



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

September 15, 2023

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

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

Tim Sadberry, 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 2024-25 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", is written over a light blue circular stamp.

Chris Evans
Budget Officer

CE:jmp

Enclosure

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                   080000
SIB LOAN REPAYMENTS                                   001      080047

TRUST FUNDS.....                                30,115,420      2000
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SCH VIIIA NARR 24-25 NOTES: SIB LOAN REPAYMENTS
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program:	\$11,808,435,345 Nonrecurring
Debt Service:	\$ 289,904,884

Total Work Program:	\$12,098,340,229

Requests the second year of the FY 2025-29, 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 2024-25			
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
TRUST FUNDS.....	25,108,686		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: SM CTY RESURFACE ASSIST PG
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

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Debt Service:	\$ 289,904,884

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
SM COUNTY OUTREACH PROGRAM                            001      085576

TRUST FUNDS.....                                76,575,373      2000
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SCH VIIIA NARR 24-25 NOTES: SM COUNTY OUTREACH PROGRAM
 Priority #001

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Work Program: \$11,808,435,345 Nonrecurring
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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
G/A-EV GRANT PROGRAM - WP                                088051
                                001
TRUST FUNDS.....                                72,185,251                                2000
                                =====
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SCH VIIIA NARR 24-25 NOTES: G/A-EV GRANT PROGRAM - WP
 Priority #001

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                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                   080000
COUNTY TRANSPORTATION PRGS                            001      088572

TRUST FUNDS.....                                51,425,471      2000
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SCH VIIIA NARR 24-25 NOTES: COUNTY TRANSPORTATION PRGS
 Priority #001

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COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
BOND GUARANTEE		001	088703
TRUST FUNDS.....	571,724		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: BOND GUARANTEE
 Priority #001

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                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
TRANSP PLANNING CONSULT                                001      088704

TRUST FUNDS.....                                76,896,231      2000
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SCH VIIIA NARR 24-25 NOTES: TRANSP PLANNING CONSULT
 Priority #001

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COL A03			
AGY REQUEST			
FY 2024-25			
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
TRUST FUNDS.....	699,510,471		2000
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SCH VIIIA NARR 24-25 NOTES: HIGHWAY MAINTENANCE CONTR
 Priority #001

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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
TRUST FUNDS.....	4184,076,750		2000
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SCH VIIIA NARR 24-25 NOTES: INTRASTATE HIGHWAY CONSTR
 Priority #001

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Debt Service:	\$ 289,904,884

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                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                   080000
ARTERIAL HIGHWAY CONSTR                                088717
                                001
TRUST FUNDS.....                                205,369,253      2000
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SCH VIIIA NARR 24-25 NOTES: ARTERIAL HIGHWAY CONSTR
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                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
CONSTRUCT INSPECT CONSULT                                088718
                                001
TRUST FUNDS.....                                690,953,340                                2000
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SCH VIIIA NARR 24-25 NOTES: CONSTRUCT INSPECT CONSULT
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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T000
FIXED CAPITAL OUTLAY                                   080000
AVIATION DEV/GRANTS                                   001          088719

TRUST FUNDS.....                                331,962,474      2000
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SCH VIIIA NARR 24-25 NOTES: AVIATION DEV/GRANTS
 Priority #001

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 Debt Service: \$ 289,904,884

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
PUBLIC TRANSIT DEV/GRANTS                                088774
                                                                001
TRUST FUNDS.....                                597,612,748                                2000
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SCH VIIIA NARR 24-25 NOTES: PUBLIC TRANSIT DEV/GRANTS
 Priority #001

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
RIGHT-OF-WAY LAND ACQ                                  001      088777

TRUST FUNDS.....                                565,170,614      2000
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SCH VIIIA NARR 24-25 NOTES: RIGHT-OF-WAY LAND ACQ
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COL A03 AGY REQUEST FY 2024-25			
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
TRUST FUNDS.....	15,000,000		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: SEAPORT - ECONOMIC DEV
 Priority #001

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
SEAPORTS ACCESS PROGRAM                                001      088791

TRUST FUNDS.....                                10,000,000      2000
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SCH VIIIA NARR 24-25 NOTES: SEAPORTS ACCESS PROGRAM
 Priority #001

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                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                   080000
SEAPORT GRANTS                                         001      088794

TRUST FUNDS.....                                70,046,958      2000
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SCH VIIIA NARR 24-25 NOTES: SEAPORT GRANTS
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                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
HIWAY SAFETY CONSTR/GRANTS                             001      088796

TRUST FUNDS.....                                181,324,435      2000
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SCH VIIIA NARR 24-25 NOTES: HIWAY SAFETY CONSTR/GRANTS
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                                FY 2024-25
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                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                   080000
RESURFACING                                           001        088797

TRUST FUNDS.....                                1730,038,907                                2000
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SCH VIIIA NARR 24-25 NOTES: RESURFACING
 Priority #001

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 Debt Service: \$ 289,904,884

 Total Work Program: \$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
  FIXED CAPITAL OUTLAY                                  080000
  BRIDGE CONSTRUCTION                                  001      088799

TRUST FUNDS.....                                261,886,663      2000
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SCH VIIIA NARR 24-25 NOTES: BRIDGE CONSTRUCTION
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program: \$11,808,435,345 Nonrecurring
 Debt Service: \$ 289,904,884

 Total Work Program: \$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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- Goal 4: Provide efficient and reliable mobility for people and freight.

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
SEAPORT INVESTMENT PRG                                001      088807

TRUST FUNDS.....                                10,000,000      2000
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SCH VIIIA NARR 24-25 NOTES: SEAPORT INVESTMENT PRG
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program: \$11,808,435,345 Nonrecurring
 Debt Service: \$ 289,904,884

 Total Work Program: \$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
RAIL DEVELOPMENT/GRANTS                                001      088808

TRUST FUNDS.....                                179,416,974      2000
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SCH VIIIA NARR 24-25 NOTES: RAIL DEVELOPMENT/GRANTS
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program: \$11,808,435,345 Nonrecurring
 Debt Service: \$ 289,904,884

 Total Work Program: \$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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- Goal 4: Provide efficient and reliable mobility for people and freight.

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
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TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
INTERMODAL DEVELOP/GRANTS                                088809
                                001
TRUST FUNDS.....                                43,363,802                                2000
                                =====
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SCH VIIIA NARR 24-25 NOTES: INTERMODAL DEVELOP/GRANTS
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program: \$11,808,435,345 Nonrecurring
 Debt Service: \$ 289,904,884

 Total Work Program: \$12,098,340,229

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
CONTRACT MAINT W/ DOC                                  001        088810

TRUST FUNDS.....                                2,000,000      2000
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SCH VIIIA NARR 24-25 NOTES: CONTRACT MAINT W/ DOC
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

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Work Program:           $11,808,435,345 Nonrecurring
Debt Service:           $ 289,904,884
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Total Work Program:     $12,098,340,229
  
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Requests the second year of the FY 2025-29, 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.

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
PRELIMINARY ENGR CONSULT                                088849
                                001
TRUST FUNDS.....                                884,737,777                                2000
                                =====
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SCH VIIIA NARR 24-25 NOTES: PRELIMINARY ENGR CONSULT
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program: \$11,808,435,345 Nonrecurring
 Debt Service: \$ 289,904,884

 Total Work Program: \$12,098,340,229

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COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
HWY BEAUTIFICATION GRANTS		001	088850
TRUST FUNDS.....	1,000,000		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: HWY BEAUTIFICATION GRANTS
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program:	\$11,808,435,345 Nonrecurring
Debt Service:	\$ 289,904,884

Total Work Program:	\$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
RIGHT-OF-WAY SUPPORT                                    001      088853

TRUST FUNDS.....                                70,446,196      2000
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SCH VIIIA NARR 24-25 NOTES: RIGHT-OF-WAY SUPPORT
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

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Work Program:           $11,808,435,345 Nonrecurring
Debt Service:           $ 289,904,884
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Total Work Program:    $12,098,340,229
  
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Requests the second year of the FY 2025-29, 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.

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- Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03 AGY REQUEST FY 2024-25			
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
TRUST FUNDS.....	59,840,629		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: TRANSPORT PLANNING GRANTS
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program:	\$11,808,435,345 Nonrecurring
Debt Service:	\$ 289,904,884

Total Work Program:	\$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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COL A03 AGY REQUEST FY 2024-25			
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
TRUST FUNDS.....	24,729,715		2000
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SCH VIIIA NARR 24-25 NOTES: MATERIALS AND RESEARCH
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program:	\$11,808,435,345 Nonrecurring
Debt Service:	\$ 289,904,884

Total Work Program:	\$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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- Goal 4: Provide efficient and reliable mobility for people and freight.

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
BRIDGE INSPECTION                                     001        088864

TRUST FUNDS.....                                18,228,350      2000
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SCH VIIIA NARR 24-25 NOTES: BRIDGE INSPECTION
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program: \$11,808,435,345 Nonrecurring
 Debt Service: \$ 289,904,884

 Total Work Program: \$12,098,340,229

Requests the second year of the FY 2025-29, 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:
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 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 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
TRAFFIC ENGR CONSULTANTS		001	088866
TRUST FUNDS.....	349,266,947		2000
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SCH VIIIA NARR 24-25 NOTES: TRAFFIC ENGR CONSULTANTS
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program:	\$11,808,435,345 Nonrecurring
Debt Service:	\$ 289,904,884

Total Work Program:	\$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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- Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03			
AGY REQUEST			
FY 2024-25			
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.....	5,567,292		2000
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SCH VIIIA NARR 24-25 NOTES: LOCAL GOVERNMENT REIMBURSE
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program:	\$11,808,435,345 Nonrecurring
Debt Service:	\$ 289,904,884

Total Work Program:	\$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                   080000
TOLL OPERATION CONTRACTS                               001      088876

TRUST FUNDS.....                                223,987,401      2000
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SCH VIIIA NARR 24-25 NOTES: TOLL OPERATION CONTRACTS
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program: \$11,808,435,345 Nonrecurring
 Debt Service: \$ 289,904,884

 Total Work Program: \$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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- Goal 4: Provide efficient and reliable mobility for people and freight.

COL A03 AGY REQUEST FY 2024-25			
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
TRUST FUNDS.....	6,154,418		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: TURNPIKE SYS EQUIP & DEVEL
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program:	\$11,808,435,345 Nonrecurring
Debt Service:	\$ 289,904,884

Total Work Program:	\$12,098,340,229

Requests the second year of the FY 2025-29, 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:

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- Goal 2: Provide agile, resilient, and quality transportation infrastructure.
- Goal 4: Provide efficient and reliable mobility for people and freight.

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                                COL A03
                                AGY REQUEST
                                FY 2024-25
                                POS      AMOUNT      PRIORITY      CODES
                                -----
TRANSPORTATION, DEPT OF                                55000000
CAPITAL IMPROVEMENT PLAN                                99000000
TRANSPORTATION WORK PROGRAM                            990T0000
FIXED CAPITAL OUTLAY                                    080000
TOLLS SYS EQUIP & DEVELOP                                088922
                                001
TRUST FUNDS.....                                53,865,075                                2000
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SCH VIIIA NARR 24-25 NOTES: TOLLS SYS EQUIP & DEVELOP
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program: \$11,808,435,345 Nonrecurring
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COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
TRANSPORTATION WORK PROGRAM			990T000
FIXED CAPITAL OUTLAY			080000
DEBT SERVICE		001	089070
TRUST FUNDS.....	1,139,737-		2000
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SCH VIIIA NARR 24-25 NOTES: DEBT SERVICE
 Priority #001

Requests \$12,098,340,229 in budget authority for the department's Work Program.

Work Program:	\$11,808,435,345 Nonrecurring
Debt Service:	\$ 289,904,884

Total Work Program:	\$12,098,340,229

Requests the second year of the FY 2025-29, 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.

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COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
SECURITY RISK MANAGEMENT PROGRAM		002	36253C0
TRUST FUNDS.....	1,606,052		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #002

Requests \$1,606,052 nonrecurring Contracted Services and Expenses budget authority to continue the Security Risk Management program which provides cybersecurity protection to the department. This includes functions such as security risk assessments, continuous monitoring, incident response, and penetration testing.

This request will continue these operations that have already been started by the department. This function has been proven to protect the department from a serious breach. Keeping the department free from cybercriminals means that all other functions of the department (Safety, Planning, Project Delivery, Information Technology) can continue to operate as normal. It will also expand capabilities to meet requirements for security domain testing required by Florida Administrative Code 60GG-4.

BREAKDOWN OF COST SUMMARY:

Contracted Services (nonrecurring)	\$1,396,052
Expenses (nonrecurring)	210,000
Total	\$1,606,052

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

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 require 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. 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 and Security Testing represents a potential weak spot that opens the department to cyber risk. Cybersecurity alerts that are not monitored and addressed could lead to a breach.

ADVERSE IMPACT(S) IF NOT FUNDED:

If not funded the department will not have the staffing and tools needed to protect IT assets and data from cybersecurity breach, ransomware and/or data exfiltration. Any of these items could cause critical damage to the work of the department

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
SECURITY RISK MANAGEMENT PROGRAM		002	36253C0

and impact all state employees, consultants, and business partners. As a provider of critical infrastructure, the Florida Department of Transportation (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 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.

PROGRAM OR SERVICE-LEVEL			
INFORMATION TECHNOLOGY			3630000
GEOSPATIAL ROADWAY DATA STRATEGIC			
FRAMEWORK		003	36342C0
TRUST FUNDS.....	552,240		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:

Priority #003

Requests \$552,240 of recurring Contracted Services budget authority to continue the Geospatial Roadway Data Strategic Framework (Statewide Geospatial Systems Modernization). This issue was funded nonrecurring in FY 2022-23 and FY 2023-24.

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

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM OR SERVICE-LEVEL			
INFORMATION TECHNOLOGY			3630000
GEOSPATIAL ROADWAY DATA STRATEGIC			
FRAMEWORK		003	36342C0

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 (1872 x \$175 = \$327,600)
 Survey Analyst III (1872 hours x \$120 = \$224,640)
 Contracted Services Total: \$552,240 recurring

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

ROI: 4.38
 Breakeven fiscal year: FY 2024-25
 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.

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POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM OR SERVICE-LEVEL			
INFORMATION TECHNOLOGY			3630000
GEOSPATIAL ROADWAY DATA STRATEGIC			
FRAMEWORK		003	36342C0

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.

AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
NETWORK COMMUNICATIONS RECOVERY AND			
SECURITY		004	36213C0
TRUST FUNDS.....	742,807		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:

Priority #004

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
NETWORK COMMUNICATIONS RECOVERY AND SECURITY		004	36213C0

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. FY 2022-23 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 take place.

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

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 FY 2024-25
 POS AMOUNT PRIORITY CODES

<u>TRANSPORTATION, DEPT OF</u>			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
NETWORK COMMUNICATIONS RECOVERY AND SECURITY	004		36213C0

District 7 104,110
 Issue Total: \$742,807

IMPACT ASSESSMENT:

Risk Avoidance:

According to Section 252.311, Florida Statutes; 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

ROI calculated over ten year lifespan of system with NPV factor of 4% Cost savings or avoidance calculation: (NPV cost savings or avoidance-NPV Cost of implementation)/NPV Cost of implementation

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

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
NETWORK COMMUNICATIONS RECOVERY AND SECURITY	004		36213C0

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 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		005	36220C0
TRUST FUNDS.....	452,000		2000

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SCH VIIIA NARR 24-25 NOTES:

Priority #005

Requests \$452,000 of recurring Cloud Computing Services budget authority to maintain the Cloud First Annual Subscription. In FY 2022-23 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

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
STORAGE AREA NETWORK REPLACEMENT		005	36220C0

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 subscription was subsequently funded, nonrecurring, in FY 2023-24. Recurring funding is needed to ensure continued service.

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 continue support of the Storage Area Network Infrastructure Cloud First Data Hybrid Solution.

BREAKDOWN OF COST SUMMARY:

Cloud First Annual Subscription - Cloud Computing Services (100787) Recurring \$452,000

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

ROI: 7.41

Breakeven Year: 2023

ROI calculated over 10-year period with a NPV factor of 4%

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 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.

ADVERSE IMPACT(S) IF NOT FUNDED:

Funding provided during FY 2022-23 and FY 2023-24 established the Storage Area Network Infrastructure Cloud First Data Hybrid which requires renewal of the Cloud First Annal Subscription. Without continued funding during FY 2024-25, 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.

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
STORAGE AREA NETWORK REPLACEMENT			36220C0
		005	

BENEFITS TO THE STATE:

This 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 contributes to a savings in utility costs. Data expansion space is 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 allows rapid access to large files while providing secure cloud data protection.

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.

VIRTUAL MOBILITY DATA MANAGEMENT			36254C0
		006	
TRUST FUNDS.....	384,000		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:

Priority #006

Requests \$384,000 recurring Contracted Services budget authority to retain 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 funding to continue using 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 FY 2022-23 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.

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
VIRTUAL MOBILITY DATA			
MANAGEMENT		006	36254C0

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:

FY 2024-25 Request - Contracted Services (Recurring):

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

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

ROI: 5.27

ROI calculated over ten-year lifespan of system with NPV factor of 4%

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

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

COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT

PRIORITY

CODES

TRANSPORTATION, DEPT OF		55000000
AGENCY-WIDE INFORMATION TECHNOLOGY		3620000
VIRTUAL MOBILITY DATA		
MANAGEMENT	006	36254C0

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

Total: \$688,281

ADVERSE IMPACT(S) IF NOT FUNDED:

Limits the ability to provide portability and flexibility into the workforce during emergencies when the need to work away from the office is great. Also, business partnerships will be limited to local constituents and will not have the ability to expand its resource pool to meet skill and talent levels needed but impacted by relocation requirements.

BENEFITS TO THE 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 while improving mobility and accessibility to resources to complete work.

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.

OPERATING BUDGET INCREASES		4000000
INCREASED OPERATING COSTS	007	4001000

TRUST FUNDS.....	10,861,374	2000
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SCH VIIIA NARR 24-25 NOTES:

FUND SOURCE: 100% STATE

SUMMARY:

Requests \$10,861,374 of budget authority in multiple operating categories in various Budget Entities, to support

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
OPERATING BUDGET INCREASES			4000000
INCREASED OPERATING COSTS		007	4001000

department continuity of operations. Material cost increases, minimum wage changes, supply chain issues, provider staffing shortages and heightened security and janitorial services can no longer be absorbed with existing budget. This issue was funded nonrecurring in FY 2022-23 and FY 2023-24. 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 supporting daily operations continue to increase due to enhanced cleaning measures, heightened security needs, air conditioning maintenance, pest control and landscape maintenance. Increased cost of support and maintenance renewals for critical department software applications and traffic maintenance control equipment can no longer be covered with existing resources.

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.

Operating Capital Outlay (OCO)(recurring)- Office equipment cost increases.

BREAKDOWN OF COST SUMMARY:

Transportation Systems Development - 55100100
 Pre-Construction Design Services 1101010200

 Contracted Services \$3,898 (recurring)
 Expenses \$22,365 (recurring)

Public Transportation 1101010600

 Contracted Services \$19,800 (recurring)

Highway Operations - 55150200
 Materials Testing and Research 1101010300

 Contracted Services \$13,750 (recurring)

Traffic Operations 1601010300

 Contracted Services \$135,500 (recurring)
 Expenses \$30,000 (recurring)

Operations and Maintenance 1601010600

COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT

PRIORITY

CODES

TRANSPORTATION, DEPT OF
 OPERATING BUDGET INCREASES
 INCREASED OPERATING COSTS

55000000
 4000000
 4001000

007

Contracted Services \$327,625 (recurring)
 Expenses \$1,685,426 (recurring)
 Transp Mat and Equip \$2,835,746 (recurring)

Executive Direction - 55150500
 Executive Leadership and Support Services 1602000000

 Contracted Services \$2,672,584 (recurring)
 Expenses \$1,123,435 (recurring)
 Operating Capital Outlay \$42,000 (recurring)

Information Technology - 55150600
 Information Technology 1603000000

 Contracted Services \$342,316 (recurring)
 Expenses \$1,506,929 (recurring)

Turnpike - 55180100
 Operations and Maintenance 1601010600

 Expenses \$100,000 (recurring)

Grand Total \$10,861,374 (recurring)

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, software contracts and the continuation of critical equipment purchases and warranties.

ADVERSE IMPACTS IF NOT FUNDED:

Significant increases in operating costs 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 can continue to serve the State of

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
OPERATING BUDGET INCREASES			4000000
INCREASED OPERATING COSTS		007	4001000

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.

NEW INFORMATION RESOURCE MANAGEMENT			
INFRASTRUCTURE PROJECT			3600000
FLORIDA PLANNING, ACCOUNTING, AND			
LEDGER MANAGEMENT (PALM) READINESS		008	3600PC0
TRUST FUNDS.....	11,627,680		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #008

Requests \$11,627,680 of nonrecurring budget authority in the FLAIR System Replacement category to continue the department's multi-year remediation of computing assets to transition to the Florida Planning Accounting and Ledger Management (PALM) system. The Florida PALM Project is a multiyear initiative to replace the State's budget, accounting, and financial reporting systems with a modern financial management solution. The Florida PALM Project's remaining phases include:

- Solution Design: April 2023 - November 2024
- Agency Business System Remediation: January 2024 - December 2025
- Agency User Acceptance Testing: April 2025 - December 2025
- Training: July 2025 - December 2025
- Implementation Planning and Readiness Activities: August 2025 - December 2025
- Hypercare and Post-Implementation Support: January 2026 - June 2026

Over 1,000 FDOT applications, automated processes, reporting programs, databases, and interfaces require remediation to

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
NEW INFORMATION RESOURCE MANAGEMENT			3600000
INFRASTRUCTURE PROJECT			3600000
FLORIDA PLANNING, ACCOUNTING, AND			3600PC0
LEDGER MANAGEMENT (PALM) READINESS		008	3600PC0

align with the Florida PALM Chart of Accounts values and address the replacement of the central, departmental, and payroll functionality in the Florida Accounting Information Resource (FLAIR) system, the current Statewide Accounting System. These targeted modifications to the department's computing assets will help ensure continued access to the data and functionality available from the State of Florida's cash management, accounting, and financial reporting systems after PALM's January 2026 go-live date.

Remediation efforts over the next two years will mirror the Florida PALM timeline. Annual budget will be used as follows:

- FY 2024-25: Fund the remediation and initiation of agency user acceptance testing to address all interface requirements, data access needs, additional computing assets, and reporting programs used for the department's support of the budget management, accounting, and financial reporting functions within the Florida PALM solution.
- FY 2025-26: Fund the completion of agency user acceptance testing, agency training requirements, readiness activities, and post-implementation defect resolution.

