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# District Equity

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March 1991



The Florida  
Transportation  
Commission

# FLORIDA TRANSPORTATION COMMISSION

## Commissioners

David Kerr, Chairman  
John Browning, Jr.  
Art Kennedy  
Wayne Mixson  
Phil Reece  
Merrett Stierhelm  
Bob Wilhelm



Governor  
Lawton Chiles

March 14, 1991

The Honorable Lawton Chiles  
Governor of Florida  
The Capitol  
Tallahassee, Florida 32301

The Honorable Gwen Margolis, President  
The Florida Senate  
Room 409, The Capitol  
Tallahassee, Florida 32301

The Honorable T. K. Wetherell, Speaker  
The Florida House of Representatives  
Room 420, The Capitol  
Tallahassee, Florida 32301

Dear Governor Chiles, President Margolis and Speaker Wetherell,

The enclosed report, *District Equity*, was adopted by the Florida Transportation Commission following nearly two years of study. Senate Bill 348, enacted by the 1990 Legislature, formalized the ongoing study by requiring that the Commission perform an in-depth evaluation of the allocation of funds to the Department districts and to the various counties within each district, and submit a report to the Legislature and Governor by no later than April 15, 1991.

In conducting the study, the Commission received informational briefings and discussed analytical data at nine public meetings, and held one special meeting dedicated solely to District Equity.

Our review of current fund allocation methods revealed a complex system composed of many fund categories and a multitude of distribution methods which have been applied discretely, without sufficient assessment of their collective impact on equitable funding for the districts. We found that, although the Department has attempted to distribute

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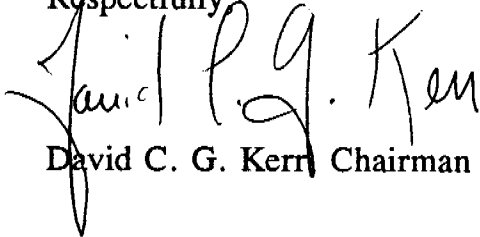
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funds equitably, the complexities inherent in the system as it evolved, have resulted in inequitable distribution in certain areas.

The Commission identified six areas which have impacted or continue to impact equitable fund distribution and which have important policy consequences. Although Commission recommendations in some areas have already been implemented, all areas are discussed in the report and are followed by recommendations.

We hope that the report will assist you in future deliberations relating to District Equity.

Respectfully

A handwritten signature in black ink that reads "David C. G. Kerr". The signature is written in a cursive style with a large, sweeping initial "D".

David C. G. Kerr, Chairman

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## ***EXECUTIVE SUMMARY***

District Equity or "equitable allocation" of transportation funds to the Department districts became a Commission priority policy issue for study almost two years ago; since then, it has emerged as a major focus of political and media attention. The 1990 Legislature formalized the ongoing Commission study by requiring that the Commission evaluate allocation of funds and report findings and recommendations to the Legislature and Governor by April 15, 1991.

Commission evaluation of current allocation methods (involving some 50 individual fund categories distributed in accordance with some 25 discrete formulae or measurements of need, largely mandated by state or federal law) reveals an evolving system composed of many fund categories and distribution methods which have been applied discretely, but without sufficient assessment of their collective impact on equitable funding for the districts.

The Commission identified six areas which have impacted or continue to impact equitable fund distribution. Not summarized here is one area, relating to the distribution methods for in-house vs. consultant product support, in which Commission recommendations have been implemented administratively by the Department.

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***Preservation and New Construction Funds***

Currently, preservation funds (resurfacing and maintenance) are distributed based solely on needs assessment. By contrast, new construction funds are distributed by the statutory formula (50% population, 50% fuel tax collections), *irrespective* of new construction needs. Predominantly rural districts have greater need for preservation funds, while predominantly urban districts have greater need for new construction dollars.

Under the current system, rural districts' greater preservation needs are being addressed, but *in addition*, those districts are receiving a full statutory formula share of new construction funds. However, urban districts' greater new construction needs are *not being addressed*, in that such funds are not distributed based on need.

***Recommendation:*** The Commission recommends modification in the method of distributing funds for preservation and new construction. The proposed method *continues to distribute preservation funds based on needs*, but establishes a formula threshold (1/3 population, 1/3 fuel tax collections, 1/3 lane miles). To the extent that actual distribution by needs assessment *exceeds (or is under)* the threshold, the amount of new construction funds is *reduced (or increased)*. This recommendation assures that adequate dollars are dedicated to system preservation, while giving equal emphasis to alleviating congestion by providing for offsetting adjustments to new construction funds.

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***The Administrative Equity Test***

The equity test uses only the District's percentage of the total state population as a measure and bases attainment of "equity" on whether the district receives funds equal to at least 80 percent of that district's share of the state's total resident population. Using population as the *sole* measure is invalid because the funds measured are actually distributed by a variety of methods.

***Recommendation:*** If funds are distributed in an equitable manner and in compliance with law, an "equity test" is simply unnecessary.

***State Public Transit Funds***

Currently, state funds for public transit are distributed based principally on needs, using various distribution methods.

Along with requiring increased funding levels for public transit, the 1990 Legislature mandated implementation of two Commission recommendations contained in the 1989 report, "Public Transit in Florida": the Public Transit Block Grant Program and the State Major Capital Investment Policy for public transit capital projects. Both recommendations advance the premise that state investments in public transit are appropriate, but should be conditioned on eligibility criteria and performance standards that ensure the most cost-effective investments.

The Commission recognizes that although public transit funds, like new highway construction funds, do address congestion problems, public transit will play an

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increasingly important *yet limited* role in relieving traffic congestion in the future. Public transit investments *complement* rather than directly *substitute* for highway investments.

When Florida has developed viable public transportation systems to full potential, it may then be appropriate to view public transit investments as alternatives to investments for new highway construction.

**Recommendation:** The Commission recommends that state public transit funds continue to be distributed using current needs-based methods and criteria developed by the Department to implement the Public Transit Block Grant Program and State Major Capital Investment Policy. These methods should result in state investments in areas where the need for transit is greatest, while ensuring that investments are made in the most viable, well-planned systems.

### ***Statewide or Regional Projects vs. "Special Projects"***

There are certain projects which result from the Department's professional planning process and which are of such regional or statewide significance that they should not be funded from the individual district's share of funds, but rather should be funded "off the top," that is, prior to distribution of funds to districts.

By contrast, "special projects" are projects *not* included by the Department in the tentative work program and added after submittal of the work program to the Legislature. In the past, such projects have been funded "off the top." "Special projects" are generally of localized interest, and have the effect of disrupting

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Department work program priorities in that planned projects must be deferred to make funding available for "special projects."

**Recommendation:** Statewide or regional projects should be funded prior to distribution of funds to the districts and should be highlighted when the Commission reviews the tentative work program. With regard to "special projects," the Commission supported legislation enacted in the 1990 session which provides that the cost of such projects will be deducted from funds distributed to the affected district.

### ***Intra-District Equity***

The extent to which *each county within a district* receives its "fair share" of funds allocated to the district, is not currently subject to comprehensive oversight. Each district is responsible for achieving an acceptable level of equity among the counties.

Each county has a legitimate interest in receiving a return on its revenue contributions that is fair, reasonable, and addresses its highest priority needs. It must be recognized, however, that the Department cannot best serve the transportation interests of the district, region and state and also provide each county with a "dollar for dollar" return on its contribution (e.g., district-wide and multi-county projects must be accommodated).

**Recommendation:** The Commission recommends *prospective* and *retrospective* monitoring of intra-district equity. Annually, the Commission would assess the

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amounts programmed in each county to assure that a fair return to the counties is achieved prospectively. Even more importantly, the Commission would annually review *actual* expenditures in the counties for the previous 5-year period to verify that equity had been achieved retrospectively.

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## ***INTRODUCTION***

The subject of District Equity, that is, "equitable distribution" of transportation funds among the seven Department districts, became a Commission priority policy issue for study almost two years ago.

Whether each district receives its "fair share" of transportation dollars has emerged as a major focus of political and media attention as citizens increasingly experienced, and the State more directly acknowledged, Florida's backlog of transportation needs which far surpass available revenues. Additional revenues approved by the 1990 Legislature have somewhat alleviated the State's transportation backlog. However, needs far in excess of available revenues continue to translate to daily experiences of "gridlock" and severe traffic congestion, especially in and around our metropolitan areas, with the result that District Equity remains a critical concern throughout Florida.

Equitable allocation of funds has become especially significant to local governments with the impact of "concurrency" and implementation of the State's growth management law. The requirement that development be accompanied by necessary infrastructure - or not occur at all - makes funding for transportation infrastructure an economic factor that plays a key role in determining whether an area's economy will continue to prosper.

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The 1990 Legislature recognized the importance of "equitable distribution" by formalizing the ongoing Commission study. Included in Senate Bill 348 is a statutory mandate requiring that the Commission evaluate allocation of funds to the districts and counties within each district, and report findings and recommendations to the Legislature and Governor by April 15, 1991.

The broad purpose of the Commission study is to determine if current fund allocation methods are in the best interest of the State's transportation system. Such determination requires assessment of whether the present system results in funding inequities.

The balance of this report consists of brief summaries of current allocation methods and assessment of equity followed by the Commission's findings and recommendations in six areas determined to have important policy consequences in equitable allocation of funds. The final section proposes statutory changes to implement Commission recommendations.

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## ***CURRENT FUND ALLOCATION METHODS & EQUITY ASSESSMENT***

At the inception of its study, the Commission was briefed in detail by the Department on current methods used to distribute funds to the districts. These briefings clearly revealed that the process is highly complex both in form and application, is largely mandated by state and federal law, and typically involves close to 50 individual fund categories including state, federal and local funds (see Appendix A for a listing of all funds in the Tentative Work Program, 1991/92-1995/96).

Before funds are allocated, projects considered by the Department to be of statewide or regional significance are funded "off the top." Thus, projects such as Interstate highways or major bridge replacements are not funded from a district's allocation, but rather are funded prior to distribution. This policy correctly recognizes that certain projects benefit a region or the State as a whole and should not be funded by any one district.

Each of the 45 to 50 funds is then distributed in accordance with some 25 discrete formulae or measurements of need. Distribution methods are largely controlled by state law, federal law, federal policy, or some combination of law and policy, and to a lesser extent, by Departmental policy.

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State law establishes the methods by which several significant fund categories are allocated. Section 339.135(4), F.S., requires that funds for new construction be allocated to the districts based on equal parts of population and motor fuel tax collections (the "statutory formula"). Funds for resurfacing, bridge repair and rehabilitation, and public transit projects must be allocated based on quantitative needs assessments.

Further, the 1990 Legislature directed that the proceeds of the State Comprehensive Enhanced Transportation System Tax (Enhanced Tax) be used only in the district where collected and to the maximum extent feasible, be used in the county where collected (Appendices A-H shows allocation of these funds in the fund category designated "DDR," District Dedicated Revenue).

Federal law and policy control most methods by which federal aid funds are allocated and have resulted in establishment of 29 discrete federal fund categories. For example, Federal Aid Urban funds ("M" funds) must be distributed in the ratio of population of all urban areas of 5,000 or more in each district compared to the total population of all urban areas of 5,000 or more in the State.

A detailed explanation of each fund category and allocation method is not possible here. However, Appendix A shows by fund and by distribution method, fund allocation in the Tentative Work Program for 1991/92-1995/96.

Following allocation of funds (pursuant to the various mandated formulae, needs assessment measures and other methods), the Department applies an "equity test" in order to gauge whether a minimum threshold of allocation equity has been

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achieved. This procedure is complicated, in that not all funds are subject to measurement for equity.

Appendix A shows that Equity Funds (funds subject to the equity test), comprise 61.5% of the funds in the Tentative Work Program. Non-Equity Funds (funds to which the equity test is *not* applied) comprise the remaining 38.5% (administrative funds, discretionary funds, emergency funds, turnpike funds, local funds, interstate construction funds, federal pass-through funds and maintenance funds).

The equity test uses the district's share of the total state population as the measure and finds that equity has been achieved if a district receives funds equal to at least 80% of that district's share of the state's total resident population. Appendix A (at the bottom of Appendix A-1) provides the Equity Threshold for each district and indicates that for the 5 years of the Tentative Work Program, each district meets the equity test.

The equity test was established by Department administrative rule (14-77.0061, Florida Administrative Code), and provides that the Department will assess equity for the previous five years and for the ensuing five years. If the Department finds that any district has received less than equity, the rule requires adjustments to correct the inequity.

With one exception, current distribution methods do not control allocation of funds *to the counties within a district*. The exception is the DDR fund category referenced earlier, which must be returned, to the maximum extent feasible, to the county of collection. Beyond that requirement, distribution of funds among the counties within a district is controlled by the Department and consists of a process

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which balances regional and local government priorities and priorities based on needs assessments, with program target levels and available resources.

The equity test does not address intra-district equity (equity among the counties within a district). Each district is responsible for ensuring that intra-district equity is achieved, although currently there are no generally applicable measures or time periods over which equity must occur.

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***FINDINGS AND RECOMMENDATIONS***

To begin its study, the Commission defined and analyzed all active fund categories (Appendix I) and grouped them according to similarities. Tentative and adopted work program fund allocations were then analyzed extensively to evaluate the fund distribution system as a whole and to identify any allocation methods that result in funding inequities.

Appendices A-H show the fund allocations for the Tentative Work Program for 1991/91-1995/96 and the Adopted Work Program for 1990/91-1994/95. For purposes of analysis, total funds are shown, followed by total funds less Turnpike, Local and Toll Funds; State funds only; and State funds less Turnpike, Local and Toll Funds.

The Commission found that current allocation systems have evolved from state and federal actions and new or changing policies over a period of years. Today, it is a system composed of many fund categories and a multitude of distribution methods which have been applied discretely, but without sufficient assessment of their overall, collective impact on equitable funding for the districts.

Throughout our evaluation, we found that the Department has implemented a complicated system and has, through the application of its administrative equity test, given attention to attaining the allocation thresholds established by the test.

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While there certainly has been no attempt by the Department to distribute funds in an inequitable manner, the complexity inherent in the system as it evolved resulted in inequitable distribution in certain areas.

The Commission has identified six areas relating to district and intra-district equity which have impacted or continue to impact equitable distribution. Although some of the Commission's early recommendations have already been implemented, they are included with a notation.

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***Preservation and New Construction Funds***

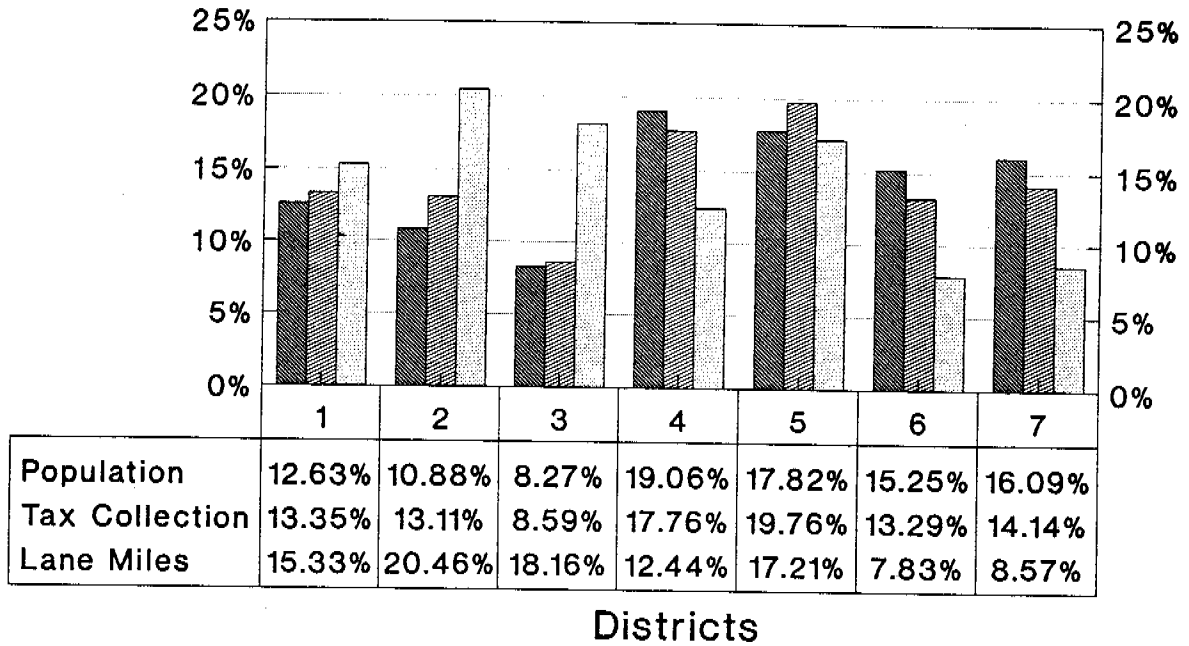
The Commission finds that the methods used to distribute preservation funds (resurfacing and maintenance) and the methods used to distribute new construction funds (capacity improvements, adding lanes) create an inequity. Preservation funds are distributed based solely on needs assessment, i.e., districts having the greatest need (those districts with the most lane miles of roads) receive the most preservation dollars. By contrast, new construction funds are distributed by the statutory formula (50% population, 50% fuel tax collections) *irrespective* of new construction needs; thus, each district, regardless of need, receives its share of new construction funds under the statutory formula.

This difference in distribution of preservation funds versus new construction funds would not create inequity if all districts were homogeneous; however, they are not. They vary in many ways, but relevant here is that they vary as to urban and rural characteristics.

The following chart compares the districts using factors indicative of rural or urban characteristics: percentage of state's population, percentage of state fuel tax collections, and percentage of total state lane miles of roads. Those districts whose percentage of lane miles far exceeds their percentage of population and collections are predominantly rural. Those districts whose percentage of population and collections far exceed their percentage of lane miles are predominantly urban (Appendix J shows a detailed breakdown of these factors by district).

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**District Comparison  
Population/Tax Collection/Lane Miles**



*Predominantly rural districts have greater need for preservation funds, while predominantly urban districts have greater need for new construction dollars.* Under the current system, rural districts' greater preservation needs are being addressed, but *in addition*, those districts are receiving a full statutory formula share of new construction funds. However, urban districts' greater new construction needs are *not* being addressed, in that such funds are not distributed based on need; all districts, regardless of the level of need, are receiving their full statutory share of new construction funds.

In the Commission's view, a serious inequity exists in that needs for new construction funds in urban districts are not being met to the same degree as are needs for preservation funds in rural districts.

The Commission is mindful of a need to protect investments in the existing state system and that adequate preservation dollars must be dedicated for that purpose. *We emphasize that our recommendation does not reduce the dollars committed for preservation as determined by needs assessment.*

**Recommendation:** The Commission recommends modification in the method of distributing funds for preservation (resurfacing and maintenance) and new construction, as follows:

*Step 1.* The Department determines each district's total share of funds for preservation and new construction. Preservation share is calculated by a new formula based on 1/3 population, 1/3 fuel tax collections, and 1/3 lane miles. New construction share is calculated as it is today, by statutory formula (50% population, 50% fuel tax collections). The total of the amounts derived from the two formulae is the "total district share." (Appendix K shows district percentages for the two formulae.)

*Step 2.* The Department then distributes funds for preservation based on *needs assessments as they are applied today*. Thus, the amount a district *receives* in preservation funds may be *more or less* than the amount calculated by the new formula stated in Step 1.

*Step 3.* Districts that receive *less* than their district share under the formula for preservation will receive an offsetting *increase* in new construction

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funds. Districts that receive *more* than their district share under the formula for preservation will receive an offsetting *reduction* in new construction funds. In either case, the offsetting amount will be the amount necessary to increase or decrease the district's funds to the level of the "total district share." (Hypothetical examples of current method and proposed method are shown in Appendix L).

**Note:** *Maintenance funds* exclude "non-homogeneous" uses such as bridge tenders, rest areas, and weight stations. *New construction funds* include *only those* distributed by statutory formula (excludes Interstate, Turnpike, Enhanced Tax revenues, etc.).

This recommendation places emphasis on lane miles in determining the district share of preservation funds, while giving equal emphasis to congestion problems by providing for offsetting adjustments for new construction funds.

The impact of this recommendation on each district in the Tentative Work Program for 1991/92-1995/96 is shown below. Numbers expressed parenthetically indicate a reduction in new construction funds.

District 1	\$ 14,561,000	District 5	\$ 53,451,000
District 2	\$(126,844,000)	District 6	\$ 81,815,000
District 3	\$(160,897,000)	District 7	\$ 37,207,000
District 4	\$ 100,686,000		

**Note:** Due to rounding, the sum of the above dollar amounts does not equal zero.

The Tentative Work Program for 1991/92-1995/96 reflects actions of the 1990 Legislature which mandate achievement of the statutory objectives for resurfacing and maintenance over a 7-year period (in the Tentative Work Program, maintenance and resurfacing objectives are actually attained in 1992/93 and 1995/96, respectively). This heavy emphasis on preservation, which is reflected in high disparities among the districts in the chart, is expected to decline beginning in 1996/97.

The impacts shown in the chart are purely academic, since protection of commitments in the current work program precludes implementation of proposed allocation changes until the fifth year of the next tentative work program (1992/93-1996/97). If additional unrestricted new construction revenue becomes available and all commitments in the current work program can be protected, implementation could be accelerated.

