



FLORIDA TRANSPORTATION COMMISSION

Earl Durden, Chairman ♦ James W. Holton, Vice Chairman ♦ Janet Watermeier, Secretary
C. David Brown, II ♦ Sidney Calloway ♦ Heidi Eddins ♦ Gasper Lazzara ♦ Bob Namoff ♦ David A. Straz, Jr.

REVIEW OF THE DEPARTMENT OF TRANSPORTATION TENTATIVE WORK PROGRAM FY 2004/05 THROUGH 2008/09

March 12, 2004

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Jeb Bush
Governor

March 12, 2004

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 2nd, 2004, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2004/05 through FY 2008/09*. The Secretary of the Department, 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 \$26.6 Billion over the five year period. It is 5.7 percent larger than the previous work program and will construct an additional 1,014 new lane miles of road capacity, resurface 11,907 lane miles of roadway, repair 1,007 bridges and replace 28 of them. It also includes \$2.5 Billion for the public transportation 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 *2003 Short Range Component of the 2020 Florida*

Transportation Plan were used to demonstrate this linkage. The Department met all five of the short range objectives that are measured through the work program.

The Department of Community Affairs is required to review the Tentative Work Program and provide to the Commission a list of projects or project phases they find inconsistent with approved local government comprehensive plans. For the first time in recent memory, there were no projects or project phases found to be inconsistent with approved local comprehensive plans.

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,



Earl Durden, 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 Appropriations Subcommittee on Transportation and Economic Development
and Members
Honorable Andy Gardiner, Chairman
House Subcommittee on Transportation Systems and Members
Mr. Jose Abreu, Secretary of Transportation
Ms. Mike Hansen, Director,
Office of Policy and Budget, 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 compliance with program objectives in s. 334.046
- 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(2)(b)(3) and 339.135(g)(h), F.S.(g)(h)

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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 2nd, 2004, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for FY 2004/05 through FY 2008/09*. The Secretary of the Department, assistant secretaries, seven 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 \$26.6 Billion over the 5-year period. This Tentative Work Program is 5.7% larger than the previous one, with \$22.0 Billion, or 83% of the work program dedicated to Product and Product Support. This Tentative Work Program will construct an additional 1,014 new lane miles of roadway, resurface 11,907 lane miles of existing roadway, repair 1,007 bridges and replace 28. Approximately \$2.5 Billion is dedicated to the public transportation program.

The Commission found this tentative work program to be based on a balanced 5-year financial plan and 36-month cash forecast of receipts and expenditures. The Department is required to maintain an available cash balance equal to not less than \$50 Million, or five 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 \$206.6 Million, which is only 3.56% of the forecasted outstanding obligation of \$5.8 Billion.

Programs Impacting the Tentative Work Program

There are a few new programs and policy changes, which if implemented, will have an impact on this tentative work program, including:

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. \$520 Million is designated to this program over the Tentative Work Program period. The 2004/05 fiscal year allocation of \$100 Million will be transferred to the state's general revenue account to address other statewide priorities as recommended in the Governor's budget proposal.

State Infrastructure Bank – State Funded

This program provides loans to help fund transportation projects that otherwise may be delayed or not built. The loans will be repaid from revenues generated by the project such as a toll road or other pledged resources. The repayments are then re-loaned to fund new transportation projects. \$73.2 Million is programmed on projects in 2004/05 with an additional \$36.8 Million programmed in reserve for future bond backed SIB loans.

Allocation of New Discretionary Highway Capacity Funds

Department policy has been to allocate any new discretionary capacity funds 50/50 between the Florida Intrastate Highway System (FIHS) and districts. However, Congressional action in 2003 indicated that additional federal transportation funding will be available in FY 2004/05. Seventy five percent of the anticipated increase has been identified for the advancement/addition of FIHS/Strategic Intermodal System (SIS) capacity projects and 25 percent for arterial roads. This is a change to the previous 50/50 distribution between FIHS and district fund allocations to place more emphasis on the FIHS/SIS.

Transportation Rural Initiatives Program (TRIP)

In his 2004/05 Budget Proposal, Governor Bush has recommended the creation of the Transportation Rural Initiatives Program; a new program intended to assist rural economically distressed county governments in resurfacing or reconstructing county roads. This program will be funded by the consolidation of the Small County Road Assistance Program (SCRAP) and the Small County Outreach Program (SCOP). The \$163.5 Million currently allocated to the SCRAP and SCOP will be shifted to the TRIP.

