



**Florida
Transportation
Commission**

**REVIEW OF
THE DEPARTMENT OF TRANSPORTATION
TENTATIVE WORK PROGRAM
FY 2002/03 THROUGH 2006/07**

FLORIDA TRANSPORTATION COMMISSION

C. David Brown, II, Chairman
Earl Durden, Vice Chairman
James W. Holton, Secretary
John P. Browning, Jr.
Sidney Calloway
Mark Guzzetta
Gasper Lazzara
Norman Mansour
R. M. "Bob" Namoff
Janet Watermeier



Jeb Bush
Governor

February 1, 2002

Honorable Jeb Bush
Governor
The Capitol
Tallahassee, Florida

Honorable Lisa Carlton, Chairman
Senate Committee on Appropriations
201 Capitol
Tallahassee, Florida

Honorable Carlos Lacasa, Chairman
Fiscal Responsibility Council
221 Capitol
Tallahassee, Florida

Dear Governor Bush, Senator Carlton and Representative Lacasa,

On January 22nd, 2002, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2002/03 through FY 2006/07*. Secretary Tom Barry, the assistant secretaries and key department managers, were in attendance and participated in the review.

The Commission's review is limited to the policies and processes that govern the development of the tentative work program, which is the Department's production plan for the next five years. *By a unanimous vote, the Commission approved the review of the Tentative Work Program, having found it in compliance with applicable laws and policies.* However, we feel the following areas warrant comment.

The Commission believes that in order for its review of the work program to be meaningful, it must go beyond verifying compliance with law and must demonstrate how the projects in the work program are advancing achievement of the long range transportation goals in the *2020 Florida Transportation Plan*. That connection or linkage between the work program and long-range goals is embodied in the short range objectives that implement the long range goals and assist in guiding the development of the work program.

The short-range objectives contained in the *2000 Short Range Component of the 2020 Florida Transportation Plan* were used to demonstrate this linkage. The Department met five of the six objectives. The Department does not meet its resurfacing program objective of ensuring that 80 percent

of pavement on the State Highway system meets Department standards. Funding levels in this Tentative Work Program ensure that 79 percent of pavement meets standards. This is the third year of non-attainment of this objective. Not meeting this objective also surfaces during the Commission's annual Performance Review of the Department as the resurfacing objective serves as a performance measure. The Department has consistently stated the following reasons for not meeting the objective. The 1999 Legislature established the Small County Road Assistance Program that reduced the State Highway resurfacing program by \$25 million annually. The technology used for measuring pavement quality was recently advanced resulting in a temporary dip in the pavement rating. To counteract these impacts, the Department would have to take funding away from the capacity improvement program. The Department's Executive Board adopted policy not to take this action. Although a one percent departure from the objective may not mean much to the traveling public as far as ride quality is concerned, meeting the 80 percent objective is statutorily mandated. It may be time to pursue a technical change to the statutes to allow the Department more flexibility in meeting the state's transportation needs.

As part of its review of the Tentative Work Program, the Commission is charged with reviewing the project selection process of the Transportation Outreach Program for compliance with Law. For the second year, due to a lack of documentation, we were unable to determine if the project selection criteria as established in s. 339.137, F.S. was followed.

Support documentation for Commission Findings in each area of the Review is available from the Commission Office upon request. We hope this evaluation will assist you and your staff as you review the Tentative Work Program. Your comments or suggestions are welcome.

Respectfully,



C. David Brown, II, Chairman
Florida Transportation Commission

cc: Honorable Jim Sebesta, Chairman,
Senate Transportation Committee and Members
Honorable David Russell, Chairman,
House Transportation Committee and Members
Honorable Charlie Clary, Chairman,
Senate Appropriations Subcommittee on General Government and
Members
Honorable Randy Johnson, Chairman,
House Transportation and Economic Development Appropriations
Committee and Members
Mr. Thomas F. Barry, Secretary of Transportation
Ms. Donna Arduin, Director,
Office of Planning and Budgeting, Governor's Office
Mr. Jim St. John, Division Administrator,
Federal Highway Administration

EXECUTIVE SUMMARY

On January 22nd, 2002, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2002/03 through FY 2006/07*. Secretary Tom Barry, the assistant secretaries and key department managers, were in attendance and participated in the review.

The Commission's review is limited to the policies and processes that govern the development of the tentative work program, which is the Department's production plan for the next five years. It does not address the effectiveness or efficiency of the Department in carrying out production activities including design, right of way acquisition, construction lettings, and construction contract adjustments in both time and cost. These production activities and other major areas of the Department are evaluated as part of the Commission's annual performance review to be conducted in September of this year.

By a unanimous vote, the Commission approved the review of the Tentative Work Program, having found it in compliance with applicable laws and policies with one exception. The exception being not meeting the statutorily required pavement standard of ensuring that 80 percent of the pavement on the State Highway System meets Department standards. We would like to highlight the following areas of the review:

Finance: Programming Capacity and Cash Management

Even with the advancement of \$529 million of projects out of the tentative work program into the current fiscal year as part of the Governor's Economic Stimulus package, this work program is the largest ever undertaken by the Department totaling approximately \$24.6 billion over the 5-year period. This work program is 1.8% larger than the previous one, with almost \$20.6 billion, or 84% of the work program dedicated to Product and Product Support. This Tentative Work Program will construct an additional 1,242 new lane miles of roadway, resurface 12,253 lane miles of existing roadway, repair 899 bridges and replace 25. Approximately \$2.5 Billion is dedicated to the public transportation program.

The Commission found this tentative work program to be based on a balanced 5-year financial plan and 36-month cash forecast of receipts and expenditures. However, the cash balance drops to within \$7.3 million of the required statutory minimum of \$50 million during the 5-year period. The lowest cash balance of \$57.3 million, which occurs in November of 2006, is only 1.2% of forecasted outstanding obligations of \$4.8 billion.

Programs Impacting the Tentative Work Program

There are several programs that have had an impact on this tentative work program:

Economic Stimulus Program

In order to stimulate an economy already struggling prior to the events of September 11th, the Governor and Legislature approved the advancement into the current year of \$529 million worth of projects already scheduled for construction in this

tentative work program. The net effect of this program resulted in this tentative work program being only \$426 million larger than last year's.

Mobility 2000

This program, implemented in May of 2000, allows projects originally planned through 2020 to be built anywhere from one to 10 years sooner. Approximately \$868 million in revenue is designated to the program over the Tentative Work Program period. This revenue allows the net advancement of approximately \$955 million worth of projects to be advanced within the 5-year work program period.

County Incentive Grant Program/Small County Outreach Program

These county grant programs designed to address resurfacing needs and capacity improvements on state roads within a locality and on local roads do not include funding in the first three years of the work program period. Due to concerns regarding a tight general revenue picture, the general revenue funds to support these programs were not requested. Local option fuel tax diversions to the general revenue fund which will end after FY 04/05 will be used to fund these programs in the last two years of the work program period.

Transportation Outreach Program

This program is dedicated to funding transportation projects of a high priority based on the prevailing principles of preserving the existing transportation infrastructure, enhancing Florida's economic growth and competitiveness, and improving travel choices to ensure mobility. For the second year, the Commission has criticized the project selection process and could not determine, based on the lack of documentation, if the process was followed according to Law.

State Infrastructure Bank – State Funded

This program provides loans to help fund transportation projects that otherwise may be delayed or not built. The loans will be repaid from revenues generated by the project such as toll road receipts or other pledged resources. The repayments are then re-loaned to fund new transportation projects. \$71.9 million is designated to this program over the Tentative Work Program period.

The Florida Intrastate Highway System (FIHS)

The FIHS was created by the 1990 Florida Legislature and is composed of 15,433 lane miles of existing interstate, turnpike and other major state highways that provide intercity and interregional travel. A road on the FIHS carries about 10 times the traffic volume of a typical Florida public road and serves as the backbone of the state's transportation system. A copy of the statewide FIHS map highlighting current and planned capacity improvements to the interstate highway portion of the FIHS is included in the Review on page 23. This Tentative Work Program dedicates over \$7.1 billion in construction, right of way and product support phases to the FIHS.

Stability of Project Schedules

Stability of project schedules decreased this year with 88.5% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. Stability of this Tentative Work Program is 4.4 percentage points lower than last year. To put this measure into perspective, the Department's benchmark for stability is to have at least 80% of project phases remain unchanged or advanced to an earlier fiscal year.

Of the project phases that were deferred, moved out or deleted, 65.3% were due to requests by local governments or other funding entities. The increase in this category over last year (51%) was due in part to requests from airport authorities to delay or delete projects that were impacted by the September 11th events. Priority changes initiated by the Department accounted for 14.3% and Production schedule changes accounted for another 10.2%.

Linkage of 5-Year Work Program with Long Range Goals

The Commission believes that in order for its review of the work program to be meaningful, it must go beyond verifying compliance with law and must demonstrate how the projects in the work program are advancing achievement of the long range transportation goals in the *2020 Florida Transportation Plan*. That connection or linkage between the work program and long-range goals is embodied in the short range objectives that implement the long range goals and assist in guiding the development of the work program.

The short-range objectives contained in the *2000 Short Range Component of the 2020 Florida Transportation Plan* were used to demonstrate this linkage. Six short-range objectives are measured directly through the work program. The Department met five of the six objectives. The Department fails to meet its resurfacing program objective of ensuring that 80 percent of pavement on the State Highway system meets Department standards. Funding levels in this Tentative Work Program ensure that 79 percent of pavement meets standards. The Commission recommends that funding levels be increased in the resurfacing program to bring the Department within compliance or the statutory language be revised to allow for short-term non-attainment periods to allow the Department to address other transportation needs.

Compliance with Approved Local Government Comprehensive Plans

The Department of Community Affairs (DCA) reviews the Tentative Work Program for compliance with local government comprehensive plans and provides the Commission with a list of any inconsistencies. DCA identified eight projects that were inconsistent with approved local government comprehensive plans. The Commission verified that all inconsistencies are being resolved satisfactorily.

Support documentation for Commission Findings in each area of the Review is available from the Commission Office upon request.

**IN DEPTH REVIEW OF
THE TENTATIVE WORK
PROGRAM**

STATEWIDE PUBLIC HEARING

The Florida Transportation Commission is required by law to conduct a Statewide Public Hearing on the Department of Transportation Tentative Work Program and to advertise the time, place, and purpose of the hearing in the *Administrative Weekly* at least 7 days prior to the hearing.

The law directs that, as part of the Statewide Public Hearing, the Commission must at a minimum:

1. Conduct an in-depth evaluation of the Tentative Work Program for compliance with all applicable laws and departmental policies. If the Commission determines that the work program is not in compliance, it must report its findings and recommendations to the Legislature and the Governor.
2. Hear all questions, suggestions, or other comments offered by the public. (The Commission is prohibited by law from considering individual construction projects.)

By no later than 14 days after the regular legislative session begins, the Commission must submit to the Executive Office of the Governor and the legislative appropriations committees a report that evaluates the Tentative Work Program for:

- a. Financial Soundness
- b. Stability
- c. Production Capacity
- d. Accomplishments (including program objectives)
- e. Compliance with Approved Local Government Comprehensive Plans
- f. Objections and Requests by Metropolitan Planning Organizations
- g. Policy Changes and Effects Thereof
- h. Identification of Statewide/Regional Projects
- i. Compliance with all Other Applicable Laws

Sections 20.23 and 339.135, F.S.

Cover Photo: Roosevelt Bridge, Stewart, Florida

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Please note: Totals for the same program in various graphs and tables in this report may not match due to rounding.

OVERVIEW/PROGRAMS IMPACTING THE TENTATIVE WORK PROGRAM

COMMISSION FINDINGS

*Although not required by statute, the Commission reviews the tentative work program by individual program categories as part of its in-depth evaluation. This breakdown allows overall comparison of major components by **Product, Product Support, Operations and Maintenance, and Administration.***

The Tentative Work Program totals \$24.6 Billion, \$0.4 Billion larger than last year's Tentative Work Program. \$20.6 Billion or 84% is planned in Product and Product Support.

The Tentative Work Program will let contracts to:

- Construct 1,242 additional lane miles of roadway;
- Resurface 12,253 lane miles of existing roadway;
- Repair 899 bridges; and,
- Replace 25 bridges.

The Tentative Work Program includes \$2.47 Billion for Public Transportation.

Illustrative statistics on the Tentative Work Program:

- Number of Fund Categories – 215
- Number of Projects – 16,426
- Number of Project Phases – 48,567

Please Note: Totals for the same program in various graphs and tables throughout this report may not match due to rounding.

**PROGRAMS
IMPACTING THE
TENTATIVE WORK
PROGRAM**

**ECONOMIC STIMULUS
PROGRAM**

The following programs, existing and implemented since the previous tentative work program, impacted the programming of this Tentative Work Program.

As a result of the events of September 11, 2001, and to stimulate an economy already struggling before that, the Governor and Legislature approved the advancement of \$529 Million of planned transportation projects originally scheduled for construction during this Tentative Work Program period. These advancements are expected to stimulate the economy by creating an estimated 25,000 new jobs. A total of 63 projects in locations throughout the State have been advanced to the current year, with work to be under contract between January and June 2002. The net effect of the Economic Stimulus Program resulted in this Tentative Work Program being only \$426 Million larger than the current Adopted Work Program.

**MOBILITY 2000
PROGRAM**

This program, created in May 2000, allows projects originally planned over the following twenty year period to be built anywhere from one to 10 years sooner. An additional \$868 Million of recurring and non-recurring revenue was provided and designated to advance projects for this program over this Tentative Work Program period from FY 02/03 – 06/07. The additional revenue allows the net advancement of about \$955 Million worth of projects during this time frame.

**COUNTY INCENTIVE
GRANT PROGRAM**

This program provides grants to counties to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. \$64.1 million is designated to this program over the Tentative Work Program period.

**SMALL COUNTY
OUTREACH PROGRAM**

The purpose of this program is to assist small county governments in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads. \$16.1 million is designated to this program over the Tentative Work Program period.

**TRANSPORTATION
OUTREACH PROGRAM**

This program is dedicated to funding transportation projects of a high priority based on the prevailing principles of preserving the existing transportation infrastructure, enhancing Florida's economic growth and competitiveness; and improving travel choices to ensure mobility. \$502 million is designated to this program over the Tentative Work Program period.

ROUTE 1 CAN SUBSIDIZE

**STATE INFRASTRUCTURE
BANK - STATE FUNDED**

This program provides loans to help fund transportation projects that otherwise may be delayed or not built. The loans will be repaid from revenues generated by the project such as a toll road or other pledged resources. The repayments are then re-loaned to fund new transportation projects. \$71.9 million is designated to this program over the Tentative Work Program period.

COMPARISON OF TENTATIVE WORK PROGRAMS

TOTAL WORK PROGRAM

<i>(in Millions)</i>	2002	2001	DOLLAR DIF.	PERCENT DIF.
Product	\$15,774	\$15,708	\$66	0.42%
Product Support	\$4,803	\$4,670	\$133	2.85%
Operations & Maintenance	\$3,436	\$3,208	\$228	7.11%
Administration	\$572	\$575	(\$3)	-0.52%
Total	\$24,585	\$24,161	\$424	1.75%

PRODUCT

<i>(in Millions)</i>	2002	2001	DOLLAR DIF.	PERCENT DIF.
Construction	\$10,840	\$10,455	\$385	3.68%
Right of Way	\$1,687	\$1,840	(\$153)	-8.32%
Public Transportation	\$2,470	\$2,399	\$71	2.96%
Other *	\$779	\$1,014	(\$235)	-23.18%
Total	\$15,776	\$15,708	\$68	0.43%

CONSTRUCTION

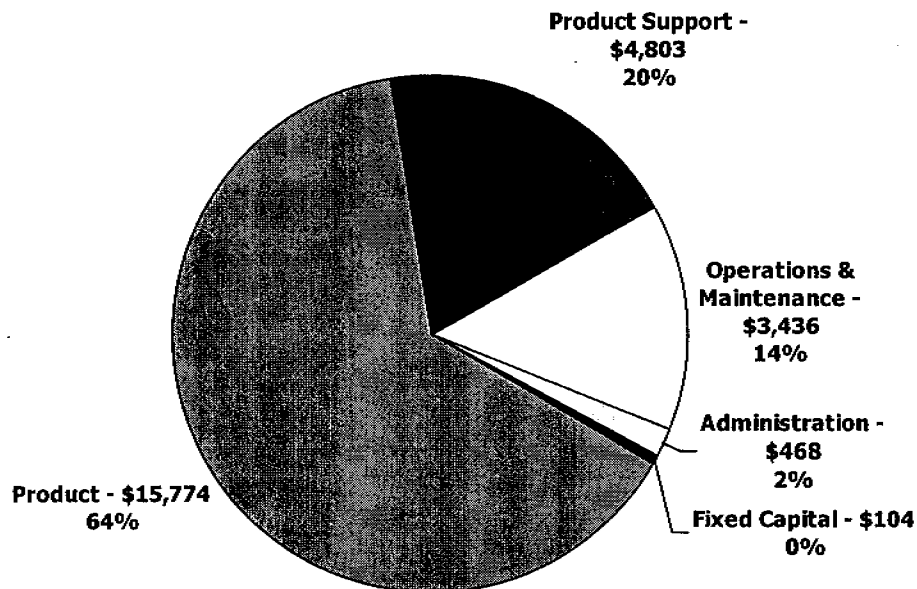
<i>(in Millions)</i>	2002	2001	DOLLAR DIF.	PERCENT DIF.
Resurfacing	\$2,825	\$2,732	\$93	3.40%
Bridge	\$928	\$840	\$88	10.48%
Capacity Improvements	\$6,912	\$6,730	\$182	2.70%
Safety	\$173	\$152	\$21	13.82%
Total	\$10,838	\$10,454	\$384	3.67%

* Includes Economic Development, Transportation Outreach Program, County Incentive Grant Program, Small County Outreach Program and Safety Grants.

FIVE YEAR SUMMARY

TOTAL WORK PROGRAM

\$24.585 Billion



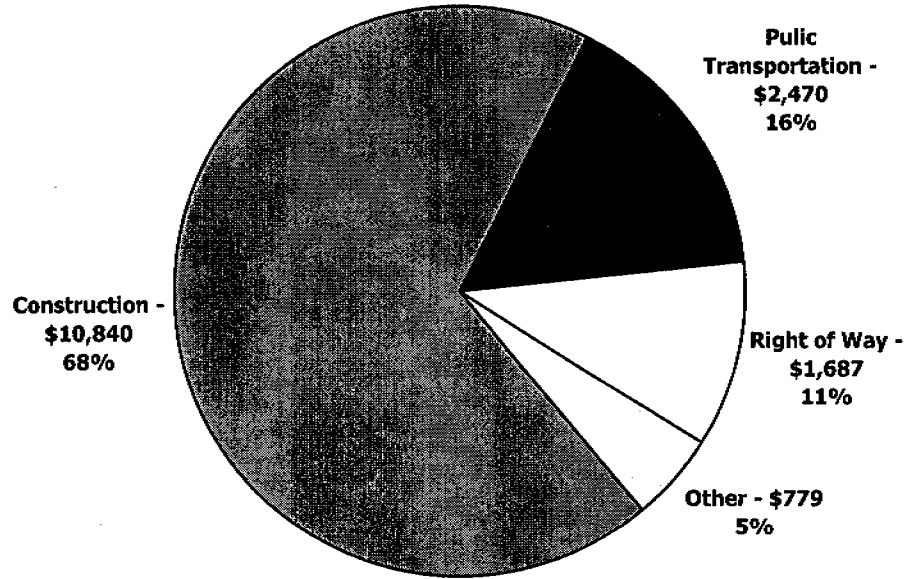
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Product	\$3,219	\$3,682	\$3,270	\$2,661	\$2,942	\$15,774
Product Support	\$1,086	\$1,016	\$989	\$832	\$880	\$4,803
Operations & Maintenance	\$631	\$638	\$690	\$713	\$764	\$3,436
Administration	\$91	\$91	\$92	\$95	\$99	\$468
Fixed Capital	\$12	\$31	\$18	\$25	\$18	\$104
Total	\$5,039	\$5,458	\$5,059	\$4,326	\$4,703	\$24,585

FIVE YEAR SUMMARY

PRODUCT
\$15.776 Billion



Note: \$ are in Millions

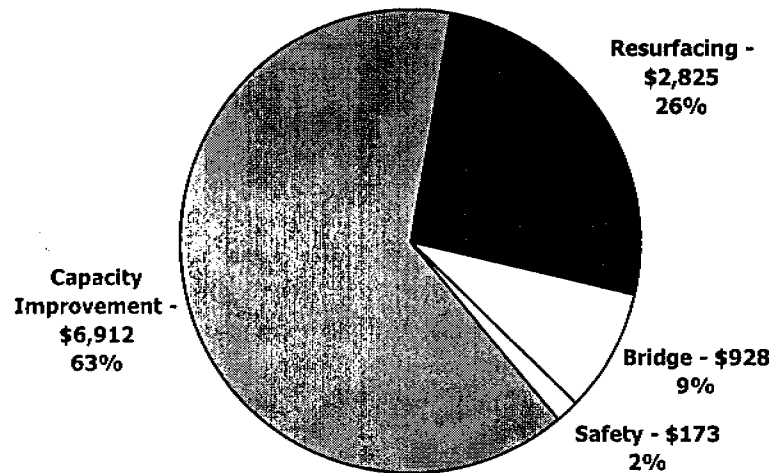
BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Construction	\$2,078	\$2,716	\$2,436	\$1,690	\$1,920	\$10,840
Public Transportation	\$730	\$441	\$453	\$419	\$427	\$2,470
Right of Way	\$281	\$387	\$242	\$381	\$396	\$1,687
Other*	\$130	\$139	\$140	\$171	\$199	\$779
Total	\$3,219	\$3,683	\$3,271	\$2,661	\$2,942	\$15,776

* Other includes Economic Development, Transportation Outreach Program, County Incentive Grant Program, Small County Outreach Programs and Safety Grants

FIVE YEAR SUMMARY

**PRODUCT
CONSTRUCTION**
\$10.838 Billion



Note: \$ are in Millions

BY FISCAL YEAR

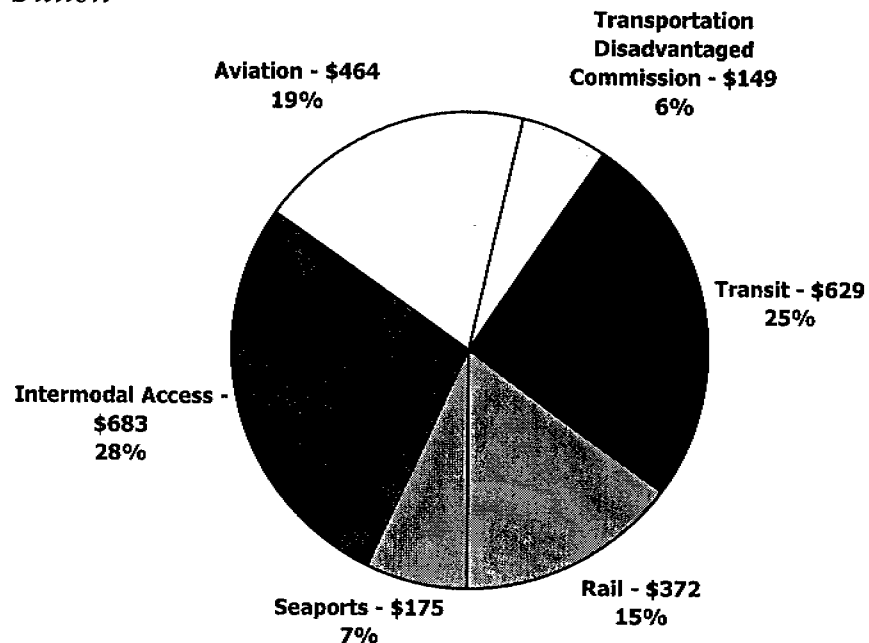
<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Capacity Improvement	\$1,375	\$1,812	\$1,616	\$992	\$1,117	\$6,912
Resurfacing	\$488	\$565	\$601	\$589	\$582	\$2,825
Bridge	\$179	\$300	\$182	\$80	\$187	\$928
Safety	\$35	\$39	\$37	\$29	\$33	\$173
Total	\$2,077	\$2,716	\$2,436	\$1,690	\$1,919	\$10,838

Additional Construction phases of \$368 million are contained in the PTO Intermodal Access Program.