Implementation in 1996-97 should be feasible since the *current* Tentative Work Program achieves the statutory objectives for resurfacing and maintenance. Consequently, the need for preservation dollars should diminish, bringing the proportions of revenues for preservation and new construction more into balance than they are today.

Draft language to implement the recommendation is provided in the final section of this report.

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***Production Support: In-House vs. Consultants***

The method used to distribute funds for production support (preliminary engineering, right-of-way support, and construction engineering inspection) varies depending on whether the production support is *in-house* support personnel (Department employees) or *outside* consultant services. Funds for in-house support personnel are distributed based on needs; these funds are not included in the funds to be used for actual construction (which are allocated as a separate category by statutory formula). By contrast, funds for consultant services to perform the same production support work are distributed by statutory formula *as part of* funds for construction.

As a result, districts relying heavily on in-house production support receive full funding for those positions *plus* receiving their full statutory formula share of funds for new construction. Districts relying primarily on outside consultants, however, do not receive their full share of new construction funds since their production support funds for consultant services are included *as part of* their new construction funds.

***Recommendation:*** The Commission recommends that funds for in-house production support be distributed by statutory formula, thereby distributing them in the same manner as funds for consultant services to perform production support work.

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**Note:** This recommendation was implemented by the Department in the Adopted Work Program for 1990/91-1994/95 and in the Tentative Work Program for 1991/92-1995/96.

The impact on each district in the Tentative Work Program is shown below. Numbers expressed parenthetically indicate a reduction in new construction funds.

District 1	\$ (15,441,000)	District 5	\$ 27,630,000
District 2	\$ (20,064,000)	District 6	\$ 17,504,000
District 3	\$ (26,934,000)	District 7	\$ 21,894,000
District 4	\$ ( 4,588,000)		

**Note:** Due to rounding, the sum of the above dollar amounts does not equal zero.

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***The Administrative Equity Test***

The equity test uses *only* the district's percentage of the total state population as a measure and bases attainment of "equity" on whether the district receives funds equal to at least 80 percent of that district's share of the state's total resident population. Using population as the *sole* measure is invalid because the funds measured are distributed by a variety of methods, *none of which is based solely on the district's share of the state's resident population*. Furthermore, only 61.5% of the funds in the Department's Tentative Work Program is subject to the equity test.

By providing for adjustments to be made in the future to correct past inequities, the administrative equity rule is contrary to state and federal laws which mandate the methods and formulae by which funds are to be distributed to the districts; these laws do not authorize future adjustments for inequities.

***Recommendation:*** It is the Commission's view that if funds are distributed in an equitable manner and in compliance with law, an "equity test" is simply unnecessary. Therefore, we recommend that the Department repeal Rule 14-77.0061, establishing the equity test.

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***State Public Transit Funds***

Currently, state funds for public transit are distributed *primarily based on need*, using various distribution methods, including the district's percentage of the state's urban population, the results of transportation planning studies, the statutory formula, and other formulae and eligibility criteria that quantify needs or measure system performance.

Legislation passed by the 1990 Legislature significantly enhanced state funding for both capital and operating costs of public transit by mandating that a minimum of 14.3% of funds deposited into the State Transportation Trust Fund be committed annually for public transportation purposes.

Concurrently with increased funding levels, the Legislature mandated implementation of two Commission recommendations contained in the February, 1989 report, "Public Transit in Florida": the Public Transit Block Grant Program and the State Major Capital Investment Policy for public transit capital projects. Both recommendations advance the premise that state investments in public transit are appropriate and warranted, but should be conditioned on eligibility criteria and performance standards that ensure the most cost-effective investments.

The State Major Capital Investment Policy, which the department developed for submittal to the Legislature on March 1, 1991, is considered particularly important for fixed guideway systems, which require large capital investments (usually in the hundreds of millions of dollars), and a continuing financial responsibility for system operation. Such a policy should ensure

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that state investments are made only on well-planned, properly located and sized systems using appropriate technology.

Large capital investments already made in Southeast Florida for fixed rail projects (Metrorail and Tri-County Rail) are considered appropriate needs-based investments, since these are the areas where, because of population demographics, fixed rail project experiments have the greatest potential for success.

The Commission recognizes that although public transit funds, like new highway construction funds, do address congestion problems, public transit will play an increasingly important *yet limited* role in relieving traffic congestion in the future. For the near term, relief from congestion will primarily and most effectively be accomplished through an aggressive program to increase the capacity of the state's major urban and intercity highways. As stated in our 1989 report, The Commission believes that public transit investments *complement* rather than *directly substitute* for highway investments.

When Florida has developed viable public transportation systems to full potential, it may then be appropriate to view public transit investments as alternatives to investments for new highway construction and to distribute public transit funds in the same manner as new construction funds.

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***Recommendation:*** The Commission recommends that state public transit funds continue to be distributed using current methods, and the formulae and criteria developed by the Department to implement the Public Transit Block Grant Program and State Major Capital Investment Policy. The Commission feels that continued distribution of public transit funds primarily based on need, will result in investment of state funds in the areas where the need for transit is greatest, while at the same time ensuring that investments are made only in the most viable, well-planned systems.

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*Projects of Statewide or Regional Significance vs. "Special Projects"*

There are certain projects which result from the Department's professional planning process and which are of such regional or statewide significance that they should not be funded from the individual district's share of funds, but rather should be funded "off the top," that is, prior to distribution of funds. These projects should be highlighted in the work program and brought to the attention of the Commission when it annually reviews the tentative work program.

"Special Projects" are those projects which are *not* included by the Department in the tentative work program and are added after submittal of the work program to the Legislature. In the past, such projects have been funded "off the top." Unlike statewide or regional projects, "special projects" are generally of localized interest, and have the effect of disrupting the Department's work program priorities in that planned projects must be deferred to make funding available for "special projects."

**Recommendation:** Valid statewide or regional projects should be funded "off the top," i.e., prior to distribution of funds to the districts. Criteria defining such projects should be developed by the Department and submitted to the Commission for review. With regard to "special projects," the Commission supported legislation enacted in the 1990 session which provides that the cost of such projects will be deducted from funds distributed to the affected district.

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*Intra-District Equity*

The extent to which each county within a district receives its "fair share" of funds allocated to the district, is not currently subject to comprehensive oversight. Each district is responsible for achieving an acceptable level of equity among the counties, given regional and local priorities, programming targets and budget limitations.

Appendices M and N show fund allocations to the counties within each district for the Tentative Work Program, 1991/92-1995/96 and the Adopted Work Program, 1990/91-1994/95. For purposes of analysis, all funds are shown, less Turnpike, Local and Toll Funds.

The Commission, as part of its annual review of the tentative work program, can verify that Enhanced Tax revenues (DDR fund category) are programmed to the maximum extent feasible in the county of collection. However, since these tax proceeds comprise only a portion of the total funds contributed by a county, this monitoring exercise falls short of assessing whether an acceptable overall return occurs in each county.

Each county has a legitimate interest in receiving a return on its revenue contributions that is fair, reasonable and addresses its highest priority needs. Current law acknowledges this interest in that the recently revised transportation planning process in s. 339.135(4)(c), mandates that to the maximum extent feasible, the Department include in its work program the priority projects identified by MPOs and by county commissions in those counties not located within an MPO. Further, this "bottom up" planning process requires written justification, review by the Department and notice to the Commission when projects are rescheduled, deleted, or not adequately addressed in the work program.

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It must also be recognized that the Department cannot best serve the transportation interests of the district, region and state and also provide each county with a "dollar for dollar" return. For instance, accommodation must be made for district-wide and multi-county projects, as well as for situations such as the actual case where a given county's priority project is located in another county. Therefore, the Commission feels it would not be advisable to establish a fixed, quantitative county equity threshold which must be met.

**Recommendation:** The Commission recommends *prospective* and *retrospective* monitoring of intra-district equity. In conjunction with the annual in-depth evaluation of the Department's tentative work program, the Commission would assess amounts programmed in each county and assure that a fair return to counties is achieved prospectively. Further, and more importantly, the Commission would annually review actual expenditures in the counties for the previous 5-year period to verify that equity had been achieved retrospectively.

The Commission will continue to verify separately that the Department complies with law requiring programming in each county of an amount equal to Enhanced Tax collections. A retrospective review will also be performed, using actual expenditures to verify compliance.

Approval of this recommendation by the Legislature would result in two separate reviews, one focusing only on Enhanced Tax proceeds using motor fuel tax collections as a measure, and one with a broader, comprehensive focus, assuring a fair and reasonable return to each county.

Draft language to implement the recommendation is provided in the following section of this report.

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***RECOMMENDED STATUTORY CHANGES***

In accordance with the statutory directive, below are suggested amendments to implement the Commission's recommendations in the areas of Preservation and New Construction Funds and Intra-District Equity.

It is recommended that Section 339.135(4), Florida Statutes, be amended to read:

339.135 Work program; legislative budget request; definitions; preparation, adoption, execution, and amendment.--

(4) FUNDING AND DEVELOPING A TENTATIVE WORK PROGRAM.--

(a) To assure that no district or county is penalized for local efforts to improve the State Highway System, the department shall, for the purpose of developing a tentative work program, allocate funds for new construction to the various districts based on equal parts of population and motor fuel tax collections. Funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction or repair, public transit projects except public transit block grants as provided in s. 341.052, and other programs with quantitative needs assessments shall be allocated based on the results of these assessments. However, beginning in fiscal year 1996-97, to the extent that funds for resurfacing and maintenance allocated to a district based on needs assessment, exceed a threshold based on equal parts of population, motor fuel tax collections and lane miles, such excess amount shall be deducted from funds for new construction allocated to said district. Where funds for resurfacing and maintenance allocated to a district based on needs

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assessment are less than said threshold, funds for new construction shall be increased by the difference between the threshold and the sum of resurfacing and maintenance funds allocated. The department shall not transfer any funds allocated to a district under this paragraph to any other district except as provided in subsection (8). Funds for public transit block grants shall be allocated to the districts pursuant to s. 341.052.

It is recommended that Section 20.23(2)(b), Florida Statutes, be amended to read:

20.23 Department of Transportation.-- There is created a Department of Transportation which shall be a decentralized agency.

(2)(b) The Commission shall have the primary functions to:

3. Perform an in-depth evaluation of the annual department budget request, the Florida Transportation Plan, and the tentative work program for compliance with all applicable laws and established departmental policies. In conjunction with evaluation of the tentative work program, the Commission shall assess allocation of funds to the districts and counties within the districts to assure that such allocations are in compliance with all applicable laws and established departmental policies. As part of the assessment, the Commission shall verify that for the previous five-year period, actual expenditures were in compliance with all applicable laws and policies. Except as specifically provided in s. 339.135(4)(c)2., (d), and (f), the commission may not consider individual construction projects, but shall consider methods of accomplishing the goals of the department in the most effective, efficient, and businesslike manner.

*Note:* Proposed changes are underscored.

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# ***APPENDICES***

# APPENDIX A

## FUND DISTRIBUTION (ALL FUNDS) 1991/92 - 1995/96 TENTATIVE WORK PROGRAM

(Dollars in Thousands)

<i><b>EQUITY FUNDS</b></i>	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF TOTAL
	Bartow	Lake City	Chipley	Pt. Laud.	DeLand	Miami	Tampa		METHOD	
DS (STATE 100%)	13,855	15,940	(4,427)	39,008	70,831	50,927	56,434	242,568	STAT. FORMULA	
BNDS (BONDS)	0	0	0	0	0	0	0	0	STAT. FORMULA	
BNCA (BONDS)	0	0	0	0	0	0	0	0	STAT. FORMULA	
CP (CONSOLIDATED PRIMARY)	81,031	71,085	55,872	97,728	105,738	68,001	72,050	551,505	STAT. FORMULA	
UM (MINIMUM ALLOCATION)	48,648	44,903	31,569	89,746	70,369	53,441	56,625	395,301	STAT. FORMULA	
HRE (HAZARD ELIMINATION)	6,292	5,809	4,082	8,918	9,102	6,911	7,324	48,438	STAT. FORMULA	
ACCP (ADVANCE CP)	9,093	8,393	5,901	12,887	13,154	9,989	10,584	70,001	STAT. FORMULA	
<b>SUBTOTAL</b>	<b>158,919</b>	<b>146,130</b>	<b>92,997</b>	<b>248,287</b>	<b>269,194</b>	<b>189,269</b>	<b>203,017</b>	<b>1,307,813</b>		
<b>% OF SUBTOTAL</b>	<b>12.15%</b>	<b>11.17%</b>	<b>7.11%</b>	<b>18.98%</b>	<b>20.58%</b>	<b>14.47%</b>	<b>15.52%</b>	<b>100.00%</b>	STAT. FORMULA	17.84%
<b>DDR (DIST DEDICATED REV.)</b>	<b>201,300</b>	<b>182,400</b>	<b>117,400</b>	<b>264,800</b>	<b>301,200</b>	<b>187,600</b>	<b>205,500</b>	<b>1,460,200</b>	Collection	
<b>% OF SUBTOTAL</b>	<b>13.79%</b>	<b>12.49%</b>	<b>8.04%</b>	<b>18.13%</b>	<b>20.63%</b>	<b>12.85%</b>	<b>14.07%</b>	<b>100.00%</b>	Collection	19.92%
M (URBAN SYSTEM)	38,405	44,745	27,580	85,413	56,231	84,053	75,204	411,631	Federal Law	
DU (RURAL TRANSP. ASSIST.)	3,647	2,760	2,000	3,240	3,903	1,930	3,195	20,675	Federal Law	
<b>SUBTOTAL</b>	<b>42,052</b>	<b>47,505</b>	<b>29,580</b>	<b>88,653</b>	<b>60,134</b>	<b>85,983</b>	<b>78,399</b>	<b>432,306</b>		
<b>% OF SUBTOTAL</b>	<b>9.73%</b>	<b>10.99%</b>	<b>6.84%</b>	<b>20.51%</b>	<b>13.91%</b>	<b>19.89%</b>	<b>18.14%</b>	<b>100.00%</b>	Federal Law	5.90%
CPR (PRIMARY RESURFACE)	35,817	62,426	63,675	28,338	42,876	18,674	33,696	285,502	Needs Assess.	
DSR (STATE RESURFACE)	36,845	65,499	67,056	25,458	42,019	16,994	32,930	286,801	Needs Assess.	
UM (RESURFACING)	48,862	86,127	88,036	35,881	56,922	23,808	44,665	384,301	Needs Assess.	
BRRP (STATE BR. REPAIR)	14,000	28,700	24,300	26,200	18,000	27,300	29,700	168,200	Needs Assess.	
RB (RURAL SECONONDARY)	14,838	24,633	9,670	3,749	9,050	1,587	5,396	68,923	Needs Assess.	
DIH (IN-HOUSE)	97,790	96,074	80,375	121,297	91,488	72,960	73,958	633,942	Needs Assess.	
DPTO (RAIL, TRANSIT, AVIA)	47,791	49,260	15,483	219,328	77,179	179,871	71,271	660,183	Needs Assess.	
IR (INTER. RESURFACE)	94,943	196,907	115,684	149,125	180,164	39,538	112,988	889,349	Needs Assess.	
BRP (100% STATE BRIDGE)	36,559	10,592	97,118	2,764	6,618	101,137	27,502	282,290	Needs Assess.	
BRT (FED. BRIDGE)	31,582	46,547	6,003	71,754	85,343	41,053	96,980	379,262	Needs Assess.	
BRTZ (FED OFF SYSTEM BR)	3,046	5,085	7,293	3,340	3,015	4,229	2,784	28,792	Needs Assess.	
RRP (R/R PROT. DEVICES)	937	1,031	1,081	597	90	74	180	3,990	Needs Assess.	
RRS (R/R HAZARD ELIM)	195	155	27	100	784	251	718	2,230	Needs Assess.	
ACIS (SUNSHINE SKYWAY)	0	0	0	0	0	0	0	0	Needs Assess.	
ACIR (ADVANCE I REHAB)	6,083	13,404	7,051	7,717	11,501	2,404	6,842	55,002	Needs Assess.	
<b>SUBTOTAL</b>	<b>469,288</b>	<b>686,440</b>	<b>582,852</b>	<b>695,648</b>	<b>625,049</b>	<b>529,880</b>	<b>539,610</b>	<b>4,128,767</b>		
<b>% OF SUBTOTAL</b>	<b>11.37%</b>	<b>16.63%</b>	<b>14.12%</b>	<b>16.85%</b>	<b>15.14%</b>	<b>12.83%</b>	<b>13.07%</b>	<b>100.00%</b>	Needs Assess.	56.33%
<b>TOTAL EQUITY FUNDS</b>	<b>871,559</b>	<b>1,062,475</b>	<b>822,829</b>	<b>1,297,388</b>	<b>1,255,577</b>	<b>992,732</b>	<b>1,026,526</b>	<b>7,329,086</b>		61.51%
<b>% OF TOTAL</b>	<b>11.89%</b>	<b>14.50%</b>	<b>11.23%</b>	<b>17.70%</b>	<b>17.13%</b>	<b>13.55%</b>	<b>14.01%</b>	<b>100.00%</b>		
EQUITY THRESHOLD*	10.10%	8.70%	6.62%	15.25%	14.26%	12.20%	12.87%	80.00%	80% of Pop.	
STATUTORY FORMULA	12.99%	11.99%	8.43%	18.41%	18.79%	14.27%	15.12%	100.00%	50% Pop./50% Coll.	

# APPENDIX A

## FUND DISTRIBUTION (ALL FUNDS) 1991/92 - 1995/96 TENTATIVE WORK PROGRAM

(Dollars in Thousands)

NON EQUITY FUNDS	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Bartow	Lake City	Chipley	Pt. Laud.	Deland	Miami	Tampa		METHOD	TOTAL
BRTD (BRIDGE DISC.)	0	0	0	0	40	38	0	78	Project Specific	0.00%
D(UNRESTRICTED ST.PRI.)	173,727	261,017	205,035	184,725	216,857	134,756	144,947	1,321,064	St. Form/Needs	11.09%
DL(STATE LOAN TO LOCALS)	0	0	0	4,390	0	0	0	4,390	Needs Assess.	0.04%
DSB(CONS. REIMB BY BOND)	0	0	0	200	0	19,711	0	19,911	Project Specific	0.17%
FAA(FED.AVIA.ADMIN)NB	287,807	36,227	30,138	172,129	259,821	45,010	105,325	936,457	Fed. Law	7.86%
FCO(FIXED CAPITAL OUTLAY)	1,898	8,290	7,860	10,125	8,155	1,979	9,078	47,385	Project Specific	0.40%
FDM(FED.DEMO PROJ)	0	12,514	0	5,960	10,223	7,731	11,718	48,146	Project Specific	0.40%
HPR(FED. HWY. PLN. RES)	0	0	80	0	0	0	0	80	Fed. Law	0.00%
I (INTERSTATE)	8,197	0	0	90,216	0	63,523	19,608	181,544	Fed. Law	1.52%
IR (INTER. RESURFACE)	37,910	138,271	52,814	35,440	66,031	9,789	47,930	388,185	Needs Assess.	3.26%
LF (LOCAL FUNDS BUDG)	15,168	22,126	0	3,744	1,073	600	31,137	73,848		0.62%
LF (LOCAL FUNDS NONBUDG)	65,767	99,189	15,568	43,066	292,931	92,078	43,901	652,500		5.48%
LFR (LOCAL FUNDS REIMBURS)	0	0	2,532	18,217	0	1,381	0	22,130		0.19%
PKCA(TPK CONTROL ACCESS)	0	0	0	43,751	46,769	9,270	200	99,990		0.84%
PKYI(TURNPIKE IMPROVE)	353	0	0	52,416	82,297	40,922	0	175,988		1.48%
PKYR(TURNPIKE MAINT.RES)	0	0	0	19,374	3,089	0	0	22,463		0.19%
P90A(TURNPIKE BOND CONST)	0	0	0	0	143,448	0	175,610	319,058		2.68%
PL (METRO PLANNING)	2,158	1,432	1,678	3,307	3,687	1,948	2,409	16,619	Fed. Law	0.14%
TDTF(TRANS-DISADV)	7,145	6,995	7,576	6,343	8,970	6,081	5,933	49,043		0.41%
TOL0,2,3,4(TOLLS)	725	7,302	1,419	4,277	3,359	6,544	7,229	30,855		0.26%
UMTA(URBAN MASS TRANSIT)NB	20,771	91,842	11,075	2,520	21,791	13,785	14,528	176,312	Fed. Law	1.48%
<b>TOTAL NON EQUITY FUNDS</b>	<b>621,626</b>	<b>685,205</b>	<b>335,775</b>	<b>700,200</b>	<b>1,168,341</b>	<b>455,146</b>	<b>619,553</b>	<b>4,586,046</b>		<b>38.49%</b>
<b>% OF TOTAL</b>	<b>13.55%</b>	<b>14.94%</b>	<b>7.32%</b>	<b>15.27%</b>	<b>25.48%</b>	<b>9.92%</b>	<b>13.51%</b>			

<b>TOTAL ALL FUNDS</b>	<b>1,493,185</b>	<b>1,747,680</b>	<b>1,158,604</b>	<b>1,997,388</b>	<b>2,424,118</b>	<b>1,447,878</b>	<b>1,646,079</b>	<b>11,915,132</b>		<b>100.00%</b>
<b>% OF TOTAL</b>	<b>12.53%</b>	<b>14.67%</b>	<b>9.72%</b>	<b>16.77%</b>	<b>20.34%</b>	<b>12.15%</b>	<b>13.82%</b>			

STATUTORY FORMULA                      12.99%      11.99%      8.43%      18.41%      18.79%      14.27%      15.12%      100.00%      50% Pop./50% Coll.