Failure to remediate the computing assets will increase costs and risks due to the likely disruption in the department's ability to manage its budget, financial commitments, and mission-critical interfaces to the Statewide Accounting System.

BREAKDOWN OF COST SUMMARY:

The table below summarizes the department's historical and anticipated annual remediation costs.

Fiscal Year	Cost of System	Remediation Activity
FY 2021-22	\$2,000,000 (nonrecurring)	Preparation, Analysis and Initial Mitigation
FY 2022-23	\$2,000,000 (nonrecurring)	Analysis and Continued Mitigation
FY 2023-24	\$5,373,516 (nonrecurring)	Continued Remediation and Unit Testing (Pending Administered Funds distribution)
FY 2024-25	\$11,627,680 (nonrecurring)	Completion of Remediation and Unit Testing Initialization of User Acceptance Testing and Defect Resolution
FY 2025-26	\$4,250,299 (nonrecurring)	Completion of User Acceptance Testing and Implementation Initiation of Post Implementation Defect Resolution

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

Risk Avoidance:

The risk mitigated by this budget issue relates entirely to the sustainability, from a technical perspective, of the department's mission critical interfaces to the new Statewide Accounting System (Florida PALM) and the modification of internal computing assets necessary for the budgetary appropriation and financial commitment management functions. Therefore, funding is requested for the technology remediation project only as required by the implementation of the Department of Financial Services' Florida PALM Project.

The focus of the remediation efforts is to modify current FLAIR interfaces and internal computing assets that will allow the department to continue using the automation FDOT relies on to perform its critical financial functions. No

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
NEW INFORMATION RESOURCE MANAGEMENT			
INFRASTRUCTURE PROJECT			3600000
FLORIDA PLANNING, ACCOUNTING, AND			
LEDGER MANAGEMENT (PALM) READINESS		008	3600PC0

significant additional functionality is planned; therefore, no improvement to services is anticipated other than improvements that result from new features and techniques made available by the Florida PALM solution. The interfaces and computing assets are integral to allowing the department to continue the successful management of an annual budget of over \$11.5 billion and outstanding commitments exceeding \$13.5 billion.

ADVERSE IMPACT(S) IF NOT FUNDED:

Investments in Florida's transportation infrastructure are an integral part of the state's economic recovery and continued growth. FDOT is a steward of those investments and relies on its connection to the Statewide Accounting System for the management of budget appropriations and actual financial commitments that enable the delivery of vital transportation projects. The department has leveraged technology to support this responsibility and has become dependent on the interfaces to and from FLAIR and the supporting internal computing assets.

The level of remediation efforts required by the implementation of Florida PALM is a concern. In the absence of successful modifications to the existing FLAIR interfaces and internal computing assets, many of the department's current processes would be impossible. Potential adverse impacts of not adequately addressing the remediation needs include:

- Significant disruptions to the department's financial and transportation production functions if/when systems fail.
- Inability to forecast budget needs as part of the annual Legislative Budget Request (LBR) process, ensure funding and budget availability prior to the execution of contracts, and potentially manage FDOT's actual financial commitments.
- Inability to provide timely payments to suppliers doing irreparable damage to our relationships with Florida's construction vendors.
- Delayed Federal Highway Administration (FHWA) certification suspending access to billions of dollars in federal funds.

Any impact to the department's delivery of the approximately \$65 billion Five Year Work Program has potentially negative economic repercussions statewide.

BENEFITS TO THE STATE:

The PALM Remediation Program will help ensure over 1,000 Florida PALM-impacted information technology assets are successfully transitioned from legacy FLAIR integrations to updated Florida PALM integrations. The Florida PALM-impacted information technology assets are vital to the daily financial operations of the department in the development and delivery of the approximately \$65 billion Five Year Work Program.

The legacy FLAIR integrations use an antiquated batching text file system. The new Florida PALM solution offers a more modern interfacing approach to process data inputs and outputs. This improved interface will require development within the department to migrate from the batch file processes to the more modern interfacing method. In addition to the new integrations, the State's chart of accounts is being completely redesigned, necessitating changes to numerous information technology assets for various codes such as budget structure, organization, object code, trust fund, and general ledger code.

The remediation of impacted computing assets will help ensure the department's continued financial integrity, while

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 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
NEW INFORMATION RESOURCE MANAGEMENT			
INFRASTRUCTURE PROJECT			3600000
FLORIDA PLANNING, ACCOUNTING, AND			
LEDGER MANAGEMENT (PALM) READINESS		008	3600PC0

allowing for the improvement of information technology security through identity access management and allowing for improvement of efficiency and effectiveness of data capture, retrieval, and analysis through updated methods.

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.

PROGRAM OR SERVICE-LEVEL			
INFORMATION TECHNOLOGY			3630000
ROADMAP TO ENTERPRISE ARCHITECTURE		009	36348C0
TRUST FUNDS.....	1,479,468		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #009

Requests \$1,479,468 of non-recurring budget authority in the Contracted Services category to conduct a feasibility study and plan for the multi-year effort to replace legacy technology in the Florida Department of Transportation (FDOT) with modern, supported technology. The plan will develop a cohesive strategy with detailed scope, schedule, and budget for these enterprise architecture efforts. The systems utilized to develop and deliver the Five-Year Work Program are tightly coupled systems; it requires extensive planning to de-couple and re-platform each system while maintaining high availability of these business-critical systems.

The FDOT operates a complex technology environment to support its business operations, including the development and delivery of the \$59 billion Five-Year Work Program. Supported business operations include:

- Development of project cost estimates for over 45,000 transportation projects
- Delivery of cashflow projections for outstanding commitments valued at over \$13.7 billion

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TRANSPORTATION, DEPT OF			55000000
PROGRAM OR SERVICE-LEVEL			
INFORMATION TECHNOLOGY			3630000
ROADMAP TO ENTERPRISE ARCHITECTURE	009		36348C0

- Compilation of authorization requests for obligation authority from federal funding partners for project cost estimates totaling over \$5 billion
- Automation of the department's construction and professional services payment processing for over 58,000 annual payment transactions totaling more than \$4.4 billion
- Allocation of revenue, commitment, and expenditure actual financial results to calculate the net financial position of the department's transportation projects
- Collection of \$2 billion annually for the reimbursement of federally funded expenditures

The current technology environment covers a wide spectrum of tools and platforms, ranging from modern, supported technology to legacy technology introduced over 40 years ago. These legacy tools have served the department's needs for many decades but are now at risk of being unable to meet essential requirements. To help ensure the department is well positioned for the future, the department must develop a roadmap for replacing unsupported technology with enterprise architecture.

This effort is necessary to plan the replacement of legacy systems so that the department can continue uninterrupted development and delivery of the \$59 billion Five-Year Work Program. The plan will also include a Schedule IV-B for future enterprise architecture efforts.

BREAKDOWN OF COST SUMMARY:

Costs for analysis and research efforts are based on the Department of Management Services State Term Contract rates for Management Consulting Services. The legacy systems are complex with over 1,500 technology components identified as strategic components. It is estimated that the research and analysis effort to build the detailed scope, schedule, and budget will require 8,300 hours for a total cost of \$1,479,467.31 as follows:

Role	Average Hourly Rate	Hours	Cost
Principal Consultant	\$257.72	300	\$77,315.67
Senior Consultant	\$207.92	2000	\$415,844.36
Consultant	\$164.38	6000	\$986,307.27
Total			\$1,479,468

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

The feasibility study will inform future efforts, estimated cost, and potential savings.

Risk Avoidance:

The risk mitigated by this budget issue relates entirely to the sustainability, from a technical perspective, of the department's mission critical ability to meet its statutory requirements to manage the Work Program and meet the transportation needs of Florida's citizens and the traveling public. The impacted computing applications are integral to allowing the department to continue the successful management of an annual budget over \$13.8 billion and outstanding commitments more than \$13.5 billion. Therefore, budget is requested for the feasibility study so that the department can eliminate the reliance on mainframe and other legacy technologies for essential business functions.

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POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM OR SERVICE-LEVEL			
INFORMATION TECHNOLOGY			3630000
ROADMAP TO ENTERPRISE ARCHITECTURE		009	36348C0

ADVERSE IMPACT(S) IF NOT FUNDED:

Failure to plan to replace the business-critical systems will lead to increased costs to maintain the systems and increased cybersecurity risks with unsupported technologies. FDOT's mainframe and other legacy technologies are outmoded and are unable to keep up with the evolving technology requirements. Moreover, due to the specialized skillset required, these systems are difficult to manage and maintain.

Many of FDOT's critical business operations rely on these technologies. As a result, any system failures can result in significant disruptions to the department's financial and transportation production functions.

BENEFITS TO THE STATE:

This feasibility study will ensure proper planning for the continuity of operations for the department's financial lifecycle. The replacement of the unsupported computing applications is vital to the continued development and delivery of the approximately \$59 billion Five-Year Work Program. Therefore, FDOT must implement a plan to replace its existing mainframe and outdated systems. By replacing legacy technologies, the department can take advantage of the latest advancements in technology and provide more reliable systems. Additionally, the department can reduce costs associated with maintaining these systems and increase efficiency by leveraging modern technologies.

The transformation of impacted computing applications will help sustain the department's financial integrity while:

- Utilizing cloud-based technologies - Cloud First is an infrastructure mandate by the Florida legislature (Section 282.206, Florida Statutes).
- Improving cybersecurity by utilizing current technology that is monitored and updated to detect and prevent security vulnerabilities as defined in Florida Statutes 282.318 and Florida Administrative Code 60GG-2.
- Improving the efficiency and effectiveness of data capture, retrieval, analysis, and interoperability through a modern data architecture

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.

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POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
DATA INFRASTRUCTURE MODERNIZATION		010	36221C0
TRUST FUNDS.....	6,088,979		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #010

Requests \$6,088,979 (of which \$2,245,679 is recurring) budget authority in the Contracted Services category to support Phase 5 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. The project was funded nonrecurring in FY 2023-24.

Legacy technology components, many of which are mainframe applications and related components, require major architecture updates to remain functional and compatible with emerging technologies. Failure to perform architecture updates will increase costs and risks to the department due to the inability of these applications to leverage the department's strategic technology stacks and associated infrastructure.

Budget authority was approved in FY 2017-18 which established the Enterprise Service Bus (ESB) in a cloud environment. Further budget was allocated in FY 2019-20, FY 2020-21 and FY 2022-23 that funded the modernization, migration, and maintenance of 98 out of 143 total applications. The Azure hosting environment, ServiceNow subscriptions, and professional and staff support of the platforms are recurring expenditures totaling \$1,826,544 per year.

Azure hosting costs have increased significantly since the initial build in 2016. Most of the increases are due to additional web servers/services and increased database usage. With the increased utilization and dependence on Azure, the department needs to increase the service level for mission-critical services to business-critical service level. The department also needs to increase database services to managed SQL instances with high availability and failover.

BREAKDOWN OF COST SUMMARY:

Costs for migration and modernization activities are based on the DMS average hourly rate of \$93.25 per hour multiplied by 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.

- DIMM FY 2024-25 Efforts Utilizing Staff Augmentation (7,400 hrs. @ \$93.25/hour) \$690,050 (nonrecurring) Migration/modernization of 22 business systems.
- DIMM Azure Hosting \$1,250,000 (recurring) Azure hosting platform and Azure SQL database services.
- DIMM ServiceNow Subscription \$397,514 (recurring) ServiceNow IT Service Management, Strategic Portfolio Management, IT Operations Management, and Now low-code, no-code development functionality.
- DIMM ServiceNow Professional Services \$70,000 ServiceNow professional services for configuration and maintenance of

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TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
DATA INFRASTRUCTURE MODERNIZATION	010		36221C0

platform.

-DIMM Azure (275 hrs @ \$119/hr) and ServiceNow (769 hrs @ \$100/hr) staff augmentation support \$109,030 (recurring) Support for Azure and ServiceNow administration.

-Transparency and Accountability Support \$162,000 (recurring) Contracted Services to support a Systems Analyst staff augmentation position in the FDOT Procurement Office, to support application enhancements necessitated by House Bill 1079 which became law during the 2021 legislative session.

-Professional Prequalification (PPQ) Modernization \$796,593 (\$119,910 recurring). Replacement of internal, web-based system that maintains, tracks and reports qualification information for professional services consultant firms that work with FDOT. System has reached end of life.

-Procurement Development Application/Consultant Evaluation Cloud Migration \$686,123 (\$137,225 recurring) Migration of the Procurement Development Application (PDA) and the Consultant Evaluation Application (CE) to a cloud-based server. Recurring costs are for cloud hosting and application maintenance.

-SeaHub CIP \$430,069 (nonrecurring) Replaces the existing project management system that will assist with implementing numerous statutes and grant programs.

-Florida Aviation Database (FAD) Update \$1,497,600 (nonrecurring) Update the Florida Aviation Database (FAD) which is a 20-year-old application management system that needs refreshing, security updates, reconciliation of all the tables in the database, enhancing the existing applications, and adding new applications that will allow for the use and relevancy of the system for the next 20 years.

Total: \$6,088,979 (\$2,245,679 Recurring)

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

- Savings/Cost Avoidance: Server costs = \$400,000 with increased savings in the upcoming years
- Data center custom support: 450 hours/year * \$100/hour = \$180,000/year
- Project delay costs during maintenance: 103 events * 16 hours/event * 6 people * \$93.25/hour = \$3,688,244
- Loss of productivity during normal outages: 5 hours/event * 1,625 people * applicable rate/hour = \$1,246,050
- Security/general breach/vulnerabilities = \$3,856,125
- Security/ransomware = \$624,325
- Data breach = \$40,820

Net present value (NPV) of cost avoidance over 10 years with a 4% NPV factor: \$47,111,071.69

Costs:

Fiscal Year/Phase	Funding	Efforts
FY 2017-18:	\$520,342 (\$70,342 recurring)	ESB established
FY 2019-20 (Phase 1):	\$2,504,680 (\$826,544 recurring)	27 Applications

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 AGENCY-WIDE INFORMATION TECHNOLOGY 3620000
 DATA INFRASTRUCTURE MODERNIZATION 010 36221C0

FY 2020-21 (Phase 2):	\$2,853,582 (\$826,544 recurring)	41 Applications
FY 2021-22 (Maintenance):	Maintain	68 Applications
FY 2022-23 (Phase 3):	\$1,735,743	30 Applications
FY 2023-24 (Phase 4):	\$1,516,594	23 Applications
FY 2024-25 (Phase 5):	\$4,828,379 (\$2,482,679 recurring)	25 Applications/Projects

FY 2025-26 through FY 2028-29: TBD - Funding and Efforts Dependent on Roadmap for Enterprise Architecture
 Included efforts: Consultant Invoice Tracking, Electronic Reviewer Comments, Primavera P6, Florida Aviation Database and other prioritized strategic systems.

Cost Avoidance ROI Calculation:

ROI: .38:1

Breakeven Year: FY 2024-2025

ROI calculated over ten-year lifespan of system with NPV factor of 4%

(NPV Cost Avoidance - (NPV Total Cost)) / (NPV Total Cost)

ROI Breakdown: (\$47,111,071.69 - \$34,089,831.94) / (\$34,089,831.94)

ADVERSE IMPACT(S) IF NOT FUNDED:

Failure to adopt enterprise architecture will lead to increased costs and security risks. The cost of supporting systems on legacy 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.

Legacy technologies are expensive to maintain, and skilled resources are scarce. A service disruption with the critical systems could lead to significant disruption in development and delivery of the department's Five-Year Work Program. Such a disruption would result in delayed construction, dissatisfied contractors, increased construction, and maintenance costs, and, eventually, public outrage at perceived inefficiencies with Florida's transportation infrastructure.

BENEFITS TO THE STATE:

Re-architecting and re-platforming the applications to the enterprise architecture will ensure that the systems retain their functionality and avoid critical system failures. 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).

Upgrading to current technology will improve system cybersecurity and reduce risks from security vulnerabilities as defined in Florida Statutes 282.318 and Florida Administrative Code 60GG-2.

Updating the department's applications to allow them to utilize enterprise architecture 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. This leads to an increase in the

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 DATA INFRASTRUCTURE MODERNIZATION 010 36221C0

efficiency of data capture, retrieval, and analysis that will allow the department to better serve our internal staff and external stakeholders.

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.

PROJECT SUITE ENTERPRISE EDITION 011 36259C0
 TRUST FUNDS..... 500,000 2000
 =====

SCH VIIIA NARR 24-25 NOTES:
 Priority #011

Requests \$500,000 nonrecurring budget authority to develop a feasibility study, in accordance with the legislative Schedule IV-B guidelines, in support of the Work Program Project Tracking and Project Change tracking system used by the Florida Department of Transportation (FDOT). The Project Suite Enterprise Edition (PSEE) is an in-house developed platform with multiple applications that provides Work Program administrators with a one-stop shop to review information about Work Program projects, and to manage project change. FDOT is exploring technology to assist with automation and streamlining of business processes to increase productivity and system availability. This request is to study the PSEE business and technical support problems, evaluate alternatives, detail the potential costs and benefits, quantify the appropriate solution, and establish the best path forward. The study will be performed by an outside vendor. The study will include a Schedule IV-B that will be used to determine the actual amount required for the proposed solution. Upon completion, the department shall provide a copy of this study to the Executive Office of the Governor's Office of Policy and Budget, the Chair of the Senate Committee on Appropriations, and the Chair of the House of Representatives Appropriations Committee.

PSEE was originally implemented in 2010 and contains unsupported technology and the platform infrastructure does not support the Cloud-First initiative of the State of Florida. Further, PSEE relies on inefficient user experience resulting in time-consuming processes, enhancement requests to duplicate functionality and ultimately code bloat. These constrain improvements and innovation within the business process. Significant dependencies exist for future modernization efforts,

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TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
PROJECT SUITE ENTERPRISE EDITION	011		36259C0

such as a future 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, so as part of this modernization effort, the data integrations between PSEE and Primavera P6 SaaS must function correctly.

Outcomes for the feasibility study will include:

- Evaluation and documentation of data integrations between PSEE and P6 to ensure efficient review and management of Work Program project information and scheduling
- Detailed business, functional, and technical requirements to modernize the PSEE platform and associated applications
- Planning and strategy to reduce the time and costs associated with maintaining an on-premise solution
- Strategy to increase data security for Work Program project management
- Strategy to come into compliance with the cloud-first initiative of the State of Florida
- Roadmap for backlogged Work Program project management enhancement requests

BREAKDOWN OF COST SUMMARY:

FY 2024-25: \$500,000 = Feasibility Study
 Total Initial Cost: \$500,000

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

This assessment will analyze, document, and provide a recommended strategy for modernization of the legacy PSEE platform, associated applications, and dependencies with future modernization efforts.

Risk Avoidance:

The major driver for this budget issue is minimizing the risks involved in projects associated with the department's Work Program. Technology failures are more likely with the unsupported and technically concerning platforms and availability is unstable with aging technologies. Technology failures would lead to significant delay and reverting to manual processing of the project schedules, changes, and potentially loss of data.

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 THE 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.

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POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
PROJECT SUITE ENTERPRISE EDITION		011	36259C0
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.			

EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS AND TESTING LABORATORIES		012	2401170
TRUST FUNDS.....	602,390		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #012

Requests \$602,390, of which \$20,000 is recurring, of budget authority to rebuild two existing Multi-Purpose Survey Vehicles (MPSV) and provide a new host vehicle (ME 31729/ ME32860) for one. The systems and host vehicle are over 10 and 12 years old and past their service life. The collection of existing roadway condition and geometry data is critical to district design activities and is required for them to comply with the American Association of State Highway and Transportation Officials (AASHTO) Pavement Design Guidelines. Data required by the districts consists of cross-slope, Rut and Ride for monitoring, assessing, and reporting on the condition, performance, and safety of Florida roadways. Since the MPSV collects data at highway speeds, it minimizes lane closures needed for conventional manual evaluation and allows for a much faster and safer assessment of existing conditions. This equipment enhances the safety of the traveling public by identifying hazardous roadway conditions.

The department conducts a combination of in-house and outsourced testing of materials used to construct 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:

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POS	AMOUNT	PRIORITY	CODES

<u>TRANSPORTATION, DEPT OF</u>			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS AND TESTING LABORATORIES		012	2401170
Multi-purpose Survey Vehicle and host vehicle (ME31729)			
Acquisition of Motor Vehicles	\$51,000		
OCO	\$265,695		
Maintenance/Calibration			
Expenses (Recurring)	\$10,000		
Total:	\$326,695		
Multi-purpose Survey Vehicle(ME32860)			
OCO	\$265,695		
Maintenance/Calibration			
Expenses (Recurring)	\$10,000		
Total:	\$275,695		

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

The Return on Investment (ROI) calculations for automated pavement surveys versus traditional manual pavement surveys are shown below.

Automated MPSV Survey:

5877 miles of Pre-Design ran FY 2021-22
 Cost to Rebuild MPSV System = \$265,695
 Cost for new Van = \$51,000
 Total Cost of Rebuilt System = \$316,695
 Expected Service Life = 10 years
 Total Rated Mile Throughout service life = 5877 x 10 = 58,770 miles
 Approximate Cost of the System per rated mile = 316,695 / 58,770 = \$5 / mile
 Cost Associated with System's Operator per rated mile (assuming \$52,000 annual salary and 1.9 overhead factor) = 52,000 x 1.9 / 5877 = \$17 / mile
 Approximate Grand Total Cost per rated mile = \$5 + \$17 = \$22 / mile

Manual MPSV Survey:

Average Cost of Standard Lane Closure for Testing = \$2,000 per day
 Cost of the man hour per day (assuming \$35,000 annual salary and 1.9 overhead factor) = \$35,000 x 1.9 / 365 = \$180 per day
 Total cost per day = \$2,000 + \$180 = \$2,180 per day
 Average Mile Tested per day = 6 miles
 Average Cost per Mile Tested per Field Tech = \$2,180 / 6 = \$360 / mile
 Total Average Cost per Mile Tested (assuming two field techs) = \$360 x 2 = \$720 / mile

Automated vs Manual Friction Survey:

Average Cost for Automated Friction Survey = \$22 / mile

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<u>TRANSPORTATION, DEPT OF</u>			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS AND TESTING LABORATORIES		012	2401170

Average Cost for Manual Survey = \$720 / mile
 Average Savings = \$360 - \$24 = \$698 / mile
 Average Annual Savings = \$698 x 5,877 miles = \$4,102,146
 Number of Rated Miles for ROI = \$316,695 / \$698 454 rated miles
 Breakeven Time on ROI = 454 / 5,877 rated miles/year 0.1 year 1 months

Equipment Cost: \$265,695 (non-recurring; System \$316,695; \$51,000 host vehicle)
 Operating Costs: \$22/mile * 5877 miles/year = \$130,000 annually (in base)
 Operating Costs (gas): \$3.50/gal * (5,877 miles/year / 12.0 MPG) = \$1,715 annually (in base)
 Annual Maintenance: \$5,000 (recurring)
 Annual Software License: \$5,000 (recurring)

Year 1 Costs: Equipment Cost (non-recurring) + Operating Cost (base) + Operating Cost (gas) (base) + Annual Maintenance (recurring) + Lane Closure (recurring)

Year 2-10 Costs: Operating Cost (base) + Operating Cost (gas) + Annual Maintenance (recurring) + Lane Closure (recurring)

Year 1: \$458,410
 Years 2-10: \$141,715

2) ME32860

ROI 1.37
 ROI calculated over 10 year lifespan of system and with NPV factor of 4 percent
 Savings: \$3,327,211.11
 Cost: \$1,404,911.56

Annual Savings \$410,215
 Annual MPSV Pre-design Data Collection (Savings = \$698/mile x 5,877 miles / 10)
 Annual Cost \$407,410 initial year; \$141,715 following years
 Costs: Equipment Costs (Non-recurring); Operating Costs (\$22/mile*5877); Fuel Cost (\$3.50/gallon); Maintenance and Calibration; ICC Software License

MPSV System Rebuild (ME32860):

The Return on Investment (ROI) calculations for automated pavement surveys versus traditional manual pavement surveys are shown below.