Note: The \$173 million allocated to the Safety Program does not reflect the Department's commitment to improving safety. All "Product" categories include some measure of safety improvement as current design standards incorporate safety as a feature.

FIVE YEAR SUMMARY

PRODUCT
PUBLIC TRANSPORTATION
\$2.472 Billion



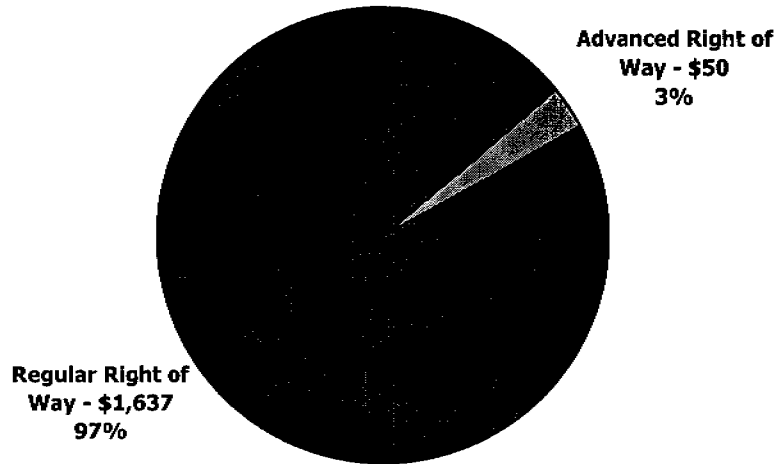
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Seaports	\$35	\$35	\$35	\$35	\$35	\$175
Intermodal Access	\$395	\$111	\$107	\$36	\$34	\$683
Aviation	\$88	\$90	\$92	\$96	\$98	\$464
Trans. Disadvantaged Comm.	\$29	\$29	\$30	\$30	\$31	\$149
Transit	\$116	\$123	\$131	\$129	\$130	\$629
Rail	\$68	\$53	\$58	\$93	\$100	\$372
Total	\$731	\$441	\$453	\$419	\$428	\$2,472

FIVE YEAR SUMMARY

**PRODUCT
RIGHT OF WAY
\$1.687 Billion**



Note: \$ are in Millions

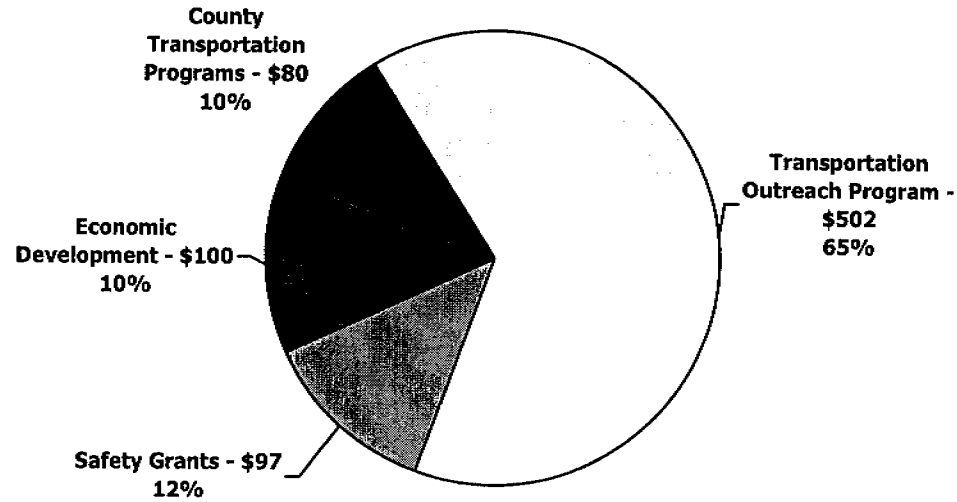
BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Advanced Right of Way	\$10	\$4	\$13	\$11	\$12	\$50
Regular Right of Way	\$271	\$383	\$229	\$370	\$384	\$1,637
Total	\$281	\$387	\$242	\$381	\$396	\$1,687

Additional Right of Way Acquisition phases of \$42.2 million are contained in the PTO Intermodal Access Program

FIVE YEAR SUMMARY

**PRODUCT
OTHER**
\$779 Million



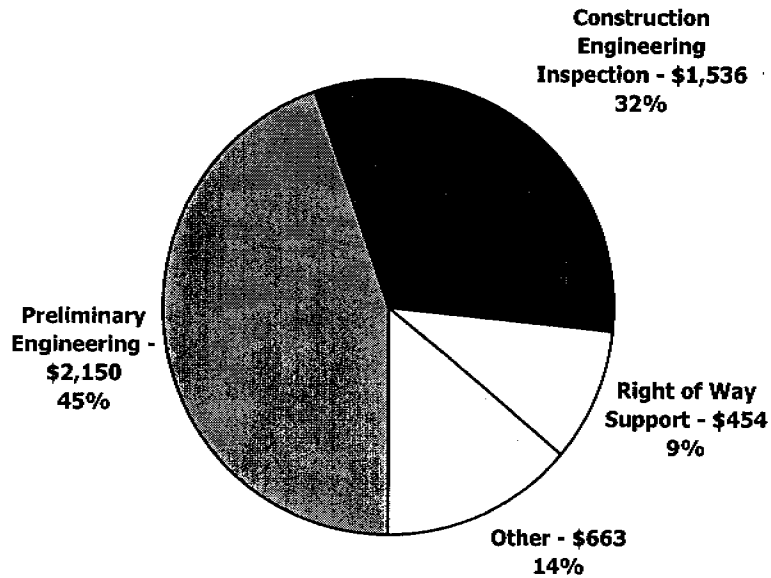
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Safety Grants	\$18	\$19	\$20	\$20	\$20	\$97
Economic Development	\$20	\$20	\$20	\$20	\$20	\$100
County Transportation Prog.	\$0	\$0	\$0	\$26	\$54	\$80
Transportation Outreach Prog.	\$92	\$100	\$100	\$105	\$105	\$502
Total	\$130	\$139	\$140	\$171	\$199	\$779

FIVE YEAR SUMMARY

PRODUCT SUPPORT
\$4.803 Billion



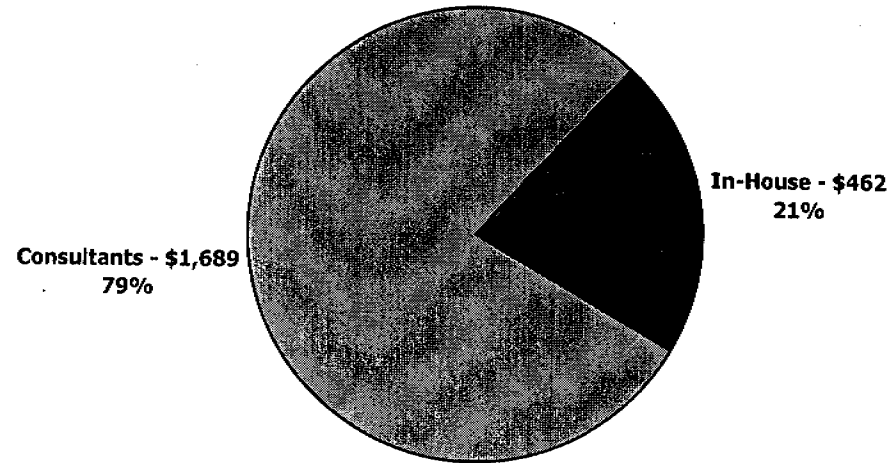
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Preliminary Engineering	\$527	\$423	\$422	\$390	\$388	\$2,150
Const. Eng. Inspection	\$308	\$377	\$360	\$230	\$261	\$1,536
Right of Way Support	\$100	\$88	\$82	\$87	\$97	\$454
Other	\$150	\$129	\$125	\$125	\$134	\$663
Total	\$1,085	\$1,017	\$989	\$832	\$880	\$4,803

FIVE YEAR SUMMARY

**PRODUCT SUPPORT
PRELIMINARY ENGINEERING
\$2.151 Billion**



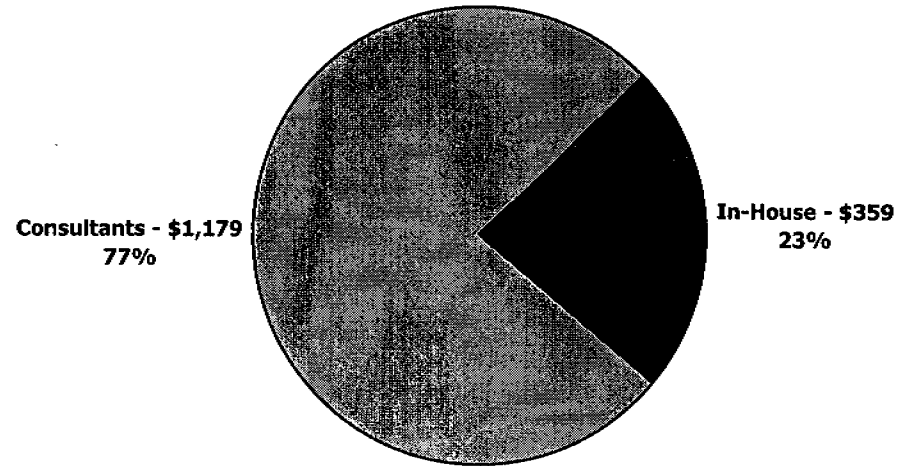
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Consultants	\$431	\$332	\$332	\$300	\$294	\$1,689
In-House	\$96	\$91	\$91	\$90	\$94	\$462
Total	\$527	\$423	\$423	\$390	\$388	\$2,151

FIVE YEAR SUMMARY

**PRODUCT SUPPORT
CONSTRUCTION ENGINEERING INSPECTION
\$1.538 Billion**



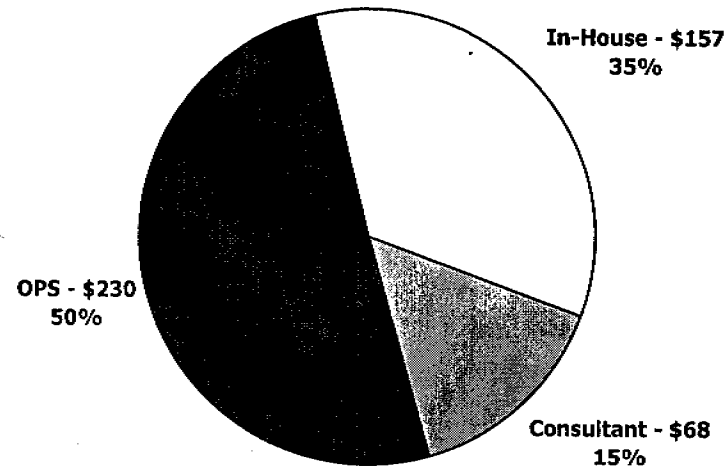
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Consultants	\$238	\$305	\$289	\$159	\$188	\$1,179
In-House	\$71	\$72	\$71	\$71	\$74	\$359
Total	\$309	\$377	\$360	\$230	\$262	\$1,538

FIVE YEAR SUMMARY

**PRODUCT SUPPORT
RIGHT OF WAY SUPPORT
\$455 Million**



Note: \$ are in Millions

BY FISCAL YEAR

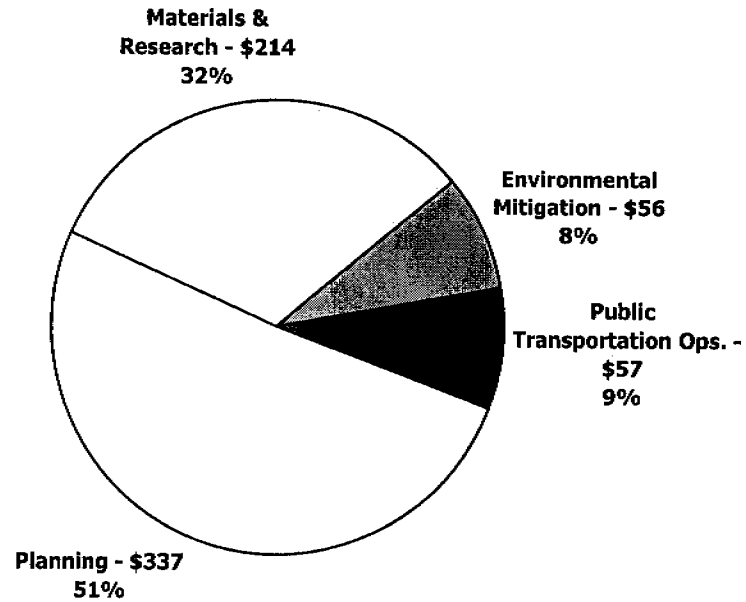
<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Consultant	\$12	\$13	\$14	\$11	\$18	\$68
OPS	\$58	\$44	\$37	\$45	\$46	\$230
In-House	\$31	\$31	\$31	\$31	\$33	\$157
Total	\$101	\$88	\$82	\$87	\$97	\$455

FIVE YEAR SUMMARY

PRODUCT SUPPORT

OTHER

\$664 Million



Note: \$ are in Millions

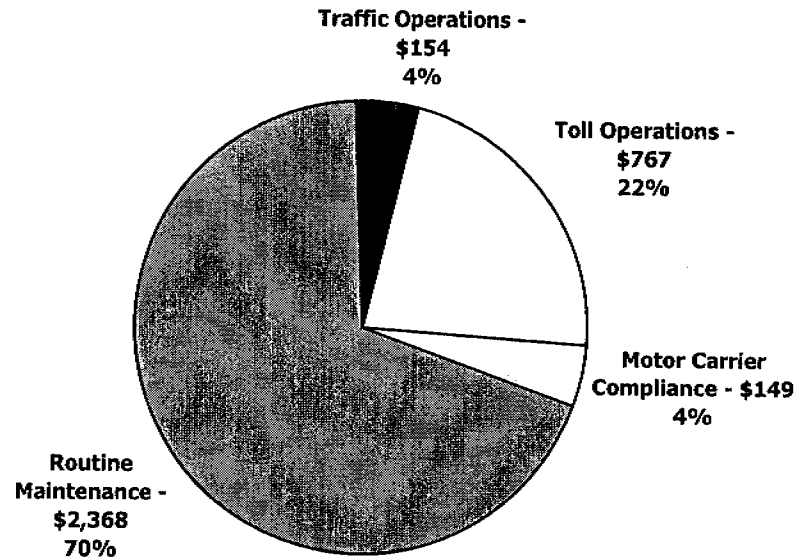
BY FISCAL YEAR

(in Millions)	02/03	03/04	04/05	05/06	06/07	Total
Environmental Mitigation	\$31	\$8	\$4	\$3	\$10	\$56
Public Transportation Ops.	\$12	\$11	\$11	\$11	\$12	\$57
Planning	\$64	\$67	\$67	\$69	\$70	\$337
Materials & Research	\$44	\$42	\$43	\$42	\$43	\$214
Total	\$151	\$128	\$125	\$125	\$135	\$664

OPERATIONS & MAINTENANCE

\$3.438 Billion

FIVE YEAR SUMMARY



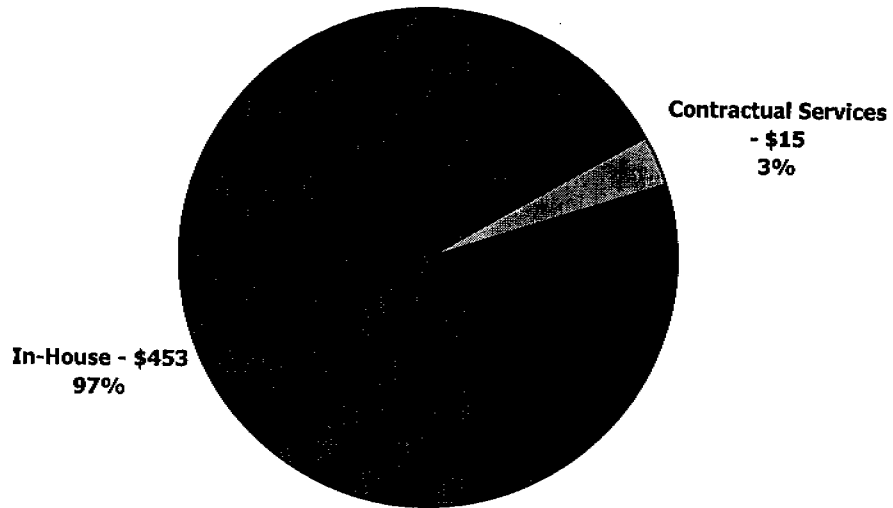
Note: \$ are in Millions

BY FISCAL YEAR

(in Millions)	02/03	03/04	04/05	05/06	06/07	Total
Routine Maintenance	\$430	\$440	\$482	\$490	\$526	\$2,368
Traffic Operations	\$26	\$30	\$32	\$32	\$34	\$154
Toll Operations	\$147	\$140	\$146	\$161	\$173	\$767
Motor Carrier Compliance	\$29	\$28	\$29	\$31	\$32	\$149
Total	\$632	\$638	\$689	\$714	\$765	\$3,438

FIVE YEAR SUMMARY

ADMINISTRATION
\$468 Million



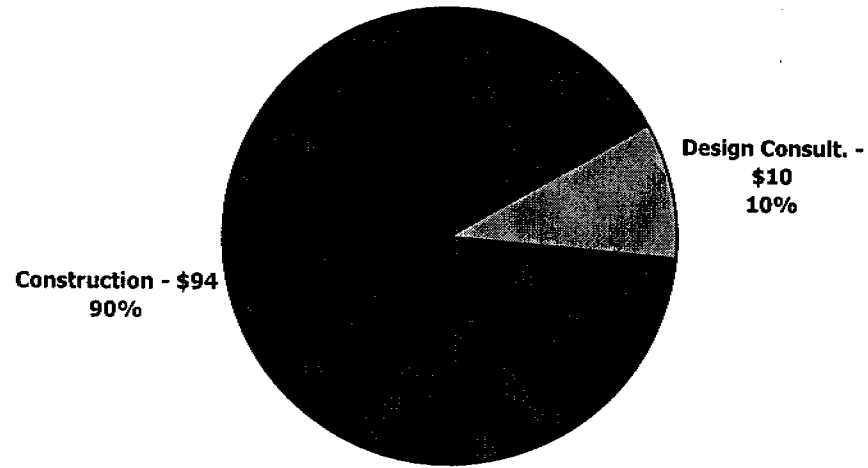
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Contractual Services	\$3	\$3	\$3	\$3	\$3	\$15
In-House	\$88	\$88	\$89	\$92	\$96	\$453
Total	\$91	\$91	\$92	\$95	\$99	\$468

FIVE YEAR SUMMARY

FIXED CAPITAL OUTLAY
\$104 Million



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Design Consult.	\$3	\$2	\$2	\$2	\$1	\$10
Construction	\$9	\$29	\$16	\$23	\$17	\$94
Total	\$12	\$31	\$18	\$25	\$18	\$104

OVERVIEW OF THE FLORIDA INTRASTATE HIGHWAY SYSTEM

KEY STATUTORY REQUIREMENTS

The Department shall plan and develop a proposed Florida Intrastate Highway System (FIHS) Plan, which shall delineate a statewide system of limited access facilities and controlled access facilities. The plan shall provide a statewide transportation network that allows for high-speed and high-volume traffic movements within the state. *s. 338.001(1), F.S*

COMMISSION FINDINGS

Mandated by the 1990 Legislature, the FIHS is 3,834 centerline miles (15,433 lane miles) of existing interstate, turnpike and other major state highways that provide intercity and interregional travel.

A road on the FIHS carries about 10 times the traffic volume as a typical Florida public road.

The FIHS carries about 70% of all heavy truck traffic on the State Highway System.

The year 2010 needs on the FIHS are \$31 billion. Anticipated revenues through 2010 total \$11 billion, leaving a \$20 billion shortfall.

The year 2020 needs on the FIHS are \$47 billion. Anticipated revenues through 2020 total \$18 billion, leaving a \$29 billion shortfall.

The Tentative Work Program has a total of \$7.1 billion programmed on the FIHS for capacity improvements, which includes construction, right of way acquisition and product support phases. This is 61.5% of the total highway capacity improvement program of \$11.6 billion.

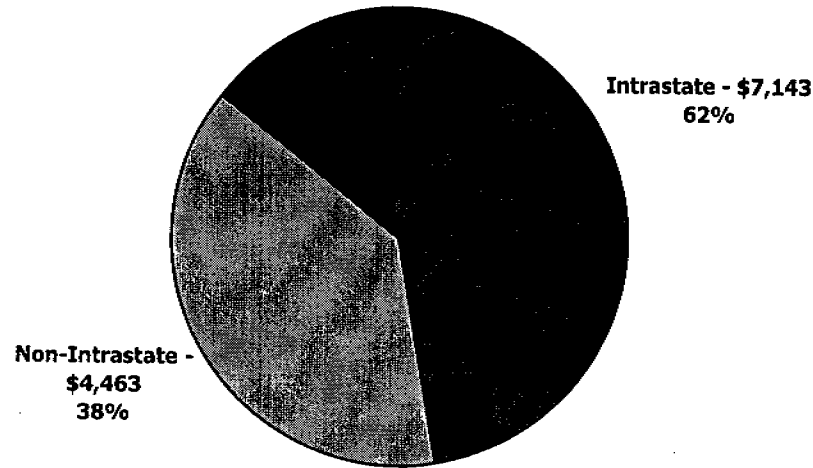
Of this \$7.1 billion for capacity improvements on the FIHS, \$4.5 billion is programmed for construction phases – 47% on Interstate highways, 20% on the Turnpike, and 33% on other highways on the FIHS.

THE FLORIDA STATE HIGHWAY SYSTEM PROGRAM

CAPACITY IMPROVEMENT

\$11.606 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

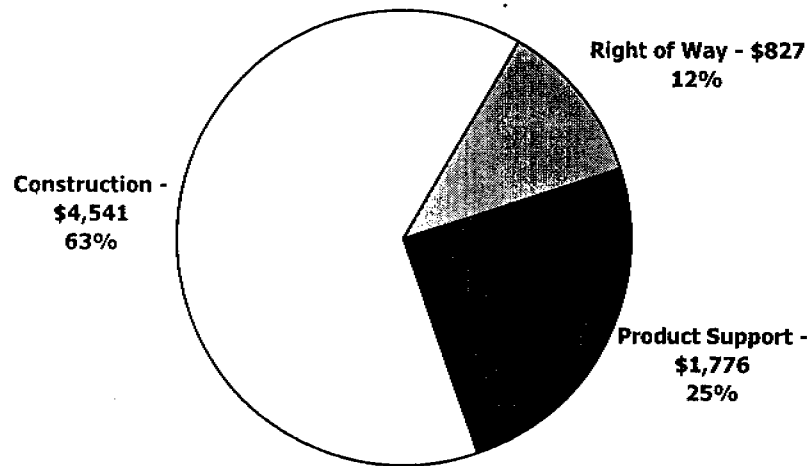
<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Non-Intrastate	\$919	\$998	\$954	\$673	\$919	\$4,463
Intrastate	\$1,469	\$1,841	\$1,552	\$1,160	\$1,121	\$7,143
Total	\$2,388	\$2,839	\$2,506	\$1,833	\$2,040	\$11,606

THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM

CAPACITY IMPROVEMENT

\$7.144 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(in Millions)	02/03	03/04	04/05	05/06	06/07	Total
Right of Way	\$99	\$225	\$74	\$217	\$212	\$827
Product Support	\$460	\$383	\$403	\$251	\$279	\$1,776
Construction	\$910	\$1,234	\$1,075	\$692	\$630	\$4,541
Total	\$1,469	\$1,842	\$1,552	\$1,160	\$1,121	\$7,144

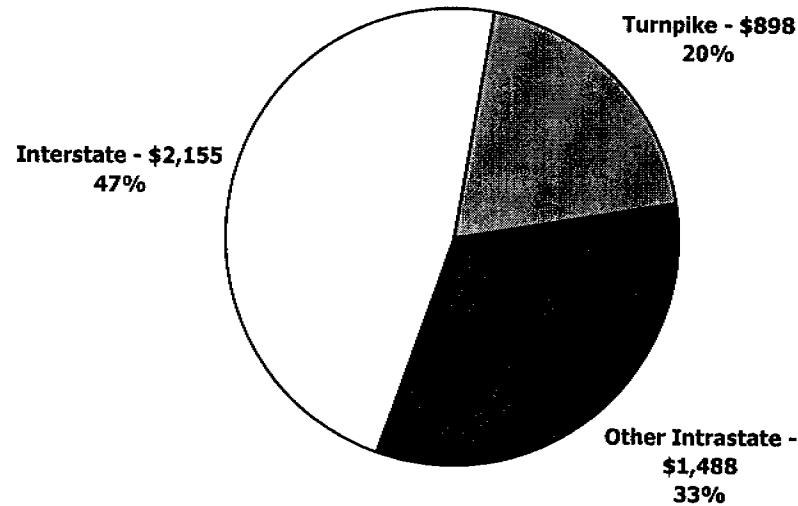
Product Support includes Preliminary Engineering, Right of Way Support, Construction Engineering & Inspection, Environmental Mitigation, and Traffic Operations.

THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM

CAPACITY IMPROVEMENT - CONSTRUCTION

\$4.541 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions





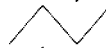



BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Turnpike	\$90	\$125	\$331	\$115	\$237	\$898
Other Intrastate	\$445	\$483	\$164	\$319	\$77	\$1,488
Interstate	\$375	\$626	\$580	\$258	\$316	\$2,155
Total	\$910	\$1,234	\$1,075	\$692	\$630	\$4,541

INTERSTATE HIGHWAY SYSTEM

showing
Existing Lanes and
Lanes Under Construction, Programmed and Planned

Interstate System

-  4 Lane Interstate Needing 6 Lanes by 2010
-  6 or More Lanes Existing or Under Construction during FY 2002
-  Programmed Construction for 6 Lanes (2003-2007), as of January 8, 2002
-  Planned Construction for 6 Lanes (2008-2012), as of January 8, 2002.
-  4 Lane Interstate
-  Other Existing FIHS Roads
-  Proposed Limited Access Routes
-  New FIHS Roads Under Construction



State of Florida
Department of Transportation
Office of the State Transportation Planner
Systems Planning Office

30 0 30 60 90 120 Miles



OVERVIEW OF THE INTERMODAL DEVELOPMENT PROGRAM

KEY STATUTORY REQUIREMENTS

Created within the Department of Transportation is the Intermodal Development Program which is to provide for major capital investments in fixed-guideway transportation systems, access to seaports, airports and other transportation terminals; to provide for the construction of intermodal or multimodal terminals; and to otherwise facilitate the intermodal or multimodal movement of people and goods. *s. 341.053(1), F.S.*

The Department is authorized to fund projects within the Intermodal Development Program, which are consistent, to the maximum extent feasible, with approved local government comprehensive plans of the units of local government in which the project is located. *s. 341.053(6), F.S.*

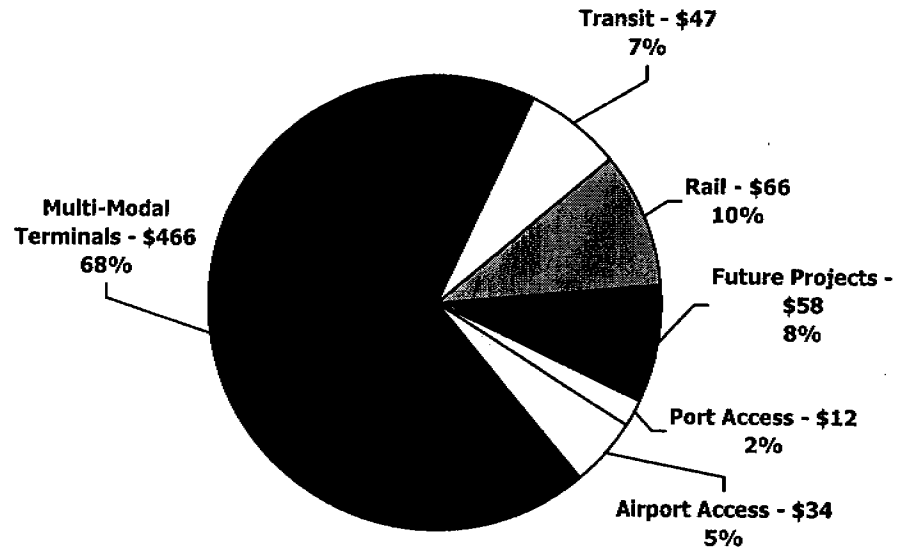
COMMISSION FINDINGS

The Tentative Work Program has a total of \$683 million programmed for the Intermodal Access Development Program.

Of the \$683 million for the Intermodal Access Development Program, \$66 million is programmed for rail access, \$12 million for seaport access, \$34 million for airport access, \$466 million for multimodal terminals, \$58 million for future projects, and \$47 million for transit.

FIVE YEAR SUMMARY

INTERMODAL DEVELOPMENT PROGRAM
\$683 Million



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	02/03	03/04	04/05	05/06	06/07	Total
Rail	\$18	\$13	\$17	\$10	\$8	\$66
Future Projects	\$5	\$12	\$11	\$15	\$15	\$58
Port Access	\$0	\$1	\$3	\$4	\$4	\$12
Airport Access	\$8	\$11	\$9	\$3	\$3	\$34
Multi-Modal Terminals	\$348	\$57	\$53	\$5	\$3	\$466
Transit	\$15	\$17	\$15	\$0	\$0	\$47
Total	\$394	\$111	\$108	\$37	\$33	\$683

SIGNIFICANT INTERMODAL PROJECTS

Project Name	Description of Work	Phases	State Funding for Intermodal Program	Funding from Other Sources
Piper Road Corridor Improvements	Design, ROW acquisition and Construction of access to Charlotte County Airport	GRANT	\$1.42	
CR 578 Ayers Road Extension	Funding for phase I and II for Ayers Road Extension	GRANT	\$1.90	
Vandenberg Airport	Access to airport terminal and Sligh Avenue to Vandenberg	GRANT	\$2.00	
Port of Tampa	Marine and upland improvement for intermodal cargo handling	GRANT	\$7.38	
Treeline Extension Southwest International Airport	Treeline Extension from Allico Road to SW International Airport – Treeline and midfield terminal access roads	GRANT	\$.800	
Port Manatee	Four lane South Dock Street/Design and Construction	GRANT	\$1.00	
Pinellas Suncoast Transit	Terminal facility construction	GRANT	\$1.50	
Sarasota County Area Transit	Design, ROW acquisition and construction of South County Intermodal Center	GRANT	\$1.40	
Jacksonville Transit Authority	Convention Center ASE	GRANT	\$11.9	
Orange County Lynx	Downtown Intermodal Terminal Facility – construction	GRANT	\$6.53	
Fort Lauderdale International Airport	Construct interchange terminal roadway	GRANT	\$17.00	
South Florida Rail Corridor	Double tracking	GRANT	\$36.45	\$18.50
Miami Intermodal Center (MIC)	Funding for engineering, ROW and construction	GRANT	\$81.20	\$309.95
Port of Miami	Access to Arena, SR 886/Port Boulevard	GRANT		\$1.74

Note: \$ are in Millions

**KEY STATUTORY
REQUIREMENTS**

FINANCIAL SOUNDNESS

The tentative work program must include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan supporting the tentative work program. *s. 339.135(4)(b)4, F.S.*

The tentative work program shall be based on a complete, balanced financial plan for the State Transportation Trust Fund (STTF) and other funds managed by the Department.
s. 339.135(3)(a), F.S.

The Department shall maintain an available cash balance equivalent to not less than \$50 million, or 5 percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever amount is less) at the close of each quarter. *s. 339.135(6)(b), F.S.*

The budget for the turnpike system shall be planned as to provide for a cash reserve of not less than 10 percent of the unpaid balance of all turnpike system contractual obligations, excluding bond obligations, to be paid from revenues. *s. 338.241, F.S.*

A maximum of \$3 billion of bonds may be issued to fund approved turnpike projects.
s. 338.2275(1), F.S.

COMMISSION FINDINGS

The Tentative Work Program is based on a complete, balanced financial plan for the STTF.

The lowest end-of-month cash balance (November 2006) for the STTF is \$57.3 million, which complies with the statutory minimum. This cash balance will be 1.2% of estimated outstanding obligations of \$4.8 billion.

The lowest end-of-month cash balance (also November 2006) for the Turnpike General Reserve Fund is \$6.8 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, \$2.7 billion of Turnpike bonds will be utilized.

STATE
TRANSPORTATION
TRUST FUND

MAJOR FINANCIAL ASSUMPTIONS

Fuel Tax, Aviation Fuel and Motor Vehicle License Tag Fees are based on the Revenue Estimating Conference Forecast of September 2001.

Federal aid funding levels are based on the Official Federal Aid Highway Forecast of May 2001.

Annual transfer to Right of Way Acquisition and Bridge Construction Trust Fund for debt service.

<i>Fiscal Year</i>	<i>Debt Service</i>	<i>Fiscal Year</i>	<i>Debt Service</i>
02/03	\$82.4 M	05/06	\$131.4 M
03/04	\$100.0 M	06/07	\$134.9 M
04/05	\$120.9 M		

Grant Anticipation Revenue Vehicle (GARVEE) Bonds in the amount of \$50 million in FY 2003/04, \$250 million in FY 2005/06 and \$225 million in FY 2006/07.

Decrease of \$102.2 million in long-term receivables from toll facilities for operating and maintenance costs through FY 2006/07.

Increase of \$182.1 million in long-term receivables for toll facilities operating and maintenance costs through FY 2006/07.

\$24 million HEFT toll deferral is planned to be repaid to the STTF from Turnpike in FY 2004/05 and FY 2005/06.

\$110 million advance to the Tampa Hillsborough County Expressway Authority is planned to be repaid in FY 2004/05.

The Advanced Construction (AC) Program - Advanced Construction projects, including Mobility 2000 projects, are converted as needed to fund the work program. It is anticipated that 85% of each year's advanced construction projects will be converted to federal funds in the second year and 15% in the third year beginning in FY 2002/03.

As per STTF

Five percent compound interest loans to the Turnpike from the STTF are planned to minimize debt service costs in the amount of \$60 million in July 2002, \$35 million in November 2002 and \$30 million in November 2003. Repayment in the amount of \$65 million will be made in March 2004 and \$70 million in November of 2004.

State Infrastructure Bank (SIB) - Federal and State funds set aside to fund the SIB program

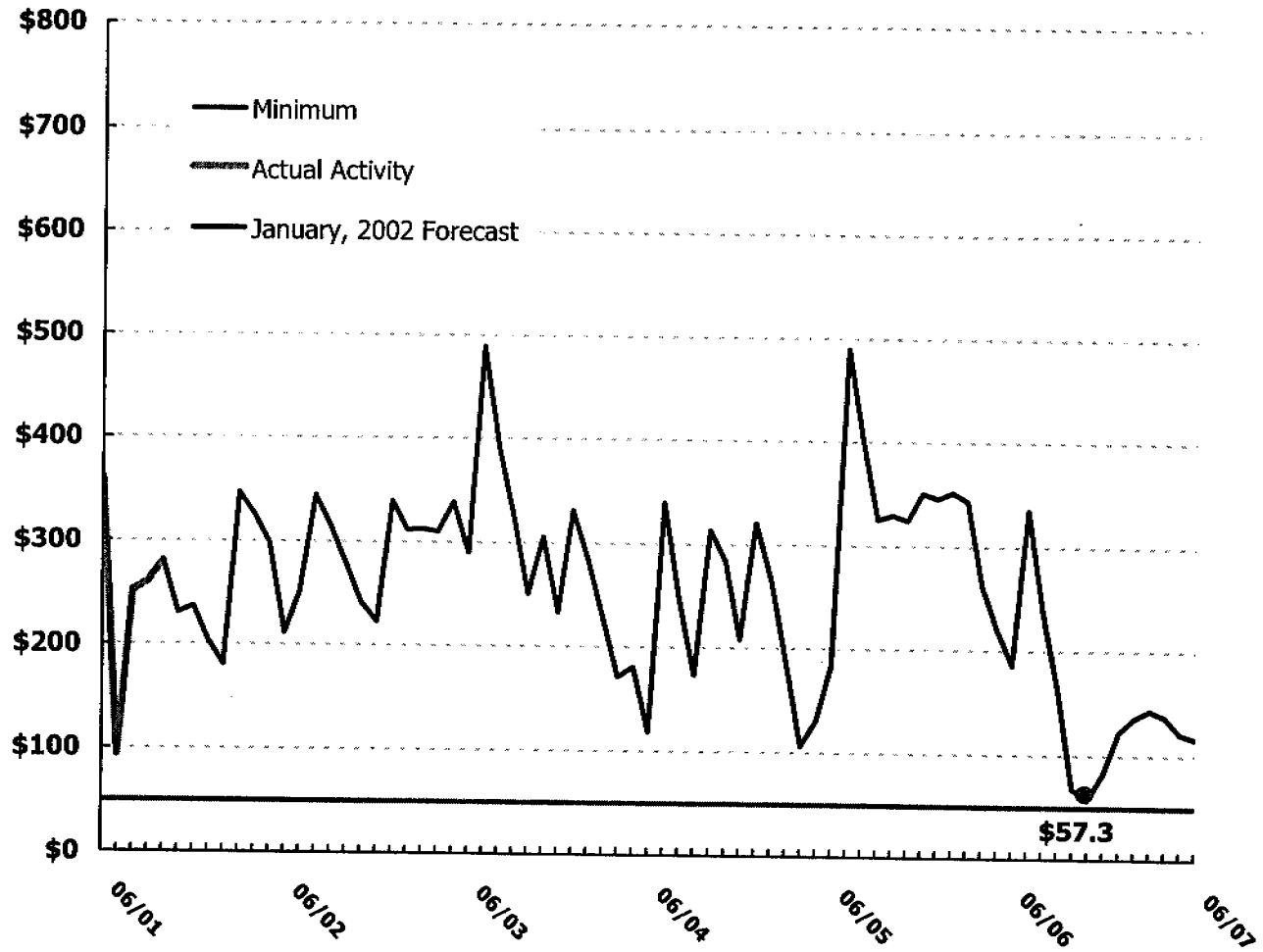
<i>Fiscal Year</i>	<i>Fed Amount</i>	<i>State Amount</i>	<i>Fiscal Year</i>	<i>Fed Amount</i>	<i>State Amount</i>
02/03	\$9.8 M	\$0.0 M	05/06	\$16.0 M	\$8.0 M
03/04	\$12.0 M	\$33.5 M	06/07	\$20.0 M	\$10.0 M
04/05	\$12.0 M	\$6.0 M			

Miami Intermodal Center (MIC):

- \$1.349 billion is planned for phase I of MIC in fiscal years 2002/03 - 2006/07.
- \$269 million of MIC projects are planned to be financed with federal (TIFIA) loans. Annual repayments are planned to start in FY 2004/05 totaling \$39 million through FY 2006/07. The primary pledge to repay this loan is the State Comprehensive Enhanced Transportation System (SCETS) fuel tax distributed to District 6, for Miami-Dade County.
- \$163.7 million of MIC projects (rental car facility) are planned to be financed by federal TIFIA funds. \$7 million repayment in FY 2006/07 is planned to be offset by revenue generated from rental car facilities.
- \$86.6 million of MIC projects are planned to be financed by Miami-Dade Expressway tolls and dedicated revenues.
- \$25 million SIB loan is planned in FY 2002/03. SIB repayment of \$2.8 million annually is planned to start in FY 2003/04.

STATE
TRANSPORTATION
TRUST FUND

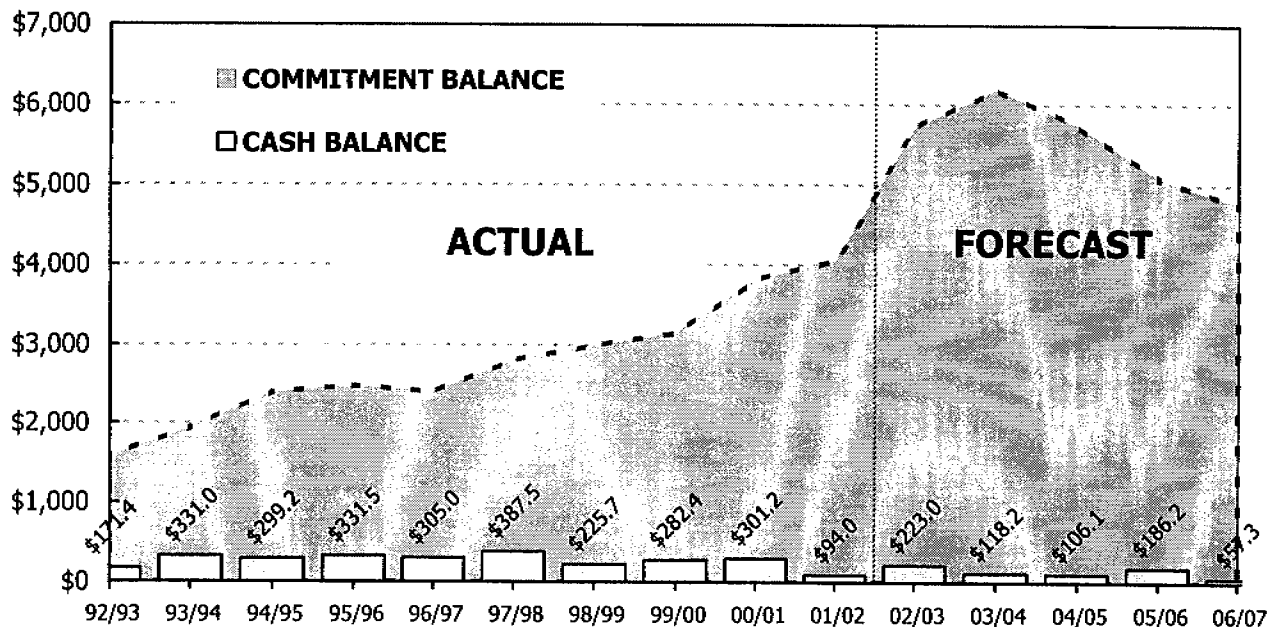
CASH FORECAST



STATE
TRANSPORTATION
TRUST FUND

CASH FORECAST

ANNUAL LOW POINT CASH BALANCE AND OUTSTANDING OBLIGATIONS



Note: \$ are in Millions.

The Department of Transportation is the only state agency that operates on a "cash flow" basis; that is, the Department is not required to have funds "on hand" to cover all existing outstanding obligations. It may let contracts against revenue it expects to receive in the future. The above chart displays for fiscal years 1992/93 through 2006/07 the annual low point cash balance (represented by the bars) and the outstanding obligations (represented by the shaded area). During the Tentative Work Program period FY 2002/03 through FY 2006/07, the **average** annual low point cash balance is projected to be \$138.2 million and the **average** annual outstanding obligations to be \$5.503 billion. That is, cash "on hand" is projected to be 2.5% of outstanding obligations.

TURNPIKE GENERAL
RESERVE FUND

MAJOR FINANCIAL ASSUMPTIONS

Tentative Debt Service Coverage Ratio averages 1.8 on a *net* basis over the 5-year period as follows. 1.9, 1.9, 1.8, 1.8 and 1.7.

Includes expansion project toll rate increases beginning on July 1, 2004 for the Seminole Expressway Project I (12¢ to 18¢ per mile) and the Veterans Expressway (8¢ to 12¢ per mile).

Bond Sales (Total \$1,057 million):

November 2003 bond sale of approximately \$305 million to fund the SR 710 Interchange construction and preliminary engineering reimbursement, widen and reconstruct the SR 60 Links project, Suncoast Parkway interchange construction at Ridge Road and toll facility, widen the Mainline from Atlantic Blvd. to Lantana, ITS on Mainline and fiber optic construction and preliminary engineering reimbursements.

November 2004 bond sale of approximately \$408 million to fund widening of the Beeline and Mainline in three locations, SR 408 Interchange improvement, construction and preliminary engineering reimbursement for Hollywood Blvd. Interchange and SunPass Phase I construction.

November 2005 bond sale of approximately \$55 million to fund the Jog Road Interchange construction and preliminary engineering reimbursements and SunPass system improvements.

November 2006 bond sale of approximately \$289 million to fund the NW 74th Street Interchange right of way, Hollywood Blvd. Interchange improvement, construction and preliminary engineering reimbursements to widen the Mainline in three locations, ITS traffic surveillance and accident detection systems construction, Western Beltway "A" ramps SIB reimbursement and SunPass improvements.

Repayment to Districts 1 and 5 of \$16.9 million and \$10.2 million that began in FY 2001/02.

**TURNPIKE GENERAL
RESERVE FUND**

Five percent compound interest loans to the Turnpike from the STTF are planned to minimize debt service costs in the amount of \$60 million in July 2002, \$35 million in November 2002 and \$30 million in November 2003. Repayment in the amount of \$65 million will be made in March 2004 and \$70 million in November of 2004.

Repayment of the State Transportation Trust Fund loan used for the Sawgrass Expressway defeasance.

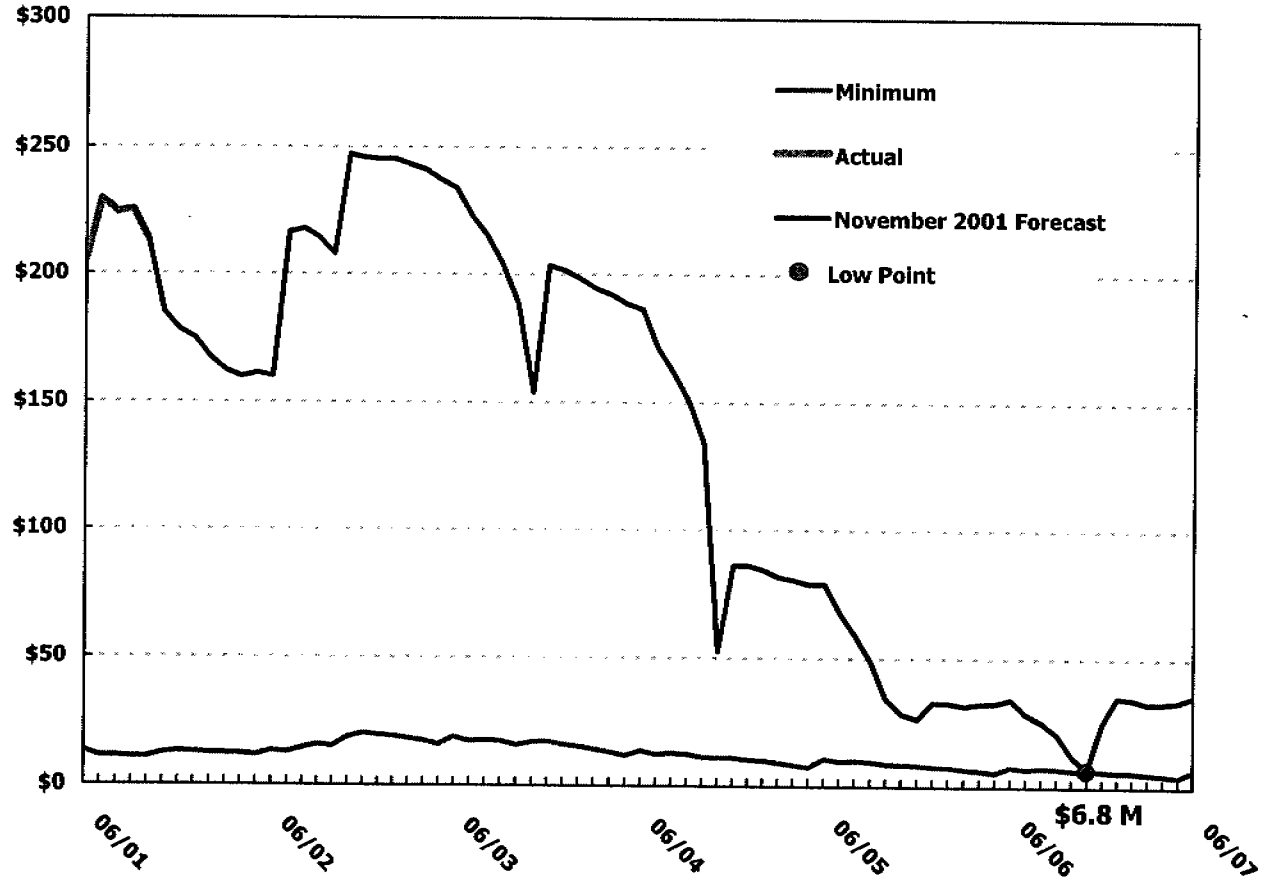
Includes \$65.6 million State Infrastructure Bank (SIB) construction loans for the Seminole II projects, SIB interest cost subsidies on the SR 80 interchange and other interchanges.

