



**Florida
Transportation
Commission**



**REVIEW OF
THE DEPARTMENT OF TRANSPORTATION
TENTATIVE WORK PROGRAM
FY 2003/04 THROUGH 2007/08**

FLORIDA TRANSPORTATION COMMISSION

*C. David Brown, II, Chairman
Earl Durden, Vice Chairman
James W. Holton, Secretary
Sidney Calloway
Gasper Lazzara
Norman Mansour
R. M. "Bob" Namoff
Janet Watermeier*



*Jeb Bush
Governor*

March 14, 2003

Honorable Jeb Bush
Governor
The Capitol
Tallahassee, Florida

Honorable Ken Pruitt, Chairman
Senate Committee on Appropriations
201 Capitol
Tallahassee, Florida

Honorable Bruce Kyle, Chairman
House Committee on Appropriations
221 Capitol
Tallahassee, Florida

Dear Governor Bush, Senator Pruitt and Representative Kyle,

On March 4th, 2003, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2003/04 through FY 2007/08*. The assistant secretaries, district secretaries, Turnpike Enterprise Executive Director 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.

This work program is the largest ever undertaken by the Department totaling approximately \$25.2 Billion over the five year period. It is 2.5 percent larger than the previous work program and will construct an additional 1,077 new lane miles of capacity, resurface 12,714 lane miles of roadway, repair 748 bridges and replace 24 of them. It also includes \$2.6 Billion for the public transportation program. The growth in this Tentative Work Program is remarkable given that last year's Tentative included an additional \$668 Million worth of projects from the Economic Stimulus program.

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 *2002 Short Range Component of the 2020 Florida Transportation Plan* were used to demonstrate this linkage. The Department met all five of the objectives, including the Department's resurfacing program objective of ensuring that 80 percent of pavement on the State Highway system meets Department standards. The Department had failed to meet this objective in the last three Tentative Work Program Reviews. The Commission's annual Performance Review of the Department also includes the resurfacing objective as a performance measure. Although the departure from the objective over the past three years has been minimal and may not mean much to the traveling public as far as ride quality is concerned, meeting the 80 percent objective is statutorily mandated. The Commission will look at pursuing a technical change to the statutes to allow the Department more flexibility in meeting the state's transportation needs.

We are confident this Tentative Work Program was developed according to state law and Departmental policies and that the projects identified in the Program will continue to support Florida's economic development. 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 Daniel Webster, Chairman
Senate Appropriations Subcommittee on Transportation and Economic Development and
Members
Honorable David Russell, Chairman,
House Transportation Committee and Members
Honorable Randy Johnson, Chairman,
House Transportation and Economic Development Appropriations
Committee and Members
Honorable Andy Gardiner, Chairman
House Subcommittee on Transportation Systems and Members
Mr. Jose Abreu, Secretary of Transportation
Ms. Donna Arduin, Director,
Office of Planning and Budgeting, Governor's Office
Mr. Jim St. John, Division Administrator,
Federal Highway Administration

**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: Sunshine Skyway Bridge, Tampa Bay, 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.

EXECUTIVE SUMMARY

On March 4th, 2003, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2003/04 through FY 2007/08*. The Department's two assistant secretaries, district secretaries, Turnpike Enterprise Executive Director 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. We would like to highlight the following areas of the review:

Finance: Programming Capacity and Cash Management

This Tentative Work Program is the largest ever undertaken by the Department totaling approximately \$25.2 Billion over the 5-year period. This Tentative Work Program is 2.5% larger than the previous one, with \$20.9 Billion, or 83% of the work program dedicated to Product and Product Support. This Tentative Work Program will construct an additional 1,077 new lane miles of roadway, resurface 12,714 lane miles of existing roadway, repair 748 bridges and replace 24. Approximately \$2.6 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. The Department is required to maintain an available cash balance equal to not less than \$50 Million, or 5 percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever is less) at the close of each quarter. The average annual low point cash balance is \$187.4 Million, which is only 3.11% of the forecasted outstanding obligation of \$5.6 Billion.

Programs Impacting the Tentative Work Program

There were no new programs implemented which would have an impact on this tentative work program. However, there are a few programs implemented in previous years with impacts that are still being felt, including:

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. It provided over \$2.5 Billion of additional funds for transportation resulting in the advancement of \$4 Billion in

transportation improvements. The impact on this Tentative Work Program is the net advancement of an additional \$187 Million worth of project phases.

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. \$515 Million is designated to this program over the Tentative Work Program period.

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. \$40.4 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 15,606 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 22. This Tentative Work Program dedicates \$7.1 Billion in construction, right of way and product support phases to the FIHS.

Stability of Project Schedules

Stability of project schedules remained the same this year with 88.5% of project phases experiencing no change in schedule or being advanced to an earlier fiscal 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, 40.0% were due to requests by local governments or other funding entities. The combining of projects and project substitutions accounted for 17.7% of the scheduling changes. Production schedule changes accounted for 12.1% and Department priority 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 *2002 Short Range Component of the 2020 Florida Transportation Plan* were used to demonstrate this linkage. Five short-range objectives are measured directly through the work program. The Department met all five of the objectives.

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 sixteen projects that were inconsistent with approved local government comprehensive plans. The Commission verified that all inconsistencies are being resolved satisfactorily.

Compliance with Applicable Laws and Policies

The law directs the Commission to conduct this evaluation of the Tentative Work Program for compliance with applicable laws and Departmental policies. As part of its effort to verify this compliance, Commission staff developed a series of questions keyed to the particular requirements. Appendix A in the back of this document provides a copy of the questions complete with the Department's responses.

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

OVERVIEW/PROGRAMS IMPACTING THE TENTATIVE WORK PROGRAM

*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.***

COMMISSION FINDINGS

The Tentative Work Program totals \$25.2 Billion, \$0.6 Billion larger than last year's Tentative Work Program. \$20.9 Billion or 83% is planned in Product and Product Support.

The Tentative Work Program will let contracts to:

- Construct 1,077 additional lane miles of roadway;
- Resurface 12,694 lane miles of existing roadway;
- Repair 748 bridges; and,
- Replace 24 bridges.

The Tentative Work Program includes \$2.63 Billion for Public Transportation.

Illustrative statistics on the Tentative Work Program:

- Number of Fund Categories – 224
- Number of Projects – 7,725
- Number of Project Phases – 22,576

Please Note: Funding levels in graphs and tables throughout this report are rounded from data stored to six decimal places. Therefore, table sums may not add exactly.

**PROGRAMS
IMPACTING THE
TENTATIVE WORK
PROGRAM**

**MOBILITY 2000
PROGRAM**

**TRANSPORTATION
OUTREACH PROGRAM**

**STATE INFRASTRUCTURE
BANK – STATE FUNDED**

The following programs, existing and implemented since the previous tentative work program, impacted the programming of this Tentative Work 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. It provided over \$2.5 Billion of additional funds for transportation without raising taxes, resulting in the advancement of \$4 Billion in transportation improvements. The impact of Mobility 2000 on this Tentative Work Program period is the net advancement of an additional \$187 Million worth of project phases.

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. \$515 Million is designated to this program over the Tentative Work Program period.

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. \$40.4 Million is designated to this program over the Tentative Work Program period.

COMPARISON OF TENTATIVE WORK PROGRAMS

TOTAL WORK PROGRAM

<i>(in Millions)</i>	2003	2002	DOLLAR DIF.	PERCENT DIF.
Product	\$16,084	\$15,774	\$310	1.97%
Product Support	\$4,779	\$4,803	(\$24)	-0.50%
Operations & Maintenance	\$3,523	\$3,436	\$87	2.53%
Administration	\$814	\$572	\$242	42.31%
Total	\$25,200	\$24,585	\$615	2.50%

PRODUCT

<i>(in Millions)</i>	2003	2002	DOLLAR DIF.	PERCENT DIF.
Construction	\$10,809	\$10,840	(\$31)	-0.29%
Right of Way	\$1,768	\$1,687	\$81	4.80%
Public Transportation	\$2,625	\$2,470	\$155	6.28%
Other *	\$882	\$779	\$103	13.22%
Total	\$16,084	\$15,776	\$308	1.95%

CONSTRUCTION

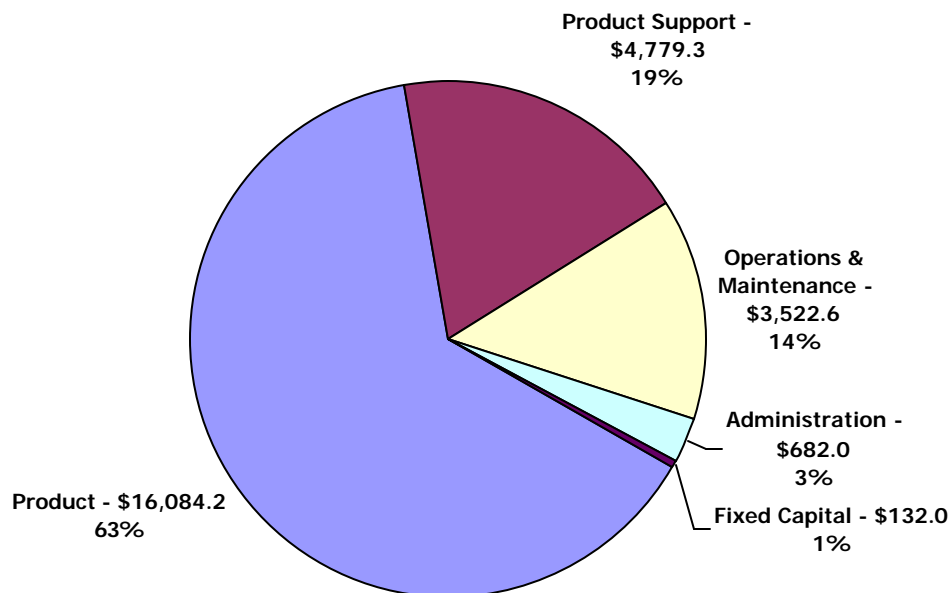
<i>(in Millions)</i>	2003	2002	DOLLAR DIF.	PERCENT DIF.
Resurfacing	\$3,006	\$2,825	\$181	6.41%
Bridge	\$908	\$928	(\$20)	-2.16%
Capacity Improvements	\$6,733	\$6,912	(\$179)	-2.59%
Safety	\$162	\$173	(\$11)	-6.36%
Total	\$10,809	\$10,838	(\$29)	-0.27%

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

FIVE YEAR SUMMARY

TOTAL WORK PROGRAM

\$25.2 Billion



Note: \$ are in Millions

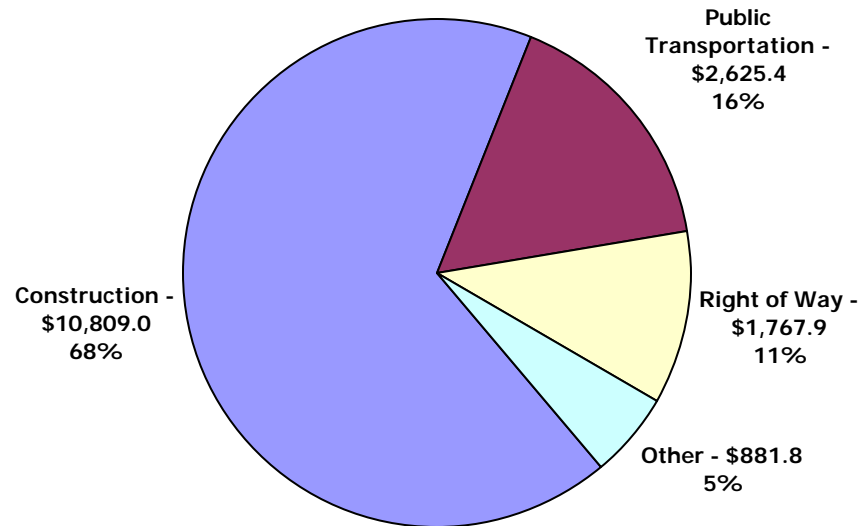
BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Product	\$4,150.1	\$3,620.3	\$2,577.2	\$2,844.9	\$2,891.7	\$16,084.2
Product Support	\$1,113.1	\$1,042.5	\$830.1	\$879.7	\$913.9	\$4,779.3
Operations & Maintenance	\$660.0	\$680.4	\$696.0	\$731.0	\$755.2	\$3,522.6
Administration	\$132.0	\$132.5	\$133.9	\$139.1	\$144.5	\$682.0
Fixed Capital	\$30.5	\$26.5	\$25.0	\$25.0	\$25.0	\$132.0
Total	\$6,085.7	\$5,502.2	\$4,262.2	\$4,619.7	\$4,730.3	\$25,200.1

FIVE YEAR SUMMARY

PRODUCT

\$16.084 Billion



Note: \$ are in Millions

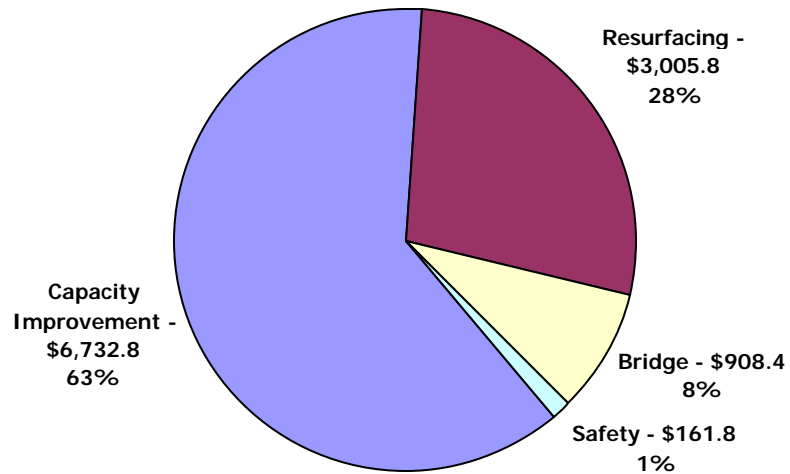
BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Construction	\$2,729.8	\$2,644.8	\$1,664.1	\$1,856.8	\$1,913.6	\$10,809.1
Public Transportation	\$770.2	\$478.3	\$465.0	\$451.6	\$460.3	\$2,625.4
Right of Way	\$496.4	\$354.2	\$272.7	\$333.1	\$311.5	\$1,767.9
Other*	\$153.7	\$142.9	\$175.4	\$203.4	\$206.3	\$881.7
Total	\$4,150.1	\$3,620.2	\$2,577.2	\$2,844.9	\$2,891.7	\$16,084.1

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

FIVE YEAR SUMMARY

**PRODUCT
CONSTRUCTION**
\$10.809 Billion



Note: \$ are in Millions

BY FISCAL YEAR

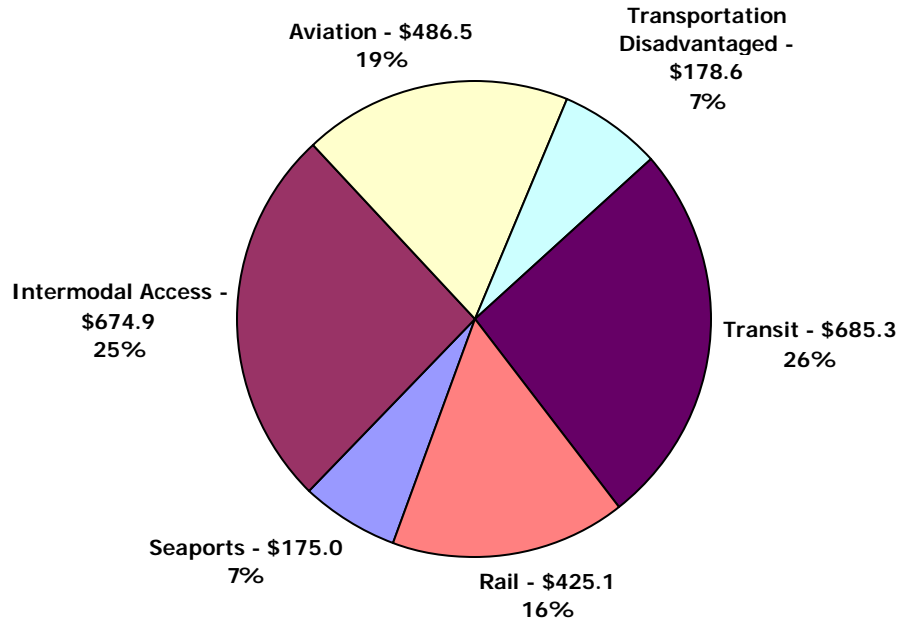
<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Capacity Improvement	\$1,844.9	\$1,738.3	\$973.0	\$1,080.5	\$1,096.1	\$6,732.8
Resurfacing	\$576.5	\$622.2	\$588.0	\$559.9	\$659.2	\$3,005.8
Bridge	\$269.5	\$251.0	\$76.1	\$185.6	\$126.2	\$908.4
Safety	\$38.8	\$33.3	\$26.9	\$30.7	\$32.1	\$161.8
Total	\$2,729.7	\$2,644.8	\$1,664.0	\$1,856.7	\$1,913.6	\$10,808.8

Additional Construction phases of \$404 million are contained in the PTO Intermodal Access Program.