Automated MPSV Survey:
 5877 miles of Pre-Design ran FY 2021-22
 Cost to Rebuild MPSV System = \$265,695

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EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS			
AND TESTING LABORATORIES	012		2401170

Expected Service Life = 10 years
 Total Rated Mile Throughout service life = 5877 x 10 = 58,770 miles
 Approximate Cost of the System per rated mile = 265,695 / 58,770 = \$5 / mile
 Cost Associated with System's Operator per rated mile (assuming \$52,000 annual salary and 1.9 overhead factor) = 52,000 x 1.9 / 5877 = \$17 / mile
 Approximate Grand Total Cost per rated mile = \$4.5 + \$17 = \$22 / mile

Manual MPSV Survey:
 Average Cost of Standard Lane Closure for Testing = \$2,000 per day
 Total cost per day = \$2,000 + \$180 = \$2,180 per day
 Average Mile Tested per day = 6 miles
 Average Cost per Mile Tested per Field Tech = \$2,180 / 6 = \$360 / mile
 Total Average Cost per Mile Tested (assuming two field techs) = \$360 x 2 = \$720 / mile

Automated vs Manual Friction Survey:
 Average Cost for Automated Friction Survey = \$22 / mile
 Average Cost for Manual Survey = \$720 / mile
 Average Savings = \$360 - \$24 = \$698 / mile
 Average Annual Savings = \$698 x 5,877 miles = \$4,102,146
 Number of Rated Miles for ROI = \$265,695 / \$698 = 381 rated miles
 Breakeven Time on ROI = 381 / 5,877 rated miles/year = 0.1 year = 1 months

Equipment Cost: \$265695 (non-recurring)
 Operating Costs: \$22/mile * 5877 miles/year = \$130,000 annually (in base)
 Operating Costs (gas): \$3.50/gal * (5877 miles/year / 12.0 MPG) = \$1,715 annually (in base)
 Annual Maintenance: \$5,000 (recurring)
 Annual Software License: \$5,000 (recurring)

Year 1 Costs: Equipment Cost (non-recurring) + Operating Cost (base) + Operating Cost (gas) (base) + Annual Maintenance (recurring) + Lane Closure (recurring)

Year 2-10 Costs: Operating Cost (base) + Operating Cost (gas) + Annual Maintenance (recurring) + Lane Closure (recurring)

Year 1: \$407,410
 Years 2-10: \$141,715

ADVERSE IMPACT(S) IF NOT FUNDED:

The collection of existing roadway condition and geometry data is critical to district design activities and is required for compliance with the American Association of State Highway and Transportation Officials (AASHTO) Pavement Design Guidelines. If not funded, critical information such as cross-slope, ride, rutting, and grade required by the department will not be provided.

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT FOR MATERIALS AND TESTING LABORATORIES		012	2401170

BENEFITS TO THE STATE:

This equipment allows the department to remain in compliance with AASHTO Pavement Design Guidelines, to replace an existing system that is beyond its service life and to provide critical information for pavement forensic investigations, pavement performance and safety. A functional system allows the department to evaluate existing pavements prior to rehabilitation and support acceptance testing for pavement smoothness.

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 EQUIPMENT		013	2401000
TRUST FUNDS.....	9,065,000		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:

Priority #013

Requests \$9,065,000 of nonrecurring Acquisition of Motor Vehicle budget authority for the replacement of 49 key pieces of heavy equipment throughout the Florida Department of Transportation (FDOT). This represents 2% of the department's total heavy equipment inventory. 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

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

<u>TRANSPORTATION, DEPT OF</u>			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT		013	2401000

authority to strategically replace the most crucial equipment to enable the department to maintain and support the transportation system.

Cut and Toss efforts to clear roadways are an essential first measure of recovering from a hurricane as it allows access for first responders to reach those in need, supplies to reach communities, and utility companies to begin restoring service. Immediately following Idalia's impact, FDOT quickly cleared over 25,000 miles of state roads through Cut and Toss efforts. Two weeks following the storm's impact, FDOT had already picked up over 100,000 cubic yards of debris. In order to make these two operations and other FDOT recovery efforts successful, resources and heavy equipment are absolutely essential and vital to help impacted communities.

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	6 @ \$110,000 =	\$660,000
Bucket Truck	4 @ 140,000 =	560,000
Heavy Duty Truck	7 @ 260,000 =	1,820,000
Loader	5 @ 235,000 =	1,175,000
Compact Loader	1 @ 120,000 =	120,000
Skid Steer	1 @ 85,000 =	85,000
Compact Excavator	1 @ 150,000 =	150,000
Grappler Truck	5 @ 220,000 =	1,100,000
Transport Truck	9 @ 160,000 =	1,440,000
Low Boy Trailer	2 @ 100,000 =	200,000
Mid Sized Excavator	2 @ 270,000 =	540,000
Woodchipper Trailer Mtd	1 @ 80,000 =	80,000
Truck Sign w/Platform	1 @ 140,000 =	140,000
Bridge Load Truck	2 @ 45,000 =	45,000
Vacuum Truck	1 @ 550,000 =	550,000
Total Request:		\$9,065,000

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

ROI: 2.82

Breakeven fiscal year: FY 2027-28

ROI calculated over ten-year lifespan of system with NPV factor of 4%

Savings/Cost Avoidance = Cost to lease equipment: \$31,585,920

Cost = Purchase and maintenance of equipment: \$11,206,680

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
EQUIPMENT NEEDS			2400000
REPLACEMENT EQUIPMENT	013		2401000

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.

PROGRAM PLAN SUPPORT			6000000
WORKFORCE DEVELOPMENT	014		6001080
TRUST FUNDS.....		2,000,000	2000

=====

SCH VIIIA NARR 24-25 NOTES:

Priority #014

Requests \$2,000,000 of additional recurring budget authority in the Expenses and Contracted Services categories to expand the recruitment and retention for career paths in the road and bridge industry under the Statewide Workforce Development Training Program. Chapter 2023-197, Laws of Florida, expands the authority for Florida Department of Transportation

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

<u>TRANSPORTATION, DEPT OF</u>			55000000
PROGRAM PLAN SUPPORT			6000000
WORKFORCE DEVELOPMENT	014		6001080

(FDOT) to support in-house positions for workforce development. This request will allow the department to increase support for the Statewide Workforce Development Training Program, which supports the contractors in recruiting, hiring, training, and retaining employees. The program enhances current workforce development efforts and establishes new ones to create a pipeline of workers to meet the construction industry's needs today and for the future and provides a robust career path for interested individuals.

BREAKDOWN OF COST SUMMARY:

\$1,000,000 Expenses
 1,000,000 Contracted Services

 \$1,000,000

This additional request for Operating Budget will be used to complement the current allocated Work Program Budget.

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

The increase in budget authority expands the program's reach to cover the entire industry to further stabilize the commitment in delivering of the department's Work Program. This program provides opportunities to create successful careers, while delivering on workforce development; improving safety; deploying advanced technology; fostering innovation all while remaining resilient to a robust supply chain. The department has a solid track record with the previous program bridging the gap between job seekers and the construction industry to remove barriers for workers to ensure success for individuals and industry alike.

ADVERSE IMPACTS IF NOT FUNDED:

If this issue is not funded the department is at risk for not being able to meet the legislative mandate to provide a construction workforce development program for delivery of projects designated in the department's work program (Section 334.044 (35), Florida Statutes).

BENEFITS TO THE STATE:

This request will allow the department to increase support for the Statewide Workforce Development Training Program. The department would be able to increase support to the contractors in recruiting, hiring, training, and retaining employees in the road and bridge industry.

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

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
WORKFORCE DEVELOPMENT		014	6001080
mobility.			

CAPITAL IMPROVEMENT PLAN			9900000
CODE CORRECTIONS			990C000
FIXED CAPITAL OUTLAY			080000
MINOR REPAIRS/IMPROV-STATE		015	080002
TRUST FUNDS.....	16,038,033		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: MINOR REPAIRS/IMPROV-STATE
 Priority #015

Requests \$16,038,033 of Fixed Capital Outlay (FCO) budget authority 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: \$1,255,000	District 1: \$240,000	Turnpike: \$593,250
District 2: 964,500	District 2: 135,000	Total: \$593,250
District 3: 603,500	District 3: 50,000	
District 4: 3,585,000	District 4: 550,000	
District 5: 2,080,851	District 5: 564,982	
District 6: 745,000	District 6: 110,000	
District 7: 1,100,950	District 7: 458,000	
St Matl: 1,340,000	CO-Tall: 1,567,000	

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
CODE CORRECTIONS			990C000
FIXED CAPITAL OUTLAY			080000
MINOR REPAIRS/IMPROV-STATE		015	080002

CO-Tall: 95,000 Total: \$3,674,982
 Total: \$11,769,801

FY 2024-25 Issue Total: \$16,038,033

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

FCO Minor Repairs budget allows the department to protect the value and contents of 840 structures valued at over \$560M. 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.

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
MINOR REPAIRS/IMPROV-STATE		016	080002
TRUST FUNDS.....	6,395,225		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: MINOR REPAIRS/IMPROV-STATE
 Priority #016

Requests \$6,395,225 nonrecurring Fixed Capital Outlay (FCO) budget authority 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 840 structures valued at over \$560 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 (55150200)	Florida's Turnpike Enterprise (55180100)
Operations and Maintenance (1601010600):	Executive Leadership (1602000000):	Operations and Maintenance (1601010600):

District 1: \$921,000	District 1: \$170,000	Turnpike: \$75,000
District 2: 1,122,500	District 5: 286,225	Total: \$75,000
District 3: 599,000	District 6: 405,000	
District 5: 944,500	District 7: 360,000	
District 6: 175,000	CO-Tall HQ: 77,000	
District 7: 245,000	Total: \$1,298,225	
CO-St Matl: 1,015,000		
Total: \$5,022,000		

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
MINOR REPAIRS/IMPROV-STATE	016		080002

FY 2024-25 Issue Total: \$6,395,225

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:

Future private sector contracts totaling \$6.4M necessary to support these FCO projects would 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 840 structures valued at over \$560M. 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.

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
ENVIRONMENTAL PROJECTS			990E000
FIXED CAPITAL OUTLAY			080000
ENVIRON SITE RESTORATION		017	088763
TRUST FUNDS.....	665,080		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: ENVIRON SITE RESTORATION
 Priority #017

Requests \$665,080 of nonrecurring Fixed Capital Outlay (FCO) budget authority to continue the cleanup of contaminated 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 2	\$85,000
District 3	110,000
District 4	240,000
District 5	230,080
Total:	\$665,080

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
ENVIRONMENTAL PROJECTS			990E000
FIXED CAPITAL OUTLAY			080000
ENVIRON SITE RESTORATION		017	088763

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. 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.

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
CHIPLEY OPS - CONSTRUCTION		018	088632
TRUST FUNDS.....	2,403,776		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: CHIPLEY OPS - CONSTRUCTION
 Priority #018

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
CHIPLEY OPS - CONSTRUCTION	018		088632

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 Florida Department of Transportation (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 the current water intrusion problems; and incorporate all current building and life safety codes. The project would reduce maintenance costs by reducing 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 greater 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. The air-conditioning design likely does not comply with current code for make-up air. 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 approximately the same footprint as the existing. During demolition and construction, temporary modular buildings will be utilized to provide a working location 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):

 FY 2024-25: \$2,403,776 Design
 FY 2025-26: 21,709,517 Construction

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES
<hr/>			
TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
CHIPLEY OPS - CONSTRUCTION		018	088632

Total Project: \$24,113,293

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 \$24.1M 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 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
JAX URB OFC - CONSTRUCTION		019	088630
TRUST FUNDS.....	9,996,603		2000
	=====		

SCH VIIIA NARR 24-25 NOTES: JAX URB OFC - CONSTRUCTION
 Priority #019

Requests \$9,996,603 of nonrecurring Fixed Capital Outlay (FCO) budget authority to begin the 3-year project to design and construct 2 new buildings on the Jacksonville Urban Office Campus. Phase 1 consists of a new 18,000 square foot 2-story building and Phases 2 and 3 include a 3-story 27,000 square foot complex. The total project will 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 facility during construction (minimizing disruptions). Once the new building is complete staff will relocate to the new facility and the old building will 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	16,919,000
Phase III Construction	18,304,000
Total Project Cost	\$45,219,603

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
CAPITAL IMPROVEMENT PLAN			9900000
SUPPORT FACILITIES			990F000
FIXED CAPITAL OUTLAY			080000
JAX URB OFC - CONSTRUCTION	019		088630

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 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 \$45.2M necessary to support this FCO project would be impacted. 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.

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
OPERATING BUDGET INCREASES			4000000
TURNPIKE ENTERPRISE INCREASED			
OPERATING COSTS		020	4002000
TRUST FUNDS.....	2,420,000		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #020

Requests \$2,420,000 in additional budget authority in the Expenses, Contracted Services, Consultant Fees, and Lease/Purchase/Equipment categories to cover increased costs related to rising costs in utilities and software licenses and expenditures related to operating costs of the completed SunTrax facility project. The issue will be funded solely from Turnpike resources.

The Turnpike completed construction on the SunTrax testing facility in 2023 and has begun incurring operational expenses. SunTrax is a large-scale, cutting-edge facility dedicated to the research, development, and testing of emerging transportation technologies in safe and controlled environments. Users of the facility will be able to lease test sectors, develop test scenarios with engineering experts, access specialized test equipment, and oversee full-service testing performance.

BREAKDOWN OF COST SUMMARY:

An increase of \$1,450,000 of budget authority in the Expenses, \$750,000 in Contracted Services, \$200,000 in Consultant Fees, and \$20,000 in the Lease/Purchase/Equipment categories is requested.

Expenses - Turnpike Operating needs include: \$89,000 for telephones and data line services; \$20,000 for repairs/maintenance tolls, parts, and janitorial supplies; \$10,000 in travel costs estimated for five State Employees assuming 20 nights of travel; \$338,000 for utilities; \$43,000 for office related supplies and equipment rentals. An additional \$950,000 is needed to support rising costs in utilities and software licenses associated with SunTrax.

Consultant Fees - \$200,000 for Consultant Fees related to advertisement and technical review of the facility.

Contracted Services - \$240,000 for custodial services, \$185,000 for information technology services and data processing, \$312,000 for security services, and \$13,000 for other contracted services.

Lease/Purchase/Equipment - \$20,000 for the anticipated cost of two copier leases.

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

As background, the Turnpike Enterprise has incurred increasing costs of electricity of approximately 20% annually over the last two fiscal years. In FY 2020-21 costs were \$1.6 million while we are projecting a year-end cost of \$2.3 million

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
OPERATING BUDGET INCREASES			4000000
TURNPIKE ENTERPRISE INCREASED			
OPERATING COSTS		020	4002000

in FY 2022-23 for utilities. Notices of increasing utility rates have been received from FPL estimating rate increases from 6% - 14% in FY 2023-24.

The cost of supporting the Turnpike Enterprise's technology infrastructure through the procurement of annual software license agreements is increasing. The increase is due to both additional licenses needed and an increase in the cost per license. For example, the annual cost in software licenses for the Microsoft Enterprise Agreement increased by \$146,000 for services provided in FY 2022-23 versus FY 2023-24. The increase in cost is primarily due to new software license agreements for GitHub coding and Sequel (SQL) licenses.

Florida's Turnpike will utilize the SunTrax facility to test tolling technology beyond the existing transponder and video images. The goal is to minimize the toll footprint by leveraging partnerships, road infrastructure, and technology in vehicles. This vision will enable Florida's Turnpike Enterprise to lower capital expenditures on its roadway system as well as operating and maintenance costs, thereby maximizing funds for transportation projects. Florida Turnpike's current base operating budget does not have the capacity to support SunTrax's operating costs. The additional budget authority requested will allow Florida's Turnpike to operate the SunTrax facility and keep pace with the anticipated growth of the facility's use and associated operating costs.

ADVERSE IMPACTS IF NOT FUNDED:

With rising costs, Florida's Turnpike Enterprise estimates that it will have insufficient funds in FY 2024-25 to pay for all operational costs of SunTrax. The inability to pay for all operational costs would put the Enterprise at risk of limiting or shutting down services at this state-of-the-art facility. Further, the inability to fully operate the facility would limit the revenue generating potential of the facility.

BENEFITS TO THE STATE:

This issue results in an overall increase in spending authority for the Turnpike Enterprise budget entity. However, the increase in spending authority will allow the department to continue to fund technological and utility needs as well as support the state in leading the transportation industry in technology development, testing, and implementation. By continuing to operate and fully fund the SunTrax facility, Florida will be in an excellent position to attract and enter into agreements with car manufacturers and transportation technology developers. This will allow Florida to be on the front lines of transportation technology implementation and improve its existing infrastructure.

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 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
OPERATING BUDGET INCREASES			4000000
TURNPIKE ENTERPRISE INCREASED			
INSURANCE COSTS		021	4003000
TRUST FUNDS.....	3,400,000		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #021

Requests \$3,400,000 in additional budget authority in the Expenses category to cover expenditures related to rising insurance costs.

The department has experienced increasing insurance costs due to rising toll road valuations insurance rates and market conditions.

BREAKDOWN OF COST SUMMARY:

An increase of \$3,400,000 of spending authority in the Expenses category is requested.

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

Bridge, property, and business interruption insurance purchased to protect against loss on our toll roads is calculated by assessing the total value of assets covered by the policy and applying the premium rate to that total. Insurance premiums for the Enterprise have increased from \$5.3 million in FY 2020-21 to \$6.1 million in FY 2021-22 to a projected \$7.3 million in FY 2023-24. Insurance rates have increased by 9.7% from FY 2020-21 to FY 2023-24's projected rate. In addition, the total insured value of the Enterprise roadways has risen \$1.6 million from FY 2020-21 to FY 2023-24. Additional spending authority is needed to meet the continual increases in insurance expenses. The Enterprise has not previously requested an increase in spending authority for insurance related expenditures. As such, we are requesting more than the anticipated two-year increase to hold expense category authority for expected future increases.

ADVERSE IMPACTS IF NOT FUNDED:

Per the Bond Resolution authorizing Florida's Turnpike Enterprise to issue revenue bonds, the Enterprise must carry insurance to protect bond holders in the event of loss. As such, the Enterprise carries multi-risk, use and occupancy, war risk, and other insurances to cover loss or damage for which the Enterprise is or may become liable. If the budget issue is not approved, the Enterprise will be unable to acquire sufficient insurance coverage for loss of capital and revenue in case of damage to the system.

BENEFITS TO THE STATE:

This issue results in an overall increase in spending authority for Florida's Turnpike Enterprise budget entity. However,

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POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
OPERATING BUDGET INCREASES			4000000
TURNPIKE ENTERPRISE INCREASED			
INSURANCE COSTS		021	4003000

the increase in spending authority will allow the department to continue to be fully insured against business interruptions or property damage. In turn, the Enterprise will be able to continue the issuance of bond revenues to help fund the improvement and expansion of Florida's infrastructure via its roadways.

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.

PROGRAM PLAN SUPPORT			6000000
PAYMENTS TO EXPRESSWAY AUTHORITIES		022	6009910
TRUST FUNDS.....	1,100,000		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #022

Requests \$1,100,000 in additional budget authority in the Payment to Expressway Authority category for expenditures related to Expressway Authority agreements.

BREAKDOWN OF COST SUMMARY:

An increase of \$1.1 million in the Payment to Expressway Authority category is to make payments to Central Florida Expressway Authority (CFX) and Tampa Hillsborough Expressway Authority (THEA) for certain contractual obligations. As Florida continues to experience an increase in traffic related to tourism, commuter traffic as people move to Florida to seek employment, and commercial traffic, CFX operational costs have increased, as well as amounts collected on the I-4 Connector, resulting in larger payments to THEA.

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
PAYMENTS TO EXPRESSWAY AUTHORITIES		022	6009910

Payments to CFX and THEA are made from the Payment to Expressway Authority operating budget category (100902). In FY 2018-19 and FY 2020-21, the Florida Legislature appropriated additional spending authority of \$1.9 million and \$0.5 million respectively for the department to make its required payments. The additional budget authority requested for FY 2024-25 will allow the department to continue to meet its ongoing contractual obligations to CFX and THEA.

ADVERSE IMPACTS IF NOT FUNDED:
 The department will have insufficient Payment to Expressway Authority budget in FY 2024-25 if this issue is not approved. In the absence of the necessary spending authority, the department will not be able to meet its contractual obligations to CFX and THEA. In addition, this would put both CFX and THEA at risk in meeting their financial obligations as CFX and THEA depend on this revenue stream.

BENEFITS TO THE STATE:
 The increase in the Payment to Expressway Authority category will allow the department to continue to meet its contractual obligations to CFX and THEA by ensuring that payments are remitted in accordance with the agreements.

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.