Includes long-term operation and maintenance (O & M) loans from the State Transportation Trust Fund (STTF) for the SR 80 Interchange, Seminole Expressway II Project, and Suncoast Parkway.

Fiscal Year	SR 80	Seminole II	Suncoast
02/03	\$0.4 M	\$0.3 M	\$7.4 M
03/04	\$0.5 M	\$1.4 M	\$7.7 M
04/05	\$0.4 M	\$1.4 M	\$7.9 M
05/06	\$1.0 M	\$1.5 M	\$8.2 M
06/07	\$1.6 M	\$1.5 M	\$8.5 M

TURNPIKE GENERAL
RESERVE FUND

CASH FORECAST



STABILITY OF PROJECT SCHEDULES

KEY STATUTORY REQUIREMENTS

The Department shall stabilize the tentative work program to ensure the timely and systematic completion of projects. *s. 337.015(4), F.S.*

The Department shall minimize changes and adjustments that affect the scheduling of project phases in the 4 common fiscal years contained in the adopted work program and the tentative work program. *s. 339.135(4)(b)3, F.S.*

The Department shall advance by one fiscal year all projects included in the second year of the previous adopted work program. *s. 339.135(4)(b)3, F.S.*

It is the intent of the Legislature that the first 3 years of the adopted work program stand as the commitment of the state to undertake transportation projects that local governments may rely on for planning purposes and in the development and amendment of the capital improvements elements of their local government comprehensive plans. *S. 339.135(4)(b)3, F.S.*

COMMISSION FINDINGS

For the 4 common fiscal years (2002/03 to 2005/06), changes from the Adopted Work Program to the Tentative Work Program were as follows: 88.5% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (DOT objective is at least 80%); 8.1% of project phases were deferred either to a later fiscal year within the 4 common fiscal years or to a fiscal year beyond FY 2004/05; and 3.4% of project phases were deleted. Note: Stability Report includes construction, right of way land, and public transportation product phases only.

For the 4 common fiscal years, 90.6% of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the 4 common fiscal years, 85.3% of Public Transportation project phases experienced no change in schedule or were advanced to an earlier fiscal year.

Compared to last year's Tentative Work Program, stability of this Tentative Work Program is 4.4 percentage points lower.

Excluding those project phases deferred/deleted/moved out at the request of local governments or other funding entities, 96.0% of project phases experienced no change in schedule or were advanced to an earlier year.

STABILITY REPORT

CHANGES FROM ADOPTED WORK PROGRAM TO THE TENTATIVE WORK PROGRAM

(Construction, Right of Way Land, and Public Transportation Phases Only)

SUMMARY TOTAL

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes/Advances	1,879	88.47%
	Defers	95	4.47%
	Moved Out	78	3.67%
	Deletions	72	3.39%
Total		2,124	100.00%

ROADS AND BRIDGES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes/Advances	1,143	90.64%
	Defers	71	5.63%
	Moved Out	34	2.70%
	Deletions	13	1.03%
Total		1,261	100.00%

PUBLIC TRANSPORTATION

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes/Advances	736	85.28%
	Defers	24	2.78%
	Moved Out	44	5.10%
	Deletions	59	6.84%
Total		863	100.00%

LEGEND:

NO CHANGES - No change in scheduled fiscal year.

ADVANCES - Advanced to an earlier fiscal year.

DEFERS - Deferred to a later fiscal year but remained in the four (4) common fiscal years.

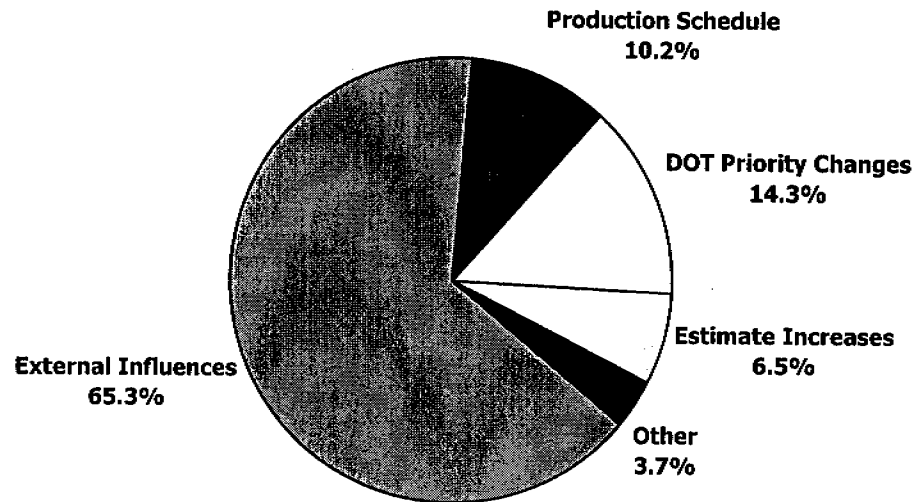
MOVED OUT - Moved out to new 5th year of the Tentative Work Program.

DELETIONS - Deleted from Tentative Work Program or moved out to a year beyond the Tentative Work Program.

STABILITY REPORT

STATEWIDE WORK PROGRAM

REASONS FOR 245
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	1,841	86.68%
	Advances	38	1.79%
	Defers	95	4.47%
	Moved Out	78	3.67%
	Deletions	72	3.39%
Total		2,124	100.00%

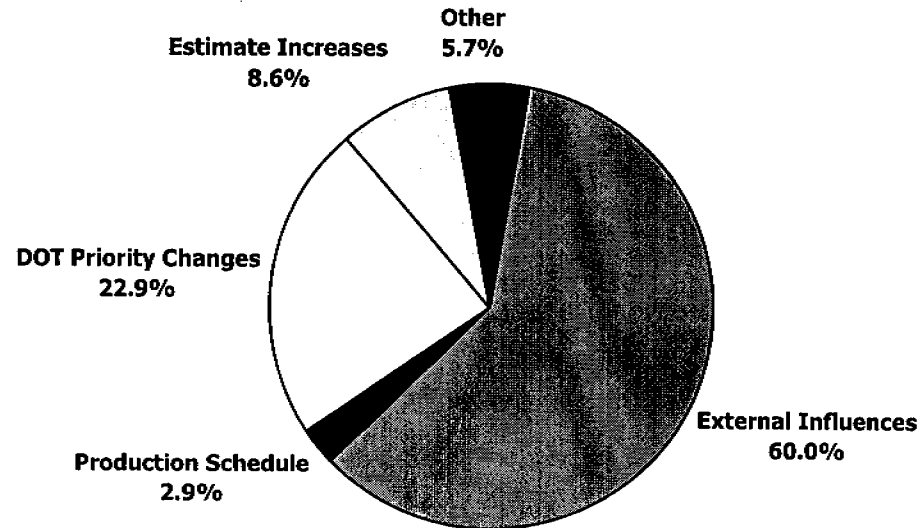
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	2,001	94.21%
	Advances	38	1.79%
	Defers	57	2.68%
	Moved Out	22	1.04%
	Deletions	6	0.28%
Total		2,124	100.00%

STABILITY REPORT

DISTRICT 1 WORK PROGRAM

REASONS FOR 35
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	345	89.38%
	Advances	6	1.55%
	Defers	13	3.37%
	Moved Out	10	2.59%
	Deletions	12	3.11%
Total		386	100.00%

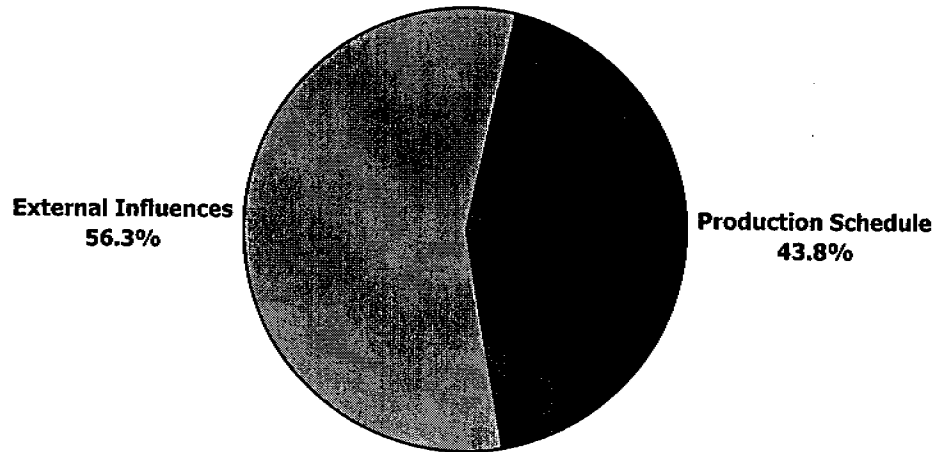
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	366	94.82%
	Advances	6	1.55%
	Defers	6	1.55%
	Moved Out	5	1.30%
	Deletions	3	0.78%
Total		386	100.00%

STABILITY REPORT

DISTRICT 2 WORK PROGRAM

REASONS FOR 16
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	352	95.39%
	Advances	1	0.27%
	Defers	6	1.63%
	Moved Out	6	1.63%
	Deletions	4	1.08%
Total		369	100.00%

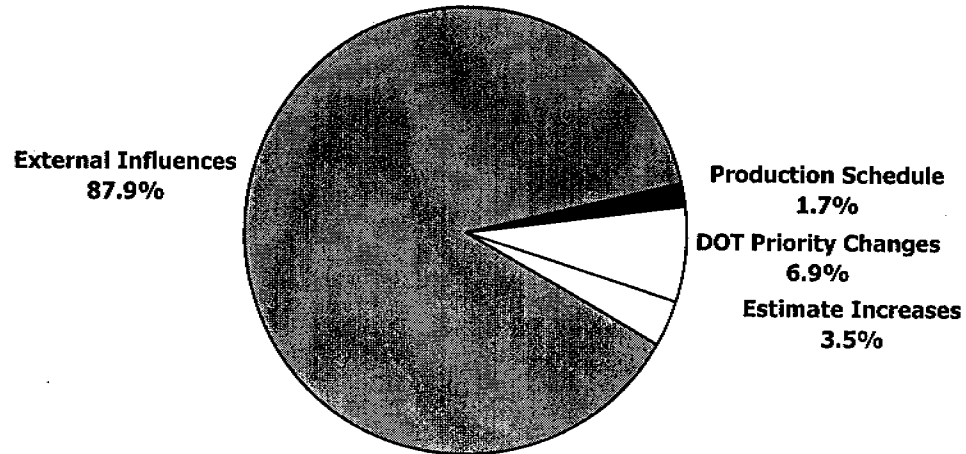
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	361	97.83%
	Advances	1	0.27%
	Defers	6	1.63%
	Moved Out	0	0.00%
	Deletions	1	0.27%
Total		369	100.00%

STABILITY REPORT

DISTRICT 3 WORK PROGRAM

REASONS FOR 58
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	267	81.40%
	Advances	3	0.91%
	Defers	15	4.57%
	Moved Out	10	3.05%
	Deletions	33	10.06%
Total		328	100.00%

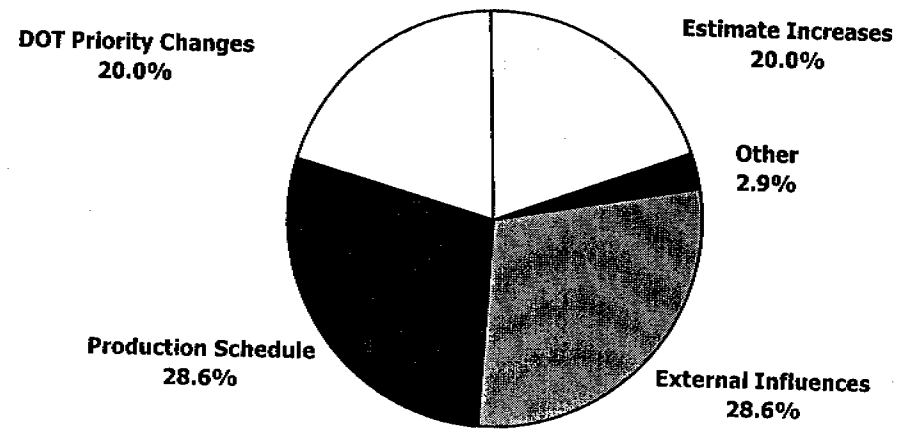
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	318	96.95%
	Advances	3	0.91%
	Defers	4	1.22%
	Moved Out	2	0.61%
	Deletions	1	0.30%
Total		328	100.00%

STABILITY REPORT

DISTRICT 4 WORK PROGRAM

REASONS FOR 35
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	237	83.16%
	Advances	13	4.56%
	Defers	24	8.42%
	Moved Out	2	0.70%
	Deletions	9	3.16%
Total		285	100.00%

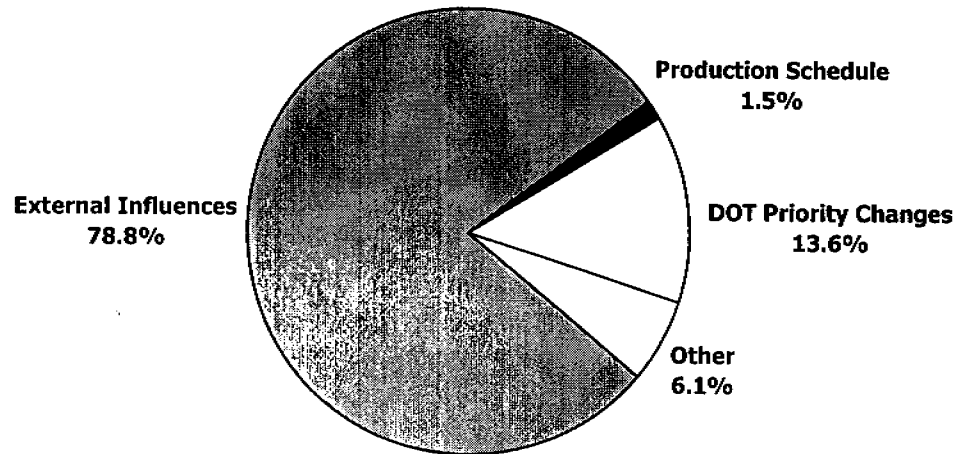
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	247	86.67%
	Advances	13	4.56%
	Defers	24	8.42%
	Moved Out	1	0.35%
	Deletions	0	0.00%
Total		285	100.00%

STABILITY REPORT

DISTRICT 5 WORK PROGRAM

REASONS FOR 66
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	249	78.06%
	Advances	4	1.25%
	Defers	21	6.58%
	Moved Out	39	12.23%
	Deletions	6	1.88%
Total		319	100.00%

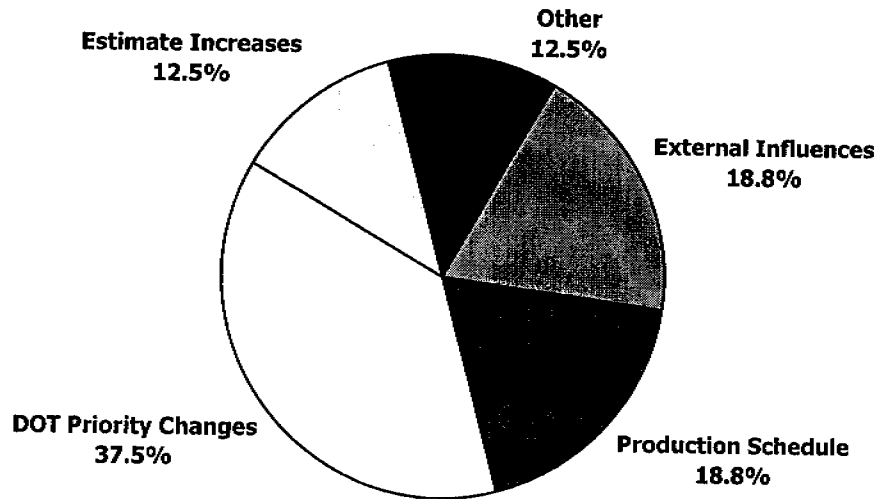
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	301	94.36%
	Advances	4	1.25%
	Defers	6	1.88%
	Moved Out	8	2.51%
	Deletions	0	0.00%
Total		319	100.00%

STABILITY REPORT

DISTRICT 6 WORK PROGRAM

REASONS FOR 16
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	155	87.57%
	Advances	6	3.39%
	Defers	7	3.95%
	Moved Out	7	3.95%
	Deletions	2	1.13%
Total		177	100.00%

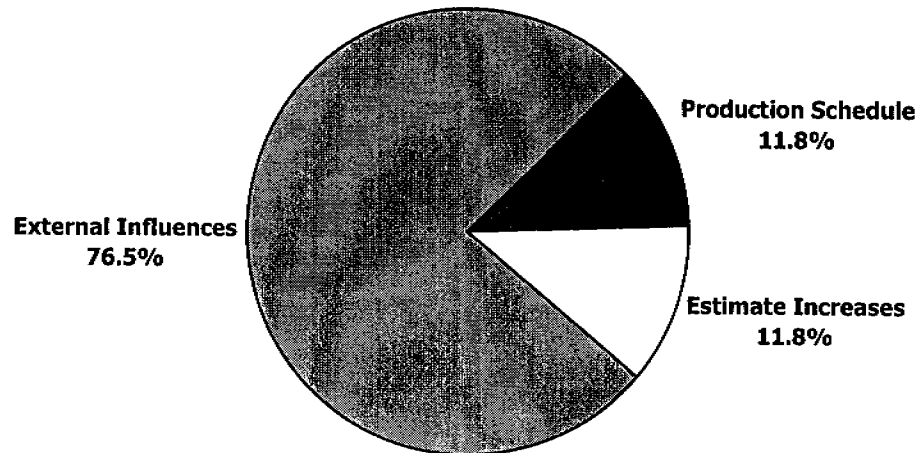
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	158	89.27%
	Advances	6	3.39%
	Defers	7	3.95%
	Moved Out	5	2.82%
	Deletions	1	0.56%
Total		177	100.00%

STABILITY REPORT

DISTRICT 7 WORK PROGRAM

REASONS FOR 17
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	184	89.32%
	Advances	5	2.43%
	Defers	8	3.88%
	Moved Out	3	1.46%
	Deletions	6	2.91%
Total		206	100.00%

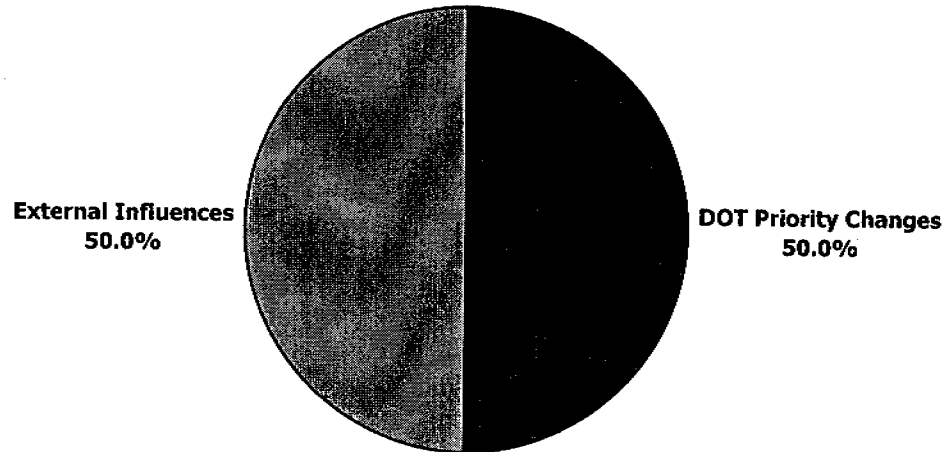
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	197	95.63%
	Advances	5	2.43%
	Defers	4	1.94%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		206	100.00%

STABILITY REPORT

TURNPIKE DISTRICT WORK PROGRAM

REASONS FOR 2
PROJECTS DEFERRED,
DELETED OR MOVED
OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	52	96.30%
	Advances	0	0.00%
	Defers	1	1.85%
	Moved Out	1	1.85%
	Deletions	0	0.00%
Total		54	100.00%

RESULTS WITHOUT
EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 02/03 - 05/06)	No Changes	53	98.15%
	Advances	0	0.00%
	Defers	0	0.00%
	Moved Out	1	1.85%
	Deletions	0	0.00%
Total		54	100.00%

LINKAGE OF WORK PROGRAM WITH LONG RANGE GOALS AND SHORT RANGE OBJECTIVES

KEY STATUTORY REQUIREMENTS

The tentative work program is to be developed within the policy framework provided by the Short Range Objectives of the Florida Transportation Plan. *s. 339.155(3)(b), F.S.*

The tentative work program shall be developed in accordance with the Florida Transportation Plan required in *s. 339.155* and must comply with the program funding levels contained in the program and resource plan. *s. 339.135 (4)(b)2, F.S.*

COMMISSION FINDINGS

Short-range objectives contained in the 2000 Short Range Component of the 2020 Florida Transportation Plan are used to demonstrate linkage between this tentative work program and long-range goals.

The Department met five of the six short-range objectives that are measured directly through the work program (the remaining five objectives in the Short Range Component not covered in this review are measured in other ways, such as through the annual performance and production review).

The one short-range objective not met in this tentative work program is the resurfacing objective, which states that 80% of pavement on the State Highway System meets Department standards. Over the five years of the tentative work program, achievement of the objective is at 79%.

STATUTORY GUIDANCE

LONG RANGE GOAL IN
2020 PLAN
LONG RANGE
OBJECTIVE
RESURFACING

At a minimum, the department's goals shall address the following prevailing principles. Preservation – protecting the state's transportation investment. Preservation includes: 1. Ensuring that 80 percent of the pavement on the state highway system meets department standards; 2. Ensuring that 90 percent of department-maintained bridges meet department standards; and 3. Ensuring that the department achieves 100 percent of the acceptable maintenance standard on the state highway system. *s. 334.046(4)(a) F.S.*

Protection of the public's investment in transportation.

Preserve the State Highway System.

Short Range Objective: Through Fiscal Year 2006, ensure that 80 percent of pavement on the State Highway System meets Department standards.

Tentative Work Program:

	02/03	03/04	04/05	05/06	06/07
Percent Meeting Standards	79%	79%	79%	79%	79%

"Meets Department standards" means pavement in "Good" condition (rated 7 or above in pavement condition survey where one is worst and 10 is best).

BRIDGES

Short Range Objective: Through Fiscal Year 2006, ensure that 90 percent of FDOT maintained bridges meet Department standards while keeping all FDOT maintained bridges open to the public safe.

Tentative Work Program:

	02/03	03/04	04/05	05/06	06/07
Percent Meeting Standards	96%	96%	96%	95%	95%

"Meets Department standards" means bridges in "Good" condition, i.e., not in need of repair or replacement. The remaining bridges, while in need of repair or replacement, are safe for use by the public.

MAINTENANCE

Short Range Objective: Through Fiscal Year 2006, achieve 100 percent of the acceptable maintenance standard on the State Highway System.