\* BASED ON REC DEMOGRAPHIC ESTIMATING CONFERENCE OF MARCH, 1990.

# APPENDIX B

## FUND DISTRIBUTION (ALL FUNDS) 1991/92 - 1995/96 TENTATIVE WORK PROGRAM (Excludes Turnpike, Local & Toll Funds)

(Dollars in Thousands)

<i>EQUITY FUNDS</i>	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF TOTAL
	Bartow	Lake City	Chipley	Pt. Laud.	Doland	Miami	Tampa		METHOD	
DS (STATE 100%)	13,855	15,940	(4,427)	39,008	70,831	50,927	56,434	242,568	STAT. FORMULA	
BNDS (BONDS)	0	0	0	0	0	0	0	0	STAT. FORMULA	
BNCA (BONDS)	0	0	0	0	0	0	0	0	STAT. FORMULA	
CP (CONSOLIDATED PRIMARY)	81,031	71,085	55,872	97,728	105,738	68,001	72,050	551,505	STAT. FORMULA	
UM (MINIMUM ALLOCATION)	48,648	44,903	31,569	89,746	70,369	53,441	56,625	395,301	STAT. FORMULA	
HRE (HAZARD ELIMINATION)	6,292	5,809	4,082	8,918	9,102	6,911	7,324	48,438	STAT. FORMULA	
ACCP (ADVANCE CP)	9,093	8,393	5,901	12,887	13,154	9,989	10,584	70,001	STAT. FORMULA	
<b>SUBTOTAL</b>	<b>158,919</b>	<b>146,130</b>	<b>92,997</b>	<b>248,287</b>	<b>269,194</b>	<b>189,269</b>	<b>203,017</b>	<b>1,307,813</b>		
<b>% OF SUBTOTAL</b>	<b>12.15%</b>	<b>11.17%</b>	<b>7.11%</b>	<b>18.98%</b>	<b>20.58%</b>	<b>14.47%</b>	<b>15.52%</b>	<b>100.00%</b>	STAT. FORMULA	17.84%
DDR (DIST DEDICATED REV.)	201,300	182,400	117,400	264,800	301,200	187,600	205,500	1,460,200	Collection	
<b>% OF SUBTOTAL</b>	<b>13.79%</b>	<b>12.49%</b>	<b>8.04%</b>	<b>18.13%</b>	<b>20.63%</b>	<b>12.85%</b>	<b>14.07%</b>	<b>100.00%</b>	Collection	19.92%
M (URBAN SYSTEM)	38,405	44,745	27,580	85,413	56,231	84,053	75,204	411,631	Federal Law	
DU (RURAL TRANSP. ASSIST.)	3,647	2,760	2,000	3,240	3,903	1,930	3,195	20,675	Federal Law	
<b>SUBTOTAL</b>	<b>42,052</b>	<b>47,505</b>	<b>29,580</b>	<b>88,653</b>	<b>60,134</b>	<b>85,983</b>	<b>78,399</b>	<b>432,306</b>		
<b>% OF SUBTOTAL</b>	<b>9.73%</b>	<b>10.99%</b>	<b>6.84%</b>	<b>20.51%</b>	<b>13.91%</b>	<b>19.89%</b>	<b>18.14%</b>	<b>100.00%</b>	Federal Law	5.90%
CPR (PRIMARY RESURFACE)	35,817	62,426	63,675	28,338	42,876	18,674	33,696	285,502	Needs Assess.	
DSR (STATE RESURFACE)	36,845	65,499	67,056	25,458	42,019	16,994	32,930	286,801	Needs Assess.	
UM (RESURFACING)	48,862	86,127	88,036	35,881	56,922	23,808	44,665	384,301	Needs Assess.	
BRRP (STATE BR. REPAIR)	14,000	28,700	24,300	26,200	18,000	27,300	29,700	168,200	Needs Assess.	
RB (RURAL SECONDARY)	14,838	24,633	9,670	3,749	9,050	1,587	5,396	68,923	Needs Assess.	
DIH (IN-HOUSE)	97,790	96,074	80,375	121,297	91,488	72,960	73,958	633,942	Needs Assess.	
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BRP (100% STATE BRIDGE)	36,559	10,592	97,118	2,764	6,618	101,137	27,302	282,290	Needs Assess.	
BRT (FED. BRIDGE)	31,582	46,547	6,003	71,754	85,343	41,053	96,980	379,262	Needs Assess.	
BRTZ (FED OFF SYSTEM BR)	3,046	5,085	7,293	3,340	3,015	4,229	2,784	28,792	Needs Assess.	
RRP (R/R PROT. DEVICES)	937	1,031	1,081	597	90	74	180	3,990	Needs Assess.	
RRS (R/R HAZARD ELIM)	195	155	27	100	784	251	718	2,230	Needs Assess.	
ACIS (SUNSHINE SKYWAY)	0	0	0	0	0	0	0	0	Needs Assess.	
ACIR (ADVANCE I REHAB)	6,083	13,404	7,051	7,717	11,501	2,404	6,842	55,002	Needs Assess.	
<b>SUBTOTAL</b>	<b>469,288</b>	<b>686,440</b>	<b>582,852</b>	<b>695,648</b>	<b>625,049</b>	<b>529,880</b>	<b>539,610</b>	<b>4,128,767</b>		
<b>% OF SUBTOTAL</b>	<b>11.37%</b>	<b>16.63%</b>	<b>14.12%</b>	<b>16.85%</b>	<b>15.14%</b>	<b>12.83%</b>	<b>13.07%</b>	<b>100.00%</b>	Needs Assess.	56.33%
<b>TOTAL EQUITY FUNDS</b>	<b>871,559</b>	<b>1,062,475</b>	<b>822,829</b>	<b>1,297,388</b>	<b>1,255,577</b>	<b>992,732</b>	<b>1,026,526</b>	<b>7,329,086</b>		<b>69.68%</b>
<b>% OF TOTAL</b>	<b>11.89%</b>	<b>14.50%</b>	<b>11.23%</b>	<b>17.70%</b>	<b>17.13%</b>	<b>13.55%</b>	<b>14.01%</b>	<b>100.00%</b>		
EQUITY THRESHOLD*	10.10%	8.70%	6.62%	15.25%	14.26%	12.20%	12.87%	80.00%	80% of Pop.	
STATUTORY FORMULA	12.99%	11.99%	8.43%	18.41%	18.79%	14.27%	15.12%	100.00%	50% Pop./50% Coll.	

# APPENDIX B

## FUND DISTRIBUTION (ALL FUNDS) 1991/92 - 1995/96 TENTATIVE WORK PROGRAM (Excludes Turnpike, Local & Toll Funds)

(Dollars in Thousands)

NON EQUITY FUNDS	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Bartow	Lake City	Chipley	Pt. Laud.	Deland	Miami	Tampa		METHOD	TOTAL
BRTD (BRIDGE DISC.)	0	0	0	0	40	38	0	78	Project Specific	0.00%
D(UNRESTRICTED ST. PRI.)	173,727	261,017	205,035	184,725	216,857	134,756	144,947	1,321,064	St. Form/Needs	12.56%
DL(STATE LOAN TO LOCALS)	0	0	0	4,390	0	0	0	4,390	Needs Assess.	0.04%
DSB(CONS. REIMB BY BOND)	0	0	0	200	0	19,711	0	19,911	Project Specific	0.19%
FAA(FED.AVIA.ADMIN)NB	287,807	-36,227	30,138	172,129	259,821	45,010	105,325	936,457	Fed. Law	8.90%
FCO(FIXED CAPITAL OUTLAY)	1,898	8,290	7,860	10,125	8,155	1,979	9,078	47,385	Project Specific	0.45%
FDM(FED.DEMO PROJ)	0	12,514	0	5,960	10,223	7,731	11,718	48,146	Project Specific	0.46%
HPR(FED. HWY. PLN. RES)	0	0	80	0	0	0	0	80	Fed. Law	0.00%
I (INTERSTATE)	8,197	0	0	90,216	0	63,523	19,608	181,544	Fed. Law	1.73%
IR (INTER. RESURFACE)	37,910	138,271	52,814	35,440	66,031	9,789	47,930	388,185	Needs Assess.	3.69%
LP (LOCAL FUNDS BUDG)										
LF (LOCAL FUNDS NONBUDG)**										
LFR (LOCAL FUNDS REIMBURS)**										
PKCA(TPK CONTROL ACCESS)**										
PKYI(TURNPIKE IMPROVE)**										
PKYR(TURNPIKE MAINT.RES)**										
P90A(TURNPIKE BOND CONST)**										
PL (METRO PLANNING)	2,158	1,432	1,678	3,307	3,687	1,948	2,409	16,619	Fed. Law	0.16%
TDTF(TRANS-DISADV)	7,145	6,995	7,576	6,343	8,970	6,081	5,933	49,043		0.47%
TOLO,2,3,4(TOLLS)**										
UMTA(URBAN MASS TRANSIT)NB	20,771	91,842	11,075	2,520	21,791	13,785	14,528	176,312	Fed. Law	1.68%
<b>TOTAL NON EQUITY FUNDS</b>	<b>539,613</b>	<b>556,588</b>	<b>316,256</b>	<b>515,355</b>	<b>595,575</b>	<b>304,351</b>	<b>361,476</b>	<b>3,189,214</b>		<b>30.32%</b>
<b>% OF TOTAL</b>	<b>16.92%</b>	<b>17.45%</b>	<b>9.92%</b>	<b>16.16%</b>	<b>18.67%</b>	<b>9.54%</b>	<b>11.33%</b>			
<b>TOTAL ALL FUNDS</b>	<b>1,411,172</b>	<b>1,619,063</b>	<b>1,139,085</b>	<b>1,812,743</b>	<b>1,851,152</b>	<b>1,297,083</b>	<b>1,388,002</b>	<b>10,518,300</b>		<b>100.00%</b>
<b>% OF TOTAL</b>	<b>13.42%</b>	<b>15.39%</b>	<b>10.83%</b>	<b>17.23%</b>	<b>17.60%</b>	<b>12.33%</b>	<b>13.20%</b>			
STATUTORY FORMULA	12.99%	11.99%	8.43%	18.41%	18.79%	14.27%	15.12%	100.00%	50% Pop./50% Coll.	

\* BASED ON REC DEMOGRAPHIC ESTIMATING CONFERENCE OF MARCH, 1990.

\*\* THESE FUNDS ARE EXCLUDED



# APPENDIX C

## FUND DISTRIBUTION (STATE FUNDS ONLY) 1991/92 - 1995/96 TENTATIVE WORK PROGRAM

(Dollars in Thousands)

EQUITY FUNDS	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION METHOD	% OF TOTAL
	Barrow	Lake City	Chibley	Fl. Laud.	Doland	Miami	Tampa			
DS (STATE 100%)	13,855	15,940	(4,427)	39,008	70,831	50,927	56,434	242,568	STAT. FORMULA	
BNDS (BONDS)	0	0	0	0	0	0	0	0	STAT. FORMULA	
BNCA (BONDS)	0	0	0	0	0	0	0	0	STAT. FORMULA	
CP (CONSOLIDATED PRIMARY)	27,551	24,169	18,996	33,228	35,951	23,120	24,497	187,512	STAT. FORMULA	
UM (MINIMUM ALLOCATION)	16,540	-15,267	10,733	30,514	23,925	18,170	19,253	134,402	STAT. FORMULA	
HRE (HAZARD ELIMINATION)	1,321	1,220	857	1,873	1,911	1,451	1,538	10,172	STAT. FORMULA	
ACCP (ADVANCE CP)	3,092	2,854	2,006	4,382	4,472	3,396	3,599	23,800	STAT. FORMULA	
<b>SUBTOTAL</b>	<b>62,359</b>	<b>59,449</b>	<b>28,167</b>	<b>109,004</b>	<b>137,091</b>	<b>97,065</b>	<b>105,320</b>	<b>598,454</b>		
<b>% OF SUBTOTAL</b>	<b>10.42%</b>	<b>9.93%</b>	<b>4.71%</b>	<b>18.21%</b>	<b>22.91%</b>	<b>16.22%</b>	<b>17.60%</b>	<b>100.00%</b>		<b>12.57%</b>
DDR (DIST DEDICATED REV.)	201,300	182,400	117,400	264,800	301,200	187,600	205,500	1,460,200	State Law	
<b>% OF SUBTOTAL</b>	<b>13.79%</b>	<b>12.49%</b>	<b>8.04%</b>	<b>18.13%</b>	<b>20.63%</b>	<b>12.85%</b>	<b>14.07%</b>	<b>100.00%</b>		<b>30.67%</b>
M (URBAN SYSTEM)	12,674	14,766	9,101	28,186	18,556	27,737	24,817	135,838	Federal Law	
DU (RURAL TRANSP. ASSIST.)	0	0	0	0	0	0	0	0	Federal Law	
<b>SUBTOTAL</b>	<b>12,674</b>	<b>14,766</b>	<b>9,101</b>	<b>28,186</b>	<b>18,556</b>	<b>27,737</b>	<b>24,817</b>	<b>135,838</b>		
<b>% OF SUBTOTAL</b>	<b>9.33%</b>	<b>10.87%</b>	<b>6.70%</b>	<b>20.75%</b>	<b>13.66%</b>	<b>20.42%</b>	<b>18.27%</b>	<b>100.00%</b>		<b>2.85%</b>
CPR (PRIMARY RESURFACE)	12,178	21,225	21,650	9,635	14,578	6,349	11,457	97,071	Needs Assess.	
DSR (STATE RESURFACE)	36,845	65,499	67,056	25,458	42,019	16,994	32,930	286,801	Needs Assess.	
UM (RESURFACING)	16,613	29,283	29,932	12,200	19,353	8,095	15,186	130,662	Needs Assess.	
BRRP (STATE BR. REPAIR)	14,000	28,700	24,300	26,200	18,000	27,300	29,700	168,200	Needs Assess.	
RB (RURAL SECONDARY)	4,897	8,129	3,191	1,237	2,987	524	1,781	22,745	Needs Assess.	
DIH (IN-HOUSE)	97,790	96,074	80,375	121,297	91,488	72,960	73,958	633,942	Needs Assess.	
DPTO (RAIL, TRANSIT, AVIA)	47,791	49,260	15,483	219,328	77,179	179,871	71,271	660,183	Needs Assess.	
IR (INTER. RESURFACE)	16,140	33,474	19,666	25,351	30,628	6,721	19,208	151,189	Needs Assess.	
BRP (100% STATE BRIDGE)	36,559	10,592	97,118	2,764	6,618	101,137	27,502	282,290	Needs Assess.	
BRT (FED. BRIDGE)	9,475	13,964	1,801	21,526	25,603	12,316	29,094	113,779	Needs Assess.	
BRTZ (FED OFF SYSTEM BR)	914	1,526	2,188	1,002	905	1,269	835	8,638	Needs Assess.	
RRP (R/R PROT. DEVICES)	159	175	184	101	15	13	31	678	Needs Assess.	
RRS (R/R HAZARD ELIM)	27	22	4	14	110	35	101	312	Needs Assess.	
ACIS (SUNSHINE SKYWAY)	0	0	0	0	0	0	0	0	Needs Assess.	
ACIR (ADVANCE I REHAB)	1,034	2,279	1,199	1,312	1,955	409	1,163	9,350	Needs Assess.	
<b>SUBTOTAL</b>	<b>294,422</b>	<b>360,201</b>	<b>364,146</b>	<b>467,425</b>	<b>331,437</b>	<b>433,992</b>	<b>314,216</b>	<b>2,565,840</b>		
<b>% OF SUBTOTAL</b>	<b>11.47%</b>	<b>14.04%</b>	<b>14.19%</b>	<b>18.22%</b>	<b>12.92%</b>	<b>16.91%</b>	<b>12.25%</b>	<b>100.00%</b>		<b>53.90%</b>
<b>TOTAL EQUITY FUNDS</b>	<b>570,754</b>	<b>616,817</b>	<b>518,814</b>	<b>869,415</b>	<b>788,285</b>	<b>746,394</b>	<b>649,853</b>	<b>4,760,333</b>		
<b>% OF TOTAL</b>	<b>11.99%</b>	<b>12.96%</b>	<b>10.90%</b>	<b>18.26%</b>	<b>16.56%</b>	<b>15.68%</b>	<b>13.65%</b>	<b>100.00%</b>		<b>61.68%</b>
EQUITY THRESHOLD*	10.10%	8.70%	6.62%	15.25%	14.26%	12.20%	12.87%	80.00%	80% of Pop	
STATUTORY FORMULA	12.99%	11.99%	8.43%	18.41%	18.79%	14.27%	15.12%	100.00%	50% Pop/50% Coll	

# APPENDIX C

## FUND DISTRIBUTION (STATE FUNDS ONLY) 1991/92 - 1995/96 TENTATIVE WORK PROGRAM

(Dollars in Thousands)

NON EQUITY FUNDS	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Bartow	Lake City	Chipley	Ft. Laud.	Deland	Miami	Tampa		METHOD	TOTAL
BRTD (BRIDGE DISC.)	0	0	0	0	11	11	0	22	Project Specific	0.00%
D(UNRESTRICTED ST. PRI.)	173,727	261,017	205,035	184,725	216,857	134,756	144,947	1,321,064	St. Form/Needs	17.12%
DL(STATE LOAN TO LOCALS)	0	0	0	4,390	0	0	0	4,390	Needs Asses.	0.06%
DSB(CONS. REIMB BY BOND)	0	0	0	200	0	19,711	0	19,911	Project Specific	0.26%
FAA(FED. AVIA. ADMIN)NB	0	0	0	0	0	0	0	0		0.00%
FCO(FIXED CAPITAL OUTLAY)	1,898	8,290	7,860	10,125	8,155	1,979	9,078	47,385	Project Specific	0.61%
FDM(FED. DEMO PROJ)	0	5,756	0	2,742	4,703	3,556	5,390	22,147	Project Specific	0.29%
HPR(FED. HWY. PLN. RES)	0	0	12	0	0	0	0	12	Fed. Law	0.00%
I (INTERSTATE)	1,393	0	0	15,337	0	10,799	3,333	30,862	Fed. Law	0.40%
IR (INTER. RESURFACE)	6,445	23,506	8,978	6,025	11,225	1,664	8,148	65,991	Needs Asses.	0.86%
LF (LOCAL FUNDS BUDG)	15,168	22,126	0	3,744	1,073	600	31,137	73,848		0.96%
LF (LOCAL FUNDS NONBUDG)	65,767	99,189	15,568	43,066	292,931	92,078	43,901	652,500		8.45%
LFR (LOCAL FUNDS REIMBURS)	0	0	2,532	18,217	0	1,381	0	22,130		0.29%
PKCA(TPK CONTROL ACCESS)	0	0	0	43,751	46,769	9,270	200	99,990		1.30%
PKYI(TURNPIKE IMPROVE)	353	0	0	52,416	82,297	40,922	0	175,988		2.28%
PKYR(TURNPIKE MAINT. RES)	0	0	0	19,374	3,089	0	0	22,463		0.29%
P90A(TURNPIKE BOND CONST)	0	0	0	0	143,448	0	175,610	319,058		4.13%
PL (METRO PLANNING)	0	0	0	0	0	0	0	0		0.00%
TDTF(TRANS-DISADV)	7,145	6,995	7,576	6,343	8,970	6,081	5,933	49,043		0.64%
TOL0,2,3,4(TOLLS)	725	7,302	1,419	4,277	3,359	6,544	7,229	30,855		0.40%
UMTA(URBAN MASS TRANSIT)NB	0	0	0	0	0	0	0	0		0.00%
<b>TOT NON EQUITY FUNDS</b>	<b>272,621</b>	<b>434,182</b>	<b>248,980</b>	<b>414,731</b>	<b>822,887</b>	<b>329,352</b>	<b>434,907</b>	<b>2,957,660</b>		<b>38.32%</b>
<b>% OF TOTAL</b>	<b>9.22%</b>	<b>14.68%</b>	<b>8.42%</b>	<b>14.02%</b>	<b>27.82%</b>	<b>11.14%</b>	<b>14.70%</b>			

<b>TOTAL ALL FUNDS</b>	<b>843,375</b>	<b>1,050,998</b>	<b>767,794</b>	<b>1,284,146</b>	<b>1,611,172</b>	<b>1,075,746</b>	<b>1,084,760</b>	<b>7,717,993</b>		<b>100.00%</b>
<b>% OF TOTAL</b>	<b>10.93%</b>	<b>13.62%</b>	<b>9.95%</b>	<b>16.64%</b>	<b>20.88%</b>	<b>13.94%</b>	<b>14.05%</b>			

STATUTORY FORMULA                      12.99%      11.99%      8.43%      18.41%      18.79%      14.27%      15.12%      100.00%      50% Pop/50% Coll

FEDERAL FUNDS REFLECT STATE MATCH ONLY.

