive Sponsor acts as a visionary and motivator and instills the project with a purpose and a sense of mission. The Executive Sponsor introduces the project within the organization and demonstrates commitment to its success.
- **Project Sponsor:** Ensure that security controls related to access and integrity of the application and data are in place. Ensure that the needed resources from the Functional Office are available to serve in various roles throughout the application's life cycle.
- **Internal Stakeholders:** Functional areas and Directors that are affected by the project. It is critical that Internal Stakeholders are kept aware of the project; and are involved (provide staff) in discussions regarding their functional area at the appropriate time in the project.

SCHEDULE IV-B FOR PROJECT SUITE ENTERPRISE EDITION (PSEE) MODERNIZATION

- **Functional Coordinators:** Serve as a dedicated resource from the Functional Office assigned to serve as liaison between the Office of Information Technology and the Functional Office. The role of the Functional Coordinator will exist beyond the project, throughout the life of an application. The Functional Coordinator may act as an agent for the Project Sponsor.
- **Functional Stakeholders:** Provide functional management oversight of the application project for which they have been delegated responsibility. Provide direction to the Project Team in regard to project strategy and planning.
- **Portfolio Manager:** The Portfolio Manager provides leadership and facilitation to the Program and Project Managers of Information Technology projects taken on by the Office of Information Technology. The Portfolio Manager ensures proper methodology support is provided for projects.
- **Project Manager:** The Project Manager is accountable for maintaining project scope, cost, and schedule in accordance with the baselines established in the Project Plan. The Project Manager plans, assigns, and oversees the deliverables provided by team members.
- **Contract Manager:** A FDOT employee responsible for enforcing performance of the contract terms and conditions, serving as liaison with the vendor and ensuring that the contractual terms have been complied with prior to processing the invoice for payment.
- **Change Control Team (CCT):** Responsible for reviewing and determining the outcome of all change requests submitted to the project during the project life cycle. The CCT will meet as often as necessary, as changes are introduced throughout the project, to discuss potential impacts or changes to the scope, schedule, or budget. If the CCT approves a change, the CCT must then seek authorization from the Executive Sponsor, Project Sponsor, Application Services Portfolio Manager, or combination of those stakeholders, depending on the type of impact the change will have on the project.
- **Project Risk Review Team:** Prioritizes and ranks all risks identified for project and agree on a risk response strategy for each identified risk.

Quality Assurance Plan

FDOT follows standard practice project management principles to reduce project incurred risks, ensure compliance with stated quality standards, and keep the project on track. This subsection describes several of FDOT’s quality assurance plans including:

- Communication Plan
- Deliverables Review and Acceptance
- Issue Management
- Risk Management
- Scope Change Management

Communication Plan

Communication is important in all projects, and particularly on projects of this scale. Providing consistent, timely and appropriate communication keeps the project in the minds of all stakeholders. The following communication methods are planned:

Item	Purpose	Frequency	Audience
Functional Steering Committee Meeting	Provide updates on project progress, plans, and problems	Monthly	Functional Steering Committee
Project Status Report	Provide update on project progress, plans, and problems	Weekly	All Project Team Members
FLDS Project Status Report	Status Report as required by 60GG-1 F.A.C.	Monthly	FLDS
Legislative Status Report	Provide update on project activities for all projects funded by a Budget Request	Monthly	Legislative Members and Staff

SCHEDULE IV-B FOR PROJECT SUITE ENTERPRISE EDITION (PSEE) MODERNIZATION

Item	Purpose	Frequency	Audience
Executive Status Report and Review Meeting	Monthly review of the project status and schedule with the Information Resource Management Leadership Team	As Needed	Executive Sponsor, Project Sponsor, CIO, Application Services Portfolio Manager
Functional Group Status Presentations	Provide project status updates to existing functional teams that are affected by the project. Management Stakeholders will request time on the agenda of these existing meeting to provide status and answer questions	As Needed	Statewide Teams that are affected by project.

Deliverables Review and Acceptance

All deliverables are reviewed by appropriately appointed staff. Standard review teams will be established, by technology or business area, to provide a consistent review base. Project schedules must be established to provide time for deliverables review, feedback, and secondary review.

Issue Management

Issues are problems that have occurred and/or exist on the project that need to be addressed with a decision.

The Project Issue Management Process will be documented in the Issue Management section of the Project Management Plan. This plan will address:

- What constitutes an issue
- Who can create or update issues
- How will issues be reported
- Where will issues be documented and tracked
- Who will receive/review the issues
- How/When will issues be reviewed
- How will issues be resolved
- How and when will unaddressed issues be escalated
- How will information be communicated

All Project Issues will be documented in the change control log and will be available and reviewable by all project members.

The Project Manager is responsible for ensuring the project team (both functional staff and technical staff) have a clear understanding of the purpose and details of the Issue Management Process.

Weekly Status Reports will track and provide status for all open project issues.

Change Management

Monitoring and controlling change is critical to the successful delivery of a project. Changes are inevitable. Any change to project scope, cost, and/or schedule will invoke the Change Control process.

- The Project Change Control Process will be documented in the Change Management section of the Project Management Plan.
- Any proposed changes will be documented using a change control form and tracked through the change control log.
- The change control log and form will be available and reviewable by all project members.
- The CCT will meet as often as necessary to ensure changes are dealt with in a timely manner.
- The Project Manager is responsible for ensuring the project team (both functional staff and technical staff) have a clear understanding of the purpose and details of the Change Management Process.

SCHEDULE IV-B FOR PROJECT SUITE ENTERPRISE EDITION (PSEE) MODERNIZATION

- Changes that are approved by the CCT will seek final approval from the appropriate staff and stakeholders.
- Monthly Status Reports will track and provide status for all open change requests.

Security Plan

The objectives of the Security Plan are to:

- Ensure confidentiality, integrity, and availability of the system data
- Identify confidential or sensitive information in the system
- Define system security methods, requirements, and procedures
- Promote consistency and uniformity in the system’s security practices

The following sections are outlined in the document to address risk management and reduce exposure to the department by identifying controls to offset threats and protect the department’s resources.

1. Risk Analysis (Authentication/ Data and System Integrity/ Confidential Information)
2. Federal Information Processing Standards (FIPS) 199 Potential Impact Categorization
3. Critical Resources
4. Roles and Responsibilities
5. FDOT Policies and Procedure

Risk Management

A key focus of risk management is to anticipate, identify and address events or occurrences that left unabated could negatively impact a project's success. Risk Management Plans define work products and processes for assessing and controlling risks. The process of Risk Management has two parts: risk assessment, which involves identifying, classifying, analyzing, and prioritizing risk; and risk monitoring and control, which involves planning, tracking, and reporting, reducing, and resolving risk.

This project will follow FDOT’s standard process for Risk Management. This includes:

- Identification of potential risks early in the planning phases. Potential Project Risks are provided in Exhibit VII-3 below.
- Establishment of a formal Project Risk Review Team to evaluate risks on a scheduled basis.
- Establishment of a method for analyzing and prioritizing risk.
- Review new or changing Risks at Weekly Project Status Meetings.
- Ensure all Project Team Members are aware of the Risk Management process and their involvement in the process.

Inventory of Potential Risks and Response Strategies		
Risk Type	Risk Description	Risk Response Strategy and Notes
Project Organization	Inconsistent processes and standards across FDOT business units could impact drive to standardize business processes	Establish organizational change management program Engage stakeholders from various agencies in defining process changes
Change Management, Technology	Perception by various FDOT business units about apparent loss of tailored functionality	Encourage early involvement by key business units Ensure Change Management and Communication Plan emphasizes benefits of enterprise solution Ensure consistent and ongoing senior management support

Inventory of Potential Risks and Response Strategies		
Risk Type	Risk Description	Risk Response Strategy and Notes
Project Organization	Changes in FDOT executive management can impact program execution	<p>Immediately brief new management on program objectives and status</p> <p>Implement Steering Committee to manage program with a mix of executive-level policymakers and senior-level career staff</p> <p>Engage continuing Steering Committee members to assist in presenting program benefits to new management team members</p> <p>Include career staff in key roles responsible for managing program execution for continuity</p>
Fiscal	Delay in obtaining funding for all or part of proposed program effort from the legislature	<p>Actively engage with stakeholders and policymakers to obtain approval for change in scope based on funding</p> <p>Revisit budgets regularly; economic factors should be on agenda for discussion at Steering Committee meetings and other executive management briefings where appropriate</p> <p>Adjust program schedule as necessary based on timing of funding</p> <p>Identify activities that could continue in the interim (process analysis, etc.) to maintain momentum</p>
Fiscal	Less funding than requested is approved for the program effort	<p>Actively engage with stakeholders and policymakers to obtain approval</p> <p>Revisit budgets regularly; economic factors should be on agenda at Steering Committee meetings or executive briefings as appropriate</p> <p>Adjust scope and/or program schedule as necessary based on timing of funding</p>
Project Complexity	Challenges in aligning project schedule with current hosting services or the vendor's hosting solution	<p>Initiate early discussions with the current hosting provider and/or the vendor hosting team and continue dialogue throughout planning process</p>

Inventory of Potential Risks and Response Strategies		
Risk Type	Risk Description	Risk Response Strategy and Notes
Communication	Project delays not resolved in a timely manner	<p>Initiate early discussions</p> <p>Monitor and track resolution</p> <p>Ensure management understands required timeline for resolution and cost/schedule impact of not resolving</p>
Strategic	Desired business benefits not achieved	<p>Adhere to requirements, involve stakeholders, and tie scope decisions to performance measures and anticipated benefits to ensure success</p> <p>Incorporate business process training and mentoring into the work plan</p>
Project Organization	Staff not being able to participate when needed or review deliverables within schedule	<p>Utilize a project approach that leverages best practices as a starting point for discussions to better leverage staff time</p> <p>Proactively identify resource constraints and escalate in a timely manor</p> <p>Re-assign some responsibilities of key extended team members</p> <p>Reprioritize some activities assigned to extended team members</p>
Project Complexity	Project scope too large or complex and/or implementation strategy attempts to implement too much at one time	<p>Establish implementation plan, carefully develop the plan, and link it to expected business benefits</p> <p>Link project scope to business benefits</p> <p>Careful review by FDOT Steering Committee of requirements and implementation plan before approving implementation go-ahead</p> <p>Develop scope change process that requires demonstrated link to targeted business benefits and program steering committee approval of any proposed scope changes</p>

Inventory of Potential Risks and Response Strategies		
Risk Type	Risk Description	Risk Response Strategy and Notes
Project Organization, Project Management	Availability of FDOT resources (business and technical) to support implementation	<p>Develop detailed estimates of resource requirements as early as possible as part of planning</p> <p>Develop an implementation strategy and work plan that is in sync with availability of FDOT resources</p> <p>Obtain specific commitment of resources from FDOT management prior to start of implementation</p>
Project Complexity, Project Management	Need to provide large number of employees with training on various new application functions	<p>Initiate organizational change management program from start of program</p> <p>Develop training strategy for each project component early and monitor status of training effort closely</p>

Implementation Plan

The Implementation Phase will be defined as the project progresses.

Project Staffing and Continuity

Providing adequate resources for this project is critical for project success. Functional Coordinators, Functional/Subject Matter Experts and IT technical staff will all be expected to spend an appropriate amount of time involved in the project.

VIII. Appendices

Appendix A – Cost Benefit Analysis

[PSEE Cost Benefit Analysis.xlsx](#)

Appendix B – Risk Assessment

[LBR - Risk Assessment PSEE.xlsx](#)

Appendix C – Functional and Technical Requirements

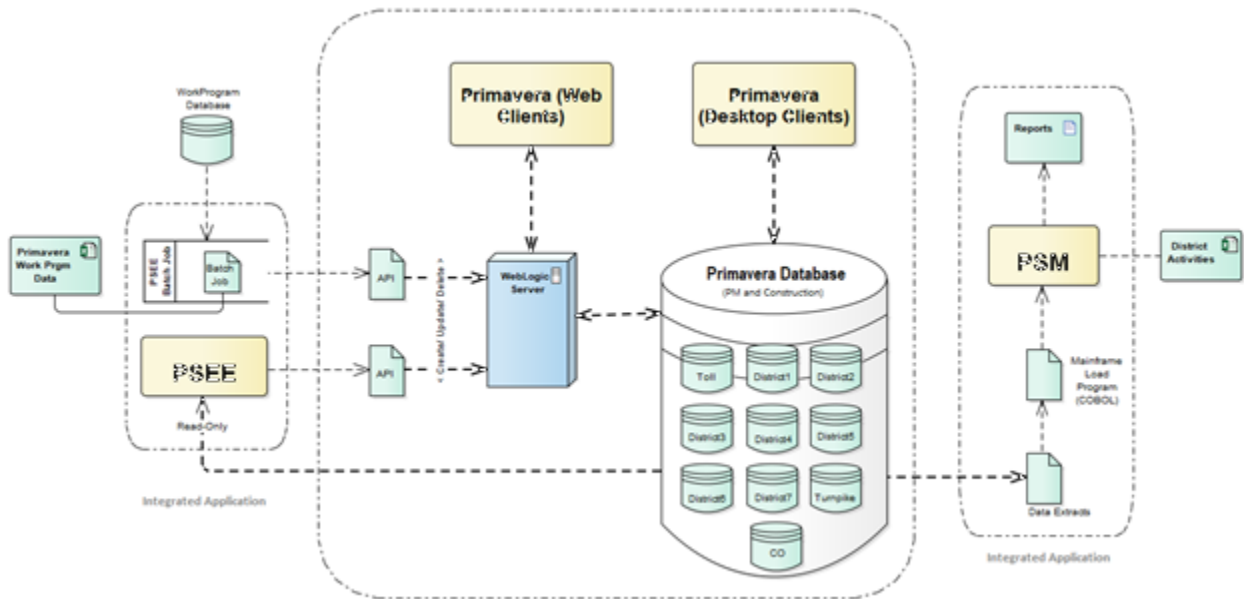
[Functional&TechnicalRequirements_ScheduleIV-B_PSEE.xlsx](#)

Appendix D – Diagram of Relationship to Primavera

The below diagram illustrates just one of the major data integrations that PSEE has. PSEE integrates with the Primavera system to manage changes to project schedules. Project schedules are created and maintained in the

SCHEDULE IV-B FOR PROJECT SUITE ENTERPRISE EDITION (PSEE) MODERNIZATION

Primavera system.



