Evaluation and Monitoring
of 2005 Growth Management Legislation

Final Report

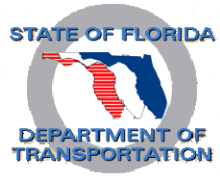
May 15, 2006

Prepared by:

Center for Urban Transportation Research, University of South Florida
Stephen L. Reich
Karen E. Seggerman, AICP
Edward A. Mierzejewski, PhD, PE
Alex Kolpakov

Prepared for:

Florida Department of Transportation
Florida Transportation Commission
FDOT Contract No.: BD544 WO#28



Florida Department of Transportation
Florida Transportation Commission
605 Suwannee Street
Tallahassee, Florida 32399

FDOT/FTC Project Contact: Sally Patrenos

Center for Urban Transportation Research
University of South Florida
4202 East Fowler Avenue, CUT100
Tampa, Florida 33620
(813) 974-3120
http://www.cutr.usf.edu

Disclaimer:

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle Evaluation and Monitoring of 2005 Growth Management Legislation		5. Report Date May 2006
		6. Performing Organization Code
7. Author(s) Stephen L. Reich, Karen E. Seggerman, Edward A. Mierzejewski, Alex Kolpakov		8. Performing Organization Report No. 2117-1119-00
9. Performing Organization Name and Address Center for Urban Transportation Research 4202 East Fowler Avenue, CUT100 Tampa, Florida 33620		10. Work Unit No. (TRAIS)
		11. Contract or Grant No. BD544 WO28
12. Sponsoring Agency Name and Address Florida Department of Transportation Florida Transportation Commission 605 Suwannee Street Tallahassee, Florida 32399		13. Type of Report and Period Covered Final Report
		14. Sponsoring Agency Code

15. Supplementary Notes
FDOT/FTC Contact: Sally Patrenos

16. Abstract
During the 2005 legislative session, the Florida legislature made significant changes to Florida's growth management statutes and also provided additional transportation funding. The legislation addresses the issues of adequate infrastructure requirements for schools, water, and transportation in the face of increased demand caused by growth. The transportation component includes a new commitment to mobility funding of over $4.6 billion from fiscal year 2006 through fiscal year 2011. Given the significant changes in policy, funding, and the work program associated with the new growth management law, the Florida Transportation Commission (FTC) engaged the Center for Urban Transportation Research (CUTR) at the University of South Florida to assist them with a review of the implications of the new funding on the Florida Department of Transportation (FDOT) five-year work program and an analysis of other aspects of the legislation related to transportation.

17. Key Word Florida Growth Management, Transportation Funding	18. Distribution Statement No restrictions.		
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 30	22. Price

Form DOT F 1700.7 (8-72) Reproduction of completed page authorized

Acknowledgements

FDOT/FTC Project Contacts:

Laura Kelley and Sally Patrenos

CUTR Project Team:

Principal Authors:
Stephen L. Reich
Karen E. Seggerman, AICP
Edward A. Mierzejewski, PhD, PE
Alex Kolpakov

Executive Summary

During the 2005 legislative session, the Florida legislature made significant changes to Florida's growth management statutes and also provided additional transportation funding. The legislation addresses the issues of adequate infrastructure requirements for schools, water, and transportation in the face of increased demand caused by growth. The transportation component includes a new commitment to mobility funding of over $4.5 billion from fiscal year 2006 through fiscal year 2011. Given the significant changes in policy, funding, and the work program associated with the new growth management law, the Florida Transportation Commission (FTC) engaged the Center for Urban Transportation Research (CUTR) at the University of South Florida to assist them with an evaluation of the implications of the new funding on the Florida Department of Transportation (FDOT) five-year work program and an analysis of other aspects of the legislation related to transportation.

The development of the fiscal year (FY) 2006 to 2010 Work Program in the 2005 Legislative Session also brought significant changes to transportation funding and to the transportation planning process as a part of a statewide growth management initiative. By signing Senate Bills 332, 360 and 444 into law, Governor Bush implemented a new "pay as you grow" policy for the state of Florida.

While the package addresses infrastructure requirements for schools, water and transportation, the transportation component represents a new commitment to mobility funding of over $4.5 billion for the next five years. Although some of the new transportation funding is available to local jurisdictions, the program will be administered by the Florida Department of Transportation. The Growth Management Legislation provided for recurring and one-time general funds to be dedicated to the State Transportation Trust Fund to fund two new FDOT programs and to supplement funding for four existing programs. The County Incentive Grant Program, the Small County Outreach Program, the State Infrastructure Bank, and the Strategic Intermodal System are programs that were funded at some level prior to the legislation and for which new funding was allocated. The New Starts Transit Program and the Transportation Regional Incentive Program are newly created and funded programs, as a result of the legislation.

Part I of this report presents a Policy Analysis White Paper on implications and issues related to the 2005 growth management legislation. Among the key features of the legislation are provisions to assist local governments to maintain transportation levels-of-service through the concurrency process. A more "hard-edge" concurrency is called for through well-defined financial feasibility requirements for capital improvements schedules (CIS) and tightened timelines for concurrency. A process for community visioning was introduced to encourage communities to be more proactive in planning for future growth. In response to past concerns about the lack of state action to address growing backlogs, funds were appropriated to address the backlogged transportation facilities. In addition, several issues needing more scrutiny, including impact fees, organizational boundaries, and state long-range planning, were designated to advisory groups for review and recommendations. Among policy issues identified are confusing

aspects of financial feasibility, concerns regarding emphasis on the Strategic Intermodal System, and skepticism regarding the encouragement of intergovernmental coordination.

FDOT provided CUTR with a copy of its data bases that reflect the Adopted Work Program (July 2005) and the Tentative Work Program (February 2006). Part II of this report includes the results of a work program evaluation that compares the size and composition of the work program before and after the addition of the Growth Management funding. The findings of this evaluation include:

- The Growth Management Legislation provided for recurring and one-time general funds to be dedicated to the State Transportation Trust Fund to fund two new FDOT programs and to supplement funding for four existing programs.

- On a five-year basis, the FDOT Work Program has grown from the Adopted level of $34.4 billion to $36.9 billion in the Tentative Program for an increase of $2.5 billion.

- On a five-year basis, funding for total transportation product has grown by slightly over 13% from the Adopted Program to the Tentative Program.

- The FDOT Tentative Work Program provides $4.5 billion to growth management programs on a six-year basis, from FY 2006 to FY 2011, and $4.1 billion for the period of 2007-2011.

- For FY 2006 to FY 2011, the Growth Management funding is programmed as follows in the Tentative Work Program in millions of dollars:

  County Incentive Grant Program - $25m
  Strategic Intermodal System - $2,775m
  Small County Outreach Program - $202m
  New Starts Transit Program - $409m
  State Infrastructure Bank - $100m
  Transportation Regional Incentive Program - $1,021m

- A total of 61% of the Growth Management funding is allocated to Strategic Intermodal System improvements, and 23% is dedicated to the Transportation Regional Incentive Program.

- Almost all Growth Management funding is committed to Product and Product Support activities, with Product accounting for 83% of the total Growth Management dollar amount in the Tentative Work Program.

- The new Growth Management funds represent 11.1% of the overall FDOT Tentative Work Program from FY 2007 to FY 2011 and 13.4% of the transportation product for the same period.

Finally, Part III of this report consists of copies of PowerPoint slides from the report final presentation to the Florida Transportation Commission scheduled for May 23, 2006.

Table of Contents

Tables and Figures

Part I: Policy Analysis White Paper

Karen E. Seggerman, AICP
Edward A. Mierzejewski, PhD, PE

During the 2005 legislative session, the Florida legislature made significant changes to Florida's growth management statutes and also provided additional funding. The legislation addresses the issues of adequate infrastructure requirements for schools, water, and transportation in the face of increased demand caused by growth. Given the significant changes in policy, the Florida Transportation Commission (FTC) engaged the Center for Urban Transportation Research (CUTR) at the University of South Florida to provide an analysis of the transportation policy considerations of the 2005 growth management legislation.

Background

In Florida, concurrency became a matter of state policy with the passage in 1985 of revisions to the Local Government Comprehensive Planning and Land Development Regulation Act, which are reflected in Chapter 163 of the Florida Statutes. The 1985 Growth Management Act (Act), as it came to be known, included language that required public facilities and services needed to support development to be available concurrent with the impact of the development, otherwise known as concurrency. It also directed the Florida Department of Community Affairs (DCA) to develop rules for administering the Act and authorized DCA to review local comprehensive plans and plan amendments and to determine their compliance with state law. Subsequent rules (9J-5 F.A.C.) also required local governments to implement concurrency management systems (CMS) that ensure compliance with concurrency requirements. Over the years, numerous revisions have been made to the growth management legislation and rules, especially as they pertain to transportation concurrency. The most recent changes found in the 2005 growth management legislation are addressed below.

Key Features

Among the key features of the 2005 growth management legislation are provisions to assist local governments to maintain transportation levels-of-service through the concurrency process. A more "hard-edge" concurrency is called for through well-defined financial feasibility requirements for capital improvements schedules and tightened timelines for concurrency. A process for community visioning was introduced to encourage communities to be more proactive in planning for future growth. In response to past concerns about the lack of state action to address growing backlogs, funds were appropriated to address backlogged transportation facilities. In addition, several issues needing more scrutiny including impact fees, organizational boundaries, and state long-range planning were designated to advisory groups for review and recommendations.

Financial feasibility and transportation concurrency are tightened. The 2005 growth management legislation now requires that a local government's five-year capital improvements schedule be financially feasible. Section 163.3164[32], F.S. establishes this definition:

> 'Financial feasibility' means that sufficient revenues are currently available or will be available from committed funding sources for the first 3 years, or will be

> available from committed or planned funding sources for years 4 and 5, of a 5-year capital improvement schedule for financing capital improvements, such as ad valorem taxes, bonds, state and federal funds, tax revenues, impact fees, and developer contributions, which are adequate to fund the projected costs of the capital improvements identified in the comprehensive plan necessary to ensure that adopted level-of-service standards are achieved and maintained within the period covered by the 5-year schedule of capital improvements. The requirement that level-of-service standards be achieved and maintained shall not apply if the proportionate-share process set forth in s. 163.3180(12) and (16) is used.

This definition makes it clear that if a local government includes capital improvements for transportation to support development in its long-range plan, it must demonstrate the ability to pay for those improvements. The new legislation also contains a requirement that any long-term concurrency management system (up to 10 or 15 years) be accompanied by a financially feasible capital improvement schedule that allows local governments to address transportation backlogs over an extended period of time with demonstration of a solid financial plan to make those improvements.

The new legislation also requires an accounting of de minimis trips which are those trips generated from development activities that are considered so minor that they are exempted from concurrency. Previous legislation (Section 163.3180[6], F.S.) established that "a de minimis impact is an impact that would not affect more than 1 percent of the maximum volume at the adopted level of service of the affected transportation facility as determined by the local government." Further, the law allowed de minimis trips on failing roads, provided that the existing and projected traffic volumes on those roads did not exceed 110 percent of the maximum adopted level-of-service (LOS) volume. Unfortunately, where local governments have not been keeping accurate counts of approved de minimis impacts, it could not be determined if the 110 percent provision was exceeded. The new legislation (Section 163.3180[6], F.S.) requires an accounting and annual reporting of de minimis trips, stating, "Each local government shall maintain sufficient records to ensure that the 110-percent criterion is not exceeded. Each local government shall submit annually, with its updated capital improvements element, a summary of the de minimis records…."

In an effort to tighten concurrency timeframes, the new legislation requires that "transportation facilities needed to serve new development shall be in place or under actual construction within three years after the local government approves a building permit or its functional equivalent that results in traffic generation" (Section 163.3180[1][c], F.S.). This timeframe for concurrency is in contrast to the previous legislative requirement that facilities be in place within three years of the issuance of a certificate of occupancy.

Local governments are required to include a schedule of capital improvements in the capital improvements element of their comprehensive plan that includes any projects in the MPO TIP (and any privately funded facilities that have been guaranteed in an enforceable agreement) that are relied upon to ensure concurrency and financial

feasibility in the five-year schedule period. In turn, MPO transportation improvement programs (TIP) must specifically include any projects designated for the Transportation Regional Incentive Program (TRIP) that rely on funds through the MPO. These requirements may lead to increased consideration of local government concurrency management priorities in MPO short- and long-range transportation planning.

Concurrency is also tightened through additional requirements for transportation concurrency exception areas (TCEAs), transportation concurrency management areas (TCMAs), and multimodal transportation districts (MMTDs) granted by previous growth management legislation. The 2005 growth management legislation requires that local government comprehensive plans include alternative strategies to support and fund mobility strategies that promote the purpose of the exception and address urban design, land use mix, and network connectivity in TCEAs. In addition, local governments with existing or proposed TCEAs, TCMAs, or MMTDs must consult with FDOT to assess potential impacts on the adopted LOS standards established for the Strategic Intermodal System (SIS) and, if necessary, to develop mitigation plans for any impacts.

Funds are appropriated to transportation projects for relieving backlogs. The 2005 growth management legislation provided for the appropriation of funds to address transportation system backlogs. Unfortunately, the benefits of these additional funds were somewhat offset by the substantial cost increases faced by FDOT on many projects contained in the Work Program that resulted in the elimination of some transportation projects, particularly on non-SIS state roads, from the Work Program.

The legislation introduced the Transportation Regional Incentive Program (TRIP), which provides matching funds for regionally significant facilities (Section 339.2819, F.S.) included in regional transportation plans developed within the context of regional transportation areas established by interlocal agreement (Section 339.155[5], F.S.) and subsequently included in participating local government comprehensive plans. To be eligible for TRIP funds, projects must support transportation facilities that serve national, statewide, or regional functions, be included in the capital improvements element, be consistent with the SIS goals, and have a commitment for local, regional, or private matching funds. Priority will be given to projects that, among other things, provide connectivity to the SIS, support economic development and the movement of goods in rural areas of critical economic concern, and are subject to corridor management regulations. The MPOs in Florida have been working to address regional transportation issues through both formal and informal transportation alliances. FDOT has identified one or more regional partners in each of its districts, and TRIP funds have been allocated where eligible projects have been identified.