Tentative Work Program:

	02/03	03/04	04/05	05/06	06/07
Percent Achieved	100%	100%	100%	100%	100%

"Acceptable maintenance standard" is based on the Department's evaluation of its performance using the Maintenance Rating Program. This system grades five maintenance elements and arrives at a composite state score based on a scale of 1 to 100.

STATUTORY GUIDANCE

The prevailing principles to be considered in planning and developing an integrated, balanced statewide transportation system are preserving the existing transportation infrastructure; enhancing Florida's economic competitiveness; and improving travel choices to ensure mobility. *s. 334.046(1), F.S.*

**LONG RANGE GOAL IN
2020 PLAN**

A statewide interconnected transportation system that enhances Florida's economic competitiveness.

**LONG RANGE
OBJECTIVE**

Place priority on completing the Florida Intrastate Highway System (FIHS). Improve major airports, seaports, railroads, and truck facilities to strengthen Florida's position in the global economy.

**FLORIDA INTRASTATE
HIGHWAY SYSTEM**

Short Range Objective: Through Fiscal Year 2006, approximately 50 percent of the highway capacity improvement program shall be committed for capacity improvements on the FIHS.

Tentative Work Program:

	02/03	03/04	04/05	05/06	06/07	Average
Percent FIHS	60.9%	66.2%	61.9%	66.1%	55.6%	62.1%

INTERMODAL ACCESS

Short Range Objective: Through Fiscal Year 2006, continue to improve intermodal connections and access by annually allocating a minimum of \$30 million in state funds for the Intermodal Access Program.

Tentative Work Program:

(in Millions)	02/03	03/04	04/05	05/06	06/07	Average
Intermodal Access	\$394.8	\$110.7	\$107.3	\$36.1	\$33.7	\$136.5

STATUTORY GUIDANCE

The Department shall minimize changes and adjustments that affect the scheduling of project phases in the four common fiscal years contained in the previous adopted work program and the tentative work program. *s. 339.135(4)(b)3, F.S.*

**LONG RANGE GOAL IN
2020 PLAN**

Travel choices to ensure mobility, sustain the quality of the environment, preserve community values and reduce energy consumption.

**WORK PROGRAM
STABILITY**

Short Range Objective: Implement the priorities of metropolitan planning organizations and local governments in annually maintaining or advancing the schedule of at least 80 percent of project phases in the Department's adopted work program.

Tentative Work Program: The percent of project phases maintained or advanced during the Tentative Work Program period is 88.5%. (See pages 35 and 36.)

KEY STATUTORY
REQUIREMENTS

COMMISSION FINDINGS

PRODUCTION CAPACITY

As part of its evaluation, the Transportation Commission is to ensure that the Tentative Work program can be produced with available resources. Therefore, the Commission asked the Department to document what additional level of preliminary engineering consultant resources, if any, would be needed to produce the Tentative Work Program. *339.135(4)(g), F.S.*

In order to meet ongoing production demands, preliminary engineering consultant funding levels are higher in each year of the Tentative Work Program than in the Adopted Work Program, for a total net increase in the Tentative of \$277.8 million for preliminary engineering consultants.

Existing resources should be adequate to produce the Tentative Work Program.

COMPLIANCE WITH APPROVED LOCAL GOVERNMENT COMPREHENSIVE PLANS

KEY STATUTORY REQUIREMENTS

The Department of Community Affairs must review the Tentative Work Program and transmit to the Florida Transportation Commission a list of those projects and project phases contained in the Tentative Work Program which are identified as being inconsistent with approved local government comprehensive plans. *s. 339.135(4)(f), F.S.*

COMMISSION FINDINGS

Following review of the Tentative Work Program for compliance with all approved local government comprehensive plans (as of January, 2001), the Department of Community Affairs (DCA) identified twenty (20) project phases that are inconsistent with approved local government comprehensive plans.

Through discussion with district and central office staff regarding these projects, the Commission verified that all inconsistencies were either mistakenly identified as not being in the local government comprehensive plans or are being resolved satisfactorily. Twelve of the 20 project phases were verified to be included in the respective comprehensive plans. Explanations as to how the inconsistencies were resolved for the eight project phases that were not in the local comprehensive plans are presented on the following pages.

Note: For the past several years the Commission has recommended that PD&E phases (Project Development and Environmental studies) be exempted from the DCA review. In the Commission's view, at this stage the project is still too uncertain to require inclusion of the project in local comprehensive plans. The Commission submitted a bill to the 2000 Legislature to exempt the PD&E phases from the review. DCA did not agree with the legislation and it failed in committee. It should be noted that DCA did not include any PD&E phases in its review this year.

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List of Project Phases Contained in the Tentative Work Program Which Department of Community Affairs Identified as Being Inconsistent With Approved Local Government Comprehensive Plans

DOT DISTRICT 2

Right of way phase to add lanes and reconstruct SR 5/US 1 (Phillips Highway) from SR 9A to Sunbeam Road (approximately 3.6 miles). The project is not included in the Jacksonville/Duval County Comprehensive Plan.

District 2 Response: The District has contacted the County and made them aware of the inconsistencies between the Tentative Work Program and the Comprehensive Plan. The County stated it will take care of the inconsistency with the next comprehensive pan update.

Construction phase to add lanes and reconstruct SR 200/A1A from Griffin Road to Interstate 95 (approximately 5.5 miles). The project is not included in the Nassau County Comprehensive Plan.

District 2 Response: The District has contacted the County and made them aware of the inconsistencies between the Tentative Work Program and the Comprehensive Plan. The County stated it will take care of the inconsistency with the next comprehensive pan update.

Construction phase to add lanes and reconstruct SR 200/A1A from Stratton Road to Griffin Road (approximately 5.5 miles). The project is not included in the Nassau County Comprehensive Plan.

District 2 Response: The District has contacted the County and made them aware of the inconsistencies between the Tentative Work Program and the Comprehensive Plan. The County stated it will take care of the inconsistency with the next comprehensive pan update.

Right of way and construction phases to add lanes and reconstruct SR 20 from CR 315/ Interlochen Road to Rowland Avenue (approximately 5.1 miles). The project is not included in the Putnam County Comprehensive Plan.

District 2 Response: The District has contacted the County and made them aware of the inconsistencies between the Tentative Work Program and the Comprehensive Plan. The County stated it will take care of the inconsistency with the next comprehensive pan update.

DOT DISTRICT 5

Right of way and construction phases to add lanes and reconstruct SR 436 from the south bound ramp of SR 528 to SR 552/Curryford Road (approximately 5.2 miles). The project is not identified

in the Orange County Comprehensive Plan.

District 5 Response: Orange County has been notified of the omission and anticipates an amendment, already in process, to be approved by April 2002.

Preliminary engineering, right of way and construction phases to add lanes and reconstruct SR 500 (US 192) from Hibiscus Road to the Brevard County line (approximately 6.7 miles). The project is not identified in the Osceola County Comprehensive Plan.

District 5 Response: This project is not in the current Osceola County Comprehensive Plan. An amendment has been requested.

Preliminary engineering, right of way and construction phases to add lanes and reconstruct SR 500 (US 192) from SR 15/US441 to Hibiscus Road (approximately 7.4 miles). The project is not identified in the Osceola County Comprehensive Plan.

District 5 Response: The District stated this project is not in the current Osceola County Comprehensive Plan. An amendment has been requested.

Right of way and construction phases to add lanes and reconstruct SR 44 from CR 470 to Interstate 75 (approximately 4.9 miles). The project is not identified in the Sumter County Comprehensive Plan.

District 5 Response: The County's Planning Director indicated that a correction for this project will be made to the update of the Comprehensive Plan currently in process.

METROPOLITAN PLANNING ORGANIZATIONS OBJECTIONS AND REQUESTS

KEY STATUTORY REQUIREMENTS

A metropolitan planning organization (MPO) or board of county commissioners may file an objection with the Secretary to any project rescheduled or deleted from the district work program that was included in the MPO's Transportation Improvement Plan and is contained in the last 4 years of the Department's Adopted Work Program. *s. 339.135(4)(c), F.S.*

An MPO or board of county commissioners may request to the district secretary further consideration of any specific project not included or not adequately addressed in the district work program. *s. 339.135(4)(d), F.S.*

The district secretary shall acknowledge and review all such requests and forward copies to the Secretary and Commission. The Commission shall include such requests in its evaluation of the Tentative Work Program. *s. 339.135(4)(d), F.S.*

COMMISSION FINDINGS

There were no objections filed for a project rescheduled in the district work program that was included in the MPO's Transportation Improvement Plan and contained in the last 4 years of the Department's Adopted Work Program.

There were eighteen (18) comments and requests from seven planning organizations made for further consideration of projects not included or not adequately addressed in the district work programs.

Through discussions with district and central office staff and review of correspondence, the Commission verified that the districts reviewed and acknowledged all comments and requests submitted by local governments.

GAINESVILLE
METROPOLITAN
TRANSPORTATION
PLANNING
ORGANIZATION

TALLAHASSEE LEON
COUNTY
METROPOLITAN
PLANNING
ORGANIZATION

METROPOLITAN
PLANNING
ORGANIZATION OF
PALM BEACH COUNTY

Requests by MPOs for Projects Not Included in the Tentative Work Program or Not Adequately Addressed in the Tentative Work Program

Request: The MTPO requested that the Department fund the remaining SR 26/26A enhancements to coincide with the resurfacing and reconstruction schedules and to add projects to purchase right of way and construct the bicycle/pedestrian trail for the Hull Road Extension-north corridor.

Response: District Two responded that the SR 26/26A enhancements are fully funded and that although funding for the Hull Road Extension projects is not available at this time, the Department will continue to search for opportunities to program the projects.

Request: The MPO requested the Department modify the Phipps/Overstreet Pedestrian Overpass project to conduct a study to consider alternatives other than a pedestrian overpass. The MPO also requested that the Department include the installation of medians, sidewalks and bicycle lanes on Apalachee Parkway between March Road and Capital Circle SE as part of the resurfacing project on the Parkway.

Response: District Three responded that the pedestrian overpass was an enhancement project funded through the Department's Central Office. The Central Office responded that they are conducting a study to determine other alternatives to the Phipps/Overstreet project. In regards to the installation of medians, sidewalks and bike lanes on Apalachee Parkway, the District responded that it would explore the feasibility of the request as the project commences.

Request: The MPO asked the Department to reconstruct the entire PGA Boulevard Bridge over the Intercoastal Waterway rather than just the eastbound section.

Response: The District responded that the eastbound bridge was constructed in 1966 and is in need of major rehabilitation. The westbound bridge was constructed in 1980 and requires only minor structural repairs that have already been completed.

METROPLAN ORLANDO

METROPOLITAN
PLANNING
ORGANIZATION FOR
THE MIAMI URBANIZED
AREA

SPRING
HILL/HERNANDO
COUNTY
METROPOLITAN
PLANNING
ORGANIZATION

Request: The MPO expressed its concern that its number one priority, the I-4/SR 46 Interchange, is only funded through the design phase in the tentative work program and urged the Department to fund the right of way and construction phases.

Response: District Five responded that the priorities of the Interstate Program are managed statewide, based on need and available funding, and that the MPO's request will be forwarded to the Interstate Program Office for consideration during the development of the statewide priorities.

Request: The MPO endorsed the District's tentative work program through a resolution with the exception of two projects. The MPO does not support the inclusion of project numbers 2498561 and 2493561(improvements to SR 5/US 1). The MPO does want operating funds for the City of Coral Gables Trolley Project included in the work program.

Response: District Six responded stating that the SR 5/US 1 improvements have been the subject of considerable discussion for many years. After much consideration with Commissioners from Monroe County and others, the Department recommended moving forward with one of the alternatives suggested by a multi-agency steering committee, which satisfies the two major concerns of adding hurricane evacuation capacity and increased traffic safety, while minimizing the impacts to the natural environment of the Keys. Regarding the City of Coral Gables Trolley project, the District responded that it is supportive of the project and will provide operating funds for three years. Additional operating funds will be available to the City through future competitive grants.

Request: The MPO stated it does not agree with the requirement for a local match for activities associated with the realignment of US 98 to the SR 50 truck bypass. The MPO requested that the Department allocate \$250,000 of state work program funds for Congestion Management System related traffic system improvements in FY 2005/06. It also requested that the US 19 to Mariner Boulevard section of the County Line Road project be slit at Cobblestone Road. This would allow the first section to proceed as scheduled.

Response: District Seven responded in regards to the realignment of US 98, the Department has fully funded this project and waived the local match requirement due to the pending transfer of the road to the state highway system. The request to allocate funds to the Congestions Management System will be addressed in the next work program cycle. In regards to the MPO's final request, the District has adjusted the US 19 to Mariner Boulevard segment of the County Line Road project to the new limits of US 19 to Cobblestone and programmed it for design in FY

CITRUS COUNTY
BOARD OF COUNTY
COMMISSIONERS

02/03. The remaining segments have been moved to FY 03/04 for design.

Request: The County Commission had seven comments on the tentative work program. It wanted the Department to expedite construction of a right turn lane on SR 44 onto Kensington Avenue. It requested the installation of a blinking light at the intersection of SR 200 and CR 491. It wants the Department to construct a right turn lane from SR 44 to southbound CR 491. It wants the Department to investigate the lack of a left hand storage lane on SR 44 turning onto CR 490. It requested the installation of a traffic signal at the intersection of SR 44 and Highview Avenue. The County Commission requested an evaluation of safety concerns at the intersection of SR 44, CR 486 and Dunkenfield Avenue. And, finally, it requested the reconsideration of the construction of a second bridge on the US 19 crossing of the Cross Florida Barge Canal.

Response: District Seven responded that the construction of a right turn lane at SR 44 is programmed for FY 06/07, but may be implemented sooner under the Traffic Operations Mini contract in FY 03/04. The Department has scheduled the installation of a flashing beacon at the CR 491 approach to SR 200 in FY 02/03. The Department's Traffic Operations Office will conduct studies of the construction of a right turn lane from SR 44 to CR 491 and the lack of a left hand storage lane on SR 44 after the first of the year during peak traffic season. The Department conducted a traffic signal analysis at the intersection of SR 44 and Highview Avenue and determined a traffic signal was not warranted. A traffic safety study conducted at the intersection of SR 44, CR 486 and Dunkenfield Avenue made numerous recommendations, which the Department is coordinating with the Citrus County Public Works Department. Finally, the Department is continuing a project development and environmental study of the US 19 crossing of the Barge Canal. Future improvements will be coordinated with the Public Works Department.

**KEY STATUTORY
REQUIREMENTS**

COUNTY TRANSPORTATION PROGRAMS

The 2000 Legislature created two county incentive grant programs.

- County Incentive Grant Program (CIGP). The purpose of this program is to provide grants to counties to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. To be eligible for consideration, a project must be consistent with local MPO plans and local government comprehensive plans. The Department must consider the following criteria for evaluating projects for CIGP:
 - The extent to which the project will encourage, enhance, or create economic benefits;
 - The likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed;
 - The extent to which assistance would foster innovative public-private partnerships and attract private debt or equity investment;
 - The extent to which the project uses new technologies, including intelligent transportation systems, which enhance the efficiency of the project;
 - The extent to which the project helps to maintain or protect the environment; and
 - The extent to which the project includes transportation benefits for improving intermodalism and safety. *s. 339.2817, F.S.*

- Small County Outreach Program (SCOP). The purpose of this program is to assist small county governments in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads. Small county being defined as any county with a population of 150,000 or less as determined by the most recent official estimate. Funds allocated under this program are in addition to any funds provided for the Small County Road Assistance Program. The Department shall fund 75 percent of the cost of SCOP projects. In determining a county's eligibility for assistance, the Department may consider whether the county has attempted to keep county roads in satisfactory condition. The following criteria shall be used to prioritize road projects for funding under the program:
 - The primary criterion is the physical condition of the road as measured by the Department.

- As secondary criterion, the Department may consider:
 - Whether a road is used as an evacuation route;
 - Whether a road has high levels of agricultural travel;
 - Whether a road is considered a major arterial route;
 - Whether a road is considered a feeder road; and
 - Other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the Department. *s. 339.2818, F.S.*

The 1999 Legislature created the Small County Road Assistance Program (SCRAP). The purpose of this program is to assist small county governments in resurfacing or reconstructing county roads. Small county being defined as any county with a population of 75,000 or less according to 1990 federal census data. Beginning in FY 1999/00 until FY 2009/10 up to \$25 million annually from the State Transportation Trust Fund may be used for the purpose of funding SCRAP. *s. 339.2816(1)-(3), F.S.* Small counties shall be eligible to compete for these funds for resurfacing or reconstruction projects on county roads that were part of the county road system on June 10, 1995. Capacity improvements on county roads are not eligible for funding. In determining a county's eligibility for assistance under this program, the Department may consider whether the county has attempted to keep county roads in satisfactory condition and the extent to which the county has offered to provide a match of local funds. At a minimum, small counties shall be eligible only if:

- The county has enacted the maximum rate of the local option fuel tax authorized by *s. 336.025(1)(a)* and has imposed an ad valorem millage rate of at least 8 mills; or
- The county has imposed an ad valorem millage rate of 10 mills.

The following criteria shall be used to prioritize road projects for funding under the program:

- The primary criterion is the physical condition of the road as measured by the Department.
- As secondary criterion, the Department may consider:
 - Whether a road is used as an evacuation route;
 - Whether a road has high levels of agricultural travel;
 - Whether a road is considered a major arterial route;
 - Whether a road is considered a feeder road; and
 - Other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the Department. *s. 339.2816, F.S.*

COMMISSION FINDING

The Districts were directed to remove any projects or fund boxes related to the County Incentive Grant Program and Small County Outreach Program. In light of the emphasis in state government on zero based budgeting principles and the concerns regarding a tight general revenue picture due to an economic slowdown, the Department reviewed its priority needs. Since these programs relate to funding projects that are important, but are a lower priority of the Department, the general revenue funds for these activities were not requested.

Projects identified for funding under the Small County Road Assistance Program in the Tentative Work Program were selected and prioritized as required by statute.

**KEY STATUTORY
REQUIREMENTS**

TRANSPORTATION OUTREACH PROGRAM (TOP)

The Transportation Outreach Program (TOP) is dedicated to funding transportation projects of a high priority based on the prevailing principles of preserving the existing transportation infrastructure; enhancing Florida's economic growth and competitiveness; and improving travel choices to ensure mobility. Eligible projects include those for planning, designing, acquiring rights of way for, or constructing the following:

- Major highway improvements on:
 - The Florida Intrastate Highway System;
 - Feeder roads which provide linkages to major highways;
 - Bridges of statewide or regional significance;
 - Trade and economic development corridors;
 - Access projects for freight and passengers; and
 - Hurricane evacuation routes.
- Major public transportation projects including:
 - Seaport projects which improve cargo and passenger movements;
 - Aviation projects which increase passenger enplanements and cargo activity;
 - Transit projects which improve mobility on interstate highways, or which improve regional or localized travel;
 - Rail projects that facilitate the movement of passengers and cargo including ancillary pedestrian facilities;
 - Spaceport Florida Authority projects which improve space transportation capacity and facilities consistent with the provisions of s. 331.360; and
 - Bicycle and pedestrian facilities that add to or enhance a statewide system of public trails.
- Highway and bridge projects that facilitate retention and expansion of military installations, or that facilitate reuse and development of any military base designated for closure by the Federal Government.

TOP projects may be proposed by any local government, regional organization, economic development board, public or private partnership, metropolitan planning organization, state agency, or other entity engaged in economic development activities.

Funding under the TOP program shall use the following mechanisms to prioritize proposed projects:

- Projects funded under this program should provide for increased mobility on the state's transportation system. Projects, which have local or private matching funds, may be given priority over other projects.
- Establishment of a funding allocation under this program reserved to quickly respond to transportation needs of emergent economic competitiveness development projects that may be outside the routine project selection process.
- Establish innovative financing methods to enable the state to respond in a timely manner to major or emergent economic development related transportation needs that require timely commitments.

In addition to complying with the prevailing principles stated above, to be eligible for funding under the program, projects must meet the following minimum criteria:

- The project or project phase selected can be made production ready within a five year period following the end of the current fiscal year;
- The project is listed in an outer year of the five year work program and can be made production ready and advanced to an earlier year of the five year work program;
- The project is consistent with a current transportation system plan including, but not limited to, the Florida Intrastate Highway System, aviation, intermodal/rail, seaport, spaceport, or transit system plans;
- The project is not inconsistent with an approved local comprehensive plan or any local government within whose boundaries the project is located in whole or in part or, if inconsistent, is accompanied by an explanation of why the project should be undertaken;
- One or more of the minimum criteria listed may be waived for a statewide or regionally significant transportation project of critical concern.

For the purposes of funding projects under the TOP program, the Department shall allocate from the State Transportation Trust Fund in its program and resource plan a minimum of \$60 million each year beginning in FY 2001/02. *s. 339.137, F.S.*

Florida Statutes dictate that proposed projects for TOP funding must comply with the prevailing principles and meet the minimum eligibility requirements mentioned above. The Law further states that the TOP Advisory Council is to use the eligibility criteria to "review and prioritize projects submitted for funding under the program with priority given to projects which comply with the prevailing principles."

During last year's review of the Tentative Work Program, the Commission questioned the process used by the TOP Advisory Council to select projects for funding. This was primarily due to the

COMMISSION FINDINGS

vagueness of the Law as it pertains to the selection criteria. In an effort to make the project selection process more objective, the TOP Advisory Council included in its project application for this year, specific criteria that each applicant was to be measured against. With a potential composite score of 50 points awarded to those applicants that best met the minimum requirements.

Commission staff attended all TOP Council meetings held this year and reviewed the preliminary and final project lists. We were unable to determine if the projects were ranked according to the minimum requirements and if the individual composite scores were used to create the final list of projects being submitted to the Legislature for consideration. Commission staff requested copies of the individual score sheets from the TOP Council for each of the applicant projects and a list of all applicant projects with their assigned score. The Chairman of the TOP Advisory Council responded by letter stating that the individual score sheets were determined by FDOT legal counsel not to be public record and were not retained. (See Appendix B for a copy of the request and response.) Without proper documentation to verify whether the project evaluation criteria was followed, we were unable to determine whether the final list of projects submitted to the Legislature for funding were, in fact, selected based on the criteria established in Law. Commission staff recommends that the Legislature readdress the Transportation Outreach Program legislation during the 2002 Session to clarify the evaluation process and prioritization criteria.

Regarding TOP funding levels, the tentative work program includes funding in excess of the \$60 million minimum.