OPERATING REQUIREMENTS			5500000
BUILDINGS AND GROUNDS - MAINTENANCE AND REPAIR		023	5505500
TRUST FUNDS.....	1,950,000		2000

=====

SCH VIIIA NARR 24-25 NOTES:
 Priority #023

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
OPERATING REQUIREMENTS			5500000
BUILDINGS AND GROUNDS - MAINTENANCE AND REPAIR		023	5505500

Requests \$1,950,000 of recurring budget authority in the Contracted Services category to fund operational maintenance repairs. The repairs include preventative and general maintenance activities and routine facility costs for the department's buildings and grounds maintenance and repair program. These projects are necessary to preserve the value of the 842 FDOT-owned facilities and structures outside of the right-of-way totaling 3.9M square feet.

\$1,988,582 of recurring Contracted Services budget was appropriated to the department in FY 2015-16 to address statewide facility maintenance projects. The budget is dedicated solely to the program and has been beneficial and necessary to sustain the condition and value of property. However, the funding has not been adjusted in the eight years since. Design and construction industry cost increases during this time have subsequently impacted building and grounds maintenance and repair costs. Annual district requests for this program funding have been significantly higher than available resources, coming in over \$3.6 million in both FY 2022-23 and FY 2023-24. An adjustment in the recurring funding amount is necessary to keep up with escalating costs and facility maintenance.

At approximately \$1.00/sf, this request sufficiently covers additional operational maintenance repair needs, is consistent with the EOG Capital Improvement Plan budget instructions and is within the Building Owners and Managers Association (BOMA) standard range of guidance. 2018 BOMA Experience Exchange Report @ \$2.15 per sf for maintenance/repairs of which \$0.24 per sf for roads/grounds and \$0.58 per sf for parking is not included. This maintenance/repairs benchmark is five years old and does not account for the economic changes since 2018 with costs continuing to escalate.

Facility maintenance projects include roof coating and sealing, painting of exposed building structural elements, recoating of fuel tanks, flooring replacement, and small HVAC unit or control replacement.

BREAKDOWN OF COST SUMMARY:

Executive Direction (55150500)
 Executive Leadership (1602000000):

District 2 =	\$65,000
District 3 =	5,800
District 4 =	80,000
District 5 =	207,660
District 6 =	50,000
District 7 =	30,000
CO-Burns =	12,000
Total =	\$450,460

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

District 2 =	\$460,000
District 3 =	175,940

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF 55000000
 OPERATING REQUIREMENTS 5500000
 BUILDINGS AND GROUNDS - MAINTENANCE
 AND REPAIR 023 5505500

District 4 = 85,000
 District 6 = 25,000
 District 7 = 261,600
 St Matl = 130,000
 Total = \$1,137,540

Turnpike (55180100)
 Operations and Maintenance (1601010600):

 Turnpike = \$362,000

FY 2024-25 Issue Total: \$1,950,000

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:
 FDOT's estimated replacement value for agency-maintained buildings/structures is approximately \$560M and includes 3.9M sf of facilities located outside the right-of-way. The state's investment of \$1,950,000 to maintain its assets at an acceptable operational level and preserve value will avoid future costs of code violations and asset replacement.

ADVERSE IMPACTS IF NOT FUNDED:
 Approximately 50 future private sector project contracts estimated to support contracted services maintenance and repair work would be adversely impacted. The \$1,950,000 in facilities maintenance and repairs that are not performed for asset preservation would eventually result in more costly repairs and replacements.

BENEFITS TO THE STATE:
 By maintaining and maximizing the use of existing real estate, the department is able to support its mission and ensure the best use of taxpayer dollars. Regular maintenance extends the useful life of facilities, preventing or delaying more costly fixed capital outlay facility work.

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 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM OR SERVICE-LEVEL			
INFORMATION TECHNOLOGY			3630000
SECURE EMAIL GATEWAY		024	36347C0
TRUST FUNDS.....	890,640		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #024

Requests \$890,640 of nonrecurring budget authority for secure email gateway services to better protect staff from malicious email. Email-based attacks are evolving and Ransomware, Business email compromise (BEC) and account takeover (ATO) are continuing to rise. The email security capabilities included with Microsoft 365 are used, but malicious emails still make it through the system. It is recommended for organizations the size of the Florida Department of Transportation (FDOT) to have multiple layers of email protection. That recommendation is supported by the results of the FDOT Security Risk Assessment completed in September 2023 which identified additional email security protections as a gap that needed to be addressed by the department.

This request is for a Software-as-a-Service (SaaS) solution to be integrated with the Microsoft 365 email environment.

Protecting the department from cybercriminals means that all other functions of the department (Work Program delivery, Safety, Planning, Project Delivery, Information Technology, etc.) can continue to operate as normal.

Secure email gateway functionality is on the Florida Digital Services' State Cybersecurity Strategic Plan for FY 2023-24, FDOT planned to use the product provided by FLDS; however, in May 2023 Information Security Managers were advised by the State Chief Information Officer to pursue their own funding for this, and other items on the Strategic Plan. This suggestion was made based on concerns about FLDS' ability to procure the product in a timely manner.

BREAKDOWN OF COST SUMMARY:

Requests \$890,640 for the annual subscription and implementation services of a secure email gateway.

Contracted Services - Secure Email Gateway Subscription 9,000 licenses x \$82.32/year	\$740,880
Contracted Services - Professional Implementation Services (20% of first year cost)	\$149,760
Total	\$890,640

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

Email messages that reach the inbox for a user to click a link or open an attachment represent a threat spot to the data and business process of the department. 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 malicious email that reaches an inbox is a threat that opens the department to risk.

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 AGY REQUEST
 FY 2024-25
 POS AMOUNT

PRIORITY

CODES

TRANSPORTATION, DEPT OF		55000000
PROGRAM OR SERVICE-LEVEL		
INFORMATION TECHNOLOGY		3630000
SECURE EMAIL GATEWAY	024	36347C0

Cost Avoidance - General Breach or Vulnerabilities (10,000 devices @ 10% affected \$1,152,600
 Cost Avoidance - Ransomware (10,000 devices @ 100% affected @ 8.5 hours down @ \$45.20/hr @ 1X/yr) \$3,842,000
 Cost Avoidance - Data Breach - Based on Gartner Data Breach Calculations Method - 100,000 records \$621,171
 Total \$5,696,771 per year

ADVERSE IMPACT(S) IF NOT FUNDED:

If not funded the department continue to be at greater risk of cyber-attacks such as ransomware, business email compromise and account takers which could cause critical damage to the work of the department and impact all state employees, consultants, and business partners. 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 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
CYBERSECURITY IN-HOUSE STAFFING		
RESOURCES		36211C0
	5.00	
TRUST FUNDS.....	734,611	2000
	=====	

SCH VIIIA NARR 24-25 NOTES:

Priority #025

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
CYBERSECURITY IN-HOUSE STAFFING			
RESOURCES	025		36211C0

Requests \$734,611 of budget authority, \$666,887 of recurring Salary and Benefits for state positions and \$65,925 (of which \$34,595 is nonrecurring) Expenses budget authority and \$1,799 of Human Resource Assessment to expand and strengthen the resources that support the critical Information Technology and Cybersecurity function for the Florida Department of Transportation (FDOT). FDOT has a large technology footprint including approximately 10,000 active users accounts, 15,000 personal computing devices, 227 enterprise applications, and millions of data records. This complicated environment has a technology mix that includes a mainframe along with extensive application, database and specialty servers in both on-premises and cloud locations. Planning for, maintaining, and protecting this extensive IT environment requires many staff, and could benefit greatly by having these skills in-house. The department has supplemented their IT and cybersecurity function over the past years by utilizing consultant services. For certain functions in this application development and cybersecurity realm, consultants are the most feasible way to obtain resources for these highly trained functions. However, FDOT still has a need to expand internal IT and cybersecurity forces to fill in gaps in protections and to advance and mature department IT offerings and cybersecurity operations. FDOT Management's goal is to fill these needs with state positions. The department wants advisors, decision makers, and those working closely with customers to be state employees.

IT Research company Gartner provides analysis and recommendations for IT and Cybersecurity. Their Toolkit, "Gartner Mid-Sized Enterprise Security Capabilities Framework" outlines positions that are required within a security program, and if those positions should be outsourced or in-house. The positions being requested by FDOT are all recommended to be in-house resources. Those include positions responsible for long-term strategic planning in the areas of Security Management, Incident Response Management, Data Security, Governance, Cloud Security and Risk Program Management.

This request is to fund five (5) state positions, to expand the department's Information Technology and Cybersecurity support functions.

Keeping the department free from cybercriminals means that all other functions of the department (Work Program delivery, Safety, Planning, Project Delivery, Information Technology, etc.) can continue to operate as normal.

BREAKDOWN OF COST SUMMARY:

Requesting \$666,887 of Salary and Benefits, \$65,925 in Expenses and \$1,799 of Human Resource Assessment for these 5 positions.

Position/Class Codes	Working Title	Rate
NETWORK SYSTEMS ADMINISTRATOR (2128)	Enterprise Cybersecurity Architect	108,266
NETWORK SYSTEMS ADMINISTRATOR (2128)	Cybersecurity Cloud Architect	108,266
INFORMATION TECHNOLOGY ANALYST (4955)	Information Security Risk Management Program Analyst	90,571
INFORMATION TECHNOLOGY ANALYST (4955)	Information Security Risk Management Program Analyst	90,571
INFORMATION TECHNOLOGY ANALYST (4955)	Information Security Risk Management Program Analyst	90,571
Total		488,245

Position Working Title and Description:

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 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
CYBERSECURITY IN-HOUSE STAFFING			
RESOURCES	025		36211C0

Enterprise Cybersecurity Architect Defines and assesses the department's security strategy, architecture and practices. Understands and documents the enterprise cybersecurity infrastructure. Makes recommendations on infrastructure technology to address security gaps. Effectively translates business objectives and risk management strategies into specific security processes enabled by security technologies and services.

Cybersecurity Cloud Architect Defines and assesses the department's security, architecture, and practices in relation to the department's cloud environment. Works in conjunction with the Enterprise Cybersecurity Architect to develop a comprehensive set of cybersecurity protections. Develop governance and processes to ensure secure configuration of cloud resources.

Information Security Risk Management Program Analyst Lead, oversee and ensure the successful delivery and management of single or multiple cybersecurity projects. Reduce risk by ensuring follow-up and resolution of security gaps identified through one-time and ongoing risk assessment. Build understanding of department's business processes to better advise and protect. Develop and update governance documents. Create awareness and training around governance and security needs.

Information Security Risk Management Program Analyst Cloud Security Administrator Ensure optimization and hardening of the department's cloud environment to ensure that systems function as expected, are secure and that administrative functions are completed in a timely manner. Work in conjunction with the Cybersecurity Cloud Architect to implement and maintain solutions. Use security software running on cloud services to provide protection from internal and external threats, as well as to restrict the access of specific users and applications. Assist in managing and securing cloud service environments.

Information Security Risk Management Program Analyst - Emerging (ET) and Operational Technology (OT). Identify risks that exist due to the use of Emerging or Operational Technology within the department. Build understanding of the ET/OT environment. Build relationships and advise areas within the Department that have ET/OT. Coordinate on governance and policy decisions that impact ET/OT as it relates to cybersecurity. Build awareness around the risks related to ET/OT.

This request includes the standard Expenses package for these information technology positions.

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

Every position the department can add to the cybersecurity effort has a positive impact on preventing, detecting, and defending against cybersecurity attack. 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.

Cost Avoidance - General Breach or Vulnerabilities (10,000 devices @ 10% affected @ 8.5 hrs down @ \$45.20/hr @ 3X/yr)	\$1,152,600
Cost Avoidance - Ransomware (10,000 devices @ 100% affected @ 8.5 hours down @ \$45.20/hr @ 1X/yr)	\$3,842,000
Cost Avoidance - Data Breach - Based on Gartner Data Breach Calculations Method - 100,000 records	\$651,553
	\$5,646,153 per year

ADVERSE IMPACTS IF NOT FUNDED:

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 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
CYBERSECURITY IN-HOUSE STAFFING			
RESOURCES	025		36211C0

If not funded the department will continue to be unable to serve the information technology needs of our user base. In addition, we will not be able to fully cover gaps in our cybersecurity program. This increases the risk of cyber-attacks such as ransomware, data breach, business email compromise and denial of service which could cause critical damage to the work of the department and impact all state employees, consultants, and business partners. Ensuring that our technological assets are fully supported assists in ensuring the security and reliability for our constituents. As a provider of critical infrastructure, FDOT is a prime target for many malicious actors and having a fully supported and secure technological infrastructure will mitigate security threats and lost work time.

BENEFITS TO THE STATE:

Expanding the state employees dedicated to serve the department brings important functions, and critical decision making in-house. Enhancements to protect the department from cyber threats provide a needed layer of protection for the department, and therefore to the state. FDOT must continue improve cybersecurity and enhance infrastructure support 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 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.

WORKLOAD			3000000
INCREASED WORKLOAD FOR DATA CENTER			
TO SUPPORT AN AGENCY	026		30010C0
TRUST FUNDS.....	2,275,256		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #026

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

<u>TRANSPORTATION, DEPT OF</u>			55000000
WORKLOAD			3000000
INCREASED WORKLOAD FOR DATA CENTER TO SUPPORT AN AGENCY		026	30010C0

Requests \$2,275,256 of recurring budget authority in the Northwest Regional Data Center (NWRDC) category to support changes to the estimated costs between the NWRDC and the Florida Department of Transportation (FDOT). The NWRDC changed to a consumption-based model in July 2023. Based on the estimates provided by NWRDC for FDOT's utilization, the current budget appropriation is insufficient and additional budget is required to maintain operations.

In addition to support of daily operations, FDOT relies on the NWRDC's services for critical applications and systems used during emergency events. These provide real-time analytics and access to department financial systems so that forecasting and payments can be made, ensuring stable economic activities for roadway and bridge maintenance. Funding is needed to maintain confidentiality, high availability, integrity, secured services, and peak performance for FDOT's critical infrastructure housed at NWRDC.

Transitioning to the consumption-based billing will require \$9,205,873 in the data processing category to maintain the existing service level for licenses and services used to obtain software and hardware maintenance across different infrastructure platforms. This represents an increase of \$2,275,256 annually, a 33% increase over current year.

BREAKDOWN OF COST SUMMARY:
 Information Technology
 Northwest Regional Data Center
 \$2,275,256 (recurring)

IMPACT ASSESSMENT / SAVINGS ACHIEVED BY ISSUE:
 The department relies on the services provided by the NWRDC to house and support FDOT's critical applications and technology infrastructure. The data center ensures timely responses during emergency events as well as secure and efficient performance in normal operations.

ADVERSE IMPACT(S) IF NOT FUNDED:
 If the issue is not funded, the department will be unable to meet the requirements of the revised contractual model and agreement with the data center. The existing budget will be insufficient to pay for NWRDC support.

BENEFITS TO THE STATE:
 The NWRDC provides services integral to the department's technological infrastructure. A supported, secured host environment ensures continuity of service, prompt response times, and maintenance of confidential data.

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.

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
WORKLOAD			3000000
INCREASED WORKLOAD FOR DATA CENTER TO SUPPORT AN AGENCY		026	30010C0
<p>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.</p> <p>*****</p>			
PROGRAM PLAN SUPPORT			6000000
SUPPORT FOR DISADVANTAGED BUSINESS ENTERPRISES		027	6001000
TRUST FUNDS.....	500,000		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #027

Requests \$500,000 in budget authority for the Disadvantaged Business Enterprise/Supportive Services (DBE/SS) and Construction Management Development Program Bond Guarantee Program (CMDP/BGP). The DBE/SS program addresses the identified needs of Florida's DBEs by assisting firms with navigating the complex DBE application process; promoting upcoming contract opportunities; encouraging use of newly certified DBEs; offering bonding, financing, and prequalification assistance; providing step by step guidance on doing business with FDOT as both subcontractors and prime; supporting capacity building and business development; and helping prime contractors/consultants locate DBEs ready to work on Florida Department of Transportation (FDOT) projects.

BREAKDOWN OF COST SUMMARY:
 Expected annual federal allotment from Federal Highway Administration (FHWA) for DBE/SS is \$865,482. The CMDP is state funded at \$500,000 annually for a total of \$1,365,482.

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:
 The DBE/ SS program provides assistance to eligible firms in becoming DBE certified, tracking applicants progress throughout the certification process, and providing notification of bid opportunities for FDOT projects in support of ensuring a level playing field and fostering equal opportunity and non-discrimination in DOT-assisted contracts, improving the flexibility and efficiency of the DBE Certification program, and reducing burdens on small businesses.

ADVERSE IMPACTS IF NOT FUNDED:

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
SUPPORT FOR DISADVANTAGED BUSINESS ENTERPRISES		027	6001000

If this issue is not approved the department will lose its' opportunity for federal funding thus risking compliance with the requirements of Title 49 Part 26 CFR.

BENEFITS TO THE STATE:

Approval of this budget authorization will allow the department to utilize federal funding intended for this purpose; to enhance the DBE program by providing supportive services which includes, but is not limited to, technical assistance, matchmaking events, identifying contracting opportunities, developing capability statements, grow capacity, financial assistance, training and DBE application assistance. The program is intended to foster the growth and development of small, women and minority owned businesses who do business in Florida on state and federal contracts to meet the federal DBE aspirational goal.

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.

STATE ENTERPRISE INFORMATION

TECHNOLOGY			3610000
FLORIDA PERMANENT REFERENCE NETWORK		028	36102C0
TRUST FUNDS.....	1,279,847		2000

=====

SCH VIIIA NARR 24-25 NOTES:

Priority #028

Requests \$1,279,847 of nonrecurring budget authority to support a National Oceanic and Atmospheric Administration (NOAA) two-year grant to improve the coverage and performance of the Florida Permanent Reference Network (FPRN) currently operated and maintained by the Florida Department of Transportation (FDOT) to support transportation infrastructure asset

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
STATE ENTERPRISE INFORMATION			
TECHNOLOGY			3610000
FLORIDA PERMANENT REFERENCE			
NETWORK		028	36102C0

collection and management through the lifecycle of the asset i.e., Planning, Design, Construction, Maintenance, and Emergency Management. In addition to the department, the FPRN is critical to NOAA, U.S. Space Force, Space Florida, and other scientific agencies.

The enhancements from this grant will increase coverage in areas where transportation infrastructure is most vulnerable to flooding and improve scientific studies for sea level rise, monitor subsidence at Cape Canaveral and other critical areas, provide a stable platform for determining terrestrial and extra-terrestrial coordinates for space launch vehicles, and greatly increase the stability of both power and communications for the FPRN during disaster events.

The FPRN is the department's Global Satellite Navigation System (GNSS) Statewide Reference Network of Continuously Operating Reference Stations (CORSs) that is in operation 24/7 statewide at 105 +/- locations. These stations are located strategically throughout the state and work collectively to offer centimeter level positioning coverage for geospatial activities.

BREAKDOWN OF COST SUMMARY:

Year 1

Expenses	\$274,850
Operating Capital Outlay	979,797
Contracted Services	25,200
Total:	\$1,279,847

Year 2

Expenses	\$266,182
Operating Capital Outlay	953,238
Contracted Services	50,635
Total:	\$1,270,055

Contracted Services

CO Additional VPN to Support Second Provider (Cloud Services)	\$2,400
CO Inflation Adjustment (5%)	1,200
CO Monthly Service Contract for Second Provider (Cellular communications)	21,600
Total	\$25,200

Expenses

CO 5G Dual Provider Cellular Equipment	\$132,288
CO External Cellular Antenna	32,118
CO GNSS Processing Software Upgrade	52,120
CO Inflation Adjustment (5%)	13,088
CO Leveling Bracket for GNSS Antennas	2,880
CO Licensing for Additional Stations	10,420

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
STATE ENTERPRISE INFORMATION			
TECHNOLOGY			3610000
FLORIDA PERMANENT REFERENCE			
NETWORK		028	36102C0
CO Radome for Leica AR20 GNSS Antenna	9,796		
CO Radome for Leica AR25 GNSS Antenna	1,040		
CO Solar Panels	5,600		
CO Solar Wind Charge Controller	2,400		
CO Uninterrupted Power - A/C Powered Stations	5,100		
CO Wind Turbines	8,000		
Total	\$274,850		
OCO			
CO Inflation Adjustment (5%)	\$46,657		
CO Leica AR20 GNSS Antenna	189,720		
CO Leica AR25 GNSS Antenna	38,520		
CO Next Gen Leica GNSS Base Station Receiver	704,900		
Total	\$979,797		

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

This enhancement is projected to provide considerable savings in Florida's flood vulnerable areas through better geospatial data for planning, design, construction, and maintenance, as well as emergency relief and recovery operations. Better information fosters better decisions, this is especially true when mapping transportation infrastructure for improved resiliency to disasters. This is an opportunity to implement substantial improvements to the FPRN, while allowing the department to defer the significant rising cost of satellite receivers and communications equipment.

ADVERSE IMPACTS IF NOT FUNDED:

If this issue is not approved the department will lose this opportunity for funding and the current FPRN will continue to be more vulnerable to losses of power and/or communications during and after disaster events. Additionally, less populated areas of the state will continue to have limited access to the network making the infrastructure of these areas more difficult and expensive to design, construct, and maintain.

BENEFITS TO THE STATE:

Approval of this budget authorization will allow the department to utilize a federal grant intended for this purpose, to enhance the FPRN which is currently used for accurate positioning and navigation by thousands of Floridians, including state agencies, water management districts, federal agencies, private companies, and scientists, in various activities such as remote sensing, surveying, academic research, precision farming, transportation, and commerce. This enhancement to the FPRN will directly benefit the citizens of Florida in emergencies when time is critical, by allowing responders to position themselves, their sensors, and their mission objectives more accurately through better coverage and more robust dual cellular communications.

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

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF 55000000
 STATE ENTERPRISE INFORMATION
 TECHNOLOGY 3610000
 FLORIDA PERMANENT REFERENCE
 NETWORK 028 36102C0

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 OR SERVICE-LEVEL
 INFORMATION TECHNOLOGY 3630000
 3D MODEL VIEWER APPLICATION FEDERAL
 GRANT 029 36349C0
 TRUST FUNDS..... 1,200,000 2000
 =====

SCH VIIIA NARR 24-25 NOTES:
 Priority #029

Requests \$1,200,000 of nonrecurring budget authority for the Florida Department of Transportation (FDOT) statewide implementation of an application used for the review of infrastructure 3D engineering models. The department has advanced their use of model-centric design and delivery of contract documents. A new application primarily used by FDOT Design and Construction Staff is needed for distribution, collaboration, and review of 3D models for delivery of the Work Program. This application is essential for the department to conduct quality assurance reviews of the 3D models and to reduce the department's risk of errors and omissions.