Note: The \$162 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
\$2.625 Billion



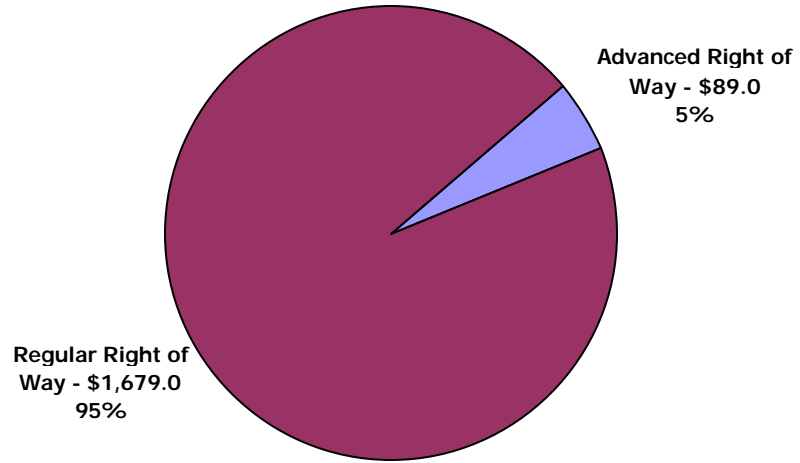
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Seaports	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$175.0
Intermodal Access	\$408.5	\$124.1	\$66.1	\$43.9	\$32.3	\$674.9
Aviation	\$96.4	\$91.1	\$95.2	\$98.5	\$105.3	\$486.5
Trans. Disadvantaged Comm.	\$35.5	\$35.6	\$36.2	\$35.6	\$35.7	\$178.6
Transit	\$128.0	\$134.4	\$139.3	\$137.1	\$146.5	\$685.3
Rail	\$66.8	\$58.1	\$93.2	\$101.5	\$105.5	\$425.1
Total	\$770.2	\$478.3	\$465.0	\$451.6	\$460.3	\$2,625.4

FIVE YEAR SUMMARY

PRODUCT
RIGHT OF WAY
\$1.768 Billion



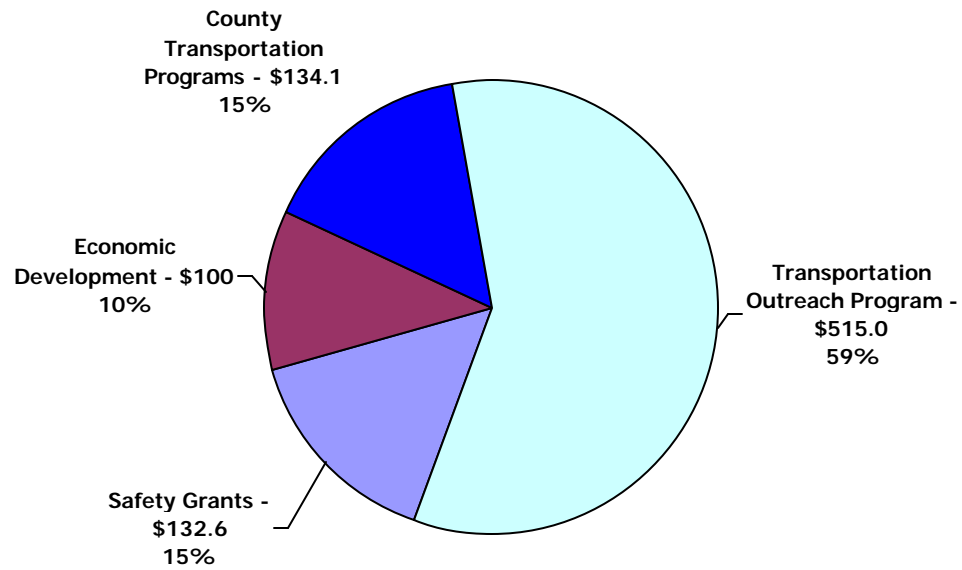
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Advanced Right of Way	\$43.9	\$21.7	\$13.2	\$9.4	\$0.8	\$89.0
Regular Right of Way	\$452.5	\$332.5	\$259.5	\$323.7	\$310.8	\$1,679.0
Total	\$496.4	\$354.2	\$272.7	\$333.1	\$311.6	\$1,768.0

FIVE YEAR SUMMARY

PRODUCT
OTHER
\$882 Million



Note: \$ are in Millions

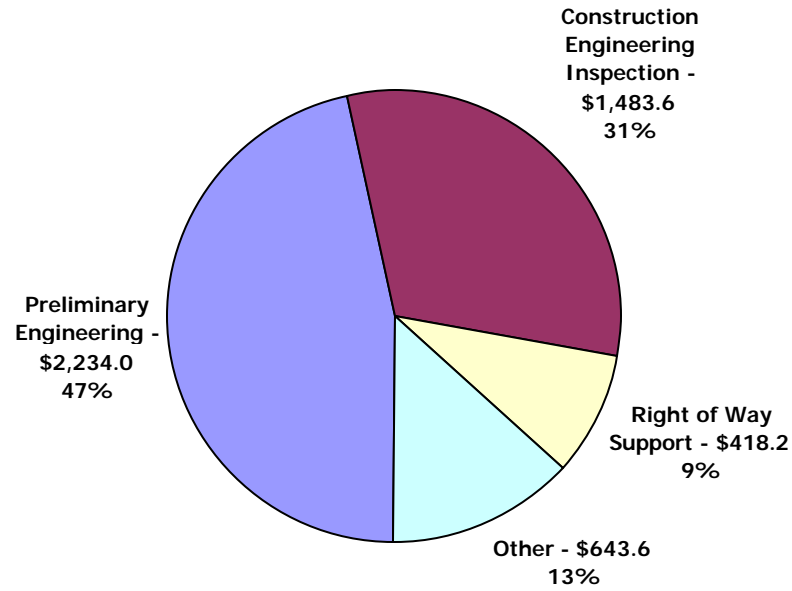
BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Safety Grants	\$33.7	\$22.9	\$24.2	\$25.0	\$26.8	\$132.6
Economic Development	\$20.0	\$20.0	\$20.0	\$20.0	\$20.0	\$100.0
County Transportation Prog.	\$0.0	\$0.0	\$26.2	\$53.4	\$54.5	\$134.1
Transportation Outreach Prog.	\$100.0	\$100.0	\$105.0	\$105.0	\$105.0	\$515.0
Total	\$153.7	\$142.9	\$175.4	\$203.4	\$206.3	\$881.7

FIVE YEAR SUMMARY

PRODUCT SUPPORT

\$4.779 Billion



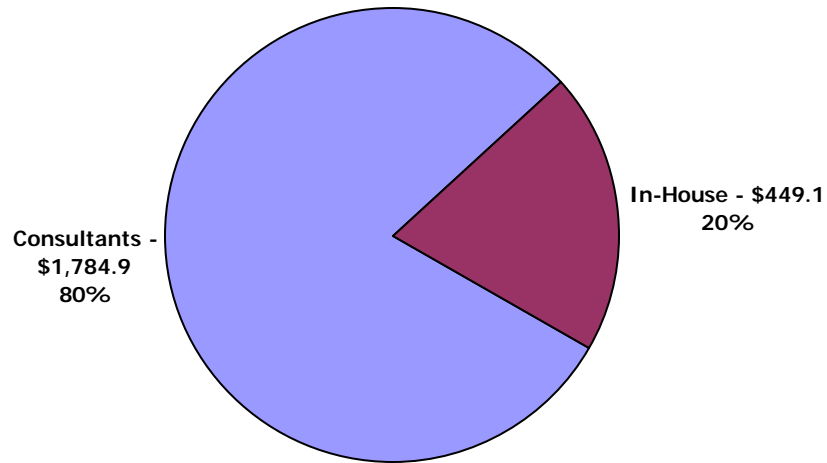
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Preliminary Engineering	\$484.1	\$458.1	\$398.1	\$401.6	\$492.1	\$2,234.0
Const. Eng. Inspection	\$400.4	\$365.4	\$230.7	\$258.5	\$228.6	\$1,483.6
Right of Way Support	\$96.3	\$95.3	\$77.8	\$83.4	\$65.4	\$418.2
Other	\$132.3	\$123.8	\$123.5	\$136.2	\$127.8	\$643.6
Total	\$1,113.1	\$1,042.6	\$830.1	\$879.7	\$913.9	\$4,779.4

FIVE YEAR SUMMARY

PRODUCT SUPPORT
PRELIMINARY ENGINEERING
\$2.234 Billion



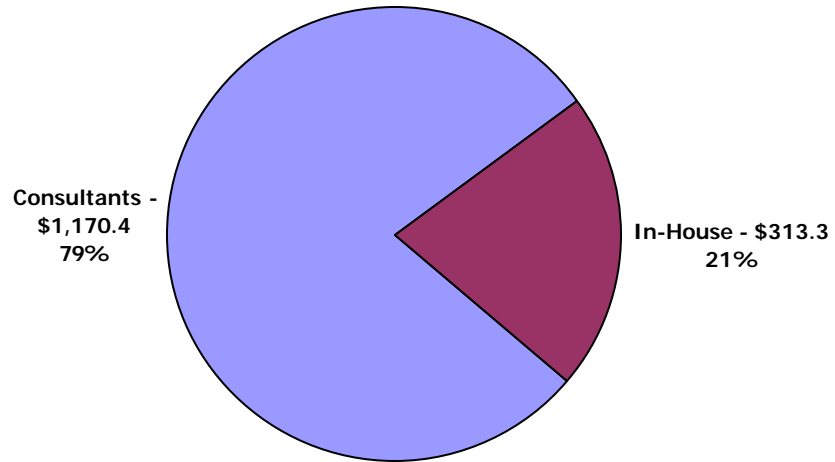
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Consultants	\$394.6	\$369.9	\$311.2	\$311.1	\$398.1	\$1,784.9
In-House	\$89.5	\$88.1	\$87.0	\$90.4	\$94.1	\$449.1
Total	\$484.1	\$458.0	\$398.2	\$401.5	\$492.2	\$2,234.0

FIVE YEAR SUMMARY

PRODUCT SUPPORT
CONSTRUCTION ENGINEERING INSPECTION
\$1.484 Billion



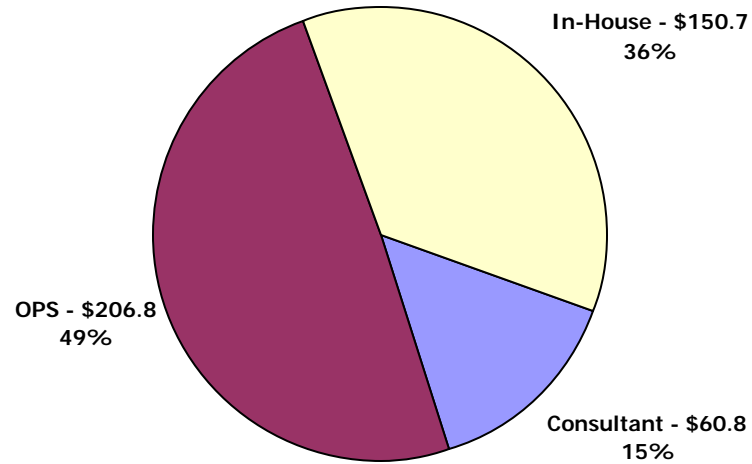
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Consultants	\$338.0	\$304.3	\$169.9	\$195.3	\$162.9	\$1,170.4
In-House	\$62.4	\$61.1	\$60.8	\$63.2	\$65.8	\$313.3
Total	\$400.4	\$365.4	\$230.7	\$258.5	\$228.7	\$1,483.7

FIVE YEAR SUMMARY

PRODUCT SUPPORT
RIGHT OF WAY SUPPORT
\$418 Million



Note: \$ are in Millions

BY FISCAL YEAR

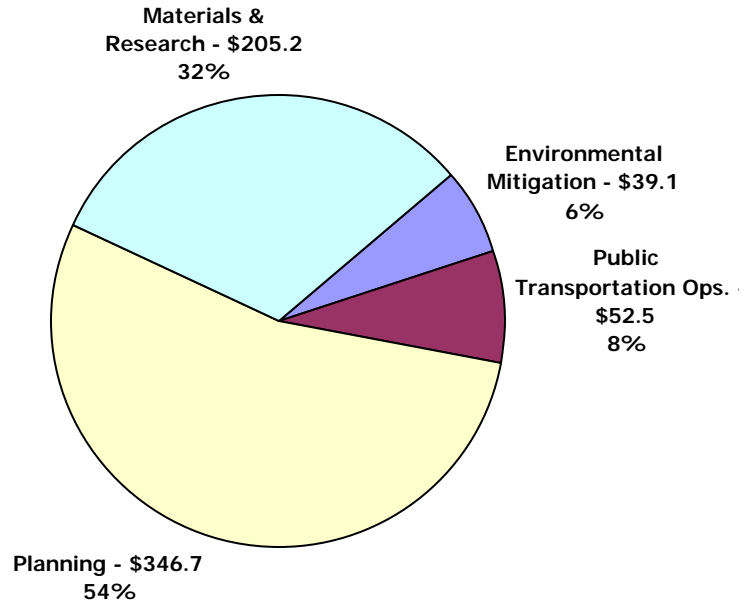
<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Consultant	\$16.4	\$12.3	\$9.7	\$11.4	\$11.0	\$60.8
OPS	\$50.6	\$53.6	\$38.6	\$41.4	\$22.6	\$206.8
In-House	\$29.3	\$29.4	\$29.5	\$30.6	\$31.9	\$150.7
Total	\$96.3	\$95.3	\$77.8	\$83.4	\$65.5	\$418.3