FLORIDA INTRASTATE HIGHWAY SYSTEM FUNDING

KEY STATUTORY REQUIREMENTS

The Department shall plan and develop a proposed Florida Intrastate System Plan, which shall delineate a statewide system of limited access facilities and controlled access facilities. The plan shall provide a statewide transportation network that allows for high-speed and high-volume traffic movements within the state. *s. 338.001(1), F.S.*

For purposes of developing the plan, the Department shall allocate the following amounts:

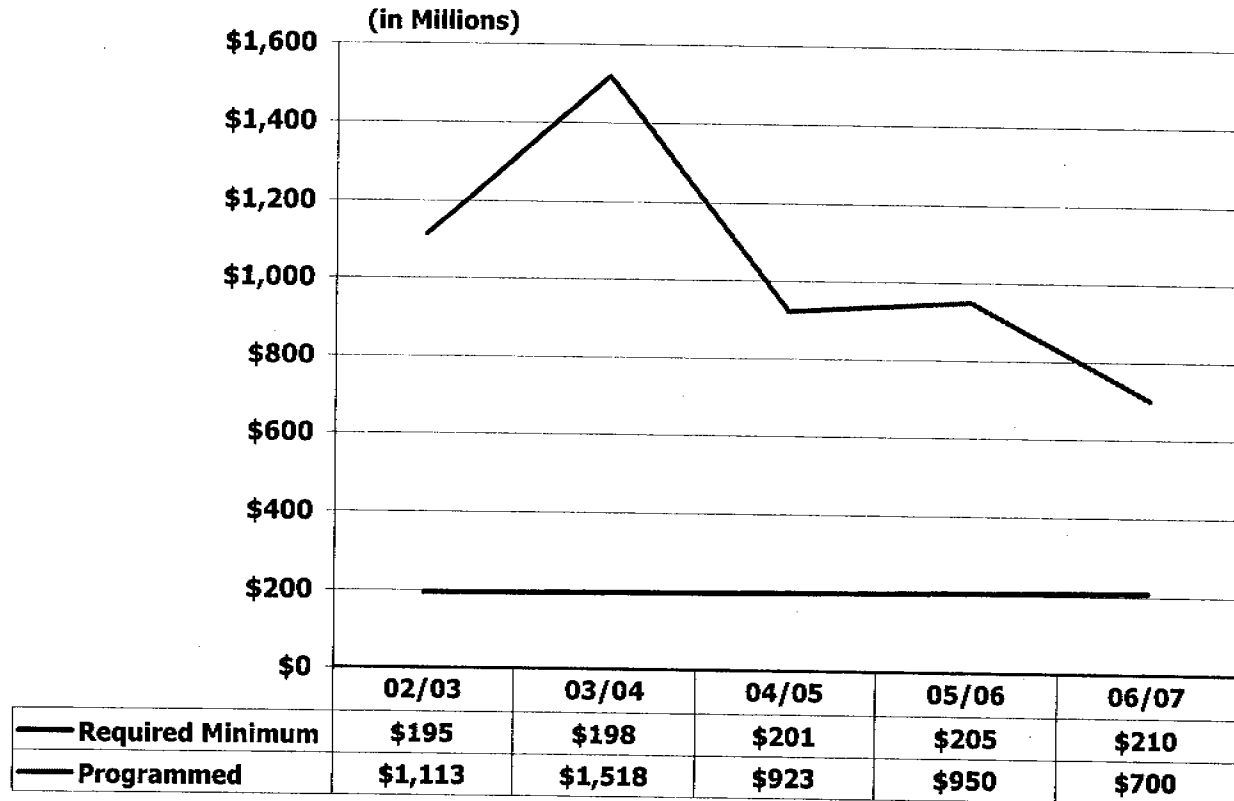
- Beginning in FY 1993/94 and for each fiscal year thereafter, the minimum amount allocated shall be based on the FY 1992/93 allocation of \$151.3 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the CPI for FY 1991/92.
- After FY 1993/94, no funds from the above shall be allocated to Turnpike projects. *s.338.001(6), F.S.*

COMMISSION FINDING

The Tentative Work Program plans to commit far in excess of the amounts required by statute over the 5-year period. Funds contained in the Tentative Work Program for right of way and construction of the Florida Intrastate Highway System total over \$5.2 billion over the five years (not including Turnpike funds).

FLORIDA INTRASTATE HIGHWAY SYSTEM

PROGRAMMED FUNDS



Includes Construction, Right of Way, and Support that improves mobility, but excludes Turnpike, Federal Interstate, Local, Bond, and ACIX funds.

PUBLIC TRANSPORTATION FUNDING

KEY STATUTORY REQUIREMENTS

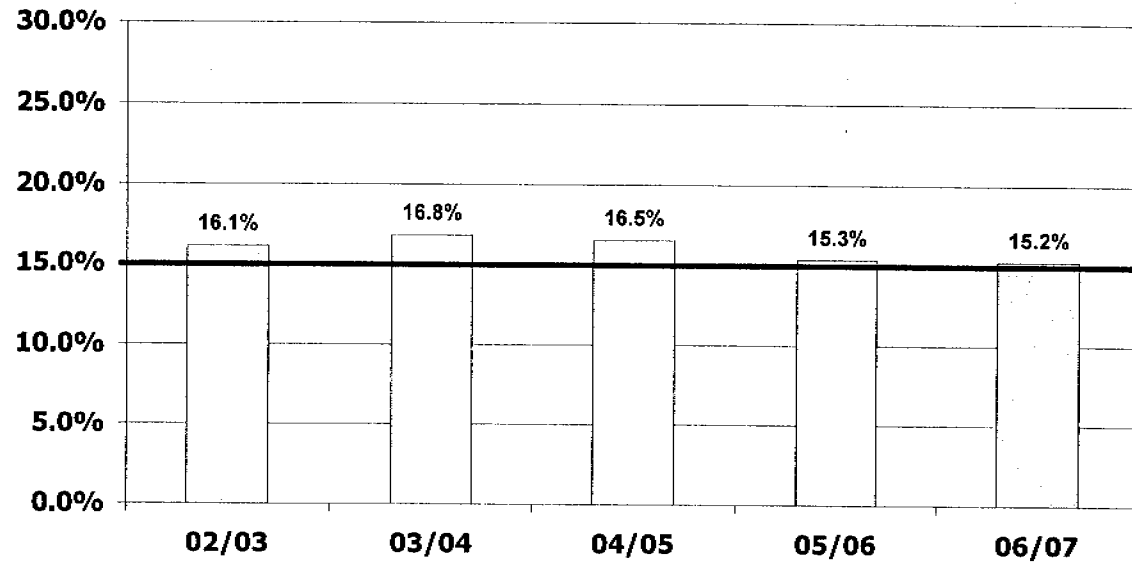
Beginning in fiscal year 2000/01, and each year thereafter, a minimum of 15% of all state revenues deposited into the State Transportation Trust Fund shall be committed annually by the Department for public transportation projects. *s. 206.46(3), F.S.*

COMMISSION FINDING

The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2002/03- 2006/07, in which 15.9% is programmed for public transportation projects.

STATE FUNDED PUBLIC TRANSPORTATION

PERCENT OF TOTAL
STATE REVENUE TO
PROGRAM PLAN



	(in Millions)	02/03	03/04	04/05	05/06	06/07
Annual Program		\$338	\$362	\$367	\$350	\$361
Total STTF Allocations		\$2,094	\$2,161	\$2,221	\$2,295	\$2,377

**KEY STATUTORY
REQUIREMENTS**

FUND DISTRIBUTION

The Department shall, for the purpose of developing a tentative work program, allocate funds to the districts as follows:

- Funds for new construction based on equal parts of population and motor fuel tax collections;
- Funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction and repair, public transit projects except public transit block grants, and other programs with quantitative needs assessments based on the results of these needs assessments; and
- Funds for public transit block grants shall be allocated pursuant to section s. 341.052, F.S. s. 339.135(4)(a)1, F.S.

For the period of July 1, 1998, through June 30, 2007 the Department shall, to the maximum extent feasible, program sufficient funds in the tentative work program such that the percentage of turnpike toll and bond financed commitments in South Florida (Dade, Broward and Palm Beach Counties) be at least 90 percent of the net toll collections attributed to users of the turnpike system in South Florida. s. 338.231(4), F.S.

COMMISSION FINDINGS

Funds allocated to each district for development of the Tentative Work Program were allocated according to statutory requirements. Schedules A & B of the Tentative Work Program Instructions were reviewed by Commission Staff to confirm that funds were allocated according to statutory requirements.

The Tentative Work Program is planned so that 121.4% of turnpike tolls collected in South Florida are programmed in South Florida, exceeding the statutory requirement that 90% of such toll collections be programmed in South Florida.

STATE COMPREHENSIVE ENHANCED TRANSPORTATION SYSTEM TAX DISTRIBUTION

KEY STATUTORY REQUIREMENTS

The Department shall use State Comprehensive Enhanced Transportation System (SCETS) Tax proceeds only for projects in the adopted work program in the district in which the tax proceeds are collected and, to the maximum extent feasible, such money shall be programmed for use in the county where collected. *s. 206.608(2), F.S.*

COMMISSION FINDINGS

In development of the Tentative Work Program, SCETS Tax proceeds were allocated to each district according to statutory requirements.

To the maximum extent feasible, such funds were programmed in the county where collected.

COMPLIANCE WITH APPLICABLE LAWS AND POLICIES

KEY STATUTORY REQUIREMENTS

The law directs the Commission to conduct an in-depth evaluation of the tentative work program for compliance with applicable laws and Departmental policies. *s. 20.23(b)2, F.S.* In order to verify compliance with numerous laws and policies prescribing the content and process for development of the work program, Commission staff developed questions keyed to requirements. The Department responded to all questions in writing, and responses were reviewed by Commission staff, along with documentation where appropriate. (See Appendix A for a copy of the questions and the Department's responses.)

Several major requirements were highlighted earlier in this report; the remainders are covered in individual questions and responses.

COMMISSION FINDING

The Tentative Work Program, with the exception of meeting the resurfacing short-range objective of ensuring that 80 percent of pavement on the State Highway System meets Department Standards, is in compliance with applicable state laws and Departmental policies.

**KEY STATUTORY
REQUIREMENTS**

COMMISSION FINDINGS

PUBLIC COMMENTS

The law requires that the Commission hold a statewide public hearing on the tentative work program and that it shall appoint a time and place for the hearing, at which time it shall hear all questions, suggestions or comments offered by the public. *s. 339.135(4)(g), F.S.*

Although not required by statute, an important function of the statewide public hearing is to identify and provide public notice of projects that have been added to, advanced within, deferred, moved out of, or deleted from the tentative work program after the public hearings were conducted in the districts.

The public hearing to review the Tentative Work Program for FY 2001/02 – 2005/06 was held January 22, 2002 at 8:30 a.m. in the Florida Department of Transportation Auditorium, 605 Suwannee Street, Tallahassee, Florida.

The Honorable Jon P. Johnson, Councilman for the City of Marathon, Florida spoke in opposition to the inclusion in the tentative work program of projects 2498561 and 2493561. These are the US 1 reconstruction projects that call for the two-lane alternative to the 18-mile stretch of highway leading from Miami-Dade County into the Keys in Monroe County. Councilman Johnson supports the multi-lane alternatives.

Mr. Norman Wartman, Chairperson of the Citizens Transportation Advisory Committee to the Miami-Dade Metropolitan Planning Organization, also spoke in opposition to projects 2498561 and 2493561. Mr. Wartman spoke in favor of the need to develop a plan for identifying new corridors connecting the state's major metropolitan areas.

Mr. Don Crane, President of Floridians for Better Transportation, commented on the US 1 projects citing the long history of the Department trying to come to some resolution to the many issues associated with these projects. He stated the real issue deals with growth management.

Audio and video documentation of the public testimonials are available by contacting the Commission Office.

Pages 72 - 73 list the projects changed after the public hearings conducted in the districts.

PROJECTS CHANGED AFTER PUBLIC HEARINGS

Fiscal Years 02/03 - 06/07

DISTRICT 1

Item	Description	Action
4129571	I-75 Alligator Alley Fence Issue	Added Construction Phase to FY 02/03
4128321	CR 721A from Harney Pond Canal to CR 721	Added Construction Phase to FY 02/03
4128311	Murphy Road from CR 665 to SR 64	Added Construction Phase to FY 02/03
1960223	SR 64 from E. of Lena Road to Lakewood Ranch Blvd.	Added Right of Way Phase to FY 03/04
1960911	US 41 at US 41 Business and at 44 th Avenue E.	Added Construction Phase to FY 03/04
4043231	SR 70 from Lakewood Ranch Blvd. To Lorraine Road	Deleted Right of Way Phase from FY 04/05
4128301	Eagle Bay Drive from SR 70 to Durrance Road	Added Construction Phase to FY 02/03

DISTRICT 2

Item	Description	Action
2106982	A1A at S. Fletcher Avenue/Gerbing Road	Advanced Construction Phase from FY 03/04 to FY 01/02

DISTRICT 3

Item	Description	Action
4066191	Churchwell Drive over Named Branch Bridge	Added Right of Way Phase to FY02/03
4130001	SR 30 (US 98) @ Pensacola Bay Bridge	Added Construction Phase to FY 02/03
2202311	SR 85 from South of Gen Bond Blvd. To N. of Okaloosa Regional Airport	Added Right of Way to FY 02/03

DISTRICT 4

Item	Description	Action
4128561	I-595/I-75/SR 869 @ Interchange Bridge # 860510	Added Construction Phase to FY 02/03

DISTRICT 5

Item	Description	Action
4119881	SR 60 from Polk County Line to West of 3 Lake Wildlife	Deleted Construction Phase from FY 04/05
4128141	Permanent Count Stations on State Roads	Added Construction Phase to FY 02/03

DISTRICT 6

4120001	Knox McRae Ped Bridge West of Jackson Middle School and South of Knox McRae Boulevard	Deleted Construction Phase from FY 04/05
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Item	Description	Action
4127601	SR 5/US 1 South Dixie at 14600 Block	Added Construction Phase to FY 03/04
4127401	SR 825/SW 137 th Avenue at SW 104 th Street	Added Construction Phase to FY 04/05
4127371	SR 825/SW 137 th Avenue from South of SW 120 th Street to North of SW 120 th Street	Added Construction Phase to FY 04/05
2516871	SR 836/I-395 from West of NW 17 th Avenue to East of I-95	Deleted Right of Way Phase from FY 04/05

DISTRICT 7

Item	Description	Action
4110882	SR 200 at US 41	Added Construction Phase to FY 02/03
4065402	I-275 from North of Skyway Bridge to North of Toll Plaza	Added Construction Phase to FY 02/03
4037571	SR 685 at Bush Boulevard	Deleted Construction Phase from FY 03/04
4082031	Himes Avenue at Waters Avenue	Deleted Right of Way Phase from FY 02/03
4082572	US 19 from North of 49 th Street to North of 118 th Avenue N.	Deleted Right of Way Phase from FY 04/05
4087521	Mort Elementary Sidewalks	Deleted Construction from FY 02/03

APPENDIX – A

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - DISTRICTS

QUESTION 1: Was the District Work Program developed cooperatively from the outset with the various metropolitan planning organizations (MPOs) and boards of county commissioners? Does the District Work Program include, to the maximum extent feasible, the transportation improvement programs of MPOs, and changes to the improvement programs, which have been submitted to the department? 339.135(4)(c)2, F.S.

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes

QUESTION 2: Did the district receive a list of project priorities from each MPO by October 1, 2001? 339.135(4)(c)2 and 339.175(7)(b), F.S.

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - DISTRICTS

QUESTION 3: Did the district reschedule or delete any project(s) from the District Work Program which is part of the MPO's transportation improvement program and is contained in the last 4 years of the Department's Adopted Work Program for Fiscal Years 2001-02/2004-05? If yes, then did the district provide the MPO with written justification prior to submittal of the district work program to the central office (by November 27, 2001). Please provide a copy of such written justification. 339.135(4)(c)3, F.S.

District	Response	District	Response
1	Yes, Yes copy provided	5	Yes, Yes copy provided
2	Yes, Yes copy provided	6	Yes, Yes copy provided
3	Yes, Yes copy provided	7	Yes, Yes copy provided
4	Yes, Yes copy provided	Turnpike	Yes, Yes copy provided

QUESTION 4: Did any MPO file an objection of such rescheduling or deletion with the Secretary (by December 11, 2001)? If yes, provide a copy of such objection. 339.135(4)(c)3, F.S.

District	Response	District	Response
1	No	5	No
2	No	6	No
3	No	7	No
4	No	Turnpike	No

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - DISTRICTS

QUESTION 5: Did the Secretary approve the rescheduling or deletion? If yes, provide a copy of objections for projects approved for rescheduling or deletion by the Secretary. Note: The Commission shall include such objections in its evaluation of the Tentative Work Program only when the Secretary has approved the rescheduling or deletion. 339.135(4)(c)3, F.S.

District	Response	District	Response
1	N/A	5	N/A
2	N/A	6	N/A
3	N/A	7	N/A
4	N/A	Turnpike	N/A

QUESTION 6: Was a public hearing held on the District Work Program prior to its submission to the central office? If yes, provide a copy of such notice of the public hearing. Note: The public hearing must be held in at least one urbanized area in the district. 339.135(4)(d), F.S.

District	Response	District	Response
1	Yes, Yes copy provided	5	Yes, Yes copy provided
2	Yes, Yes copy provided	6	Yes, Yes copy provided
3	Yes, Yes copy provided	7	Yes, Yes copy provided
4	Yes, Yes copy provided	Turnpike	Yes, Yes copy provided

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - DISTRICTS

QUESTION 7: Were presentations given by the department at MPO meetings to determine the necessity of making changes to projects included or to be included in the District Work Program and to hear requests for new projects to be added to, or existing projects to be deleted from, the District Work Program? If yes, provide a copy of the agenda or date, time and location of each such MPO meeting. Did these meetings also include boards of county commissioners of counties not represented by MPOs? 339.135(4)(d), F.S.

District	Response	District	Response
1	Yes, Yes copy provided	5	Yes, Yes copy provided
2	Yes, Yes copy provided	6	Yes, Yes copy provided
3	Yes, Yes copy provided	7	Yes, Yes copy provided
4	Yes, Yes copy provided	Turnpike	Yes, Yes copy provided

QUESTION 8: Did the district provide the appropriate MPO with written explanation for any project which is contained in the MPO's transportation improvement program and which is not included in the District Work Program? If yes, provide a copy of such written explanation. 339.135(4)(d), F.S.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - DISTRICTS

District	Response	District	Response
1	Yes copy provided	5	Yes copy provided
2	Yes copy provided	6	Yes copy provided
3	Yes copy provided	7	N/A- consistent with TIP
4	Yes copy provided	Turnpike	N/A- consistent with TIP

QUESTION 9: Did the district receive any written requests from MPOs for further consideration of any specific project not included or not adequately addressed in the District Work Program? If yes, provide a copy of such written request. 339.135(4)(d), F.S.

District	Response	District	Response
1	No	5	Yes copy provided
2	Yes copy provided	6	Yes copy provided
3	Yes copy provided	7	Yes copy provided
4	Yes copy provided	Turnpike	No

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - DISTRICTS

QUESTION 10: Did the district acknowledge and review all such requests prior to the submission of the District Work Program to the central office? If yes, provide a copy of such acknowledgment. 339.135(4)(d), F.S.

District	Response	District	Response
1	N/A	5	Yes copy provided
2	Yes copy provided	6	Yes copy provided
3	Yes copy provided	7	Yes copy provided
4	Yes copy provided	Turnpike	Yes copy provided

QUESTION 11: Did the district forward a copy of all such requests to the Secretary and the Commission? Note: The Commission must include such requests in its evaluation of the Tentative Work Program. 339.135(4)(d), F.S.

District	Response	District	Response
1	N/A	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	N/A

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - DISTRICTS

QUESTION 12: Section 134 of Title 23, U.S.C., is amended to require that in transportation management areas (TMA's), i.e., areas with over 200,000 population, federal-aid highway and transit projects are to be selected by the MPO in consultation with the state, consistent with the transportation improvement program (TIP). However, projects within the TMA that are on the National Highway System or pursuant to the bridge and interstate maintenance programs are to be selected by the state in cooperation with the MPO's, consistent with the TIP.

Were projects in the Tentative Work Program within TMA's selected in accordance with the above requirements? If not, please explain.

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes

QUESTION 13: For urbanized areas with a population of 200,000 or less, Section 134 requires that federal-aid projects within an urbanized area be selected by the state in cooperation with the MPO, consistent with the area's TIP.

For non-urbanized areas, the Section requires that federal-aid projects be selected by the state in cooperation with affected local officials. However, projects on the National Highway System or pursuant to the bridge and maintenance programs must be selected by the state in consultation with affected local officials.

Were projects included in the Tentative Work Program selected in accordance with the above requirements for smaller urbanized and non-urbanized areas? If not, please explain.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - DISTRICTS

District	Response	District	Response
1	Yes	5	Yes
2	Yes	6	Yes
3	Yes	7	Yes
4	Yes	Turnpike	Yes

QUESTION 14: Title 23 U.S.C. authorizes the use of federal-aid highway funds in the construction and improvement of toll facilities to an expanded degree, including:

- A. Constructing a non-Interstate toll highway, bridge or tunnel;
- B. Reconstructing, resurfacing, restoring or rehabilitating a toll highway, bridge or tunnel;
- C. Reconstructing or replacing a toll-free bridge or tunnel and converting to a toll facility;
- D. Reconstructing a toll-free highway (other than Interstate) and converting to a toll facility; and
- E. Preliminary studies for the above projects.

Are federal-aid highway funds programmed for any of the above purposes in the Tentative Work Program? If so, please provide specifics.

ANSWER: Federal-aid Highway funds are programmed for the indicated amounts on the following projects:

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - DISTRICTS

Item Number	Description	Amount (in millions)	Fiscal Year
258415	I-4 Selmon Expway Conn.	\$7.5	2007
404214-1	CR 470 Interchange	\$5.3	2003
404214-2	CR 470 Interchange s	\$1.6	2003

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - OVERVIEW/INFORMATIONAL

QUESTION 1: Please identify projects of statewide or regional significance in the Tentative Work Program (these are projects that are funded "off the top" before allocation of funds to districts).

ANSWER:

1. Projects that are included in programs managed on a statewide basis such as the following:
 - Intrastate,
 - Interstate, or
 - Bridge programs.
2. Programs based on need (bridge repair or resurfacing),
3. Portions of the PTO,
4. Federal Enhancement programs, and
5. Federal high priority projects.
6. Beginning in FY 97/98, the Department transferred a share of federal funding normally assigned for support of the Interstate program into a State Infrastructure Bank (SIB) in accordance with permissive federal regulations. These funds will be used to support "off-the top" needs of state toll facilities and for the short-term advancement of other projects that are production ready.

QUESTION 2: Please provide by fiscal year, the amount contained in the Tentative Work Program for "boxed items:"

ANSWER: To provide more flexibility in the programming of contingency funds the Department programs contingency funds as a contract class eight (8). "Contingency Boxes" include amounts earmarked for supplemental agreements, pending litigation, estimate changes, and for targets to meet specific program needs. Target boxes are used in the out years of the work program for target identification in programs where individual line items (project phases) are not yet identified. Included with this response is a Contingency Box Analysis for the current year and the five years of the Tentative Work Program.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - OVERVIEW/INFORMATIONAL

QUESTION 3: Compare the 2001/02 - 2005/06 Adopted Work Program to the 2002/03 - 2006/07 Tentative Work Program, showing the dollar amount differences by program plan category for the 4 common fiscal years.

ANSWER: See attached Over/Under report of the 2001 Program and Resource Plan Summary.

QUESTION 4: Please provide by fiscal year, the number of lane miles programmed to be constructed in the Tentative Work Program?

ANSWER:

LM Source	02/03	03/04	04/05	05/06	06/07	Total
Tent WP	381	345	309	100	107	1,242

QUESTION 5: What additional resources (positions), if any, are needed to produce the Tentative Work Program?

ANSWER: Present and requested budget resources should be adequate to produce the Tentative Work Program.

QUESTION 6: What additional level of P.E. consultants (dollar amount over the Adopted of 7/01 for each fiscal year), if any, is needed to produce the Tentative Work Program?

ANSWER:

02/03	03/04	04/05	05/06	06/07	Total
\$96.8	\$47.0	\$60.7	\$8.8	\$64.5	\$277.8

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - OVERVIEW/INFORMATIONAL

QUESTION 7: TEA-21 authorizes transfers of highway funds for transit and use of transit funds for highways under limited circumstances. Are any such fund transfers utilized in the Tentative Work Program? If so, for each such transfer please specify the fund categories involved, the purpose of the transfer and the dollar amount.

ANSWER: The following \$5,500,000 in transfers have been approved so far in FY 2002.

- The District 7 transfer of \$500,000 of FHWA (CM) funds to FTA for the Hartline Bus Status and Tracking System, approved 8/16/2001.
- The District 7 transfer of \$5,000,000 of FHWA (CM) funds to FTA for the Hartline South Transportation Plaza Historic Streetcar, approved 8/16/2001.

QUESTION 8: TEA-21 authorizes transfers of highway funds between highway programs. Are any such fund transfers utilized in the Tentative Work Program? If so, for such transfer, please specify the highway programs involved, the purpose of the transfer and the dollar amount.

ANSWER: Federal Aid dollars are transferred from Interstate Maintenance to National Highways to permit the use of the funds for projects involving additional lanes and the Intrastate.