Community visioning and urban service boundaries are encouraged. Community visioning is being used increasingly in the long range transportation planning process as well as other planning processes because it often enables local governments to be proactive in planning for, rather than reacting to, growth. The legislation encourages local governments “to develop a community vision that provides for sustainable growth, recognizes its fiscal restraints, and protects its natural resources.” In addition, local governments are encouraged to designate an urban service boundary to accommodate

planned growth including the provision of adequate public facilities and services within a 10-year period. As an incentive, the legislation allows local governments that have met the legislative requirements for community visioning to adopt plan amendments within established urban service boundaries without state or regional review (Section 163.3184[17], F.S.).

Advisory groups appointed. The 2005 growth management legislation established several advisory groups to look more closely at issues brought to the attention of the legislature. The Impact Fee Review Task Force studied the current use of impact fees and how they are used to finance infrastructure. The Task Force study and recommendations were submitted to the Governor and Legislature on February 1, 2006. The Task Force recommended statutory guidance for specific issues related to impact fees including data, affordable housing, accounting and reporting of collections and expenditures, notice of effective dates, and administrative charges. In addition, the Task Force noted that local governments do not have adequate revenue sources to keep up with infrastructure demands and further recommended that the Legislature consider a number of revenue sources for addressing growth.

The Century Commission for a Sustainable Florida was established to conduct an annual process to envision the state 25 to 50 years in the future and then develop and recommend policies, plans, action steps, or strategies to achieve that vision. The Office of Program Policy Analysis and Government Accountability (OPPAGA) was directed to study the boundaries of regional planning councils, water management districts, and FDOT Districts to determine if they can be more coterminous. Because each set of boundaries was developed for a unique purpose and using unique criteria, rationalizing the various jurisdictional boundaries will create challenges on all levels.

Issues

Financial Feasibility

Financial feasibility of the capital improvements schedule may be the most confusing aspect of this legislation. Although a definition of financial feasibility is established in Section 163.3164[32], F.S., subsequent provisions offer alternatives to the definition in terms of the timeframe during which financial feasibility is to be determined. Provisions in the legislation regarding both long term concurrency management systems and proportionate fair share mitigation (Sections 163.3177[3][d] and [16][b]1, F.S.) allow a local government to rely on anticipated revenues over a 10-year period rather than the five years established in the definition. These deviations from the definition of financial feasibility have caused some confusion among local governments. A more important concern is that allowing financial feasibility of the capital improvements schedule over increasingly longer periods may have the effect of exacerbating transportation facility backlogs rather than encouraging local governments to address them in a timely manner.

Strategic Intermodal System (SIS)

The legislation places a strong emphasis on protecting the SIS raising concerns at the local government level regarding impacts to land use and development, as well as funding for non-SIS arterials, both state and locally maintained. Protections intended to preserve capacity and to enhance mobility on the SIS through the application of FDOT's LOS standards (Section 163.3180[10], F.S.) may impact land use by hindering development in the vicinity of deficient SIS facilities. While this may minimize direct traffic impacts on the SIS facilities, development will likely shift to other arterial roadways, many of them also components of the state highway system. In addition, the gradual reallocation of funding to SIS facilities over time may result in decreased share of state funding and more local government financial responsibility for state-maintained non-SIS facilities.

Proportionate Fair Share

With "the intent of the Legislature to provide a method by which the impacts of development on transportation facilities can be mitigated by the cooperative effort of the public and private sectors," (Section 163.3180[16], F.S.) the 2005 growth management legislation established proportionate fair-share mitigation. The law allows developers to "choose to satisfy all transportation concurrency requirements" under certain circumstances through fair share contributions of land, money or facilities. It further specifies that applicants for development may not be required to contribute more than their proportionate fair share "regardless of the method of mitigation." Developers are also eligible for impact fee credits for their contribution "to the extent that all or a portion of the proportionate fair-share mitigation is used to address the same capital infrastructure improvements contemplated by the local impact fee ordinance."

Per the legislation, FDOT developed a model ordinance, the Model Ordinance for Proportionate Fair-Share Mitigation of Development Impacts on Transportation Corridors (FDOT Model Ordinance), for proportionate fair-share contributions to be used by local governments in developing their own ordinances. The proportionate fair-share process is designed to commence at the time a transportation concurrency failure occurs necessitating a basic transportation concurrency management system as required by Rule 9J-5 of the Florida Administrative Code. Despite this requirement, some local governments have yet to establish a CMS. CUTR is working with the Florida DCA to develop transportation concurrency best practices that will provide some assistance to these jurisdictions.

The legislation mandates the use of the DRI proportionate share formula to determine proportionate fair-share contributions. While this formula is specifically geared to address road improvements, making application to multimodal systems awkward, the FDOT Model Ordinance provides for alternatives to road-widening and contains an optional provision for application of proportionate fair share in the context of TCEAs, TCMAs, and MMTDs.

The statement that "the requirement that level-of-service standards be achieved and maintained shall not apply if the proportionate-share process set forth in s. 163.3180(12) and (16) is used" found in the definition of financial feasibility (Section 163.3164[32], F.S.) has caused some confusion. Some interpret this provision to mean that, when proportionate fair-share mitigation is used for a development, the capital improvements element will be in compliance with state law even if LOS failures are not addressed on all transportation facilities impacted by the development; if this were the case, neither financial feasibility nor concurrency would be achieved. Proportionate fair-share mitigation is a "pay and go" system that does not require immediate resolution of the LOS deficiency; however, transportation projects mitigating the LOS deficiencies on impacted facilities must still be programmed for improvement in the five-year capital improvement schedule, or long-term concurrency management system, if additional contributions, payments or funding sources are reasonably anticipated during a period not to exceed 10 years to fully mitigate impacts on the transportation facilities." Section 163.3180[16][b], F.S.

Intergovernmental Coordination

Transportation concurrency, including the implementation of proportionate fair-share mitigation, heightens the need for extensive intergovernmental coordination to address cross-jurisdictional transportation impacts. Local government officials are frustrated by transportation concurrency failures directly related to traffic generated by development approved in a neighboring jurisdiction highlighting the inadequacy of existing coordination efforts to address complex transportation concurrency issues.

Although the new legislation encourages jurisdictions to coordinate with their neighbors to establish LOS standards and methodologies for maintaining concurrency on roads that travel through multiple jurisdictions, encouragement may provide inadequate motivation for local governments to take the necessary steps to coordinate their transportation concurrency management activities. Local governments consistently claim that transportation concurrency coordination will "never happen." Long-standing issues between local governments include competition for economic development as well as the desire to maintain autonomy over local development decisions. Nevertheless, the FDOT Model Ordinance suggests the establishment of interlocal agreements between adjacent local governments regarding proportionate fair-share contributions for development impacts that extend "across the border."

Increased coordination between local governments and FDOT will also be necessary to facilitate the required consultations regarding impacts to the SIS. The new legislation requires local governments to consult with FDOT prior to the designation of TCEAs, TCMAs, and MMTDs to assess any impact on the SIS, as well as to develop plans in cooperation with FDOT to mitigate such impact. In addition, the proportionate fair-share legislation requires concurrence from FDOT if traffic mitigation is required on a SIS facility. Because TCEAs, TCMAs, and MMTDs were established to allow local governments to pursue multimodal and livability objectives despite transportation concurrency issues, these requirements may work against those objectives on proportionate fair-share mitigation and other required consultations. Would, for example,

a proposed high-density MMTD be denied by FDOT due to its impact on the SIS in favor of a low-density alternative that does little to advance multimodal objectives?

Several local governments have expressed concerns regarding the mechanisms that FDOT will use to work with them in achieving their planning objectives for TCEAs, TCMAs, and MMTDs when they impact the SIS. A more basic concern is how and within what timeframe consultation and cooperation will occur throughout the various FDOT districts. It may be beneficial for FDOT to provide some general policy direction for the districts regarding the establishment of processes and procedures for working with local governments.

Misinterpretation

Finally, although local governments expressed a variety of concerns regarding the 2005 growth management legislation, some seem to be misinterpretations of the law. Some local officials have interpreted the legislation to mean that local governments cannot adopt concurrency requirements that are more stringent than those contained in the bill. State statutes provide the minimum standards that local governments must establish while still allowing them to adopt more restrictive standards.

Continuing Questions

What originated as a logical requirement to establish and maintain adopted LOS standards has evolved over the last 20 years. We continue to wrestle with issues of offering flexibility to local governments while protecting the level of service on facilities of statewide importance. Concurrency management systems at the local government level across the state differ in the way they were established, the way they operate, and their level of complexity, resulting in confusion and frustration for the public and the development community. In addition, current law addresses concurrency on a link-by-link basis when many local governments are moving toward measuring system-wide performance and advancing multimodal objectives.

The backlog of transportation needs is large and growing, and many question if transportation concurrency can ever be achieved. State transportation funds are increasingly being directed to the SIS and regional roads, leaving many transportation needs in the hands of local government. Addressing increasing transportation needs will require local governments to reassess transportation funding sources. Although impact fees can be an important source of transportation funds for local governments, many local impact fee programs greatly discount the fees collected, an area that may need to be revisited. Local governments that have been reluctant to pass all available local option gas taxes or additional sales tax may need to revisit these options as well.

Equity concerns surrounding transportation concurrency also continue. Where capacity is available, development is approved and allowed to consume it at no cost. This places a disproportionate financial responsibility on the “last developer in” after allowing early developers to freely consume capacity. In addition, the use of rigid thresholds to

demarcate the various levels of service enhances inequity. In reality, LOS is a continuous function, where each additional vehicle causes a tiny degradation in LOS. However, LOS is treated as if it were a "step-function," triggered when a specific traffic volume is reached. This approach penalizes that increment of development that triggers a crossing of the rigid LOS threshold. Increased equity may be established through a consumption-based transportation impact fee that charges developments per trip, regardless of whether or not the system is deficient. Such an approach would be easier to administer at the local level than concurrency with proportionate fair-share mitigation provisions.

Nearly a year has passed since the 2005 growth management legislation was enacted featuring changes to the concurrency management process. These changes encouraged a more "hard-edge" concurrency through well-defined financial feasibility requirements for capital improvements schedules and tightened timelines for concurrency. Local governments are incorporating the new requirements into their comprehensive plans and land development regulations. The full impact of the legislation has yet to become realized. Despite continuing questions surrounding transportation funding and concurrency management, a clear benefit of the legislation is that local governments must now address these challenges more proactively.

Part II: FDOT Work Program Evaluation of Growth Management Funding

Stephen L. Reich
Alex Kolpakov

The FDOT five-year Work Program is a listing of all transportation projects planned for each of the five fiscal years. The Work Program is developed by FDOT districts and Florida's Turnpike Enterprise in collaboration with Metropolitan Planning Organizations (MPO) and local governments. The program is also developed with input from citizens, the Florida legislature, and the Governor's office. The Adopted Work Program is the five-year plan that has most recently been approved by the legislature. The Tentative Work Program is the five-year program that starts from the next fiscal year and is currently being developed (not yet approved by the legislature).

The process of developing a Tentative Work Program starts in the summer of each year with the solicitation of input from the stakeholders mentioned above. By September 15, FDOT submits a Legislative Budget Request (LBR) for the upcoming fiscal year to the legislature and the Governor. During the months leading up to and through the legislative session, the Tentative Work Program is refined and finalized. The Tentative Work Program is submitted to the Florida DCA and the Florida Transportation Commission and then to the Governor and the legislature in the March to April time period. The legislature approves the funding for year-one of the Tentative Work Program and, on July 1, the FDOT Secretary adopts it. The Tentative Work Program that was being developed and ultimately approved becomes the new Adopted Work Program for the new five-year planning period.

During the development of the fiscal year (FY) 2006 to 2010 Work Program in the 2005 legislative session, significant changes to transportation funding and the transportation planning process were implemented as a part of a statewide growth management initiative. By signing Senate Bills 332, 360 and 444 into law, the Governor implemented a new "pay as you grow" policy for Florida.

While the package addresses infrastructure requirements for schools, water and transportation, the transportation component represents a new commitment to mobility funding of over $4 billion for the next five years. Although some of the new transportation funding is available to local jurisdictions, the program will be administered by FDOT.

The Florida Transportation Commission (FTC) is charged with the oversight of FDOT. Specifically, the FTC is responsible for reviewing major policy initiatives, recommending transportation policy to the Governor and legislature, assessing the performance of FDOT and reviewing the FDOT financial status and work programs. Given the significant changes in policy, funding, and the work program associated with the new growth management law, the FTC requested an assessment of the programmatic impacts of the changes.

While it is far too early to assess the impacts of the funding on actual transportation products and services delivered, or their contribution to mitigating the impacts on growth, this report attempts to demonstrate the magnitude of the infusion of funds and their intended future uses.

The Growth Management legislation provides for recurring and one-time general funds to be dedicated to the State Transportation Trust Fund to fund two new FDOT programs and to supplement funding for four existing programs. The County Incentive Grant Program, the Small County Outreach Program, the State Infrastructure Bank, and the Strategic Intermodal System are programs that were funded at some level prior to the legislation and for which new funding was allocated. The New Starts Transit Program and the Transportation Regional Incentive Program are newly created and funded programs, as a result of the legislation.

All of the years referenced in the tables and graphs represent state fiscal years.

Total Work Program Comparison

The comparison of two five-year work programs can be accomplished in several ways. A five-year to five-year comparison is relevant as long as it is recognized that programs represent different five year periods. Because some of the new funding that was approved last legislative session was for fiscal year 2006, five-year totals (FY 2007 to FY 2011) and six-year totals (FY 2006 to FY 2011) are used to illustrate the infusion of the growth management funds. For this report, the Adopted Work Program refers to the program adopted on July 1, 2005, and covers fiscal years 2006 to 2010. The Tentative Work Program used for this report covers fiscal years 2007 to 2011 and will become the new Adopted Program on July 1, 2006. The numbers used for this work program analysis were provided by FDOT, and the Tentative Work Program figures come from a file from FDOT dated February 14, 2006.

On a five-year basis, the FDOT Work Program has grown from the Adopted level of $34.4 billion to $36.9 billion in the Tentative Program now being considered by the legislature (Table 1). For the common four years of the two work programs, the new Tentative Program increased by 43.7% in FY 2007, 25.2% in FY 2008, 22.0% in FY 2009, and 17.0% in FY 2010. Because FDOT tracks the current fiscal year (FY 2006) as well as future years in its work program data base, the Tentative Work Program includes FY 2006 figures, even though it officially covers FY 2007 to FY 2011.