FIVE YEAR SUMMARY

PRODUCT SUPPORT

OTHER

\$644 Million



Note: \$ are in Millions

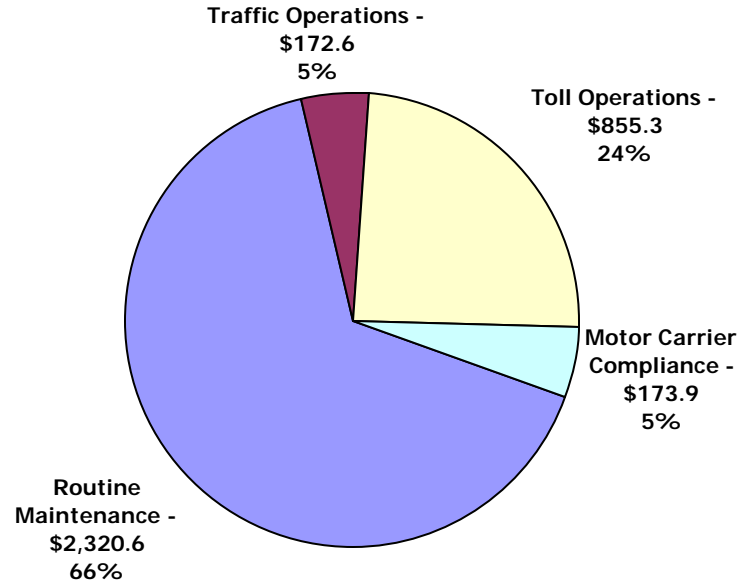
BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Environmental Mitigation	\$12.9	\$5.3	\$4.1	\$13.3	\$3.5	\$39.1
Public Transportation Ops.	\$10.7	\$10.3	\$10.1	\$10.5	\$10.9	\$52.5
Planning	\$67.5	\$67.5	\$69.6	\$71.2	\$70.9	\$346.7
Materials & Research	\$41.1	\$40.7	\$39.8	\$41.1	\$42.5	\$205.2
Total	\$132.2	\$123.8	\$123.6	\$136.1	\$127.8	\$643.5

OPERATIONS & MAINTENANCE

\$3.522 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

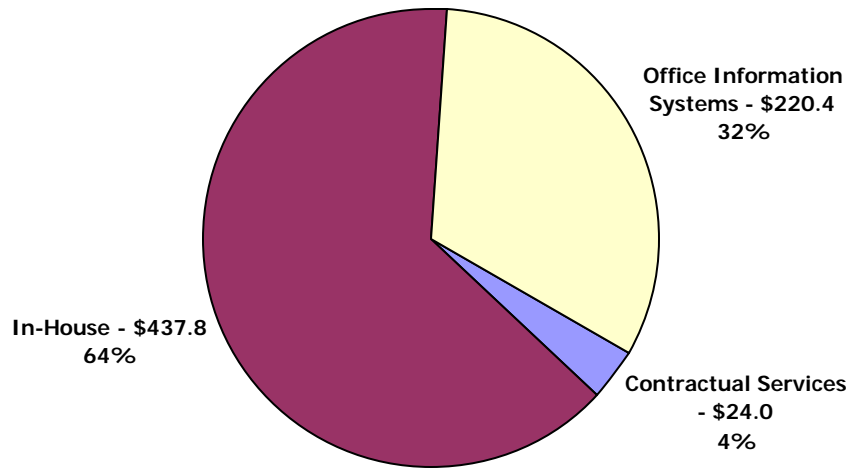
BY FISCAL YEAR

(in Millions)	03/04	04/05	05/06	06/07	07/08	Total
Routine Maintenance	\$415.8	\$444.3	\$462.6	\$490.2	\$507.7	\$2,320.6
Traffic Operations	\$31.4	\$34.4	\$34.2	\$35.7	\$36.9	\$172.6
Toll Operations	\$180.9	\$168.2	\$164.3	\$169.0	\$172.9	\$855.3
Motor Carrier Compliance	\$31.9	\$33.4	\$34.8	\$36.2	\$37.6	\$173.9
Total	\$660.0	\$680.3	\$695.9	\$731.1	\$755.1	\$3,522.4

FIVE YEAR SUMMARY

ADMINISTRATION

\$682 Million



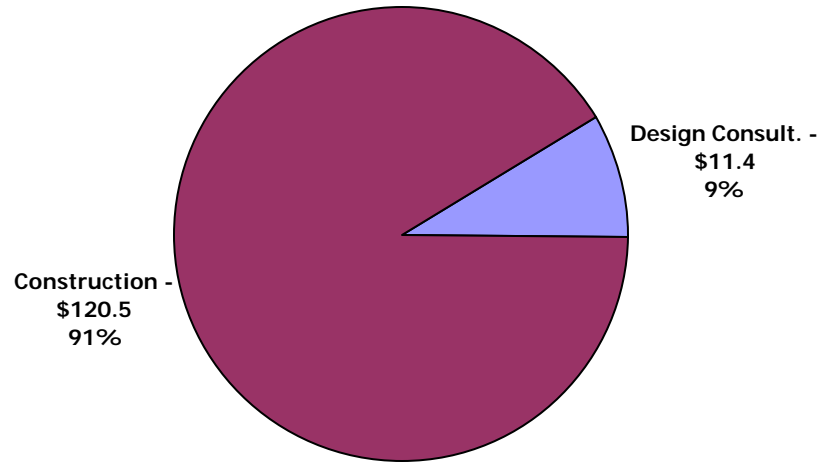
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Contractual Services	\$5.2	\$4.7	\$4.7	\$4.7	\$4.7	\$24.0
In-House	\$84.7	\$84.9	\$85.9	\$89.4	\$92.9	\$437.8
Office Information Systems	\$42.1	\$43.0	\$43.3	\$45.1	\$46.9	\$220.4
Total	\$132.0	\$132.6	\$133.9	\$139.2	\$144.5	\$682.2

FIVE YEAR SUMMARY

FIXED CAPITAL OUTLAY
\$132 Million



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Design Consult.	\$2.8	\$3.2	\$2.3	\$1.7	\$1.4	\$11.4
Construction	\$27.6	\$23.3	\$22.7	\$23.3	\$23.6	\$120.5
Total	\$30.4	\$26.5	\$25.0	\$25.0	\$25.0	\$131.9

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 3,844 centerline miles (15,606 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 62% of the total highway capacity improvement program of \$11.4 Billion.

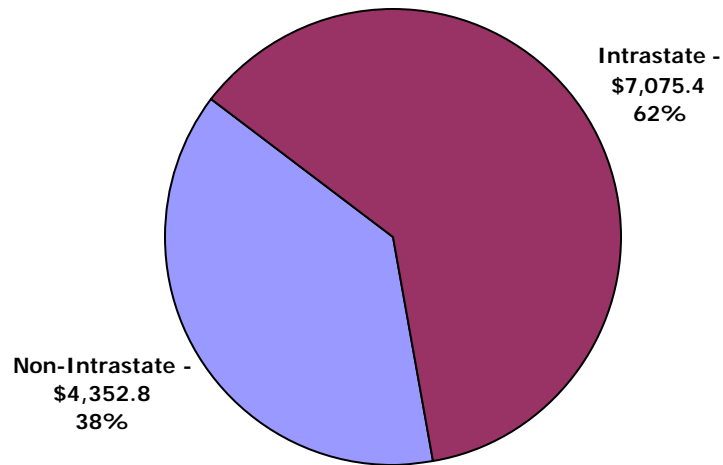
Of this \$7.1 Billion for capacity improvements on the FIHS, \$4.5 Billion is programmed for construction phases – 47% on Interstate highways, 25% on the Turnpike, and 28% on other highways on the FIHS.

THE FLORIDA STATE HIGHWAY SYSTEM PROGRAM

CAPACITY IMPROVEMENT

\$11.428 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

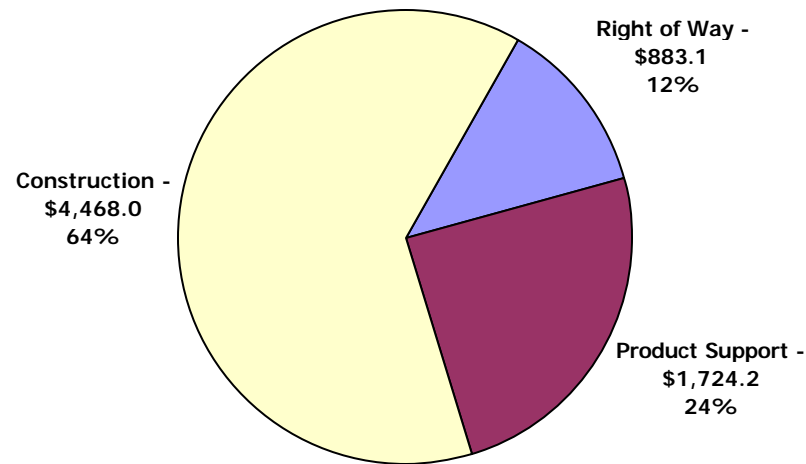
<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Non-Intrastate	\$1,011.3	\$956.7	\$646.3	\$845.2	\$893.3	\$4,352.8
Intrastate	\$2,054.7	\$1,813.7	\$1,055.5	\$1,071.9	\$1,079.6	\$7,075.4
Total	\$3,066.0	\$2,770.4	\$1,701.8	\$1,917.1	\$1,972.9	\$11,428.2

THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM

CAPACITY IMPROVEMENT

\$7.075 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(in Millions)	03/04	04/05	05/06	06/07	07/08	Total
Right of Way	\$320.4	\$152.9	\$117.6	\$144.3	\$147.9	\$883.1
Product Support	\$449.7	\$434.0	\$252.7	\$257.6	\$330.2	\$1,724.2
Construction	\$1,284.6	\$1,226.7	\$685.2	\$670.0	\$601.5	\$4,468.0
Total	\$2,054.7	\$1,813.6	\$1,055.5	\$1,071.9	\$1,079.6	\$7,075.3

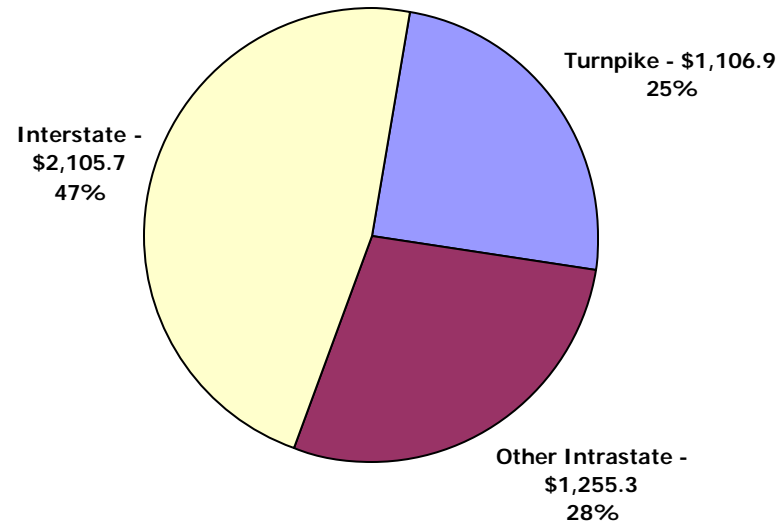
Product Support includes Preliminary Engineering, Right of Way Support, Construction Engineering & Inspection, Environmental Mitigation, and Traffic Operations.

THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM

CAPACITY IMPROVEMENT - CONSTRUCTION

\$4.468 Billion

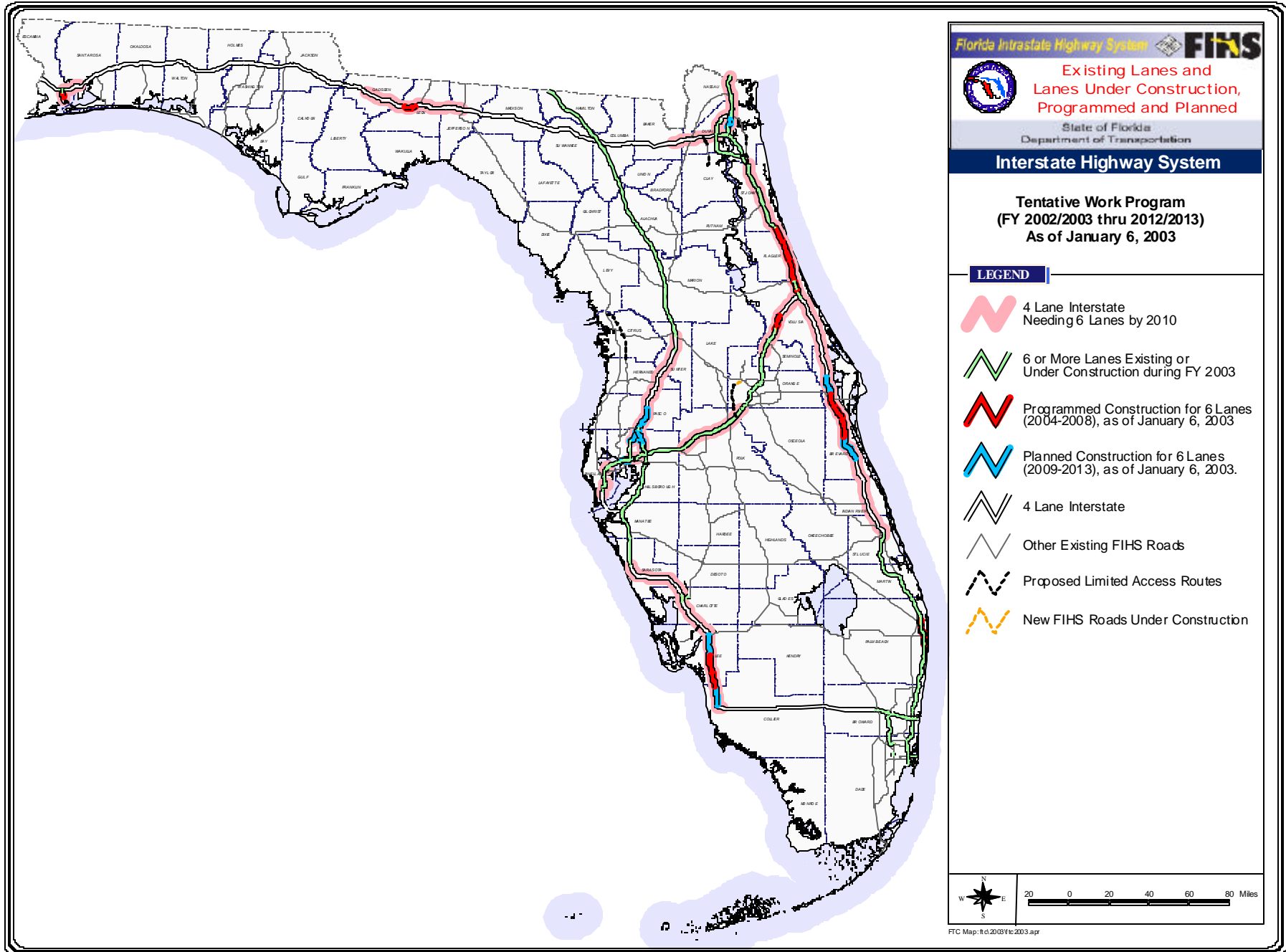
FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(in Millions)	03/04	04/05	05/06	06/07	07/08	Total
Turnpike	\$279.8	\$387.2	\$49.7	\$281.5	\$108.7	\$1,106.9
Other Intrastate	\$392.3	\$312.6	\$310.0	\$72.3	\$168.1	\$1,255.3
Interstate	\$612.4	\$526.9	\$325.5	\$316.2	\$324.7	\$2,105.7
Total	\$1,284.5	\$1,226.7	\$685.2	\$670.0	\$601.5	\$4,467.9



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

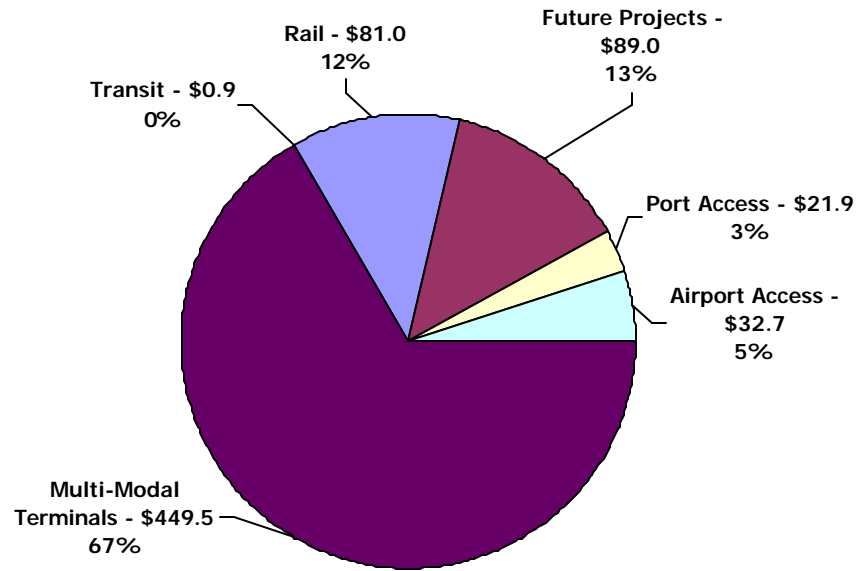
The Tentative Work Program has a total of \$675 Million programmed for the Intermodal Access Development Program.