IM Transfer to NH	2002	\$127,139,000
	2003	\$125,979,000
	2004	\$129,409,000
	2005	\$133,182,000
	2006	\$136,808,000
	2007	\$140,630,000
Total		<u>\$793,147,000</u>

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - OVERVIEW/INFORMATIONAL

QUESTION 9: TEA-21 requires ten percent of STP funds be set aside for "transportation enhancements", a category including pedestrian and bicycle facilities, landscaping and other beautification, control/removal of outdoor advertising, preservation of abandoned rail corridors, etc. Is this program fully implemented in the Tentative Work Program? If not, please explain. Also, please identify the primary transportation enhancement activities for which these funds were programmed.

ANSWER: The ten percent set aside for the Transportation Enhancement Program is fully implemented in the Tentative Work Program. The primary enhancement activities that are programmed are for Pedestrian/Bicycle Facilities and Landscaping/Scenic Beautification activities.

QUESTION 10: TEA-21 provides for a national program to provide grants to the states that have scenic byway programs. Grants are available for the planning, design and development of the state scenic byway program, and implementation of scenic byway marketing programs. Does the Tentative Work Program contain any grant funding for this program? If so, please provide by fiscal year.

ANSWER: The new Tentative Work Program does not contain any Scenic Byways Grant funding for the period 2003 - 2007. However, in January 2001, Florida was advised that the State was a recipient for federal discretionary Scenic Byways funds. The Federal Highway Administration allocated \$800,000 for the Indian River Lagoon House Environmental Learning Center in District 5. This project is programmed in 2002.

QUESTION 11: TEA-21 creates a Congestion Mitigation and Air Quality Improvement Program, which directs funds to programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide and small particulate matter. Is this program fully implemented in the Tentative Work Program? If not, please explain. Please specify the fund allocations to Florida's ozone non-attainment areas and provide a general description of the types of projects funded.

ANSWER: So far there is not change from last year. The program is fully implemented. Florida no longer has

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - OVERVIEW/INFORMATIONAL

areas that are in non-attainment status. The funds are distributed by the Department to those areas that were non-attainment under ISTEA. Under the provisions of TEA21, Jacksonville could receive some of these funds if the State could demonstrate to the U.S. DOT Secretary that the action would not adversely affect areas currently receiving the funds. Since some areas are "border-line" the Department has not transferred any amounts to Jacksonville. Work Program distributions are shown in the table below:

Congestion Mitigation and Air Quality Table Per Title 23 USC, Sect 104(b)(2)

County	No.	Population	01/02	02/03	03/04	04/05	05/06	06/07
Hillsborough	10	909,444	14.40%	14.40%	14.40%	14.40%	14.40%	14.40%
Pinellas	15	871,766	13.80%	13.80%	13.80%	13.80%	13.80%	13.80%
Broward	86	1,470,758	23.29%	23.29%	23.29%	23.29%	23.29%	23.29%
Dade	87	2,044,600	32.28%	32.28%	32.28%	32.28%	32.28%	32.28%
Palm Beach	93	1,018,524	16.13%	16.13%	16.13%	16.13%	16.13%	16.13%
Total		6,615,092	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

QUESTION 12: Please identify all projects in the Tentative Work Program that are funded in whole or part with State Infrastructure Bank (SIB) Funds. Also, provide the trust funds and dollar amounts, by fiscal year, which are planned to be used to reimburse the State Infrastructure Bank.

ANSWER: The projects in the Tentative Work Program that are funded in part with State Infrastructure Bank (SIB) Funds are listed below, along with the trust fund, by fiscal year, which are planned to repay the SIB.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - OVERVIEW/INFORMATIONAL

WPI	Loan FY	Project Description	Trust Fund	Repay FY	(\$000)
4048332	2002	Purchase of buses for Gainesville	**STTF	2003	*4,000
4036351	2002	Ft. Lauderdale Airport	***STTF	2005	*30,066
1971681	2002	SR 60A	STTF	2007	*8,561
2430136	2002	Western Beltway "A"	P07A	2007	15,000
4051473	2002	Town of Eatonville	STTF	2005	*.200
4083221	2003	Miami Intermodal Center	STTF	2005	*25,000
1938991	2003	US 17 from N of Livingston St to Hardee Co Line	STTF	2006	*17,300
4111971	2003	Crosstown Connector – Phase I	**STTF	2005	*18,160
4107151	2003	SR 836 from Miami Internt'l Airport to SR 112	**STTF	2008	*18,000
1903732	2004	Turnpike Access	PKYI	2011	*16,928
4107161	2004	SR 836 at HEFT and NW 107 th Ave Interchange S	**STTF	2011	*20,000
1957191	2004	SR 739 from US 41 (S. of Alico) to Six Mile Cypress Parkway	STTF	2007	*10,397
2396731	2005	US 192 from CR 532 to CR 534	STTF	2006	*15,391
2396741	2005	US 192 from CR 534 to US 441	STTF	2007	*16,776
2397531	2005	US 192 from US 441 to Hibiscus Rd	STTF	2008	*21,842
4111841	2005	Better Jacksonville Plan	***STTF	2008	*11,100

**Repayment begins in the Fiscal Year noted above. Amount reflected is the total repayment amount, which reflects interest for 4111971 and 4111841.*

***Repayment source is from Toll Revenues.*

****Repayment source is from local option sales tax.*

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - OVERVIEW/INFORMATIONAL

QUESTION 13: Please identify all new or modified Department policies that are implemented in this Tentative Work Program?

ANSWER: We are not aware of any new or modified Department policies that are implemented in this Tentative Work Program.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - CENTRAL OFFICE

QUESTION 1: Does the Department's Tentative Work Program provide for a minimum variance between contract lettings? 337.015(2) F.S.

ANSWER: Yes, to the extent that several large dollar volume projects, with rather inflexible schedules, will allow. Other projects scheduled for letting in fiscal year 02/03 will be processed as early as production permits in order to avoid large letting amounts late in the year. Should actual production tend to bunch projects early, we will ease the processing activity to cause later month letting of particular projects, with the notable exception of safety-related or preservation work which will not be delayed.

QUESTION 2: Has the department stabilized the work program to ensure the timely and systematic completion of projects? 337.015(4) F.S.

ANSWER: Yes. Sound concepts have been utilized for developing the Tentative Work Program to insure, to the maximum extent, the stability of the Work Program and its successful implementation. The department has developed the Tentative Work Program to balance to the multi-year finance plans, cash forecast, forecast of state transportation revenues, forecast of receipt of federal aid, and forecasts of construction cost inflation factors.

In regard to production, preliminary engineering is funded at levels sufficient to ensure that projects are available as adjustments are made to the work program. In addition, MPOs have been included in work program development from the outset, which will reduce the probability of change.

QUESTION 3: Section 339.135(6)(b) F.S. requires the department, at the close of business (which closing shall not be later than the 10th calendar day of the month following the end of each quarter of the fiscal year), to maintain a cash balance of not less than \$50 million or 5 percent of the unpaid balance of all State Transportation Trust Fund obligations at the close of such quarter, whichever amount is less.

**Response to Florida Transportation Commission Questions
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Fiscal Year 2002/03 through 2006/07**

QUESTIONS - CENTRAL OFFICE

Does the Department's Tentative Work Program meet the above requirement?

ANSWER: Yes. As required by law, the Department's Office of Comptroller prepares 10 year monthly cash forecasts to be submitted with the Tentative Work Program, indicating that the cash balance is greater than the statutory minimum cash balance (the lesser of \$50 million or 5% of the unpaid balance of State Transportation Trust Fund obligations) at all times. A copy of the 5 year monthly cash forecast report will accompany the Preliminary Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

QUESTION 4: Section 338.241 F.S. requires the budget for the turnpike system to be so planned as to provide for a cash reserve of not less than 10 percent of the unpaid balance of all turnpike system contractual obligations, to be paid from revenues.

Does the Department's Tentative Work Program meet the above requirement?

ANSWER: Yes. As required by law, the Department's Office of Comptroller prepares 10 year monthly cash forecasts to be submitted with the Tentative Work Program, indicating that the Turnpike General Reserve Fund, the Turnpike Renewal and Replacement Fund, and the Turnpike Controlled Access Fund monthly cash balances are greater than the statutory minimum cash balance (not less than 10% of outstanding contractual obligations) at all times. A copy of the Office of Comptroller 5 year monthly cash forecast report will accompany the Preliminary Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

QUESTION 5: Is the Tentative Work Program based on a complete, balanced financial plan for the State Transportation Trust Fund and the other funds managed by the department? 339.135(3)(a) F.S.

ANSWER: Yes. Balanced finance plans for the State Transportation Trust Fund, the Right of Way Acquisition and Bridge Construction Trust Fund, and Florida's Turnpike Funds will accompany the Preliminary Tentative Work

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - CENTRAL OFFICE

Program submitted to the Florida Transportation Commission, Governor, and Legislature.

QUESTION 6: Is the Tentative Work Program planned so as to deplete the estimated resources of each fund?
339.135(3)(b) F.S.

ANSWER: Yes. Schedules of available funding were issued consistent with the financially balanced Program and Resource Plan. The schedules were used by district and central office staff to develop and review the Tentative Work Program.

QUESTION 7: When developing the Tentative Work Program were funds allocated to each district, except for the Turnpike district, according to 339.135(4)(a) F.S.?

Have funds for new construction been based on equal parts of population and motor fuel collection?

Have 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 F.S.), and other programs with quantitative needs assessments been allocated based on the results of these assessments?

Have funds for public transit block grants been allocated pursuant to s. 341.052 F.S.?

ANSWER: The work program funds have been allocated to each district in accord with Chapter 339.135(4)(a)F.S. and pertinent sections of Title 23 USC. Public Transit Block Grants are allocated in the work program pursuant to s. 341.052 F.S.

QUESTION 8: Does the Department's Tentative Work Program provide for a minimum of 15 percent of all applicable state revenues deposited into the State Transportation Trust Fund to be committed annually by the department for public

**Response to Florida Transportation Commission Questions
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QUESTIONS - CENTRAL OFFICE

transportation projects, in accordance with chapter 206.46(3) F.S.?

ANSWER: Yes. The Tentative Work Program does provide for at least the minimum as required by law of all applicable state revenues deposited into the State Transportation Trust Fund to be committed annually for public transportation projects.

QUESTION 9: Does the Department's Tentative Work Program provide for a minimum of \$33 Million annually to fund the Florida Seaport Transportation and Economic Development Program in accordance with 311.07(2) and 320.20.(3) and .(4) F.S.?

ANSWER: Yes. The Department has chosen to program \$35 Million annually.

QUESTION 10: Section 337.025 F.S. authorizes the department to establish a program for highway projects demonstrating innovative techniques of highway construction and finance which have the intended effect of controlling time and cost increases on construction projects. The department may enter into no more than \$120 Million in such contracts annually.

Provide by fiscal year, the amount contained in the Tentative Work Program for highway projects demonstrating innovative techniques of highway construction and finance.

ANSWER: The amount of innovative contracts programmed as of December 14, 2001 in the Tentative Work Program is as follows:

Fiscal Year 2003	\$13.1 million
Fiscal Year 2004	\$27.0 million
Fiscal Year 2005	\$40.7 million

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QUESTIONS - CENTRAL OFFICE

Fiscal Year 2006 \$ 2.7 million
Fiscal Year 2007 \$ 1.2 million

QUESTION 11: Section 339.12(4) F.S. authorizes the department to accept and receive contributions from governmental entities and enter into agreements to reimburse the governmental entity for projects not included in the adopted work program. At no time shall the total amount of project agreements for projects not included in the adopted work program exceed \$100 Million.

Does the Tentative Work Program contain any such projects? If so, identify each project, the fiscal year such funds are to be committed, the dollar amount of each commitment, and the year of reimbursement.

ANSWER: In accordance with Section 339.12(4) F.S., the Department has programmed design, construction and right-of-way, with contributions from local governments that were not in the Adopted Work Program when the joint participation agreements (JPAs) were signed. Provided below is a summary identifying the projects, phases, amounts, and the payback years.

Item	Project Name	FY	JPA Agreement Amount	Begin Payback in Fiscal Year
219773	D3: Tall. - Woodbine to Kinhega Drive	1998	18,500,000	2003
219804	D3: Tall. - Construction From Capital Cir. To Dempsey Mayo	1999	9,000,000	2006

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - CENTRAL OFFICE

Item	Project Name	FY	JPA Agreement Amount	Begin Payback in Fiscal Year
240266	D5: Maitland Blvd.	1998	3,500,000	2004
257093	D7: Memorial Causeway-PE	1997	3,000,000	2003
257093	D7: Memorial Causeway-Construction	2002	10,000,000	2005
196022	D1: SR 64 – I-75 to East of Lena Road	2001	750,000	2007
220520	D3: US 319 – US 98 to Leon County Line	2002	1,000,000	2007
219722	D3: SR 263 – SR 10/US 90 to SR 8/I-10 Right of Way	2002	14,419,000	2011
219843	D3: SR 10/US 90 – East of Dempsey Mayo to SR 8/I-10 Right of Way	2002	6,938,000	2008
410256	D4: Walton Road – Village Green Drive to Green River Parkway	2002	2,850,000	2007
410262	D4: Lennard Road – North of Mariposa Blvd to Vista Blvd.	2002	15,360,000	2007
409196	D4: 21 st Street – US 1 to Indian River Blvd.	2002	1,560,000	2007

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QUESTIONS - CENTRAL OFFICE

Item	Project Name	FY	JPA Agreement Amount	Begin Payback in Fiscal Year
408460	D7: I-75 NB off Ramp at Bruce B. Downs	2002	2,100,000	2006
TOTAL			88,977,000	

QUESTION 12: Section 339.2816 F.S. allows the Department, beginning with fiscal year 1999/00 until fiscal year 2009/10, to use up to \$25 million annually from the State Transportation Trust Fund for the purposes of funding the Small County Road Assistance Program. The section also requires the Department to include in the Department's Tentative Work Program all projects funded under the Small County Road Assistance Program.

Does the Tentative Work Program contain any such projects? If so, identify by county and by fiscal year the amount contained in the Tentative Work Program.

ANSWER: The Department has programmed \$25 Million in each year of the Tentative Work Program for the Small County Road Assistance Program. Programmed amounts by County by Fiscal Year are as follows:

County	District	Programmed Amount	Fiscal Year
Baker	2	\$126,500	2003
Bradford	2	\$482,900	2003
Columbia	2	\$1,997,600	2003

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QUESTIONS - CENTRAL OFFICE

DeSota	1	\$1,241,900	2003
Dixie	2	\$951,500	2003
Gadsden	3	\$1,326,209	2003
Gilchrist	2	\$999,900	2003
Glades	1	\$344,000	2003
Hamilton	2	\$1,586,200	2003
Hardee	1	\$1,260,000	2003
Hendry	1	\$1,294,700	2003
Highlands	1	\$435,600	2003
Holmes	2	\$677,578	2003
Jackson	3	\$1,295,208	2003
Lafayette	2	\$343,200	2003
Levy	2	\$1,139,600	2003
Liberty	2	\$3,323,656	2003
Madison	2	\$293,700	2003
Okeechobee	1	\$473,000	2003
Putnam	2	\$1,536,700	2003
Suwannee	2	\$1,523,500	2003
Wakulla	3	\$818,807	2003

QUESTION 13: Section 215.616 F. S. allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for the purpose of financing or refinancing the construction, reconstruction, and

**Response to Florida Transportation Commission Questions
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QUESTIONS - CENTRAL OFFICE

improvement of projects that are eligible to receive federal-aid highway funds.

Does the Tentative Work Program contain projects funded with these bond proceeds? If so, identify by fiscal year the amount contained in the Tentative Work Program.

ANSWER: Yes. The Tentative Work Program does contain projects funded with \$250 million bond proceeds in fiscal year 2006 and \$75 million bond proceeds in fiscal year 2007 authorized by section 215.616. F.S.

QUESTION 14: Section 215.615 F. S. allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for the purpose of financing or refinancing fixed capital expenditures for fixed-guideway transportation systems.

Does the Tentative Work Program contain projects funded with these bond proceeds? If so, identify by fiscal year the amount contained in the Tentative Work Program.

ANSWER: No. The Tentative Work Program does not contain projects funded with bond proceeds authorized by section 215.616. F.S.

QUESTION 15: Section 338.223(4) F.S. authorizes the Department, with the approval of the Legislature, to use federal and state transportation funds to lend or pay a portion of the operating, maintenance, and capital cost of turnpike projects.

Provide by fiscal year, such projects and amounts contained in the Tentative Work Program. Also, provide the amount of these funds that will be reimbursed from Turnpike funds.

ANSWER: The table below provides by fiscal year the amounts of the O & M subsidies for State Road 80, Seminole II and Suncoast projects in the Tentative Work Program. None of these amounts will be reimbursed from

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QUESTIONS - CENTRAL OFFICE

Turnpike funds during the work program period.

(\$ in Thousands)

Fiscal Year	SR 80	Seminole II	Suncoast	Total	STTF Revenues	Cap
2003	448	328	7,388	8,164	2,215,000	11,075
2004	471	1,363	7,664	9,498	2,301,300	11,507
2005	378	1,413	7,949	9,740	2,385,200	11,926
2006	1,029	1,467	8,246	10,742	2,545,200	12,726
2007	1,557	1,523	8,531	11,611	2,669,000	13,345

QUESTION 16: Section 338.223(4) F.S. limits operating and maintenance loans to no more than 0.5 percent of the state transportation tax revenues for the same fiscal year.

Provide by fiscal year, operating and maintenance loan amounts contained in the Tentative Work Program. Also, provide state transportation tax revenues by fiscal year.

ANSWER: The table referenced in Question 15 also provides operating and maintenance loan amounts contained in each year of the tentative work program and the state transportation tax revenues by fiscal year.

QUESTION 17: Section 338.231(4) F.S. requires that for the period July 1, 1998, through June 30, 2007 the Department, to the maximum extent feasible, program sufficient funds in the Tentative Work Program such that the percentage of turnpike toll and bond financed commitments in Dade, Broward, and Palm Beach Counties, as compared to total turnpike toll and bond financed commitments, be at least 90 percent of the share of net toll collections attributed to

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QUESTIONS - CENTRAL OFFICE

users of the turnpike system in Dade, Broward, and Palm Beach Counties, as compared to total net total collections attributable to users of the turnpike system.

Are funds programmed so that at least 90 percent of net toll collections in Dade, Broward, and Palm Beach Counties are programmed in those counties? What is the percentage?

ANSWER: In conformance with Florida Statute, the Turnpike District has programmed commitments equal to at least 90% of the net toll collections attributable to South Florida for the FY's 1998/99 - 2006/07.

- 90% of the 49.1% of net toll revenue, which is attributable to South Florida, equals 44.1%
- A 44.19% standard results in a minimum required level of commitment in South Florida of \$1,218.1 million.
- The current Turnpike District Tentative Work Program has commitments in South Florida of \$1,478.9 million.
- \$1,478.9 million is 53.6% of toll and bond financed commitments through FY 2006/2007.

The Turnpike District exceeds the required commitments by \$260.9 million, or 121.4% of the required commitment over the nine-year reporting period.

QUESTION 18: Is the total amount of the liabilities accruing in each fiscal year of the Tentative Work Program equal to or less than the revenues available for expenditure during the respective fiscal year based on the cash forecast for that respective fiscal year? 339.135(4)(b)1. F.S.

ANSWER: Yes. The 5-year monthly cash forecast report anticipates that the liabilities accruing in each of the 5 years of the Tentative Work Program will not exceed the revenues available for expenditure.

QUESTION 19: Is the Tentative Work Program developed in accordance with the program and resource plan of the Florida Transportation Plan? 339.135(4)(b)2. F.S.

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QUESTIONS - CENTRAL OFFICE

ANSWER: The Tentative Work Program was developed in accordance with the program and resource plan of the Florida Transportation Plan. This has been done through issuance of Schedules A & B with Work Program Instructions directed to district and central office program managers, followed by a rigorous review process by central office program management staff, and review and approval of the Tentative Work Program by the Secretary.

QUESTION 20: Did the department advance by one fiscal year all projects included in the second year of the previous Adopted Work Program? If not, then for those projects not advanced or those projects added, was there a determination by the Secretary that such adjustments were necessary? 339.135(4)(b)4 F.S.

ANSWER: To the maximum extent feasible, the Department transferred projects from the second year of the previous Adopted Work Program (02/03) to the first year of the current Tentative Work Program (02/03). Where changes were made, the Secretary determined that such adjustments were necessary.

Because the Department's Work Program is inherently subject to a significant number of factors that are beyond the Department's control, it is virtually impossible to transfer 100% of all project phases from the second year of the previous Adopted Work Program to the first year of the current Tentative Work Program. Factors such as changing MPO priorities, revisions of revenue forecasts, difficulty in obtaining right-of-way, and ecological and environmental factors will influence the stability of the Department's Work Program. However, it is still the highest priority of the Department to protect the stability of the work program and accomplish the commitments made in earlier adopted work programs.

QUESTION 21: Does the Tentative Work Program clearly identify and reflect the effect of such changes and adjustments to such projects? 339.135(4)(b)4 F.S.

ANSWER: Yes.

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QUESTIONS - CENTRAL OFFICE

QUESTION 22: Does the Tentative Work Program include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan supporting the Tentative Work Program? 339.135(4)(b)4. F.S.

ANSWER: Yes. The 5-year monthly cash forecast report and the 5-year annual finance plan accompanying the Preliminary Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature are balanced.

QUESTION 23: Was the Tentative Work Program developed based on the district work programs? 339.135(4)(e) F.S.

ANSWER: Yes. The Department uses the Work Program Administration (WPA) system to develop the Work Program. The District Work Programs are segments of this automated system and form the basis of the Statewide Tentative Work Program.

QUESTION 24: Was the Tentative Work Program for Charlotte, Collier, DeSoto, Glades, Hendry, and Lee Counties developed by the district director for the Fort Myers Urban Office? 20.23(4)(e) F.S.

ANSWER: Yes.

QUESTION 25: Were the individual district work programs reviewed for compliance with the work program instructions and did the central office ensure that the work program complied with the requirements of paragraph (b)? 339.135(4)(e) F.S.

ANSWER: Yes. The Central Office reviewed the individual District Work Programs for compliance with the Work Program Instructions, Florida Statutes, federal laws and regulations, and other departmental policies and procedures. The Program Development Office also reviewed the District Work Programs with the Secretary.

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QUESTIONS - CENTRAL OFFICE

QUESTION 26: Did the department submit a preliminary Tentative Work Program to the Governor, legislative appropriations committees, the Transportation Commission and the Department of Community Affairs at least 14 days prior to the convening of the regular legislative session? 339.135(4)(f) F.S.

Note: The Department of Community Affairs shall transmit to the Commission a list of those projects and project phases contained in the Tentative Work Program, which are identified as being inconsistent with approved local government comprehensive plans. For urbanized areas of metropolitan planning organizations, said list shall not contain any project or project phase, which is scheduled in a transportation improvement program unless such inconsistency has been previously reported to the affected MPO. The Commission shall consider said list as part of its evaluation of the Tentative Work Program. 339.135(4)(f) F.S.

ANSWER: Yes. The preliminary Tentative Work Program will be submitted to the Governor, legislative appropriations committees, the Commission and the Department of Community Affairs at least 14 days prior to the convening of the regular legislative session.

QUESTION 27: Does the Tentative Work Program include an aviation and airport work program based on a collection of local sponsors' proposed projects? Does the plan separately identify development projects and discretionary capacity improvement projects? 332.007(2)(a) F.S.

Is the aviation and airport work program consistent with the statewide aviation system plan and, to the maximum extent feasible, consistent with approved local government comprehensive plans?

Does the aviation and airport work program include all projects involving funds administered by the department to be undertaken and implemented by the airport sponsor? 332.007(2)(b) F.S.

ANSWER: The aviation and airport work program, which is included in the Tentative Work Program, is based on

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QUESTIONS - CENTRAL OFFICE

local sponsor's proposed projects. The projects are programmed in accordance with sponsor construction scheduling and Federal Aviation Administration priorities for funding.

The Tentative Work Program identifies each aviation and airport project with a separate financial project number.