\* BASED ON REC DEMOGRAPHIC ESTIMATING CONFERENCE OF MARCH, 1990.

# APPENDIX D

## FUND DISTRIBUTION (STATE FUNDS ONLY) 1991/92 - 1995/96 TENTATIVE WORK PROGRAM (Excludes Turnpike, Local & Toll Funds)

(Dollars in Thousands)

<i><b>EQUITY FUNDS</b></i>	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION METHOD	% OF TOTAL
	Bartow	Lake City	Chipley	Fl. Laud.	Deland	Miami	Tampa			
DS (STATE 100%)	13,855	15,940	(4,427)	39,008	70,831	50,927	56,434	242,568	STAT. FORMULA	
BNDS (BONDS)	0	0	0	0	0	0	0	0	STAT. FORMULA	
BNCA (BONDS)	0	0	0	0	0	0	0	0	STAT. FORMULA	
CP (CONSOLIDATED PRIMARY)	27,551	24,169	18,996	33,228	35,951	23,120	24,497	187,512	STAT. FORMULA	
UM (MINIMUM ALLOCATION)	16,540	15,267	10,733	30,514	23,925	18,170	19,253	134,402	STAT. FORMULA	
HRE (HAZARD ELIMINATION)	1,321	1,220	857	1,873	1,911	1,451	1,538	10,172	STAT. FORMULA	
ACCP (ADVANCE CP)	3,092	2,854	2,006	4,382	4,472	3,396	3,599	23,800	STAT. FORMULA	
<b>SUBTOTAL</b>	<b>62,359</b>	<b>59,449</b>	<b>28,167</b>	<b>109,004</b>	<b>137,091</b>	<b>97,065</b>	<b>105,320</b>	<b>598,454</b>		
<b>% OF SUBTOTAL</b>	<b>10.42%</b>	<b>9.93%</b>	<b>4.71%</b>	<b>18.21%</b>	<b>22.91%</b>	<b>16.22%</b>	<b>17.60%</b>	<b>100.00%</b>		<b>12.57%</b>
<b>DDR (DIST DEDICATED REV.)</b>	<b>201,300</b>	<b>182,400</b>	<b>117,400</b>	<b>264,800</b>	<b>301,200</b>	<b>187,600</b>	<b>205,500</b>	<b>1,460,200</b>	State Law	
<b>% OF SUBTOTAL</b>	<b>13.79%</b>	<b>12.49%</b>	<b>8.04%</b>	<b>18.13%</b>	<b>20.63%</b>	<b>12.85%</b>	<b>14.07%</b>	<b>100.00%</b>		<b>30.67%</b>
M (URBAN SYSTEM)	12,674	14,766	9,101	28,186	18,556	27,737	24,817	135,838	Federal Law	
DU (RURAL TRANSP. ASSIST.)	0	0	0	0	0	0	0	0	Federal Law	
<b>SUBTOTAL</b>	<b>12,674</b>	<b>14,766</b>	<b>9,101</b>	<b>28,186</b>	<b>18,556</b>	<b>27,737</b>	<b>24,817</b>	<b>135,838</b>		
<b>% OF SUBTOTAL</b>	<b>9.33%</b>	<b>10.87%</b>	<b>6.70%</b>	<b>20.75%</b>	<b>13.66%</b>	<b>20.42%</b>	<b>18.27%</b>	<b>100.00%</b>		<b>2.85%</b>
CPR (PRIMARY RESURFACE)	12,178	21,225	21,650	9,635	14,578	6,349	11,457	97,071	Needs Assess.	
DSR (STATE RESURFACE)	36,845	65,499	67,056	25,458	42,019	16,994	32,930	286,801	Needs Assess.	
UM (RESURFACING)	16,613	29,283	29,932	12,200	19,353	8,095	15,186	130,662	Needs Assess.	
BRRP (STATE BR. REPAIR)	14,000	28,700	24,300	26,200	18,000	27,300	29,700	168,200	Needs Assess.	
RB (RURAL SECONONDARY)	4,897	8,129	3,191	1,237	2,987	524	1,781	22,745	Needs Assess.	
DIH (IN-HOUSE)	97,790	96,074	80,375	121,297	91,488	72,960	73,958	633,942	Needs Assess.	
DPTO (RAIL, TRANSIT, AVIA)	47,791	49,260	15,483	219,328	77,179	179,871	71,271	660,183	Needs Assess.	
IR (INTER. RESURFACE)	16,140	33,474	19,666	25,351	30,628	6,721	19,208	151,189	Needs Assess.	
BRP (100% STATE BRIDGE)	36,559	10,592	97,118	2,764	6,618	101,137	27,502	282,290	Needs Assess.	
BRT (FED. BRIDGE)	9,475	13,964	1,801	21,526	25,603	12,316	29,094	113,779	Needs Assess.	
BRTZ (FED OFF SYSTEM BR)	914	1,526	2,188	1,002	905	1,269	835	8,638	Needs Assess.	
RRP (R/R PROT. DEVICES)	159	175	184	101	15	13	31	678	Needs Assess.	
RRS (R/R HAZARD ELIM)	27	22	4	14	110	35	101	312	Needs Assess.	
ACIS (SUNSHINE SKYWAY)	0	0	0	0	0	0	0	0	Needs Assess.	
ACIR (ADVANCE I REHAB)	1,034	2,279	1,199	1,312	1,955	409	1,163	9,350	Needs Assess.	
<b>SUBTOTAL</b>	<b>294,422</b>	<b>360,201</b>	<b>364,146</b>	<b>467,425</b>	<b>331,437</b>	<b>433,992</b>	<b>314,216</b>	<b>2,565,840</b>		
<b>% OF SUBTOTAL</b>	<b>11.47%</b>	<b>14.04%</b>	<b>14.19%</b>	<b>18.22%</b>	<b>12.92%</b>	<b>16.91%</b>	<b>12.25%</b>	<b>100.00%</b>		<b>53.90%</b>
<b>TOTAL EQUITY FUNDS</b>	<b>570,754</b>	<b>616,817</b>	<b>518,814</b>	<b>869,415</b>	<b>788,285</b>	<b>746,394</b>	<b>649,833</b>	<b>4,760,333</b>		
<b>% OF TOTAL</b>	<b>11.99%</b>	<b>12.96%</b>	<b>10.90%</b>	<b>18.26%</b>	<b>16.56%</b>	<b>15.68%</b>	<b>13.65%</b>	<b>100.00%</b>		<b>75.31%</b>
EQUITY THRESHOLD*	10.10%	8.70%	6.62%	15.25%	14.26%	12.20%	12.87%	80.00%	80% of Pop	
STATUTORY FORMULA	12.99%	11.99%	8.43%	18.41%	18.79%	14.27%	15.12%	100.00%	50% Pop/50% Coll	

# APPENDIX D

## FUND DISTRIBUTION (STATE FUNDS ONLY) 1991/92 - 1995/96 TENTATIVE WORK PROGRAM (Excludes Turnpike, Local & Toll Funds)

(Dollars in Thousands)

NON EQUITY FUNDS	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Barrow	Lake City	Chipley	Pt. Laud.	Doland	Miami	Tampa		METHOD	TOTAL
BRTD (BRIDGE DISC.)	0	0	0	0	11	11	0	22	Project Specific	0.00%
D(UNRESTRICTED ST. PRI.)	173,727	261,017	205,035	184,725	216,857	134,756	144,947	1,321,064	St. Form/Needs	20.90%
DL(STATE LOAN TO LOCALS)	0	0	0	4,390	0	0	0	4,390	Needs Assess.	0.07%
DSB(CONS. REIMB BY BOND)	0	0	0	200	0	19,711	0	19,911	Project Specific	0.31%
FAA(FED.AVIA.ADMIN)NB	0	0	0	0	0	0	0	0		0.00%
FCO(FIXED CAPITAL OUTLAY)	1,898	8,290	7,860	10,125	8,155	1,979	9,078	47,385	Project Specific	0.75%
FDM(FED.DEMO PROJ)	0	5,756	0	2,742	4,703	3,556	5,390	22,147	Project Specific	0.35%
HPR(FED. HWY. PLN. RES)	0	0	12	0	0	0	0	12	Fed. Law	0.00%
I (INTERSTATE)	1,393	0	0	15,337	0	10,799	3,333	30,862	Fed. Law	0.49%
IR (INTER. RESURFACE)	6,445	23,506	8,978	6,025	11,225	1,664	8,148	65,991	Needs Assess.	1.04%
LF (LOCAL FUNDS BUDG)**										
LF (LOCAL FUNDS NONBUDG)**										
LFR (LOCAL FUNDS REIMBURS)**										
PKCA(TPK CONTROL ACCESS)**										
PKYI(TURNPIKE IMPROVE)**										
PKYR(TURNPIKE MAINT.RES)**										
P90A(TURNPIKE BOND CONST**										
PL (METRO PLANNING)	0	0	0	0	0	0	0	0		0.00%
TDTF(TRANS-DISADV)	7,145	6,995	7,576	6,343	8,970	6,081	5,933	49,043		0.78%
TOL0,2,3,4(TOLLS)**										
UMTA(URBAN MASS TRANSIT)NB	0	0	0	0	0	0	0	0		0.00%
<b>TOT NON EQUITY FUNDS</b>	<b>190,608</b>	<b>305,565</b>	<b>229,461</b>	<b>229,886</b>	<b>249,921</b>	<b>178,557</b>	<b>176,830</b>	<b>1,560,828</b>		<b>24.69%</b>
<b>% OF TOTAL</b>	<b>12.21%</b>	<b>19.58%</b>	<b>14.70%</b>	<b>14.73%</b>	<b>16.01%</b>	<b>11.44%</b>	<b>11.33%</b>			
<b>TOTAL ALL FUNDS</b>	<b>761,362</b>	<b>922,381</b>	<b>748,275</b>	<b>1,099,301</b>	<b>1,038,206</b>	<b>924,951</b>	<b>826,683</b>	<b>6,321,161</b>		<b>100.00%</b>
<b>% OF TOTAL</b>	<b>12.04%</b>	<b>14.59%</b>	<b>11.84%</b>	<b>17.39%</b>	<b>16.42%</b>	<b>14.63%</b>	<b>13.08%</b>			
STATUTORY FORMULA	12.99%	11.99%	8.43%	18.41%	18.79%	14.27%	15.12%	100.00%	50% Pop/50% Coll	

FEDERAL FUNDS REFLECT STATE MATCH ONLY.

\* BASED ON REC DEMOGRAPHIC ESTIMATING CONFERENCE OF MARCH, 1990.

\*\*THESE FUNDS ARE EXCLUDED

# APPENDIX E

## FUND DISTRIBUTION (ALL FUNDS) 1990/91 - 1994/95 ADOPTED WORK PROGRAM

(Dollars in Thousands)

<i><b>EQUITY FUNDS</b></i>	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Bartow	Lake City	Chipley	Ft. Laud.	DeLand	Miami	Tampa		METHOD	TOTAL
DS (STATE 100%)	16,538	24,712	9,098	41,026	69,323	46,019	64,885	271,601	STAT. FORMULA	
BNDS (BONDS)	34,371	31,933	22,658	48,575	49,237	37,657	40,572	265,003	STAT. FORMULA	
BNCA (BONDS)	25,940	24,100	17,100	36,660	37,160	28,420	30,620	200,000	STAT. FORMULA	
CP (CONSOLIDATED PRIMARY)	57,352	53,285	37,808	81,055	82,160	62,836	92,385	466,881	STAT. FORMULA	
UM (MINIMUM ALLOCATION)	53,713	49,904	35,409	96,709	76,947	58,849	63,405	434,936	STAT. FORMULA	
HRE (HAZARD ELIMINATION)	6,356	5,906	4,189	8,985	9,108	6,965	7,505	49,014	STAT. FORMULA	
ACCP (ADVANCE CP)	18,158	16,870	11,970	25,662	26,012	19,894	21,434	140,000	STAT. FORMULA	
<b>SUBTOTAL</b>	<b>212,428</b>	<b>206,710</b>	<b>138,232</b>	<b>338,672</b>	<b>349,947</b>	<b>260,640</b>	<b>320,806</b>	<b>1,827,435</b>		
<b>% OF SUBTOTAL</b>	<b>11.62%</b>	<b>11.31%</b>	<b>7.56%</b>	<b>18.53%</b>	<b>19.15%</b>	<b>14.26%</b>	<b>17.55%</b>	<b>100.00%</b>	STAT. FORMULA	24.80%
<b>DDR (DIST DEDICATED REV.)</b>	<b>172,900</b>	<b>159,200</b>	<b>102,300</b>	<b>231,900</b>	<b>256,200</b>	<b>160,300</b>	<b>185,800</b>	<b>1,268,600</b>	Collection	
<b>% OF SUBTOTAL</b>	<b>13.63%</b>	<b>12.55%</b>	<b>8.06%</b>	<b>18.28%</b>	<b>20.20%</b>	<b>12.64%</b>	<b>14.65%</b>	<b>100.00%</b>	Collection	17.21%
M (URBAN SYSTEM)	30,841	35,929	22,148	68,590	45,151	67,497	60,393	330,549	Federal Law	
DU (RURAL TRANSP. ASSIST.)	3,849	2,860	2,091	3,577	4,226	2,011	3,228	21,842	Federal Law	
<b>SUBTOTAL</b>	<b>34,690</b>	<b>38,789</b>	<b>24,239</b>	<b>72,167</b>	<b>49,377</b>	<b>69,508</b>	<b>63,621</b>	<b>352,391</b>		
<b>% OF SUBTOTAL</b>	<b>9.84%</b>	<b>11.01%</b>	<b>6.88%</b>	<b>20.48%</b>	<b>14.01%</b>	<b>19.72%</b>	<b>18.05%</b>	<b>100.00%</b>	Federal Law	4.78%
CPR (PRIMARY RESURFACE)	33,628	57,151	58,016	30,810	42,631	20,056	33,610	275,902	Needs Assess.	
DSR (STATE RESURFACE)	30,115	50,970	51,702	28,192	38,517	18,323	30,380	248,199	Needs Assess.	
UM (RESURFACING)	47,524	82,407	83,977	38,820	57,580	25,510	45,283	381,101	Needs Assess.	
BRRP (STATE BR. REPAIR)	11,900	24,200	21,000	21,500	14,700	24,900	24,700	142,900	Needs Assess.	
RB (RURAL SECONDARY)	11,992	19,906	7,815	3,031	7,314	1,282	4,362	55,702	Needs Assess.	
DIH (IN-HOUSE)	96,800	88,300	67,400	120,600	95,300	79,300	69,000	616,700	Needs Assess.	
DPTO (RAIL, TRANSIT, AVIA)	42,046	51,382	16,256	298,132	89,636	187,373	60,065	744,890	Needs Assess.	
IR (INTER. RESURFACE)	56,930	129,855	77,133	54,861	110,004	16,243	81,238	526,264	Needs Assess.	
BRP (100% STATE BRIDGE)	34,463	30,727	117,799	40,709	81,958	91,270	41,116	438,042	Needs Assess.	
BRT (FED. BRIDGE)	62,308	44,136	20,873	41,785	36,411	36,251	80,277	322,041	Needs Assess.	
BRTZ (FED OFF SYSTEM BR)	2,955	6,021	8,607	4,999	2,884	7,747	2,917	36,130	Needs Assess.	
RRP (R/R PROT. DEVICES)	710	1,018	961	1,455	893	779	2,020	7,836	Needs Assess.	
RRS (R/R HAZARD ELIM)	1,668	1,210	28	776	1,280	244	791	5,997	Needs Assess.	
ACIS (SUNSHINE SKYWAY)	0	0	0	0	0	0	14,162	14,162	Needs Assess.	
ACTR (ADVANCE I REHAB)	14,593	14,340	0	39,302	11,595	10,318	15,225	105,373	Needs Assess.	
<b>SUBTOTAL</b>	<b>447,632</b>	<b>601,623</b>	<b>531,567</b>	<b>724,972</b>	<b>590,703</b>	<b>519,596</b>	<b>505,146</b>	<b>3,921,239</b>		
<b>% OF SUBTOTAL</b>	<b>11.42%</b>	<b>15.34%</b>	<b>13.56%</b>	<b>18.49%</b>	<b>15.06%</b>	<b>13.25%</b>	<b>12.88%</b>	<b>100.00%</b>	Needs Assess.	53.21%
<b>TOTAL EQUITY FUNDS</b>	<b>867,650</b>	<b>1,006,322</b>	<b>796,338</b>	<b>1,367,711</b>	<b>1,246,227</b>	<b>1,010,044</b>	<b>1,075,373</b>	<b>7,369,665</b>		<b>55.23%</b>
<b>% OF TOTAL</b>	<b>11.77%</b>	<b>13.65%</b>	<b>10.81%</b>	<b>18.56%</b>	<b>16.91%</b>	<b>13.71%</b>	<b>14.59%</b>	<b>100.00%</b>		
EQUITY THRESHOLD*	10.10%	8.70%	6.62%	15.25%	14.26%	12.20%	12.87%	80.00%	80% of Pop.	
STATUTORY FORMULA	12.99%	11.99%	8.43%	18.41%	18.79%	14.27%	15.12%	100.00%	50% Pop./50% Coll.	

# APPENDIX E

## FUND DISTRIBUTION (ALL FUNDS) 1990/91 - 1994/95 ADOPTED WORK PROGRAM

NON EQUITY FUNDS								(Dollars in Thousands)		
	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Bartow	Lake City	Chipley	Fl. Laud.	Deland	Miami	Tampa		METHOD	TOTAL
BRTD (BRIDGE DISC.)	0	5,705	0	0	42	38	0	5,785	Project Specific	0.04%
D(UNRESTRICTED ST. PRI.)	198,362	286,497	201,239	300,225	282,983	236,935	182,191	1,688,432	St. Form/Needs	12.65%
DL(STATE LOAN TO LOCALS)	0	0	0	44,150	0	0	0	44,150	Needs Assess.	0.33%
DOC(PRI. OIL OVERCHARGE)	487	616	278	2,634	189	300	207	4,711		
DOH (PRIMARY OVERHEAD)	0	0	0	0	137	313	0	450		
DSB(CONS. REIMB BY BOND)	378	0	1,100	321	5,943	14,000	7,800	29,542	Project Specific	0.22%
DSL (LOCAL GOVT. ASSIST.)	5,188	4,820	3,420	7,332	7,432	5,684	6,124	40,000		
ER (EMERGENCY RELIEF)	0	0	5,615	0	0	0	0	5,615		
FAA(FED.AVIA.ADMIN)NB	229,838	43,015	27,801	210,057	296,064	69,810	112,683	989,268	Fed. Law	7.41%
FCO(FIXED CAPITAL OUTLAY)	1,782	1,350	1,365	12,569	12,641	1,686	13,575	44,968	Project Specific	0.34%
FDM(FED.DEMO PROJ)	0	13,172	439	0	10,568	8,652	10,930	43,761	Project Specific	0.33%
FRA (FED. RAIL ADM.)	0	0	0	120	274	0	0	394		
HPR(FED. HWY. PLN. RES)	0	0	80	0	0	0	0	80	Fed. Law	0.00%
I (INTERSTATE)	33,867	0	0	160,649	0	100,489	25,224	320,229	Fed. Law	2.40%
IR (INTER. RESURFACE)	49,060	158,201	44,624	67,106	103,790	21,512	46,334	490,627	Needs Assess.	3.68%
ID (INTERSTATE DISC)	1,564	0	0	85	0	61	1,592	3,302		
LF (LOCAL FUNDS BUDG)	11,858	17,489	3,686	10,727	32,697	29,863	33,615	139,935		1.05%
LF (LOCAL FUNDS NONBUDG)	57,964	111,179	19,596	51,144	326,322	113,908	45,218	725,331		5.44%
LFR (LOCAL FUNDS REIMBURS)	464	550	4,660	0	950	1,500	8	8,132		0.06%
PKCA(TPK CONTROL ACCESS)	20,117	0	0	73,954	66,941	10,338	1,932	173,282		1.30%
PKM1 (TURNPIKE MAINT.)	0	0	0	123	0	0	0	123		
PKYI(TURNPIKE IMPROVE)	0	0	0	102,543	69,721	23,357	0	195,621		1.47%
PKYR(TURNPIKE MAINT.RES)	0	0	0	34,188	5,297	283	0	39,768		0.30%
P89A (TURNPIKE BOND CONST)	0	0	0	18,993	20,412	27,450	0	66,855		
P90A(TURNPIKE BOND CONST)	0	0	0	0	180,884	0	316,854	497,738		3.73%
PL (METRO PLANNING)	2,083	1,274	1,589	2,728	3,190	1,568	2,163	14,595	Fed. Law	0.11%
RBRP (REIMB. BR. REPAIR)	0	230	76	121	75	0	210	712		
TDTF(TRANS-DISADV)	7,248	7,244	7,761	6,481	9,111	6,135	6,034	50,014		0.37%
TOLO,2,3,4(TOLLS)	478	6,728	1,324	5,049	3,585	6,105	6,968	30,237		0.23%
UMTA(URBAN MASS TRANSIT)NB	16,061	119,321	12,677	11,998	28,611	111,979	20,368	321,015	Fed. Law	2.41%
<b>TOTAL NON EQUITY FUNDS</b>	<b>636,799</b>	<b>777,391</b>	<b>337,330</b>	<b>1,123,297</b>	<b>1,467,859</b>	<b>791,966</b>	<b>840,030</b>	<b>5,974,672</b>		<b>44.77%</b>
<b>% OF TOTAL</b>	<b>10.66%</b>	<b>13.01%</b>	<b>5.65%</b>	<b>18.80%</b>	<b>24.57%</b>	<b>13.26%</b>	<b>14.06%</b>			

TOTAL ALL FUNDS	1,504,449	1,783,713	1,133,668	2,491,008	2,714,086	1,802,010	1,915,403	13,344,337		100.00%
<b>% OF TOTAL</b>	<b>11.27%</b>	<b>13.37%</b>	<b>8.50%</b>	<b>18.67%</b>	<b>20.34%</b>	<b>13.50%</b>	<b>14.35%</b>			

STATUTORY FORMULA                      12.99%      11.99%      8.43%      18.41%      18.79%      14.27%      15.12%      100.00%      50% Pop./50% Coll.