FY 2024-25 \$1,200,000 (\$960,000 Grant / \$240,000 Match) Nonrecurring
 FY 2025-26 \$1,200,000 (\$960,000 Grant / \$240,000 Match) Nonrecurring
 FY 2026-27 \$1,200,000 (\$960,000 Grant / \$240,000 Match) Nonrecurring
 FY 2027-28 \$800,000 (\$800,000 State)Recurring

BREAKDOWN OF COST SUMMARY:
 1000 licenses at \$800 = \$800,000
 Training and Support = \$400,000

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM OR SERVICE-LEVEL			
INFORMATION TECHNOLOGY			3630000
3D MODEL VIEWER APPLICATION FEDERAL			
GRANT		029	36349C0

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

ROI: 4.29

Breakeven fiscal year: 2024-25

ROI calculated over ten-year lifespan with NPV factor of 4%

An anticipated 125 projects annually will be delivered with 3D models that require quality assurance reviews. The purchase of a 3D review application will allow non-Computer Aided Drafting and Design (CADD) user FDOT staff to perform quality assurance reviews to assure that the design and constructed project conforms to department needs and requirements.

The following assumptions are made; cost avoidance for consultant staff was calculated using a \$200/hour rate and an anticipated 160 hours of consultant support would be needed for each project. The consultant rate will increase each year by 5%.

This will result in a cost avoidance of \$4,000,000 in the first year increasing by 5% annually thereafter. (\$200/hour x 20,000 hours [125 Projects/year x 160 hours/project] = \$4,000,000)

ADVERSE IMPACTS IF NOT FUNDED:

Not implementing a browser-based viewer would prevent non-CADD user FDOT staff from being able to perform quality assurance reviews on projects that are delivered with 3D models. It would also discourage the use of 3D models which would not allow FDOT to leverage the benefits of 3D deliverables, such as increased safety from less workers needed in the field, and higher quality designs with less errors and omissions.

BENEFITS TO THE STATE:

A 3D model review application will complement the department's Reliable, Organized and Accurate Data Sharing (ROADS) Initiative by providing current asset data in a common data location for whomever needs asset information, allowing for more efficient data access and helping to streamline the decision-making process.

The 3D model review application will create better transportation outcomes by helping to visualize solutions, improving quality assurance, and avoiding errors and omissions and construction claims.

A 3D review application will result in more projects using Building Information Modeling (BIM).

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.

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM OR SERVICE-LEVEL			
INFORMATION TECHNOLOGY			3630000
3D MODEL VIEWER APPLICATION FEDERAL			
GRANT		029	36349C0
<p>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.</p> <p>*****</p>			
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
REPLACEMENT OF VOICE COMMUNICATION			
EQUIPMENT		030	36240C0
TRUST FUNDS.....	2,281,236		2000
	=====		

SCH VIIIA NARR 24-25 NOTES:
 Priority #030

Requests \$2,281,236 of recurring budget authority to replace the Statewide Telephone System. The Florida Department of Transportation (FDOT) relies on effective communication to carry out daily operations efficiently. The statewide telephone system provides a vital infrastructure for both internal and external communication. During crises or disasters, the telephone system enables FDOT to communicate and disseminate vital information to staff and external partners. It facilitates public announcements, emergency hotlines, and helplines, ensuring employees and citizens receive timely updates, instructions, and support. The telephone system plays a critical role in emergency response and is critical for the services needed in fulfilling the mission of the agency. This request will replace the aged 13-year-old voice communications equipment (telephone systems and peripherals) that includes eight physical servers located in each district and central office headquarter offices. In addition, this budget request will replace more than 10,000 physical desk, courtesy, and conference room telephones.

The maintenance support for the current telephone system continues to increase in cost each year. The annual maintenance cost is \$198,278. Additionally, the option to purchase new replacement parts is no longer available. Currently, only refurbished replacement parts are available for purchase. The refurbished replacement parts are sometimes problematic, which can lead to unplanned outages.

FDOT would be meeting its responsibilities pursuant to Chapter 282.0051F, Florida Statutes, establish best practices for the procurement of information technology products and cloud-computing services in order to reduce costs, increase the quality of data center services, or improve government services by upgrading the telephone system.

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
REPLACEMENT OF VOICE COMMUNICATION			
EQUIPMENT		030	36240C0

BREAKDOWN OF COST SUMMARY:

Annual maintenance of \$1,969,236 Contracted S for Unified Communication as a Service (UCaaS)

Annual Primary Rate Interface - telephone circuits of \$312,000 Expenses

Includes hardware, software, peripherals, maintenance, and cloud services

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

The department's Voice Team met with authorized providers through the Department of Management Services to receive information on the latest technology for telephony services in a hybrid workforce environment. The use of collaboration tools such as Teams, WebEx, and Zoom reduces the need for physical handsets on the desk for placing and receiving calls. The statewide telephone system will be replaced with a Unified Communication as a Service (UCaaS) model and will eliminate the requirement to purchase hardware maintenance currently at \$198,278 per year and the Primary Rate Interface (PRI - telephone circuits) cost at \$312,000 per year. The proposed UCaaS solution will provide continuous hardware, software, peripherals, cloud services, maintenance, and support. The UCaaS solution will provide telephony services anywhere and anytime, ensuring work calls are received. The UCaaS model would allow FDOT Information Technology (IT) technical staff to shift attention to supporting more strategic IT initiatives that directly support the organization's mission such as enhanced collaboration tool usage, improve communication during emergencies, increase mobility and productivity.

ADVERSE IMPACTS IF NOT FUNDED:

If this budget request is not approved, there will be a risk of loss of agency communication, and limited support. Without reliable communication, the agency would not be able to effectively accomplish its mission. The agency is beginning to experience more hardware failures due to the aging technology. In the event of a communications failure, the agency experiences a loss of personnel productivity. The loss of telecommunication functions also presents a safety and security risk - 911 calls cannot be made. Aging ancillary hardware that supports voicemail, auto attendant and call center services also presents vulnerabilities. Regional Traffic Management Center's (RTMC), Permits Office and the Service Desk rely on voicemail, auto attendant and call center services 24/7. Annual maintenance costs will continue to increase as the hardware ages.

BENEFITS TO THE STATE:

Moving to an UCaaS (Unified Communication as-a Service) model will save utility dollars by eliminating the need to house, maintain, power and cool on-premises equipment. UCaaS will enable the organization to shift IT technical staff away from the tedious tasks around siloed, legacy communications to more strategic roles that directly help and support the organization. The UCaaS provider will be responsible for software updates, maintaining and managing the hardware infrastructure to minimize the risk of aging technology. The UCaaS model system will improve all employees' mobility and ability to communicate with colleagues, supervisors, and stakeholders from anywhere, with multiple endpoint devices. It also supports teleconferencing, video conferencing, virtual meetings, discussions, and collaboration.

 COL A03
 AGY REQUEST
 FY 2024-25
 POS AMOUNT PRIORITY CODES

TRANSPORTATION, DEPT OF			55000000
AGENCY-WIDE INFORMATION TECHNOLOGY			3620000
REPLACEMENT OF VOICE COMMUNICATION			
EQUIPMENT	030		36240C0

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.

PROGRAM PLAN SUPPORT			6000000
SUPPORT FOR TRANSPORTATION			
DISADVANTAGED	031		6002400
TRUST FUNDS.....		5,000,000	2000

=====

SCH VIIIA NARR 24-25 NOTES:
 Priority #031

Requests \$5,000,000 of additional recurring budget authority in the Grants and Aids - Transportation Disadvantaged (TD) category to align the budget with projected revenues and to help with rising inflation. Revenue projections for fiscal years 2025 to 2028 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 (TE) grant program and the exploration of innovative ways to service the population that the Innovation and Services Development (ISD) Grant currently does not support. This request will also allow the Florida Commission for the Transportation Disadvantaged (FCTD) to align service levels to revenue increases. In addition, this increase will allow for funding adjustments pursuant to Rule 41-2, F.A.C. which supports the continuation of local program implementation under the Planning (PL) Grant program.

The TE grant is the main program for the provision of non-sponsored transportation services and utilizes 97% of the Grants and Aides budget authority. During the past four years, goods and services have experienced a substantial increase in cost. Operating costs such as labor, fuel, tires, and insurance, etc., have increased more than 30% which increases the cost of a trip funded by the TE grant program.

The ISD grant was adopted in Rule 41-2.014(2)(c), F.A.C., for the exploration of innovative ways of serving the Transportation Disadvantaged population that the TE grant currently does not support. Recurring funding to this program

COL A03			
AGY REQUEST			
FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
SUPPORT FOR TRANSPORTATION			
DISADVANTAGED		031	6002400

will bring stability and facilitate standardization of program guidelines, grant application and award.

The PL grant supports the implementation of the TD program at the local level in accordance with Chapter 427.015, Florida Statutes. Pursuant to Rule 41-2.014(4)(a), F.A.C., the FCTD must adjust the annual cap of this grant program by the same percentage increase equivalent to state employees as set by the Legislature. The 2023 legislative cycle granted a statewide salary increase of 5% to state employees.

BREAKDOWN:

Revenues Projections for FY 2023-24	\$61.5M
Base Budget for FY 2023-24	58.3M
Total	\$3.1M

Additional Revenues from Projections

FY 2024-25	\$3,074,180
FY 2025-26	3,834,983
FY 2026-27	6,648,743
FY 2027-28	7,468,736
Total	\$21,026,642

Average \$5,256,661

Median \$5,241,863

IMPACT ASSESSMENT/SAVINGS ACHIEVED BY ISSUE:

The increase in budget authority for recurring funding in the Grants and Aides appropriation will help the Commission for the Transportation Disadvantaged implement all actions set by the legislature, make needed economic adjustments to all transportation related grants, maintain stability of transportation services, and continue explorations of innovative ways of providing transportation access to Florida's older, disabled, and low-income citizens.

ADVERSE IMPACTS IF NOT FUNDED:

If this issue is not approved, the transportation services that FCTD provides are at-risk of being reduced under the Trip and Equipment Grant due to the cost increases of delivering services to the TD population as well as the adjustments to the Planning Grant required by Rule 41-2.014(4)(a), Florida Administrative Code.

BENEFITS TO THE STATE:

This request of recurring funding will enhance the mission of FCTD to ensure the coordination of cost-effective, efficient transportation services to the transportation disadvantaged population within the State of Florida.

COL A03 AGY REQUEST FY 2024-25			
POS	AMOUNT	PRIORITY	CODES

TRANSPORTATION, DEPT OF			55000000
PROGRAM PLAN SUPPORT			6000000
SUPPORT FOR TRANSPORTATION			
DISADVANTAGED		031	6002400

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.

TOTAL: TRANSPORTATION, DEPT OF			55000000
BY FUND TYPE			
	5.00		
TRUST FUNDS.....	11911,787,905		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 2024-2025

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: CO-Budget@dot.state.fl.us
Office of Work Program and Budget

From: Clinton Doud *CLD*
Chief Counsel, Civil Litigation

Date: August 18, 2023

Re: Schedule VII Agency Litigation Inventory
2024/2025 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:	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. No additional assessment was made for 2020/21. Estimated cash call of less than \$100,000 is expected in 2021/22. Currently, the Trust Fund is healthy and there is no anticipated need for additional funds. However, 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.)	D.A.B. Contractors, Inc. v. Florida Department of Transportation		
Court with Jurisdiction:	2 nd Judicial Circuit, Leon County		
Case Number:	2021 CA 001175		
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 and case stayed until bankruptcy matter 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:	Closed.		
Specific Statutes or Laws (including GAA) Challenged:	Chapter 86		
Status of the Case:	Plaintiff filed a Notice of Voluntary Dismissal on 6/2/23. 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.)	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		
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.		
Amount of the Claim:	\$6,000,000		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Complaint served on 3/26/21. Plaintiff filed motion to transfer MCM Case (referenced above) to Other Division filed by Plaintiff on 5/12/21. Count II was dismissed on 11/22/21. Case is consolidated with Case No. 21-680, Magnum Construction Management, LLC v. Florida Department of Transportation, Case No. 2021-000680 and the two cases cover the identical subject matter. Both cases are set for trial for the two-week trial term starting 12/4/23. Only one case should proceed forward to trial.		
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:	4th Judicial Circuit, Duval County		
Case Number:	16-2019-CA-006013		
Summary of the Complaint:	Plaintiff served six-count complaint against multiple Defendants; Plaintiff filed third amended complaint, but only two counts are against the Department: Count IV for negligent maintenance of Department’s property; and Count V for nuisance.		
Amount of the Claim:	Closed.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Notice of Voluntary Dismissal with prejudice filed on 2/9/23. 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.)	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:	Estimated at \$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. The Department’s Motion to Dismiss was denied on 3/25/22. 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.)	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 the two cases cover the identical subject matter		
Amount of the Claim:	\$6,000,000 (identical to claim in H.I. Recoveries, LLC, as previously shown in this Schedule VII Inventory)		
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. Both cases are set for trial for the two-week trial term starting 12/4/23. Only one case should proceed forward at trial.		
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 2 counts of 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		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Case has been administratively closed, but Plaintiff can reopen the matter. Parties are trying to schedule mediation.		
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 or otherwise the responsibility of the Department.		
Amount of the Claim:	Undetermined.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Complaint filed 1/18/22. Discovery is ongoing. Projected date of trial is 3/22/24.		
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 accident at a rail crossing. Plaintiff 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:	Reduced to \$775,000.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Verbally settled for \$775,000.		
Who is representing (of record) the state in this lawsuit? Check all that apply.		Agency Counsel	
	X	Office of the Attorney General or Division of Risk Management	
	X	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:	\$1,500,00.00		
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 ongoing. Trial Court entered Order of Taking on 3/17/23. Compensation trial set for two-week trial term starting on 4/25/24.		
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 the site under CERCLA, the Comprehensive Environmental Response, Compensation, and Liability Act. The Department entered a consent decree that requires it to clean the site.		
Amount of the Claim:	Estimated over \$10,000,000.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Implementation of remedial design in progress. Evaluation of the need for remedy in wetlands and deep aquifer is ongoing. Assessments for cleanup costs were not made in FY 2014/2015 to date. No Assessment is expected for FY 23/24. Currently, the Trust Fund is healthy and there is no anticipated need for additional funds. However, 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:	Closed.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Final Order of Dismissal with Prejudice on 1/13/23. 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.)	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. Plaintiff brought additional claims against Target Engineering for failure to appropriately document the work thereby preventing Plaintiff from being paid.		
Amount of the Claim:	Closed.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Final Order of Dismissal with Prejudice entered on 2/2/23. 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:	2 nd Judicial Circuit, Leon County		
Case Number:	2020 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:	Closed.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Plaintiff served the Department on 4/16/22. Section 768.28 limits tort damage to \$300,000 and any additional amount can only be authorized by the Florida Legislature. On 3/9/23, the parties executed a Settlement Agreement with the Department agreeing to support a Claims Bill. A Claims Bill was approved in the amount of \$5,950,000. Claims Bill was paid, and this matter has been 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.)	Kalabrya Haskins, as Personal Representative of Dwayne Haskins, deceased, v. Florida Department of Transportation, et. al		
Court with Jurisdiction:	17 th Judicial Circuit, Broward County		
Case Number:	23-CA-011023		
Summary of the Complaint:	Plaintiff filed 16 count complaint against multiple defendants. Only Count IV- for negligence- is against Department.		
Amount of the Claim:	Undetermined.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Plaintiff served complaint on Department on 6/19/23. Department filed Motion for Summary Judgment. Discovery ongoing. Section 768.28 limits tort damage to \$300,000 and any additional amount can only be authorized by the Florida Legislature. Dismissed on 8/14/23. Expect case to be re-filed in November once 6-month notice period to Department of Financial Services and the Department has expired.		
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).			

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.)	Morrison-Cobalt JV, Plaintiff v. Kimley-Horn and Associates, Inc., and State of Florida, Department of Transportation et. al		
Court with Jurisdiction:	2 nd Judicial Circuit, Leon County		
Case Number:	2021-2092-CA		
Summary of the Complaint:	Plaintiff filed a two-count Amended Complaint against the Department for breach of contract for defective contract documents drawings and delays.		
Amount of the Claim:	\$5,000,000		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Department’s Answer to Amended Complaint filed on 4/6/23. 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.)	Jeanette C. Schreiber, et al. v. Florida Department of Transportation, I-4 Mobility Partners, OPCO, LLC, Skanska-Granite-Lane, d/b/a SGL Constructors, Skanska USA Civil Southeast, Inc., Granite Construction Company, and The Lane Construction Corporation		
Court with Jurisdiction:	18 th Judicial Circuit, Seminole County		
Case Number:	2022-002478		
Summary of the Complaint:	Plaintiff filed a 4-count class action suit against the parties. Count I is for violation of Chapter 376; Count II is for inverse condemnation (only against the Department); Count III is not against the Department; Count IV is for Injunctive Relief; and Count V is for Declaratory Relief.		
Amount of the Claim:	Undetermined but estimated over \$10,000,000.		
Specific Statutes or Laws (including GAA) Challenged:	Chapter 376.		
Status of the Case:	All Defendants have filed answers. Discovery ongoing. Case has been designated as a complex action.		
Who is representing (of record) the state in this lawsuit? Check all that apply.		Agency Counsel	
		Office of the Attorney General or Division of Risk Management	
	x	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).	As of August 10, 2023, class has not been certified.		

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.)	Estate of Jeanneau Datilus v. South Florida Regional Transportation Authority d/b/a “TRI-RAIL”		
Court with Jurisdiction:	17th Judicial Circuit, Broward County		
Case Number:	CACE-23-008650		
Summary of the Complaint:	Plaintiff filed a one count complaint against South Florida Regional Transportation Authority (SFRTA) for negligence.		
Amount of the Claim:	Undetermined and liability is tenuous.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Plaintiff served SFRTA on 7/21/23. SFRTA’s response is due 8/10/23. Pursuant to contract, Department will pay for SFRTA’s defense.		
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).			

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 N. Wright v CSX Transportation, Inc./ CSX Transportation, Inc. v. Florida Department of Transportation		
Court with Jurisdiction:	11 th Judicial Circuit, Miami-Dade County		
Case Number:	2021-CA-011743		
Summary of the Complaint:	Department served by CSX with third-party complaint on 3/7/22 seeking declaratory judgment based on contractual obligation to pay for injuries. Suit is on behalf of CSX worker injured at the Miami Tri-Rail yard.		
Amount of the Claim:	\$1,000,000.00		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Discovery ongoing.		
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).			

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.)	Danyelle Madsen, as Personal representative of the Estate of Jesse Masden, Deceased, Plaintiff v. State of Florida Department of Transportation, Defendant et. al		
Court with Jurisdiction:	13th Judicial Circuit, Hillsborough County		
Case Number:	2022 CA 005461		
Summary of the Complaint:	On 8/7/22, Plaintiff served a two-count complaint with only count I against the Department for negligence resulting in the death of Jesse Madsen. The Complaint has been amended to bring in other Defendants but has remained unchanged against the Department.		
Amount of the Claim:	Undetermined, but sovereign immunity caps are applicable.		
Specific Statutes or Laws (including GAA) Challenged:			
Status of the Case:	Discovery ongoing. Jury trial set for May 2024.		
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).			

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:	\$ 2,200,000.00. Closed except for Claims Bill.		
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. On 1/29/23, Department entered into a settlement agreement to support a Claims Bill in the amount of \$2,200,000. If not passed, Plaintiff may reapply to subsequent legislatures. Closed except for Claims Bill.		
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).			

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).			



Florida Department of Transportation

RON DESANTIS
GOVERNOR

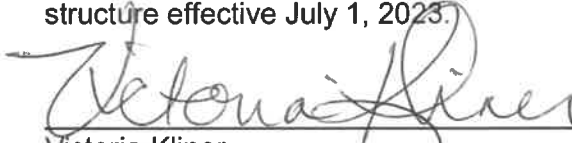
605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

MEMORANDUM

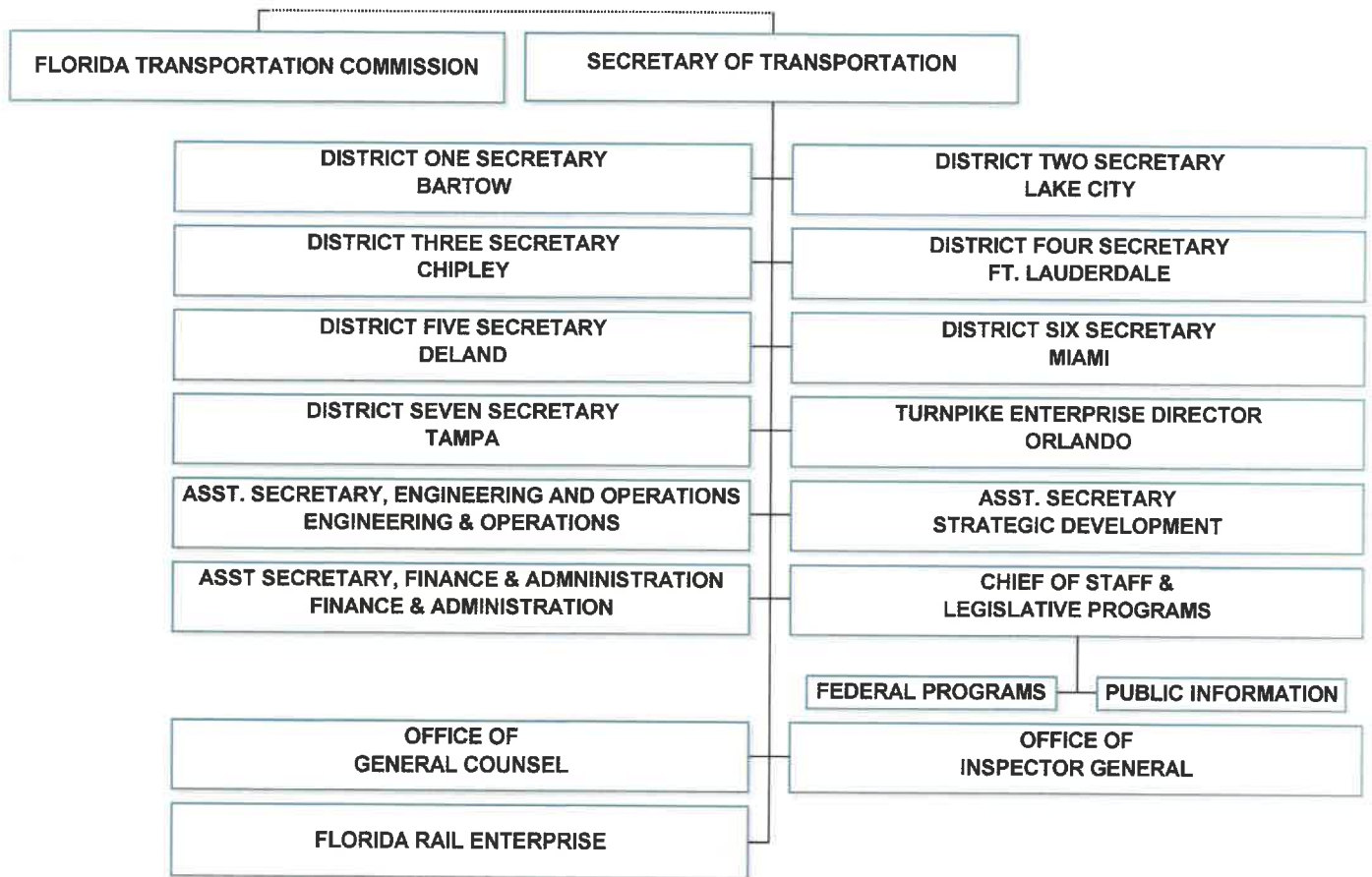
DATE: September 13, 2023
TO: FDOT Budget Office
FROM: Victoria Kliner, Director of Human Resources
SUBJECT: LBR – Schedule X

I hereby certify that the attached organizational charts represent our agency's organizational structure effective July 1, 2023.