Table 1 – Total Work Program, Adopted vs. Tentative

Total Work Program **			
	Adopted Work Program	Tentative Work Program*	% Growth
2006	$11,064,220,291	$9,865,575,551	-10.83%
2007	$6,241,182,704	$8,969,393,094	43.71%
2008	$5,938,626,495	$7,436,272,665	25.22%
2009	$5,501,500,287	$6,712,758,045	22.02%
2010	$5,671,403,387	$6,639,862,122	17.08%
2011	$3,204,043,645	$7,130,391,659	122.54%
5-Year Total	$34,416,933,164	$36,888,677,585	7.18%

* Hurricane spending is excluded
** Does not include Miscellaneous

The year-to-year spending plan comparing the Adopted Work Program to the Tentative Work Program is presented in Figure 1.

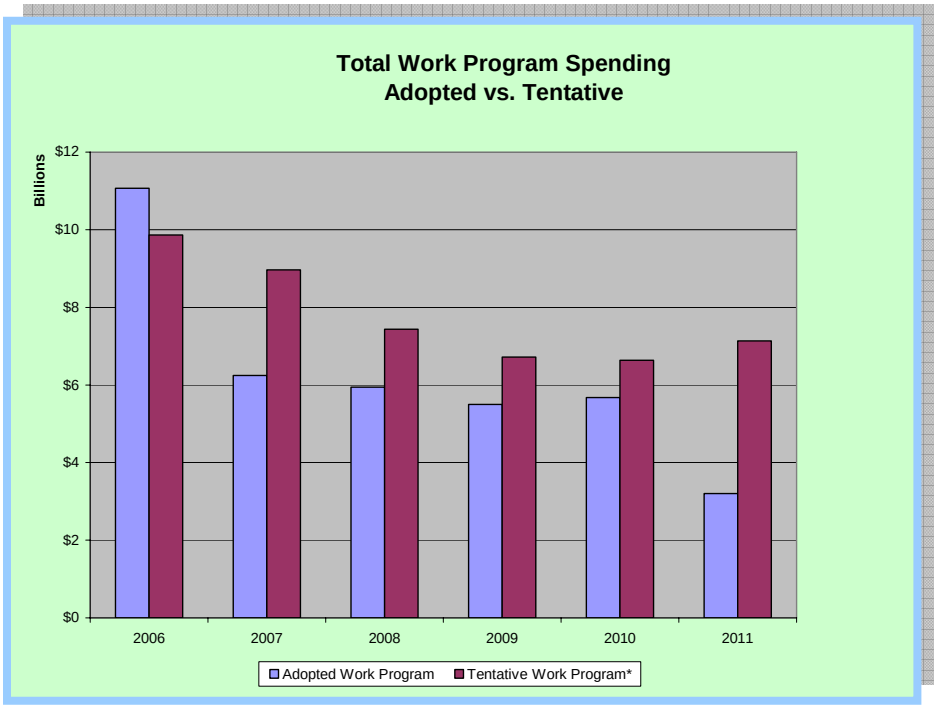


Figure 1 – Work Program Spending, Adopted vs. Tentative

The currently Adopted Work Program called for over $11 billion to be committed to projects in the current fiscal year, FY 2006. The updated Tentative Work Program indicates that commitment will be lowered to $9.9 billion. Some of this reduction is attributable to FDOT having to program FY 2006 Growth Management funds in the program adopted last July. This will be discussed later in the report. Also, the unused money, initially programmed for FY 2006 in the Adopted Program, will be rolled over to

the following years in the Tentative Work Program. It can be seen that, in each year after the current fiscal year, the Tentative Work Program calls for higher spending compared to the Adopted commitments.

Table 2 and Figure 2 look at the part of the Work Programs committed to what FDOT defines as Product. Product includes funding for construction, right-of-way, and other tangible transportation improvements (as opposed to support, operations, maintenance and administration).

Table 2 – Product: Adopted vs. Tentative Work Program

Product			
	Adopted Work Program	**Tentative Work Program***	**% Growth**
2006	$7,577,334,718	$6,589,098,847	-13.04%
2007	$3,944,783,228	$6,319,217,117	60.19%
2008	$3,715,919,093	$4,991,513,532	34.33%
2009	$3,381,176,378	$4,449,858,322	31.61%
2010	$3,724,902,063	$4,540,557,194	21.90%
2011	$2,078,313,438	$4,954,261,913	138.38%
5-Year Total	$22,344,115,480	$25,255,408,078	13.03%

* Hurricane spending is excluded

Product is the largest category in the Work Program, accounting for 68.5% of spending in the Tentative Work Program on a five-year basis.

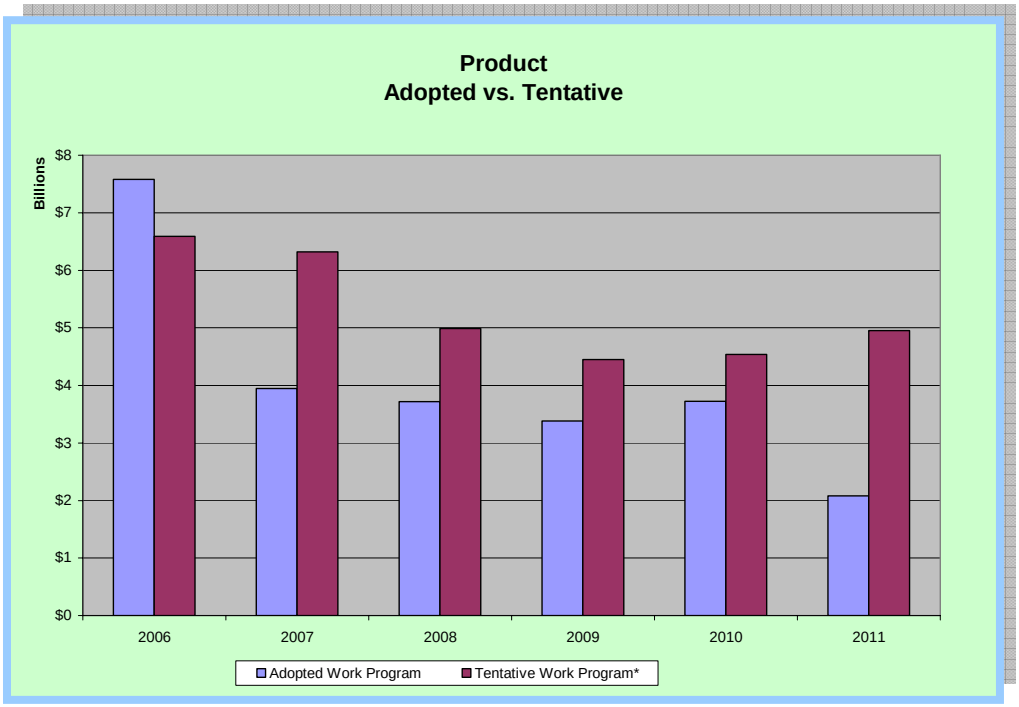


Figure 2 – Product: Annual Comparison, Adopted vs. Tentative

There is substantial growth in the Product category from the Adopted Work Program to the Tentative Work Program. On a five-year basis, funding for transportation product has grown by slightly over 13%. Product spending in the Tentative Work Program is higher than in the Adopted Program for every year after FY 2006.

To deliver Product, services directly related to construction and securing rights-of-way are essential. Engineering, right-of-way support, project planning and environmental work are all part of a category of activities that FDOT labels Product Support. On a five-year basis, Product Support remains relatively flat from the Adopted Work Program to the Tentative Work Program. Table 3 and Figure 3 show the year-to-year breakdown and comparison.

Table 3 – Product Support: Adopted vs. Tentative Work Program

Product Support			
	Adopted Work Program	Tentative Work Program*	% Growth
2006	$2,062,447,904	$1,893,278,594	-8.20%
2007	$1,091,703,098	$1,441,438,295	32.04%
2008	$1,003,769,924	$1,254,639,209	24.99%
2009	$892,720,869	$1,078,366,365	20.80%
2010	$892,339,501	$1,038,549,119	16.38%
2011	$674,480,368	$1,163,178,522	72.46%
5-Year Total	$5,942,981,296	$5,976,171,510	0.56%

* Hurricane spending is excluded

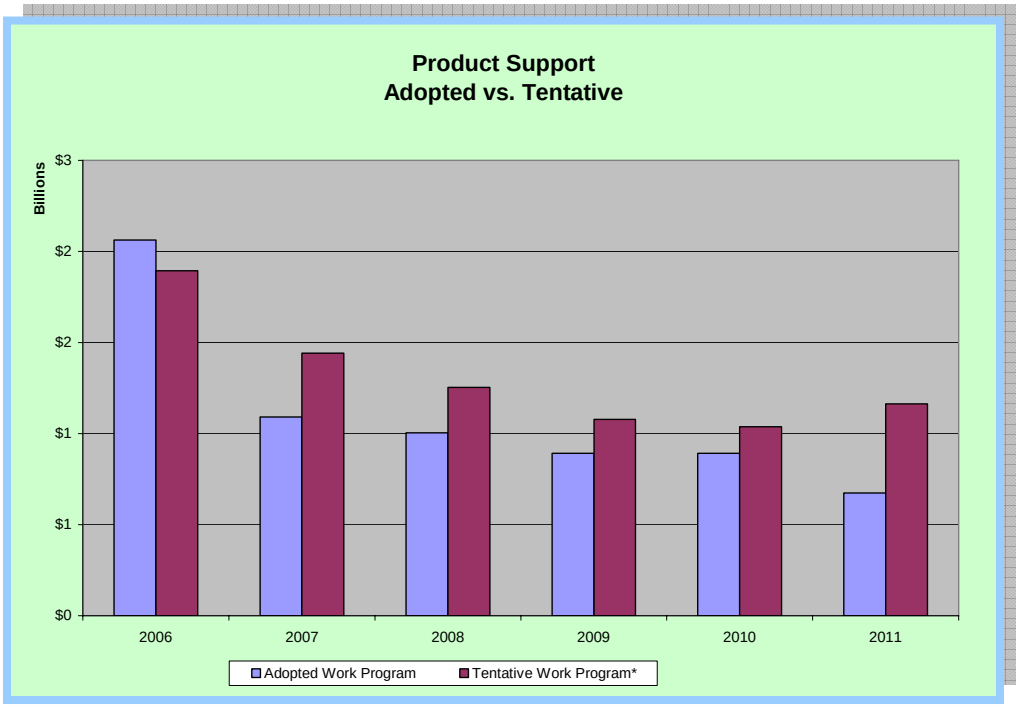


Figure 3 – Product Support: Annual Comparison, Adopted vs. Tentative

On a five-year basis, Product Support in the Tentative Work Program is up just over $33 million, or 0.56%, on a base of $5.9 billion in the Adopted Work Program. In every year from 2007 to 2011, Product Support spending is higher in the Tentative Work Program compared to the Adopted Work Program. Product Support is the second largest category of spending in the Work Program, accounting for 16.2% of dollar value in the Tentative Work Program on a five-year basis.

Growth Management Funding

Funding for the Growth Management programs in Senate Bill 360 (Chapter 2005- 290, Laws of Florida) came from recurring sources ($542 million annually), documentary stamp revenues, and non-recurring sources ($575 million in one-time general revenue sources). Six programs were specifically funded with these newly dedicated sources. Two of the programs were created, and the remaining four were existing FDOT programs for which funding was supplemented.

New Starts Transit Program

This program is one of two newly created programs to assist local governments in the development of fixed guideway and bus rapid transit projects. It is also designed to use State funds to leverage local revenues and secure federal discretionary transit funding. The program targets major new transit capital projects in metropolitan areas and is granted 10% of additional "recurring" revenues. Revenues to fund the New Starts Program are expected to grow to $75 million annually during the Tentative Work Program period and provide over $400 million for capital intensive transit improvements over the six years from FY 2006 to FY 2011.

Small County Outreach Program

This program was designed to give some flexibility to FDOT to fund small county roads, and, as a result of the Growth Management legislation, it is supplemented with an additional funding of 5% of new recurring funds. This 25% local match program assists small county governments in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads. The program is open to counties with a population of 150,000 or less. The program is expected to receive an additional $202 million from FY 2006 to FY 2011 and, with the match, could result in an infusion of $252 million to assist transportation needs in less populated areas of the state.

Strategic Intermodal System

Of the new recurring revenues, after allocation of 5% to the Small County Outreach Program and 10% to the New Starts Transit Program, the remaining funds are split with 75% going into the Strategic Intermodal System Program and 25% to the TRIP.

This program was established in 2003 to target state transportation investment in the most critical and highest function segments of the transportation system. The additional revenue is expected to result in an additional $500 million per year during the work program period for an estimated total of $2.775 billion over six years.