CBAForm 1 - Net Tangible Benefits

Agency	FDOT	Project	Project Suite Enterprise Edition (PSEE)
--------	------	---------	---

Net Tangible Benefits - Operational Cost Changes (Costs of Current Operations versus Proposed Operations as a Result of the Project) and Additional Tangible Benefits -- CBAForm 1A															
Agency <i>(Recurring Costs Only -- No Project Costs)</i>	FY 2023-24			FY 2024-25			FY 2025-26			FY 2026-27			FY 2027-28		
	(a) Existing Program Costs	(b) Operational Cost Change	(c) = (a)+(b) New Program Costs resulting from Proposed Project	(a) Existing Program Costs	(b) Operational Cost Change	(c) = (a) + (b) New Program Costs resulting from Proposed Project	(a) Existing Program Costs	(b) Operational Cost Change	(c) = (a) + (b) New Program Costs resulting from Proposed Project	(a) Existing Program Costs	(b) Cost Change Operational Cost Change	(c) = (a) + (b) New Program Costs resulting from Proposed Project	(a) Existing Program Costs	(b) Operational Cost Change	(c) = (a) + (b) New Program Costs resulting from Proposed Project
A. Personnel Costs -- Agency-Managed Staff	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A.b Total Staff	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-1.a. State FTEs (Salaries & Benefits)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A-1.b. State FTEs (#)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-2.a. OPS Staff (Salaries)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A-2.b. OPS (#)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-3.a. Staff Augmentation (Contract Cost)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A-3.b. Staff Augmentation (# of Contractors)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B. Application Maintenance Costs	\$80,000	\$0	\$80,000	\$80,000	\$0	\$80,000	\$80,000	\$0	\$80,000	\$80,000	\$0	\$80,000	\$80,000	\$740,000	\$1,640,000
B-1. Managed Services (Staffing)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$820,000
B-2. Hardware	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
B-3. Software	\$80,000	\$0	\$80,000	\$80,000	\$0	\$80,000	\$80,000	\$0	\$80,000	\$80,000	\$0	\$80,000	\$80,000	-\$80,000	\$0
B-4. Other <i>Replacement Maintenance</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$820,000	\$820,000
C. Data Center Provider Costs	\$43,200	\$0	\$43,200	\$43,200	\$0	\$43,200	\$43,200	\$0	\$43,200	\$43,200	\$0	\$43,200	\$43,200	-\$43,200	\$0
C-1. Managed Services (Staffing)	\$12,000	\$0	\$12,000	\$12,000	\$0	\$12,000	\$12,000	\$0	\$12,000	\$12,000	\$0	\$12,000	\$12,000	-\$12,000	\$0
C-2. Infrastructure	\$31,200	\$0	\$31,200	\$31,200	\$0	\$31,200	\$31,200	\$0	\$31,200	\$31,200	\$0	\$31,200	\$31,200	-\$31,200	\$0
C-3. Network / Hosting Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C-4. Disaster Recovery	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C-5. Other <i>Specify</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D. Plant & Facility Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E. Other Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E-1. Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E-2. Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
E-3. Other <i>Specify</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total of Recurring Operational Costs	\$123,200	\$0	\$123,200	\$123,200	\$0	\$123,200	\$123,200	\$0	\$123,200	\$123,200	\$0	\$123,200	\$123,200	\$696,800	\$1,640,000
F. Additional Tangible Benefits:		\$0			\$0			\$0			\$0			\$0	
F-1. <i>Specify</i>		\$0			\$0			\$0			\$0			\$0	
F-2. <i>Specify</i>		\$0			\$0			\$0			\$0			\$0	
F-3. <i>Specify</i>		\$0			\$0			\$0			\$0			\$0	
Total Net Tangible Benefits:		\$0			\$0			\$0			\$0			(\$696,800)	

CHARACTERIZATION OF PROJECT BENEFIT ESTIMATE -- CBAForm 1B		
Choose Type	Estimate Confidence	Enter % (+/-)
Detailed/Rigorous	<input type="checkbox"/>	Confidence Level
Order of Magnitude	<input checked="" type="checkbox"/>	Confidence Level 60%
Placeholder	<input type="checkbox"/>	Confidence Level

FDOT

Project Suite Enterprise Edition (PSEE)

CBA Form 2A Baseline Project Budget

Costs entered into each row are mutually exclusive. Insert rows for detail and modify appropriation categories as necessary, but do not remove any of the provided project cost elements. Reference vendor quotes in the Item Description where applicable. Include only one-time project costs in this table. Include any recurring costs in CBA Form 1A.

Item Description <i>(remove guidelines and annotate entries here)</i>	Project Cost Element	Appropriation Category	Current & Previous Years Project-Related Cost	FY2023-24		FY2024-25			FY2025-26			FY2026-27			FY2027-28			TOTAL	
				\$ 500,000		\$ 1,200,000			\$ 1,200,000			\$ 1,200,000			\$ -			\$ 4,100,000	
				YR 1 #	YR 1 LBR	YR 1 Base Budget	YR 2 #	YR 2 LBR	YR 2 Base Budget	YR 3 #	YR 3 LBR	YR 3 Base Budget	YR 4 #	YR 4 LBR	YR 4 Base Budget	YR 5 #	YR 5 LBR	YR 5 Base Budget	TOTAL
Costs for all state employees working on the project.	FTE	S&B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Costs for all OPS employees working on the project.	OPS	OPS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Staffing costs for personnel using Time & Expense.	Staff Augmentation	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Project management personnel and related deliverables.	Project Management	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Project oversight to include Independent Verification & Validation (IV&V) personnel and related deliverables.	Project Oversight	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Staffing costs for all professional services not included in other categories.	Consultants/Contractors	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Project Suite Enterprise Edition (PSEE) System and Process Analysis and Design	Project Planning/Analysis	Contracted Services	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	
Hardware purchases not included in data center services.	Hardware	OCO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Commercial software purchases and licensing costs.	Commercial Software	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Professional services with fixed-price costs (i.e. software development, installation, project documentation)	Project Deliverables	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
All first-time training costs associated with the project.	Training	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Include the quote received from the data center provider for project equipment and services. Only include one-time project costs in this row. Recurring, project-related data center costs are included in CBA Form 1A.	Data Center Services - One Time Costs	Data Center Category	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other contracted services not included in other categories.	Other Services	Contracted Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Include costs for non-state data center equipment required by the project and the proposed solution (insert additional rows as needed for detail)	Equipment	Expense	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Include costs associated with leasing space for project personnel.	Leased Space	Expense	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Project Suite Enterprise Edition (PSEE) Migration and Modernization	Other Expenses	Expense	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 3,600,000
Total			\$ -	\$ 500,000	\$ 500,000	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 4,100,000

CBAForm 2 - Project Cost Analysis

Agency <u> </u> FDOT	Project <u> </u> Project Suite Enterprise Edition (PSEE)
--	--

PROJECT COST SUMMARY	PROJECT COST SUMMARY (from CBAForm 2A)					TOTAL
	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	
TOTAL PROJECT COSTS (*)	\$500,000	\$1,200,000	\$1,200,000	\$1,200,000	\$0	\$4,100,000
CUMULATIVE PROJECT COSTS <small>(includes Current & Previous Years' Project-Related Costs)</small>	\$500,000	\$1,700,000	\$2,900,000	\$4,100,000	\$4,100,000	
Total Costs are carried forward to CBAForm3 Project Investment Summary worksheet.						

PROJECT FUNDING SOURCES	PROJECT FUNDING SOURCES - CBAForm 2B					TOTAL
	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	
General Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Trust Fund	\$500,000	\$1,200,000	\$1,200,000	\$1,200,000	\$0	\$4,100,000
Federal Match <input type="checkbox"/>	\$0	\$0	\$0	\$0	\$0	\$0
Grants <input type="checkbox"/>	\$0	\$0	\$0	\$0	\$0	\$0
Other <input type="checkbox"/> Specify	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL INVESTMENT	\$500,000	\$1,200,000	\$1,200,000	\$1,200,000	\$0	\$4,100,000
CUMULATIVE INVESTMENT	\$500,000	\$1,700,000	\$2,900,000	\$4,100,000	\$4,100,000	

Characterization of Project Cost Estimate - CBAForm 2C			
Choose Type	Estimate Confidence	Enter % (+/-)	
Detailed/Rigorous	Confidence Level		
Order of Magnitude <small>xx</small>	Confidence Level	50%	
Placeholder	Confidence Level		

CBAForm 3 - Project Investment Summary

Agency	<u>FDOT</u>	Project	<u>xt Suite Enterprise Edition (I</u>
--------	-------------	---------	---------------------------------------

COST BENEFIT ANALYSIS -- CBAForm 3A						
	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	TOTAL FOR ALL YEARS
Project Cost	\$500,000	\$1,200,000	\$1,200,000	\$1,200,000	\$0	\$4,100,000
Net Tangible Benefits	\$0	\$0	\$0	\$0	(\$696,800)	(\$696,800)
Return on Investment	(\$500,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$696,800)	(\$4,796,800)
Year to Year Change in Program Staffing	0	0	0	0	0	

RETURN ON INVESTMENT ANALYSIS -- CBAForm 3B		
Payback Period (years)	NO PAYBACK	Payback Period is the time required to recover the investment costs of the project.
Breakeven Fiscal Year	NO PAYBACK	Fiscal Year during which the project's investment costs are recovered.
Net Present Value (NPV)	(\$4,357,028)	NPV is the present-day value of the project's benefits less costs over the project's lifecycle.
Internal Rate of Return (IRR)	NO IRR	IRR is the project's rate of return.

Investment Interest Earning Yield -- CBAForm 3C					
Fiscal Year	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Cost of Capital	2.69%	2.90%	3.09%	3.29%	3.48%

	B	C	D	E	F	G	H				
3	Project		<i>Project Suite Enterprise Edition (PSEE) Modernization</i>								
4											
5	Agency		<i>Florida Department of Transportation</i>								
6	FY 2023-24 LBR Issue Code:			FY 2023-24 LBR Issue Title:							
7	<i>Issue Code</i>			<i>Issue Title</i>							
8	Risk Assessment Contact Info (Name, Phone #, and E-mail Address):										
9	<i>Savannah Lacy, (850) 410-5538, savannah.lacy@dot.state.fl.us</i>										
10	Executive Sponsor		<i>Will Watts</i>								
11	Project Manager		<i>Savannah Lacy</i>								
12	Prepared By		<i>Savannah Lacy</i>		<i>9/15/2022</i>						
14	Risk Assessment Summary										
15	<div style="display: flex; align-items: center; justify-content: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-weight: bold; margin-right: 10px;">Business Strategy</div> <table border="1" style="border-collapse: collapse; width: 100%; height: 100%;"> <tr> <td style="width: 50%; height: 50%;"></td> <td style="width: 50%; height: 50%;"></td> </tr> <tr> <td style="width: 50%; height: 50%;"></td> <td style="width: 50%; height: 50%;"></td> </tr> </table> </div> <p style="text-align: center; margin-top: 10px;">Level of Project Risk</p> <div style="display: flex; justify-content: space-between; width: 100%;"> Least Risk Most Risk </div>										
17								Most Aligned			
18											
19											
20											
21											
22											
23											
24											
25											
26											
27											
28	Least Aligned										
29											
30											
31											
32											
34	Project Risk Area Breakdown										
35	Risk Assessment Areas						<i>Risk Exposure</i>				
36	Strategic Assessment						HIGH				
37											
38	Technology Exposure Assessment						MEDIUM				
39											
40	Organizational Change Management Assessment						MEDIUM				
41											
42	Communication Assessment						MEDIUM				
43											
44	Fiscal Assessment						MEDIUM				
45											
46	Project Organization Assessment						LOW				
47											
48	Project Management Assessment						MEDIUM				
49											
50	Project Complexity Assessment						MEDIUM				
51											
52											
53	Overall Project Risk						HIGH				