In accordance with statutory requirements, the aviation and airport work program is consistent with the statewide aviation system plan, which is the aviation element of the Florida Transportation Plan. The program is also consistent, to the maximum extent feasible, with approved local government comprehensive plans.

The aviation and airport work program is balanced to the Department's program and finance plan and includes all projects to be undertaken and implemented by airport sponsors which incorporate grant funds administered by the department.

QUESTION 28: Section 338.22(2) F.S., requires that all revenues and bond proceeds from the Turnpike system received by the department pursuant to s. 338.22-338.241 F.S., the Florida Turnpike Law, shall be used only for the cost of Turnpike projects and Turnpike improvements and for the administration, operation, maintenance, and financing of the Turnpike system. No revenues or bond proceeds from the Turnpike system shall be spent for the operation, maintenance, construction, or financing of any project which is not part of the Turnpike system.

Does the Department's Tentative Work Program meet the above requirement?

ANSWER: Yes. The Department establishes separate funds, programs, plans, and forecasts specific to Florida's Turnpike. The Turnpike program, finance plans and forecasts are based on all available revenues and bond proceeds of the Turnpike system. This process permits all revenues and bond proceeds from the Turnpike system to be used only for the cost of Turnpike projects and Turnpike improvements and for the administration, operation, maintenance, and financing of the Turnpike System.

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QUESTIONS - CENTRAL OFFICE

QUESTION 29: Section 338.001(7) F.S., requires that any additions or deletions of Florida Intrastate Highway System projects contained in the adopted work program and any modifications to such projects from the adopted work program, be specifically identified and submitted as a separate part of the tentative work program.

Does the Department's Tentative Work Program meet the above requirement? If not, please explain.

ANSWER: The Department's Tentative Work Program meets the above requirement. A copy of the variance report comparing the Adopted Work Program and the Tentative Work Program for the Florida Intrastate Highway System will accompany the Final Tentative Work Program submitted to the Florida Transportation Commission, Executive Office of Governor, and the Legislature.

QUESTION 30: Section 336.045 F.S., requires that the Department consider design approaches which provide for compatibility with the surrounding natural or manmade environment; safety and security of public spaces; and appropriate aesthetics based upon scale, color, architectural style, materials used to construct the facilities, and the landscape design and landscape materials around the facilities. The section requires that the Department annually provide funds in its tentative work program to implement provisions related to aesthetic design standards.

Has the Department provided funds in the Tentative Work Program to implement the provisions relating to aesthetic design standards? If not, please explain.

LAST YEARS ANSWER: The Department does not specifically fund aesthetic design considerations in its work program. These considerations are an intrinsic design issue in all roadway design projects.

Aesthetic design considerations are outlined in our **Project Development and Environment Manual**, our **Plans Preparation Manual**, and our **Florida Highway Landscape Guide**. Each of these manuals is standard reference for anyone designing Florida roadways.

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QUESTIONS - CENTRAL OFFICE

In addition, the Department administers the *Florida Highway Beautification Council Grant Program* as a means of aesthetic improvement funding for existing roadways not scheduled for improvement within the current 10-year work program. This program requires local design development, a 50/50 funding match and maintenance by the local entity. Also, some of our districts have developed additional grant programs for aesthetic improvements along other roadways not eligible by other means, for these type projects.

QUESTION 31: Section 334.044(26) F.S., requires that for fiscal years 2000/01 and 2001/02 no less than 1 percent, and for subsequent fiscal years no less than 1.5 percent of the amount contracted for construction projects be allocated by the Department to beautification programs.

Does the Department's Tentative Work Program meet the above requirement?

ANSWER: The Department will meet the above requirements.

QUESTION 32: Section 338.001 F.S., requires the Department to allocate funds to the Florida Intrastate Highway System (excluding the Turnpike System) as follows:

Beginning in fiscal year 1993-94 and for each year thereafter, the minimum amount allocated shall be based on the fiscal year 1992-93 allocation of \$151.3 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 1991-92.

Does the Department's Tentative Work Program meet the above requirement? If not, please explain.

ANSWER: The Department's Tentative Work Program allocates funds to the Intrastate Highway System consistent with these requirements.

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QUESTIONS - CENTRAL OFFICE

QUESTION 33: Section 339.135(4)(a.)2. F.S., requires the Department to allocate at least 50% of any new discretionary highway capacity funds to the Florida Intrastate Highway System.

Does the Department's Tentative Work Program meet the above requirement? If not, please explain.

ANSWER: The Tentative Work Program meets this requirement.

QUESTION 34: Section 133, of Title 23 U.S.C., requires that after apportionment to the state of Surface Transportation Program funds, 10 percent be set aside for safety construction activities, 10 percent be set aside for transportation enhancements, and 50 percent be divided by population among the areas with over 200,000 population and other areas of the state. The remaining 30 percent may be used in any area of the state.

Is the above requirement implemented in the Tentative Work Program? If yes, please provide the applicable dollar amounts for each of the required percentages for the 5-year period. If not, please explain.

ANSWER: The Tentative Work Program implements this requirement. The applicable dollar amounts for each of the required percentages are shown in Schedule A of the Work Program Instructions, which have been provided to you.

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QUESTIONS - CENTRAL OFFICE

IMPLEMENTATION OF LONG-RANGE DEPARTMENT OBJECTIVES:

The following questions link selected key objectives contained in the 2020 Florida Transportation Plan (1995) and the 1998 Short Range Component to the Tentative Work Program. Responses to these questions should indicate how the Tentative Work Program furthers the objectives, i.e., contributes, over the 5-year period, to eventual full implementation of the Department's 2020 Florida Transportation Plan (FTP).

GOAL: PROTECTION OF THE PUBLIC'S INVESTMENT IN TRANSPORTATION.

LONG-RANGE OBJECTIVE:

"Preserve the State Highway System"

SHORT-RANGE OBJECTIVES:

"Through 2006, ensure that 80 percent of pavement on the State Highway System meets Department standards."

"Through 2006, ensure that 90 percent of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe."

"Through 2006, achieve 100 percent of the acceptable maintenance standard on the State Highway System."

QUESTION 35: Of the resurfacing projects contained in the Tentative Work Program what is the average cost to resurface a lane mile of roadway on the State Highway System for each fiscal year?

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QUESTIONS - CENTRAL OFFICE

ANSWER:

Average Cost Per Lane Mile in Thousand Dollars					
Type Facility	02/03	03/04	04/05	05/06	06/07
Arterials	\$227	\$255	\$241	\$313	---
Interstate	\$230	\$225	\$225	\$206	---
Turnpike	\$113	\$152	\$158	---	---

Note: Blank cells mean number of programmed projects is insufficient to calculate meaningful cost data.

QUESTION 36: What is the number of lane miles programmed to be resurfaced for each fiscal year?

ANSWER:

LM Source	02/03	03/04	04/05	05/06	06/07	Total
SHS	1,902	2,299	2,557	2,605	2,890	12,253
Off-System	492	24	0	0	0	516
Total LM's	2,394	2,323	2,557	2,605	2,890	12,769

Note: Above programmed lane miles are for Resurfacing Program (Pgmn 05) and do not include incidental lane miles resurfaced as part of any construction project work. Lane miles for the "off-system" Small County Road Assistance Program have not been programmed past FY 01/02 nor have lane miles been forecast for these FY's. Funds are boxed.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - CENTRAL OFFICE

QUESTION 37: Section 334.049(4)(a), F.S. requires the Department to protect the state's transportation infrastructure investment by ensuring that 80 percent of the pavement on the State Highway System meets Department standards. What is the percentage of the State Highway System (lane miles) planned to meet or exceed department standards, for each fiscal year?

ANSWER:

	02/03	03/04	04/05	05/06	06/07
% Meeting Standards	79%	79%	79%	79%	79%

QUESTION 38: What is the percentage of FDOT-maintained bridges forecast to need repair for each fiscal year?

ANSWER:

	02/03	03/04	04/05	05/06	06/07
Repair	2.8%	2.5%	2.5%	3.2%	3.8%

QUESTION 39: How many FDOT-maintained bridges is the Tentative Work Program capable of repairing for each fiscal year?

ANSWER:

	02/03	03/04	04/05	05/06	06/07	Total
Repair	256	194	178	131	140	899

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - CENTRAL OFFICE

QUESTION 40: What is the percentage of FDOT-maintained bridges forecast to need replacement, for each fiscal year?
(This was question 41 on last years)

ANSWER:

	02/03	03/04	04/05	05/06	06/07
Replace %	1.0%	1.1%	1.3%	1.4%	1.6%

QUESTION 41: How many FDOT-maintained bridges is the Tentative Work Program capable of replacing (based on average unit costs) by fiscal year?

ANSWER:

	02/03	03/04	04/05	05/06	06/07	Total
Replace	8	8	6	2	1	25

QUESTION 42: Section 334.046(4)(a)2, F.S. requires the Department to protect the state's transportation infrastructure investment by ensuring that 90 percent of Department maintained bridges meet Department standards. What is the percentage of FDOT-maintained bridges forecast to meet or exceed standards, for each fiscal year?

ANSWER:

	02/03	03/04	04/05	05/06	06/07
% Meeting Standards	96%	96%	96%	95%	95%

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - CENTRAL OFFICE

QUESTION 43: Section 334.046(4)(a)3, F.S. requires the Department to protect the state's transportation infrastructure investment by ensuring that it achieves 100 percent of the acceptable maintenance standard on the State Highway System. What is the acceptable percentage of maintenance standard planned to be achieved on the State Highway System for each fiscal year?

ANSWER:

	01/02	02/03	03/04	04/05	05/06
% Meeting Standards	100%	100%	100%	100%	100%

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - CENTRAL OFFICE

GOAL: A STATEWIDE INTERCONNECTED TRANSPORTATION SYSTEM THAT ENHANCES FLORIDA'S ECONOMIC COMPETITIVENESS.

LONG-RANGE OBJECTIVES:

"Place priority on completing the Florida Intrastate Highway System (FIHS)"

"Complete a Statewide High Speed Rail System."

"Improve connections between seaports, airports, railroads and the highway system for efficient interregional movement of people and goods."

SHORT-RANGE OBJECTIVES:

"Through 2006, approximately 50 percent of the highway capacity improvement program shall be committed for capacity improvements on the FIHS."

"Maintain mobility trends on the FIHS by keeping annual growth in traffic density at or below 4%."

"Through 2006, continue to improve intermodal connections and access by annually allocating a minimum of \$30 million in state funds for the Intermodal Access Program."

"By 2006, begin high speed rail service between Miami and Orlando, and Orlando and Tampa."

QUESTION 44: What dollar amount is contained in the Tentative Work Program for right-of-way and construction of the FIHS for each fiscal year?

**Response to Florida Transportation Commission Questions
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QUESTIONS - CENTRAL OFFICE

ANSWER:

(\$ in millions)

02/03	03/04	04/05	05/06	06/07	5 year total
1008.8	1458.7	1148.5	908.4	841.6	5,366.0

QUESTION 45: What dollar amount is contained in the Tentative Work Program for the intermodal access program for each fiscal year?

ANSWER:

(\$ in millions)

02/03	03/04	04/05	05/06	06/07	5 year total
394.8	110.7	107.3	36.1	33.7	682.6

COMPLIANCE WITH DEPARTMENT POLICIES:

Policies not contained in the Department's 2020 FTP

QUESTION 46: What dollar amount is contained in the Tentative Work Program to improve connections and access to seaport and airport facilities for each fiscal year?

ANSWER:

(\$ in millions)

02/03	03/04	04/05	05/06	06/07	5 year total
51.1	57.8	56.4	22.5	22.2	210.0

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - CENTRAL OFFICE

QUESTION 47: The Interstate Work Program shall be developed in accordance with "Interstate Highway System Program Development," (*Topic No.: 525-030-255*) dated January 16, 1997. Note: this policy states that the State Highway Engineer is responsible for selecting and prioritizing projects with the Interstate Preservation and Safety Program targets. The State Transportation Planner is responsible for selecting and prioritizing projects within the Interstate Capacity Improvement Program targets. The Interstate Program Manager is responsible for developing the Interstate Program within funds available, within target guidelines, and matched to priority listings and production schedules. These programs shall be developed in consultation with the Districts.

Does the Tentative Work Program implement the Interstate Highway System Program Development Policy?

ANSWER: In accordance with "Interstate Highway System Program Development Procedure," (Topic Number 525-030-255) dated March 15, 2001, the Intrastate Program has been developed in coordination with the Assistant Secretaries for Finance and Administration and Transportation Policy, the State Highway Engineer, the State Transportation Planner and the Districts. The procedure was revised on March 15, 2001 to include the Interstate and the non-Interstate components of the Florida Intrastate Highway System (FIHS). Projects were programmed on overall statewide priority, production capability, and available funding. The first objective was to preserve projects previously programmed in the July 1, 2001, Adopted Work Program.

QUESTION 48: The Department will fully match all Federal highway funds used on the State Highway System. To provide consistency with public transportation programs, for projects off the State Highway System, the Department will match one-half of the non-federal share.

Does the Tentative Work Program implement the above policy? Are there exceptions to the above match requirements in the Tentative Work Program? If so, please specify.

ANSWER: Yes, the Tentative Work Program was developed to implement this policy. However, the Department

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - CENTRAL OFFICE

will fully match certain other projects off the State Highway System that meet the following criteria:

- All project phases qualifying for the federal bridge program
- All project phases for safety improvements under the Section 130 Railway-Highway Crossings Program, the Section 152 Hazard Elimination Program, and other corridor safety improvements. (Note: for most of these projects, costs are 100% federally reimbursed, and no matching funds are required)
- At the discretion of the District Secretary, Transit and rail projects that qualify for funding under the federal Congestion Mitigation and Air Quality Improvement Program.
- At the discretion of the District Secretary, Enhancement projects that are "soft matched" and only require matching funds for the federal non-qualifying costs.

QUESTION 49: Has the Department of Transportation allocated sufficient funds to implement the Mobility 2000 (Building Roads for the 21st Century) initiative and has the department developed a plan to expend these revenues and amend the current Tentative Work Program through 2004-2005 to include Mobility 2000 projects? 339.1371 (1), F.S.

ANSWER: Yes, the Department has allocated sufficient funds to implement the Mobility 2000 Plan. These revenues are included in the Department's Finance Plan.

QUESTION 50: Have there been loans and/or credit enhancements to government units and private entities for use in constructing and improving transportation facilities from the state-funded state infrastructure bank? 339.55 (1), F.S.

Please identify the governmental or private entity and loan amount for each fiscal year.

ANSWER: Yes, the projects programmed are noted below.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2002/03 through 2006/07**

QUESTIONS - CENTRAL OFFICE

Description	\$ Amount	Fiscal Year
Metro Parkway Extension	\$10,397,760	2004
SR 60 from Agricola Rd. to Broadway Ave.	\$8,561,000	2002
Western Beltway "A"	\$15,000,000	2002
Lee Roy Selmon Crosstown Expressway	\$35,000,000	2002
MDX-SR 836 Extension-HEFT Interchange	\$12,000,000	2002
MDX-SR 836/SR 112 Interconnector	\$18,000,000	2003
MDX-SR 836 Extension from NW 137 th to NW 87 th	\$20,000,000	2004
Hartline-Ybor Station Intermodal Terminal	\$4,368,057	2002
Better Jacksonville Plan	\$10,000,000	2005
I-4 Selmon Crosstown Connector	\$13,500,000	2003
Lynx Regional Intermodal Center	\$7,958,991	2002

QUESTION 51: There has been created, within the Department of Transportation, a Transportation Outreach Program (TOP) dedicated to funding transportation projects of a high priority based on the prevailing principles of preserving the existing transportation infrastructure; enhancing Florida's economic growth and competitiveness; and improving travel choices to ensure mobility? 339.137 (1), F.S.

Has the department provided technical expertise and support as requested by the Transportation Outreach Program Council, and developed financial plans, cash forecast plans and program and resource plans necessary to implement this

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - CENTRAL OFFICE

program? In addition, have these supporting documents been submitted with the Transportation Outreach Program? 339.137(1), F.S.

ANSWER: Yes.

QUESTION 52: Have projects recommended for funding under the Transportation Outreach Program been submitted to the Governor and the Legislature as a separate section of the Department's Tentative Work Program? 339.137 (9), F.S.

ANSWER: Yes, they will be submitted with the Tentative Work Program.

QUESTION 53: For purposes of funding projects under the Transportation Outreach Program, has the department allocated from the State Transportation Trust Fund in its program and resource plan a minimum of \$60 million each year and has this funding been reserved for projects to be funded under the Transportation Outreach Program? 339.137 (11) ,F.S.

ANSWER: Yes.

QUESTION 54: There has been created, with the Department of Transportation, the Small County Outreach Program to assist small county governments in resurfacing or reconstructing county roads or in construction capacity or safety improvements to county roads. 339.2818 (1), F.S.

Is the Department administering contracts on behalf of a county selected to receive funding for a project under this section and have all projects funded under this section been included in the Department's Tentative Work Program? 339.2818(5), F.S.

ANSWER: Yes, if requested by the recipient.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - CENTRAL OFFICE

QUESTION 55: There has been created within the Department of Transportation, a County Incentive Grant Program for the purpose of providing grants to counties, to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System? 339.2817 (1), F.S

What dollar amount, by fiscal year, has been provided in the Tentative Work Program for grants under this provision?

ANSWER:

FY 02/03	0
FY 03/04	0
FY 04/05	0
FY 05/07	\$ 21.0 million
FY 06/07	\$43.1 million

APPENDIX – B

FLORIDA TRANSPORTATION COMMISSION

C. David Brown II, Chairman
Earl Durden, Vice Chairman
James W. Holton, Secretary
John P. Browning, Jr.
Mark Guzzetta
Art Kennedy
Norman Mansour



Jeb Bush
Governor

November 7, 2001

Lorenzo Alexander, Manager
Seaport Office
Florida Department of Transportation
605 Suwannee Street, MS 67
Tallahassee, Florida 32399-0450

Dear Lorenzo:

As you are aware, projects recommended for funding under the Transportation Outreach Program (TOP) are to be submitted to the Governor and the Legislature as a separate section of the department's tentative work program and that program projects approved by the Legislature must be included in the department's adopted work program.

Since the Florida Transportation Commission is responsible for performing an in-depth evaluation of the tentative work program for compliance with all applicable laws and established departmental policies, the project selection process conducted by the TOP Council is included in that review.

Florida Statutes dictate that proposed projects for TOP funding must comply with certain prevailing principles and meet certain minimum eligibility requirements. The Law further states that the TOP Council is to use the eligibility criteria to "review and prioritize projects submitted for funding under the program with priority given to projects which comply with the prevailing principles."

During last year's review of the Tentative Work Program, the Commission questioned the process used by the TOP Council to select projects for funding. This was primarily due to the vagueness of the Law as it pertains to the selection criteria. In an effort to make the project selection process more objective, the TOP Council included in its project application for this year, specific criteria that each applicant was going to be ranked against. With a potential composite score of 50 points awarded to those applicants that best met the minimum requirements.

Commission staff attended all TOP Council meetings held this year and have reviewed the preliminary and final project lists. We are unable to determine if, in fact, the projects were ranked according to the minimum requirements and if the individual composite scores were used

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November 7, 2001
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to create the final list of projects being submitted to the Legislature for consideration. At this time, I respectfully request copies of the individual score sheets for each of the applicant projects and/or a list of all applicant projects with their assigned score. If you need further clarification of this request, or if Commission staff can help in compiling this information, please do not hesitate to contact me. Thank you for your prompt attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Ham".

Bill Ham, Acting Executive Director
Florida Transportation Commission



TRANSPORTATION OUTREACH PROGRAM

Jeb Bush, Governor
Thomas F. Barry, Jr., Secretary

November 30, 2001

Mr. Bill Ham, Acting Executive Director
Florida Transportation Commission
605 Suwannee Street
Tallahassee, Florida 32399-0450

Advisory Council
Chair
Thomas E. Conrecode
Bonita Springs, FL

Dear Mr. Ham:

Vice-Chair
Elisa Rohr
DeBary, FL

Thank you for your letter of November 7, 2001 to Lorenzo Alexander, who serves as the lead staff person for the Transportation Outreach Program (TOP) Advisory Council. Given that I am the Chair of the Council, I thought it was important that I respond directly to your request concerning your review of this year's Transportation Outreach Program. As you noted in your letter, the Transportation Outreach Program Advisory Council did include in this year's application specific criteria that each applicant was to be ranked against. This criteria conforms with existing law, ss. 339.137 (9), F.S. that allows the Council to review and prioritize projects submitted for funding. The Council chose to enhance the minimum requirements outlined in ss. 339.137 (1), F.S., of preserving the existing transportation infrastructure; enhancing Florida's economic growth and competitiveness; and improving travel choices to ensure mobility by including aspects of the language vetoed in CS/CS/HB 1053, which would have added promotion of intermodal transportation linkages and projects that have local, federal, or private matching funds to the list of criteria the Council uses in choosing projects.

Mack Fulmer
Orlando, FL

Maryam H. Ghyabi
Ormond Beach, FL

Paul S. Mears, III
Orlando, FL

Elizabeth Reyes-Diaz
Miami, FL

Carlos L. Valdes
Miami, FL

Staff

Lorenzo Alexander
Meredith Dahlrose

Consequently, the application included a page that listed four main categories where applications could be scored and receive up to 10 points per category, plus two other categories that would allow up to 5 points each for preserving existing transportation infrastructure, and for consideration of any unique factors. The Council members received blank copies of the prioritization sheets with copies of the applications, to use as we read each application. We also received an excel spreadsheet to use as an optional tool to tabulate each score.

In discussions during the public meetings this Fall, beginning in Miami, we decided to use the score sheets as our individual worksheets. We chose to use the score sheets as an aid, as we read the applications and to guide us in selecting our 15 most meritorious projects. The Council asked FDOT legal counsel if their individual scoring sheets were public record, and if they needed to be retained, and they were advised that they were not, as they were individual worksheets, and not shared with other parties. We then agreed that

at the final meeting in Tallahassee, each Council member would be prepared, after the presentations were complete, to give staff our individual 15 recommended projects based on our independent evaluations. Staff then compiled the separate lists into one, which became the shortlist. The Council then cut that list until the recommended list matched the \$91.8M available for this program.

In response to your question about whether the projects were ranked according to the minimum requirements, the answer is yes. As to whether the composite scores were used to create the final list of projects being submitted to the Legislature, I can say that the composite scoring as described above was used to arrive at individual council listings of their 15 most meritorious projects. However, an averaging of individual member scores was avoided to eliminate the rating biases of individual members. I have attached the list of 60 projects that received a recommendation from at least one Council member, meaning that it was on a Council member's top 15 list.

It may be worth noting if you have not had an opportunity to review the applications, many of these applications were poorly written and in some cases didn't even explain what the project really was or what the real benefits would be. The fact that from a field of 206 applications we were able to come up with an initial list of only 60 projects worthy of further consideration leaves me to believe Council members independently came to similar conclusions based on their reading, and scoring, of the applications.

While I regret that staff cannot forward the individual score sheets since they were not turned in and probably not retained by members of the council, they may be able to provide the council members list of 15 recommended projects as well as the attached shortlist. I hope that this explains the process we followed and answers your questions regarding how the council implemented procedures that met the requirements of the statute, the intent of the legislature in CS/CS/HB 1053, and the guidance of the legislative leadership. Please feel free to contact me directly at (941) 261-4455 if you have further questions, or if you wish me to speak to the Commission in one of the upcoming meetings.

Sincerely,

Thomas E. Conrecode
Chair, TOP Advisory Council

TEC/md

Commission Members



C. David Brown, II
Chairman



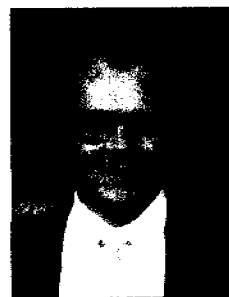
Earl Durden
Vice Chairman



James Holton
Secretary



Sidney Calloway



Mark Guzzetta



Gasper Lazzara, Jr.



Norman Mansour



Bob Namoff



Janet Watermeier

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