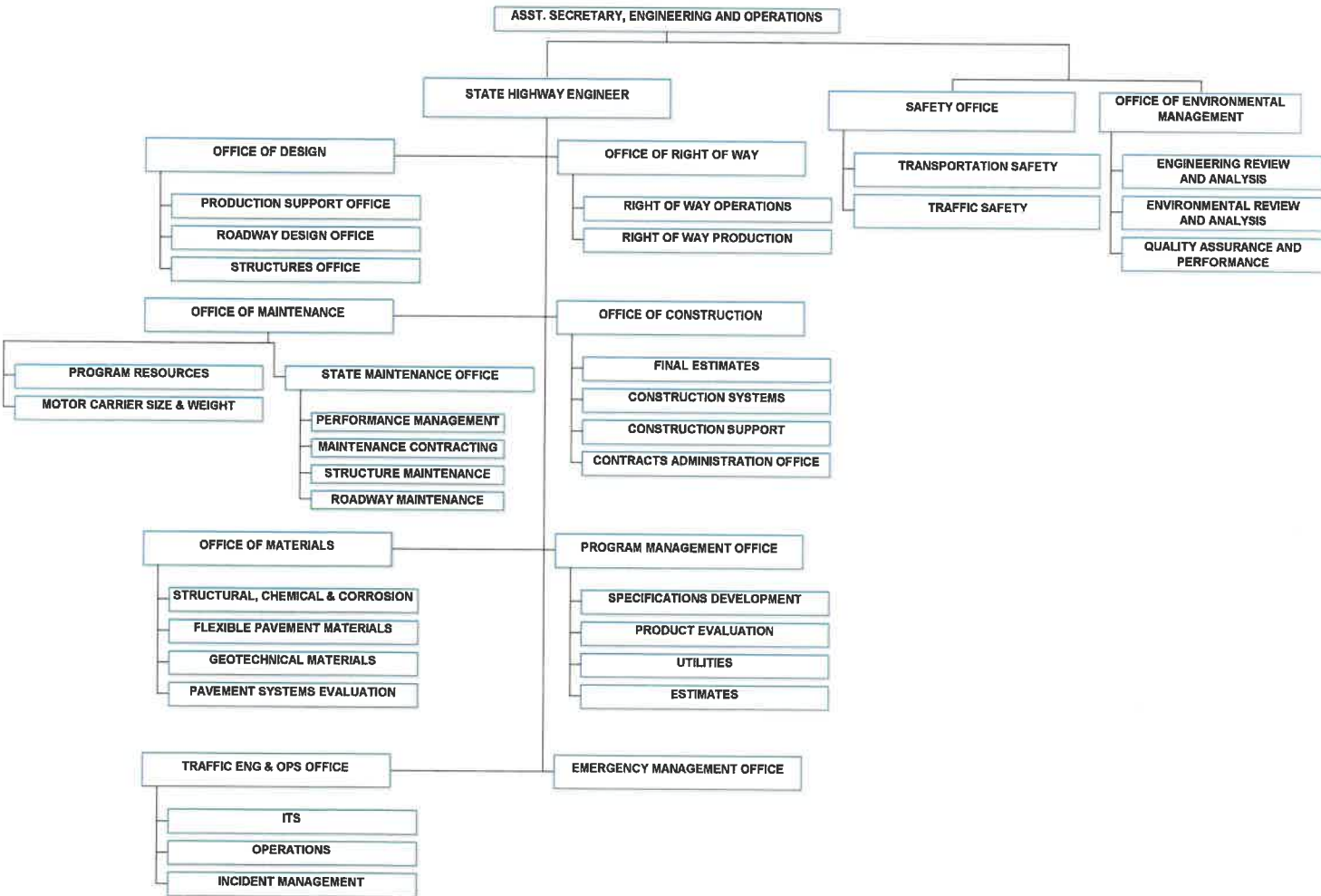
Victoria Kliner
Director of Human Resources

FLORIDA DEPARTMENT OF TRANSPORTATION OFFICE OF THE SECRETARY



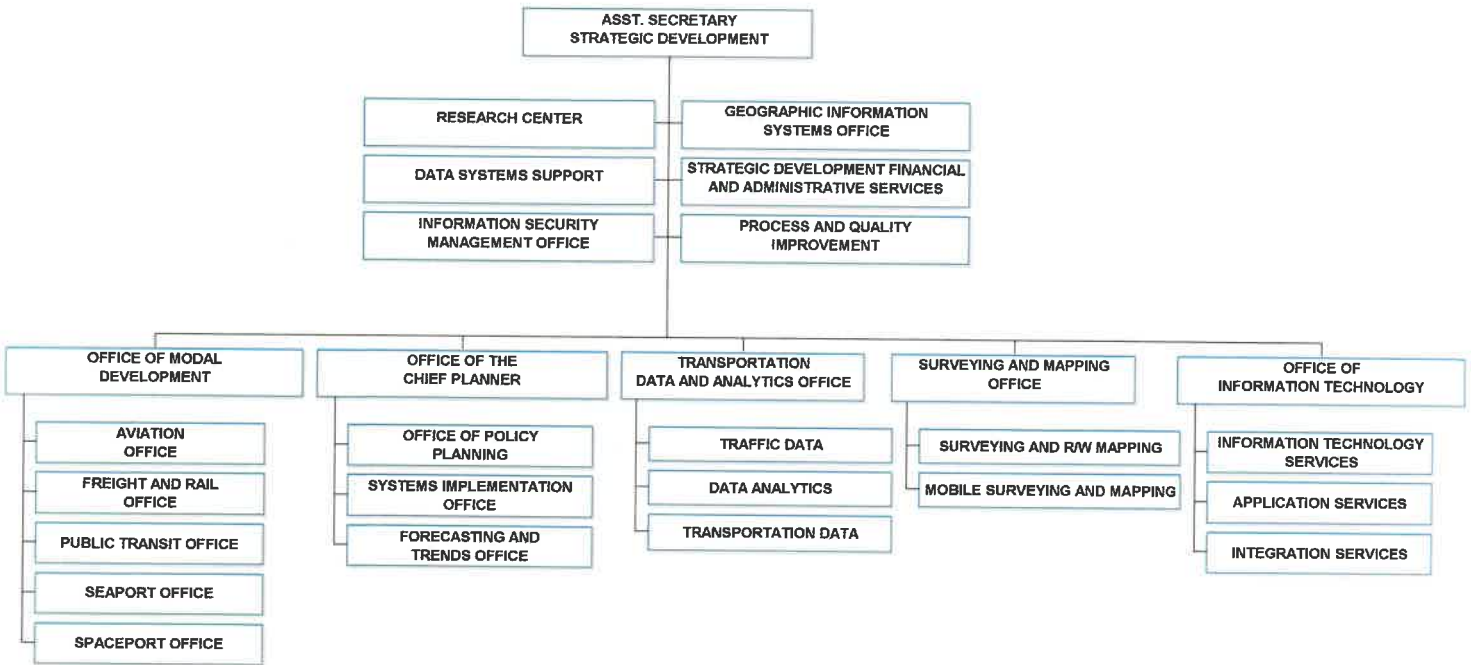
John
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**FLORIDA DEPARTMENT OF TRANSPORTATION
ASSISTANT SECRETARY FOR ENGINEERING AND OPERATIONS**



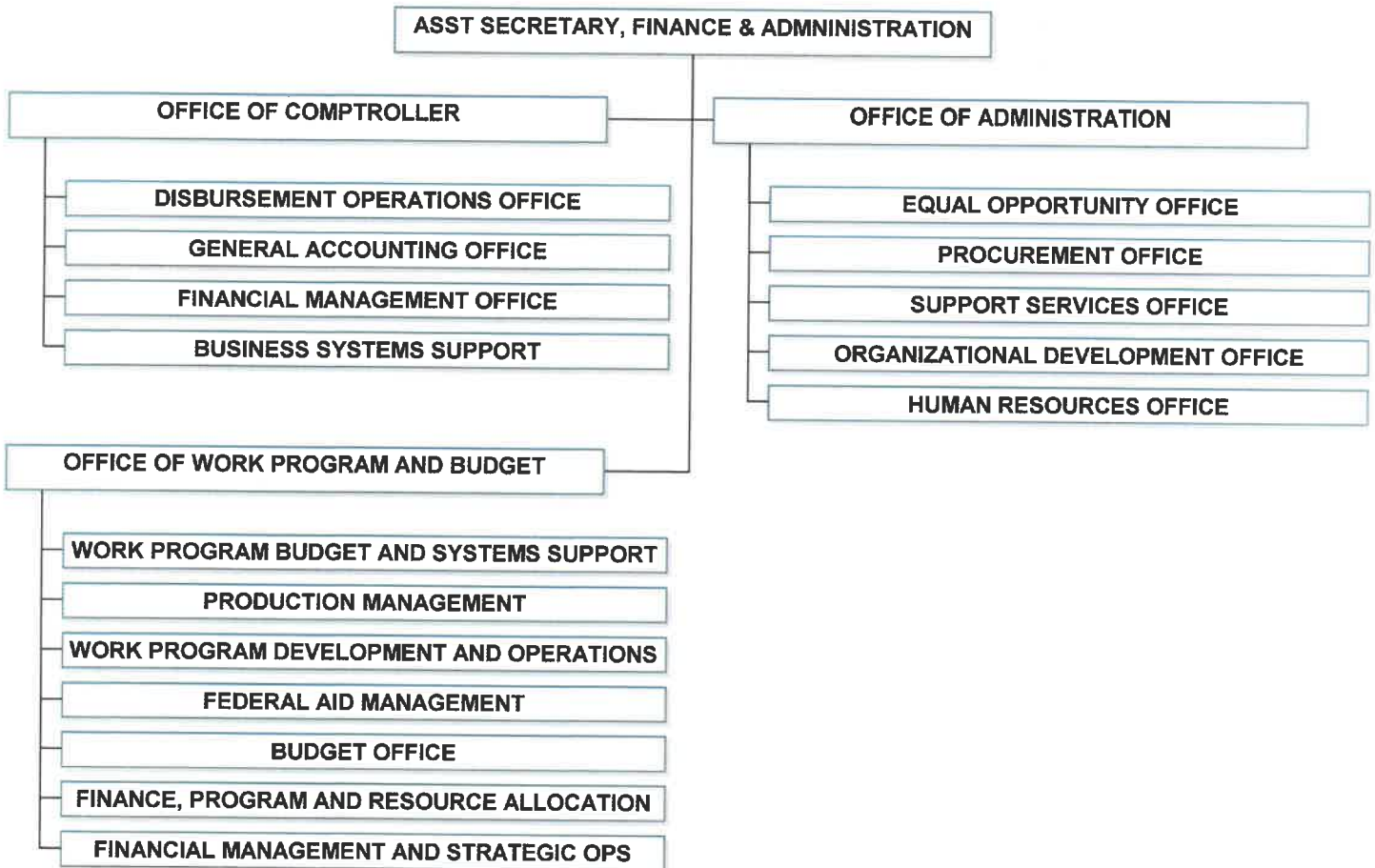
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7/1/23

**FLORIDA DEPARTMENT OF TRANSPORTATION
ASSISTANT SECRETARY FOR STRATEGIC DEVELOPMENT**



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5-1-23

FLORIDA DEPARTMENT OF TRANSPORTATION ASSISTANT SECRETARY FOR FINANCE AND ADMINISTRATION



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TRANSPORTATION, DEPARTMENT OF	FISCAL YEAR 2022-23				
	SECTION I: BUDGET		FIXED CAPITAL OUTLAY		
		OPERATING			
TOTAL ALL FUNDS GENERAL APPROPRIATIONS ACT		834,060,112	11,900,907,697		
ADJUSTMENTS TO GENERAL APPROPRIATIONS ACT (Supplementals, Vetoes, Budget Amendments, etc.)		105,952,281	5,044,483,089		
FINAL BUDGET FOR AGENCY		940,012,393	16,945,390,786		
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.		165	0.00		3,432,146,588
Arterial Highways * Arterial highway lane miles contracted for highway capacity improvements.		58	0.00		1,125,364,802
Resurface Roads * Number of lane miles contracted for resurfacing.		3,126	0.00		1,405,868,212
Repair And Replace Bridges * Number of bridges contracted for repair or replacement.		92	0.00		198,396,790
Preliminary Engineering * Number of projects with preliminary engineering provided.		915	157,895.34	144,474,238	1,034,848,448
Materials Testing And Research * Number of projects with materials and research provided.		65	685,903.54	44,583,730	11,632,984
Construction Engineering Inspection * Number of projects with construction engineering inspection provided.		350	261,638.83	91,573,591	507,327,164
Planning * Number of projects with planning provided.		370	113,795.67	42,104,399	222,459,508
Right Of Way Land * Number of Right-of-Way parcels acquired.		810	0.00		409,808,051
Right Of Way Support * Number of projects with right of way support provided.		843	42,330.74	35,684,817	60,164,939
Aviation * Number of aviation projects.		343	0.00		315,425,640
Transit * Number of public transit passenger trips provided.		149,034,074	0.00		305,732,156
Transportation Disadvantaged * Number of trips provided (Transportation Disadvantaged).		1,261,328	49.17	62,020,987	
Rail * Number of rail projects.		157	0.00		118,807,385
Intermodal * Number of intermodal projects.		51	0.00		43,648,511
Seaports * Number of seaport projects.		46	0.00		108,479,626
Bridge Inspection * Number of bridge inspections conducted.		6,669	0.00		19,814,533
Routine Maintenance * Lane miles maintained on the State Highway System.		46,059	4,789.09	220,580,899	1,028,364,610
Traffic Engineering * Number of projects with traffic engineering provided.		60	1,042,429.28	62,545,757	270,895,947
Motor Carrier Compliance * Number of commercial vehicle weighing's performed.		20,286,514	0.77	15,542,497	
Toll Operations * Total cost per active SunPass account.		7,014,388	12.68	88,909,163	168,373,686
TOTAL				808,020,078	10,787,559,580
SECTION III: RECONCILIATION TO BUDGET					
PASS THROUGHS					
TRANSFER - STATE AGENCIES					
AID TO LOCAL GOVERNMENTS					
PAYMENT OF PENSIONS, BENEFITS AND CLAIMS					
OTHER				22,215,930	703,932,642
REVERSIONS				96,817,529	5,453,898,564
TOTAL BUDGET FOR AGENCY (Total Activities + Pass Throughs + Reversions) - Should equal Section I above. (4)				927,053,537	16,945,390,786

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 THROUGH 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		366,400,314
55150200	9999999999	ACT5120	LOCAL GOVERNMENT REIMBURSEMENT		8,701,713
55150200	9999999999	ACT5140	COUNTY TRANSPORTATION PROGRAMS		124,373,689
55100100	9999999999	ACT5340	DEBT SERVICE		179,456,926
55100100	9999999999	ACT5480	SEAPORT DEVELOPMENT AND ACCESS		25,000,000
55100500	1101010600	ACT5500	PUBLIC TRANSPORTATION OPERATIONS	22,215,930	

 AUDIT #4: TOTALS FROM SECTION I AND SECTIONS II + III:

DEPARTMENT: 55	EXPENDITURES	FCO
FINAL BUDGET FOR AGENCY (SECTION I):	940,012,393	16,945,390,786
TOTAL BUDGET FOR AGENCY (SECTIONS II + III):	927,053,537	16,945,390,786
DIFFERENCE:	12,958,856	
(MAY NOT EQUAL DUE TO ROUNDING)	=====	=====

Footnotes to Schedule XI, Agency Level Unit Cost
Summary - September 2023 Submission

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

Activity/Measure	Number of Units	Unit Cost	FY 2022/23 Expenditures		
			Allocated	FCO	Total
Exec Direction and Info Tech					
Intrastate Highways (Intrastate highways lane miles contracted for highway capacity improvements)	165	20,800,888		3,432,146,588	3,432,146,588
Arterial Highways (Arterial highways lane miles contracted for highway capacity improvements)	58	19,402,841		1,125,364,802	1,125,364,802
Resurface Roads (Number of lane miles contracted for resurfacing)	3,126	449,734		1,405,868,212	1,405,868,212
Repair and Replace Bridges (Number of bridges contracted for repair or replacement)	92	2,156,487		198,396,790	198,396,790
Preliminary Engineering (Number of projects with preliminary engineering provided)	915	1,288,877	144,474,238	1,034,848,448	1,179,322,686
Material Testing and Research (Number of projects with materials and testing provided)	65	864,873	44,583,730	11,632,984	56,216,714
Construction Engineering Inspection (Number of projects with Construction Engr provided)	350	1,711,145	91,573,591	507,327,164	598,900,755
Planning (Number of projects with planning provided)	370	715,038	42,104,399	222,459,508	264,563,907
Right of Way Land (Number of Right-of-Way parcels acquired)	810	505,936		409,808,051	409,808,051

Footnotes to Schedule XI, Agency Level Unit Cost
Summary - September 2023 Submission

Activity/Measure	Number of Units	Unit Cost	FY 2022/23 Expenditures		
			Allocated	FCO	Total
Right of Way Support (Number of projects with right-of-way support provided)	843	113,701	35,684,817	60,164,939	95,849,756
Aviation (Number of aviation projects)	343	919,608		315,425,640	315,425,640
Transit (Number of public transit passenger trips provided)	149,034,074	2		305,732,156	305,732,156
Transportation Disadvantaged (Number of trips provided (transportation disadvantaged))	1,261,328	49	62,020,987		62,020,987
Rail (Number of rail projects)	157	756,735		118,807,385	118,807,385
Intermodal (Number of intermodal projects)	51	855,853		43,648,511	43,648,511
Seaports (Number of Seaport projects)	46	2,358,253		108,479,626	108,479,626
Bridge Inspection (Number of bridges inspected)	6,669	2,971		19,814,533	19,814,533
Routine Maintenance (Lane miles maintained on the State Highway System)	46,059	27,116	220,580,899	1,028,364,610	1,248,945,509
Traffic Engineering (Number of projects with traffic engineering provided)	60	5,557,362	62,545,757	270,895,947	333,441,704
Motor Carrier Compliance (Number of commercial vehicles weighed)	20,286,514	1	15,542,497		15,542,497
Toll Operations (Total cost per active SunPass account)	7,014,388	37	88,909,163	168,373,686	257,282,849
Total			808,020,078	10,787,559,580	11,595,579,658

Footnotes to Schedule XI, Agency Level Unit Cost
Summary - September 2023 Submission

2. The expenditures exception of \$12,958,856 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 \$12,958,856 of budget that was available in FY 2022-23 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 FY 2022-23 expenditure in Section II because this budget was neither disbursed nor committed at June 30, 2023.