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Project Suite Enterprise Edition (PSEE) Modernization	
3	Section 1 -- Strategic Area			
4	#	Criteria	Values	Answer
5	1.01	Are project objectives clearly aligned with the agency's legal mission?	0% to 40% -- Few or no objectives aligned	81% to 100% -- All or nearly all objectives aligned
6			41% to 80% -- Some objectives aligned	
7			81% to 100% -- All or nearly all objectives aligned	
8	1.02	Are project objectives clearly documented and understood by all stakeholder groups?	Not documented or agreed to by stakeholders	Informal agreement by stakeholders
9			Informal agreement by stakeholders	
10			Documented with sign-off by stakeholders	
11	1.03	Are the project sponsor, senior management, and other executive stakeholders actively involved in meetings for the review and success of the project?	Not or rarely involved	Most regularly attend executive steering committee meetings
12			Most regularly attend executive steering committee meetings	
13			Project charter signed by executive sponsor and executive team actively engaged in steering committee meetings	
14	1.04	Has the agency documented its vision for how changes to the proposed technology will improve its business processes?	Vision is not documented	Vision is partially documented
15			Vision is partially documented	
16			Vision is completely documented	
17	1.05	Have all project business/program area requirements, assumptions, constraints, and priorities been defined and documented?	0% to 40% -- Few or none defined and documented	41% to 80% -- Some defined and documented
18			41% to 80% -- Some defined and documented	
19			81% to 100% -- All or nearly all defined and documented	
20	1.06	Are all needed changes in law, rule, or policy identified and documented?	No changes needed	No changes needed
21			Changes unknown	
22			Changes are identified in concept only	
23			Changes are identified and documented	
24			Legislation or proposed rule change is drafted	
25	1.07	Are any project phase or milestone completion dates fixed by outside factors, e.g., state or federal law or funding restrictions?	Few or none	All or nearly all
26			Some	
27			All or nearly all	
28	1.08	What is the external (e.g. public) visibility of the proposed system or project?	Minimal or no external use or visibility	Minimal or no external use or visibility
29			Moderate external use or visibility	
30			Extensive external use or visibility	
31	1.09	What is the internal (e.g. state agency) visibility of the proposed system or project?	Multiple agency or state enterprise visibility	Single agency-wide use or visibility
32			Single agency-wide use or visibility	
33			Use or visibility at division and/or bureau level only	
34	1.10	Is this a multi-year project?	Greater than 5 years	Between 3 and 5 years
35			Between 3 and 5 years	
36			Between 1 and 3 years	
37			1 year or less	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Project Suite Enterprise Edition (PSEE) Modernization	
3	Section 2 -- Technology Area			
4	#	Criteria	Values	Answer
5	2.01	Does the agency have experience working with, operating, and supporting the proposed technical solution in a production environment?	Read about only or attended conference and/or vendor presentation	Installed and supported production system more than 3 years
6			Supported prototype or production system less than 6 months	
7			Supported production system 6 months to 12 months	
8			Supported production system 1 year to 3 years	
9			Installed and supported production system more than 3 years	
10	2.02	Does the agency's internal staff have sufficient knowledge of the proposed technical solution to implement and operate the new system?	External technical resources will be needed for implementation and operations	Internal resources have sufficient knowledge for implementation and operations
11			External technical resources will be needed through implementation only	
12			Internal resources have sufficient knowledge for implementation and operations	
13	2.03	Have all relevant technical alternatives/ solution options been researched, documented and considered?	No technology alternatives researched	Some alternatives documented and considered
14			Some alternatives documented and considered	
15			All or nearly all alternatives documented and considered	
16	2.04	Does the proposed technical solution comply with all relevant agency, statewide, or industry technology standards?	No relevant standards have been identified or incorporated into proposed technology	Proposed technology solution is fully compliant with all relevant agency, statewide, or industry standards
17			Some relevant standards have been incorporated into the proposed technology	
18			Proposed technology solution is fully compliant with all relevant agency, statewide, or industry standards	
19	2.05	Does the proposed technical solution require significant change to the agency's existing technology infrastructure?	Minor or no infrastructure change required	Minor or no infrastructure change required
20			Moderate infrastructure change required	
21			Extensive infrastructure change required	
22			Complete infrastructure replacement	
23	2.06	Are detailed hardware and software capacity requirements defined and documented?	Capacity requirements are not understood or defined	Capacity requirements are defined only at a conceptual level
24			Capacity requirements are defined only at a conceptual level	
25			Capacity requirements are based on historical data and new system design specifications and performance requirements	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Project Suite Enterprise Edition (PSEE) Modernization	
3	Section 3 -- Organizational Change Management Area			
4	#	Criteria	Values	Answer
5	3.01	What is the expected level of organizational change that will be imposed within the agency if the project is successfully implemented?	Extensive changes to organization structure, staff or business processes	Minimal changes to organization structure, staff or business processes structure
6			Moderate changes to organization structure, staff or business processes	
7			Minimal changes to organization structure, staff or business processes structure	
8	3.02	Will this project impact essential business processes?	Yes	Yes
9			No	
10	3.03	Have all business process changes and process interactions been defined and documented?	0% to 40% -- Few or no process changes defined and documented	0% to 40% -- Few or no process changes defined and documented
11			41% to 80% -- Some process changes defined and documented	
12			81% to 100% -- All or nearly all processes defined and documented	
13	3.04	Has an Organizational Change Management Plan been approved for this project?	Yes	No
14			No	
15	3.05	Will the agency's anticipated FTE count change as a result of implementing the project?	Over 10% FTE count change	Less than 1% FTE count change
16			1% to 10% FTE count change	
17			Less than 1% FTE count change	
18	3.06	Will the number of contractors change as a result of implementing the project?	Over 10% contractor count change	Less than 1% contractor count change
19			1 to 10% contractor count change	
20			Less than 1% contractor count change	
21	3.07	What is the expected level of change impact on the citizens of the State of Florida if the project is successfully implemented?	Extensive change or new way of providing/receiving services or information)	Minor or no changes
22			Moderate changes	
23			Minor or no changes	
24	3.08	What is the expected change impact on other state or local government agencies as a result of implementing the project?	Extensive change or new way of providing/receiving services or information	Minor or no changes
25			Moderate changes	
26			Minor or no changes	
27	3.09	Has the agency successfully completed a project with similar organizational change requirements?	No experience/Not recently (>5 Years)	Recently completed project with fewer change requirements
28			Recently completed project with fewer change requirements	
29			Recently completed project with similar change requirements	
30			Recently completed project with greater change requirements	

	B	C	D	E
1	Agency: Agency Name		Project: Project Name	
3	Section 4 -- Communication Area			
4	#	Criteria	Value Options	Answer
5	4.01	Has a documented Communication Plan been approved for this project?	Yes	No
6			No	
7	4.02	Does the project Communication Plan promote the collection and use of feedback from management, project team, and business stakeholders (including end users)?	Negligible or no feedback in Plan	Routine feedback in Plan
8			Routine feedback in Plan	
9			Proactive use of feedback in Plan	
10	4.03	Have all required communication channels been identified and documented in the Communication Plan?	Yes	Yes
11			No	
12	4.04	Are all affected stakeholders included in the Communication Plan?	Yes	Yes
13			No	
14	4.05	Have all key messages been developed and documented in the Communication Plan?	Plan does not include key messages	Some key messages have been developed
15			Some key messages have been developed	
16			All or nearly all messages are documented	
17	4.06	Have desired message outcomes and success measures been identified in the Communication Plan?	Plan does not include desired messages outcomes and success measures	Success measures have been developed for some messages
18			Success measures have been developed for some messages	
19			All or nearly all messages have success measures	
20	4.07	Does the project Communication Plan identify and assign needed staff and resources?	Yes	Yes
21			No	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Project Suite Enterprise Edition (PSEE) Modernization	
3	Section 5 -- Fiscal Area			
4	#	Criteria	Values	Answer
5	5.01	Has a documented Spending Plan been approved for the entire project lifecycle?	Yes	No
6			No	
7	5.02	Have all project expenditures been identified in the Spending Plan?	0% to 40% -- None or few defined and documented	41% to 80% -- Some defined and documented 81% to 100% -- All or nearly all defined and documented
8			41% to 80% -- Some defined and documented	
9			81% to 100% -- All or nearly all defined and documented	
10	5.03	What is the estimated total cost of this project over its entire lifecycle?	Unknown	Between \$2 M and \$10 M
11			Greater than \$10 M	
12			Between \$2 M and \$10 M	
13			Between \$500K and \$1,999,999	
14		Less than \$500 K		
15	5.04	Is the cost estimate for this project based on quantitative analysis using a standards-based estimation model?	Yes	Yes
16			No	
17	5.05	What is the character of the cost estimates for this project?	Detailed and rigorous (accurate within ±10%)	Order of magnitude – estimate could vary between 10-100%
18			Order of magnitude – estimate could vary between 10-100%	
19			Placeholder – actual cost may exceed estimate by more than 100%	
20	5.06	Are funds available within existing agency resources to complete this project?	Yes	No
21			No	
22	5.07	Will/should multiple state or local agencies help fund this project or system?	Funding from single agency	Funding from single agency
23			Funding from local government agencies	
24			Funding from other state agencies	
25	5.08	If federal financial participation is anticipated as a source of funding, has federal approval been requested and received?	Neither requested nor received	Not applicable
26			Requested but not received	
27			Requested and received	
28			Not applicable	
29	5.09	Have all tangible and intangible benefits been identified and validated as reliable and achievable?	Project benefits have not been identified or validated	All or nearly all project benefits have been identified and validated
30			Some project benefits have been identified but not validated	
31			Most project benefits have been identified but not validated	
32			All or nearly all project benefits have been identified and validated	
33	5.10	What is the benefit payback period that is defined and documented?	Within 1 year	Within 5 years
34			Within 3 years	
35			Within 5 years	
36			More than 5 years	
37			No payback	
38	5.11	Has the project procurement strategy been clearly determined and agreed to by affected stakeholders?	Procurement strategy has not been identified and documented	Stakeholders have reviewed and approved the proposed procurement strategy
39			Stakeholders have not been consulted re: procurement strategy	
40			Stakeholders have reviewed and approved the proposed procurement strategy	
41	5.12	What is the planned approach for acquiring necessary products and solution services to successfully complete the project?	Time and Expense (T&E)	Time and Expense (T&E)
42			Firm Fixed Price (FFP)	
43			Combination FFP and T&E	
44	5.13	What is the planned approach for procuring hardware and software for the project?	Timing of major hardware and software purchases has not yet been determined	Just-in-time purchasing of hardware and software is documented in the project schedule
45			Purchase all hardware and software at start of project to take advantage of one-time discounts	
46			Just-in-time purchasing of hardware and software is documented in the project schedule	
47	5.14	Has a contract manager been assigned to this project?	No contract manager assigned	Contract manager assigned is not the procurement manager or the project manager
48			Contract manager is the procurement manager	
49			Contract manager is the project manager	
50			Contract manager assigned is not the procurement manager or the project manager	
51	5.15	Has equipment leasing been considered for the project's large-scale computing purchases?	Yes	Yes
52			No	
53	5.16	Have all procurement selection criteria and outcomes been clearly identified?	No selection criteria or outcomes have been identified	All or nearly all selection criteria and expected outcomes have been defined and documented
54			Some selection criteria and outcomes have been defined and documented	
55			All or nearly all selection criteria and expected outcomes have been defined and documented	
56	5.17	Does the procurement strategy use a multi-stage evaluation process to progressively narrow the field of prospective vendors to the single, best qualified candidate?	Procurement strategy has not been developed	Multi-stage evaluation and proof of concept or prototype planned/used to select best qualified vendor
57			Multi-stage evaluation not planned/used for procurement	
58			Multi-stage evaluation and proof of concept or prototype planned/used to select best qualified vendor	
59	5.18	For projects with total cost exceeding \$10 million, did/will the procurement strategy require a proof of concept or prototype as part of the bid response?	Procurement strategy has not been developed	Not applicable
60			No, bid response did/will not require proof of concept or prototype	
61			Yes, bid response did/will include proof of concept or prototype	
62			Not applicable	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Project Suite Enterprise Edition (PSEE) Modernization	
3	Section 6 -- Project Organization Area			
4	#	Criteria	Values	Answer
5	6.01	Is the project organization and governance structure clearly defined and documented within an approved project plan?	Yes	Yes
6			No	
7	6.02	Have all roles and responsibilities for the executive steering committee been clearly identified?	None or few have been defined and documented	Some have been defined and documented
8			Some have been defined and documented	
9			All or nearly all have been defined and documented	
10	6.03	Who is responsible for integrating project deliverables into the final solution?	Not yet determined	Agency
11			Agency	
12			System Integrator (contractor)	
13	6.04	How many project managers and project directors will be responsible for managing the project?	3 or more	1
14			2	
15			1	
16	6.05	Has a project staffing plan specifying the number of required resources (including project team, program staff, and contractors) and their corresponding roles, responsibilities and needed skill levels been developed?	Needed staff and skills have not been identified	Staffing plan identifying all staff roles, responsibilities, and skill levels have been documented
17			Some or most staff roles and responsibilities and needed skills have been identified	
18			Staffing plan identifying all staff roles, responsibilities, and skill levels have been documented	
19	6.06	Is an experienced project manager dedicated fulltime to the project?	No experienced project manager assigned	Yes, experienced project manager dedicated full-time, 100% to project
20			No, project manager is assigned 50% or less to project	
21			No, project manager assigned more than half-time, but less than full-time to project	
22			Yes, experienced project manager dedicated full-time, 100% to project	
23	6.07	Are qualified project management team members dedicated full-time to the project	None	No, business, functional or technical experts dedicated more than half-time but less than full-time to project
24			No, business, functional or technical experts dedicated 50% or less to project	
25			No, business, functional or technical experts dedicated more than half-time but less than full-time to project	
26			Yes, business, functional or technical experts dedicated full-time, 100% to project	
27	6.08	Does the agency have the necessary knowledge, skills, and abilities to staff the project team with in-house resources?	Few or no staff from in-house resources	Completely staffed from in-house resources
28			Half of staff from in-house resources	
29			Mostly staffed from in-house resources	
30			Completely staffed from in-house resources	
31	6.09	Is agency IT personnel turnover expected to significantly impact this project?	Minimal or no impact	Minimal or no impact
32			Moderate impact	
33			Extensive impact	
34	6.10	Does the project governance structure establish a formal change review and control board to address proposed changes in project scope, schedule, or cost?	Yes	Yes
35			No	
36	6.11	Are all affected stakeholders represented by functional manager on the change review and control board?	No board has been established	Yes, all stakeholders are represented by functional manager
37			No, only IT staff are on change review and control board	
38			No, all stakeholders are not represented on the board	
39			Yes, all stakeholders are represented by functional manager	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Project Suite Enterprise Edition (PSEE) Modernization	
3	Section 7 -- Project Management Area			
4	#	Criteria	Values	Answer
5	7.01	Does the project management team use a standard commercially available project management methodology to plan, implement, and control the project?	No	Yes
6			Project Management team will use the methodology selected by the systems integrator	
7			Yes	
8	7.02	For how many projects has the agency successfully used the selected project management methodology?	None	More than 3
9			1-3	
10			More than 3	
11	7.03	How many members of the project team are proficient in the use of the selected project management methodology?	None	All or nearly all
12			Some	
13			All or nearly all	
14	7.04	Have all requirements specifications been unambiguously defined and documented?	0% to 40% -- None or few have been defined and documented	41 to 80% -- Some have been defined and documented
15			41 to 80% -- Some have been defined and documented	
16			81% to 100% -- All or nearly all have been defined and documented	
17	7.05	Have all design specifications been unambiguously defined and documented?	0% to 40% -- None or few have been defined and documented	41 to 80% -- Some have been defined and documented
18			41 to 80% -- Some have been defined and documented	
19			81% to 100% -- All or nearly all have been defined and documented	
20	7.06	Are all requirements and design specifications traceable to specific business rules?	0% to 40% -- None or few are traceable	41 to 80% -- Some are traceable
21			41 to 80% -- Some are traceable	
22			81% to 100% -- All or nearly all requirements and specifications are traceable	
23	7.07	Have all project deliverables/services and acceptance criteria been clearly defined and documented?	None or few have been defined and documented	Some deliverables and acceptance criteria have been defined and documented
24			Some deliverables and acceptance criteria have been defined and documented	
25			All or nearly all deliverables and acceptance criteria have been defined and documented	
26	7.08	Is written approval required from executive sponsor, business stakeholders, and project manager for review and sign-off of major project deliverables?	No sign-off required	Review and sign-off from the executive sponsor, business stakeholder, and project manager are required on all major project deliverables
27			Only project manager signs-off	
28			Review and sign-off from the executive sponsor, business stakeholder, and project manager are required on all major project deliverables	
29	7.09	Has the Work Breakdown Structure (WBS) been defined to the work package level for all project activities?	0% to 40% -- None or few have been defined to the work package level	41 to 80% -- Some have been defined to the work package level
30			41 to 80% -- Some have been defined to the work package level	
31			81% to 100% -- All or nearly all have been defined to the work package level	
32	7.10	Has a documented project schedule been approved for the entire project lifecycle?	Yes	Yes
33			No	
34	7.11	Does the project schedule specify all project tasks, go/no-go decision points (checkpoints), critical milestones, and resources?	Yes	No
35			No	
36	7.12	Are formal project status reporting processes documented and in place to manage and control this project?	No or informal processes are used for status reporting	Project team and executive steering committee use formal status reporting processes
37			Project team uses formal processes	
38			Project team and executive steering committee use formal status reporting processes	
39	7.13	Are all necessary planning and reporting templates, e.g., work plans, status reports, issues and risk management, available?	No templates are available	All planning and reporting templates are available
40			Some templates are available	
41			All planning and reporting templates are available	
42	7.14	Has a documented Risk Management Plan been approved for this project?	Yes	No
43			No	
44	7.15	Have all known project risks and corresponding mitigation strategies been identified?	None or few have been defined and documented	Some have been defined and documented
45			Some have been defined and documented	
46			All known risks and mitigation strategies have been defined	
47	7.16	Are standard change request, review and approval processes documented and in place for this project?	Yes	Yes
48			No	
49	7.17	Are issue reporting and management processes documented and in place for this project?	Yes	Yes
50			No	