Transportation Regional Incentive Program

Twenty-five percent of the recurring revenue has been dedicated to the Transportation Regional Incentive Program or TRIP. This program requires a 50% matching commitment for those applying for projects to be funded under this provision. The program is designed to encourage the establishment of "corridor management techniques, including access management strategies, right of way acquisition and protection measures, and appropriate land use strategies, zoning, and setback requirements for adjacent land uses." The program encourages regional planning and collaboration by reserving program eligibility to organizations that include:

- two or more contiguous MPOs
- one or more MPOs and one or more contiguous counties that are not members of an MPO
- a multi-county regional transportation authority created by or pursuant to law
- two or more contiguous counties that are not members of an MPO
- MPOs comprised of three or more counties

Interlocal agreements are required for the participants in the TRIP, and priority is given to candidate projects that:

- provide connectivity to the Strategic Intermodal System (SIS)
- support economic development and goods movement in rural areas of critical economic concern
- are subject to local ordinances that establish corridor management techniques
- improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET)

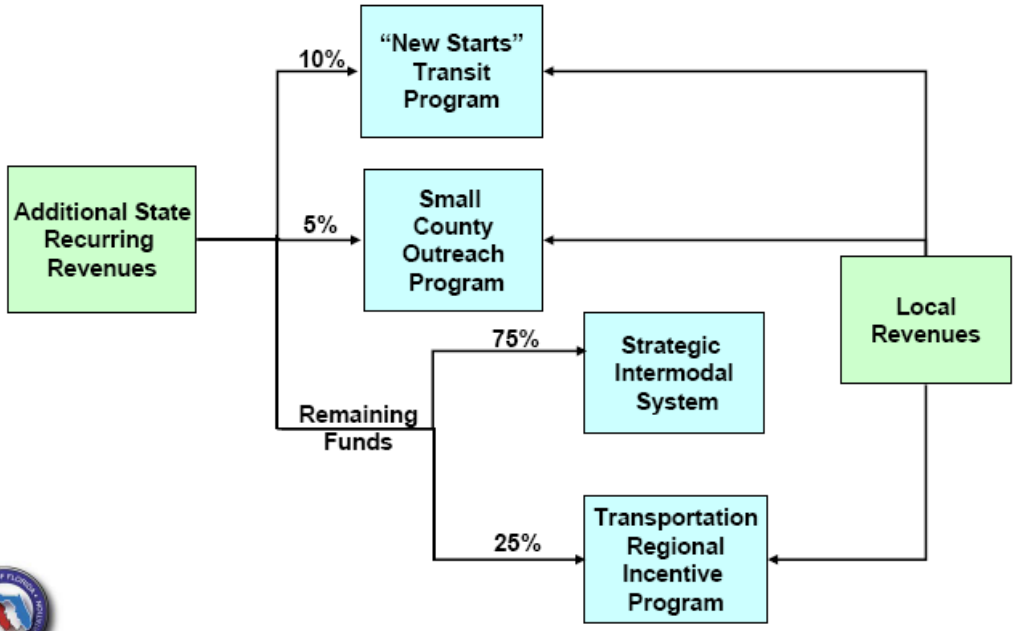
The TRIP is expected to benefit from over $1 billion from FY 2006 to FY 2011 and, at a 50% match, can leverage an additional $1 billion.

State Infrastructure Bank

A total of $100 million of the non-recurring revenue was appropriated in FY 2006 to the State Infrastructure Bank (SIB). The SIB is a revolving account that provides low-interest loans that can be used to leverage matching requirements. TRIP-eligible projects are also eligible for a SIB Loan, provided that at least 25% of the local match is generated from sources other than the SIB Loan.

County Incentive Grant Program

This program provides grants to counties for transportation improvements to facilities that are a part of the State Highway System or that result in traffic improvements on the State System. Of the non-recurring funding, $25 million was added to the program. Project funding requires a 50% match of costs by local governments.



Source: FDOT slide presentation on Transportation Component of Growth Management http://www.dot.state.fl.us/planning/gm/gm-slides.pdf

Figure 4 – Growth Management Recurring Fund Allocation

The use of local match in Growth Management programs allows FDOT to raise additional funding and leverage overall larger dollar amounts than those that were initially provided by the state legislature. Based on projections, the new funding from the Growth Management legislation results in $4.6 billion for transportation from FY 2006 through FY 2011 (Table 4).

Table 4 – Growth Management Funding Provided by Legislature (SB-360)

Growth Management Funding Commitments SB 360 ($millions)							
	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total
SIS Projects	$300	$475	$500	$500	$500	$500	$2,775
State Infrastructure Bank	$100						$100
New Starts Transit Program	$54	$65	$70	$70	$75	$75	$409
Small County Outreach Program	$27	$35	$35	$35	$35	$35	$202
Transportation Regional Incentive Program	$275	$200	$135	$135	$135	$135	$1,015
County Incentive Grant Program	$25						$25
Total	**$781**	**$775**	**$740**	**$740**	**$745**	**$745**	**$4,526**

The proportional share of the Growth Management funding is illustrated in Figure 5 and shows that 61% of the incremental funding is allocated to SIS improvements and 23% is dedicated to the Transportation Regional Incentive Program.

As FDOT developed the Tentative Work Program that would identify the specific projects to receive the Growth Management funds, expected year-to-year changes occurred from what the Growth Management program looked like on a revenue and commitment basis. For example, the capacity available for the TRIP program in FY 2006 was $275 million, as shown in Table 4. Given that regional partnerships must be developed and projects identified, the actual use of the TRIP money expected in FY 2006 is $96 million. Table 5 breaks down the Growth Management funding by category and year, based on the expected timing of projects at the time of the development of the Tentative Work Program.

Table 5 – FDOT Tentative Work Program Growth Management Funding

Growth Management Programs ($ millions) Program	2006	2007	2008	2009	2010	2011	6-Year Total	5-Year Total
County Incentive Grant Program	$25	$0	$0	$0	$0	$0	$25	$0
Strategic Intermodal System	$291	$481	$503	$437	$418	$645	$2,775	$2,484
Small County Outreach Program	$27	$35	$35	$35	$35	$35	$202	$175
New Starts Transit Program	$0	$119	$70	$70	$75	$75	$409	$409
State Infrastructure Bank	$0	$100	$0	$0	$0	$0	$100	$100
Transp Regional Incentive Program	$96	$381	$137	$137	$135	$135	$1,021	$925
Total:	$439	$1,116	$744	$679	$663	$890	$4,532	$4,092

Again, Table 4 indicates the estimated capacity available for Growth Management when the Adopted Work Program was finalized, and Table 5 shows the expected timing of the use of the funds as detailed in the Tentative Work Program. Overall, the six-year totals are consistent, and the annual total fluctuates significantly in only FY 2007, indicating that $345 million of the funds available in 2006 will be committed in 2007. The data indicate that the six Growth Management programs together are committed for $4.5 billion for the period of FY 2006-2011.

Figure 5 presents the year-by-year comparison of Growth Management commitments mandated by the legislature (SB 360) versus the actual spending programmed in the Tentative Work Program. It can be seen that the Growth Management spending committed in the Tentative Work Program is consistent with SB 360 throughout the years and on a six-year basis. Deviations in 2006 and 2007 are explained by the fact that, initially, Growth Management funds programmed in FY 2006 were not committed to specific projects. Once the specific project commitments for FY 2006 were determined, the unused Growth Management funding was rolled over to FY 2007.

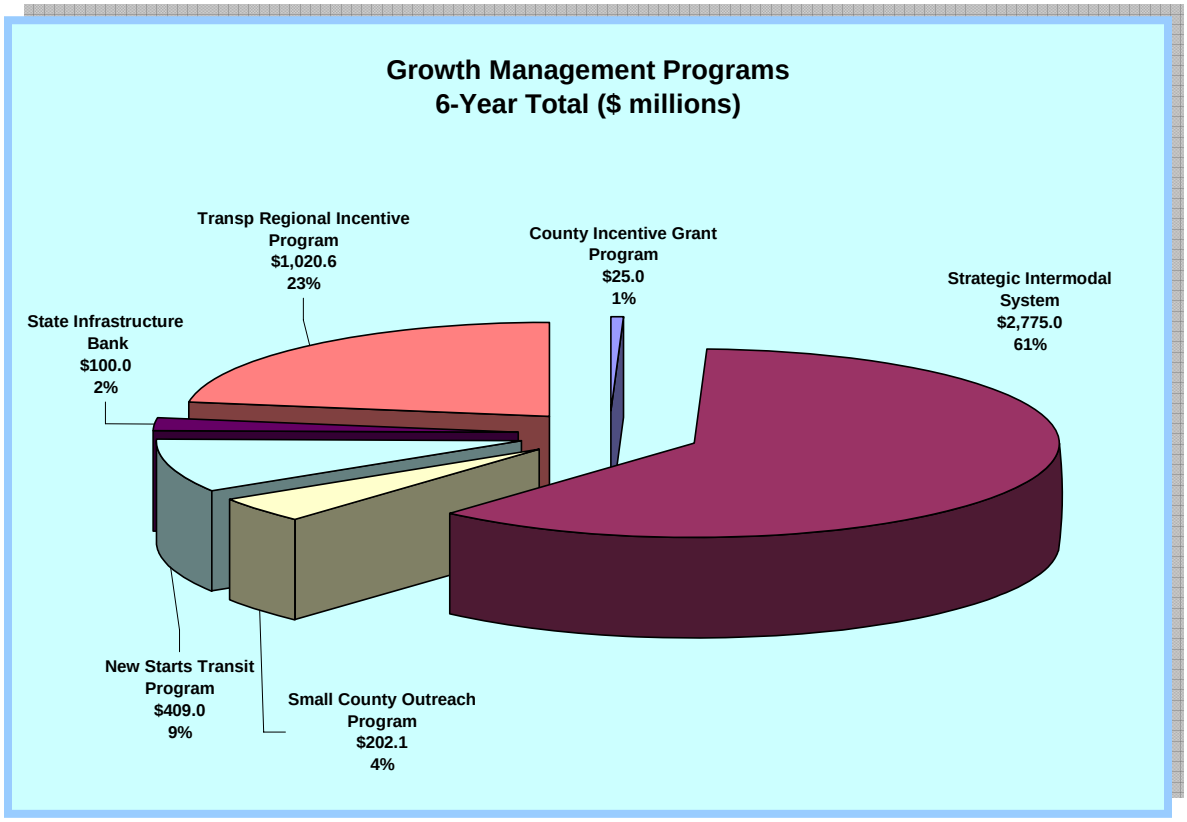


Figure 5 – Growth Management Programs

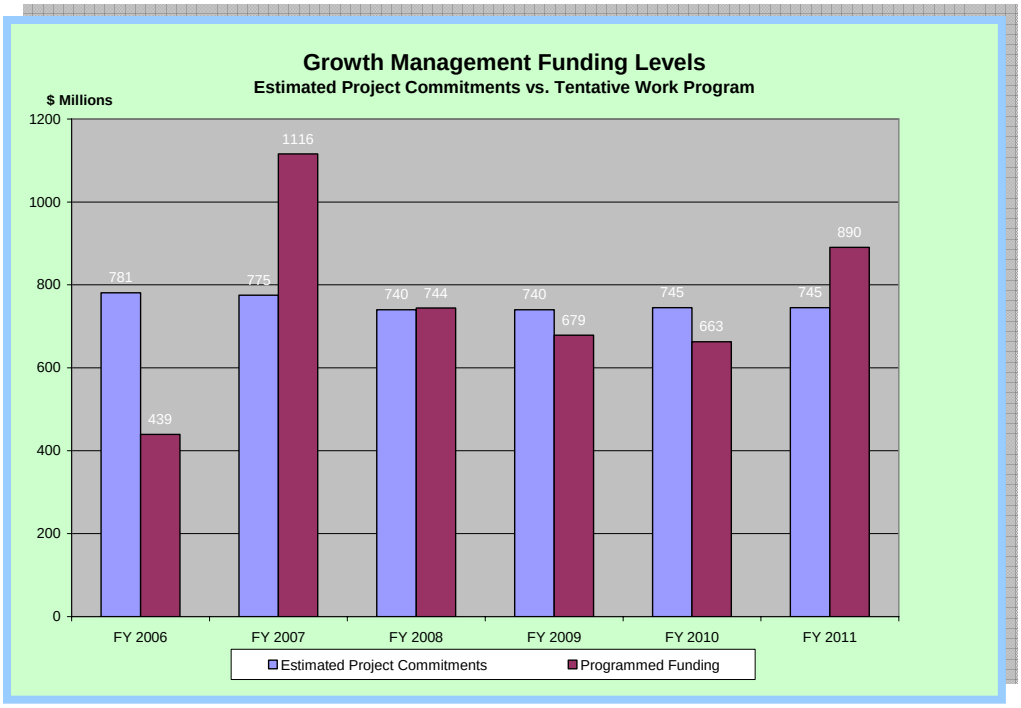


Figure 6 – Growth Management Annual Comparison
Estimated vs. Actual Commitments

Almost all Growth Management funding is committed to Product and Product Support activities with Product accounting for 83% of the total Growth Management dollar amount in the Tentative Work Program. This shows that the new funds provided by the Growth Management legislation were used for tangible transportation improvements, like construction and right of way, and the activities directly supporting those improvements (engineering, project planning, environmental work, etc.). The breakdown of Growth Management funding by the program plan group is presented in Table 6.

Table 6 – Growth Management by Program Plan Group

Growth Management by Program Plan Group

Spending Category	2006	2007	2008	2009	2010	2011	6-Year Total	5-Year Total
Product	$368,233,628	$953,020,236	$587,754,590	$544,536,442	$552,843,397	$753,040,685	$3,759,428,978	$3,391,195,350
Product Support	$71,187,503	$161,764,077	$156,688,095	$134,149,658	$110,195,983	$137,407,795	$771,393,111	$700,205,608
Other/Micellaneous	$0	$874,552	$0	$0	$0	$0	$874,552	$874,552
Total:	$439,421,131	$1,115,658,865	$744,442,685	$678,686,100	$663,039,380	$890,448,480	$4,531,696,641	$4,092,275,510

While Table 6 shows the breakdown from year to year, Figure 7 presents the distribution of Growth Management funding between program plan groups for the six-year total.