Of the \$675 Million for the Intermodal Access Development Program, \$81 Million is programmed for rail access, \$22 Million for seaport access, \$33 Million for airport access, \$450 Million for multimodal terminals, \$89 Million for future projects, and \$1 Million for transit.

FIVE YEAR SUMMARY

INTERMODAL DEVELOPMENT PROGRAM

\$675 Million



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	03/04	04/05	05/06	06/07	07/08	Total
Rail	\$16.4	\$30.6	\$14.5	\$14.8	\$4.7	\$81.0
Future Projects	\$25.9	\$21.9	\$13.2	\$12.7	\$15.3	\$89.0
Port Access	\$1.1	\$3.1	\$5.7	\$6.5	\$5.5	\$21.9
Airport Access	\$14.1	\$8.6	\$1.9	\$3.4	\$4.7	\$32.7
Multi-Modal Terminals	\$350.9	\$59.9	\$30.7	\$6.2	\$1.8	\$449.5
Transit	\$0.2	\$0.0	\$0.1	\$0.3	\$0.3	\$0.9
Total	\$408.6	\$124.1	\$66.1	\$43.9	\$32.3	\$675.0

SIGNIFICANT INTERMODAL PROJECTS

<u>Project Name</u>	<u>Description of Work</u>	<u>Phases</u>	<u>State Funding for Intermodal Program</u>	<u>Funding from Other Sources</u>
Piper Road Corridor Improvements	Design, ROW acquisition and Construction of access to Charlotte County Airport	GRANT	\$3.75	
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	\$7.51	
Treeline Extension Southwest International Airport	Treeline Extension from Alico Road to SW International Airport – Treeline and midfield terminal access roads	GRANT	\$0.80	
Port Manatee	Four lane South Dock Street/Design and Construction	GRANT	\$1.00	
Jacksonville Transit Authority	Convention Center ASE	GRANT	\$10.40	
Orange County Lynx	Downtown Intermodal Terminal Facility – construction	GRANT	\$1.50	
Fort Lauderdale International Airport	Construct interchange terminal roadway	GRANT	\$12.00	
South Florida Rail Corridor	Double tracking	GRANT	\$23.80	\$42.50
Miami Intermodal Center (MIC)	Funding for engineering, ROW and construction	GRANT	\$108.74	\$323.50
Port of Tampa	Design of cargo operations intermodal facility	GRANT	\$2.00	
Southwest Florida International Airport	Cargo road improvements and ramp construction	GRANT	\$1.90	
Jacksonville International Airport	Flyover	GRANT	\$2.50	
Hernando County Airport	Construct South Access Connector to County Line Road	GRANT	\$1.90	

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 at the end of each fiscal year of not less than 5 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-quarter cash balance (December 2004) for the STTF is \$96.4 Million, which complies with the statutory minimum. The average annual low point cash balance during the Tentative Work Program period will be \$187.4 Million, which is 3.11% of estimated average outstanding obligations of \$5.64 Billion.

The lowest end-of-fiscal year cash balance (in June 2006) for the Turnpike General Reserve Fund is \$26.3 Million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, \$3.0 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 October 2002.

Federal aid funding levels are based on the Official Federal Aid Highway Forecast of July 2002.

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>
03/04	\$105.0	06/07	\$155.4
04/05	\$125.8	07/08	\$172.8
05/06	\$141.5		

\$ are in Millions

Grant Anticipation Revenue Vehicle (GARVEE) Bonds will be issued in the amount of \$250 Million in FY 2005/06, \$225 Million in FY 2006/07, and \$50 Million in FY 2007/08.

Decrease of \$96.7 Million in long-term receivables from toll facilities for operating and maintenance costs through FY 2007/08.

Increase of \$200.6 Million in long-term receivables for toll facilities operating and maintenance costs through FY 2007/08.

A \$24 Million advance to the Turnpike General Reserve Fund for HEFT toll deferrals is planned to be repaid to the STTF in FY 2004/05 and FY 2005/06.

A \$110 Million advance to the Tampa Hillsborough County Expressway Authority in FY 2000/01 through FY 2003/2004 is planned to be repaid in FY 2004/05.

A \$125 Million advance to Turnpike for defeasance of Sawgrass Expressway bonds is planned to be repaid to the STTF by 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 2004/05.

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>
03/04	\$12.0	\$33.5	06/07	\$10.0	\$0.0
04/05	\$12.0	\$6.0	07/08	\$0.0	\$10.0
05/06	\$12.0	\$2.0			

\$ are in Millions

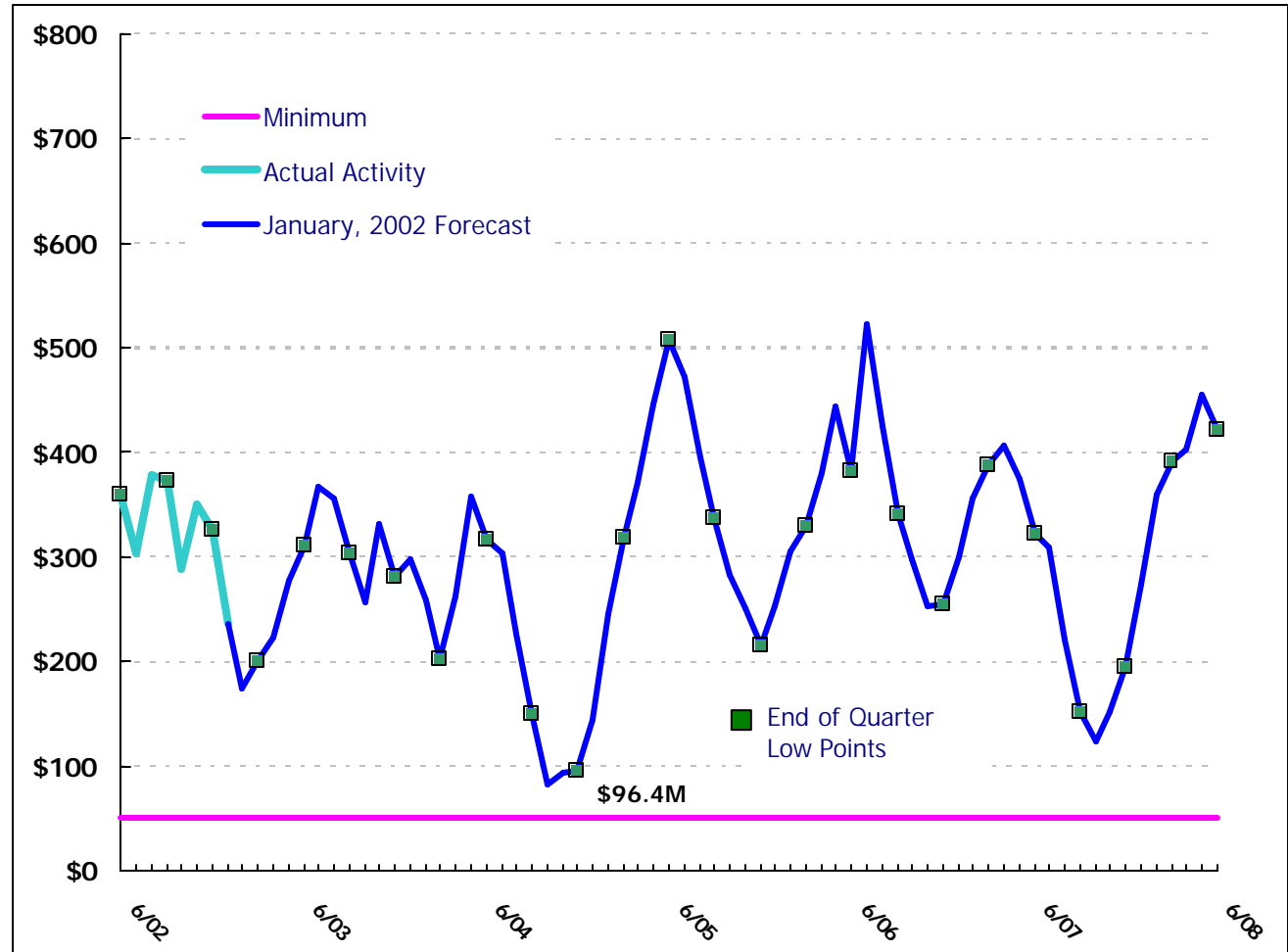
Miami Intermodal Center (MIC):

- \$787 Million is planned for phase I of MIC in fiscal years 2003/04 - 2007/08.
- \$269 Million of MIC projects are planned to be financed with federal (TIFIA) loans. Annual repayments are planned to start in FY 2006/07 totaling \$35.8 Million through FY 2007/08. 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. A \$21.9 Million repayment through 2007/08 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.
- A \$25 Million SIB loan is planned in FY 2003/04. SIB repayment of \$2.5 Million annually is planned to start in FY 2005/06.

CASH FORECAST

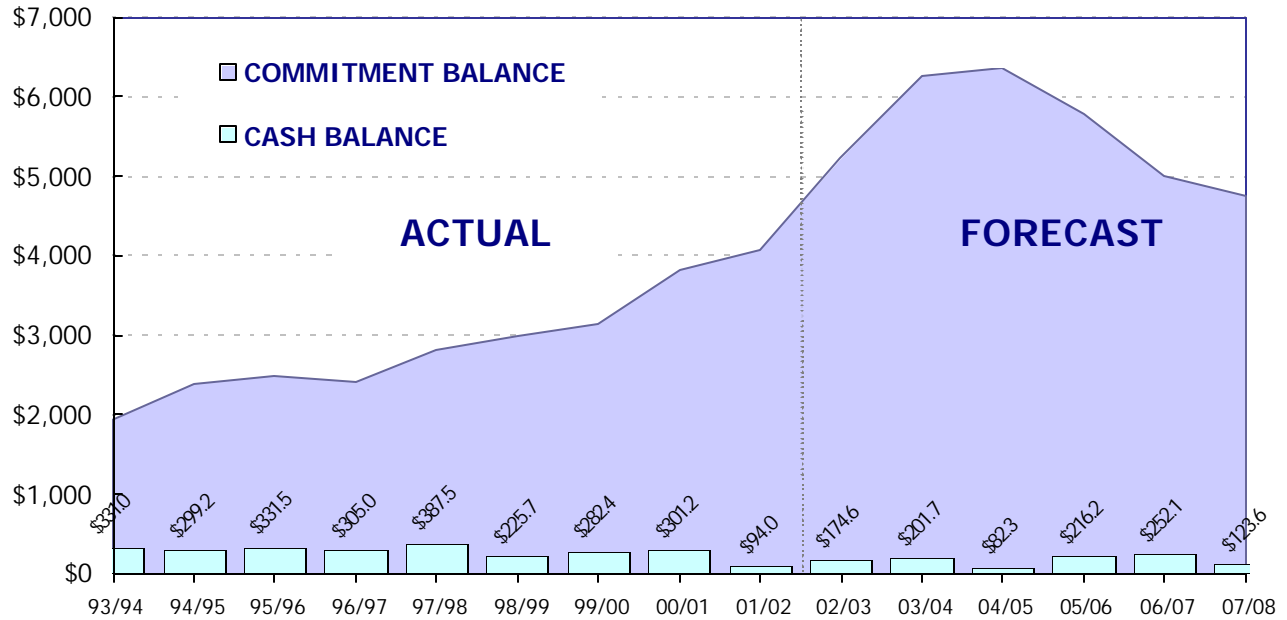
**STATE
TRANSPORTATION
TRUST FUND**

\$ are in Millions



**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 1993/94 through 2007/08 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 2003/04 through FY 2007/08, the **average** annual low point cash balance is projected to be \$175.2 Million and the **average** annual outstanding obligations to be \$5.637 Billion. That is, cash “on hand” is projected to be 3.11% of outstanding obligations.

**TURNPIKE GENERAL
RESERVE FUND**

MAJOR FINANCIAL ASSUMPTIONS

Tentative Debt Service Coverage Ratio averages 2.0 on a *net* basis over the 5-year period as follows. 2.1, 2.2, 2.1, 1.9 and 1.9.

Toll revenue forecast includes a toll rate increase in FY 04/05 on cash customers *only* on all Turnpike facilities except the Polk Parkway and Suncoast expansion projects. SunPass customers will receive a 25% discount over cash customers.

Bond funded commitments are financed utilizing "cash-flow bonding." This method allows bonds to be issued based on the anticipated expenditures in each fiscal year. As a result, lower debt service is incurred in the initial years, which frees up cash.

Bond Sales (Total \$1,110 Million):

November 2003 bond sale of \$79 Million to fund the Western Beltway "C" construction and PE reimbursement, SR 710 Interchange, SR 417 Interchange, ROW for Jog Road Interchange, Ridge Road Interchange, acquire ROW to widen segments of the Beeline and Mainline, ROW and construction to widen Lantana Blvd., various PE reimbursements, HEFT median safety improvements, and SunNav ITS phase II fiber optic construction.

July 2004 bond sale of \$300 Million to fund Western Beltway "C" construction, widen the Beeline and Mainline in four locations, acquire ROW for Hollywood Blvd. Interchange, SR 408 Interchange improvement, SunNav Phase III construction, repay General Revenue for bond sale deferrals and PE reimbursement for various projects.

July 2005 bond sale of \$265 Million to fund the SW 8th Street Interchange improvement, Jog Road Interchange construction, construction and PE reimbursement for two sections of the Western Beltway "C" and SunPass system improvements.

July 2006 bond sale of \$271 Million to fund the NW 74th Street Interchange ROW, Hollywood Blvd. Interchange improvement, widen the Mainline in three locations, PE reimbursements, ITS traffic surveillance and accident detection systems construction, Western Beltway "A" ramps, and SunPass improvements.

Additional issues are planned for \$195 Million in July of 2007 and \$34 Million in July of 2008 (outside this TWP) to finish funding commitments from preceding years.

Repayment to Districts 1 and 5 of \$16.9 Million and \$10.2 Million that began in FY 2001/02 are scheduled to be completed in FY 2005/06.

The State Infrastructure Bank is providing a \$65.1 Million construction loan for the Seminole II project in fiscal years 1999/00 through 2006/07 and a \$16.9 Million interest cost loan over fiscal years 2003/04 through 2010/11. The loans are scheduled to be repaid from the General Reserve Fund in fiscal years 2004/05 and 2005/06.