	B	C	D	E
1	Agency: Florida Department of Transportation		Project: Project Suite Enterprise Edition (PSEE) Modernization	
2				
3	Section 8 -- Project Complexity Area			
4	#	Criteria	Values	Answer
5	8.01	How complex is the proposed solution compared to the current agency systems?	Unknown at this time	Similar complexity
6			More complex	
7			Similar complexity	
8			Less complex	
9	8.02	Are the business users or end users dispersed across multiple cities, counties, districts, or regions?	Single location	More than 3 sites
10			3 sites or fewer	
11			More than 3 sites	
12	8.03	Are the project team members dispersed across multiple cities, counties, districts, or regions?	Single location	More than 3 sites
13			3 sites or fewer	
14			More than 3 sites	
15	8.04	How many external contracting or consulting organizations will this project require?	No external organizations	No external organizations
16			1 to 3 external organizations	
17			More than 3 external organizations	
18	8.05	What is the expected project team size?	Greater than 15	9 to 15
19			9 to 15	
20			5 to 8	
21			Less than 5	
22	8.06	How many external entities (e.g., other agencies, community service providers, or local government entities) will be impacted by this project or system?	More than 4	None
23			2 to 4	
24			1	
25			None	
26	8.07	What is the impact of the project on state operations?	Business process change in single division or bureau	Agency-wide business process change
27			Agency-wide business process change	
28			Statewide or multiple agency business process change	
29	8.08	Has the agency successfully completed a similarly-sized project when acting as Systems Integrator?	Yes	Yes
30			No	
31	8.09	What type of project is this?	Infrastructure upgrade	Combination of the above
32			Implementation requiring software development or purchasing commercial off the shelf (COTS) software	
33			Business Process Reengineering	
34			Combination of the above	
35	8.10	Has the project manager successfully managed similar projects to completion?	No recent experience	Similar size and complexity
36			Lesser size and complexity	
37			Similar size and complexity	
38			Greater size and complexity	
39	8.11	Does the agency management have experience governing projects of equal or similar size and complexity to successful completion?	No recent experience	Greater size and complexity
40			Lesser size and complexity	
41			Similar size and complexity	
42			Greater size and complexity	

PROJECT SUITE ENTERPRISE EDITION (PSEE) MODERNIZATION Requirements

ID	Type	Description	Priority	Notes
General System Functionality				
psee-1	Functional	Need dashboard capabilities for users to have quick access to and an overview of key projects.		
psee-2	Functional	Need help guides for help with system navigation and use.		
psee-3	Functional	Need a menu option to allow for easy navigate to and between modules.		
psee-4	Functional	Need an assignment dashboard that identifies tasks in one or more modules that need the user's attention.		
psee-5	Report	Need a robust reporting tool that allows users to run relevant project and system reports.		
psee-6	Functional	Need a robust Search feature for users to search for projects or project-specific details.		
psee-7	Functional	Need a journal feature that captures and logs system changes with a date and time stamp, with the ability to view logs at the project level.		
psee-8	Functional	Need user profile interface that allows a user to manage profile settings such as setting a signature, setting delegates, establishing privileges and notifications, managing notification subscriptions, and managing search profiles.		
System Administration				
psee-9	Functional	Need a system administrator interface.		
psee-10	Functional	Need ability to manage roles and access.		
psee-11	Functional	Need ability to manage workflows, to add assignments to a workflow, or to add/remove pending reviewers.		
View Project Details				
psee-12	Functional	Need ability to view basic project information such as: Item Segment, Location, Description, Item Segment Groups, Important Project Dates, and Project Documents.		
psee-13	Functional	Need ability to view all contracts related to a project, including professional service contracts. It should display information such as Amendments, Task Work Orders, Invoices and Encumbrances.		
psee-14	Functional	Need ability to view Electronic Review Comments from the ERC system that are related to the project.		
psee-15	Functional	Need ability to view all financial information for a project including: Work Program Financials, Construction Estimates, and Right of Way Estimates.		
psee-16	Functional	Need ability to view interactive project maps from the Department's Enterprise GIS system.		
psee-17	Functional	Need ability to view work program data for specific item segments.		
psee-18	Functional	Need ability to view details of any Local Agency Program work associated with the project.		
psee-19	Functional	Need ability to view potential impacts to a project from other projects in an adjacent map area or within a specific zip code.		
psee-20	Functional	Need ability to view scheduled and/or actual schedule dates from the Project Schedule Management (PSM) system.		
psee-21	Functional	Need ability to view a list of all projects that are related Item Segments based on relationship types or based on a related contract.		
psee-22	Functional	Need ability to view Video Logs for a project.		
Manage Project Details				
psee-23	Functional	Ability to record the Contacts for projects, both internal and external, and to store and maintain contact information for a project.		
psee-24	Functional	Ability to view and manage project scope.		
psee-25	Functional	Ability to view environmental and right of way commitments and to document additional commitments made for a project.		
psee-26	Functional	Ability to review, track and store design documentation.		
psee-27	Functional	Need a workflow for the design document review and approval process.		
psee-28	Functional	Ability to document the actions users have taken in handling the Environmental compliance for the project.		
psee-29	Functional	Ability to document when an external agency is responsible for a project.		
psee-30	Functional	Ability to track certifications and alternate contracting documents.		

PROJECT SUITE ENTERPRISE EDITION (PSEE) MODERNIZATION Requirements

ID	Type	Description	Priority	Notes
psee-31	Functional	Ability to track Permits that FDOT acquires. It is NOT for tracking permits issued by FDOT.		
psee-32	Functional	Ability to initiate the phase submittal for a project and to schedule a review meeting date and time.		
psee-33	Functional	Ability to add project information details in plain language and to generate a Project Fact Sheet printout.		
psee-34	Functional	Ability to enter and update project status and to upload and share project status documents.		
psee-35	Functional	Ability to track resolution of Errors and Omissions by Design consultants and Construction Engineering and Inspection consultants that resulted in premium construction cost.		
psee-36	Functional	Ability to create and track Survey Work Orders from creation to delivery.		
psee-37	Functional	Ability to view and manage information related to Plans, Utility Work Schedules, Agreements, Invoices, One-Stop Permits, and Subordinations.		
Manage Project Change				
psee-38	Functional	Ability to view schedule details and manage schedule updates for schedules maintained in the Primavera application.		
psee-39	Functional	Ability to request modifications to a project's information or any funding prior to advertisement of the project.		
psee-40	Functional	Ability to request the creation of a new project.		
psee-41	Functional	Ability to identify the projects that need an estimate review in preparation for upcoming Work Program Development cycle.		
psee-42	Functional	Ability to view and manage project change requests, as well as critical Schedule, and/or Scope changes.		
Technical Requirements				
psee-43	Interface	Must be able to read and update data across several legacy systems that use DB2, Oracle, and SQL Server databases.		
psee-44	Interface	Must integrate with the Department's Azure AD for security and access.		
psee-45	Interface	Must integrate with the Department's Electronic Document Management System (EDMS) which uses the OpenText eDOCS DM product.		
psee-46	Interface	Must integrate with the Department's Enterprise GIS platform.		
psee-47	Interface	Must use standard enterprise services, managed in ARCULUS, for data integrations.		

SCHEDULE VI: DETAIL OF DEBT SERVICE

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

Budget Period 2023 - 2024

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
Interest on Debt (A)	113,932,046	135,249,969	137,199,669
Principal (B)	152,170,000	169,735,000	183,020,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	351,294	293,881	325,003
Other Debt Service (E)	0	0	0
Total Debt Service (F)	266,453,340	305,278,850	320,544,671

Explanation: Total combined debt service (outstanding and proposed) for: Alligator Alley, ROW Acquisition and Bridge Construction, Seaport, Transportation Financing Corporation, GARVEE, State Infrastructure Bank, and Sunshine Skyway.

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, 2023	June 30, 2024
(7)	(8)	(9)		
ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024		
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, 2023	June 30, 2024
(7)	(8)	(9)		
ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024		
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 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
Interest on Debt (A)	709,000	604,750	495,250
Principal (B)	2,085,000	2,190,000	2,300,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	1,418	1,210	991
Other Debt Service (E)	0	0	0
Total Debt Service (F)	2,795,418	2,795,960	2,796,241

Explanation:

Combined total debt service for outstanding Alligator Alley Revenue Bonds.

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, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0

(1) ISSUE:

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

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

Budget Period 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
Interest on Debt (A)	709,000	604,750	495,250
Principal (B)	2,085,000	2,190,000	2,300,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	1,418	1,210	991
Other Debt Service (E)	0	0	0
Total Debt Service (F)	2,795,418	2,795,960	2,796,241

Explanation: Total debt service requirements for outstanding Alligator Alley Revenue Bonds, as authorized by s. 215.57-215.83, F.S., s. 338.165(4), F.S., and s. 11(d), Article VII of the Florida Constitution.

SECTION II

(1) ISSUE: _____

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
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, 2023	June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
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: No proposed issuances for Alligator Alley Revenue Bonds.

SECTION II

(1) ISSUE:

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
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, 2023	June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
Interest on Debt (A)	5,563,050	5,412,050	5,253,550
Principal (B)	3,020,000	3,170,000	3,330,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	11,448	11,147	10,830
Other Debt Service (E)	0	0	0
Total Debt Service (F)	8,594,498	8,593,197	8,594,380

Explanation: Combined total debt service for outstanding Seaport Investment Program Revenue Bonds.

SECTION II

(1) **ISSUE:**

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
(7)	(8)	(9)		
ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024		
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, 2023	June 30, 2024
(7)	(8)	(9)		
ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024		
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 Period** 2023 - 2024
Budget Entity: 55100100 - Transportation Systems Dev

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
Interest on Debt	(A) 5,563,050	5,412,050	5,253,550
Principal	(B) 3,020,000	3,170,000	3,330,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 11,448	11,147	10,830
Other Debt Service	(E)	0	0
Total Debt Service	(F) 8,594,498	8,593,197	8,594,380

Explanation: Total debt service requirements for outstanding Seaport Investment Program Revenue Bonds, as authorized by Section 339.0801, Florida Statutes.