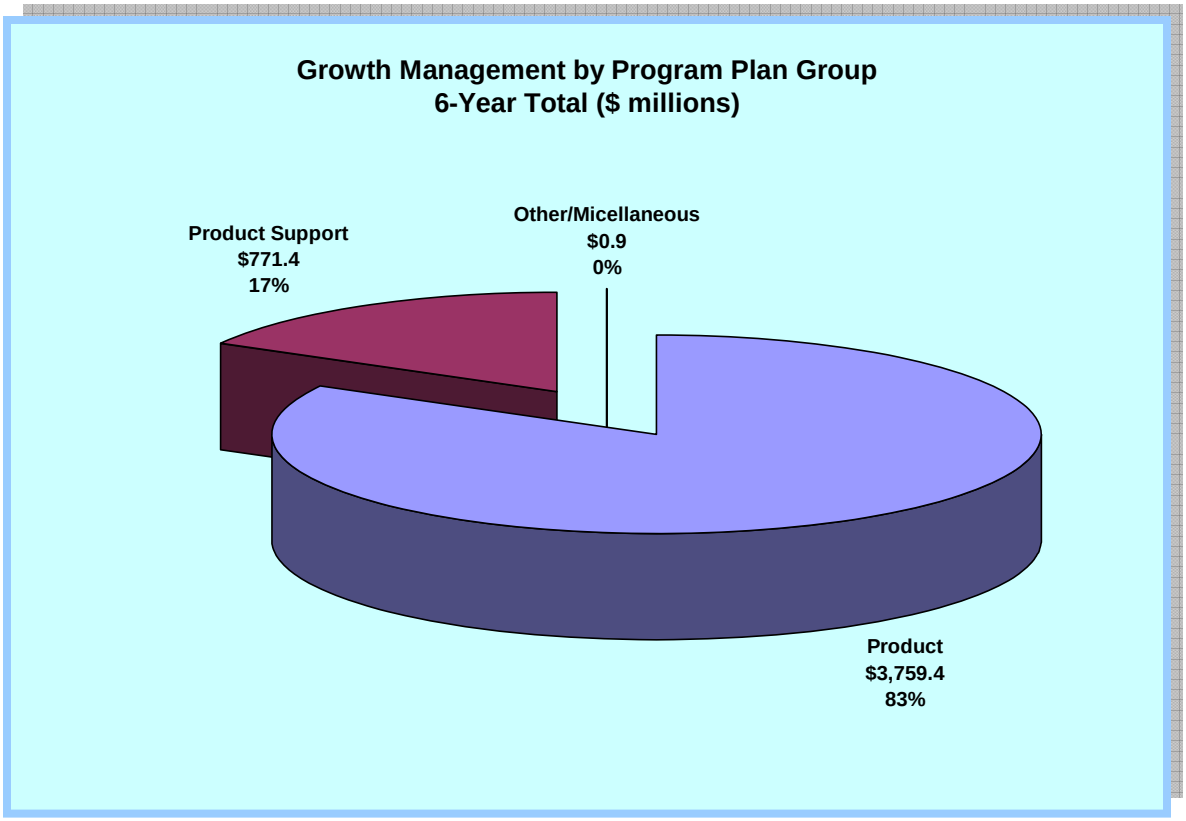


Figure 7 – Growth Management by Program Plan Group, Six-Year Total

A more detailed view of where the new Growth Management funding will go is provided by looking at the project phases within program plan groups. Table 7 and Figure 8 show the breakdown of the Growth Management Product category by phases. It can be seen that the Construction phase is the most heavily funded within the Growth Management product category, followed by Right-of-Way and Capital.

Table 7 – Growth Management Product by Phase

Product by Phase

Phase	2006	2007	2008	2009	2010	2011	6-Year Total	5-Year Total
PD & E	$1,800,000	$0	$0	$0	$0	$0	$1,800,000	$0
PRELIMINARY ENGINEERING	$1,228,690	$0	$0	$0	$0	$0	$1,228,690	$0
RIGHT OF WAY	$128,652,595	$184,439,912	$114,567,427	$204,910,942	$132,926,517	$131,957,000	$897,454,393	$768,801,798
CONSTRUCTION	$188,182,343	$612,312,324	$340,230,413	$166,036,000	$318,372,880	$497,645,685	$2,122,779,645	$1,934,597,302
OPERATIONS	$0	$0	$0	$10,500,000	$22,000,000	$21,000,000	$53,500,000	$53,500,000
CAPITAL	$48,370,000	$156,268,000	$132,956,750	$163,089,500	$79,544,000	$102,438,000	$682,666,250	$634,296,250
Total:	$368,233,628	$953,020,236	$587,754,590	$544,536,442	$552,843,397	$753,040,685	$3,759,428,978	$3,391,195,350

While Table 7 presents the breakdown by phase on an annual basis, Figure 8 shows the share of each phase in the six-year total of the Growth Management Product. Over 80% (80.4%) of Growth Management Product is slated to construction and right-of-way.

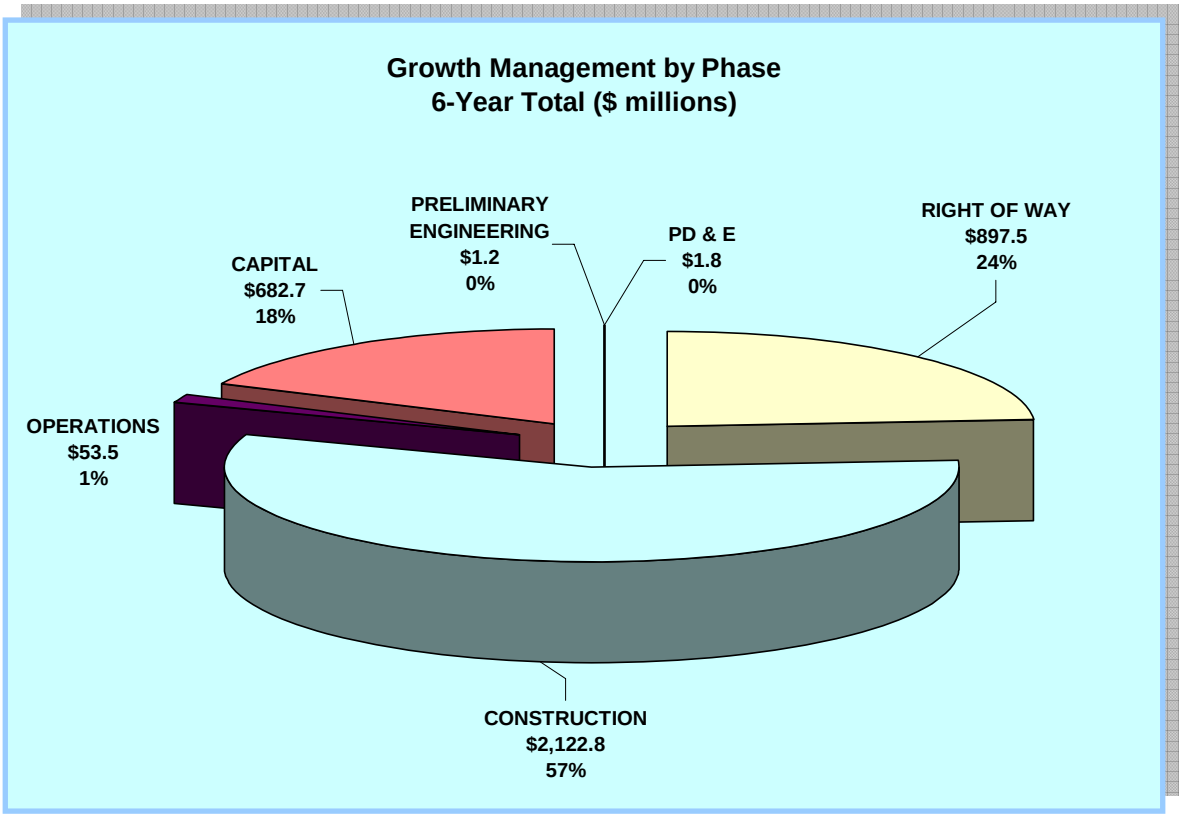


Figure 8 – Growth Management Product by Phase, Six-Year Total

The analysis also looks at Growth Management spending by program plan category that characterizes the types of projects supported by the new funds. The breakdown of Growth Management funding by program plan category is presented in Table 8 and Figure 9. The table presents the data annually, while the graph shows the share of each program plan category in the six-year total.

Table 8 – Growth Management Funding by Program Plan Category

Growth Management by Program Plan Category

Program Plan Category	2006	2007	2008	2009	2010	2011	6-Year Total	5-Year Total
INTRASTATE HIGHWAYS	$45,344,400	$161,960,381	$184,827,874	$29,031,000	$165,420,880	$367,093,685	$953,678,220	$908,333,820
OTHER ARTERIALS	$118,932,383	$416,452,943	$85,218,000	$93,671,000	$101,518,000	$85,218,000	$901,010,326	$782,077,943
RIGHT-OF-WAY LAND	$124,170,845	$184,439,912	$111,567,427	$201,910,942	$132,926,517	$131,094,000	$886,109,643	$761,938,798
AVIATION	$14,338,000	$16,994,000	$28,294,500	$77,270,000	$4,094,000	$11,156,000	$152,146,500	$137,808,500
TRANSIT	$0	$119,000,000	$70,000,000	$70,000,000	$75,000,000	$75,000,000	$409,000,000	$409,000,000
RAIL	$45,229,000	$45,133,000	$48,913,000	$62,000,000	$65,334,000	$67,197,000	$333,806,000	$288,577,000
INTERMODAL ACCESS	$0	$2,640,000	$0	$0	$8,100,000	$0	$10,740,000	$10,740,000
SEAPORT DEVELOPMENT	$20,219,000	$6,400,000	$22,083,250	$10,653,500	$450,000	$16,282,000	$76,087,750	$55,868,750
BRIDGES	$0	$0	$36,850,539	$0	$0	$0	$36,850,539	$36,850,539
PRELIMINARY ENGINEERING	$49,694,002	$65,567,171	$79,142,351	$56,138,640	$33,680,000	$30,124,000	$314,346,164	$264,652,162
CONST ENGINEERING INSPECTION	$12,677,301	$65,588,384	$53,564,565	$32,680,000	$48,886,500	$81,182,795	$294,579,545	$281,902,244
RIGHT-OF-WAY SUPPORT	$8,816,200	$24,608,522	$23,981,179	$42,817,874	$27,629,483	$26,101,000	$153,954,258	$145,138,058
ENVIRONMENTAL MITIGATION	$0	$6,000,000	$0	$2,513,144	$0	$0	$8,513,144	$8,513,144
LOCAL GOVERNMENT REIMBURS	$0	$874,552	$0	$0	$0	$0	$874,552	$874,552
Total:	**$439,421,131**	**$1,115,658,865**	**$744,442,685**	**$678,686,100**	**$663,039,380**	**$890,448,480**	**$4,531,696,641**	**$4,092,275,510**

On a six-year basis, the largest three program plan categories are Intrastate Highways, Other Arterials, and Right-of-Way that receive 21.0%, 19.9% and 19.6% of Growth Management funding, respectively. With 9% of the overall Growth Management funding, Transit is the fourth largest program plan category.

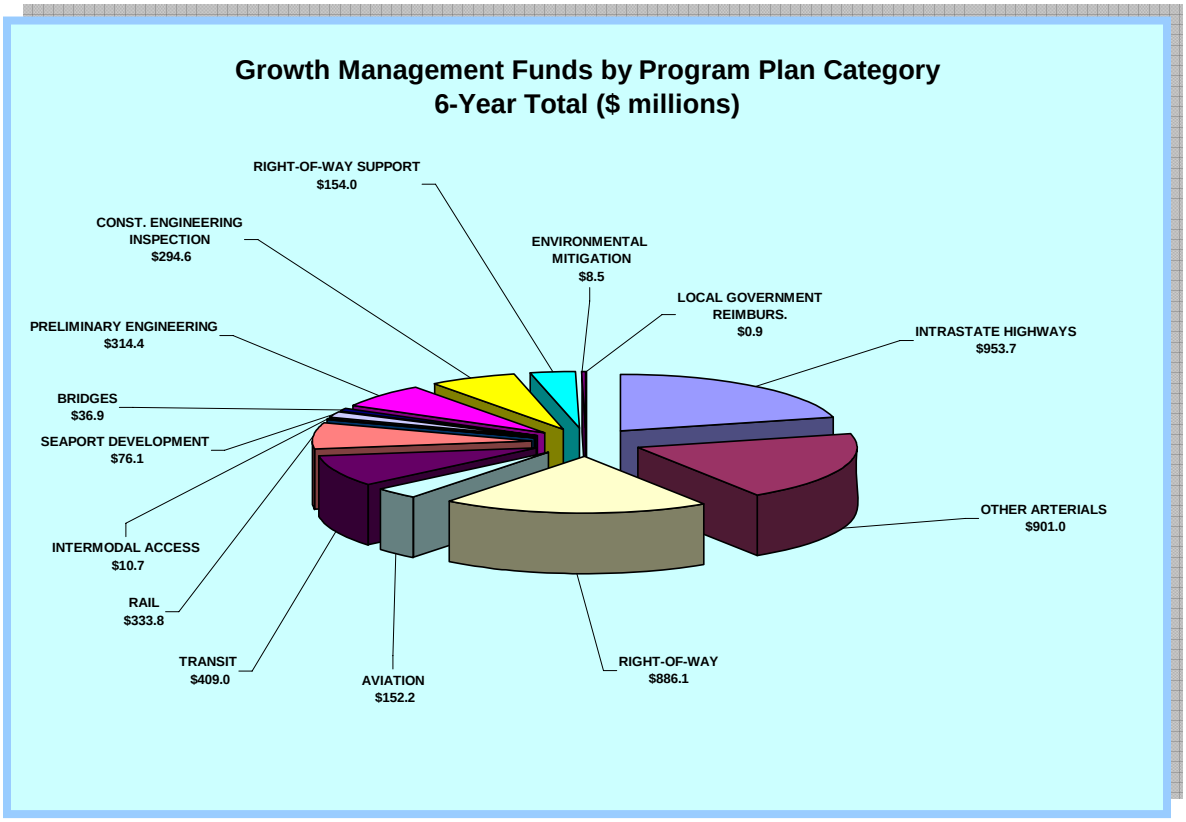


Figure 9 – Growth Management by Program Plan Category, Six-Year Total

The FDOT Tentative Work Program provides $4.5 billion to Growth Management programs on a six-year basis, from FY 2006 to FY 2011, and $4.1 billion for the period of 2007-2011. This significant infusion of new funds, however, constitutes a relatively small percentage of the overall FDOT Work Program. The comparison of Growth Management funding to the total Work Program is presented in Table 9 and graphically in Figure 10.