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.

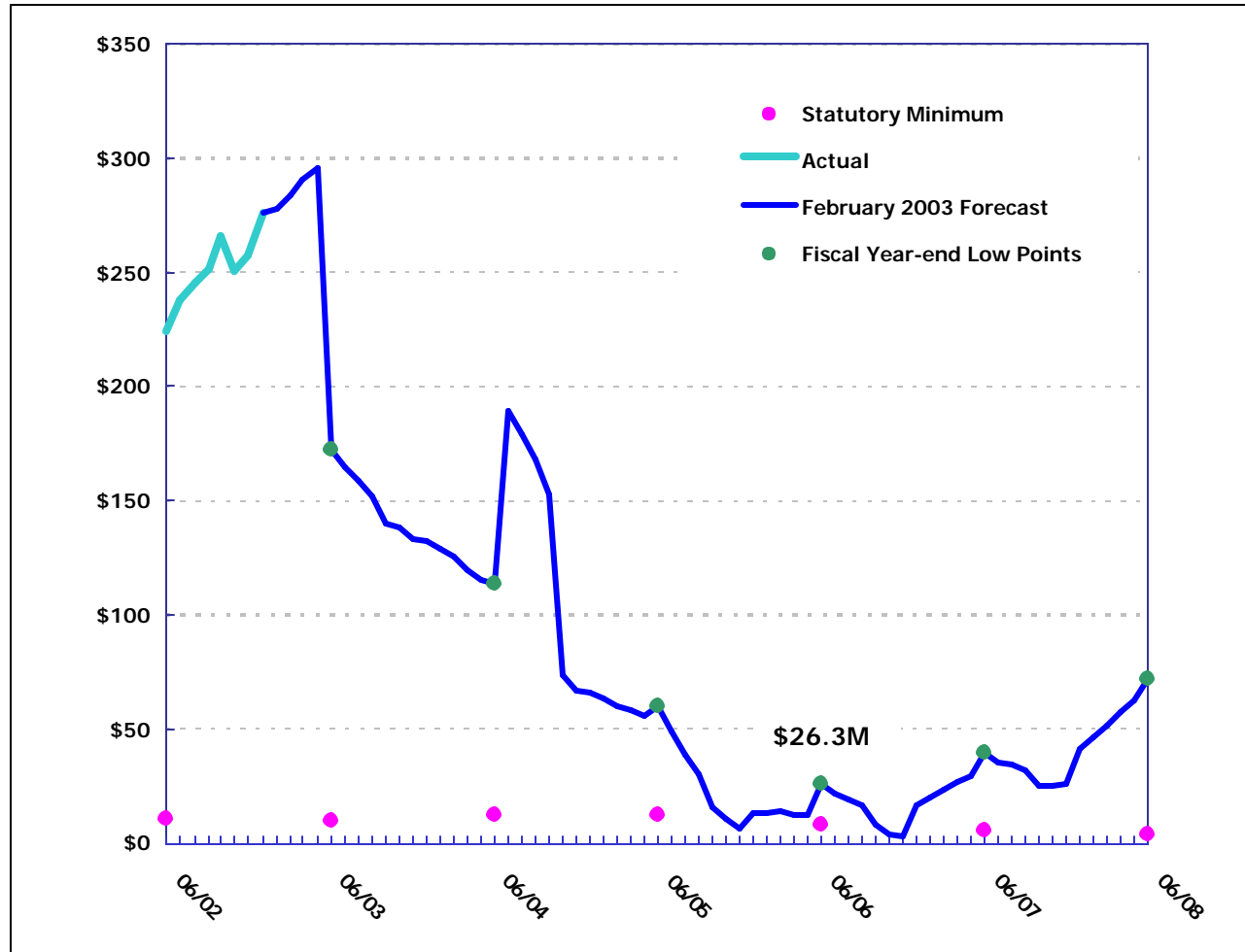
Fiscal Year	SR 80	Seminole II	Suncoast
03/04	\$0.5	\$1.4	\$7.7
04/05	\$0.4	\$1.4	\$7.9
05/06	\$1.0	\$1.5	\$8.2
06/07	\$1.6	\$1.5	\$8.5
07/08	\$1.5	\$1.6	\$8.9

\$ are in Millions

CASH FORECAST

TURNPIKE GENERAL RESERVE FUND

\$ are in Millions



**KEY STATUTORY
REQUIREMENTS**

STABILITY OF PROJECT SCHEDULES

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 four 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 three 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 improvement elements of their local government comprehensive plans. *S. 339.135(4)(b)3, F.S.*

COMMISSION FINDINGS

For the four common fiscal years (2003/04 to 2006/07), 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%); 9.8% of project phases were deferred to a later fiscal year within the four common fiscal years or moved out to a fiscal year beyond FY 2006/07; and 1.8% of project phases were deleted. Note: Stability Report includes construction, right of way land, and public transportation product phases only.

For the four common fiscal years, 88.6% of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the four common fiscal years, 88.2% 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 the same.

Excluding those project phases deferred/deleted/moved out at the request of local governments or other funding entities, 93.1% 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 03/04 - 06/07)	No Changes/Advances	1,650	88.47%
	Defers	105	5.63%
	Moved Out	77	4.13%
	Deletions	33	1.77%
Total		1,865	100.00%

ROADS AND BRIDGES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes/Advances	1,023	88.65%
	Defers	77	6.67%
	Moved Out	37	3.21%
	Deletions	17	1.47%
Total		1,154	100.00%

PUBLIC TRANSPORTATION

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes/Advances	627	88.19%
	Defers	28	3.94%
	Moved Out	40	5.63%
	Deletions	16	2.25%
Total		711	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.

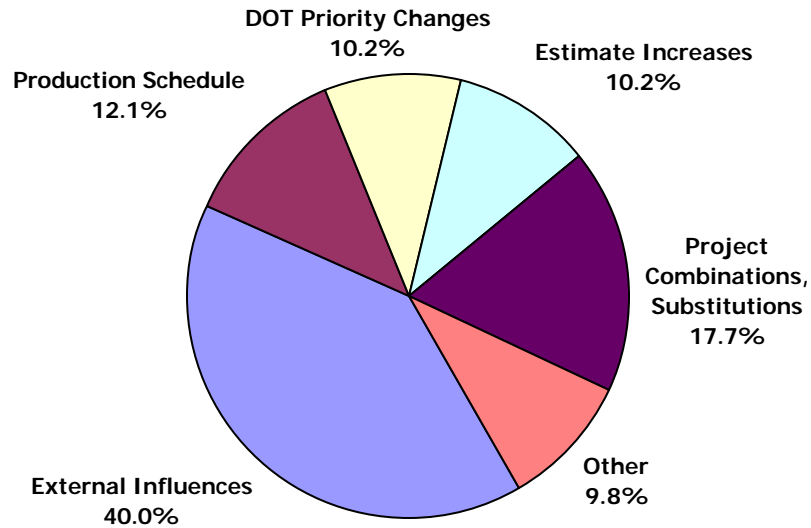
MOVED OUT - Moved out to new 5th year of the Tentative Work Program.

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

STABILITY REPORT

STATEWIDE WORK PROGRAM

REASONS FOR 215 PROJECTS DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	1,599	85.74%
	Advances	51	2.73%
	Defers	105	5.63%
	Moved Out	77	4.13%
	Deletions	33	1.77%
Total		1,865	100.00%

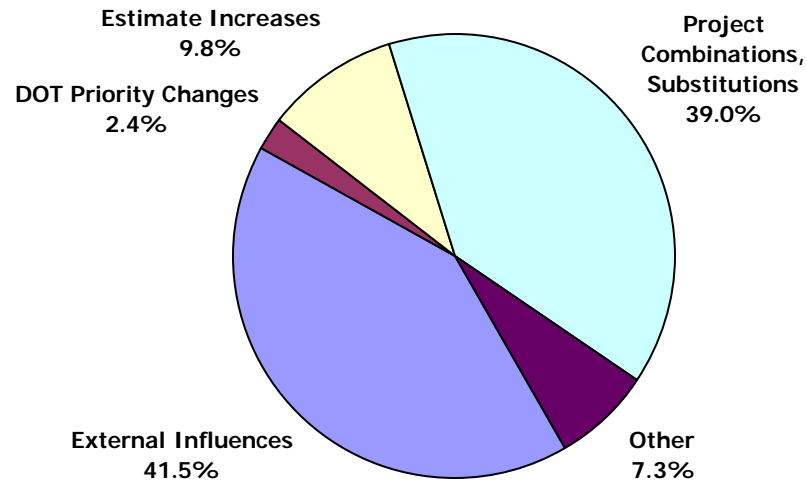
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	1,686	90.40%
	Advances	51	2.73%
	Defers	60	3.22%
	Moved Out	57	3.06%
	Deletions	11	0.59%
Total		1,865	100.00%

STABILITY REPORT

DISTRICT 1 WORK PROGRAM

**REASONS FOR 41
PROJECTS DEFERRED,
DELETED OR MOVED
OUT**



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	237	85.25%
	Advances	0	0.00%
	Defers	12	4.32%
	Moved Out	20	7.19%
	Deletions	9	3.24%
Total		278	100.00%

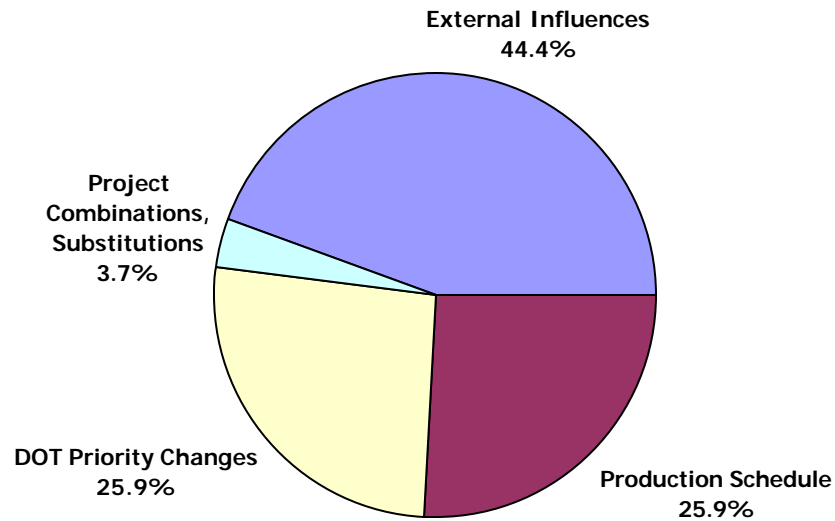
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	255	91.73%
	Advances	0	0.00%
	Defers	5	1.80%
	Moved Out	17	6.12%
	Deletions	1	0.36%
Total		278	100.00%

STABILITY REPORT

DISTRICT 2 WORK PROGRAM

REASONS FOR 27 PROJECTS DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	320	90.14%
	Advances	8	2.25%
	Defers	14	3.94%
	Moved Out	6	1.69%
	Deletions	7	1.97%
Total		355	100.00%

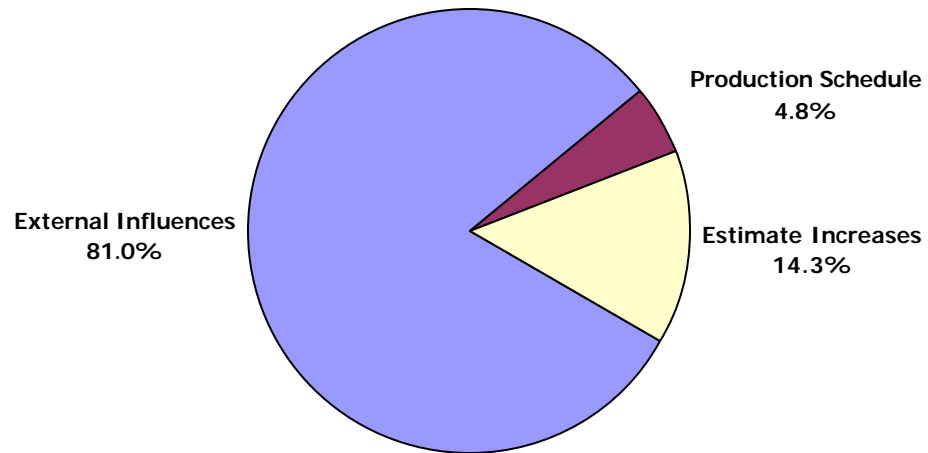
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	332	93.52%
	Advances	8	2.25%
	Defers	8	2.25%
	Moved Out	1	0.28%
	Deletions	6	1.69%
Total		355	100.00%

STABILITY REPORT

DISTRICT 3 WORK PROGRAM

REASONS FOR 21 PROJECTS DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	196	89.09%
	Advances	3	1.36%
	Defers	14	6.36%
	Moved Out	6	2.73%
	Deletions	1	0.45%
Total		220	100.00%

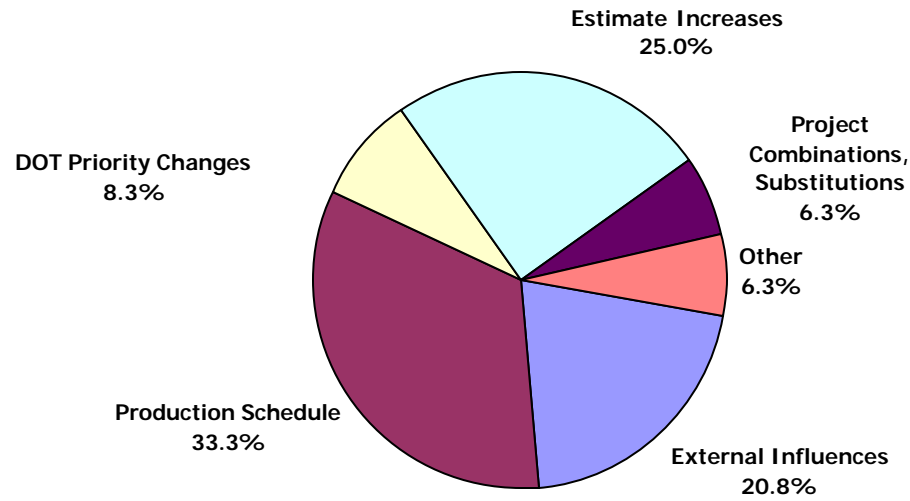
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	213	96.82%
	Advances	3	1.36%
	Defers	3	1.36%
	Moved Out	1	0.45%
	Deletions	0	0.00%
Total		220	100.00%

STABILITY REPORT

DISTRICT 4 WORK PROGRAM

**REASONS FOR 48
PROJECTS DEFERRED,
DELETED OR MOVED
OUT**



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	249	82.72%
	Advances	4	1.33%
	Defers	37	12.29%
	Moved Out	8	2.66%
	Deletions	3	1.00%
Total		301	100.00%

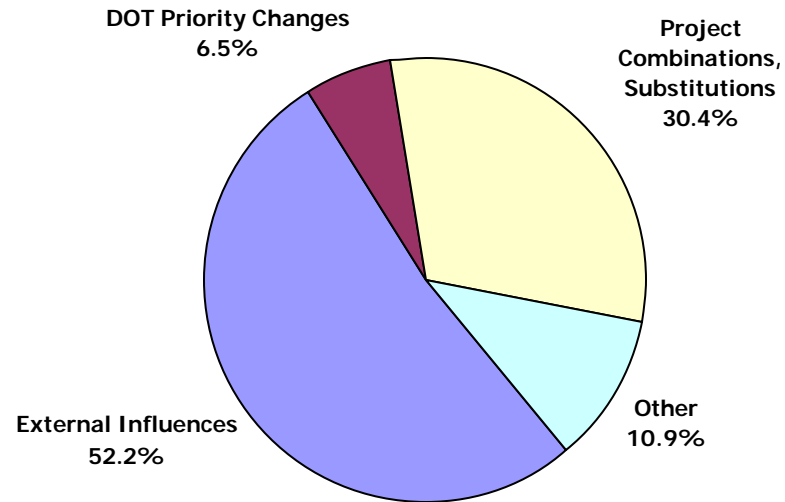
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	259	86.05%
	Advances	4	1.33%
	Defers	31	10.30%
	Moved Out	6	1.99%
	Deletions	1	0.33%
Total		301	100.00%