SECTION II

(1) **ISSUE:**

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
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, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
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: No proposed issuances for Seaport Investment Program Revenue Bonds.

SECTION II

(1) **ISSUE:**

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
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, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
Interest on Debt (A)	96,680	0	0
Principal (B)	7,005,000	0	0
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	5,034	0	0
Other Debt Service (E)	0	0	0
Total Debt Service (F)	7,106,713	0	0

Explanation:

Combined total debt service for outstanding State Infrastructure
Bank Revenue Bonds.

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, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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, 2023	June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
<u>SECTION I</u>	FY 2021-2022	FY 2022-2023	FY 2023-2024
Interest on Debt (A)	96,680	0	0
Principal (B)	7,005,000	0	0
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	5,034	0	0
Other Debt Service (E)	0	0	0
Total Debt Service (F)	7,106,713	0	0

Explanation: Total debt service requirements for outstanding State Infrastructure Bank Revenue Bonds, as authorized by Section 339.55, Florida Statutes.

SECTION II

(1) **ISSUE:** _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
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, 2023	June 30, 2024
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
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 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
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: No proposed issuances for State Infrastructure Bank Revenue Bonds.

SECTION II

(1) **ISSUE:** No proposed SIB issuance

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
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, 2023	June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
Interest on Debt (A)	3,696,500	3,537,750	3,371,000
Principal (B)	3,175,000	3,335,000	3,500,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	8,114	7,796	7,463
Other Debt Service (E)	0	0	0
Total Debt Service (F)	6,879,614	6,880,546	6,878,463

Explanation: Combined total debt service for outstanding Sunshine Skyway Revenue Bonds.

SECTION II

(1) ISSUE:

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
SECTION I	FY 2021-2022	FY 2022-2023	FY 2023-2024
Interest on Debt (A)	3,696,500	3,537,750	3,371,000
Principal (B)	3,175,000	3,335,000	3,500,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	8,114	7,796	7,463
Other Debt Service (E)	0	0	0
Total Debt Service (F)	6,879,614	6,880,546	6,878,463

Explanation: Total debt service requirements for outstanding Sunshine Skyway Revenue Bonds, as authorized by s. 215.57-215.83, F.S., s. 338.165(4), 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, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
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, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
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 2023 - 2024

(1)	(2)	(3)	(4)
SECTION I	ACTUAL	ESTIMATED	REQUEST
	FY 2021-2022	FY 2022-2023	FY 2023-2024
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: No proposed issuance for Sunshine Skyway Revenue Bonds.

SECTION II

(1) **ISSUE:**

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
Interest on Debt (G)		0		
Principal (H)		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, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
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 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
Interest on Debt (A)	13,076,600	17,199,100	16,080,450
Principal (B)	16,590,000	23,610,000	24,725,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	29,049	27,390	37,409
Other Debt Service (E)	0	0	0
Total Debt Service (F)	29,695,649	40,836,490	40,842,859

Explanation: Combined total debt service for outstanding and proposed Department of Transportation Financing Corporation Revenue Bonds.

SECTION II

(1) ISSUE:

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0

(1) ISSUE:

INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

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

Budget Period 2023 - 2024

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
Interest on Debt (A)	13,076,600	12,247,100	11,375,850
Principal (B)	16,590,000	17,425,000	18,295,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	29,049	27,390	25,647
Other Debt Service (E)	0	0	0
Total Debt Service (F)	29,695,649	29,699,490	29,696,497

Explanation: Total debt service requirements for outstanding Department of Transportation Financing Corporation Revenue Bonds.

SECTION II

(1) ISSUE:

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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, 2023	June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
Interest on Debt (A)	0	4,952,000	4,704,600
Principal (B)	0	6,185,000	6,430,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	0	11,762
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	11,137,000	11,146,362

Explanation: Total debt service for proposed Department of Transportation Financing Corporation Revenue Bonds, as authorized by Section 339.0809, Florida Statutes.

SECTION II

(1) **ISSUE:** Proposed Financing Corporation Bond issuance 7/1/22

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
4.000%	7/1/2037	123,800,000	117,615,000	111,185,000
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
Interest on Debt (G)		0	4,952,000	4,704,600
Principal (H)		0	6,185,000	6,430,000
Fiscal Agent or Other Fees (I)		0	0	11,762
Other (J)		0	0	0
Total Debt Service (K)		0	11,137,000	11,146,362

(1) **ISSUE:**

INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
Interest on Debt (A)	79,486,967	91,915,969	91,612,219
Principal (B)	103,385,000	109,485,000	113,515,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	273,625	225,423	224,679
Other Debt Service (E)	0	0	0
Total Debt Service (F)	183,145,592	201,626,392	205,351,898

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

SECTION II

(1) ISSUE: _____

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
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, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
SECTION I	FY 2021-2022	FY 2022-2023	FY 2023-2024
Interest on Debt (A)	79,486,967	76,609,769	71,476,769
Principal (B)	103,385,000	102,660,000	104,885,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	273,625	187,158	176,892
Other Debt Service (E)	0	0	0
Total Debt Service (F)	183,145,592	179,456,926	176,538,660

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, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
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, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
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 2023 - 2024

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
SECTION I	FY 2021-2022	FY 2022-2023	FY 2023-2024
Interest on Debt (A)	0	15,306,200	20,135,450
Principal (B)	0	6,825,000	8,630,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	38,266	47,788
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	22,169,466	28,813,238

Explanation: Total debt service for proposed Right-of-Way Acquisition and Bridge Construction bond sales, pursuant to Section 337.276, Florida Statutes.

SECTION II

(1) **ISSUE:** Proposed Right-of-Way and Bridge Construction Bond issuance 7/1/2022

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
4.000%	7/1/2052	382,655,000	375,830,000	368,735,000
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
Interest on Debt (G)		0	15,306,200	15,033,200
Principal (H)		0	6,825,000	7,095,000
Fiscal Agent or Other Fees (I)		0	38,266	37,583
Other (J)		0	0	0
Total Debt Service (K)		0	22,169,466	22,165,783

(1) **ISSUE:** Proposed Right-of-Way and Bridge Construction Bond issuance 7/1/2023

INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
5.000%	7/1/2053	102,045,000	0	100,510,000
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
Interest on Debt (G)		0	0	5,102,250
Principal (H)		0	0	1,535,000
Fiscal Agent or Other Fees (I)		0	0	10,205
Other (J)		0	0	0
Total Debt Service (K)		0	0	6,647,455

TRUTH-IN-BONDING WORKSHEET

1. A listing of the purpose of the debt or obligation: 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 Sections 206.46(2) and 215.605(2), Florida Statutes.
3. The principal amount of the debt or obligation: \$102,045,000
4. The interest rate on the debt or obligation (per EEC): 5.000%
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 cost of issuance of the debt or obligation:

<u>Underwriter Discount</u>	<u>\$2,040,900</u>
-----------------------------	--------------------

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$102,045,000 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 5.000%, total interest paid over the life of the debt or obligation will be \$97,094,000.

The proposed issuance date is 7/1/2023.

ROW100M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Sizing Debt Service Schedule

\$102,045,000.00

<i>Fiscal</i> <i>Yr</i>	<i>Coupon</i> <i>Date</i>	<i>Zer</i> <i>Cpn</i>	<i>Cpn</i> <i>Rate</i>	<i>Maturing</i> <i>Principal</i>	<i>Periodic</i> <i>Interest</i>	<i>Gross Semi-</i> <i>Annl Dbt Svc</i>	<i>Cap</i> <i>Int</i>	<i>Dbt Svc Rev</i> <i>Int & Prin</i>	<i>Constr. Fund</i> <i>Interest</i>	<i>Net Semi-</i> <i>Annl Dbt Svc</i>	<i>Net Fiscal</i> <i>Dbt Svc</i>
50	7/1/2050	N	5.000	5,460,000.00	588,250.00	6,048,250.00				6,048,250.00	6,636,500.00
51	1/1/2051				451,750.00	451,750.00				451,750.00	
51	7/1/2051	N	5.000	5,730,000.00	451,750.00	6,181,750.00				6,181,750.00	6,633,500.00
52	1/1/2052				308,500.00	308,500.00				308,500.00	
52	7/1/2052	N	5.000	6,020,000.00	308,500.00	6,328,500.00				6,328,500.00	6,637,000.00
53	1/1/2053				158,000.00	158,000.00				158,000.00	
53	7/1/2053	N	5.000	6,320,000.00	158,000.00	6,478,000.00				6,478,000.00	6,636,000.00
				102,045,000.00	97,094,000.00	199,139,000.00	0.00	0.00	0.00	199,139,000.00	199,139,000.00
<i>True Interest Cost (TIC)</i>						5.1769775	<i>Arbitrage Yield Limit (AYL)</i>				5.0000000
<i>Net Interest Cost (NIC)</i>						5.1050992	<i>Arbitrage Net Interest Cost (ANIC)</i>				5.0000000

ROW100M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Sizing Debt Service Schedule
\$102,045,000.00

<i>Fiscal</i> <i>Yr</i>	<i>Coupon</i> <i>Date</i>	<i>Zer</i> <i>Cpn</i>	<i>Cpn</i> <i>Rate</i>	<i>Maturing</i> <i>Principal</i>	<i>Periodic</i> <i>Interest</i>	<i>Gross Semi-</i> <i>Annl Dbt Svc</i>	<i>Cap</i> <i>Int</i>	<i>DbtSvcRcv</i> <i>Int & Prin</i>	<i>Constr. Fund</i> <i>Interest</i>	<i>Net Semi-</i> <i>Annl Dbt Svc</i>	<i>Net Fiscal</i> <i>Dbt Svc</i>
24	1/1/2024				2,551,125.00	2,551,125.00				2,551,125.00	
24	7/1/2024	N	5.000	1,535,000.00	2,551,125.00	4,086,125.00				4,086,125.00	6,637,250.00
25	1/1/2025				2,512,750.00	2,512,750.00				2,512,750.00	
25	7/1/2025	N	5.000	1,615,000.00	2,512,750.00	4,127,750.00				4,127,750.00	6,640,500.00
26	1/1/2026				2,472,375.00	2,472,375.00				2,472,375.00	
26	7/1/2026	N	5.000	1,695,000.00	2,472,375.00	4,167,375.00				4,167,375.00	6,639,750.00
27	1/1/2027				2,430,000.00	2,430,000.00				2,430,000.00	
27	7/1/2027	N	5.000	1,780,000.00	2,430,000.00	4,210,000.00				4,210,000.00	6,640,000.00
28	1/1/2028				2,385,500.00	2,385,500.00				2,385,500.00	
28	7/1/2028	N	5.000	1,865,000.00	2,385,500.00	4,250,500.00				4,250,500.00	6,636,000.00
29	1/1/2029				2,338,875.00	2,338,875.00				2,338,875.00	
29	7/1/2029	N	5.000	1,960,000.00	2,338,875.00	4,298,875.00				4,298,875.00	6,637,750.00
30	1/1/2030				2,289,875.00	2,289,875.00				2,289,875.00	
30	7/1/2030	N	5.000	2,060,000.00	2,289,875.00	4,349,875.00				4,349,875.00	6,639,750.00
31	1/1/2031				2,238,375.00	2,238,375.00				2,238,375.00	
31	7/1/2031	N	5.000	2,160,000.00	2,238,375.00	4,398,375.00				4,398,375.00	6,636,750.00
32	1/1/2032				2,184,375.00	2,184,375.00				2,184,375.00	
32	7/1/2032	N	5.000	2,270,000.00	2,184,375.00	4,454,375.00				4,454,375.00	6,638,750.00
33	1/1/2033				2,127,625.00	2,127,625.00				2,127,625.00	
33	7/1/2033	N	5.000	2,385,000.00	2,127,625.00	4,512,625.00				4,512,625.00	6,640,250.00
34	1/1/2034				2,068,000.00	2,068,000.00				2,068,000.00	
34	7/1/2034	N	5.000	2,500,000.00	2,068,000.00	4,568,000.00				4,568,000.00	6,636,000.00
35	1/1/2035				2,005,500.00	2,005,500.00				2,005,500.00	
35	7/1/2035	N	5.000	2,625,000.00	2,005,500.00	4,630,500.00				4,630,500.00	6,636,000.00
36	1/1/2036				1,939,875.00	1,939,875.00				1,939,875.00	
36	7/1/2036	N	5.000	2,760,000.00	1,939,875.00	4,699,875.00				4,699,875.00	6,639,750.00
37	1/1/2037				1,870,875.00	1,870,875.00				1,870,875.00	
37	7/1/2037	N	5.000	2,895,000.00	1,870,875.00	4,765,875.00				4,765,875.00	6,636,750.00
38	1/1/2038				1,798,500.00	1,798,500.00				1,798,500.00	
38	7/1/2038	N	5.000	3,040,000.00	1,798,500.00	4,838,500.00				4,838,500.00	6,637,000.00
39	1/1/2039				1,722,500.00	1,722,500.00				1,722,500.00	
39	7/1/2039	N	5.000	3,195,000.00	1,722,500.00	4,917,500.00				4,917,500.00	6,640,000.00
40	1/1/2040				1,642,625.00	1,642,625.00				1,642,625.00	
40	7/1/2040	N	5.000	3,355,000.00	1,642,625.00	4,997,625.00				4,997,625.00	6,640,250.00
41	1/1/2041				1,558,750.00	1,558,750.00				1,558,750.00	
41	7/1/2041	N	5.000	3,520,000.00	1,558,750.00	5,078,750.00				5,078,750.00	6,637,500.00
42	1/1/2042				1,470,750.00	1,470,750.00				1,470,750.00	
42	7/1/2042	N	5.000	3,695,000.00	1,470,750.00	5,165,750.00				5,165,750.00	6,636,500.00
43	1/1/2043				1,378,375.00	1,378,375.00				1,378,375.00	
43	7/1/2043	N	5.000	3,880,000.00	1,378,375.00	5,258,375.00				5,258,375.00	6,636,750.00
44	1/1/2044				1,281,375.00	1,281,375.00				1,281,375.00	
44	7/1/2044	N	5.000	4,075,000.00	1,281,375.00	5,356,375.00				5,356,375.00	6,637,750.00
45	1/1/2045				1,179,500.00	1,179,500.00				1,179,500.00	
45	7/1/2045	N	5.000	4,280,000.00	1,179,500.00	5,459,500.00				5,459,500.00	6,639,000.00
46	1/1/2046				1,072,500.00	1,072,500.00				1,072,500.00	
46	7/1/2046	N	5.000	4,495,000.00	1,072,500.00	5,567,500.00				5,567,500.00	6,640,000.00
47	1/1/2047				960,125.00	960,125.00				960,125.00	
47	7/1/2047	N	5.000	4,720,000.00	960,125.00	5,680,125.00				5,680,125.00	6,640,250.00
48	1/1/2048				842,125.00	842,125.00				842,125.00	
48	7/1/2048	N	5.000	4,955,000.00	842,125.00	5,797,125.00				5,797,125.00	6,639,250.00
49	1/1/2049				718,250.00	718,250.00				718,250.00	
49	7/1/2049	N	5.000	5,200,000.00	718,250.00	5,918,250.00				5,918,250.00	6,636,500.00
50	1/1/2050				588,250.00	588,250.00				588,250.00	