\* BASED ON REC DEMOGRAPHIC ESTIMATING CONFERENCE OF MARCH, 1990.

# APPENDIX F

## FUND DISTRIBUTION (ALL FUNDS) 1990/91 - 1994/95 ADOPTED WORK PROGRAM (Excludes Turnpike, Local & Toll Funds)

(Dollars in Thousands)

EQUITY FUNDS	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Bartow	Lake City	Chipley	Fl. Laud.	DeLand	Miami	Tampa		METHOD	TOTAL
DS (STATE 100%)	16,538	24,712	9,098	41,026	69,323	46,019	64,885	271,601	STAT. FORMULA	
BNDS (BONDS)	34,371	31,933	22,658	48,575	49,237	37,657	40,572	265,003	STAT. FORMULA	
BNCA (BONDS)	25,940	24,100	17,100	36,660	37,160	28,420	30,620	200,000	STAT. FORMULA	
CP (CONSOLIDATED PRIMARY)	57,352	53,285	37,808	81,055	82,160	62,836	92,385	466,881	STAT. FORMULA	
UM (MINIMUM ALLOCATION)	53,713	49,904	35,409	96,709	76,947	58,849	63,405	434,936	STAT. FORMULA	
HRE (HAZARD ELIMINATION)	6,356	5,906	4,189	8,985	9,108	6,965	7,505	49,014	STAT. FORMULA	
ACCP (ADVANCE CP)	18,158	16,870	11,970	25,662	26,012	19,894	21,434	140,000	STAT. FORMULA	
<b>SUBTOTAL</b>	<b>212,428</b>	<b>206,710</b>	<b>138,232</b>	<b>338,672</b>	<b>349,947</b>	<b>260,640</b>	<b>320,806</b>	<b>1,827,435</b>		
<b>% OF SUBTOTAL</b>	<b>11.62%</b>	<b>11.31%</b>	<b>7.56%</b>	<b>18.53%</b>	<b>19.15%</b>	<b>14.26%</b>	<b>17.55%</b>	<b>100.00%</b>	<b>STAT. FORMULA</b>	<b>24.80%</b>
<b>DDR (DIST DEDICATED REV.)</b>	<b>172,900</b>	<b>159,200</b>	<b>102,300</b>	<b>231,900</b>	<b>256,200</b>	<b>160,300</b>	<b>185,800</b>	<b>1,268,600</b>	<b>Collection</b>	
<b>% OF SUBTOTAL</b>	<b>13.63%</b>	<b>12.55%</b>	<b>8.06%</b>	<b>18.28%</b>	<b>20.20%</b>	<b>12.64%</b>	<b>14.65%</b>	<b>100.00%</b>	<b>Collection</b>	<b>17.21%</b>
M (URBAN SYSTEM)	30,841	35,929	22,148	68,590	45,151	67,497	60,393	330,549	Federal Law	
DU (RURAL TRANSP. ASSIST.)	3,849	2,860	2,091	3,577	4,226	2,011	3,228	21,842	Federal Law	
<b>SUBTOTAL</b>	<b>34,690</b>	<b>38,789</b>	<b>24,239</b>	<b>72,167</b>	<b>49,377</b>	<b>69,508</b>	<b>63,621</b>	<b>352,391</b>		
<b>% OF SUBTOTAL</b>	<b>9.84%</b>	<b>11.01%</b>	<b>6.88%</b>	<b>20.48%</b>	<b>14.01%</b>	<b>19.72%</b>	<b>18.05%</b>	<b>100.00%</b>	<b>Federal Law</b>	<b>4.78%</b>
CPR (PRIMARY RESURFACE)	33,628	57,151	58,016	30,810	42,631	20,056	33,610	275,902	Needs Assess.	
DSR (STATE RESURFACE)	30,115	50,970	51,702	28,192	38,517	18,323	30,380	248,199	Needs Assess.	
UM (RESURFACING)	47,524	82,407	83,977	38,820	57,580	25,510	45,283	381,101	Needs Assess.	
BRRP (STATE BR. REPAIR)	11,900	24,200	21,000	21,500	14,700	24,900	24,700	142,900	Needs Assess.	
RB (RURAL SECONONDARY)	11,992	19,906	7,815	3,031	7,314	1,282	4,362	55,702	Needs Assess.	
DIH (IN-HOUSE)	96,800	88,300	67,400	120,600	95,300	79,300	69,000	616,700	Needs Assess.	
DPTO (RAIL, TRANSIT, AVIA)	42,046	51,382	16,256	298,132	89,636	187,373	60,065	744,890	Needs Assess.	
IR (INTER. RESURFACE)	56,930	129,855	77,133	54,861	110,004	16,243	81,238	526,264	Needs Assess.	
BRP (100% STATE BRIDGE)	34,463	30,727	117,799	40,709	81,958	91,270	41,116	438,042	Needs Assess.	
BRT (FED. BRIDGE)	62,308	44,136	20,873	41,785	36,411	36,251	80,277	322,041	Needs Assess.	
BRTZ (FED OFF SYSTEM BR)	2,955	6,021	8,607	4,999	2,884	7,747	2,917	36,130	Needs Assess.	
RRP (R/R PROT. DEVICES)	710	1,018	961	1,455	893	779	2,020	7,836	Needs Assess.	
RRS (R/R HAZARD ELIM)	1,668	1,210	28	776	1,280	244	791	5,997	Needs Assess.	
ACIS (SUNSHINE SKYWAY)	0	0	0	0	0	0	14,162	14,162	Needs Assess.	
ACIR (ADVANCE I REHAB)	14,593	14,340	0	39,302	11,595	10,318	15,225	105,373	Needs Assess.	
<b>SUBTOTAL</b>	<b>447,632</b>	<b>601,623</b>	<b>531,567</b>	<b>724,972</b>	<b>590,703</b>	<b>519,596</b>	<b>505,146</b>	<b>3,921,239</b>		
<b>% OF SUBTOTAL</b>	<b>11.42%</b>	<b>15.34%</b>	<b>13.56%</b>	<b>18.49%</b>	<b>15.06%</b>	<b>13.25%</b>	<b>12.88%</b>	<b>100.00%</b>	<b>Needs Assess.</b>	<b>53.21%</b>
<b>TOTAL EQUITY FUNDS</b>	<b>867,650</b>	<b>1,006,322</b>	<b>796,338</b>	<b>1,367,711</b>	<b>1,246,227</b>	<b>1,010,044</b>	<b>1,075,373</b>	<b>7,369,663</b>		<b>64.27%</b>
<b>% OF TOTAL</b>	<b>11.77%</b>	<b>13.65%</b>	<b>10.81%</b>	<b>18.56%</b>	<b>16.91%</b>	<b>13.71%</b>	<b>14.59%</b>	<b>100.00%</b>		
EQUITY THESHOLD*	10.10%	8.70%	6.62%	15.25%	14.26%	12.20%	12.87%	80.00%	80% of Pop.	
STATUTORY FORMULA	12.99%	11.99%	8.43%	18.41%	18.79%	14.27%	15.12%	100.00%	50% Pop./50% Coll.	

# APPENDIX F

## FUND DISTRIBUTION (ALL FUNDS) 1990/91 - 1994/95 ADOPTED WORK PROGRAM (Excludes Turnpike, Local & Toll Funds)

(Dollars in Thousands)

NON EQUITY FUNDS	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Bartow	Lake City	Chipley	Pt. Laud.	Doland	Miami	Tampa		METHOD	TOTAL
BRTD (BRIDGE DISC.)	0	5,705	0	0	42	38	0	5,785	Project Specific	0.05%
D(UNRESTRICTED ST.PRI.)	198,362	286,497	201,239	300,225	282,983	236,935	182,191	1,688,432	St. Form/Needs	14.72%
DL(STATE LOAN TO LOCALS)	0	0	0	44,150	0	0	0	44,150	Needs Assess.	0.39%
DOC(PRI. OIL OVERCHARGE)	487	616	278	2,634	189	300	207	4,711		
DOH (PRIMARY OVERHEAD)	0	0	0	0	137	313	0	450		
DSB(CONS. REIMB BY BOND)	378	0	1,100	321	5,943	14,000	7,800	29,542	Project Specific	0.26%
DSL (LOCAL GOVT. ASSIST.)	5,188	4,820	3,420	7,332	7,432	5,684	6,124	40,000		
ER (EMERGENCY RELIEF)	0	0	5,615	0	0	0	0	5,615		
FAA(FED.AVIA.ADMIN)NB	229,838	43,015	27,801	210,057	296,064	69,810	112,683	989,268	Fed. Law	8.63%
FCO(FIXED CAPITAL OUTLAY)	1,782	1,350	1,365	12,569	12,641	1,686	13,575	44,968	Project Specific	0.39%
FDM(FED.DEMO PROJ)	0	13,172	439	0	10,568	8,652	10,930	43,761	Project Specific	0.38%
FRA (FED. RAIL ADM.)	0	0	0	120	274	0	0	394		
HPR(FED. HWY. PLN. RES)	0	0	80	0	0	0	0	80	Fed. Law	0.00%
I (INTERSTATE)	33,867	0	0	160,649	0	100,489	25,224	320,229	Fed. Law	2.79%
IR (INTER. RESURFACE)	49,060	158,201	44,624	67,106	103,790	21,512	46,334	490,627	Needs Assess.	4.28%
ID (INTERSTATE DISC)	1,564	0	0	85	0	61	1,592	3,302		0.03%
LF (LOCAL FUNDS BUDG)**										
LF (LOCAL FUNDS NONBUDG)**										
LFR (LOCAL FUNDS REIMBURS)**										
PKCA(TPK CONTROL ACCESS)**										
PKMI (TURNPIKE MAINT.)**										
PKYI(TURNPIKE IMPROVE)**										
PKYR(TURNPIKE MAINT.RES)**										
P89A (TURNPIKE BOND CONST)**										
P90A(TURNPIKE BOND CONST)**										
PL (METRO PLANNING)	2,083	1,274	1,589	2,728	3,190	1,568	2,163	14,595	Fed. Law	0.13%
RBRP (REIMB. BR. REPAIR)	0	230	76	121	75	0	210	712		
TDTF(TRANS-DISADV)	7,248	7,244	7,761	6,481	9,111	6,135	6,034	50,014		0.44%
TOL0,2,3,4(TOLLS)**										
UMTA(URBAN MASS TRANSIT)NB	16,061	119,321	12,677	11,998	28,611	111,979	20,368	321,015	Fed. Law	2.80%
<b>TOTAL NON EQUITY FUNDS</b>	<b>545,918</b>	<b>641,445</b>	<b>308,064</b>	<b>826,576</b>	<b>761,050</b>	<b>579,162</b>	<b>435,435</b>	<b>4,097,650</b>		<b>35.73%</b>
<b>% OF TOTAL</b>	<b>13.32%</b>	<b>15.65%</b>	<b>7.52%</b>	<b>20.17%</b>	<b>18.57%</b>	<b>14.13%</b>	<b>10.63%</b>			

TOTAL ALL FUNDS	1,413,568	1,647,767	1,104,402	2,194,287	2,007,277	1,589,206	1,510,808	11,467,315		100.00%
% OF TOTAL	12.33%	14.37%	9.63%	19.14%	17.50%	13.86%	13.17%			

STATUTORY FORMULA      12.99%      11.99%      8.43%      18.41%      18.79%      14.27%      15.12%      100.00%      50% Pop./50% Coll.

\* BASED ON REC DEMOGRAPHIC ESTIMATING CONFERENCE OF MARCH, 1990.

\*\*THESE FUNDS ARE EXCLUDED



# APPENDIX G

## FUND DISTRIBUTION (STATE FUNDS ONLY) 1990/91 - 1994/95 ADOPTED WORK PROGRAM

(Dollars in Thousands)

<i><b>EQUITY FUNDS</b></i>	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION METHOD	% OF TOTAL
	Bartow	Lake City	Chipley	Pt. Laud.	DeLand	Miami	Tampa			
DS (STATE 100%)	16,538	24,712	9,098	41,026	69,323	46,019	64,885	271,601	STAT. FORMULA	
BNDS (BONDS)	34,371	31,933	22,658	48,575	49,237	37,657	40,572	265,003	STAT. FORMULA	
BNCA (BONDS)	25,940	24,100	17,100	36,660	37,160	28,420	30,620	200,000	STAT. FORMULA	
CP (CONSOLIDATED PRIMARY)	20,073	18,650	13,233	28,369	28,756	21,993	76,339	207,413	STAT. FORMULA	
UM (MINIMUM ALLOCATION)	18,800	17,466	12,393	33,848	26,931	20,597	22,192	152,227	STAT. FORMULA	
HRE (HAZARD ELIMINATION)	1,398	1,299	922	1,977	2,004	1,532	1,651	10,783	STAT. FORMULA	
ACCP (ADVANCE CP)	6,355	5,905	4,190	8,982	9,104	6,963	7,502	49,001	STAT. FORMULA	
<b>SUBTOTAL</b>	<b>123,475</b>	<b>124,065</b>	<b>79,594</b>	<b>199,437</b>	<b>222,515</b>	<b>163,181</b>	<b>243,761</b>	<b>1,156,028</b>		
<b>% OF SUBTOTAL</b>	<b>10.68%</b>	<b>10.73%</b>	<b>6.89%</b>	<b>17.25%</b>	<b>19.25%</b>	<b>14.12%</b>	<b>21.09%</b>	<b>100.00%</b>	<b>STAT. FORMULA</b>	<b>22.23%</b>
DDR (DIST DEDICATED REV.)	172,900	159,200	102,300	231,900	256,200	160,300	185,800	1,268,600	Collection	
<b>% OF SUBTOTAL</b>	<b>13.63%</b>	<b>12.55%</b>	<b>8.06%</b>	<b>18.28%</b>	<b>20.20%</b>	<b>12.64%</b>	<b>14.65%</b>	<b>100.00%</b>	<b>Collection</b>	<b>24.40%</b>
M (URBAN SYSTEM)	10,486	12,216	7,530	23,321	15,351	22,949	20,534	112,387	Federal Law	
DU (RURAL TRANSP. ASSIST.)	0	0	0	0	0	0	0	0	Federal Law	
<b>SUBTOTAL</b>	<b>10,486</b>	<b>12,216</b>	<b>7,530</b>	<b>23,321</b>	<b>15,351</b>	<b>22,949</b>	<b>20,534</b>	<b>112,387</b>		
<b>% OF SUBTOTAL</b>	<b>9.33%</b>	<b>10.87%</b>	<b>6.70%</b>	<b>20.75%</b>	<b>13.66%</b>	<b>20.42%</b>	<b>18.27%</b>	<b>100.00%</b>	<b>Federal Law</b>	<b>2.16%</b>
CPR (PRIMARY RESURFACE)	11,770	20,003	20,306	10,784	14,921	7,020	11,764	96,568	Needs Assess.	
DSR (STATE RESURFACE)	30,115	50,970	51,702	28,192	38,517	18,323	30,380	248,199	Needs Assess.	
UM (RESURFACING)	16,633	28,842	29,392	13,587	20,153	8,929	15,849	133,385	Needs Assess.	
BRRP (STATE BR. REPAIR)	11,900	24,200	21,000	21,500	14,700	24,900	24,700	142,900	Needs Assess.	
RB (RURAL SECONDARY)	4,077	6,768	2,657	1,031	2,487	436	1,483	18,939	Needs Assess.	
DIH (IN-HOUSE)	96,800	88,300	67,400	120,600	95,300	79,300	69,000	616,700	Needs Assess.	
DPTO (RAIL, TRANSIT, AVIA)	42,046	51,382	16,256	298,132	89,636	187,373	60,065	744,890	Needs Assess.	
IR (INTER. RESURFACE)	9,678	22,075	13,113	9,326	18,701	2,761	13,810	89,464	Needs Assess.	
BRP (100% STATE BRIDGE)	34,463	30,727	117,799	40,709	81,958	91,270	41,116	438,042	Needs Assess.	
BRT (FED. BRIDGE)	19,315	13,682	6,471	12,953	11,287	11,238	24,886	99,832	Needs Assess.	
BRTZ (FED OFF SYSTEM BR)	916	1,867	2,668	1,550	894	2,402	904	11,201	Needs Assess.	
RRP (R/R PROT. DEVICES)	128	183	173	262	161	140	364	1,411	Needs Assess.	
RRS (R/R HAZARD ELIM)	234	169	4	109	179	34	111	840	Needs Assess.	
ACIS (SUNSHINE SKYWAY)	0	0	0	0	0	0	2,408	2,408	Needs Assess.	
ACIR (ADVANCE I REHAB)	2,481	2,438	0	6,681	1,971	1,754	2,588	17,913	Needs Assess.	
<b>SUBTOTAL</b>	<b>280,556</b>	<b>341,606</b>	<b>348,941</b>	<b>565,416</b>	<b>390,865</b>	<b>435,880</b>	<b>299,428</b>	<b>2,662,692</b>		
<b>% OF SUBTOTAL</b>	<b>10.54%</b>	<b>12.83%</b>	<b>13.10%</b>	<b>21.23%</b>	<b>14.68%</b>	<b>16.37%</b>	<b>11.25%</b>	<b>100.00%</b>	<b>Needs Assess.</b>	<b>51.21%</b>
<b>TOTAL EQUITY FUNDS</b>	<b>587,417</b>	<b>637,087</b>	<b>538,365</b>	<b>1,020,074</b>	<b>884,931</b>	<b>782,310</b>	<b>749,523</b>	<b>5,199,707</b>		<b>56.89%</b>
<b>% OF TOTAL</b>	<b>11.30%</b>	<b>12.25%</b>	<b>10.35%</b>	<b>19.62%</b>	<b>17.02%</b>	<b>15.05%</b>	<b>14.41%</b>	<b>100.00%</b>		
EQUITY THRESHOLD*	10.10%	8.70%	6.62%	15.25%	14.26%	12.20%	12.87%	80.00%	80% of Pop.	
STATUTORY FORMULA	12.99%	11.99%	8.43%	18.41%	18.79%	14.27%	15.12%	100.00%	50% Pop./50% Coll.	