Schedule XIV
Variance from Long Range Financial Outlook

Agency: Department of Transportation Contact: Chris Evans

Article III, section 19(a)3 of the 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 2023 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 2024-2025 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 2024-2025 Estimate/Request Amount	
			Long Range Financial Outlook	Legislative Budget Request
a	Work Program	Y	\$11.8 Billion	\$11.8 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 2023 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
2024-2025**

**Budget Entity Level
Exhibits and Schedules**



**LEGISLATIVE
BUDGET REQUEST
2024-2025**

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

SCHEDULE IC: RECONCILIATION OF UNRESERVED FUND BALANCE

Budget Period: 2024 - 2025

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

	Balance as of 6/30/2023		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	2,947,790	(A)		2,947,790
ADD: Other Cash (See Instructions)		(B)		0
ADD: Investments	49,802,674	(C)		49,802,674
ADD: Outstanding Accounts Receivable	99,860	(D)		99,860
ADD: Anticipated revenues for future commitments	48,435,178	(E)		48,435,178
Total Cash plus Accounts Receivable	101,285,502	(F)	0	101,285,502
LESS Allowances for Uncollectibles		(G)		0
LESS Approved "A" Certified Forwards		(H)		0
Approved "B" Certified Forwards		(H)		0
Approved "FCO" Certified Forwards	101,257,042	(H)		101,257,042
LESS: Other Accounts Payable (Nonoperating)	28,460	(I)		28,460
LESS: _____		(J)		0
Unreserved Fund Balance, 07/01/23	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: 2024 - 2025
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, 07/01/23	
Total all GLC's 5XXXX for governmental funds;	48,458,925 (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	(101,257,042) (D)
Anticipated revenues for future commitments	48,435,178 (D)
FCO - Account Payable	4,362,939 (D)
Investment in Capital Assets Net of Related Debt	(65,741,610) (D)
Long-Term Assets	65,741,610 (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: 2024 - 2025
Trust Fund Title:	Department of Transportation
Budget Entity:	Turnpike General Reserve TF
LAS/PBS Fund Number:	2326

	Balance as of 6/30/2023		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	3,077,633	(A)		3,077,633
ADD: Other Cash (See Instructions)	104,041	(B)		104,041
ADD: Investments	849,920,033	(C)		849,920,033
ADD: Outstanding Accounts Receivable	70,149,627	(D)	16,453	70,166,080
ADD: Anticipated revenues for future commitments	743,774,762	(E)		743,774,762
Total Cash plus Accounts Receivable	1,667,026,098	(F)	16,453	1,667,042,550
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	1,600,436,312	(H)		1,600,436,312
LESS: Other Accounts Payable (Nonoperating)	61,856,082	(I)		61,856,082
LESS: Unearned Revenue	4,750,157	(J)		4,750,157
LESS: _____		(J)		0
Unreserved Fund Balance, 07/01/23	(16,452.56)	(K)	16,453	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: 2024 - 2025
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, 07/01/23	
Total all GLC's 5XXXX for governmental funds;	791,273,290 (A)
GLC 539XX for proprietary and fiduciary funds	
Subtract Nonspendable Fund Balance (GLC 56XXX)	(B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment # B5500002	16,453 (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	(1,600,436,312) (D)
A/P not C/F-FCO	27,647,770 (D)
Long-Term Receivables	(375,791,689) (D)
Allowance for Uncollectibles - Long Term	(D)
Supply Inventory	(3,987,956) (D)
Goods Purchased for Resale	(2,556,953) (D)
Prepays	(D)
Non-Spendable Investments	(4,552,900) (D)
Current Bonds Payable	147,170,000 (D)
Deferred Inflows on Service Concession Arrangements	118,259,275 (D)
Long-Term Unearned Revenue	103,374 (D)
Long-Term Payables from Restricted Assets	10,093,609 (D)
Long-Term Bonds Payable	3,178,620,292 (D)
Fixed Assets GLC 26xxx	(10,453,292,734) (D)
Fixed Assets GLC 27xxx	(3,408,446,946) (D)
Fixed Assets GLC 28xxx	(D)
Anticipated revenues for future commitments	743,774,762 (D)
Invested in Capital Assets Net of Related Debt	10,568,434,944 (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:** 2024 - 25
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 2022 - 23	FY 2023 - 24	FY 2024 - 25
<u>Receipts:</u>			
<u>Permit Renewals/New Tags</u>	\$1,159,430.00	\$1,145,000.00	\$1,477,677.00
<u>Licenses</u>	\$178,500.00	\$177,000.00	\$176,400.00
<u>Reinstatements/Delinquent Fees</u>	\$27,847.40	\$16,500.00	\$17,150.00
<u>Other Receipts</u>	\$3,204.00	\$1,412.00	\$1,400.00
Total Fee Collection to Line (A) - Section III	\$1,368,981.40	\$1,339,912.00	\$1,672,627.00

<u>SECTION II - FULL COSTS</u>			
<u>Direct Costs:</u>			
<u>Salaries and Benefits</u>	\$454,884.29	\$493,000.00	\$516,800.00
<u>Other Personal Services</u>			
<u>Expenses</u>	\$1,096,357.97	\$1,100,220.12	\$1,187,450.00
<u>Operating Capital Outlay</u>			
<u>Deficiency Recapture</u>	\$137,902.00	\$320,162.86	\$573,470.98
<u>Indirect Costs Charged to Trust Fund</u>			
Total Full Costs to Line (B) - Section III	\$1,689,144.26	\$1,913,382.98	\$2,277,720.98

Basis Used: _____

<u>SECTION III - SUMMARY</u>				
TOTAL SECTION I	(A)	\$1,368,981.40	\$1,339,912.00	\$1,672,627.00
TOTAL SECTION II	(B)	\$1,689,144.26	\$1,913,382.98	\$2,277,720.98
TOTAL - Surplus/Deficit	(C)	(\$320,162.86)	(\$573,470.98)	(\$605,093.98)

EXPLANATION of LINE C:
 Any excess or deficiency is carried forward in setting permit fee amounts for the subsequent biennial fee period.
 Agency is looking to increase permit fees next year as we are currently running a deficit. 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

Department Title:	Budget Period: 2024 - 2025
Trust Fund Title:	Department of Transportation
Budget Entity:	State Transportation Trust Fund
LAS/PBS Fund Number:	2540

	Balance as of 6/30/2023		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	101,825,885	(A)		101,825,885
ADD: Other Cash (See Instructions)	88,342	(B)		88,342
ADD: Investments	490,375,082	(C)		490,375,082
ADD: Outstanding Accounts Receivable	688,801,404	(D)	11,733,765	700,535,169
ADD: Estimated cash forecast for FCO projects	14,669,590,200	(E)		14,669,590,200
Total Cash plus Accounts Receivable	15,950,680,914	(F)	11,733,765	15,962,414,679
LESS Allowances for Uncollectibles	2,336,842	(G)		2,336,842
LESS Approved "A" Certified Forwards	10,028,103	(H)		10,028,103
LESS Approved "B" Certified Forwards	22,173,948	(H)		22,173,948
LESS Approved "FCO" Certified Forwards	13,426,344,714	(H)		13,426,344,714
LESS: Other Accounts Payable (Nonoperating)	211,144,958	(I)		211,144,958
LESS: Unearned Revenue	2,202,907,420	(J)		2,202,907,420
LESS: Deferred Inflows - Current Portion	87,478,692	(J)		87,478,692
Unreserved Fund Balance, 07/01/23	(11,733,765)	(K)	11,733,765	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 - June 2023

Line J Deferred Inflows – Current Portion

FID	540001	Y		
As of	08/04/2023	Y		
Sum of PY Balance				
GL3	General Ledger Description	Category	Category Description	Total
	DEFERRED INFLOWS LT-DAMAGE CLAIMS NOT IN COI	001204	RESTITUTION	(468,044.92)
	DEFERRED INFLOWS LT-LFA GOAA	001801	REIMBURSEMENTS	(45,165,506.55)
	DEFERRED INFLOWS LT-ROW HLT-FLORES	810001	NON-CASH/BUDGET ITEMS -(DEPARTMENTAL USE ONLY)	(88,725.18)
	DEFERRED INFLOWS ST-DAMAGE CLAIMS NOT IN COI	001204	RESTITUTION	(2,155,739.64)
	DEFERRED INFLOWS ST-DAMAGE CLAIMS PROMISSO	001204	RESTITUTION	(19,488.17)
	DEFERRED INFLOWS ST-GRANT'S REC NOT IN ARI	000700	U S GRANTS	(32,873,900.13)
	DEFERRED INFLOWS ST-LFA GOAA	001801	REIMBURSEMENTS	(2,565,278.85)
	DEFERRED INFLOWS ST-MAINTENANCE OF CROSSING	002100	LAND SALES OR LEASES	(138,390.36)
	DEFERRED INFLOWS ST-NSF ACCOUNTS	001204	RESTITUTION	(1,347.25)
	DEFERRED INFLOWS ST-SIB INTEREST ACCRUAL	000500	INTEREST	(3,140,874.60)
	DEFERRED INFLOWS ST-COLLECTION AGENCY ACCOI	001204	RESTITUTION	(861,396.43)
				(87,478,692.08) current portion

RECONCILIATION: BEGINNING TRIAL BALANCE TO SCHEDULE I and IC

Budget Period: 2024 - 2025

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, 07/01/23	
Total all GLC's 5XXXX for governmental funds;	2,100,185,266 (A)
GLC 539XX for proprietary and fiduciary funds	
Subtract Nonspendable Fund Balance (GLC 56XXX)	(12,664,853) (B)
Add/Subtract Statewide Financial Statement (SWFS) Adjustments :	
SWFS Adjustment # B5500055	11,733,765 (C)
SWFS Adjustment #	
Add/Subtract Other Adjustment(s):	
Approved "B" Carry Forward (Encumbrances) per LAS/PBS	(22,173,948) (D)
Approved "E" Carry Forward Total (FCO) per LAS/PBS	(13,426,344,714) (D)
A/P not C/F-Operating Categories	14,463,628 (D)
FCO not C/F	438,204,016 (D)
Compensated Absences	500,518 (D)
Deferred Outflows	(30,108,956) (D)
Advances and Receivables- L/T	(565,049,910) (D)
Allowance for Uncollectibles - L/T	252,869 (D)
Nonstate & Cu Investments with Stat	(3,424,372,302) (D)
Deferred Inflows - L/T	245,784,424 (D)
Estimated Cash Forecast for FCO Projects	14,669,590,200 (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: 2024 - 2025

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 6/30/2023		SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	14,949,078	(A)		14,949,078
ADD: Other Cash (See Instructions)		(B)		0
ADD: Investments	49,345,788	(C)		49,345,788
ADD: Outstanding Accounts Receivable	131,285	(D)		131,285
ADD: Anticipated revenues for future commitments	493,566,668	(E)		493,566,668
Total Cash plus Accounts Receivable	557,992,820	(F)	0	557,992,820
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	557,986,015	(H)		557,986,015
LESS: Other Accounts Payable (Nonoperating)	6,805	(I)		6,805
LESS:		(J)		0
Unreserved Fund Balance, 07/01/23	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: 2024 - 2025

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, 07/01/23

Total all GLC's 5XXXX for governmental funds; 35,417,478 (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)

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 (557,986,015) (D)

A/P not C/F-FCO Categories 29,001,870 (D)

Anticipated revenues for future commitments 493,566,668 (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: 2024 - 2025

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

	Balance as of 6/30/2023	SWFS* Adjustments	Adjusted Balance
Chief Financial Officer's (CFO) Cash Balance	897,590 (A)		897,590
ADD: Other Cash (See Instructions)			0
ADD: Investments	57,182,177 (C)		57,182,177
ADD: Outstanding Accounts Receivable	992,737 (D)		992,737
ADD: Interest and Dividends Receivable			0
Total Cash plus Accounts Receivable	59,072,504 (F)	0	59,072,504
LESS Allowances for Uncollectibles			0
LESS Approved "A" Certified Forwards	1,553,098 (H)		1,553,098
Approved "B" Certified Forwards	20,891,648 (H)		20,891,648
Approved "FCO" Certified Forwards			0
LESS: Other Accounts Payable (Nonoperating)	6,043 (I)		6,043
LESS:			0
Unreserved Fund Balance, 07/01/23	36,621,716 (K)	0	36,621,716 **

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: 2024 - 2025

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, 07/01/23

Total all GLC's 5XXXX for governmental funds; 53,747,579 (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 (20,891,648) (D)

Approved "E" Carry Forward Total (FCO) per LAS/PBS (D)

A/P not C/F-Operating Categories 3,765,784 (D)

CF - Operating Category paid out of CY Funds (D)

 (D)

ADJUSTED BEGINNING TRIAL BALANCE: 36,621,716 (E)

UNRESERVED FUND BALANCE, SCHEDULE IC (Line K) 36,621,716 (F)

DIFFERENCE: (0) (G)*

***SHOULD EQUAL ZERO.**

SCHEDULE VI: DETAIL OF DEBT SERVICE

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

Budget Period 2024 - 2025

(1)	(2)	(3)	(4)
	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
SECTION I			
Interest on Debt	(A) 110,080,303	135,103,544	137,408,919
Principal	(B) 153,175,000	167,570,000	169,605,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 276,490	305,384	309,036
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 263,531,793	302,978,928	307,322,954

Explanation: Total combined debt service (outstanding and proposed) for: Alligator Alley, ROW Acquisition and Bridge Construction, Seaport, Transportation Financing Corporation, GARVEE, 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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (A)	604,750	495,250	380,250
Principal (B)	2,190,000	2,300,000	2,415,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	1,209	991	761
Other Debt Service (E)	0	0	0
Total Debt Service (F)	2,795,959	2,796,241	2,796,011

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)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (A)	604,750	495,250	380,250
Principal (B)	2,190,000	2,300,000	2,415,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	1,209	991	761
Other Debt Service (E)	0	0	0
Total Debt Service (F)	2,795,959	2,796,241	2,796,011

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)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
(7)	(8)	(9)	(8)	(9)
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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, 2024	June 30, 2025
(7)	(8)	(9)	(8)	(9)
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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, 2024	June 30, 2025
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
SECTION I	FY 2022-2023	FY 2023-2024	FY 2024-2025
Interest on Debt (A)	3,929,410	4,734,350	4,584,350
Principal (B)	3,170,000	3,000,000	3,150,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	10,991	9,898	9,598
Other Debt Service (E)	0	0	0
Total Debt Service (F)	7,110,401	7,744,248	7,743,948

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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2022-2023	FY 2023-2024	FY 2024-2025
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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2022-2023	FY 2023-2024	FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (A)	3,929,410	4,734,350	4,584,350
Principal (B)	3,170,000	3,000,000	3,150,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	10,991	9,898	9,598
Other Debt Service (E)		0	0
Total Debt Service (F)	7,110,401	7,744,248	7,743,948

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)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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 2024 - 2025

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
SECTION I	FY 2022-2023	FY 2023-2024	FY 2024-2025
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)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2022-2023	FY 2023-2024	FY 2024-2025
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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2022-2023	FY 2023-2024	FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt	(A) 3,537,750	3,371,000	3,196,000
Principal	(B) 3,335,000	3,500,000	3,675,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 7,796	7,463	7,113
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 6,880,546	6,878,463	6,878,113

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, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (A)	3,537,750	3,371,000	3,196,000
Principal (B)	3,335,000	3,500,000	3,675,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	7,796	7,463	7,113
Other Debt Service (E)	0	0	0
Total Debt Service (F)	6,880,546	6,878,463	6,878,113

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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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, 2024	June 30, 2025
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt	(A) 14,940,875	15,991,850	14,841,600
Principal	(B) 24,060,000	23,005,000	24,150,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 32,337	34,879	32,579
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 39,033,212	39,031,729	39,024,179

Explanation:

Combined total debt service 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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt	(A) 14,940,875	15,991,850	14,841,600
Principal	(B) 24,060,000	23,005,000	24,150,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 32,337	34,879	32,579
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 39,033,212	39,031,729	39,024,179

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, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt	(A) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Principal	(B) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Repayment of Loans	(C) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Fiscal Agent or Other Fees	(D) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Other Debt Service	(E) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Total Debt Service	(F) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Explanation:

No proposed issuance for Department of Transportation Financing Corporation Revenue Bonds.

SECTION II

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt		(G) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Principal		(H) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Fiscal Agent or Other Fees		(I) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Other		(J) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Total Debt Service		(K) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt		(G) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Principal		(H) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Fiscal Agent or Other Fees		(I) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Other		(J) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Total Debt Service		(K) <input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

SCHEDULE VI: DETAIL OF DEBT SERVICE

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

Budget Period 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (A)	76,609,769	90,226,881	95,426,719
Principal (B)	102,660,000	110,035,000	109,175,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	203,240	212,606	222,011
Other Debt Service (E)	0	0	0
Total Debt Service (F)	179,473,009	200,474,487	204,823,730

Explanation: Combined total debt service for outstanding and proposed 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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt	(A) 76,609,769	71,476,769	66,232,519
Principal	(B) 102,660,000	104,885,000	100,815,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 203,240	176,892	166,403
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 179,473,009	176,538,660	167,213,922

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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (A)	0	18,750,113	29,194,200
Principal (B)	0	5,150,000	8,360,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	35,715	55,608
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	23,935,827	37,609,808

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 7/1/2023

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
5.250%	7/1/2053	357,145,000	351,995,000	346,575,000
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (G)		0	18,750,113	18,479,738
Principal (H)		0	5,150,000	5,420,000
Fiscal Agent or Other Fees (I)		0	35,715	35,200
Other (J)		0	0	0
Total Debt Service (K)		0	23,935,827	23,934,937

(1) **ISSUE:** Proposed Right-of-Way and Bridge Construction Bond issuance 7/1/2024

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
5.250%	7/1/2054	204,085,000	0	201,145,000
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (G)		0	0	10,714,463
Principal (H)		0	0	2,940,000
Fiscal Agent or Other Fees (I)		0	0	20,409
Other (J)		0	0	0
Total Debt Service (K)		0	0	13,674,871

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: \$204,085,000
4. The interest rate on the debt or obligation (per EEC): 5.250%
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:
Underwriter Discount \$4,081,700

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$204,085,000 of debt or obligation for the purpose of the Right-of-Way Acquisition and Bridge Construction, pursuant to Section 337.276, Florida Statutes.

This debt or obligation is expected to be repaid over a period of 30 years. At a forecasted interest rate of 5.250%, total interest paid over the life of the debt or obligation will be \$205,624,650.

The proposed issuance date is 7/1/2024.

ROW200M25

for TIB LBR FY 25

Sizing Debt Service Schedule

\$204,085,000.00

Dated: 07/01/2024

Delivered: 07/01/2024

<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>
51	7/1/2051	N	5.250	11,130,000.00	1,264,068.75	12,394,068.75				12,394,068.75	13,658,137.50
52	1/1/2052				971,906.25	971,906.25				971,906.25	
52	7/1/2052	N	5.250	11,715,000.00	971,906.25	12,686,906.25				12,686,906.25	13,658,812.50
53	1/1/2053				664,387.50	664,387.50				664,387.50	
53	7/1/2053	N	5.250	12,330,000.00	664,387.50	12,994,387.50				12,994,387.50	13,658,775.00
54	1/1/2054				340,725.00	340,725.00				340,725.00	
54	7/1/2054	N	5.250	12,980,000.00	340,725.00	13,320,725.00				13,320,725.00	13,661,450.00
				204,085,000.00	205,624,650.00	409,709,650.00	0.00	0.00	0.00	409,709,650.00	409,709,650.00
<i>True Interest Cost (TIC)</i>						5.4297835	<i>Arbitrage Yield Limit (AYL)</i>				5.2500000
<i>Net Interest Cost (NIC)</i>						5.3542138	<i>Arbitrage Net Interest Cost (ANIC)</i>				5.2500000

ROW200M25

for TIB LBR FY 25

Sizing Debt Service Schedule

\$204,085,000.00

Dated: 07/01/2024

Delivered: 07/01/2024

<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>
25	1/1/2025				5,357,231.25	5,357,231.25				5,357,231.25	
25	7/1/2025	N	5.250	2,940,000.00	5,357,231.25	8,297,231.25				8,297,231.25	13,654,462.50
26	1/1/2026				5,280,056.25	5,280,056.25				5,280,056.25	
26	7/1/2026	N	5.250	3,095,000.00	5,280,056.25	8,375,056.25				8,375,056.25	13,655,112.50
27	1/1/2027				5,198,812.50	5,198,812.50				5,198,812.50	
27	7/1/2027	N	5.250	3,260,000.00	5,198,812.50	8,458,812.50				8,458,812.50	13,657,625.00
28	1/1/2028				5,113,237.50	5,113,237.50				5,113,237.50	
28	7/1/2028	N	5.250	3,430,000.00	5,113,237.50	8,543,237.50				8,543,237.50	13,656,475.00
29	1/1/2029				5,023,200.00	5,023,200.00				5,023,200.00	
29	7/1/2029	N	5.250	3,610,000.00	5,023,200.00	8,633,200.00				8,633,200.00	13,656,400.00
30	1/1/2030				4,928,437.50	4,928,437.50				4,928,437.50	
30	7/1/2030	N	5.250	3,800,000.00	4,928,437.50	8,728,437.50				8,728,437.50	13,656,875.00
31	1/1/2031				4,828,687.50	4,828,687.50				4,828,687.50	
31	7/1/2031	N	5.250	4,000,000.00	4,828,687.50	8,828,687.50				8,828,687.50	13,657,375.00
32	1/1/2032				4,723,687.50	4,723,687.50				4,723,687.50	
32	7/1/2032	N	5.250	4,210,000.00	4,723,687.50	8,933,687.50				8,933,687.50	13,657,375.00
33	1/1/2033				4,613,175.00	4,613,175.00				4,613,175.00	
33	7/1/2033	N	5.250	4,430,000.00	4,613,175.00	9,043,175.00				9,043,175.00	13,656,350.00
34	1/1/2034				4,496,887.50	4,496,887.50				4,496,887.50	
34	7/1/2034	N	5.250	4,665,000.00	4,496,887.50	9,161,887.50				9,161,887.50	13,658,775.00
35	1/1/2035				4,374,431.25	4,374,431.25				4,374,431.25	
35	7/1/2035	N	5.250	4,910,000.00	4,374,431.25	9,284,431.25				9,284,431.25	13,658,862.50
36	1/1/2036				4,245,543.75	4,245,543.75				4,245,543.75	
36	7/1/2036	N	5.250	5,165,000.00	4,245,543.75	9,410,543.75				9,410,543.75	13,656,087.50
37	1/1/2037				4,109,962.50	4,109,962.50				4,109,962.50	
37	7/1/2037	N	5.250	5,435,000.00	4,109,962.50	9,544,962.50				9,544,962.50	13,654,925.00
38	1/1/2038				3,967,293.75	3,967,293.75				3,967,293.75	
38	7/1/2038	N	5.250	5,720,000.00	3,967,293.75	9,687,293.75				9,687,293.75	13,654,587.50
39	1/1/2039				3,817,143.75	3,817,143.75				3,817,143.75	
39	7/1/2039	N	5.250	6,025,000.00	3,817,143.75	9,842,143.75				9,842,143.75	13,659,287.50
40	1/1/2040				3,658,987.50	3,658,987.50				3,658,987.50	
40	7/1/2040	N	5.250	6,340,000.00	3,658,987.50	9,998,987.50				9,998,987.50	13,657,975.00
41	1/1/2041				3,492,562.50	3,492,562.50				3,492,562.50	
41	7/1/2041	N	5.250	6,670,000.00	3,492,562.50	10,162,562.50				10,162,562.50	13,655,125.00
42	1/1/2042				3,317,475.00	3,317,475.00				3,317,475.00	
42	7/1/2042	N	5.250	7,020,000.00	3,317,475.00	10,337,475.00				10,337,475.00	13,654,950.00
43	1/1/2043				3,133,200.00	3,133,200.00				3,133,200.00	
43	7/1/2043	N	5.250	7,390,000.00	3,133,200.00	10,523,200.00				10,523,200.00	13,656,400.00
44	1/1/2044				2,939,212.50	2,939,212.50				2,939,212.50	
44	7/1/2044	N	5.250	7,780,000.00	2,939,212.50	10,719,212.50				10,719,212.50	13,658,425.00
45	1/1/2045				2,734,987.50	2,734,987.50				2,734,987.50	
45	7/1/2045	N	5.250	8,185,000.00	2,734,987.50	10,919,987.50				10,919,987.50	13,654,975.00
46	1/1/2046				2,520,131.25	2,520,131.25				2,520,131.25	
46	7/1/2046	N	5.250	8,615,000.00	2,520,131.25	11,135,131.25				11,135,131.25	13,655,262.50
47	1/1/2047				2,293,987.50	2,293,987.50				2,293,987.50	
47	7/1/2047	N	5.250	9,070,000.00	2,293,987.50	11,363,987.50				11,363,987.50	13,657,975.00
48	1/1/2048				2,055,900.00	2,055,900.00				2,055,900.00	
48	7/1/2048	N	5.250	9,545,000.00	2,055,900.00	11,600,900.00				11,600,900.00	13,656,800.00
49	1/1/2049				1,805,343.75	1,805,343.75				1,805,343.75	
49	7/1/2049	N	5.250	10,045,000.00	1,805,343.75	11,850,343.75				11,850,343.75	13,655,687.50
50	1/1/2050				1,541,662.50	1,541,662.50				1,541,662.50	
50	7/1/2050	N	5.250	10,575,000.00	1,541,662.50	12,116,662.50				12,116,662.50	13,658,325.00
51	1/1/2051				1,264,068.75	1,264,068.75				1,264,068.75	

ROW200M25
for TIB LBR FY 25

Dated: 07/01/2024
Delivered: 07/01/2024

Summary of Sizing Inputs

\$204,085,000.00

General Information

1st Month in FY: 1
Denomination: 5000.
Rate scale: 5.2500%
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

07/01/2024-> Dated (bond issue) date
07/01/2024-> Delivery date
01/01/2025-> 1st coupon date
07/01/2025-> First principal payment
07/01/2054-> Last maturity date
No CABS in bond issue

Gross Construction Costs

Total project costs	200,000,000.00
Total prior costs	
Net total project costs:	200,000,000.00
Total number of projects = 0	

Restricted Accounts

DSR rule: No debt service reserve fund
No capitalized interest
Restricted yield = 5.250000%
Net deposit to Debt Service Reserve Fund
Net deposit to Contingency Fund 3,300.03

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-4,081,700.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	

ROW200M25
for TIB LBR FY 25

Dated: 07/01/2024
Delivered: 07/01/2024

Summary of Sizing Calculations

\$204,085,000.00

<u>Sources of Funds</u>	
Par amount of bonds	204,085,000.00
Original Issue Premium	
Accrued Interest	
<u>Construction Costs</u>	
Costs to complete construction	200,000,000.00
Prior costs to be paid from bond proceeds	
Gross Construction Costs	200,000,000.00
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: Interest earned on Capitalized Interest Fund @ 5.250%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	
Net deposit to Contingency Fund	3,300.03
<u>Costs of Issuance</u>	
Underwriter spread: 20.000/\$1,000	-4,081,700.00
Bond insurance: 0.000%	
Other issuance costs	
<u>Calculations</u>	
Net Interest Cost (NIC)	5.3542138
True Interest Cost (TIC)	5.4297835
All-Inclusive TIC:	5.4297835
Arbitrage Net Interest Cost (NIC)	5.2500000
Arbitrage Yield Limit (AYL)	5.2500000
Total Bond Years (delivery date)	3,916,660,000.00
Average Bond Years (Delivery date)	19.19
Level debt service calculation	13,656,708.32

SCHEDULE VI: DETAIL OF DEBT SERVICE

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

Budget Period 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (A)	10,457,750	20,284,213	18,980,000
Principal (B)	17,760,000	25,730,000	27,040,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	20,916	39,548	36,975
Other Debt Service (E)	0	0	0
Total Debt Service (F)	28,238,666	46,053,761	46,056,975

Explanation: Combined total debt service for outstanding and proposed Grant Anticipation Revenue Vehicle (GARVEE) Bonds.