ROW100M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Summary of Sizing Inputs

\$102,045,000.00

General Information

1st Month in FY: 1
Denomination: 5000.
Rate scale: 5.0000%
Issue type:
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.
-> Proportionally level debt service in stub period.

Dates

07/01/2023-> Dated (bond issue) date
07/01/2023-> Delivery date
01/01/2024-> 1st coupon date
07/01/2024-> First principal payment
07/01/2053-> Last maturity date
No CABS in bond issue

Gross Construction Costs

Total project costs	100,000,000.00
Total prior costs	
Net total project costs:	100,000,000.00
Total number of projects = 0	

Restricted Accounts

DSR rule: No debt service reserve fund
No capitalized interest
Restricted yield = 5.000000%
Net deposit to Debt Service Reserve Fund
Net deposit to Contingency Fund 4,100.03

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-2,040,900.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	

ROW100M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Summary of Sizing Calculations

\$102,045,000.00

<u>Sources of Funds</u>	
Par amount of bonds	102,045,000.00
Original Issue Premium	
Accrued Interest	
<u>Construction Costs</u>	
Costs to complete construction	100,000,000.00
Prior costs to be paid from bond proceeds	
Gross Construction Costs	100,000,000.00
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: Interest earned on Capitalized Interest Fund @ 5.000%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	
Net deposit to Contingency Fund	4,100.03
<u>Costs of Issuance</u>	
Underwriter spread: 20.000/\$1,000	-2,040,900.00
Bond insurance: 0.000%	
Other issuance costs	
<u>Calculations</u>	
Net Interest Cost (NIC)	5.1050992
True Interest Cost (TIC)	5.1769775
All-Inclusive TIC:	5.1769775
Arbitrage Net Interest Cost (NIC)	5.0000000
Arbitrage Yield Limit (AYL)	5.0000000
Total Bond Years (delivery date)	1,941,880,000.00
Average Bond Years (Delivery date)	19.03
Level debt service calculation	6,638,148.33

SCHEDULE VI: DETAIL OF DEBT SERVICE

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

Budget Period 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
Interest on Debt (A)	11,303,250	16,580,350	20,387,200
Principal (B)	16,910,000	27,945,000	35,650,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	22,607	20,916	43,633
Other Debt Service (E)	0	0	0
Total Debt Service (F)	28,235,857	44,546,266	56,080,833

Explanation: Combined total debt service for outstanding and proposed Grant Anticipation Revenue Vehicle (GARVEE) Bonds.

SECTION II

(1) ISSUE:

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0

(1) ISSUE:

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

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

Budget Period 2023 - 2024

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
Interest on Debt (A)	11,303,250	10,457,750	9,569,750
Principal (B)	16,910,000	17,760,000	18,645,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	22,607	20,916	19,140
Other Debt Service (E)	0	0	0
Total Debt Service (F)	28,235,857	28,238,666	28,233,890

Explanation: Total debt service requirements for outstanding Grant Anticipation Revenue Vehicle (GARVEE) Bonds.

SECTION II

(1) ISSUE:

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
		(7)	(8)	(9)
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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, 2023	June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
SECTION I	FY 2021-2022	FY 2022-2023	FY 2023-2024
Interest on Debt (A)	0	6,122,600	10,817,450
Principal (B)	0	10,185,000	17,005,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	0	24,493
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	16,307,600	27,846,943

Explanation: Total debt service for proposed Grant Anticipation Revenue Vehicle (GARVEE) Bonds, as authorized by Section 215.616, Florida Statutes.

SECTION II

(1) **ISSUE:** Proposed GARVEE Bond issuance 7/1/2022

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
4.000%	7/1/2034	153,065,000	142,880,000	132,285,000
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
Interest on Debt (G)		0	6,122,600	5,715,200
Principal (H)		0	10,185,000	10,595,000
Fiscal Agent or Other Fees (I)		0	0	14,288
Other (J)		0	0	0
Total Debt Service (K)		0	16,307,600	16,324,488

(1) **ISSUE:** Proposed GARVEE Bond issuance 7/1/2023

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
5.000%	7/1/2035	102,045,000	0	95,635,000
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2021-2022	FY 2022-2023	FY 2023-2024
Interest on Debt (G)		0	0	5,102,250
Principal (H)		0	0	6,410,000
Fiscal Agent or Other Fees (I)		0	0	10,205
Other (J)		0	0	0
Total Debt Service (K)		0	0	11,522,455

TRUTH-IN-BONDING WORKSHEET

1. A listing of the purpose of the debt or obligation: Grant Anticipation Revenue Vehicle (GARVEE) as authorized by Section 215.616, Florida Statutes.
2. The source of repayment of the debt or obligation: Section 215.616, Florida Statutes, authorizes pledging future Federal-aid reimbursements to pay debt service for GARVEE bonds.
3. The principal amount of the debt or obligation: \$102,045,000
4. The interest rate on the debt or obligation (per EEC): 5.000%
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:
Underwriter Discount \$2,040,900

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$102,045,000 of debt or obligation for the purpose of leveraging federal aid highway funds, as authorized by Section 215.616, Florida Statutes.

This debt or obligation is expected to be repaid over a period of 12 years. At a forecasted interest rate of 5.000%, total interest paid over the life of the debt or obligation will be \$36,115,500.

The proposed issuance date is 7/1/2023.

GAR100M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Sizing Debt Service Schedule
\$102,045,000.00

<i>Fiscal</i> <i>Yr</i>	<i>Coupon</i> <i>Date</i>	<i>Zer</i> <i>Cpn</i>	<i>Cpn</i> <i>Rate</i>	<i>Maturing</i> <i>Principal</i>	<i>Periodic</i> <i>Interest</i>	<i>Gross Semi-</i> <i>Annl Dbt Svc</i>	<i>Cap</i> <i>Int</i>	<i>DbtSvcRcv</i> <i>Int & Prin</i>	<i>Constr. Fund</i> <i>Interest</i>	<i>Net Semi-</i> <i>Annl Dbt Svc</i>	<i>Net Fiscal</i> <i>Dbt Svc</i>
24	1/1/2024				2,551,125.00	2,551,125.00				2,551,125.00	
24	7/1/2024	N	5.000	6,410,000.00	2,551,125.00	8,961,125.00				8,961,125.00	11,512,250.00
25	1/1/2025				2,390,875.00	2,390,875.00				2,390,875.00	
25	7/1/2025	N	5.000	6,730,000.00	2,390,875.00	9,120,875.00				9,120,875.00	11,511,750.00
26	1/1/2026				2,222,625.00	2,222,625.00				2,222,625.00	
26	7/1/2026	N	5.000	7,070,000.00	2,222,625.00	9,292,625.00				9,292,625.00	11,515,250.00
27	1/1/2027				2,045,875.00	2,045,875.00				2,045,875.00	
27	7/1/2027	N	5.000	7,420,000.00	2,045,875.00	9,465,875.00				9,465,875.00	11,511,750.00
28	1/1/2028				1,860,375.00	1,860,375.00				1,860,375.00	
28	7/1/2028	N	5.000	7,795,000.00	1,860,375.00	9,655,375.00				9,655,375.00	11,515,750.00
29	1/1/2029				1,665,500.00	1,665,500.00				1,665,500.00	
29	7/1/2029	N	5.000	8,180,000.00	1,665,500.00	9,845,500.00				9,845,500.00	11,511,000.00
30	1/1/2030				1,461,000.00	1,461,000.00				1,461,000.00	
30	7/1/2030	N	5.000	8,590,000.00	1,461,000.00	10,051,000.00				10,051,000.00	11,512,000.00
31	1/1/2031				1,246,250.00	1,246,250.00				1,246,250.00	
31	7/1/2031	N	5.000	9,020,000.00	1,246,250.00	10,266,250.00				10,266,250.00	11,512,500.00
32	1/1/2032				1,020,750.00	1,020,750.00				1,020,750.00	
32	7/1/2032	N	5.000	9,470,000.00	1,020,750.00	10,490,750.00				10,490,750.00	11,511,500.00
33	1/1/2033				784,000.00	784,000.00				784,000.00	
33	7/1/2033	N	5.000	9,950,000.00	784,000.00	10,734,000.00				10,734,000.00	11,518,000.00
34	1/1/2034				535,250.00	535,250.00				535,250.00	
34	7/1/2034	N	5.000	10,445,000.00	535,250.00	10,980,250.00				10,980,250.00	11,515,500.00
35	1/1/2035				274,125.00	274,125.00				274,125.00	
35	7/1/2035	N	5.000	10,965,000.00	274,125.00	11,239,125.00				11,239,125.00	11,513,250.00
				102,045,000.00	36,115,500.00	138,160,500.00	0.00	0.00	0.00	138,160,500.00	138,160,500.00
<i>True Interest Cost (TIC)</i>						5.3562875	<i>Arbitrage Yield Limit (AYL)</i>				5.0000000
<i>Net Interest Cost (NIC)</i>						5.2825518	<i>Arbitrage Net Interest Cost (ANIC)</i>				5.0000000

GAR100M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Summary of Sizing Inputs

\$102,045,000.00

General Information

1st Month in FY: 1
Denomination: 5000.
Rate scale: 5.0000%
Issue type:
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.
-> Proportionally level debt service in stub period.

Dates

07/01/2023-> Dated (bond issue) date
07/01/2023-> Delivery date
01/01/2024-> 1st coupon date
07/01/2024-> First principal payment
07/01/2035-> Last maturity date
No CABS in bond issue

Gross Construction Costs

Total project costs	100,000,000.00
Total prior costs	
Net total project costs:	100,000,000.00
Total number of projects = 0	

Restricted Accounts

DSR rule: No debt service reserve fund
No capitalized interest
Restricted yield = 5.000000%
Net deposit to Debt Service Reserve Fund
Net deposit to Contingency Fund 4,100.03

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-2,040,900.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	

GAR100M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Summary of Sizing Calculations

\$102,045,000.00

<u>Sources of Funds</u>	
Par amount of bonds	102,045,000.00
Original Issue Premium	
Accrued Interest	
<u>Construction Costs</u>	
Costs to complete construction	100,000,000.00
Prior costs to be paid from bond proceeds	
Gross Construction Costs	100,000,000.00
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: Interest earned on Capitalized Interest Fund @ 5.000%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	
Net deposit to Contingency Fund	4,100.03
<u>Costs of Issuance</u>	
Underwriter spread: 20.000/\$1,000	-2,040,900.00
Bond insurance: 0.000%	
Other issuance costs	
<u>Calculations</u>	
Net Interest Cost (NIC)	5.2825518
True Interest Cost (TIC)	5.3562875
All-Inclusive TIC:	5.3562875
Arbitrage Net Interest Cost (NIC)	5.0000000
Arbitrage Yield Limit (AYL)	5.0000000
Total Bond Years (delivery date)	722,310,000.00
Average Bond Years (Delivery date)	7.08
Level debt service calculation	11,513,336.06

SCHEDULE VI: DETAIL OF DEBT SERVICE

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

Budget Period 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
Interest on Debt	(A) 118,773,961	142,607,428	164,158,878
Principal	(B) 142,410,000	150,045,000	165,130,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 343,644	354,987	397,931
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 261,527,605	293,007,414	329,686,809

Explanation:

Combined total debt service for outstanding and proposed Florida Turnpike bonds.
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, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
		(G) 0	0	0
		(H) 0	0	0
		(I) 0	0	0
		(J) 0	0	0
		(K) 0	0	0

(1) ISSUE:

INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
		(G) 0	0	0
		(H) 0	0	0
		(I) 0	0	0
		(J) 0	0	0
		(K) 0	0	0

SCHEDULE VI: DETAIL OF DEBT SERVICE

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

Budget Period 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
Interest on Debt (A)	118,773,961	124,842,028	117,735,778
Principal (B)	142,410,000	142,125,000	148,175,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	343,644	310,573	296,361
Other Debt Service (E)			
Total Debt Service (F)	261,527,605	267,277,601	266,207,138

Explanation: Total debt service requirements for outstanding Florida Turnpike bonds.
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, 2023	(6) June 30, 2024
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
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, 2023	June 30, 2024
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
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 2023 - 2024

(1)	(2) ACTUAL FY 2021-2022	(3) ESTIMATED FY 2022-2023	(4) REQUEST FY 2023-2024
SECTION I			
Interest on Debt (A)	0	17,765,400	46,423,100
Principal (B)	0	7,920,000	16,955,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	44,414	101,571
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	25,729,814	63,479,671

Explanation:

Total debt service for proposed Florida Turnpike bonds, as authorized by Chapter 338, Florida Statutes.