# APPENDIX G

## FUND DISTRIBUTION (STATE FUNDS ONLY) 1990/91 - 1994/95 ADOPTED WORK PROGRAM

(Dollars in Thousands)

NON EQUITY FUNDS	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Barrow	Lake City	Chapley	Fl. Laud.	Deland	Miami	Tampa		METHOD	TOTAL
BRTD (BRIDGE DISC.)	0	1,597	0	0	12	11	0	1,620	Project Specific	0.02%
D(UNRESTRICTED ST. PRI.)	198,362	286,497	201,239	300,225	282,983	236,935	182,191	1,688,432	St. Form/Needs	18.47%
DL(STATE LOAN TO LOCALS)	0	0	0	44,150	0	0	0	44,150	Needs Assess.	0.48%
DOC(PRI. OIL OVERCHARGE)	487	616	278	2,634	189	300	207	4,711		
DOH (PRIMARY OVERHEAD)	0	0	0	0	137	313	0	450		
DSB(CONS. REIMB BY BOND)	378	0	1,100	321	5,943	14,000	7,800	29,542	Project Specific	0.32%
DSL (LOCAL GOVT. ASSIST.)	5,188	4,820	3,420	7,332	7,432	5,684	6,124	40,000		
ER (EMERGENCY RELIEF)	0	0	0	0	0	0	0	0		
FAA(FED.AVIA.ADMIN)NB	0	0	0	0	0	0	0	0	Fed. Law	0.00%
FCO(FIXED CAPITAL OUTLAY)	1,782	1,350	1,365	12,569	12,641	1,686	13,575	44,968	Project Specific	0.49%
FDM(FED.DEMO PROJ)	0	6,059	202	0	4,861	3,980	5,028	20,130	Project Specific	0.22%
FRA (FED. RAIL. ADM.)	0	0	0	0	0	0	0	0		
HPR(FED. HWY. PLN. RES)	0	0	12	0	0	0	0	12	Fed. Law	0.00%
I (INTERSTATE)	5,757	0	0	27,310	0	17,083	4,288	54,438	Fed. Law	0.60%
IR (INTER. RESURFACE)	8,340	26,894	7,586	11,408	17,644	3,657	7,877	83,406	Needs Assess.	0.91%
ID (INTERSTATE DISC)	266	0	0	14	0	10	271	561		
LF (LOCAL FUNDS BUDG)	11,858	17,489	3,686	10,727	32,697	29,863	33,615	139,935		1.53%
LF (LOCAL FUNDS NONBUDG)	57,964	111,179	19,596	51,144	326,322	113,908	45,218	725,331		7.94%
LFR (LOCAL FUNDS REIMBURS)	464	550	4,660	0	950	1,500	8	8,132		0.09%
PKCA(TPK CONTROL ACCESS)	20,117	0	0	73,954	66,941	10,338	1,932	173,282		1.90%
PKM1 (TURNPIKE MAINT.)	0	0	0	123	0	0	0	123		
PKYI(TURNPIKE IMPROVE)	0	0	0	102,543	69,721	23,357	0	195,621		2.14%
PKYR(TURNPIKE MAINT.RES)	0	0	0	34,188	5,297	283	0	39,768		0.44%
P89A (TURNPIKE BOND CONST)	0	0	0	18,993	20,412	27,450	0	66,855		
P90A(TURNPIKE BOND CONST)	0	0	0	0	180,884	0	316,854	497,738		5.45%
PL (METRO PLANNING)	0	0	0	0	0	0	0	0	Fed. Law	0.00%
RBRP (REIMB. BR. REPAIR)	0	230	76	121	75	0	210	712		
TDTF(TRANS-DISADV)	7,248	7,244	7,761	6,481	9,111	6,135	6,034	50,014		0.55%
TOL0,2,3,4(TOLLS)	478	6,728	1,324	5,049	3,585	6,105	6,968	30,237		0.33%
UMTA(URBAN MASS TRANSIT)NB	0	0	0	0	0	0	0	0	Fed. Law	0.00%
<b>TOTAL NON EQUITY FUNDS</b>	<b>318,689</b>	<b>471,253</b>	<b>252,305</b>	<b>709,286</b>	<b>1,047,837</b>	<b>502,598</b>	<b>638,200</b>	<b>3,940,168</b>		<b>43.11%</b>
<b>% OF TOTAL</b>	<b>8.09%</b>	<b>11.96%</b>	<b>6.40%</b>	<b>18.00%</b>	<b>26.59%</b>	<b>12.76%</b>	<b>16.20%</b>			

<b>TOTAL ALL FUNDS</b>	<b>906,106</b>	<b>1,108,340</b>	<b>790,670</b>	<b>1,729,360</b>	<b>1,932,768</b>	<b>1,284,908</b>	<b>1,387,723</b>	<b>9,139,875</b>		<b>100.00%</b>
<b>% OF TOTAL</b>	<b>9.91%</b>	<b>12.13%</b>	<b>8.65%</b>	<b>18.92%</b>	<b>21.15%</b>	<b>14.06%</b>	<b>15.18%</b>			

STATUTORY FORMULA                      12.99%      11.99%      8.43%      18.41%      18.79%      14.27%      15.12%      100.00%      50% Pop./50% Coll.

FEDERAL FUNDS REFLECT STATE MATCH ONLY.

\* BASED ON REC DEMOGRAPHIC ESTIMATING CONFERENCE OF MARCH, 1990.

# APPENDIX H

## FUND DISTRIBUTION (STATE FUNDS ONLY) 1990/91 - 1994/95

### ADOPTED WORK PROGRAM

(Excludes Turnpike, Local & Toll Funds)

(Dollars in Thousands)

EQUITY FUNDS	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Barrow	Lake City	Chapley	Pt. Laud.	Deland	Miami	Tampa		METHOD	TOTAL
DS (STATE 100%)	16,538	24,712	9,098	41,026	69,323	46,019	64,885	271,601	STAT. FORMULA	
BNDS (BONDS)	34,371	31,933	22,658	48,575	49,237	37,657	40,572	265,003	STAT. FORMULA	
BNCA (BONDS)	25,940	24,100	17,100	36,660	37,160	28,420	30,620	200,000	STAT. FORMULA	
CP (CONSOLIDATED PRIMARY)	20,073	18,650	13,233	28,369	28,756	21,993	76,339	207,413	STAT. FORMULA	
UM (MINIMUM ALLOCATION)	18,800	17,466	12,393	33,848	26,931	20,597	22,192	152,227	STAT. FORMULA	
HRE (HAZARD ELIMINATION)	1,398	1,299	922	1,977	2,004	1,532	1,651	10,783	STAT. FORMULA	
ACCP (ADVANCE CP)	6,355	5,905	4,190	8,982	9,104	6,963	7,502	49,001	STAT. FORMULA	
<b>SUBTOTAL</b>	<b>123,475</b>	<b>124,065</b>	<b>79,594</b>	<b>199,437</b>	<b>222,515</b>	<b>163,181</b>	<b>243,761</b>	<b>1,156,028</b>		
<b>% OF SUBTOTAL</b>	<b>10.68%</b>	<b>10.73%</b>	<b>6.89%</b>	<b>17.25%</b>	<b>19.25%</b>	<b>14.12%</b>	<b>21.09%</b>	<b>100.00%</b>	<b>STAT. FORMULA</b>	<b>22.23%</b>
<b>DDR (DIST DEDICATED REV.)</b>	<b>172,900</b>	<b>159,200</b>	<b>102,300</b>	<b>231,900</b>	<b>256,200</b>	<b>160,300</b>	<b>185,800</b>	<b>1,268,600</b>	<b>Collection</b>	
<b>% OF SUBTOTAL</b>	<b>13.63%</b>	<b>12.55%</b>	<b>8.06%</b>	<b>18.28%</b>	<b>20.20%</b>	<b>12.64%</b>	<b>14.65%</b>	<b>100.00%</b>	<b>Collection</b>	<b>24.40%</b>
<b>M (URBAN SYSTEM)</b>	<b>10,486</b>	<b>12,216</b>	<b>7,530</b>	<b>23,321</b>	<b>15,351</b>	<b>22,949</b>	<b>20,534</b>	<b>112,387</b>	<b>Federal Law</b>	
<b>DU (RURAL TRANSP. ASSIST.)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Federal Law</b>	
<b>SUBTOTAL</b>	<b>10,486</b>	<b>12,216</b>	<b>7,530</b>	<b>23,321</b>	<b>15,351</b>	<b>22,949</b>	<b>20,534</b>	<b>112,387</b>		
<b>% OF SUBTOTAL</b>	<b>9.33%</b>	<b>10.87%</b>	<b>6.70%</b>	<b>20.75%</b>	<b>13.66%</b>	<b>20.42%</b>	<b>18.27%</b>	<b>100.00%</b>	<b>Federal Law</b>	<b>2.16%</b>
CPR (PRIMARY RESURFACE)	11,770	20,003	20,306	10,784	14,921	7,020	11,764	96,568	Needs Assess.	
DSR (STATE RESURFACE)	30,115	50,970	51,702	28,192	38,517	18,323	30,380	248,199	Needs Assess.	
UM (RESURFACING)	16,633	28,842	29,392	13,587	20,153	8,929	15,849	133,385	Needs Assess.	
BRRP (STATE BR. REPAIR)	11,900	24,200	21,000	21,500	14,700	24,900	24,700	142,900	Needs Assess.	
RB (RURAL SECONDOARY)	4,077	6,768	2,657	1,031	2,487	436	1,483	18,939	Needs Assess.	
DIH (IN-HOUSE)	96,800	88,300	67,400	120,600	95,300	79,300	69,000	616,700	Needs Assess.	
DPTO (RAIL, TRANSIT, AVIA)	42,046	51,382	16,256	298,132	89,636	187,373	60,065	744,890	Needs Assess.	
IR (INTER. RESURFACE)	9,678	22,075	13,113	9,326	18,701	2,761	13,810	89,464	Needs Assess.	
BRP (100% STATE BRIDGE)	34,463	30,727	117,799	40,709	81,958	91,270	41,116	438,042	Needs Assess.	
BRT (FED. BRIDGE)	19,315	13,682	6,471	12,953	11,287	11,238	24,886	99,832	Needs Assess.	
BRTZ (FED OFF SYSTEM BR)	916	1,867	2,668	1,550	894	2,402	904	11,201	Needs Assess.	
RRP (R/R PROT. DEVICES)	128	183	173	262	161	140	364	1,411	Needs Assess.	
RRS (R/R HAZARD ELIM)	234	169	4	109	179	34	111	840	Needs Assess.	
ACIS (SUNSHINE SKYWAY)	0	0	0	0	0	0	2,408	2,408	Needs Assess.	
ACIR (ADVANCE I REHAB)	2,481	2,438	0	6,681	1,971	1,754	2,588	17,913	Needs Assess.	
<b>SUBTOTAL</b>	<b>280,556</b>	<b>341,606</b>	<b>348,941</b>	<b>565,416</b>	<b>390,865</b>	<b>435,880</b>	<b>299,428</b>	<b>2,662,692</b>		
<b>% OF SUBTOTAL</b>	<b>10.54%</b>	<b>12.83%</b>	<b>13.10%</b>	<b>21.23%</b>	<b>14.68%</b>	<b>16.37%</b>	<b>11.25%</b>	<b>100.00%</b>	<b>Needs Assess.</b>	<b>51.21%</b>
<b>TOTAL EQUITY FUNDS</b>	<b>587,417</b>	<b>637,087</b>	<b>538,365</b>	<b>1,020,074</b>	<b>884,931</b>	<b>782,310</b>	<b>749,523</b>	<b>5,198,707</b>		<b>71.59%</b>
<b>% OF TOTAL</b>	<b>11.30%</b>	<b>12.25%</b>	<b>10.35%</b>	<b>19.62%</b>	<b>17.02%</b>	<b>15.05%</b>	<b>14.41%</b>	<b>100.00%</b>		
<b>EQUITY THRESHOLD*</b>	<b>10.10%</b>	<b>8.70%</b>	<b>6.62%</b>	<b>15.25%</b>	<b>14.26%</b>	<b>12.20%</b>	<b>12.87%</b>	<b>80.00%</b>	<b>80% of Pop.</b>	
<b>STATUTORY FORMULA</b>	<b>12.99%</b>	<b>11.99%</b>	<b>8.43%</b>	<b>18.41%</b>	<b>18.79%</b>	<b>14.27%</b>	<b>15.12%</b>	<b>100.00%</b>	<b>50% Pop./50% Coll.</b>	

# APPENDIX H

## FUND DISTRIBUTION (STATE FUNDS ONLY) 1990/91 - 1994/95 ADOPTED WORK PROGRAM (Excludes Turnpike, Local & Toll Funds)

(Dollars in Thousands)

NON EQUITY FUNDS	District 1	District 2	District 3	District 4	District 5	District 6	District 7	TOTAL	DISTRIBUTION	% OF
	Bartow	Lake City	Chipley	Pt. Laud.	Deland	Miami	Tampa		METHOD	TOTAL
BRTD (BRIDGE DISC.)	0	1,597	0	0	12	11	0	1,620	Project Specific	0.02%
D(UNRESTRICTED ST. PRI.)	198,362	286,497	201,239	300,225	282,983	236,935	182,191	1,688,432	St. Form/Needs	23.25%
DL(STATE LOAN TO LOCALS)	0	0	0	44,150	0	0	0	44,150	Needs Assoc.	0.61%
DOC(PRI. OIL OVERCHARGE)	487	616	278	2,634	189	300	207	4,711		
DOH (PRIMARY OVERHEAD)	0	0	0	0	137	313	0	450		
DSB(CONS. REIMB BY BOND)	378	0	1,100	321	5,943	14,000	7,800	29,542	Project Specific	0.41%
DSL (LOCAL GOVT. ASSIST.)	5,188	4,820	3,420	7,332	7,432	5,684	6,124	40,000		
ER (EMERGENCY RELIEF)	0	0	0	0	0	0	0	0		
FAA(FED.AVIA.ADMIN)NB	0	0	0	0	0	0	0	0	Fed. Law	0.00%
FCO(FIXED CAPITAL OUTLAY)	1,782	1,350	1,365	12,569	12,641	1,686	13,575	44,968	Project Specific	0.62%
FDM(FED.DEMO PROJ)	0	6,059	202	0	4,861	3,980	5,028	20,130	Project Specific	0.28%
FRA (FED. RAIL ADM.)	0	0	0	0	0	0	0	0		
HPR(FED. HWY. PLN. RES)	0	0	12	0	0	0	0	12	Fed. Law	0.00%
I (INTERSTATE)	5,757	0	0	27,310	0	17,083	4,288	54,438	Fed. Law	0.75%
IR (INTER. RESURFACE)	8,340	26,894	7,586	11,408	17,644	3,657	7,877	83,406	Needs Assoc.	1.15%
ID (INTERSTATE DISC)	266	0	0	14	0	10	271	561		
LF (LOCAL FUNDS BUDG)**										
LF (LOCAL FUNDS NONBUDG)**										
LFR (LOCAL FUNDS REIMBURS)**										
PKCA(TPK CONTROL ACCESS)**										
PKM1 (TURNPIKE MAINT.)**										
PKYI(TURNPIKE IMPROVE)**										
PKYR(TURNPIKE MAINT.RES)**										
P89A (TURNPIKE BOND CONST)**										
P90A(TURNPIKE BOND CONST)**										
PL (METRO PLANNING)	0	0	0	0	0	0	0	0	Fed. Law	0.00%
RBRP (REIMB. BR. REPAIR)	0	230	76	121	75	0	210	712		
TDTF(TRANS-DISADV)	7,248	7,244	7,761	6,481	9,111	6,135	6,034	50,014		0.69%
TOL0,2,3,4(TOLLS)**										
UMTA(URBAN MASS TRANSIT)NB	0	0	0	0	0	0	0	0	Fed. Law	0.00%
<b>TOTAL NON EQUITY FUNDS</b>	<b>227,808</b>	<b>335,307</b>	<b>223,039</b>	<b>412,565</b>	<b>341,028</b>	<b>289,794</b>	<b>233,605</b>	<b>2,063,146</b>		<b>28.41%</b>
<b>% OF TOTAL</b>	<b>11.04%</b>	<b>16.25%</b>	<b>10.81%</b>	<b>20.00%</b>	<b>16.53%</b>	<b>14.05%</b>	<b>11.32%</b>			

<b>TOTAL ALL FUNDS</b>	<b>815,225</b>	<b>972,394</b>	<b>761,404</b>	<b>1,432,639</b>	<b>1,225,959</b>	<b>1,072,104</b>	<b>983,128</b>	<b>7,262,853</b>		<b>100.00%</b>
<b>% OF TOTAL</b>	<b>11.22%</b>	<b>13.39%</b>	<b>10.48%</b>	<b>19.73%</b>	<b>16.88%</b>	<b>14.76%</b>	<b>13.54%</b>			

STATUTORY FORMULA      12.99%      11.99%      8.43%      18.41%      18.79%      14.27%      15.12%      100.00%      50% Pop./50% Coll.

FEDERAL FUNDS REFLECT STATE MATCH ONLY.

\* BASED ON REC DEMOGRAPHIC ESTIMATING CONFERENCE OF MARCH, 1990.

\*\*THESE FUNDS ARE EXCLUDED

# APPENDIX I

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## DEFINITION OF FUNDS

### *Funds Currently Included in Equity Test:*

#### **DS State Primary**

Distribution Controlled By: Statutory Formula  
1991-96 Work Program Amount: \$ 242.6 million  
Funding Source: 100% State  
Criteria For Use: For Design and CEI Consultants, R/W Land and construction or reconstruction of projects on the State Highway System.

#### **BNDS State Bonds**

Distribution Controlled By: Statutory Formula  
1991-96 Work Program Amount: \$ 0 million  
Funding Source: 100% State  
Criteria For Use: State Bonds for right of way land acquisition and support, and bridge construction and support.

#### **BNCA State Bonds**

Distribution Controlled By: Statutory Formula  
1991-96 Work Program Amount: \$ 0 million  
Funding Source: 100% State  
Criteria For Use: State Bonds for right of way land acquisition and support, and bridge construction and support for controlled access system.

#### **CP Federal Consolidated Primary**

Distribution Controlled By: Statutory Formula  
1991-96 Work Program Amount: \$ 551.5 million  
Funding Source: 75% Fed./25% State  
Criteria For Use: Construct/repair roads on Federal Aid Primary System; construct bikeways/walkways; purchase buses, car/vanpool.

# APPENDIX I

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## **UM Minimum Allocation**

Distribution Controlled By: Statutory Formula  
1991-96 Work Program Amount: \$ 395.3 million  
Funding Source: Federal % varies  
Criteria For Use: Production and Support phases of projects on Federal Aid System.

## **HRE Federal High Hazard Obstacle Removal**

Distribution Controlled By: Statutory Formula  
1991-96 Work Program Amount: \$ 48.4 million  
Funding Source: 90% Fed./10% State

Criteria For Use: For use on all public roads in the correction of high hazard locations and the removal of roadside obstacles which constitute a danger to the motorist and pedestrians.

\*

## **ACCP Advance Federal Consolidated Primary**

Distribution Controlled By: Statutory Formula  
1991-96 Work Program Amount: \$ 70.0 million  
Funding Source: 100% State Funds eligible for 75% federal reimbursement.

Criteria For Use: Construct/repair roads on Federal Aid Primary System; construct bikeways/walkways; purchase buses, car/vanpool.

## **DDR District Dedicated Revenue**

Distribution Controlled By: Statutory Formula  
1991-96 Work Program Amount: \$ 1,460.2 million  
Funding Source: 100% State  
Criteria For Use: Any State Transportation project in the specific transportation district where the tax proceeds were collected and, to the maximum extent feasible in the county of collection.

# APPENDIX I

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## **M Federal Urban System**

Distribution Controlled By: Federal Law-Total population of Urban areas +5,000 & 200,000+.

1991-96 Work Program Amount: \$ 411.6 million

Funding Source: 75 % Fed./25 % State

Criteria For Use: Construction/repair roads on the Federal Aid Urban System; construct bikeways/walkways; purchase of buses,car/vanpool.

## **DU Federal Reimbursement from Section 18 and Rural Technical Assistance UMTA, Section 16(b)(2), (RTA) program -Federal Law**

Distribution Controlled By: Federal Law-Based on total rural and small urban area population (Section 18, RTAP) and elderly and population [Section 16(b)(2)].

1991-96 Work Program Amount: \$ 20.7 million

Funding Source: 100% Fed.

Criteria For Use: Purchase vehicles for private non-profit organization to provide transportation to the elderly and/or handicapped, capital and operating assistance for the provision of transportation services in rural areas, and provide technical assistance to rural transportation providers. with reimbursement from UMTA.

## **CPR Primary Resurfacing**

Distribution Controlled By: Needs Assessment-Pavement Condition Survey

1991-96 Work Program Amount: \$ 285.5 million

Funding Source: 75 % Fed./25 % State

Criteria For Use: Resurfacing projects on the Federal Aid System.

## **DSR State Resurfacing**

Distribution Controlled By: Needs Assessment-Pavement Condition Survey

1991-96 Work Program Amount: \$ 286.8 million

Funding Source: 100% State

Criteria For Use: Resurfacing projects on the State Highway System.

## **UM Minimum Allocation Resurfacing**

Distribution Controlled By: Needs Assessment-Pavement Condition Survey

1991-96 Work Program Amount: \$ 384.3 million

Funding Source: Federal % Varies

Criteria For Use: Resurfacing projects on the Federal Aid System.

# APPENDIX I

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## **BRRP State Bridge Repair & Rehabilitation**

Distribution Controlled By: Needs Assessment-Structural condition of bridge.  
1991-96 Work Program Amount: \$ 168.2 million  
Funding Source: 100% State  
Criteria For Use: For repair of bridges on the State Highway System.

## **RB Rural Federal Secondary**

Distribution Controlled By: Needs Assessment-Centerline miles on the Federal Aid Secondary System.  
1991-96 Work Program Amount: \$ 68.9 million  
Funding Source: 75% Fed./25% State  
Criteria For Use: Construction/repair roads on the Federal Aid Secondary System, construct bikeways/walkways; purchase buses, car/vanpool.

## **DIH State In-House Product Support**

Distribution Controlled By: Needs Assessment-Authorized positions  
1991-96 Work Program Amount: \$ 633.9 million  
Funding Source: 100% State  
Criteria For Use: Salary for in-house preliminary engineering, right-of-way support, and construction inspection.

## **DPTO Aviation, Rail, Transit**

Distribution Controlled By: Aviation - Needs from airport sponsors and statewide aviation system plan.  
Rail - Needs assessment and discretionary for major projects, e.q. Tri County Rail.  
Transit - Needs assessment, statutory formula, urban population; for operating assistance as contained in appropriations acts.  
1991-96 Work Program Amount: \$ 660.2 million  
Funding Source: 100% State

## **IR Federal Interstate Resurfacing & Rehabilitation**

Distribution Controlled By: Needs Assessment-Lane miles five years or older plus vehicle miles traveled.  
1991-96 Work Program Amount: \$ 1,277.5 million  
Funding Source: 90% Fed./10% State  
Criteria For Use: To resurface, restore, rehabilitate and reconstruct the Interstate System.



# APPENDIX I

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## **BRP State Bridge Replacement**

Distribution Controlled By: Needs Assessment-Bridge sufficiency rating based on the structural condition of bridge.