Table 9 – Comparison of Growth Management to the Overall Work Program

Fiscal Year	Total Work Program	Growth Management	Growth Mgt. as a % of Total Work Program
2006	$9,865,575,551	$439,421,131	4.5%
2007	$8,969,393,094	$1,115,658,865	12.4%
2008	$7,436,272,665	$744,442,685	10.0%
2009	$6,712,758,045	$678,686,100	10.1%
2010	$6,639,862,122	$663,039,380	10.0%
2011	$7,130,391,659	$890,448,480	12.5%
5-Year Total	$36,888,677,585	$4,092,275,510	11.1%

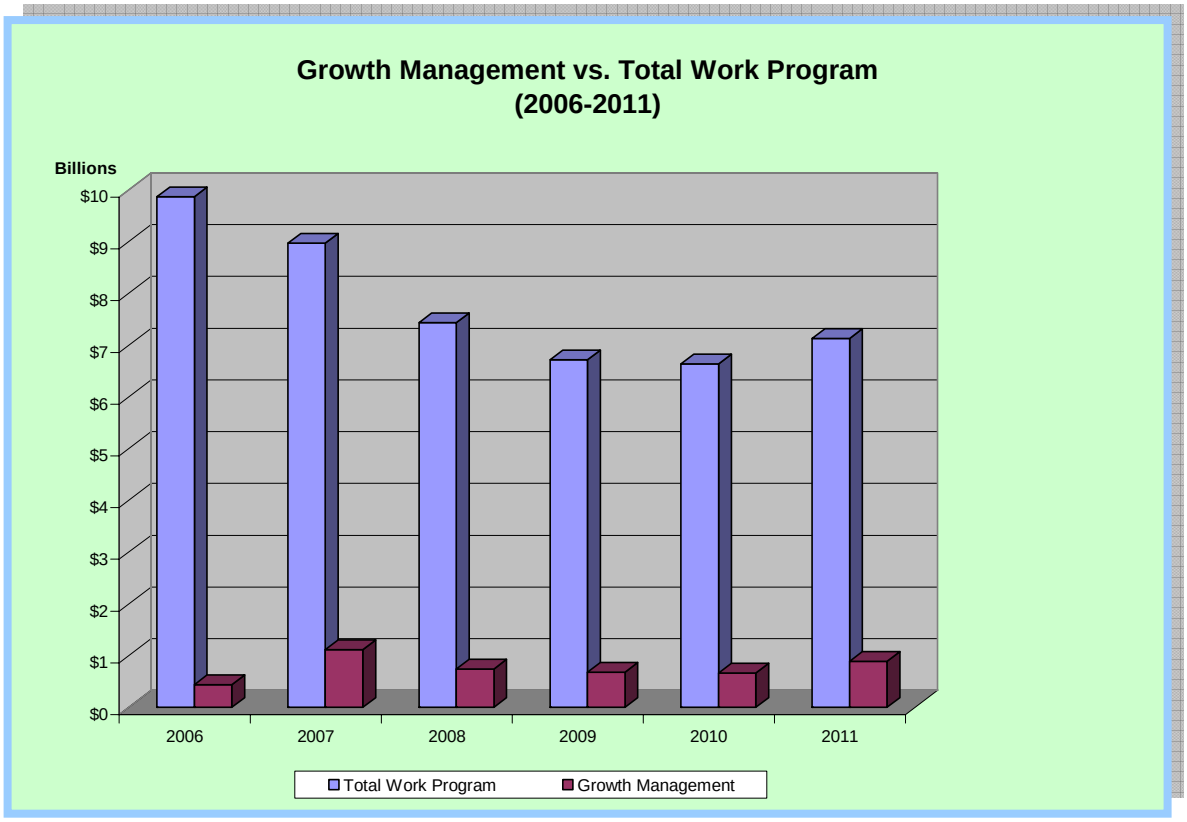


Figure 10 – Growth Management vs. Total Work Product, Side-by-Side Comparison

For the six-year period, Growth Management funding does not exceed 12.5% of the Work Program. From FY 2007 to FY 2011, the Growth Management percentage of the total Work Program stays rather flat at a level of 10%-12%, averaging 11.1% for the five-year period. Growth Management funding as a percentage of total Work Program funding, on an annual as well as the five-year basis, is presented in Figure 11.

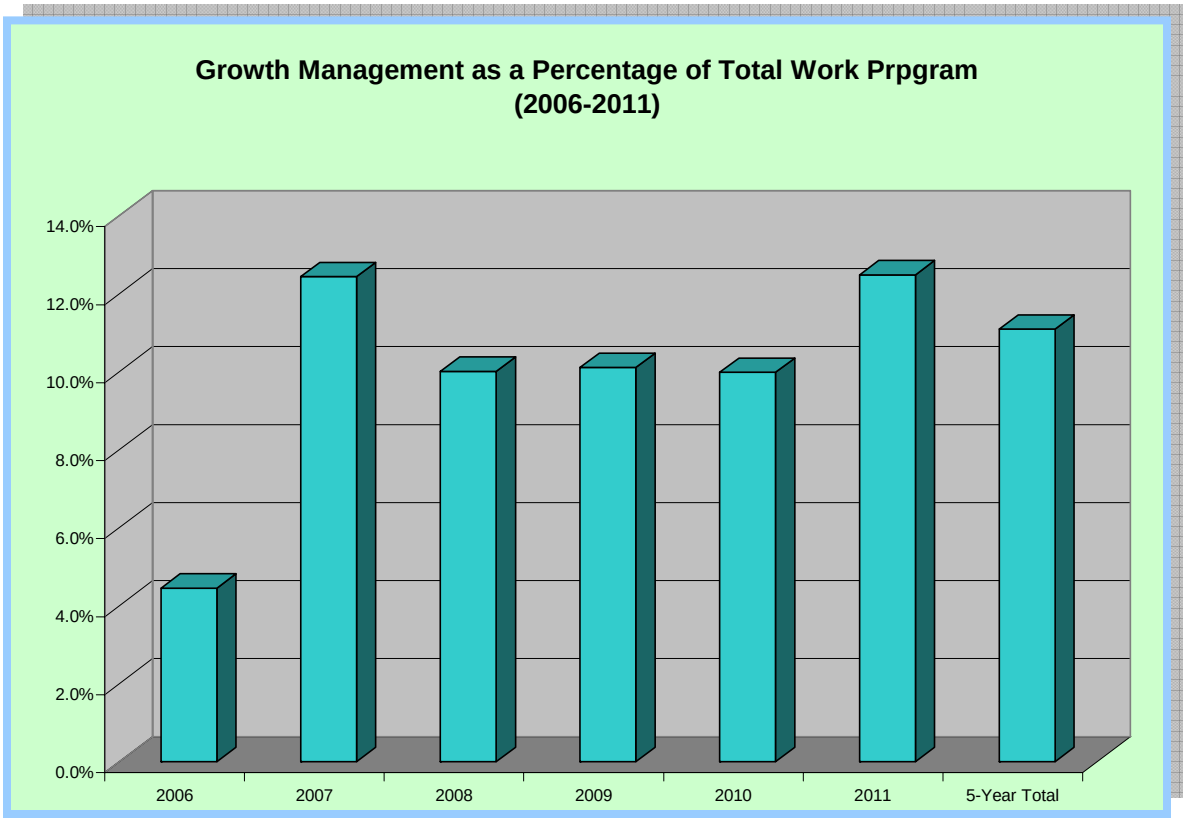


Figure 11 – Growth Management as a Percentage of Total Work Program

Product is the largest program plan group in the Growth Management programs as well as the overall Work Program. It might be of interest to illustrate the contribution Growth Management Product makes towards the overall Work Program tangible transportation investment. The side-by-side comparison of Growth Management Product to the total Work Program Product is presented in a tabular form in Table 10 and graphically in Figure 12.

Table 10 – Comparison of Growth Management Product to the Total WP Product

Product			
	Total Work Program Product	**Growth Manangement Product**	**Growth Management Product as a % of Work Program Product**
2006	$6,589,098,847	$368,233,628	5.6%
2007	$6,319,217,117	$953,020,236	15.1%
2008	$4,991,513,532	$587,754,590	11.8%
2009	$4,449,858,322	$544,536,442	12.2%
2010	$4,540,557,194	$552,843,397	12.2%
2011	$4,954,261,913	$753,040,685	15.2%
5-Year Total	$25,255,408,078	$3,391,195,350	13.4%

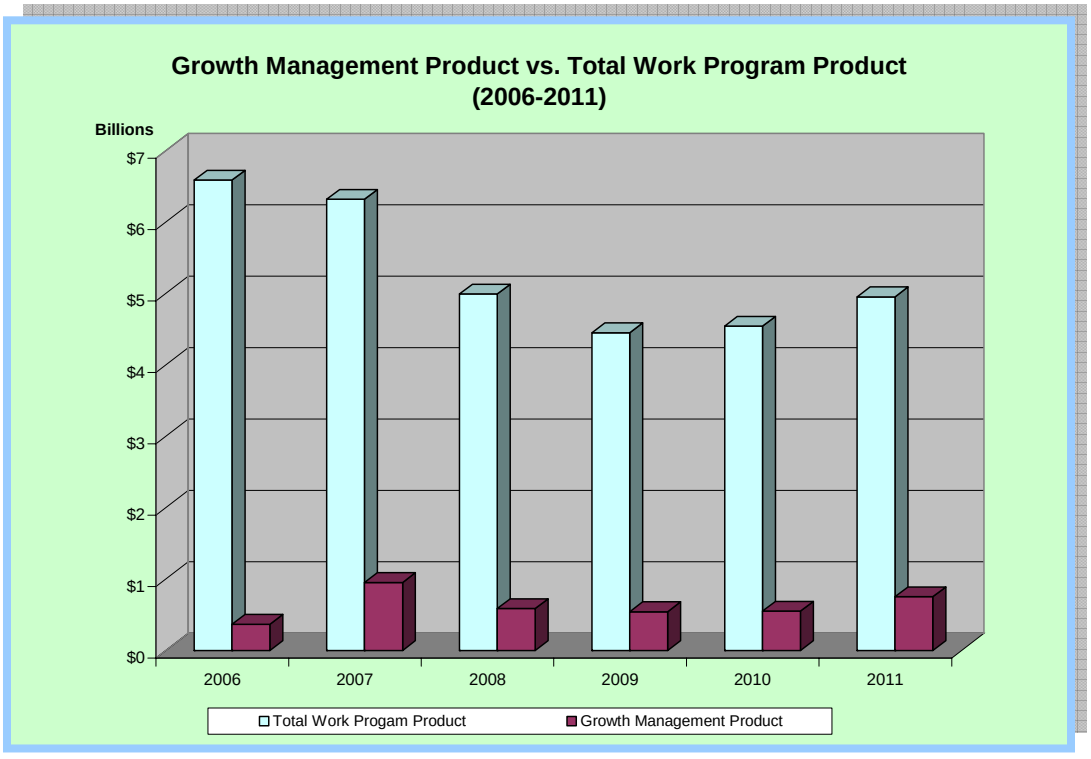


Figure 12 – Growth Management Product vs. Total Work Program Product, Side-by-Side Comparison

For the six-year period (FY 2006 to FY 2011), the percentage of Growth Management Product did not exceed 15.2% of the total Work Program Product. During the period from FY 2007 to FY 2011, Growth Management Product as a percentage of Work Program Product is relatively flat at 12%-15%, averaging 13.4% for the five-year period. Growth

Management Product as a percentage of total Work Program Product, on an annual and five-year-period basis, is presented in Figure 13.

Figure 13 – Growth Management Product as a % of Total Work Program Product

It is worth noting that, on a five-year basis, Growth Management constitutes 11.1% of the total Work Program, but, at the same time, Growth Management Product contributes 13.4% towards the overall Work Program Product. This indicates that Growth Management programs, on average, have a higher percentage of funds dedicated to supporting product (tangible) investment than the average for the overall Work Program.

Summary

- The Growth Management legislation provided for recurring and one-time general funds to be dedicated to the State Transportation Trust Fund to fund two new FDOT programs and to supplement funding for four existing programs.

- On a five-year basis, the FDOT Work Program has grown from the Adopted level of $34.4 billion to $36.9 billion in the Tentative Program, an increase of $2.5 billion.

- On a five-year basis, funding for total transportation product has grown by slightly over 13% from the Adopted Program to the Tentative Program.

- The FDOT Tentative Work Program provides $4.5 billion to Growth Management programs on a six-year basis, from FY 2006 to FY 2011, and $4.1 billion for the period of 2007-2011.

- For the six years FY 2006 to FY 2011, the Growth Management funding is programmed as follows in the Tentative Work Program in millions of dollars:

  County Incentive Grant Program - $25m
  Strategic Intermodal System - $2,775m
  Small County Outreach Program - $202m
  New Starts Transit Program - $409m
  State Infrastructure Bank - $100m
  Transportation Regional Incentive Program - $1,021m

- A total of 61% of the Growth Management funding is allocated to Strategic Intermodal System improvements, and 23% is dedicated to the Transportation Regional Incentive Program.

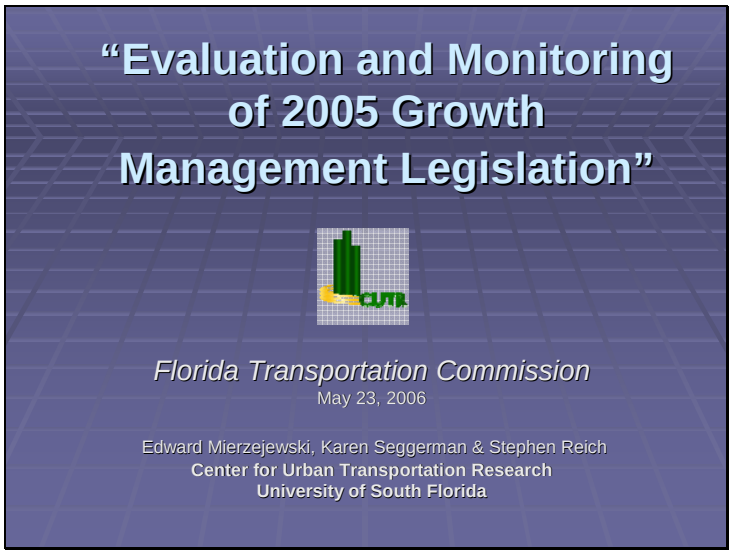
- Almost all Growth Management funding is committed to Product and Product Support activities, with Product accounting for 83% of the total Growth Management dollar amount in the Tentative Work Program.

- The new Growth Management funds represent 11.1% of the overall FDOT Tentative Work Program from FY 2007 to FY 2011 and 13.4% of the transportation product for the same period.