STABILITY REPORT

DISTRICT 5 WORK PROGRAM

**REASONS FOR 46
PROJECTS DEFERRED,
DELETED OR MOVED
OUT**



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	178	77.06%
	Advances	7	3.03%
	Defers	15	6.49%
	Moved Out	23	9.96%
	Deletions	8	3.46%
Total		231	100.00%

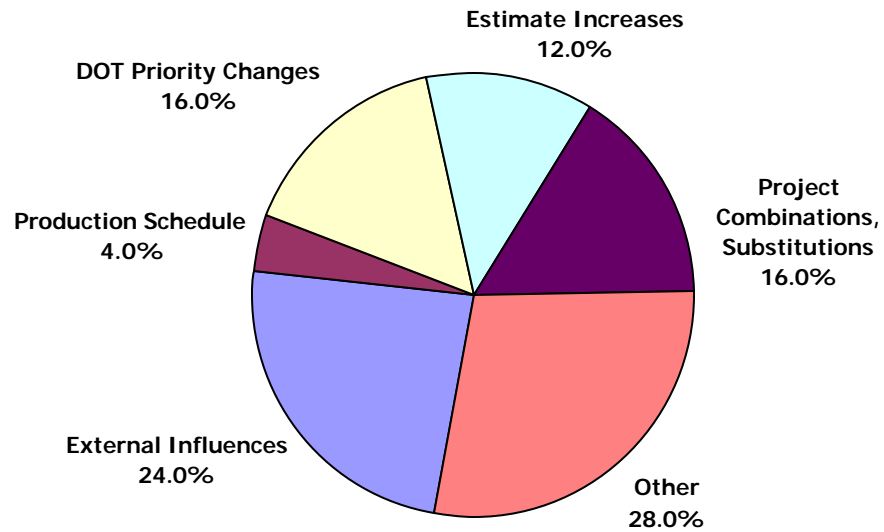
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	202	87.45%
	Advances	7	3.03%
	Defers	2	0.87%
	Moved Out	19	8.23%
	Deletions	1	0.43%
Total		231	100.00%

STABILITY REPORT

DISTRICT 6 WORK PROGRAM

**REASONS FOR 25
PROJECTS DEFERRED,
DELETED OR MOVED
OUT**



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	133	74.30%
	Advances	21	11.73%
	Defers	10	5.59%
	Moved Out	11	6.15%
	Deletions	4	2.23%
Total		179	100.00%

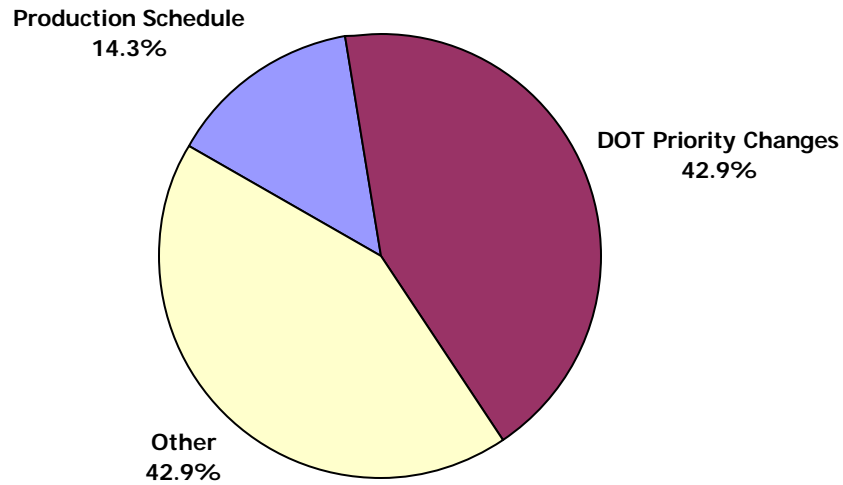
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	139	77.65%
	Advances	21	11.73%
	Defers	8	4.47%
	Moved Out	10	5.59%
	Deletions	1	0.56%
Total		179	100.00%

STABILITY REPORT

DISTRICT 7 WORK PROGRAM

REASONS FOR 7 PROJECTS DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	215	94.30%
	Advances	6	2.63%
	Defers	3	1.32%
	Moved Out	3	1.32%
	Deletions	1	0.44%
Total		228	100.00%

RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	215	94.30%
	Advances	6	2.63%
	Defers	3	1.32%
	Moved Out	3	1.32%
	Deletions	1	0.44%
Total		228	100.00%

STABILITY REPORT

TURNPIKE ENTERPRISE WORK PROGRAM

**REASONS FOR 0
PROJECTS DEFERRED,
DELETED OR MOVED
OUT**

RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	71	97.26%
	Advances	2	2.74%
	Defers	0	0.00%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		73	100.00%

**RESULTS WITHOUT
EXTERNAL INFLUENCES**

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 03/04 - 06/07)	No Changes	71	97.26%
	Advances	2	2.74%
	Defers	0	0.00%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		73	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 2002 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 all five of the short-range objectives that are measured directly through the work program (the remaining 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).

STATUTORY GUIDANCE

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.

**LONG RANGE GOAL IN
2020 PLAN
LONG RANGE
OBJECTIVE**

Preservation and management of Florida’s transportation system.

Adequately maintain all elements of the transportation system to protect the public’s investment for the future.

RESURFACING

Short Range Objective: Through Fiscal Year 2011, ensure that 80 percent of pavement on the State Highway System meets Department standards.

Tentative Work Program:

	03/04	04/05	05/06	06/07	07/08
Percent Meeting Standards	81%	81%	81%	81%	81%

“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 2011, 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:

	03/04	04/05	05/06	06/07	07/08
Percent Meeting Standards	93%	92%	91%	91%	91%

“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 2011, achieve 100 percent of the acceptable maintenance standard on the State Highway System.

Tentative Work Program:

	03/04	04/05	05/06	06/07	07/08
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
LONG RANGE
OBJECTIVE**

A transportation system that enhances Florida's economic competitiveness.

Establish, construct and manage Florida's Strategic Intermodal System (SIS). Provide for smooth and efficient transfers for both passengers and freight between seaports, airports, railroads, highways and other elements of the SIS. Reduce delay for people and goods movement through increased system efficiency and multimodal capacity.

**FLORIDA INTRASTATE
HIGHWAY SYSTEM**

Short Range Objective: Through Fiscal Year 2011, commit approximately 50 percent of the highway capacity improvement program for capacity improvements on the FIHS.

Tentative Work Program:

	03/04	04/05	05/06	06/07	07/08	Average
Percent FIHS	68.8%	66.4%	65.1%	58.0%	53.3%	63.3%

STATUTORY GUIDANCE

**LONG RANGE GOAL IN
2020 PLAN**

**WORK PROGRAM
STABILITY**

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.

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

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 34 and 35.)

**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, is programmed 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 \$261.8 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 (DCA) 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

The 2002 Florida Legislature, through HB 261, section 26, removed the requirement that the Commission shall consider the DCA list as part of its evaluation of the tentative work program. However, DCA is still required to submit the list of projects found inconsistent with approved local government comprehensive plans. We feel it is prudent to acknowledge receipt of the DCA list and to ensure that the Department worked with the affected local governments and appropriate metropolitan planning organizations to resolve the inconsistencies.

The Department of Community Affairs (DCA) identified sixteen (16) 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 being resolved satisfactorily.

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 four 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 (TIP) and contained in the last four years of the Department's Adopted Work Program.

There were seven (7) comments and requests from three 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**

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 add one additional project to fund a design study for SW 20th Avenue to determine the remaining priorities in Charrette Phase 1B.

Response: District Two responded that the Department will fund this request through the District Planning Work Program.

Request: The MTPO requested the Department implement as many of the SW 13th Street Charrette strategies as possible into the US 441 resurfacing project.

Response: District Two responded that the Department will work with MTPO staff to implement as many of the strategies as possible.

Request: The MTPO asked the Department to construct sidewalks on SW 20th Avenue from Sugarfoot Village east to SW 62nd Boulevard with enhancement funds consistent with the Tower Road/SW 24th Avenue Charrette.

Response: The District responded that no additional enhancement funds are available for this project. However, it will continue to search for funds for the project.

**PENSACOLA
URBANIZED AREA
METROPOLITAN
PLANNING
ORGANIZATION**

Request: The MPO requested the Department work with Santa Rosa County to advance the purchase of right of way and multi-lane construction of Avalon Boulevard, from I-10 to US 90.

Response: District Three responded during the public hearing that it would work with the county on this project.

**HILLSBOROUGH
COUNTY
METROPOLITAN
PLANNING**

Request: The MPO recommended that \$600,000 in XU funds be allocated to the MPO's Long Range Transportation Plan updates and to data collection, stating the funds could come from the \$2,000,000 in XU funds programmed for the HARTline Streetcar Expansion project in FY 07/08.

ORGANIZATION

Response: District Seven responded by allocating \$600,000 in XU funds to the Long Range Plan updates and data collection by removing \$600,000 from the HARTline Streetcar Expansion Project leaving a balance of \$1,400,000 in FY 07/08 for the Streetcar Expansion project.

Request: The MPO requested that the MPO process a TIP amendment to allocate \$1,000,000 of unprogrammed current year CMAQ funds to the HARTline Streetcar project.

Response: District Seven responded by allocating \$1,000,000 from current year (FY 02/03) CMAQ reserve box funds to the HARTline Streetcar project.

Request: The MPO requested that the Department carry over any remaining funds in the CMAQ "box" into FY 2003 and that the MPO process a TIP amendment to advance \$210,000 in CMAQ funds from FY 04/05 to FY 03/04 for the University North Transportation Initiative (UNTI).

Response: District Seven responded that during the development of the next Work Program cycle, the Department will carry forward any remaining funds in the FY 02/03 CMAQ reserve box into FY 03/04 in an effort to advance the \$210,000 University North Transportation Initiative project currently programmed in FY 04/05.

**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 County Incentive Grant Program and Small County Outreach Program were created by the 2000 Florida Legislature with the passage of Senate Bill 862. These two programs were originally funded through FY 2002/03 by an annual non-recurring general revenue appropriation of \$125 million. However, 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 general revenue funds for these activities were not requested in FY 2002/03. There was no mechanism to fund these two programs in FY 2003/04 and 2004/05. Future funding will be derived from the service charge that had been collected on the proceeds from the local option fuel tax. The service charge will no longer be assessed beginning on July 1, 2006. The increased revenue derived from this action will be deposited in the STTF to fund the County Incentive Grant Program and the Small County Outreach Program. Projects have not yet been identified for funding from these programs, but the money is "boxed" for FY 2005/06 through FY 2007/08.

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.*

The Transportation Outreach Program Advisory Council has not convened, therefore, no specific projects have been recommended for funding. However, the TOP item in the Tentative Work Program reflects protection of funding for future projects.

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

COMMISSION FINDINGS

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:

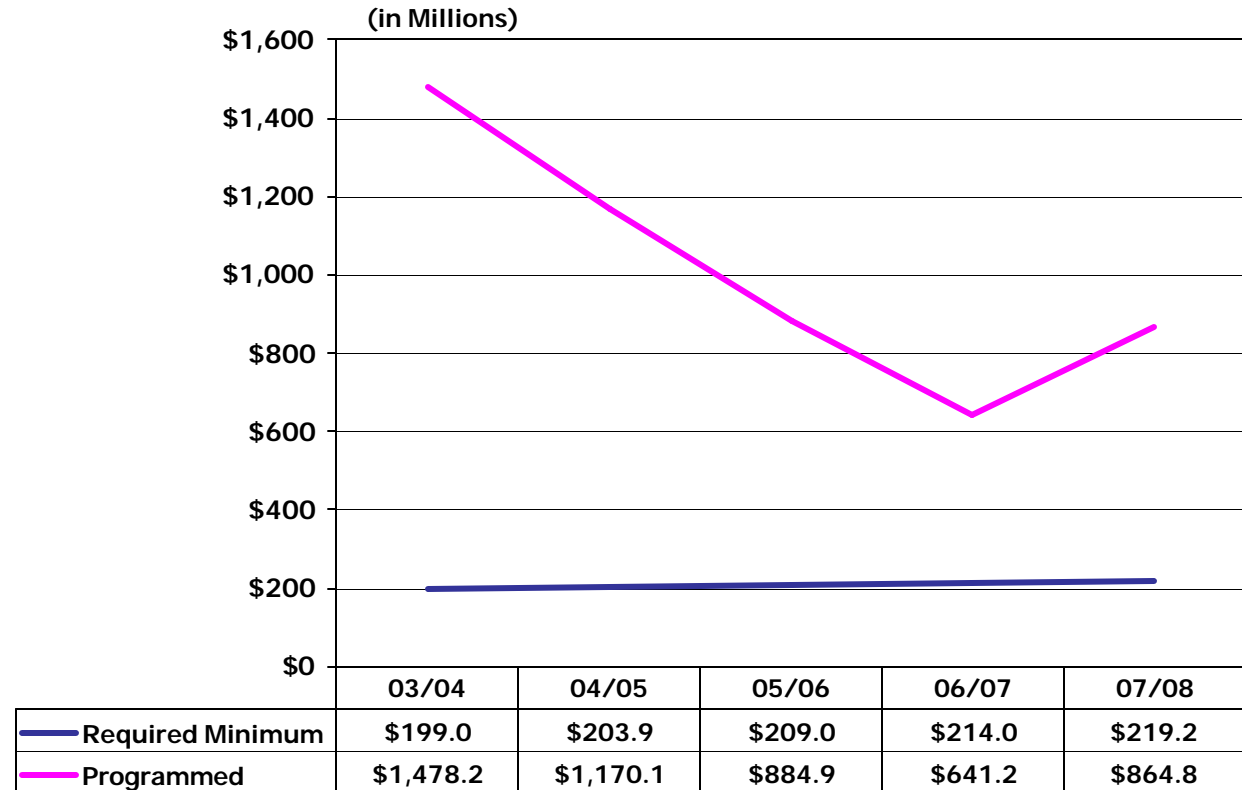
- Beginning in FY 1993/94 and for each fiscal year thereafter, the minimum amount allocated shall be based on the FY 1992/93 allocation of \$151.3 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the CPI for FY 1991/92.
- After FY 1993/94, no funds 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 approximately \$5.0 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

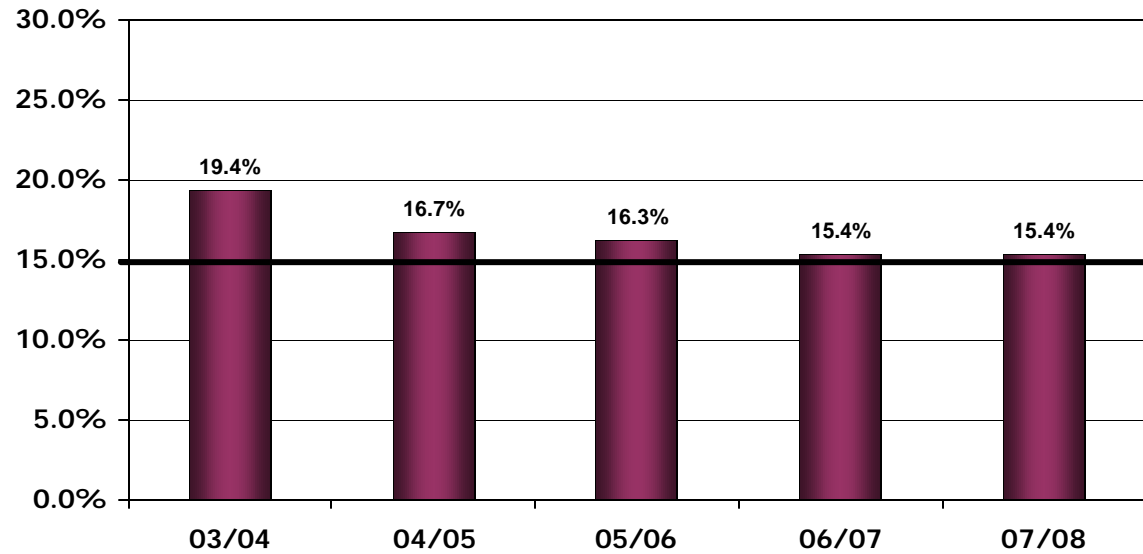
Beginning in fiscal year 2000/01, and each year thereafter, a minimum of 15% of all state revenues deposited into the State Transportation Trust Fund shall be committed annually by the Department for public transportation projects. s. 206.46(3), F.S.