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

SECTION II

(1) **ISSUE:** Proposed Turnpike Bond sale 7/1/2022

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2023	(6) June 30, 2024
4.000%	7/1/2052	444,135,000	436,215,000	427,980,000
		(7) ACTUAL FY 2021-2022	(8) ESTIMATED FY 2022-2023	(9) REQUEST FY 2023-2024
Interest on Debt (G)		0	17,765,400	17,448,600
Principal (H)		0	7,920,000	8,235,000
Fiscal Agent or Other Fees (I)		0	44,414	43,622
Other (J)		0	0	0
Total Debt Service (K)		0	25,729,814	25,727,222

(1) **ISSUE:** Proposed Turnpike Bond Sale 7/1/2023

INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2023	June 30, 2024
5.000%	7/1/2053	579,490,000	0	570,770,000
		ACTUAL FY 2021-2022	ESTIMATED FY 2022-2023	REQUEST FY 2023-2024
Interest on Debt (G)		0	0	28,974,500
Principal (H)		0	0	8,720,000
Fiscal Agent or Other Fees (I)		0	0	57,949
Other (J)		0	0	0
Total Debt Service (K)		0	0	37,752,449

TRUTH-IN-BONDING WORKSHEET

1. A listing of the purpose of the debt or obligation: Florida Turnpike 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: \$579,490,000
4. The interest rate on the debt or obligation (per EEC): 5.000%
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:
Underwriter Discount \$11,589,800

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$579,490,000 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 5.000%, total interest paid over the life of the debt or obligation will be \$551,416,250.

The proposed issuance date is 7/1/2023.

TPK568M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Sizing Debt Service Schedule
\$579,490,000.00

<i>Fiscal</i> <i>Yr</i>	<i>Coupon</i> <i>Date</i>	<i>Zer</i> <i>Cpn</i>	<i>Cpn</i> <i>Rate</i>	<i>Maturing</i> <i>Principal</i>	<i>Periodic</i> <i>Interest</i>	<i>Gross Semi-</i> <i>Annl Dbt Svc</i>	<i>Cap</i> <i>Int</i>	<i>DbtSvcRcv</i> <i>Int & Prin</i>	<i>Constr. Fund</i> <i>Interest</i>	<i>Net Semi-</i> <i>Annl Dbt Svc</i>	<i>Net Fiscal</i> <i>Dbt Svc</i>
50	7/1/2050	N	5.000	31,015,000.00	3,341,875.00	34,356,875.00				34,356,875.00	37,698,750.00
51	1/1/2051				2,566,500.00	2,566,500.00				2,566,500.00	
51	7/1/2051	N	5.000	32,565,000.00	2,566,500.00	35,131,500.00				35,131,500.00	37,698,000.00
52	1/1/2052				1,752,375.00	1,752,375.00				1,752,375.00	
52	7/1/2052	N	5.000	34,190,000.00	1,752,375.00	35,942,375.00				35,942,375.00	37,694,750.00
53	1/1/2053				897,625.00	897,625.00				897,625.00	
53	7/1/2053	N	5.000	35,905,000.00	897,625.00	36,802,625.00				36,802,625.00	37,700,250.00
				579,490,000.00	551,416,250.00	1,130,906,250.00	0.00	0.00	0.00	1,130,906,250.00	1,130,906,250.00
<i>True Interest Cost (TIC)</i>						5.1769674	<i>Arbitrage Yield Limit (AYL)</i>				5.0000000
<i>Net Interest Cost (NIC)</i>						5.1050912	<i>Arbitrage Net Interest Cost (ANIC)</i>				5.0000000

TPK568M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Sizing Debt Service Schedule

\$579,490,000.00

<i>Fiscal</i> <i>Yr</i>	<i>Coupon</i> <i>Date</i>	<i>Zer</i> <i>Cpn</i>	<i>Cpn</i> <i>Rate</i>	<i>Maturing</i> <i>Principal</i>	<i>Periodic</i> <i>Interest</i>	<i>Gross Semi-</i> <i>Annl Dbt Svc</i>	<i>Cap</i> <i>Int</i>	<i>DbtSvcRcv</i> <i>Int & Prin</i>	<i>Constr. Fund</i> <i>Interest</i>	<i>Net Semi-</i> <i>Annl Dbt Svc</i>	<i>Net Fiscal</i> <i>Dbt Svc</i>
24	1/1/2024				14,487,250.00	14,487,250.00				14,487,250.00	
24	7/1/2024	N	5.000	8,720,000.00	14,487,250.00	23,207,250.00				23,207,250.00	37,694,500.00
25	1/1/2025				14,269,250.00	14,269,250.00				14,269,250.00	
25	7/1/2025	N	5.000	9,160,000.00	14,269,250.00	23,429,250.00				23,429,250.00	37,698,500.00
26	1/1/2026				14,040,250.00	14,040,250.00				14,040,250.00	
26	7/1/2026	N	5.000	9,615,000.00	14,040,250.00	23,655,250.00				23,655,250.00	37,695,500.00
27	1/1/2027				13,799,875.00	13,799,875.00				13,799,875.00	
27	7/1/2027	N	5.000	10,095,000.00	13,799,875.00	23,894,875.00				23,894,875.00	37,694,750.00
28	1/1/2028				13,547,500.00	13,547,500.00				13,547,500.00	
28	7/1/2028	N	5.000	10,600,000.00	13,547,500.00	24,147,500.00				24,147,500.00	37,695,000.00
29	1/1/2029				13,282,500.00	13,282,500.00				13,282,500.00	
29	7/1/2029	N	5.000	11,130,000.00	13,282,500.00	24,412,500.00				24,412,500.00	37,695,000.00
30	1/1/2030				13,004,250.00	13,004,250.00				13,004,250.00	
30	7/1/2030	N	5.000	11,690,000.00	13,004,250.00	24,694,250.00				24,694,250.00	37,698,500.00
31	1/1/2031				12,712,000.00	12,712,000.00				12,712,000.00	
31	7/1/2031	N	5.000	12,275,000.00	12,712,000.00	24,987,000.00				24,987,000.00	37,699,000.00
32	1/1/2032				12,405,125.00	12,405,125.00				12,405,125.00	
32	7/1/2032	N	5.000	12,885,000.00	12,405,125.00	25,290,125.00				25,290,125.00	37,695,250.00
33	1/1/2033				12,083,000.00	12,083,000.00				12,083,000.00	
33	7/1/2033	N	5.000	13,530,000.00	12,083,000.00	25,613,000.00				25,613,000.00	37,696,000.00
34	1/1/2034				11,744,750.00	11,744,750.00				11,744,750.00	
34	7/1/2034	N	5.000	14,205,000.00	11,744,750.00	25,949,750.00				25,949,750.00	37,694,500.00
35	1/1/2035				11,389,625.00	11,389,625.00				11,389,625.00	
35	7/1/2035	N	5.000	14,920,000.00	11,389,625.00	26,309,625.00				26,309,625.00	37,699,250.00
36	1/1/2036				11,016,625.00	11,016,625.00				11,016,625.00	
36	7/1/2036	N	5.000	15,665,000.00	11,016,625.00	26,681,625.00				26,681,625.00	37,698,250.00
37	1/1/2037				10,625,000.00	10,625,000.00				10,625,000.00	
37	7/1/2037	N	5.000	16,445,000.00	10,625,000.00	27,070,000.00				27,070,000.00	37,695,000.00
38	1/1/2038				10,213,875.00	10,213,875.00				10,213,875.00	
38	7/1/2038	N	5.000	17,270,000.00	10,213,875.00	27,483,875.00				27,483,875.00	37,697,750.00
39	1/1/2039				9,782,125.00	9,782,125.00				9,782,125.00	
39	7/1/2039	N	5.000	18,135,000.00	9,782,125.00	27,917,125.00				27,917,125.00	37,699,250.00
40	1/1/2040				9,328,750.00	9,328,750.00				9,328,750.00	
40	7/1/2040	N	5.000	19,040,000.00	9,328,750.00	28,368,750.00				28,368,750.00	37,697,500.00
41	1/1/2041				8,852,750.00	8,852,750.00				8,852,750.00	
41	7/1/2041	N	5.000	19,990,000.00	8,852,750.00	28,842,750.00				28,842,750.00	37,695,500.00
42	1/1/2042				8,353,000.00	8,353,000.00				8,353,000.00	
42	7/1/2042	N	5.000	20,990,000.00	8,353,000.00	29,343,000.00				29,343,000.00	37,696,000.00
43	1/1/2043				7,828,250.00	7,828,250.00				7,828,250.00	
43	7/1/2043	N	5.000	22,040,000.00	7,828,250.00	29,868,250.00				29,868,250.00	37,696,500.00
44	1/1/2044				7,277,250.00	7,277,250.00				7,277,250.00	
44	7/1/2044	N	5.000	23,145,000.00	7,277,250.00	30,422,250.00				30,422,250.00	37,699,500.00
45	1/1/2045				6,698,625.00	6,698,625.00				6,698,625.00	
45	7/1/2045	N	5.000	24,300,000.00	6,698,625.00	30,998,625.00				30,998,625.00	37,697,250.00
46	1/1/2046				6,091,125.00	6,091,125.00				6,091,125.00	
46	7/1/2046	N	5.000	25,515,000.00	6,091,125.00	31,606,125.00				31,606,125.00	37,697,250.00
47	1/1/2047				5,453,250.00	5,453,250.00				5,453,250.00	
47	7/1/2047	N	5.000	26,790,000.00	5,453,250.00	32,243,250.00				32,243,250.00	37,696,500.00
48	1/1/2048				4,783,500.00	4,783,500.00				4,783,500.00	
48	7/1/2048	N	5.000	28,130,000.00	4,783,500.00	32,913,500.00				32,913,500.00	37,697,000.00
49	1/1/2049				4,080,250.00	4,080,250.00				4,080,250.00	
49	7/1/2049	N	5.000	29,535,000.00	4,080,250.00	33,615,250.00				33,615,250.00	37,695,500.00
50	1/1/2050				3,341,875.00	3,341,875.00				3,341,875.00	

TPK568M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Summary of Sizing Inputs

\$579,490,000.00

General Information

1st Month in FY: 1
Denomination: 5000.
Rate scale: 5.0000%
Issue type:
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.
-> Proportionally level debt service in stub period.

Dates

07/01/2023-> Dated (bond issue) date
07/01/2023-> Delivery date
01/01/2024-> 1st coupon date
07/01/2024-> First principal payment
07/01/2053-> Last maturity date
No CABS in bond issue

Gross Construction Costs

Total project costs	567,900,000.00
Total prior costs	
Net total project costs:	567,900,000.00
Total number of projects = 0	

Restricted Accounts

DSR rule: No debt service reserve fund
No capitalized interest
Restricted yield = 5.000000%
Net deposit to Debt Service Reserve Fund
Net deposit to Contingency Fund 200.00

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-11,589,800.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	

TPK568M24
for TIB LBR FY 24

Dated: 07/01/2023
Delivered: 07/01/2023

Summary of Sizing Calculations

\$579,490,000.00

<u>Sources of Funds</u>	
Par amount of bonds	579,490,000.00
Original Issue Premium	
Accrued Interest	
<u>Construction Costs</u>	
Costs to complete construction	567,900,000.00
Prior costs to be paid from bond proceeds	
Gross Construction Costs	567,900,000.00
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: Interest earned on Capitalized Interest Fund @ 5.000%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	
Net deposit to Contingency Fund	200.00
<u>Costs of Issuance</u>	
Underwriter spread: 20.000/\$1,000	-11,589,800.00
Bond insurance: 0.000%	
Other issuance costs	
<u>Calculations</u>	
Net Interest Cost (NIC)	5.1050912
True Interest Cost (TIC)	5.1769674
All-Inclusive TIC:	5.1769674
Arbitrage Net Interest Cost (NIC)	5.0000000
Arbitrage Yield Limit (AYL)	5.0000000
Total Bond Years (delivery date)	11,028,325,000.00
Average Bond Years (Delivery date)	19.03
Level debt service calculation	37,696,693.97

SCHEDULE IX: MAJOR AUDIT FINDINGS AND RECOMMENDATIONS

Budget Period: 2023-2024

Department: Transportation

Chief Internal Auditor: Joseph W. Gilboy

Budget Entity: Not applicable

Phone Number: 850-410-5509

(1)	(2)	(3)	(4)	(5)	(6)
REPORT NUMBER	PERIOD ENDING	UNIT/AREA	SUMMARY OF FINDINGS AND RECOMMENDATIONS	SUMMARY OF CORRECTIVE ACTION TAKEN	ISSUE CODE
			NOT APPLICABLE		

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/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)					
	\$5100100	\$5100500	\$5150200	\$5150500	\$5150600	\$5180100

1. GENERAL

1.1 Are Columns A01, A04, A05, A91, A92, A93, A94, A95, A96, A36, A10, IA1, IA4, IA5, IA6, 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 (no trust fund files for narrative columns)? Is Column A02 set to TRANSFER CONTROL for DISPLAY status and MANAGEMENT CONTROL for UPDATE status for the Trust Fund Files (the Budget Files should already be on TRANSFER CONTROL for DISPLAY and MANAGEMENT CONTROL for UPDATE)? Are Columns A06, A07, A08 and A09 for Fixed Capital Outlay (FCO) set to TRANSFER CONTROL for DISPLAY status only (UPDATE status remains on OWNER)? (CSDI or Web LBR Column Security)	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 Have Column A03 budget files been copied to Column A12? Run the Exhibit B Audit Comparison Report to verify. (EXBR, EXBA)	Y	Y	Y	Y	Y	Y
1.4 Have Column A03 trust fund files been copied to Column A12? Run Schedule I (SC1R, SC1 or SC1R, SC1D adding column A12) to verify.	Y	Y	Y	Y	Y	Y
1.5 Has Column A12 security been set correctly to ALL for DISPLAY status and MANAGEMENT CONTROL for UPDATE status for Budget and Trust Fund files? (CSDR, CSA)	Y	Y	Y	Y	Y	Y

TIP The agency should prepare the budget request for submission in this order: 1) Copy Column A03 to Column A12, and 2) Lock columns as described above. A security control feature included in the LAS/PBS Web upload process requires columns to be in the proper status before uploading to the portal.