SECTION II

(1) ISSUE: _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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 2024 - 2025

(1) <u>SECTION I</u>	(2) ACTUAL FY 2022-2023	(3) ESTIMATED FY 2023-2024	(4) REQUEST FY 2024-2025
Interest on Debt	(A) 10,457,750	9,569,750	8,637,500
Principal	(B) 17,760,000	18,645,000	19,580,000
Repayment of Loans	(C) 0	0	0
Fiscal Agent or Other Fees	(D) 20,916	19,140	17,275
Other Debt Service	(E) 0	0	0
Total Debt Service	(F) 28,238,666	28,233,890	28,234,775

Explanation: Total debt service requirements for outstanding Grant Anticipation Revenue Vehicle (GARVEE) Bonds.

SECTION II

(1) ISSUE: _____

(2) INTEREST RATE	(3) MATURITY DATE	(4) ISSUE AMOUNT	(5) June 30, 2024	(6) June 30, 2025
		(7) ACTUAL FY 2022-2023	(8) ESTIMATED FY 2023-2024	(9) REQUEST FY 2024-2025
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, 2024	June 30, 2025
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (A)	0	10,714,463	10,342,500
Principal (B)	0	7,085,000	7,460,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	20,409	19,700
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	17,819,871	17,822,200

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 7/1/2023

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
5.250%	7/1/2041	204,085,000	197,000,000	189,540,000
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (G)		0	10,714,463	10,342,500
Principal (H)		0	7,085,000	7,460,000
Fiscal Agent or Other Fees (I)		0	20,409	19,700
Other (J)		0	0	0
Total Debt Service (K)		0	17,819,871	17,822,200

(1) **ISSUE:** _____

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
	ACTUAL	ESTIMATED	REQUEST
<u>SECTION I</u>	FY 2022-2023	FY 2023-2024	FY 2024-2025
Interest on Debt (A)	127,332,709	148,591,765	154,125,165
Principal (B)	143,840,000	153,370,000	164,185,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	339,682	355,290	365,129
Other Debt Service (E)	0	0	0
Total Debt Service (F)	271,512,391	302,317,055	318,675,294

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)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2022-2023	FY 2023-2024	FY 2024-2025
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, 2024	June 30, 2025
		(7)	(8)	(9)
		ACTUAL	ESTIMATED	REQUEST
		FY 2022-2023	FY 2023-2024	FY 2024-2025
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (A)	127,332,709	126,009,678	118,651,178
Principal (B)	143,840,000	147,170,000	154,030,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	339,682	312,277	297,560
Other Debt Service (E)			
Total Debt Service (F)	271,512,391	273,491,954	272,978,737

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)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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, 2024	June 30, 2025
(7)	(8)	(9)		
ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025		
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 2024 - 2025

(1)	(2)	(3)	(4)
SECTION I	ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (A)	0	22,582,088	35,473,988
Principal (B)	0	6,200,000	10,155,000
Repayment of Loans (C)	0	0	0
Fiscal Agent or Other Fees (D)	0	43,014	67,570
Other Debt Service (E)	0	0	0
Total Debt Service (F)	0	28,825,101	45,696,557

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 7/1/2023

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
5.250%	7/1/2053	430,135,000	423,935,000	417,410,000
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (G)		0	22,582,088	22,256,588
Principal (H)		0	6,200,000	6,525,000
Fiscal Agent or Other Fees (I)		0	43,014	42,394
Other (J)		0	0	0
Total Debt Service (K)		0	28,825,101	28,823,981

(1) **ISSUE:** Proposed Turnpike Bond Sale 7/1/2024

(2)	(3)	(4)	(5)	(6)
INTEREST RATE	MATURITY DATE	ISSUE AMOUNT	June 30, 2024	June 30, 2025
5.250%	7/1/2054	251,760,000	0	248,130,000
		(7)	(8)	(9)
		ACTUAL FY 2022-2023	ESTIMATED FY 2023-2024	REQUEST FY 2024-2025
Interest on Debt (G)		0	0	13,217,400
Principal (H)		0	0	3,630,000
Fiscal Agent or Other Fees (I)		0	0	25,176
Other (J)		0	0	0
Total Debt Service (K)		0	0	16,872,576

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: \$251,760,000
4. The interest rate on the debt or obligation (per EEC): 5.250%
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 \$5,035,200

TRUTH-IN-BONDING STATEMENT

The State of Florida is proposing to issue \$251,760,000 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 5.250%, total interest paid over the life of the debt or obligation will be \$253,647,450.

The proposed issuance date is 7/1/2024.

TPK247M25
for TIB LBR FY 25

Dated: 07/01/2024
Delivered: 07/01/2024

Sizing Debt Service Schedule
\$251,760,000.00

<i>Fiscal Yr</i>	<i>Coupon Date</i>	<i>Zer Cpn</i>	<i>Cpn Rate</i>	<i>Maturing Principal</i>	<i>Periodic Interest</i>	<i>Gross Semi-Annl Dbt Svc</i>	<i>Cap Int</i>	<i>Dbt Svc Rev Int & Prin</i>	<i>Constr. Fund Interest</i>	<i>Net Semi-Annl Dbt Svc</i>	<i>Net Fiscal Dbt Svc</i>
51	7/1/2051	N	5.250	13,730,000.00	1,558,987.50	15,288,987.50				15,288,987.50	16,847,975.00
52	1/1/2052				1,198,575.00	1,198,575.00				1,198,575.00	
52	7/1/2052	N	5.250	14,450,000.00	1,198,575.00	15,648,575.00				15,648,575.00	16,847,150.00
53	1/1/2053				819,262.50	819,262.50				819,262.50	
53	7/1/2053	N	5.250	15,205,000.00	819,262.50	16,024,262.50				16,024,262.50	16,843,525.00
54	1/1/2054				420,131.25	420,131.25				420,131.25	
54	7/1/2054	N	5.250	16,005,000.00	420,131.25	16,425,131.25				16,425,131.25	16,845,262.50
				251,760,000.00	253,647,450.00	505,407,450.00	0.00	0.00	0.00	505,407,450.00	505,407,450.00
<i>True Interest Cost (TIC)</i>						5.4297897	<i>Arbitrage Yield Limit (AYL)</i>				5.2500000
<i>Net Interest Cost (NIC)</i>						5.3542187	<i>Arbitrage Net Interest Cost (ANIC)</i>				5.2500000

TPK247M25
for TIB LBR FY 25

Dated: 07/01/2024
Delivered: 07/01/2024

Sizing Debt Service Schedule

\$251,760,000.00

<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>
25	1/1/2025				6,608,700.00	6,608,700.00				6,608,700.00	
25	7/1/2025	N	5.250	3,630,000.00	6,608,700.00	10,238,700.00				10,238,700.00	16,847,400.00
26	1/1/2026				6,513,412.50	6,513,412.50				6,513,412.50	
26	7/1/2026	N	5.250	3,820,000.00	6,513,412.50	10,333,412.50				10,333,412.50	16,846,825.00
27	1/1/2027				6,413,137.50	6,413,137.50				6,413,137.50	
27	7/1/2027	N	5.250	4,020,000.00	6,413,137.50	10,433,137.50				10,433,137.50	16,846,275.00
28	1/1/2028				6,307,612.50	6,307,612.50				6,307,612.50	
28	7/1/2028	N	5.250	4,230,000.00	6,307,612.50	10,537,612.50				10,537,612.50	16,845,225.00
29	1/1/2029				6,196,575.00	6,196,575.00				6,196,575.00	
29	7/1/2029	N	5.250	4,455,000.00	6,196,575.00	10,651,575.00				10,651,575.00	16,848,150.00
30	1/1/2030				6,079,631.25	6,079,631.25				6,079,631.25	
30	7/1/2030	N	5.250	4,690,000.00	6,079,631.25	10,769,631.25				10,769,631.25	16,849,262.50
31	1/1/2031				5,956,518.75	5,956,518.75				5,956,518.75	
31	7/1/2031	N	5.250	4,935,000.00	5,956,518.75	10,891,518.75				10,891,518.75	16,848,037.50
32	1/1/2032				5,826,975.00	5,826,975.00				5,826,975.00	
32	7/1/2032	N	5.250	5,195,000.00	5,826,975.00	11,021,975.00				11,021,975.00	16,848,950.00
33	1/1/2033				5,690,606.25	5,690,606.25				5,690,606.25	
33	7/1/2033	N	5.250	5,465,000.00	5,690,606.25	11,155,606.25				11,155,606.25	16,846,212.50
34	1/1/2034				5,547,150.00	5,547,150.00				5,547,150.00	
34	7/1/2034	N	5.250	5,755,000.00	5,547,150.00	11,302,150.00				11,302,150.00	16,849,300.00
35	1/1/2035				5,396,081.25	5,396,081.25				5,396,081.25	
35	7/1/2035	N	5.250	6,055,000.00	5,396,081.25	11,451,081.25				11,451,081.25	16,847,162.50
36	1/1/2036				5,237,137.50	5,237,137.50				5,237,137.50	
36	7/1/2036	N	5.250	6,370,000.00	5,237,137.50	11,607,137.50				11,607,137.50	16,844,275.00
37	1/1/2037				5,069,925.00	5,069,925.00				5,069,925.00	
37	7/1/2037	N	5.250	6,705,000.00	5,069,925.00	11,774,925.00				11,774,925.00	16,844,850.00
38	1/1/2038				4,893,918.75	4,893,918.75				4,893,918.75	
38	7/1/2038	N	5.250	7,060,000.00	4,893,918.75	11,953,918.75				11,953,918.75	16,847,837.50
39	1/1/2039				4,708,593.75	4,708,593.75				4,708,593.75	
39	7/1/2039	N	5.250	7,430,000.00	4,708,593.75	12,138,593.75				12,138,593.75	16,847,187.50
40	1/1/2040				4,513,556.25	4,513,556.25				4,513,556.25	
40	7/1/2040	N	5.250	7,820,000.00	4,513,556.25	12,333,556.25				12,333,556.25	16,847,112.50
41	1/1/2041				4,308,281.25	4,308,281.25				4,308,281.25	
41	7/1/2041	N	5.250	8,230,000.00	4,308,281.25	12,538,281.25				12,538,281.25	16,846,562.50
42	1/1/2042				4,092,243.75	4,092,243.75				4,092,243.75	
42	7/1/2042	N	5.250	8,660,000.00	4,092,243.75	12,752,243.75				12,752,243.75	16,844,487.50
43	1/1/2043				3,864,918.75	3,864,918.75				3,864,918.75	
43	7/1/2043	N	5.250	9,115,000.00	3,864,918.75	12,979,918.75				12,979,918.75	16,844,837.50
44	1/1/2044				3,625,650.00	3,625,650.00				3,625,650.00	
44	7/1/2044	N	5.250	9,595,000.00	3,625,650.00	13,220,650.00				13,220,650.00	16,846,300.00
45	1/1/2045				3,373,781.25	3,373,781.25				3,373,781.25	
45	7/1/2045	N	5.250	10,100,000.00	3,373,781.25	13,473,781.25				13,473,781.25	16,847,562.50
46	1/1/2046				3,108,656.25	3,108,656.25				3,108,656.25	
46	7/1/2046	N	5.250	10,630,000.00	3,108,656.25	13,738,656.25				13,738,656.25	16,847,312.50
47	1/1/2047				2,829,618.75	2,829,618.75				2,829,618.75	
47	7/1/2047	N	5.250	11,190,000.00	2,829,618.75	14,019,618.75				14,019,618.75	16,849,237.50
48	1/1/2048				2,535,881.25	2,535,881.25				2,535,881.25	
48	7/1/2048	N	5.250	11,775,000.00	2,535,881.25	14,310,881.25				14,310,881.25	16,846,762.50
49	1/1/2049				2,226,787.50	2,226,787.50				2,226,787.50	
49	7/1/2049	N	5.250	12,395,000.00	2,226,787.50	14,621,787.50				14,621,787.50	16,848,575.00
50	1/1/2050				1,901,418.75	1,901,418.75				1,901,418.75	
50	7/1/2050	N	5.250	13,045,000.00	1,901,418.75	14,946,418.75				14,946,418.75	16,847,837.50
51	1/1/2051				1,558,987.50	1,558,987.50				1,558,987.50	

TPK247M25
for TIB LBR FY 25

Dated: 07/01/2024
Delivered: 07/01/2024

Summary of Sizing Inputs

\$251,760,000.00

General Information

1st Month in FY: 1
Denomination: 5000.
Rate scale: 5.2500%
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

07/01/2024-> Dated (bond issue) date
07/01/2024-> Delivery date
01/01/2025-> 1st coupon date
07/01/2025-> First principal payment
07/01/2054-> Last maturity date
No CABS in bond issue

Gross Construction Costs

Total project costs	246,720,000.00
Total prior costs	
Net total project costs:	246,720,000.00
Total number of projects = 0	

Restricted Accounts

No capitalized interest	
Restricted yield = 5.250000%	
Net deposit to Debt Service Reserve Fund	
Net deposit to Contingency Fund	4,800.04

Costs of Issuance

Underwriter spread: 20.000/\$1,000	-5,035,200.00
Bond insurance: 0.000% (net of accrued & cap. interest)	
Other TIC costs:	

Restricted Accounts

DSR rule: No debt service reserve fund

TPK247M25
for TIB LBR FY 25

Dated: 07/01/2024
Delivered: 07/01/2024

Summary of Sizing Calculations

\$251,760,000.00

<u>Sources of Funds</u>	
Par amount of bonds	251,760,000.00
Original Issue Premium	
Accrued Interest	
<u>Construction Costs</u>	
Costs to complete construction	246,720,000.00
Prior costs to be paid from bond proceeds	
Gross Construction Costs	246,720,000.00
<u>Restricted Funds</u>	
Gross capitalized interest	
Less: Interest earned on Capitalized Interest Fund @ 5.250%	
Net deposit to Capitalized Interest Fund	
Net deposit to Debt Service Reserve Fund	
Net deposit to Contingency Fund	4,800.04
<u>Costs of Issuance</u>	
Underwriter spread: 20.000/\$1,000	-5,035,200.00
Bond insurance: 0.000%	
Other issuance costs	
<u>Calculations</u>	
Net Interest Cost (NIC)	5.3542187
True Interest Cost (TIC)	5.4297897
All-Inclusive TIC:	5.4297897
Arbitrage Net Interest Cost (NIC)	5.2500000
Arbitrage Yield Limit (AYL)	5.2500000
Total Bond Years (delivery date)	4,831,380,000.00
Average Bond Years (Delivery date)	19.19
Level debt service calculation	16,846,965.14

SCHEDULE IX: MAJOR AUDIT FINDINGS AND RECOMMENDATIONS

Budget Period: 2024 - 2025

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 2024-25 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation
Agency Budget Officer/OPB Analyst Name: Chris Evans/Tonja Webb

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Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100

1. GENERAL

1.1 Are Columns A01, A04, A05, A91, A92, A93, A36, A10, IA1, IA4, IA5, IP1, IV1, IV3 and NV1 set to TRANSFER CONTROL for DISPLAY status and MANAGEMENT CONTROL for UPDATE status for both the Budget and Trust Fund columns (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 57 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 15 through 28)? Do they clearly describe the issue?	Y	Y	Y	Y	Y	Y

Fiscal Year 2024-25 LBR Technical Review Checklist

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Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100

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
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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
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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
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TIP Generally look for and be able to fully explain significant differences between A02 and A03.						
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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.						
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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.						
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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 60 of the LBR Instructions?	Y	Y	Y	Y	Y	Y
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4.2 Is the program component code and title used correct?	Y	Y	Y	Y	Y	Y
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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.						
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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
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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")						
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Fiscal Year 2024-25 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/Tonja Webb

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Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100

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
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 2022-23 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 28 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 63 through 70 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 67 through 70 of the LBR Instructions?	Y	N/A	N/A	N/A	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	Y	Y	Y	Y	Y

Fiscal Year 2024-25 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

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Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100

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.)	N/A	N/A	N/A	N/A	Y	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.	N/A	N/A	N/A	N/A	Y	N/A
7.7	Does the issue narrative thoroughly explain/justify all Salaries and Benefits amounts entered into the Other Salary Amounts transactions (OADA/C)? Amounts entered into OAD are reflected in the Position Detail of Salaries and Benefits section of the Exhibit D-3A. (See pages 93 through 95 of the LBR Instructions.)	N/A	N/A	N/A	N/A	Y	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 #24-003?	Y	Y	Y	Y	Y	Y
7.11	When appropriate are there any 160XXX0 issues included to delete positions placed in reserve in the 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?	N/A	N/A	N/A	N/A	Y	N/A
7.13	Has the agency included a 160XXX0 issue and 210XXXX and 260XXX0 issues as required for lump sum distributions?	Y	Y	Y	Y	Y	Y
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 27 and 89 of the LBR Instructions.)	N/A	N/A	N/A	N/A	Y	N/A

Fiscal Year 2024-25 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/Tonja Webb

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Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100

7.17	Do the issues relating to <i>Information Technology (IT)</i> have a "C" in the sixth position of the issue code (36XXXXCX) and are the correct issue codes used (361XXC0, 362XXC0, 363XXC0, 24010C0, 30010C0, 33011C0, 160E470, or 160E480)?	Y	N/A	N/A	N/A	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:

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)						
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 2023-24? Review Column G66 to determine whether any incremental amounts are needed to fully fund an issue that was initially appropriated in Fiscal Year 2023-24. 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 63 through 70 of the LBR Instructions.

Fiscal Year 2024-25 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

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Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100

TIP	Check BAPS to verify status of budget amendments. Check for reapprovals not picked up in the General Appropriations Act. Verify that Lump Sum appropriations in Column A02 do not appear in Column A03. Review budget amendments to verify that 160XXX0 issue amounts correspond accurately and net to zero for General Revenue funds.	
TIP	If an agency is receiving federal funds from another agency the FSI should = 9 (Transfer - Recipient of Federal Funds). The agency that originally receives the funds directly from the federal agency should use FSI = 3 (Federal Funds).	
TIP	If an appropriation made in the FY 2023-24 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)?	N/A
8.6	Has the Inter-Agency Transfers Reported on Schedule I form been included as applicable for transfers totaling \$100,000 or more for the fiscal year?	Y
8.7	If the agency is scheduled for the annual trust fund review this year, have the Schedule ID and applicable draft legislation been included for recreation, modification or termination of existing trust funds?	N/A
8.8	If the agency is scheduled for the annual trust fund review this year, have the necessary trust funds been requested for creation pursuant to section 215.32(2)(b), Florida Statutes - including the Schedule ID and applicable legislation?	N/A

Fiscal Year 2024-25 LBR Technical Review Checklist

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Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100

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
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

Fiscal Year 2024-25 LBR Technical Review Checklist

Department/Budget Entity (Service): Department of Transportation

Agency Budget Officer/OPB Analyst Name: Chris Evans/Tonja Webb

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Action	Program or Service (Budget Entity Codes)					
	55100100	55100500	55150200	55150500	55150600	55180100

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?	N/A
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:

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 121 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.	

Fiscal Year 2024-25 LBR Technical Review Checklist

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	Program or Service (Budget Entity Codes)					
Action	55100100	55100500	55150200	55150500	55150600	55180100

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 156 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 91 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 94 and 95 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?	N/A	N/A	N/A	N/A	N/A	N/A
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
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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 100 through 103 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.						

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15. SCHEDULE VIIC (EADR, S8C) (NO LONGER REQUIRED)

16. SCHEDULE XI (UCSR, SCXI) (LAS/PBS Web - see pages 105-109 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 2022-23 Actual (prior year) Expenditures in Column A36 reconcile to Column A01? (GENR, ACT1)	Y	Y	Y	Y	Y	Y
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 53 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

Fiscal Year 2024-25 LBR Technical Review Checklist

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17.4	Does the LBR include a separate Schedule IV-B for each IT project over \$1 million (see page 129 and 130 of the LBR instructions for exceptions to this rule)? Have all IV-Bs been emailed to: IT@LASPBS.STATE.FL.US?	N/A	N/A	N/A	N/A	N/A	N/A
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 155 through 157) 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	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
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
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