COMMISSION FINDING

The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2003/04- 2007/08, in which an average of 16.6% is programmed for public transportation projects.

STATE FUNDED PUBLIC TRANSPORTATION

PERCENT OF TOTAL STATE REVENUE TO PROGRAM PLAN



(in Millions)	03/04	04/05	05/06	06/07	07/08
Annual Program	\$419.8	\$374.2	\$377.3	\$371.2	\$383.9
Total STTF Allocations	\$2,167.8	\$2,242.5	\$2,318.1	\$2,409.9	\$2,492.7
Program as % of Allocation	19.4%	16.7%	16.3%	15.4%	15.4%
15% Requirement	\$325.2	\$336.4	\$347.7	\$361.5	\$373.9

**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 111.4% 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 for FY 2003/04 through 2007/08 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 2003/04 – 2007/08 was held March 4, 2003 at 8:30 a.m. in the Florida Department of Transportation Auditorium, 605 Suwannee Street, Tallahassee, Florida.

There were no public comments.

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

Pages 67 - 69 list the projects changed after the public hearings conducted in the districts.

PROJECTS CHANGED AFTER PUBLIC HEARINGS

Fiscal Years 03/04 – 07/08

DISTRICT 1

Item	Description	Action
1984781	CR 765A @ Br. # 010005 – 8 Miles North of US 41	Deferred Construction Phase from FY 05/06 to FY 06/07
4147341	I-75 from Broward County Line to Lee County Line	Added Construction Phase to FY 04/05
4084401	CR 901 @ Vanderbilt Drive Br. #030176 Cocohatchee River	Moved Out Construction Phase from FY 06/07 to FY 09/10
4147621	US 17 from North of Turner Avenue to South of County Line	Added Construction Phase to FY 05/06
1939573	SR 29 from Hendry County Line to SR 78	Added Construction Phase to FY 03/04
1941002	US 17 from North of DeSoto County Line to 3 rd Avenue	Added Construction Phase to FY 05/06
1986441	County Line Road @ Br. #064001 & 064107 over Oak Drain	Deferred Construction Phase from FY 04/05 to FY 05/06
4092151	O Roberts Rd @ Br. # 064066 1 mile West of CR 663	Deferred Construction Phase from FY 04/05 to FY 05/06
4084411	Kelly Roberts Road @ Br. # 064043 Buckhorn Creek	Moved Out Construction Phase from FY 06/07 to FY 09/10
1939571	SR 29 from Nobles Road to Glades County Line	Added Construction Phase to FY 03/04
1955362	US 41 from Calloosahatchee to Bus 41	Added Construction Phase to FY 05/06
4147291	I-75 from Collier County Line to Charlotte County Line	Added Construction Phase to FY 04/05
4147331	I-75 from Ft. Myers RTMC/System	Added Construction Phase to FY 04/05
4147371	I-75 from Collier County Line to Charlotte County Line	Added Construction Phase to FY 04/05
1996761	Key Royal Drive @ Br. # 136501	Deferred Construction Phase from FY 05/06 to FY 06/07
1973092	SR 60 from Nalcrest Creek to East of Tiger Lake	Added Construction Phase to FY 05/06
1973323	US 17 from SR 544 to South of US 92	Deferred Construction Phase from FY 03/04 to FY 04/05
4081371	SR 33 @ US 92	Deferred Construction Phase from FY 04/05 to FY 05/06
4147351	I-75 Sarasota TMC/Building	Added Construction Phase to FY 04/05
4147361	I-75 Sarasota TMC/Building	Added Construction Phase to FY 04/05
4147421	US 41 @ Salford Boulevard	Added Construction Phase to FY 03/04

DISTRICT 2

Item	Description	Action
2108062	SR 51 @ Winderweedle and Hamilton Street	Deferred Right-of-Way Phase from FY 03/04 to FY 04/05

DISTRICT 3

Item	Description	Action
4134301	SR 75 from SR 30 to SR 30A	Added Right-of-Way Phase to FY 03/04
4146611	SR 10A @ Shoemaker Street	Added Right-of-Way Phase to FY 04/05

DISTRICT 4

Item	Description	Action
2282474	Broward County Pavement Marking & Signing	Deleted Construction Phase from FY 03/04
4093542	I-595/I-95 from SB 1-95 to WB I-595	Deleted Right-of-Way Phase from FY 07/08
2288531	SR A1A from Flamingo Drive to St. Lucie Boulevard	Deleted Right-of-Way Phase from FY 03/04
2298662	Palm Beach County Pavement Marking and Signing	Added Construction Phase to FY 04/05
2298663	Palm Beach County Pavement Marking and Signing	Deferred Construction Phase from FY03/04 to FY 06/07 & FY07/08
2298664	Palm Beach County Pavement Marking and Signing	Deleted Construction Phase from FY 05/06
4138001	SR 802 resurfacing	Deleted Construction Phase from FY 07/08
4142591	SR 786 @ US 1	Deleted Construction Phase from FY 03/04
4142671	SR 80 @ Entrada Acres	Deleted Construction Phase from FY 03/04

DISTRICT 5

Item	Description	Action
4147691	SR 5 @ Outfall from SR 5 @ Palm Avenue	Added Construction Phase to FY 03/04
4147681	SR 200 @ I-75	Added Construction Phase to FY 04/05

DISTRICT 6

Item	Description	Action
4122701	SR 9 from SR 5 to SR 90	Deleted Construction Phase from FY 06/07
2516841	SR 9A Golden Glades Multimodal Terminal	Deferred Construction Phase from FY 04/05 to FY 05/06

DISTRICT 7

Item	Description	Action
2564192	SR 54 from 4 th Street to US 301	Added Construction Phase to FY 5/06
2572982	CR 578 from US 19 to Cobblestone	Added Right-of-Way Phase to FY 03/04
4134701	I-275 from North of 28 th Street to South of 22 nd Street	Added Construction Phase to FY 03/04
4135811	SR 600 from North of Gandy Blvd. To Fair Oaks Avenue	Added Construction Phase to FY 03/04
4147521	I-75 from US 301 to I-275	Added Construction Phase to FY 05/06
4072337	I-275 from Bearss Avenue to I-75	Deferred Construction Phase from FY 05/06 to FY 07/08
4147471	I-275 from Fowler Avenue to Bearss Avenue	Deferred Construction Phase from FY 03/04 to FY 04/05
4147551	I-275 from South of Skyway Bridge to FDOT D7 FHP	Deleted Construction Phase from FY 03/04



APPENDIX – A

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - DISTRICTS

QUESTION 1: Was the District Work Program developed cooperatively from the outset with the various metropolitan planning organizations (MPO's) 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 2003/04 through 2007/08**

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	No

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

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - DISTRICTS

3	No	7	No
4	No	Turnpike	No

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	5	Yes, Yes

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - DISTRICTS

	copy provided		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 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

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - DISTRICTS

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.

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	Yes copy provided
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	No
2	Yes copy provided	6	No
3	Yes copy provided	7	Yes copy provided
4	No	Turnpike	No

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

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	N/A
2	Yes copy provided	6	N/A
3	Yes copy provided	7	Yes copy provided
4	N/A	Turnpike	N/A

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	N/A
2	Yes	6	N/A
3	Yes	7	Yes
4	N/A	Turnpike	N/A

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

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.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - DISTRICTS

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.

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

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - DISTRICTS

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:

Item Number	Description	Amount (in millions)	Fiscal Year
258415-2	I-4 Selmon Expway Conn.	\$7.5	2007
404214-1	CR 470 Interchange	\$6.2	2003

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

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: Projects that are included in programs managed on a statewide basis such as the following:

- Intrastate,
- Interstate, or
- Bridge programs.

Programs based on need (bridge repair or resurfacing), Portions of the PTO, Federal Enhancement programs, and Federal high priority projects. 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.

QUESTION 3: Compare the 2002/03 - 2006/07 Adopted Work Program to the 2003/04 - 2007/08 Tentative Work Program, showing the dollar amount differences by program plan category for the four common fiscal years.

Answer: See attached Over/Under report of the 2003 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?

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - OVERVIEW/INFORMATIONAL

Answer:

LM Source	03/04	04/05	05/06	06/07	07/08	Total
Tent WP	340	326	84	117	210	1,077

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 programed to produce the Tentative Work Program?

Answer:

03/04	04/05	05/06	06/07	07/08	5 YEAR TOTAL
62.4	37.5	10.2	18.4	133.4	261.8

QUESTION 7: 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	2004	\$116,189,000
	2005	\$119,670,000
	2006	\$123,820,000

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - OVERVIEW/INFORMATIONAL

2007	\$127,633,000
2008	\$132,012,000
<hr/>	
Total \$619,324,000	

QUESTION 8: TEA-21 requires ten percent of STP funds be set aside for "transportation enhancements," a category that includes 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 9: 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 Tentative Work Program does not contain any grant funding for this program.

QUESTION 10: 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 areas which 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

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - OVERVIEW/INFORMATIONAL

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	03/04	04/05	05/06	06/07	07/08
Hillsborough	10	1,027,318	14.52%	14.52%	14.52%	14.52%	14.52%
Pinellas	15	924,610	13.07%	13.07%	13.07%	13.07%	13.07%
Broward	86	1,668,560	23.58%	23.58%	23.58%	23.58%	23.58%
Dade	87	2,289,683	32.36%	32.36%	32.36%	32.36%	32.36%
Palm Beach	93	1,165,049	16.47%	16.47%	16.47%	16.47%	16.47%
Total		7,075,220	100.00%	100.00%	100.00%	100.00%	100.00%

QUESTION 11:

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 that 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:

State Infrastructure Bank (SIB) Loan Commitments in Tentative Work Program				
FM	Commit FY	Project Description	Loan Amount in Current WP (\$000)	Total Loan Amount (\$000)
1957191	2004	Metro Parkway Extension	\$10,398	\$10,398
4107161	2004	SR 836 at HEFT and NW 107 th Ave	\$20,000	\$20,000
4068004	2004	Miami Intermodal Center (Tri-Rail Relocation)	\$7,000	\$7,000

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - OVERVIEW/INFORMATIONAL

4068005	2004	Miami Intermodal Center (Mover Station)	\$18,000	\$18,000
1903732	2004	Turnpike D-4 Interchange Improvement	\$11,265	\$16,928
4111841	2005	Better Jacksonville Plan	\$10,000	\$10,000
2396731	2005	SR 500/US 192 CR 532 to CR 534	\$15,391	\$15,391
2396741	2005	SR 500/US 192 CR 534 to US 441	\$16,776	\$16,776
2397531	2005	SR 500/US 192 US 441 to Hibiscus Road	\$21,842	\$21,842

The SIB Loan Repayments from Department Trust Funds in the Tentative Work Program are listed below by Trust Fund.

State Infrastructure Bank (SIB) Loan Repayments in Tentative Work Program						
FM	Commit FY	Project Description	Trust Fund	Repay FY(s)	Repay in Current WP (\$000)	Total Loan Repay (\$000)
2201771	1999	SR 20 from Rocky Bayou to SR 293	STTF	2001-10	\$2,332	\$3,887
2402891	2000	Seminole II Construction	PKYI	2004-26	\$14,160	\$65,141
1971681	2002	SR 60A from CR 555 to Broadway Avenue	STTF	2007-11	\$4,000	\$8,560
2430136	2002	Turnpike/Western Beltway Ramps	P06A	2007	\$15,000	\$15,000
4048332	2002	City of Gainesville Buses	STTF	2003-06	\$3,000	\$4,000
4051473	2002	Kennedy Boulevard (Town of Eatonville)	STTF	2005	\$200	\$200
4036351	2002	Ft. Lauderdale Airport Interchange	STTF	2005-11	\$12,100	\$30,066
1938991	2003	US 17 from Livingston to Hardee Co.	STTF	2006-14	\$6,000	\$17,300
1957191	2004	Metro Parkway Extension	STTF	2007-12	\$3,398	\$10,398
4083221	2004	Miami Intermodal Center	STTF	2006-15	\$7,500	\$25,000
2396731	2005	SR 500/US 192 CR 532 to CR 534	STTF	2006	\$15,391	\$15,391
2396741	2005	SR 500/US 192 CR 534 to US 441	STTF	2007	\$16,776	\$16,776
2397531	2005	SR 500/US 192 US 441 to Hibiscus Road	STTF	2008	\$21,842	\$21,842

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - OVERVIEW/INFORMATIONAL

The SIB Loan Repayments from other Local Fund sources in the Tentative Work Program are listed below:

State Infrastructure Bank (SIB) Loan Repayments from other Local Sources						
FM	Commit FY	Project Description	Local Source	Repay FY(s)	Repay in Current WP (\$000)	Total Loan Repay (\$000)
4105541	2001	Veteran's Parkway Extension	Toll Revenues	2003-07	\$6,000	\$6,000
2092204-5	2001	Wonderwood Expressway	Local Funds	2004	\$21,000	\$21,000
4048332	2002	City of Gainesville Buses	Local Funds	2003-06	\$1,000	\$4,000
4112031	2002	Palm Tran	Local Option Sales Tax	2007-08	\$675	\$2,875
4036351	2002	Ft. Lauderdale Airport Interchange	Local Funds	2005-11	\$5,600	\$30,066
4112651	2002	Regional Intermodal Center	Local Funds/FTA	2007-16	\$2,042	\$7,959
4106941	2002	SR 836 from WB to SB Turnpike	Toll Revenues	2005-08	\$12,000	\$12,000
4107151	2003	SR 836 from MIA to SR 112	Toll Revenues	2007-09	\$12,000	\$18,000
4111971	2003	Crosstown Connector Phase 1	Toll Revenues	2005-18	\$5,000	\$13,500
4111841	2005	Better Jacksonville Plan	Local Option Sales Tax	2008-17	\$1,200	\$10,000

QUESTION 12: 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 2003/04 through 2007/08**

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 03/04 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.

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

Answer: Yes. As required by law, the Department's Office of Comptroller prepares 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

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2003/04 through 2007/08**

QUESTIONS - CENTRAL OFFICE

\$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 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 at the end of each fiscal year of not less than 5% percent of the unpaid balance of all turnpike system contractual obligations, excluding bond 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 5% of outstanding contractual obligations) at all times. A copy of the Office of Comptroller 5 year monthly cash forecast report will accompany the 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 Tentative Work 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.