1991-96 Work Program Amount: \$ 282.3 million

Funding Source: 100% State

Criteria For Use: For replacement of bridges on the State Highway System.

## **BRT Federal Bridge Replacement (On System)**

Distribution Controlled By: Needs Assessment-Bridge sufficiency rating based on the structural condition of bridge.

1991-96 Work Program Amount: \$ 379.3 million

Funding Source: 80% Fed./20% State

Criteria For Use: Replace/rehabilitate bridges on federal highway system.

## **BRTZ Federal Bridge Replacement (Off System)**

Distribution Controlled By: Needs Assessment-Bridge sufficiency rating based on the structural condition of bridge.

1991-96 Work Program Amount: \$ 28.8 million

Funding Source: 80% Fed./20% State

Criteria For Use: Replace/rehabilitate bridges off federal highway system.

## **RRP Federal Rail-Highway Crossing/Protection Devices**

Distribution Controlled By: Needs Assessment-Safety index model using train speed and train count.

1991-96 Work Program Amount: \$ 4.0 million

Funding Source: 90% Fed./10% State

Criteria For Use: For the installation of protective devices at rail-highway crossings and the elimination of hazards at rail-highway crossings.

## **RRS Federal Rail-Highway Crossing/Hazard Elimination**

Distribution Controlled By: Needs Assessment-Safety index model using train speed and train count.

1991-96 Work Program Amount: \$ 2.2 million

Funding Source: 90% Fed./10% State

Criteria For Use: For the installation of protective devices at rail-highway crossings and the elimination of hazards at rail-highway crossings.

# APPENDIX I

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## **ACIS Sunshine Skyway**

Distribution Controlled By: Needs Assessment-Project Specific  
1991-96 Work Program Amount: \$ 0 million  
Funding Source: 100% State  
Criteria For Use: For all phases of construction on the Sunshine Skyway Bridge.

## **ACIR Advance Federal Interstate Resurfacing & Rehabilitation**

Distribution Controlled By: Needs Assessment-Lane miles five years or older plus vehicle miles traveled.  
1991-96 Work Program Amount: \$ 55.0 million  
Funding Source: 100% State Funds eligible for 90% federal reimbursement.  
Criteria For Use: To resurface, restore, rehabilitate and reconstruct the Interstate System.

# APPENDIX I

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## *Funds Currently Not Included in Equity Test:*

### **BRTD Federal Bridge Replacement (Discretionary)**

Distribution Controlled By: FHWA-Project Specific  
1991-96 Work Program Amount: \$ 0.8 million  
Funding Source: 80% Fed./20% State  
Criteria For Use: Replace or rehabilitate bridges on which project costs exceed \$10 million.

### **D Unrestricted State Primary**

Distribution Controlled By: Needs Assessment/Statutory Formula-Statutory formula, resurfacing formula and needs for maintenance.  
1991-96 Work Program Amount: \$ 1,321.1 million  
Funding Source: 100% State  
Criteria For Use: Primarily for the maintenance of roads on the State Highway System.

### **DC State Primary Preliminary for Engineering Consultants**

Distribution Controlled By: FDOT-Central Office Consultant  
1991-96 Work Program Amount: \$ 0 million  
Funding Source: 100% State  
Criteria For Use: For statewide design consultants on the State Highway System.

### **DL State Primary Loaned To Locals**

Distribution Controlled By: State funds reimbursed by locals.  
1991-96 Work Program Amount: \$ 4.4 million  
Funding Source: 100% State  
Criteria For Use: State funds advanced to be repaid by Local Sponsors.

### **DOC State Primary Oil Overcharge**

Distribution Controlled By: Availability of plans and needs in districts, funds for retiming projects equally distributed.  
1991-96 Work Program Amount: \$ 0 million  
Funding Source: 100% State  
Criteria For Use: Usually appropriated for specific projects by the Florida Legislature.

# APPENDIX I

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## **DOH State Primary Overhead**

Distribution Controlled By: Central Office overhead  
1991-96 Work Program Amount: \$ 0 million  
Funding Source: 100% State  
Criteria For Use: State funds for in-house Public Transportation phase.

## **FAA Federal Aviation Administration (Non-Budgeted)**

Distribution Controlled By: Federal Law-Airports apply to Federal Aviation Administration.  
1991-96 Work Program Amount: \$ 936.5 million  
Funding Source: 75% Fed./25% State (Large Airports)  
90% Fed./10% State (Gen. Aviation)  
Criteria For Use: To plan, develop, construct and improve affected airports; to develop terminals and terminal access facilities and to carry out noise abatement programs at commercial general and reliever airports.

## **FCO State Primary Fixed Capital Outlay**

Distribution Controlled By: FDOT-Qualified projects and funds available.  
1991-96 Work Program Amount: \$ 47.4 million  
Funding Source: 100% State  
Criteria For Use: For real property including additions, replacements, major repairs and renovations on property within state jurisdiction.

## **FDM Federal Demonstration Project**

Distribution Controlled By: FHWA-Project specific  
1991-96 Work Program Amount: \$ 48.1 million  
Funding Source: 80% Fed./20% State  
Criteria For Use: Specific projects appropriated by the U. S. Congress.

## **FFH Federal Forest Highway**

Distribution Controlled By: Federal Law-Area and value of land occupied by the national forest.  
1991-96 Work Program Amount: \$ 0 million  
Funding Source: 100% Fed.  
Criteria For Use: Construction or reconstruction of national forest highways.

# APPENDIX I

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## **FRA Federal Rail Administration (Reimbursable)**

Distribution Controlled By: Federal Law-Project specific Federal Rail Administration.  
1991-96 Work Program Amount: \$ 0 million  
Funding Source: Varies from 75% Fed./25% State to 90% Fed./10% State.  
Criteria For Use: For inspection of railroad facilities, equipment, purchase/lease rail R/W, rehabilitate rail properties to avoid abandonment and to establish, implement and revise the state rail plan.

## **HPR Federal Highway Planning Research**

Distribution Controlled By: FHWA-Reimbursement for salaries submitted to FHWA.  
1991-96 Work Program Amount: \$ 0.1 million  
Funding Source: 85% Fed./15% State  
Criteria For Use: For research on all phases of highway construction, modernization, development, design, maintenance, safety, financing and traffic conditions and to test and develop materials.

## **I Federal Interstate**

Distribution Controlled By: Federal Law-Completion of the Interstate System.  
1991-96 Work Program Amount: \$ 181.5 million  
Funding Source: 90% Fed./10% State  
Criteria For Use: For completion of the Interstate System.

## **ID Federal Interstate Discretionary**

Distribution Controlled By: FHWA-Project specific ready to commence (construction must begin in 90 days).  
1991-96 Work Program Amount: \$ 0 million  
Funding Source: 90% Fed./10% State  
Criteria For Use: Discretionary funds from Interstate funds lapsed by other states or more recently from specific authorizations; in order to use these dollars a state must have used all of its regular apportionment and be ready to commence, projects within 90 days of obligation.

# APPENDIX I

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## **IRD Federal Interstate Resurfacing/Rehabilitation Discretionary**

Distribution Controlled By: FHWA-Project specific ready to commence (construction must begin in 90 days.)  
1991-96 Work Program Amount: \$ 0 million  
Funding Source: 90% Fed./10% State  
Criteria For Use: Discretionary funds from Interstate funds lapsed by other state which can be use to resurface and rehabilitate the Interstate System.

## **LF Local Funds Budgeted**

Distribution Controlled By: State funds reimbursed by locals.  
1991-96 Work Program Amount: \$ 73.8 million  
Funding Source: Local Funds  
Criteria For Use: For all phases of construction; funded from dollars contributed by Local Agencies for specific projects.

## **LF Local Funds Non-Budgeted**

Distribution Controlled By: Local Funds  
1991-96 Work Program Amount: \$ 652.5 million  
Funding Source: Local Funds  
Criteria For Use: For all phases of construction; funded from dollars contributed by Local Agencies for specific projects.

## **PKCA Turnpike Controlled Access**

Distribution Controlled By: Turnpike-Funds to be used on the Turnpike system only.  
1991-96 Work Program Amount: \$ 100.0 million  
Funding Source: State Transportation Trust Fund  
Criteria For Use: To be used on the Turnpike System.

## **PKYI Turnpike Improvement**

Distribution Controlled By: Turnpike Funds to be used on the Turnpike system only.  
1991-96 Work Program Amount: \$ 176.0 million  
Funding Source: Turnpike Funds  
Criteria For Use: For all phases of construction funded from the Turnpike Improvement Fund.

# APPENDIX I

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## **PKYR Turnpike Maintenance Reserve**

Distribution Controlled By: Turnpike-Funds to be used on the Turnpike system only.  
1991-96 Work Program Amount: \$ 22.5 million  
Funding Source: Turnpike Funds  
Criteria For Use: Turnpike Funds to be used to maintain toll collection facilities on the Turnpike system.

## **PKYR Turnpike Maintenance Reserve**

Distribution Controlled By: Turnpike-Funds to be used on the Turnpike system only.  
1991-96 Work Program Amount: \$ 22.5 million  
Funding Source: Turnpike Funds  
Criteria For Use: For all phases of construction funded from the Turnpike Maintenance Reserve Fund.

## **P90A Turnpike Bond Construction**

Distribution Controlled By: Turnpike-Funds to be used on the Turnpike system only.  
1991-96 Work Program Amount: \$ 319.1 million  
Funding Source: Turnpike Funds  
Criteria For Use: For all phases of construction funded from the Turnpike Bonds.

## **PL Metro Planning**

Distribution Controlled By: FHWA-Distribution to MPO's based on urban population.  
1991-96 Work Program Amount: \$ 16.6 million  
Funding Source: 85% Fed./15% other (State & Local)  
Criteria For Use: Pass through funds to MPO's apportioned for continuous, comprehensive, and cooperative multi-modal planning in urbanized areas.

## **TDTF Transportation Disadvantaged**

Distribution Controlled By: Transportation Disadvantaged Commission  
1991-96 Work Program Amount: \$ 49.0 million  
Funding Source: Transportation Disadvantaged Trust Fund  
Criteria For Use: Operational grants to provide Transportation Disadvantaged services to eligible individuals, and planning grants to planning agencies and Transportation Coordinators to assist in planning or start up funding.

# APPENDIX I

---

## **TOL Tolls Maintenance**

Distribution Controlled By: FDOT-Can be used only on designated toll system roads.  
1991-96 Work Program Amount: \$ 30.6 million  
Funding Source: Toll Funds  
Criteria For Use: For operation and maintenance of toll facilities.

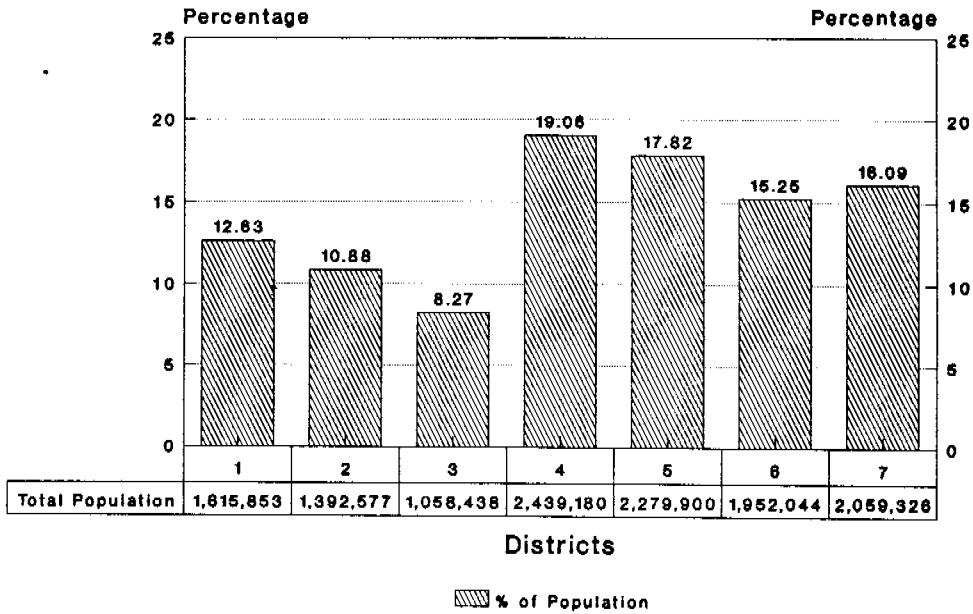
## **UMTA Urban Mass Transit Administration (Non-Budgeted)**

Distribution Controlled By: Federal Law-Distribution based on urban population.  
1991-96 Work Program Amount: \$ 176.3 million  
Funding Source:  
Criteria For Use: To construct/improve mass transportation facilities/equipment in urbanized areas; operate facilities and equipment serving mass transit purposes in urbanized areas; to improve facilities, equipment, methods and techniques of urban transportation delivery and to integrate the transportation systems within urbanized areas and with long range land use and development plans.

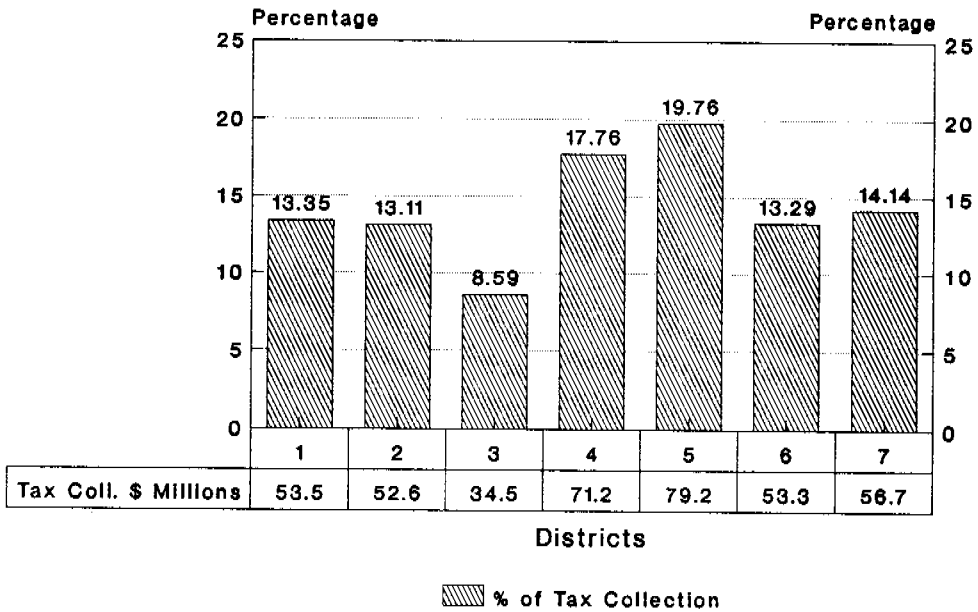


# APPENDIX J

## District % of Population (Total State Population 12,797,318)

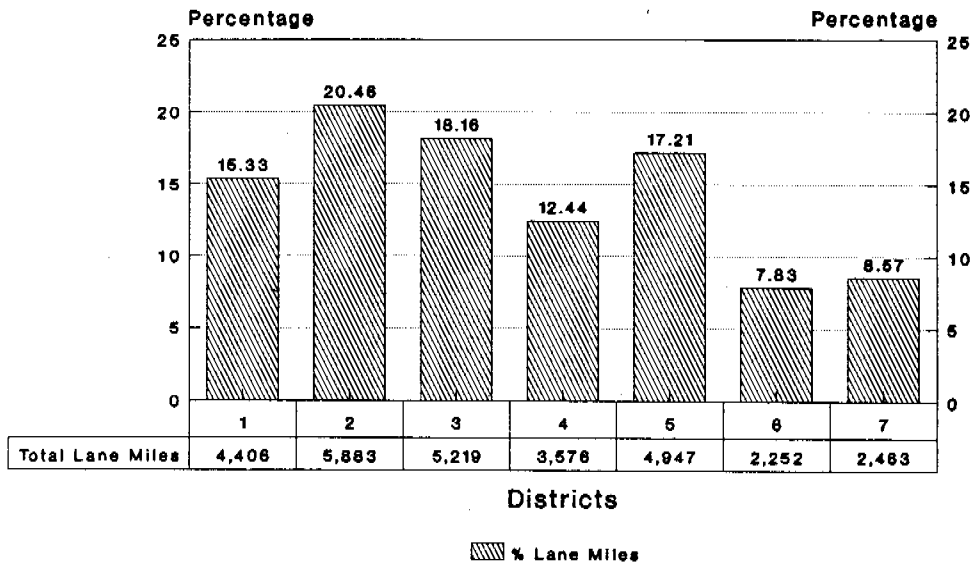


## District % of Fuel Tax Collection (Total Fuel Tax Collection \$401.0)



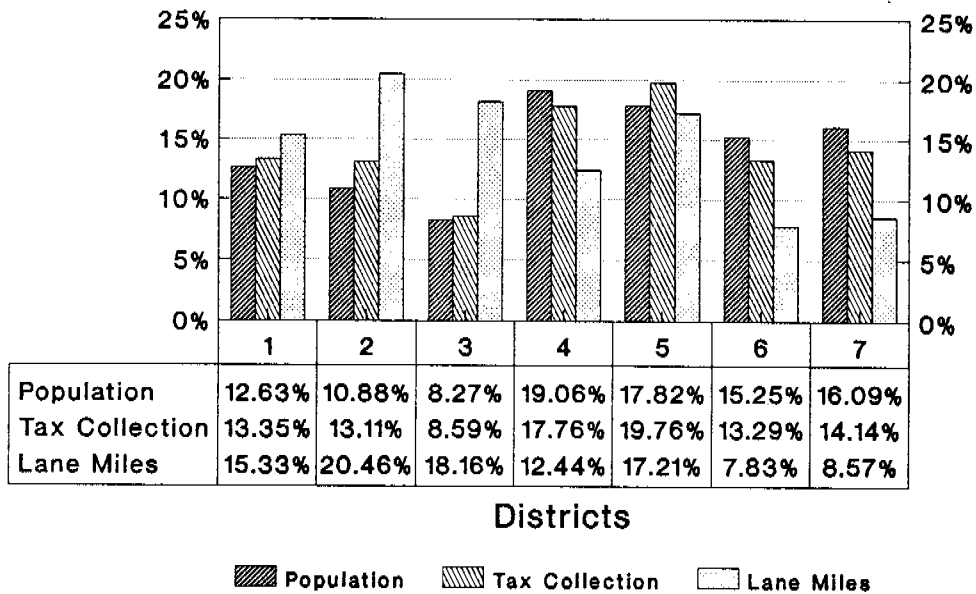
# APPENDIX J

## District % of Lane Miles (Total Lane Miles 28,746)



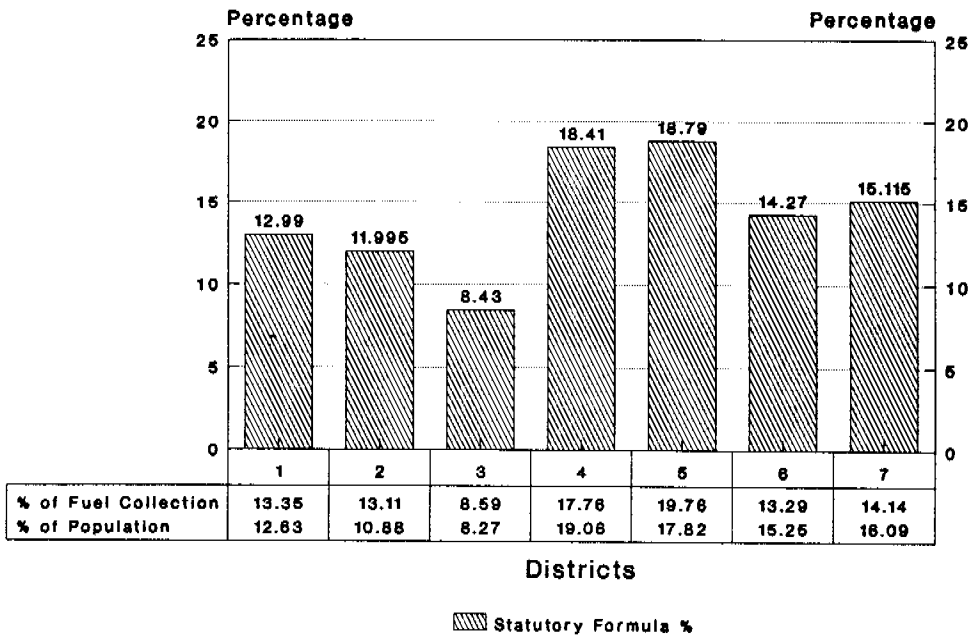
Source: State Mileage Report 1/30/91  
Does not include Interstate, Turnpike  
or Toll Roads.