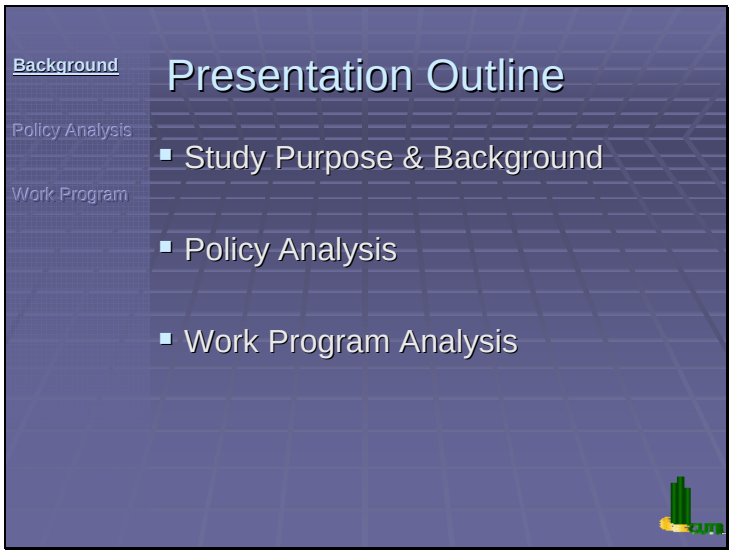
Part III: Presentation

May 23, 2006

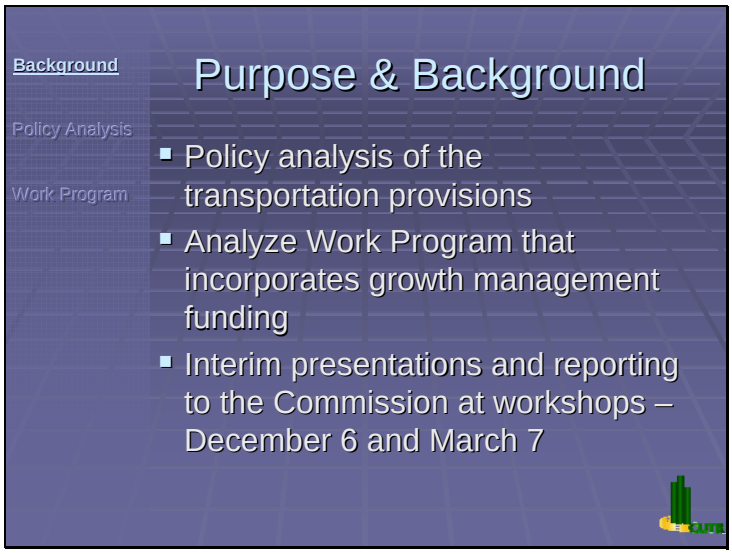
Slide 1



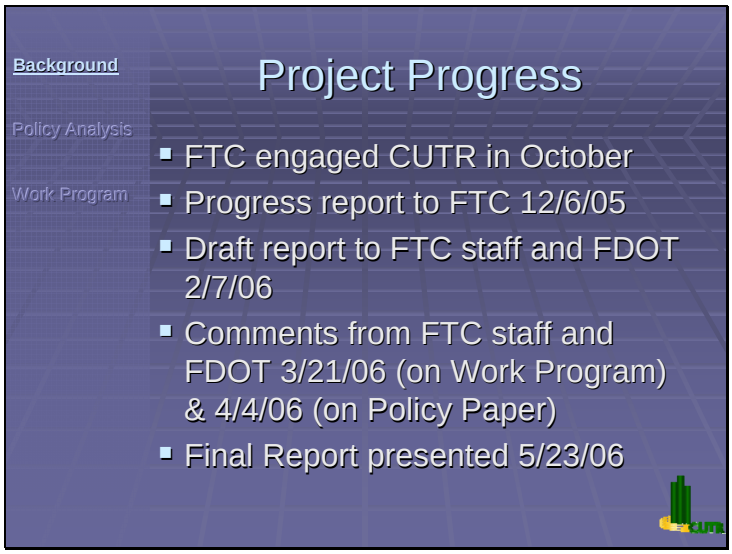
Slide 2



Slide 3



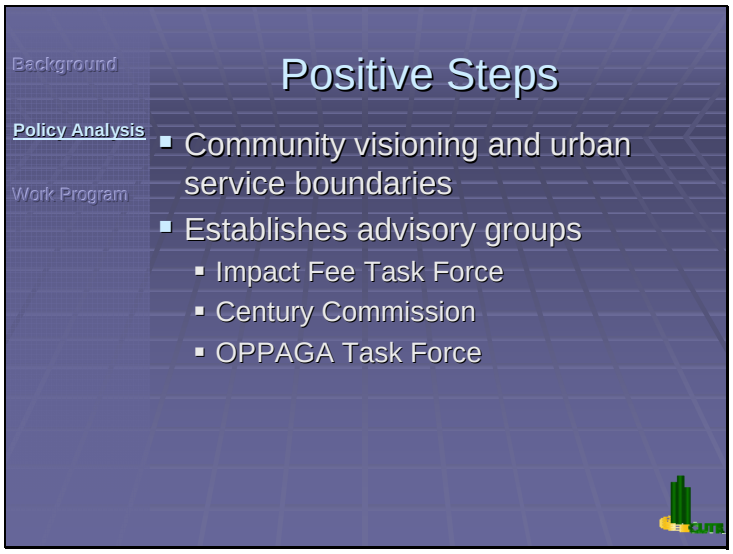
Slide 4



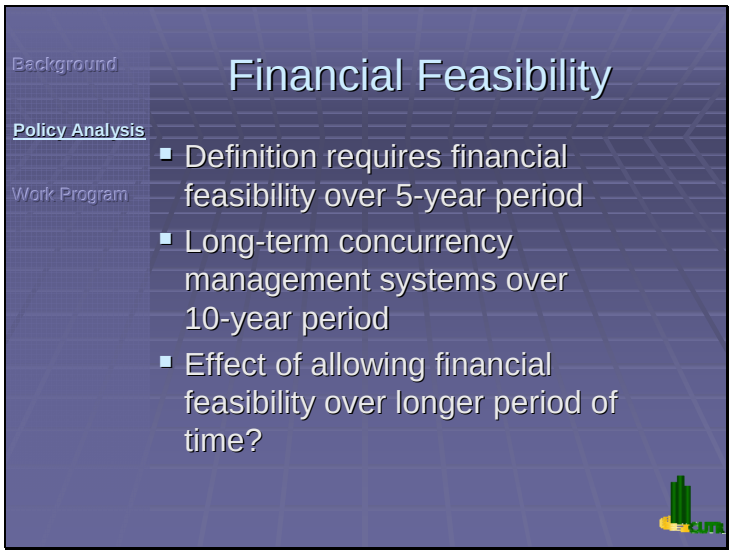
Slide 5

Slide 6

Slide 7

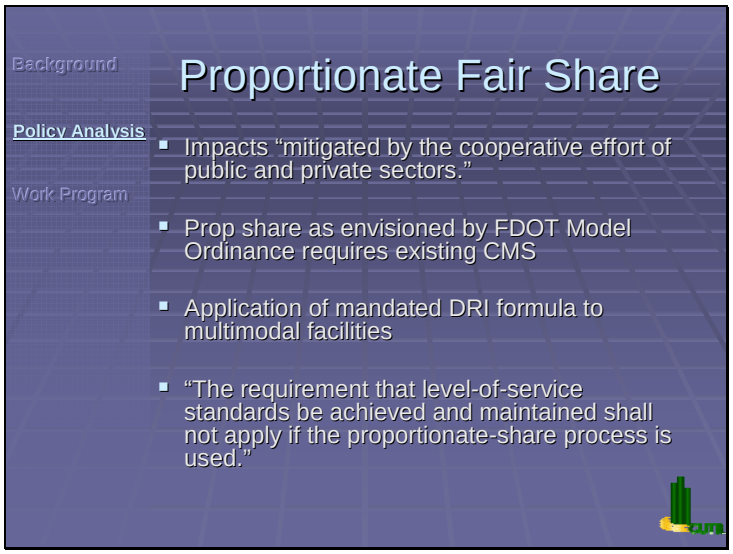


Slide 8

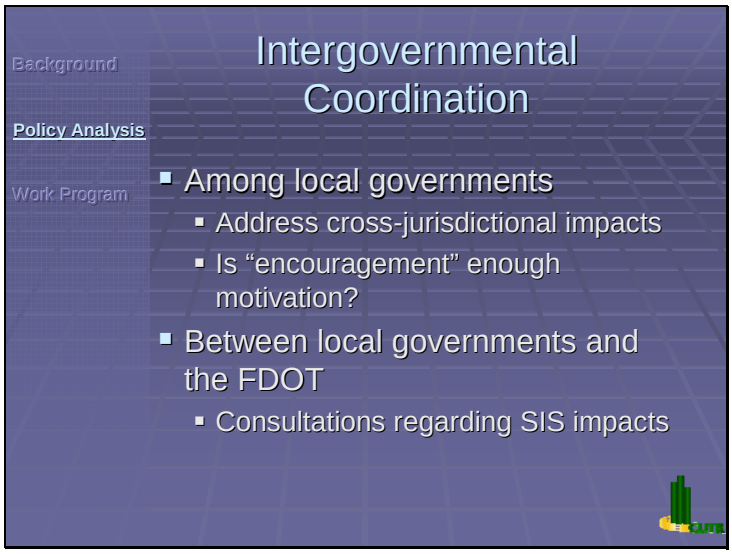


Slide 9

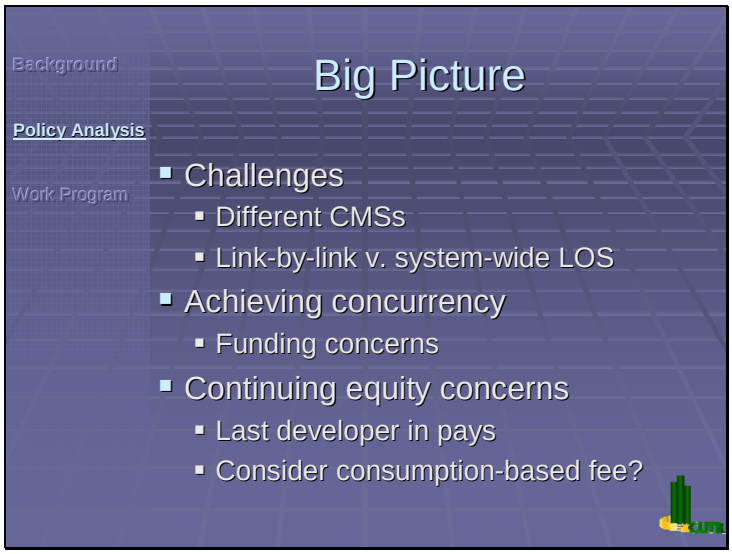
Slide 10



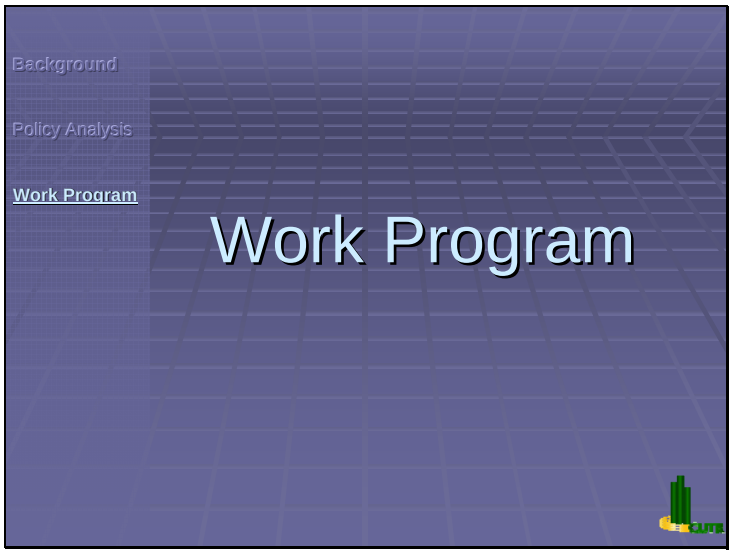
Slide 11



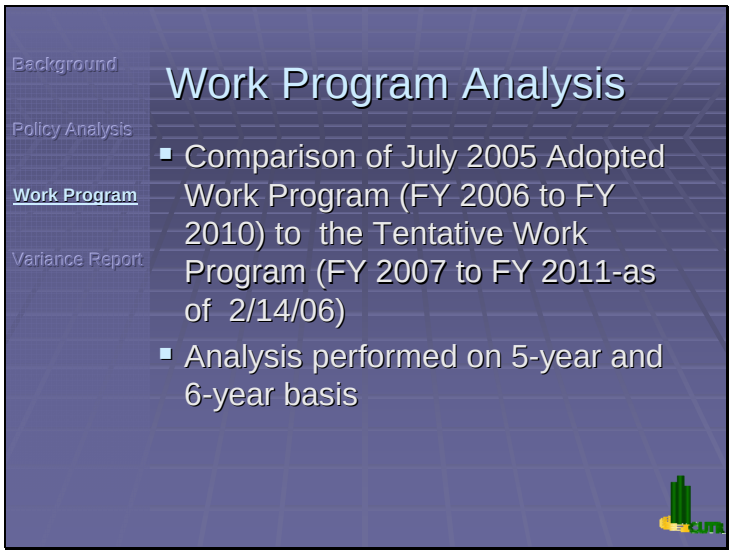
Slide 12



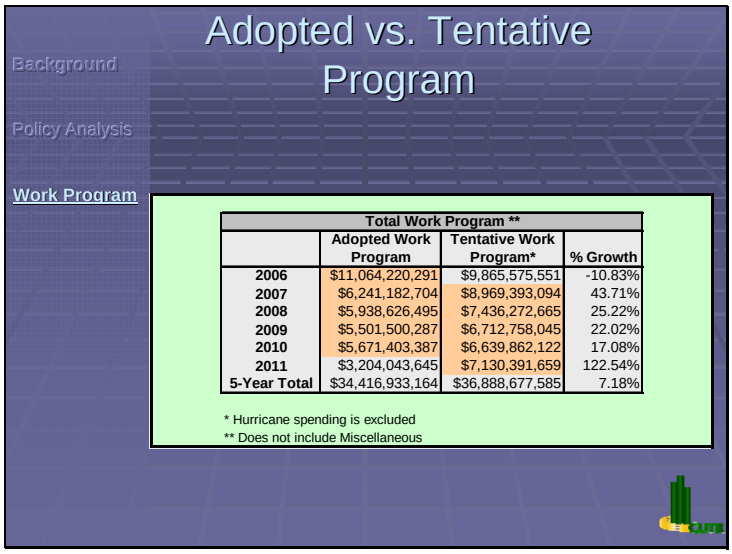
Slide 13



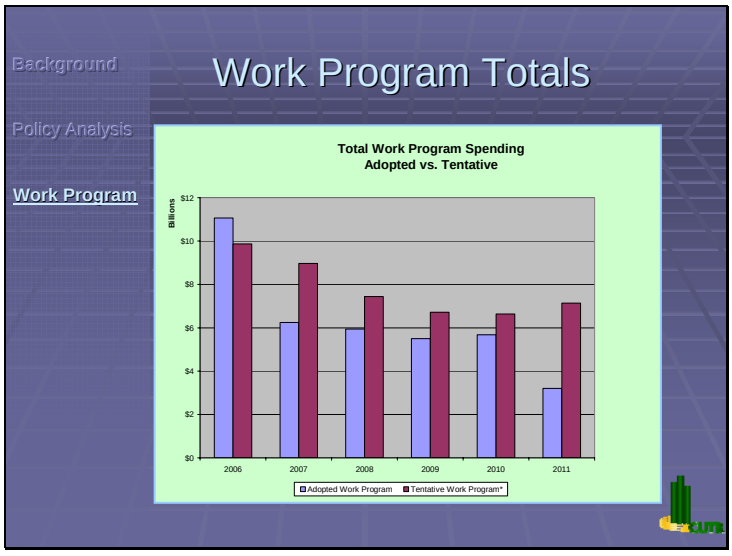
Slide 14



Slide 15



Slide 16



Slide 17

Background

Policy Analysis

Work Program

Growth Management Funding - Programs

- New Starts Transit Program
- Small County Outreach Program
- Strategic Intermodal System
- Transportation Regional Incentive Program
- State Infrastructure Bank
- County Incentive Grant Program