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

QUESTION 7: When developing the Tentative Work Program were funds allocated to each district, except for the Turnpike Enterprise, 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 state revenues deposited into the State Transportation Trust Fund to be committed annually by the department for public 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.

100% STATE FUNDS (PROGRAMMED)							
(\$ IN MILLIONS)							
PROGRAM	Current Year	02/03	03/04	04/05	05/06	06/07	07/08
Aviation	166.2	95.4	91.1	95.2	98.5	105.3	
Transit *	126.3	105.5	108.3	110.8	114.7	117.2	
Rail	111.3	57.3	48.6	83.3	91.6	95.6	
Intermodal Access	147.6	126.6	91.3	52.9	31.4	30.8	

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QUESTIONS - CENTRAL OFFICE

Seaport Development	37.0	35.0	35.0	35.0	35.0	35.0
PTO Total	588.4	419.8	374.2	377.3	371.2	383.9
May 2002 REC **	2,087.3	2,167.8	2,242.5	2,318.1	2,409.9	2,492.7
15% of REC ***	313.1	325.2	336.4	347.7	361.5	373.9

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. This cap does not apply to Turnpike Enterprise projects.

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 January 6, 2003 in the Tentative Work Program is as follows:

Fiscal Year 2004	\$31.6 million
Fiscal Year 2005	\$157.2 million
Fiscal Year 2006	\$2.2 million
Fiscal Year 2007	\$1.3 million
Fiscal Year 2008	\$1.3 million

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

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	F.Y.	JPA Agreement Amount	Begin Payback In Fiscal Year
219722	D3: SR 263 – SR 10/US 90 to SR 8/I-10 Right of Way	2002	25,000,000	2011
219843	D3: SR 10/US 90 – East of Dempsey Mayo to SR 8/I-10 Right of Way	2002	6,938,000	2008
4071432	D5: Sand Lake Road (SR 482)	2003	2,500,000	2009
1957541	D1: US 41Bus in Lee County	2002	1,000,000	2008
4043232	D1: SR 70	2003	7,423,000	2009
4102621	D4: Lennard Road – North of Mariposa Boulevard to Vista Boulevard	2002	15,360,000	2007-2009
	D4: SR 7/Seminole Indians – South of Stirling Road to South of SW 41 st Street		Working on	
TOTAL			58,221,000	

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

QUESTION 12:

Section 339.2816, F.S., allows the Department, beginning with fiscal year 1999/00 through fiscal year 2009/10, to use up to \$25 million annually from the State Transportation Trust Fund for the purpose of funding the Small County Road Assistance Program. The section also requires the Department to include in the 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 for the Small County Road Assistance 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 (\$000)	FY
Baker	2	\$669	2004
Bradford	2	\$3,115	2004
Columbia	2	\$2,840	2004
Dixie	2	\$153	2004
Gadsden	3	\$712	2004
Gilchrist	2	\$851	2004
Hamilton	2	\$3,375	2004
Hardee	1	\$1,394	2004
Holmes	2	\$234	2004
Jackson	3	\$840	2004
Jefferson	3	\$2,717	2004
Levy	2	\$810	2004
Liberty	2	\$526	2004

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QUESTIONS - CENTRAL OFFICE

Madison	2	\$1,017	2004
Putnam	2	\$1,153	2004
Suwannee	2	\$1,963	2004
Taylor	2	\$832	2004
Wakulla	3	\$1,238	2004

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QUESTIONS - CENTRAL OFFICE

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 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, \$250 million bond proceeds in fiscal year 2007 and \$25 million bond proceeds in fiscal year 2008 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 206.46(2), F. S., allows that from the revenues deposited into the STTF a maximum of seven percent each fiscal year shall be transferred into the ROW Acquisition and Bridge Construction Trust Fund to pay debt service coverage of ROW and bridge construction bonds. The annual amount transferred under this subsection shall not exceed an amount necessary to provide the required debt service coverage levels for a maximum debt service not to exceed \$200 million.

What amount of funds were transferred into the ROW Acquisition and Bridge Construction Trust Fund, if any, and what percentage is this of the STTF?

Answer: The amounts in the table below represent current and planned ROW Acquisition and Bridge Construction Trust Fund debt service payments calculated as a percentage of STTF revenues.

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QUESTIONS - CENTRAL OFFICE

Description	Actual	Planned				
	2003	2004	2005	2006	2007	2008
Annual State Revenue for STTF (REC 10/02)	2,203.2	2,289.6	2,376.8	2,546.0	2,669.2	2,774.5
7% of Annual State Revenue	154.2	160.3	166.4	178.2	186.8	194.2
Debt Service - Current Finance Plan	81.9	98.1	118.7	133.8	154.0	170.7
Debt Service as Percentage of STTF	3.7%	4.3%	5.0%	5.3%	5.8%	6.2%

QUESTION 16: Section 338.227(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.

QUESTION 17: 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 Operating and Maintenance subsidies for State Road 80, Seminole II and Suncoast projects in the Tentative Work Program. None of these amounts will be reimbursed from Turnpike funds during the work program period.

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QUESTIONS - CENTRAL OFFICE

(\$ in Thousands)

FY	SR 80	Seminole II	Suncoast	Total	STTF Revenues	% of STTF
2004	471	1,363	7,664	9,498	2,298,400	.004%
2005	378	1,413	7,949	9,740	2,378,300	.004%
2006	1,029	1,467	8,246	10,742	2,530,700	.004%
2007	1,557	1,523	8,531	11,611	2,656,700	.004%
2008	1,488	1,580	8,850	11,917	2,747,200	.004%

There is a total of \$97.5 million in state dollars programmed for capital costs on Turnpike projects in the Tentative Work Program

- \$2.5M in 2003-04 is a contribution from District Four for interchange improvements at Atlantic Boulevard and the Turnpike. Turnpike modified their project to accommodate a District 4 job that is scheduled to be let after Turnpike's project. There is no reimbursement of the 2.5M scheduled.
- \$50.0M in 2005-06 is an allocation of Florida Intrastate Highway System (FIHS) funds to the Turnpike for work on the Western Beltway project which is part of the FIHS. There is no reimbursement scheduled for the 50.0M
- \$45.0M in 2007-08 is an allocation of FIHS funds to the Turnpike for work on the Suncoast II project which is part of the FIHS. There is no reimbursement scheduled for the 45.0M.

QUESTION 18:

Section 338.223(4), F.S. limits operating and maintenance loans on Turnpike projects to no more than 1.5 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.

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QUESTIONS - CENTRAL OFFICE

Answer: The table included in the response to Question 17 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 19: Section 338.231(4), F.S., requires that, for the period of 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 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 1998/1999 – 2006/2007 time frame.

- 90% of the 49.8% of net toll revenue, which is attributable to South Florida, equals 44.8%.
- A 44.8% standard results in a minimum required level of commitment in South Florida of \$1,368.2 million.
- The current Turnpike District Tentative Work Program has commitments in South Florida of \$1,524.5 million.
- \$1,524.5 million is 49.92% of toll and bond financed commitments through FY 2006/2007.

The Turnpike District exceeds the required commitments by \$156 million, or 111.42% of the required commitment over the nine-year reporting period.

QUESTION 20: 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.

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QUESTIONS - CENTRAL OFFICE

QUESTION 21: 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.

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 22: 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)3, F.S.

Answer: To the maximum extent feasible, the Department transferred projects from the second year of the previous Adopted Work Program (03/04) to the first year of the current Tentative Work Program (03/04). 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 23: Does the Tentative Work Program clearly identify and reflect the effect of such changes and adjustments to such projects? 339.135(4)(b)3, F.S.

Answer: Yes.

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QUESTIONS - CENTRAL OFFICE

- QUESTION 24:** 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 Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature are balanced.
- QUESTION 25:** 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 26:** 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 27:** 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 339.135(4)(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 District Work Programs were also reviewed with the Secretary by the Program Development Office.
- QUESTION 28:** 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

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QUESTIONS - CENTRAL OFFICE

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.

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 29: 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 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.

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QUESTIONS - CENTRAL OFFICE

QUESTION 30: 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 31: 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.

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 are standard references for anyone designing Florida roadways.

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

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QUESTIONS - CENTRAL OFFICE

districts have developed additional grant programs for aesthetic improvements along other roadways not eligible by other means, for these type projects.

QUESTION 32: Section 334.044(26), F.S., requires that 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 33: Section 338.001(6), 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? Please provide the fiscal year allocations compared to the CPI calculated minimum amount.

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

\$ millions

	1991-92	2003-04	2004-05	2005-06	2006-07	2007-08
CPI - July through June basis	138.28	186.3	191.0	195.6	200.3	205.1
Calculated Targets		199.0	203.9	209.0	214.0	219.2
Programmed		1,478.2	1,170.1	884.9	641.2	864.8

Note: Includes construction, ROW and support that improves mobility, but excludes Turnpike, interstate cost to complete and local funds.

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QUESTIONS - CENTRAL OFFICE

QUESTION 34: Section 339.135(4)(a)2, F.S., requires the Department to allocate at least 50 percent 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 35: Section 133, of Title 23 U.S.C., requires that after apportionment to the state, Surface Transportation Program funds shall be allocated accordingly: 10 percent set aside for safety construction activities, 10 percent 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.

QUESTION 36: 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?

Answer:

Average Cost Per Lane Mile in Thousand Dollars					
Type Facility	03/04	04/05	05/06	06/07	07/08
Arterials	\$256	\$246	\$255	\$249	\$293
Interstate	\$243	\$239	\$207	---	---
Turnpike	\$161	\$160	\$170	---	---

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

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QUESTIONS - CENTRAL OFFICE

QUESTION 37: What is the number of lane miles programmed for resurfacing for each fiscal year?

Answer:

LM Source	03/04	04/05	05/06	06/07	07/08	Total
SHS	2,077	2,514	2,446	2,533	2,883	12,453
Off-System	241	0	0	0	0	241
Total LM's	2,318	2,514	2,446	2,533	2,883	12,694

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 03/04 nor have lane miles been forecast for these FY's. Funds are boxed.

QUESTION 38: Section 334.046(4)(a)1, 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:

	03/04	04/05	05/06	06/07	07/08
% Meeting Standards	81%	81%	81%	81%	81%

QUESTION 39: What is the percentage of FDOT-maintained bridges forecast to need repair for each fiscal year?

How many FDOT-maintained bridges is the Tentative Work Program capable of repairing (based on average unit costs) for each fiscal year?

Answer:

	03/04	04/05	05/06	06/07	07/08

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Repair	7.1%	7.0%	7.5%	7.9%	8.3%
---------------	------	------	------	------	------

	03/04	04/05	05/06	06/07	07/08	Total
Repair	113	182	151	151	151	748

QUESTION 40: What is the percentage of FDOT-maintained bridges forecast to need replacement for each fiscal year?
How many FDOT-maintained bridges is the Tentative Work Program capable of replacing for each fiscal year?

Answer:

	03/04	04/05	05/06	06/07	07/08
Replace %	0.8%	1.0%	1.1%	1.2%	1.3%

	03/04	04/05	05/06	06/07	07/08	Total
Replace	9	6	3	2	4	24

QUESTION 41: 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:

	03/04	04/05	05/06	06/07	07/08
% Meeting Standards	93%	92%	91%	91%	91%

QUESTION 42: 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 maintenance standard planned to be achieved on the State Highway System for each fiscal year?

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QUESTIONS - CENTRAL OFFICE

Answer:

	03/04	04/05	05/06	06/07	07/08
% Meeting Standards	100%	100%	100%	100%	100%

QUESTION 43:

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

Answer:

(\$ in millions)

03/04	04/05	05/06	06/07	07/08	5 year total
1,605.0	1,379.7	802.8	814.3	749.4	5,351.1

QUESTION 44:

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

Answer:

(\$ in millions)

03/04	04/05	05/06	06/07	07/08	5 year total
408.5	124.1	66.1	43.9	32.3	674.9

QUESTION 45:

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)

03/04	04/05	05/06	06/07	07/08	5 year total

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25.1	21.7	17.5	19.9	20.2	104.4
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QUESTION 46:

The Interstate 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 available funds and 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 the "Florida Intrastate Highway System Program Development Procedure," (Topic Number 525-030-255-b) 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, 2002, Adopted Work Program.

QUESTION 47:

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 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

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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 48: Has the Department of Transportation allocated sufficient funds to continue the Mobility 2000 (Building Roads for the 21st Century) initiative through FY 2004-2005? 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 49: Have there been loans and/or credit enhancements provided 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.

Description	Amount	FY
Metro Parkway Extension	\$10,397,760	2004
MDX-SR 836 Extension from NW 137 th to NW 87 th	\$20,000,000	2004
Better Jacksonville Plan	\$10,000,000	2005

QUESTION 50: 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

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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 program? In addition, have these supporting documents been submitted with the Transportation Outreach Program? 339.137(9), F.S.

Answer: Yes.

QUESTION 51: 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(10), F.S.

Answer: Yes, if projects are recommended.

QUESTION 52: 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 Program? 339.137(11), F.S.

Answer: Yes.

QUESTION 53: There has been created, within the Department of Transportation, the Small County Outreach Program to assist small county governments in resurfacing or reconstructing county roads or in constructing 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.

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QUESTION 54: 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 03/04	0
	FY 04/05	0
	FY 05/06	\$21.0 million
	FY 06/07	\$42.7 million
	FY 07/08	\$43.6 million

QUESTION 55: Section 339.12(10), F.S., states that beginning with FY 2003/04, any county with a population greater than 50,000 that levies the full six cents of local option fuel tax or that dedicates 35 percent or more of its discretionary sales surtax for improvement to the state transportation system or to local projects directly upgrading the state transportation system within the county's boundaries shall receive preference for receipt of any transportation grant for which the county applies.

Please identify those counties that met the above criteria that requested and received transportation grants.

Answer: The Department will consider these criteria in the granting process; however, for Fiscal Year 03/04, no grants apply.

QUESTION 56: Section 212.0606(2)(b), F.S., states that in FY 2007/08 and each year thereafter, the proceeds deposited in the STTF from the rental car surcharge shall be allocated on an annual basis in the work program to each district, except the Turnpike Enterprise. The amount allocated for each district shall be based upon the amount of proceeds collected in the counties within each respective district.

Were the proceeds deposited in the STTF from the rental car surcharge allocated to the districts based upon the amount collected in those districts?

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Answer: Yes. Allocation of these funds are shown on the detailed allocation of DS funds included in Schedule A provided to you.

QUESTION 57: One of the Department's short-range objectives is to improve the efficiency of the transportation system by deploying Intelligent Transportation Systems (ITS) technology on critical state corridors.

Please provide the total dollar amount (statewide and district funds) allocated to ITS projects for each year of the work program by district?

Answer: Provided below are the amounts specifically programmed for ITS project phases in the Tentative Work Program (2004- 2008). This excludes operations and maintenance costs that are covered in the Maintenance Program.

**ITS Funding (STATEWIDE AND DISTRICT)
(\$ in Millions)**

DISTRICT	FY 2004	FY 2005	FY 2006	FY 2007	FY2008	TOTAL
ONE		23.1				23.1
TWO	5.4	1.0	4.4			10.8
THREE				3.2	24.8	28.0
FOUR	2.8	34.5	2.9	27.1	26.6	93.9
FIVE	7.0	3.3	24.3	3.4		38.0
SIX	10.5	28.1	0.4			39.0
SEVEN	17.9	16.8	21.0	17.4	3.9	77.0
TURNPIKE	20.2	8.4	7.9	19.4		55.9
STATEWIDE	9.1	9.5	13.2	6.0	8.8	46.6
TOTAL	72.9	124.7	74.1	76.5	64.1	412.3

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