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 56 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 <i>Section 3</i> of the LBR Instructions (pages 14 through 27)? Do they clearly describe the issue?	Y	Y	Y	Y	Y	Y

3. EXHIBIT B (EXBR, EXB)

3.1 Is it apparent that there is a fund shift where an appropriation category's funding source is different between A02 and A03? 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
---	-----	-----	-----	-----	-----	-----

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation
Agency Budget Officer/OPB Analyst Name: Chris Evans/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)					
	\$5100100	\$5100500	\$5150200	\$5150500	\$5150600	\$5180100

AUDITS:

3.2 Negative Appropriation Category Audit for Agency Request (Columns A03 and A04): Are all appropriation categories positive by budget entity and program component 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
3.3 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, a 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 59 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 [with a \$5,000 allowance] 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 [with a \$5,000 allowance at the department level] need to be corrected in Column A01.)	Y	Y	Y	Y	Y	Y

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/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)					
	\$5100100	\$5100500	\$5150200	\$5150500	\$5150600	\$5180100

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 2021-22 approved budget. Amounts should be positive. The \$5,000 allowance is necessary for rounding.	
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. Note that there is a \$5,000 allowance at the department level.	

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
TIP Exhibit D-3 is not 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.						

7. EXHIBIT D-3A (EADR, ED3A) (Required to be posted to the Florida Fiscal Portal)

7.1 Are the issue titles correct and do they clearly identify the issue? (See pages 15 through 27 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 pages 64 through 69 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 66 through 69 of the LBR Instructions?	Y	N/A	N/A	Y	Y	N/A
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	N/A	N/A	Y	Y	N/A
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 through E.5 of the LBR Instructions.)	Y	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	N/A	N/A	N/A	N/A	N/A

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/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

7.7 Does the issue narrative thoroughly explain/justify all Salaries and Benefits amounts entered into the Other Salary Amounts transactions (OAD/C)? Amounts entered into OAD are reflected in the Position Detail of Salaries and Benefits section of the Exhibit D-3A. (See pages 93 through 92 of the LBR Instructions.)	Y	N/A	N/A	N/A	N/A	N/A
7.8 Does the issue narrative include the Consensus Estimating Conference forecast, where appropriate?	Y	Y	Y	Y	Y	Y
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 #23-003?	N/A	N/A	N/A	N/A	N/A	N/A
7.11 When appropriate are there any 160XXX0 issues included to delete positions placed in reserve in the LAS/PBS 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?	Y	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 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.	N/A	N/A	N/A	N/A	N/A	N/A
7.16 Do the issue codes relating to special <i>salary and benefits</i> issues (e.g., position reclassification, pay grade adjustment, overtime/on-call pay, etc.) have an "A" in the fifth position of the issue code (XXXXAXX) and are they self-contained (not combined with other issues)? (See pages 26 and 88 of the LBR Instructions.)	Y	N/A	N/A	N/A	N/A	N/A
7.17 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, 24010C0, 30010C0, 33011C0, 160E470, or 160E480)?	Y	N/A	N/A	Y	Y	N/A
7.18 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
7.19 Does the issue narrative identify the strategy or strategies in the Five Year Statewide Strategic Plan for Economic Development?	Y	Y	Y	Y	Y	Y

AUDIT:

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/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

7.20 Does the General Revenue for 160XXXX (Adjustments to Current Year Expenditures) issues net to zero? (GENR, LBR1)	N/A	N/A	N/A	N/A	N/A	N/A
7.21 Does the General Revenue for 180XXXX (Intra-Agency Reorganizations) issues net to zero? (GENR, LBR2)	FDOT does not have GR. However, the 180XXXX and 200XXXX issues net to zero at the department level for the Trust Funds					
7.22 Does the General Revenue for 200XXXX (Estimated Expenditures Realignment) issues net to zero? (GENR, LBR3)	Funds					
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	N/A	Y
7.24 Has narrative been entered for all issues requested by the agency? Agencies do not need to include narrative for startup issues (1001000, 2103XXX, etc.) that were not input by the agency. (NAAR, BSNR)	Y	Y	Y	Y	Y	Y
7.25 Has the agency entered annualization issues (260XXX0) for any issue that was partially funded in Fiscal Year 2022-23? Review Column G66 to determine whether any incremental amounts are needed to fully fund an issue that was initially appropriated in Fiscal Year 2022-23. Do not add annualization issues for pay and benefit distribution issues, as those annualization issues (26AXXXX) have already been added to A03.	N/A	N/A	N/A	N/A	N/A	N/A
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 64 through 69 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).						

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/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)					
	\$5100100	\$5100500	\$5150200	\$5150500	\$5150600	\$5180100

TIP If an appropriation made in the FY 2022-23 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) (Required to be posted to the Florida Fiscal Portal)

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
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; fixed capital outlay adjustment 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?	Y
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 section 215.32(2)(b), Florida Statutes - including the Schedule ID and applicable legislation?	Y
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 section 215.20, Florida Statutes, 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

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/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)					
	\$5100100	\$5100500	\$5150200	\$5150500	\$5150600	\$5180100

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 General Revenue 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
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, Section III?	Y
8.25 Are current year September operating reversions (if available) appropriately shown in column A02, Section III?	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 Has the agency analyzed for continuing appropriations (category 13XXXX) and properly accounted for in the appropriate column(s) in Section III?	Y
8.28 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
8.29 Does Line I of Column A01 (Schedule I) equal Line K of the Schedule IC?	Y

AUDITS:

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/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)					
	\$5100100	\$5100500	\$5150200	\$5150500	\$5150600	\$5180100

8.30 Is Line I a positive number? (If not, the agency must adjust the budget request to eliminate the deficit).	Y
8.31 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
8.32 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
8.33 Has a Schedule IB been provided for ALL trust funds having an unreserved fund balance in columns A01, A02 and/or A03, and if so, does each column's total agree with line I of the Schedule I?	Y
8.34 Have A/R been properly analyzed and any allowances for doubtful accounts been properly recorded on the Schedule IC?	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 pages 124 through 126 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 155 of the LBR Instructions.)	Position transfer issues utilize the broadband minimum or existing rate level.

10. SCHEDULE III (PSCR, SC3)

10.1 Is the appropriate lapse amount applied? (See page 90 of the LBR Instructions.)	N/A	N/A	N/A	N/A	N/A	N/A
10.2 Are amounts in <i>Other Salary Amount</i> appropriate and fully justified? (See pages 93 through 94 of the LBR Instructions for appropriate use of the OAD transaction.) Use OADI or OADR to identify agency other salary amounts requested.	N/A	N/A	N/A	N/A	N/A	N/A

11. SCHEDULE IV (EADR, SC4)

11.1 Are the correct Information Technology (IT) issue codes used?	Y	N/A	N/A	Y	Y	N/A
--	---	-----	-----	---	---	-----

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/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)					
	\$5100100	\$5100500	\$5150200	\$5150500	\$5150600	\$5180100

TIP If IT issues are not coded (with "C" in 6th position or within a program component of 1603000000), 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? Note: FCO issues can be included in the priority listing.	Y	Y	Y	Y	Y	Y
---	---	---	---	---	---	---

13. SCHEDULE VIIIB-1 (EADR, S8B1)

13.1 NOT REQUIRED FOR THIS YEAR	N/A	N/A	N/A	N/A	N/A	N/A
--	-----	-----	-----	-----	-----	-----

TIP If all or a portion of an issue is intended to be reduced on a nonrecurring basis, include the total reduction amount in Column A91 and the nonrecurring portion in Column A92.	
--	--

14. SCHEDULE VIIIB-2 (EADR, S8B2) (Required to be posted to the Florida Fiscal Portal)

14.1 Do the reductions comply with the instructions provided on pages 99 through 102 of the LBR Instructions regarding a 10% reduction in General Revenue and Trust Funds, including the verification that the 33BXXX0 issue has NOT been used? Verify that excluded appropriation categories and funds were not used (e.g. funds with FSI 3 and 9, etc.)	Y	Y	Y	Y	Y	Y
---	---	---	---	---	---	---

TIP Compare the debt service amount requested (IOE N or other IOE used for debt service) with the debt service need included in the Schedule VI: Detail of Debt Service, to determine whether any debt has been retired and may be reduced.	
--	--

TIP If all or a portion of an issue is intended to be reduced on a nonrecurring basis, in the absence of a nonrecurring column, include that intent in narrative.	
--	--

15. SCHEDULE VIIIC (EADR, S8C) (NO LONGER REQUIRED)

16. SCHEDULE XI (UCSR, SCXI) (LAS/PBS Web - see pages 104-108 of the LBR Instructions for detailed instructions) (Required to be posted to the Florida Fiscal Portal in Manual Documents)

16.1 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 section 216.023(4) (b), Florida Statutes, the Legislature can reduce the funding level for any agency that does not provide this information.)	Y	Y	Y	Y	Y	Y
16.2 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:

16.3 Does the FY 2021-22 Actual (prior year) Expenditures in Column A36 reconcile to Column A01? (GENR, ACT1)	Y	Y	Y	Y	Y	Y
--	---	---	---	---	---	---

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/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)					
	\$5100100	\$5100500	\$5150200	\$5150500	\$5150600	\$5180100

16.4 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
16.5 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
16.6 Has the agency provided the necessary standard (Record Type 5) for all activities which <u>should</u> appear in Section II? (Note: The activities listed in Audit #3 do not have an associated output standard. In addition, the activities were not identified as a Transfer to a State Agency, as Aid to Local Government, or a Payment of Pensions, Benefits and Claims. Activities listed here should represent transfers/pass-throughs that are not represented by those above or administrative costs that are unique to the agency and are not appropriate to be allocated to all other activities.)	Y	Y	Y	Y	Y	Y
16.7 Does Section I (Final Budget for Agency) and Section III (Total Budget for Agency) equal? (Audit #4 should print "No Discrepancies Found")	Y	Y	Y	Y	Y	Y
TIP If Section I and Section III have a small difference, it may be due to rounding and therefore will be acceptable.						

17. MANUALLY PREPARED EXHIBITS & SCHEDULES (Required to be posted to the Florida Fiscal Portal)

17.1 Do exhibits and schedules comply with LBR Instructions (pages 52 through 109 of the LBR Instructions), and are they accurate and complete?	Y	Y	Y	Y	Y	Y
17.2 Does manual exhibits tie to LAS/PBS where applicable?	Y	Y	Y	Y	Y	Y
17.3 Are agency organization charts (Schedule X) provided and at the appropriate level of detail?	Y	Y	Y	Y	Y	Y
17.4 Does the LBR include a separate Schedule IV-B for each IT project over \$1 million (see page 128 of the LBR instructions for exceptions to this rule)? Have all IV-Bs been emailed to: IT@LASPBS.STATE.FL.US?	Y	Y	Y	Y	Y	Y
17.5 Are all forms relating to Fixed Capital Outlay (FCO) funding requests submitted in the proper form, including a Truth in Bonding statement (if applicable) ?	Y	Y	Y	Y	Y	Y

AUDITS - GENERAL INFORMATION

TIP Review <i>Section 6: Audits</i> of the LBR Instructions (pages 154 through 156) 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.						

18. CAPITAL IMPROVEMENTS PROGRAM (CIP) (Required to be posted to the Florida Fiscal Portal)

18.1 Are the CIP-2, CIP-3, CIP-A and CIP-B forms included?	N/A	N/A	Y	Y	N/A	Y
18.2 Are the CIP-4 and CIP-5 forms submitted when applicable (see CIP Instructions)?	N/A	N/A	Y	Y	N/A	Y
18.3 Do all CIP forms comply with CIP Instructions where applicable (see CIP Instructions)?	N/A	N/A	Y	Y	N/A	Y

Fiscal Year 2023-24 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/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)					
	\$5100100	\$5100500	\$5150200	\$5150500	\$5150600	\$5180100

18.4	Does the agency request include 5 year projections (Columns A03, A06, A07, A08 and A09)?	N/A	N/A	Y	Y	N/A	Y
18.5	Are the appropriate counties identified in the narrative?	N/A	N/A	Y	Y	N/A	Y
18.6	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?	N/A	N/A	Y	Y	N/A	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.						

19. FLORIDA FISCAL PORTAL

19.1	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
------	---	---	---	---	---	---	---