## District Comparison Population/Tax Collection/Lane Miles



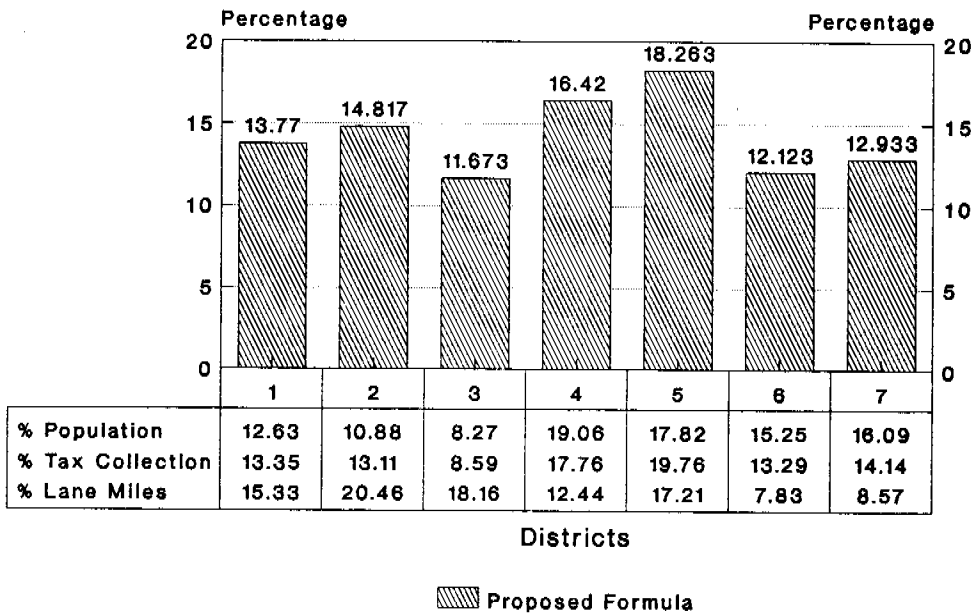
# APPENDIX K

## Statutory Formula % By District



Statutory Formula is equal parts of population and motor fuel collection.

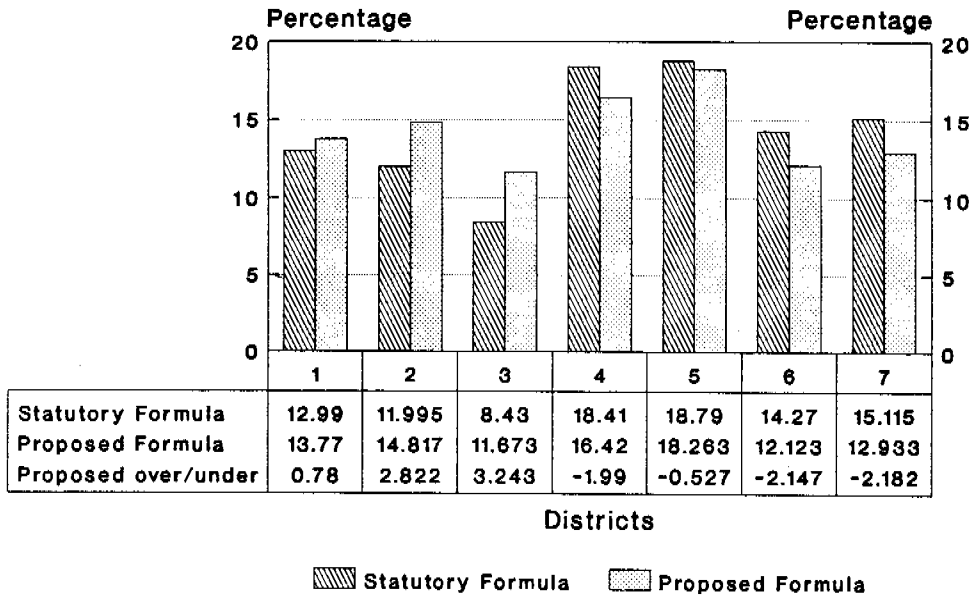
## Proposed Preservation Formula



Proposed Formula is equal parts of population, motor fuel collection, and lane miles.

# APPENDIX K

## Comparison of Statutory Formula and Proposed Preservation Formula



# APPENDIX L

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## EXAMPLE OF CURRENT FUND DISTRIBUTION METHOD

### Assumptions:

- District "A" A predominantly *rural* district.  
Has the *largest* percentage of lane miles of roads.  
Has the *largest* percentage need for resurfacing, and maintenance.  
Has the *smallest* percent need for new construction.
- District "B" A mix of *rural and urban* areas.  
Has *average* percentage of lane miles of roads.  
Has less resurfacing and maintenance needs than District A but more than District C.  
Has *average* percentage need for new construction need.
- District "C" A predominantly *urban* district.  
Has the *smallest* percentage of lane miles of roads.  
Has the *smallest* percentage of resurfacing and maintenance needs.  
Has the *largest* percentage need for new construction.

Step 1: DOT Executive Committee sets a statewide target for each category.

Category	District A (Rural)	District B (Mixed)	District C (Urban)	Target
Resurfacing				300
Maintenance				150
New Construction				300
Total				750

## APPENDIX L

*Step 2: Central Office distributes resurfacing and maintenance funds to each district based on needs assessment.*

Category	District A (Rural)	District B (Mixed)	District C (Urban)	Target
Resurfacing	120	100	80	300
Maintenance	60	50	40	150
New Construction				300
Total				750

*Step 3: Central Office distributes new construction funds to each district based on statutory formula (50% population, 50% fuel tax collection).*

Category	District A (Rural)	District B (Mixed)	District C (Urban)	Target
Resurfacing	120	100	80	300
Maintenance	60	50	40	150
New Construction	80	100	120	300
Total	260	250	240	750

*Step 4: Each district produces a district work program within the funds allotted for each category.*

# APPENDIX L

## EXAMPLE OF PROPOSED FUND DISTRIBUTION METHOD

*Step 1: DOT Executive Committee sets a statewide target for each category. Same as "current method" step 1.*

Category	District A (Rural)	District B (Mixed)	District C (Urban)	Target
Resurfacing				300
Maintenance				150
New Construction				300
Total				750

*Step 2: Central Office calculates each "district's share" of resurfacing and maintenance funds based on a formula of equal parts population, fuel tax collection, and lane miles.*

Category	District A (Rural)	District B (Mixed)	District C (Urban)	Target
Resurfacing	110	100	90	300
Maintenance	55	50	45	150
New Construction				300
Total				750

## APPENDIX L

*Step 3: Central Office calculates each "district's share" of new construction funds based on the statutory formula of equal parts population, and fuel tax collection.*

Category	District A (Rural)	District B (Mixed)	District C (Urban)	Target
Resurfacing	110	100	90	300
Maintenance	55	50	45	150
New Construction	80	100	120	300
Total				750

*Step 4: Determination of each district's "total district share" (Totals of Step 3):*

Category	District A (Rural)	District B (Mixed)	District C (Urban)	Target
Resurfacing	110	100	90	300
Maintenance	55	50	45	150
New Construction	80	100	120	300
"Total District Share"	245	250	255	750

*Step 5: Central Office distributes resurfacing and maintenance funds to each district based on needs assessment (same distribution as current method Step 2).*

Category	District A (Rural)	District B (Mixed)	District C (Urban)	Target
Resurfacing	120	100	80	300
Maintenance	60	50	40	150
New Construction				300
"Total District Share"	245	250	255	750



## APPENDIX L

*Step 6: Offsetting adjustment is made to new construction funds to meet "total district share" requirement. New construction funds for each district are determined by subtracting the sum of resurfacing and maintenance funds (step 5) from "total district share".*

Category	District A (Rural)	District B (Mixed)	District C (Urban)	Target
Resurfacing	120	100	80	300
Maintenance	60	50	40	150
New Construction	65	100	135	300
"Total District Share"	245	250	255	750

*Step 7: Each district produces a district work program within the funds allocated for each category.*

### COMPARISON OF CURRENT FUND DISTRIBUTION METHOD TO PROPOSED FUND DISTRIBUTION METHOD

Category/Distribution Method	District A (Rural)	District B (Mixed)	District C (Urban)	Target
Resurfacing - Current	120	100	80	300
Resurfacing - Proposed	120	100	80	300
Maintenance - Current	60	50	40	150
Maintenance - Proposed	60	50	40	150
New Constr. - Current	80	100	120	300
New Constr. - Proposed	65	100	135	300
Total - Current	260	250	240	750
Total - Proposed	245	250	255	750

# APPENDIX M

## INTRA-DISTRICT EQUITY 1991/92 - 1995/96 TENTATIVE WORK PROGRAM (Excludes Turnpike, Local, & Toll Funds)

District/County	\$'s Programmed*	%	Statutory Formula	Tentative W P Over/(Under) Stat. Form. (B) minus (C)
	(A)	(B)	(C)	
<b>District 1</b>				
Charlotte	56,253,000	6.112%	6.100%	0.012%
Collier	85,004,000	9.236%	9.108%	0.128%
DeSoto	20,769,000	2.257%	1.433%	0.824%
Glades	16,181,000	1.758%	0.518%	1.240%
Hardee	13,286,000	1.444%	1.345%	0.099%
Hendry	20,929,000	2.274%	1.775%	0.499%
Highlands	31,222,000	3.392%	4.286%	-0.894%
Lee	160,217,000	17.408%	20.233%	-2.825%
Manatee	124,358,000	13.512%	11.380%	2.131%
Okeechobee	18,637,000	2.025%	2.211%	-0.186%
Polk	215,083,000	23.370%	26.372%	-3.002%
Sarasota	158,418,000	17.213%	15.240%	1.973%
<b>Total District 1</b>	<b>920,357,000</b>	<b>100.000%</b>	<b>100.000%</b>	
<b>District 2</b>				
Alachua	125,635,000	10.679%	12.016%	-1.336%
Baker	16,449,000	1.398%	1.343%	0.055%
Bradford	8,882,000	0.755%	1.732%	-0.977%
Clay	67,936,000	5.775%	6.593%	-0.818%
Columbia	52,444,000	4.458%	3.984%	0.474%
Dixie	6,842,000	0.582%	0.790%	-0.209%
Duval	508,376,000	43.214%	47.193%	-3.980%
Gilchrist	6,916,000	0.588%	0.459%	0.129%
Hamilton	43,566,000	3.703%	2.073%	1.631%
Lafayette	5,506,000	0.468%	0.341%	0.127%
Levy	26,333,000	2.238%	1.957%	0.281%
Madison	17,712,000	1.506%	2.225%	-0.719%
Nassau	56,113,000	4.770%	3.768%	1.002%
Putnam	41,452,000	3.524%	4.044%	-0.521%
St. Johns	131,015,000	11.137%	6.398%	4.739%
Suwannee	24,593,000	2.090%	2.490%	-0.399%
Taylor	20,990,000	1.784%	1.689%	0.096%
Union	15,665,000	1.332%	0.906%	0.426%
<b>Total District 2</b>	<b>1,176,425,000</b>	<b>100.000%</b>	<b>100.000%</b>	

# APPENDIX M

## INTRA-DISTRICT EQUITY

1991/92 - 1995/96 TENTATIVE WORK PROGRAM

(Excludes Turnpike, Local, & Toll Funds)

District/County*	\$'s Programmed*	%	Statutory Formula	Tentative W P Over/(Under) Stat. Form.
	(A)	(B)	(C)	(B) minus (C)
<b>District 3</b>				
Bay	44,967,000	7.093 %	12.645 %	-5.552 %
Calhoun	43,622,000	6.881 %	1.123 %	5.758 %
Escambia	136,413,000	21.517 %	25.356 %	-3.839 %
Franklin	2,893,000	0.456 %	0.879 %	-0.422 %
Gadsden	29,893,000	4.715 %	3.979 %	0.736 %
Gulf	2,615,000	0.412 %	1.066 %	-0.654 %
Holmes	22,540,000	3.555 %	1.818 %	1.737 %
Jackson	60,596,000	9.558 %	5.615 %	3.943 %
Jefferson	21,496,000	3.391 %	2.250 %	1.140 %
Leon	111,943,000	17.657 %	18.029 %	-0.372 %
Liberty	4,598,000	0.725 %	0.595 %	0.130 %
Okaloosa	51,668,000	8.150 %	13.772 %	-5.622 %
Santa Rosa	44,973,000	7.094 %	6.750 %	0.343 %
Wakulla	6,750,000	1.065 %	1.320 %	-0.255 %
Walton	37,486,000	5.913 %	3.119 %	2.794 %
Washington	11,525,000	1.818 %	1.683 %	0.135 %
<b>Total District 3</b>	<b>633,978,000</b>	<b>100.000 %</b>	<b>100.000 %</b>	
<b>District 4</b>				
Broward	568,137,000	46.909 %	50.134 %	-3.226 %
Indian River	78,836,000	6.509 %	4.107 %	2.402 %
Martin	114,896,000	9.486 %	4.169 %	5.318 %
Palm Beach	382,409,000	31.574 %	35.185 %	-3.611 %
St. Lucie	66,877,000	5.522 %	6.405 %	-0.883 %
<b>Total District 4</b>	<b>1,211,155,000</b>	<b>100.000 %</b>	<b>100.000 %</b>	
<b>District 5</b>				
Brevard	150,452,000	13.650 %	16.615 %	-2.965 %
Citrus	51,847,000	4.704 %	3.583 %	1.121 %
Flagler	48,567,000	4.406 %	1.094 %	3.312 %
Lake	47,064,000	4.270 %	6.250 %	-1.980 %
Marion	107,307,000	9.736 %	9.165 %	0.571 %
Orange	282,501,000	25.631 %	30.299 %	-4.668 %
Osceola	49,255,000	4.469 %	4.920 %	-0.451 %
Seminole	99,451,000	9.023 %	10.741 %	-1.718 %
Sumter	46,331,000	4.204 %	2.650 %	1.554 %
Volusia	219,408,000	19.907 %	14.683 %	5.223 %
<b>Total District 5</b>	<b>1,102,183,000</b>	<b>100.000 %</b>	<b>100.000 %</b>	

# APPENDIX M

## INTRA-DISTRICT EQUITY 1991/92 - 1995/96 TENTATIVE WORK PROGRAM (Excludes Turnpike, Local, & Toll Funds)

District/County	\$'s Programmed*	%	Statutory Formula	Tentative W P Over/(Under) Stat. Form.
	(A)	(B)	(C)	(B) minus (C)
<b>District 6</b>				
Dade	780,143,000	86.826%	95.479%	-8.653%
Monroe	118,368,000	13.174%	4.521%	8.653%
<b>Total District 6</b>	<b>898,511,000</b>	<b>100.000%</b>	<b>100.000%</b>	
<b>District 7</b>				
Hernando	39,959,000	3.349%	4.724%	-1.375%
Hillsborough	635,292,000	53.244%	43.561%	9.682%
Pasco	113,395,000	9.504%	12.654%	-3.150%
Pinellas	404,530,000	33.904%	39.061%	-5.158%
<b>Total District 7</b>	<b>1,193,176,000</b>	<b>100.000%</b>	<b>100.000%</b>	
<b>Total District 1-7</b>	<b>7,135,785,000</b>			

\* \$'s Programmed does not include Turnpike,  
Local and Toll Funds.

# APPENDIX N

## INTRA-DISTRICT EQUITY

1990/91 - 1994/95 ADOPTED WORK PROGRAM

(Excludes Turnpike, Local, & Toll Funds)

District/County	\$'s Programmed*	%	Statutory Formula	Tentative W P Over/(Under) Stat. Form. (B) minus (C)
	(A)	(B)	(C)	
<b>District 1</b>				
Charlotte	47,597,000	5.137%	6.100%	-0.963%
Collier	92,070,000	9.937%	9.108%	0.829%
DeSoto	17,006,000	1.835%	1.433%	0.402%
Glades	13,550,000	1.462%	0.518%	0.945%
Hardee	19,169,000	2.069%	1.345%	0.724%
Hendry	21,184,000	2.286%	1.775%	0.512%
Highlands	32,526,000	3.511%	4.286%	-0.775%
Lee	202,556,000	21.862%	20.233%	1.629%
Manatee	120,628,000	13.020%	11.380%	1.639%
Okeechobee	17,347,000	1.872%	2.211%	-0.338%
Polk	196,306,000	21.188%	26.372%	-5.184%
Sarasota	146,577,000	15.820%	15.240%	0.580%
<b>Total District 1</b>	<b>926,516,000</b>	<b>100.000%</b>	<b>100.000%</b>	
<b>District 2</b>				
Alachua	123,532,000	10.542%	12.016%	-1.474%
Baker	21,776,000	1.858%	1.343%	0.515%
Bradford	10,457,000	0.892%	1.732%	-0.839%
Clay	70,616,000	6.026%	6.593%	-0.567%
Columbia	55,428,000	4.730%	3.984%	0.746%
Dixie	9,146,000	0.780%	0.790%	-0.010%
Duval	464,196,000	39.613%	47.193%	-7.580%
Gilchrist	14,972,000	1.278%	0.459%	0.819%
Hamilton	48,693,000	4.155%	2.073%	2.083%
Lafayette	7,030,000	0.600%	0.341%	0.259%
Levy	31,641,000	2.700%	1.957%	0.743%
Madison	17,775,000	1.517%	2.225%	-0.708%
Nassau	55,431,000	4.730%	3.768%	0.962%
Putnam	44,718,000	3.816%	4.044%	-0.228%
St. Johns	140,949,000	12.028%	6.398%	5.630%
Suwannee	16,004,000	1.366%	2.490%	-1.124%
Taylor	25,530,000	2.179%	1.689%	0.490%
Union	13,925,000	1.188%	0.906%	0.282%
<b>Total District 2</b>	<b>1,171,819,000</b>	<b>100.000%</b>	<b>100.000%</b>	

# APPENDIX N

## INTRA-DISTRICT EQUITY

1990/91 - 1994/95 ADOPTED WORK PROGRAM

(Excludes Turnpike, Local, & Toll Funds)

District/County	\$'s Programmed*	%	Statutory Formula	Tentative W P Over/(Under) Stat. Form.
	(A)	(B)	(C)	(B) minus (C)
<b>District 3</b>				
Bay	38,163,000	5.928%	12.645%	-6.717%
Calhoun	48,007,000	7.457%	1.123%	6.334%
Escambia	162,618,000	25.259%	25.356%	-0.097%
Franklin	4,466,000	0.694%	0.879%	-0.185%
Gadsden	21,429,000	3.328%	3.979%	-0.650%
Gulf	11,355,000	1.764%	1.066%	0.697%
Holmes	18,002,000	2.796%	1.818%	0.978%
Jackson	59,445,000	9.233%	5.615%	3.619%
Jefferson	20,553,000	3.192%	2.250%	0.942%
Leon	127,954,000	19.875%	18.029%	1.845%
Liberty	1,476,000	0.229%	0.595%	-0.366%
Okaloosa	49,392,000	7.672%	13.772%	-6.100%
Santa Rosa	29,096,000	4.519%	6.750%	-2.231%
Wakulla	4,095,000	0.636%	1.320%	-0.684%
Walton	31,903,000	4.955%	3.119%	1.836%
Washington	15,851,000	2.462%	1.683%	0.779%
<b>Total District 3</b>	<b>643,805,000</b>	<b>100.000%</b>	<b>100.000%</b>	
<b>District 4</b>				
Broward	651,705,000	50.188%	50.134%	0.054%
Indian River	74,611,000	5.746%	4.107%	1.639%
Martin	121,716,000	9.373%	4.169%	5.205%
Palm Beach	383,446,000	29.529%	35.185%	-5.655%
St. Lucie	67,048,000	5.163%	6.405%	-1.242%
<b>Total District 4</b>	<b>1,298,526,000</b>	<b>100.000%</b>	<b>100.000%</b>	
<b>District 5</b>				
Brevard	151,972,000	13.170%	16.615%	-3.445%
Citrus	55,709,000	4.828%	3.583%	1.245%
Flagler	54,647,000	4.736%	1.094%	3.642%
Lake	49,183,000	4.262%	6.250%	-1.987%
Marion	90,552,000	7.847%	9.165%	-1.317%
Orange	317,966,000	27.556%	30.299%	-2.744%
Osceola	40,098,000	3.475%	4.920%	-1.445%
Seminole	118,970,000	10.310%	10.741%	-0.431%
Sumter	37,555,000	3.255%	2.650%	0.605%
Volusia	237,252,000	20.561%	14.683%	5.878%
<b>Total District 5</b>	<b>1,153,904,000</b>	<b>100.000%</b>	<b>100.000%</b>	

# APPENDIX N

## INTRA-DISTRICT EQUITY

1990/91 - 1994/95 ADOPTED WORK PROGRAM

(Excludes Turnpike, Local, & Toll Funds)

District/County	\$'s Programmed*	%	Statutory Formula	Tentative W P Over/(Under) Stat. Form.
	(A)	(B)	(C)	(B) minus (C)
<b>District 6</b>				
Dade	798,444,000	85.215%	95.479%	-10.264%
Monroe	138,530,000	14.785%	4.521%	10.264%
<b>Total District 6</b>	<b>936,974,000</b>	<b>100.000%</b>	<b>100.000%</b>	
<b>District 7</b>				
Hernando	49,346,000	4.099%	4.724%	-0.624%
Hillsborough	636,668,000	52.887%	43.561%	9.325%
Pasco	118,037,000	9.805%	12.654%	-2.849%
Pinellas	399,783,000	33.209%	39.061%	-5.852%
<b>Total District 7</b>	<b>1,203,834,000</b>	<b>100.000%</b>	<b>100.000%</b>	
<b>Total District 1-7</b>	<b>7,335,378,000</b>			

\* \$'s Programmed does not include Turnpike,  
Local and Toll Funds.



The Florida  
Transportation  
Commission