Slide 18

Background

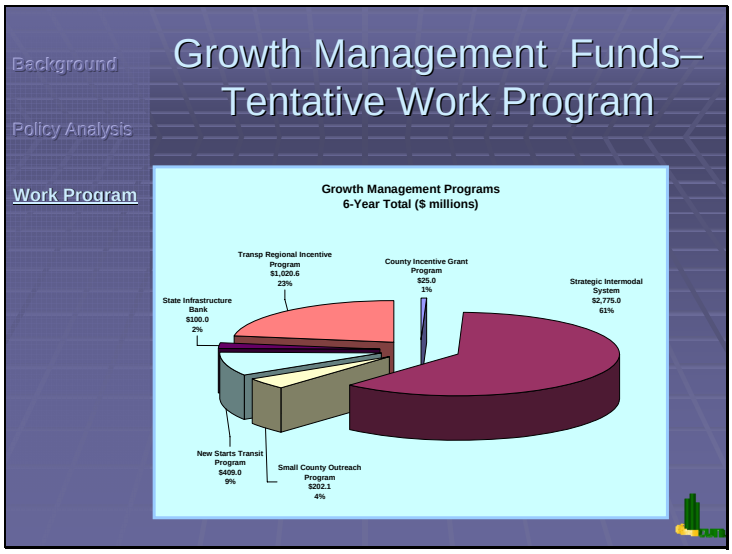
Policy Analysis

Work Program

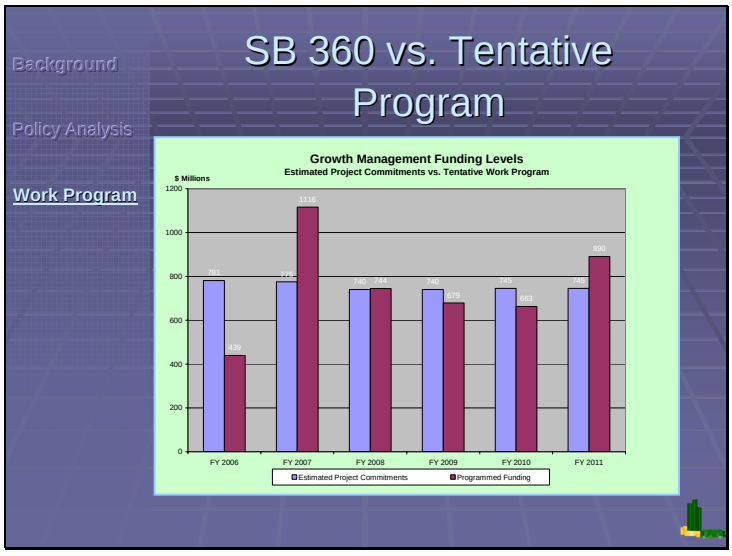
Growth Management Programs – Annual Totals – Tentative Work Program

Growth Management Programs ($ millions) Program	2006	2007	2008	2009	2010	2011	6-Year Total	5-Year Total
County Incentive Grant Program	$25	$0	$0	$0	$0	$0	$25	$0
Strategic Intermodal System	$291	$481	$503	$437	$418	$645	$2,775	$2,484
Small County Outreach Program	$27	$35	$35	$35	$35	$35	$202	$175
New Starts Transit Program	$0	$119	$70	$70	$75	$75	$409	$409
State Infrastructure Bank	$0	$100	$0	$0	$0	$0	$100	$100
Transp Regional Incentive Program	$96	$381	$137	$137	$135	$135	$1,021	$925
Total:	$439	$1,116	$744	$679	$663	$890	$4,532	$4,092

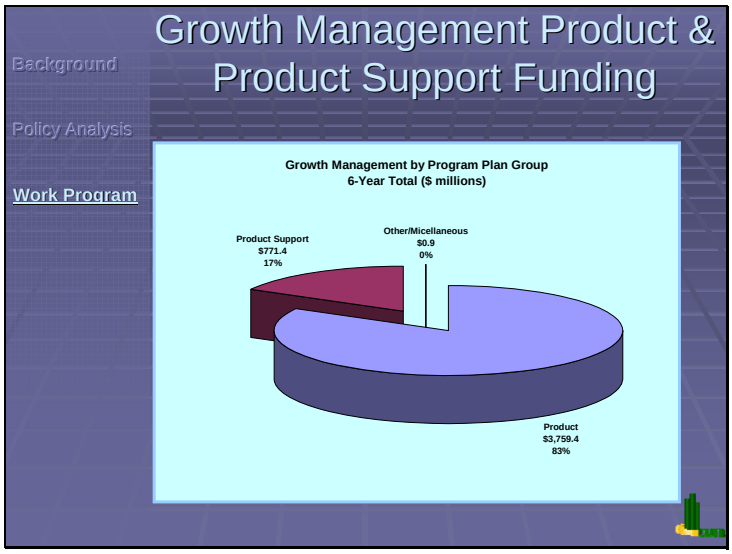
Slide 19



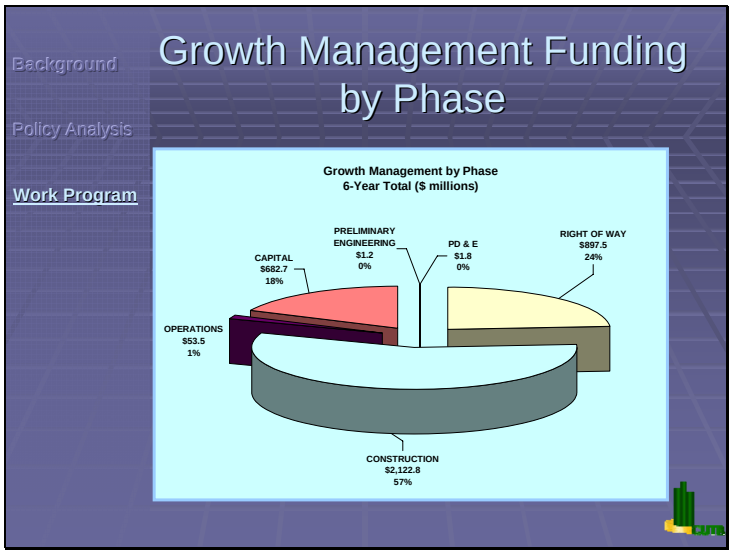
Slide 20



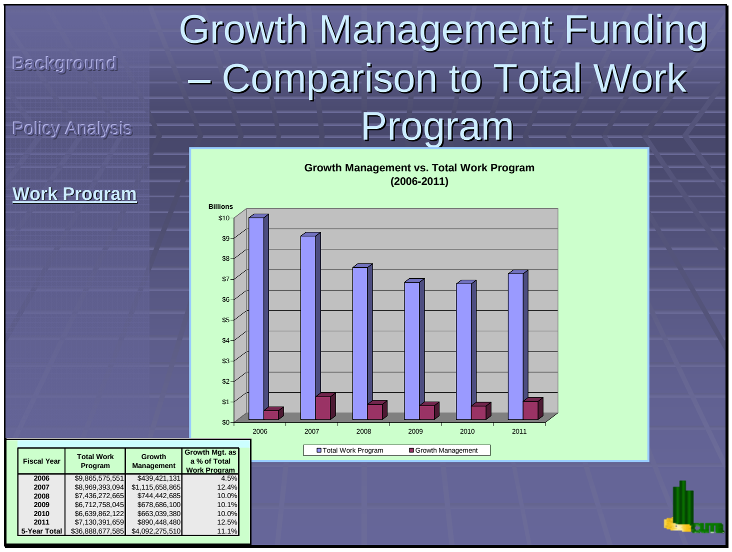
Slide 21



Slide 22

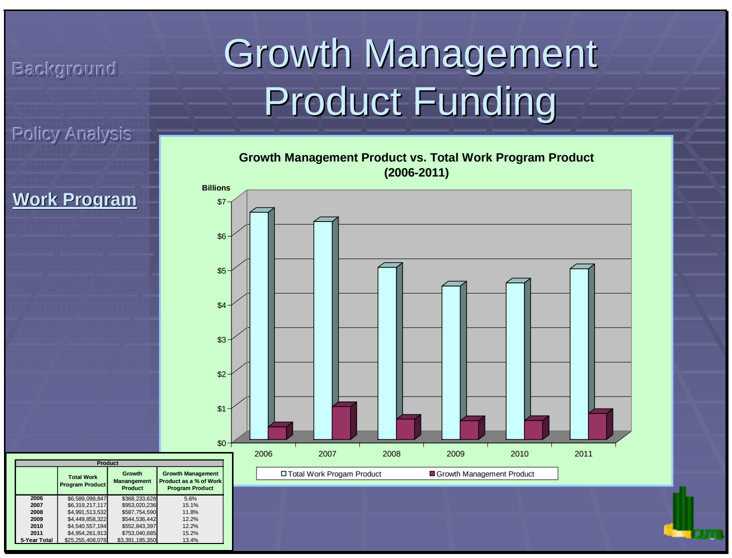


Slide 23



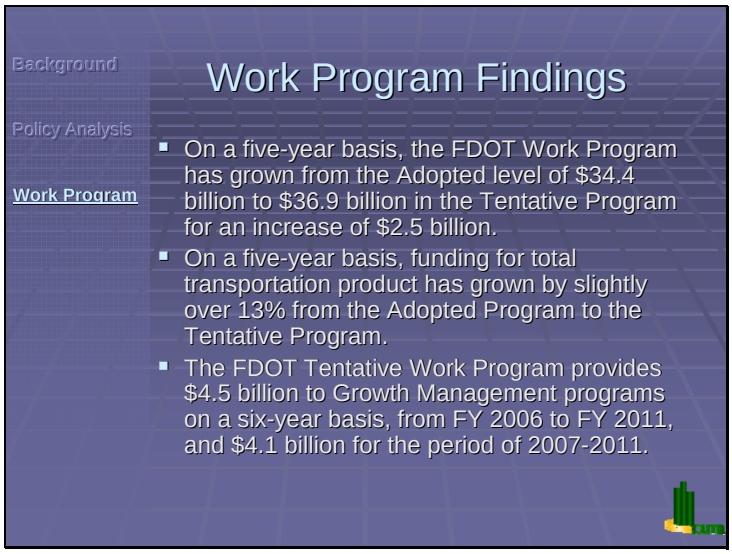
Fiscal Year	Total Work Program	Growth Management	Growth Mgt. as a % of Total Work Program
2006	$9,865,575,551	$439,421,131	4.5%
2007	$8,969,393,094	$1,115,658,865	12.4%
2008	$7,436,272,665	$744,442,685	10.0%
2009	$6,712,758,045	$678,686,100	10.1%
2010	$6,639,862,122	$663,039,380	10.0%
2011	$7,130,391,659	$890,448,480	12.5%
5-Year Total	$36,888,677,585	$4,092,275,510	11.1%

Slide 24

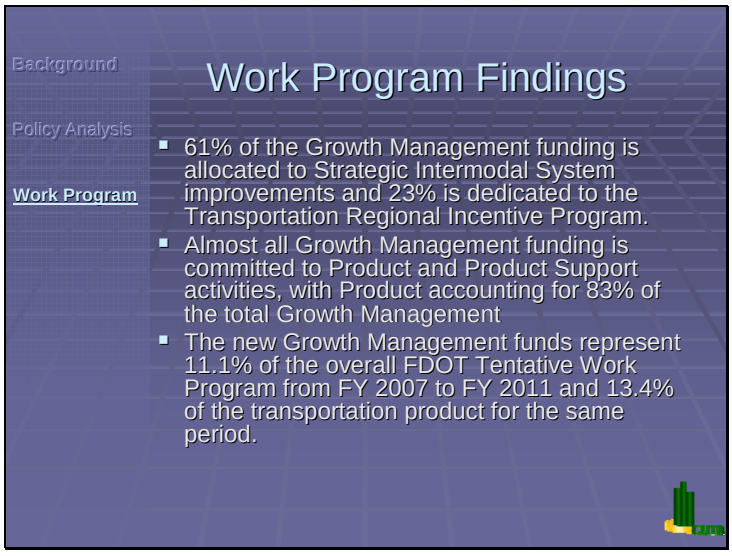


Product			
	Total Work Program Product	Growth Manangement Product	Growth Management Product as a % of Work Program Product
2006	$6,589,098,847	$368,233,628	5.6%
2007	$6,319,217,117	$953,020,236	15.1%
2008	$4,991,513,532	$587,754,590	11.8%
2009	$4,449,858,322	$544,536,442	12.2%
2010	$4,540,557,194	$552,843,397	12.2%
2011	$4,954,261,913	$753,040,685	15.2%
5-Year Total	$25,255,408,078	$3,391,195,350	13.4%

Slide 25



Slide 26



Slide 27