The Florida Intrastate Highway System (FIHS)

The FIHS was created by the 1990 Florida Legislature and is composed of 16,104 lane miles of existing interstate, turnpike and other major state highways that provide intercity and interregional travel. A road on the FIHS carries about 10 times the traffic volume of a typical Florida public road and serves as the backbone of the state's transportation system. A copy of the statewide FIHS map highlighting current and planned capacity improvements to the interstate highway portion of the FIHS is included in the Review on page 23. This Tentative Work Program dedicates \$7.7 Billion in construction, right of way and product support phases to the FIHS.

Stability of Project Schedules

Stability of project schedules in this Tentative Work Program is 1.3 percentage points greater than last years with 89.8% 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, 52.1% were due to requests by local governments or other funding entities. Department priority changes accounted for 20.3%, while production schedule changes accounted for another 12.1%.

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 *2003 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 did not identify any projects that were inconsistent with approved local government comprehensive plans. This is a first in recent memory.

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 has developed a series of questions keyed to the particular work program 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 \$26.6 Billion, \$1.4 Billion larger than last year's Tentative Work Program. \$22.0 Billion or 83% is planned in Product and Product Support.

The Tentative Work Program will let contracts to:

- Construct 1,014 additional lane miles of roadway;
- Resurface 11,907 lane miles of existing roadway;
- Repair 1,007 bridges; and,
- Replace 28 bridges.

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

Illustrative statistics on the Tentative Work Program:

- Number of Fund Categories – 223
- Number of Projects – 7,691
- Number of Project Phases – 22,400

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**

**CONTRACT LETTING
DROP-OFF**

**TRANSPORTATION
OUTREACH PROGRAM**

**STATE INFRASTRUCTURE
BANK – STATE FUNDED**

**ALLOCATION OF NEW
DISCRETIONARY
HIGHWAY CAPACITY
FUNDS**

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

Construction letting levels were increased in this Tentative Work Program over what was programmed in the Adopted by about \$1.6 Billion. This additional production was advanced/added to the Tentative based on funding increases from congress compared to the recommendation in the President's budget for federal fiscal years 2003 and 2004, increased state revenues identified by the revenue estimating conference, and passage of Senate Bill 24 A that raised the Turnpike Bond Cap and approved Toll and SIB Bonding.

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. \$520 Million is designated to this program over the Tentative Work Program period. The 2004/05 fiscal year allocation of \$100 Million will be transferred to the state's general revenue account to address other statewide priorities as recommended in the Governor's budget proposal.

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. \$73.2 Million is programmed on projects in 2004/05 with an additional \$36.8 Million programmed in reserve for future bond backed SIB loans.

Department policy has been to allocate any new discretionary capacity funds 50/50 between the Florida Intrastate Highway System (FIHS) and districts. However, Congressional action in 2003 indicated that additional federal transportation funding will be available in FY 2004/05. Seventy five percent of the anticipated increase has been identified for the advancement/addition of FIHS/Strategic Intermodal System (SIS) capacity projects and 25 percent for arterial roads. This is a change to the previous 50/50 distribution between FIHS and district fund allocations to place more emphasis on the FIHS/SIS.

**TRANSPORTATION
RURAL INITIATIVES
PROGRAM**

In his 2004/05 Budget Proposal, Governor Bush has recommended the creation of the Transportation Rural Initiatives Program (TRIP); a new program intended to assist rural economically distressed county governments in resurfacing or reconstructing county roads. This program will be funded by the consolidation of the Small County Road Assistance Program (SCRAP) and the Small County Outreach Program (SCOP). The \$163.5 Million currently allocated to the SCRAP and SCOP will be shifted to the TRIP.

COMPARISON OF TENTATIVE WORK PROGRAMS

TOTAL WORK PROGRAM

<i>(in Millions)</i>	2004	2003	DOLLAR DIF.	PERCENT DIF.
Product	\$16,838.51	\$16,084.18	\$754.33	4.69%
Product Support	\$5,176.81	\$4,779.33	\$397.48	8.32%
Operations & Maintenance	\$3,785.52	\$3,522.57	\$262.95	7.46%
Administration	\$825.20	\$813.99	\$11.21	1.38%
Total	\$26,626.04	\$25,200.07	\$1,425.97	5.66%

PRODUCT

<i>(in Millions)</i>	2004	2003	DOLLAR DIF.	PERCENT DIF.
Construction	\$11,505.70	\$10,809.02	\$696.68	6.45%
Right of Way	\$1,972.57	\$1,768.04	\$204.53	11.57%
Public Transportation	\$2,469.44	\$2,625.31	(\$155.87)	-5.94%
Other *	\$890.81	\$881.81	\$9.00	1.02%
Total	\$16,838.52	\$16,084.18	\$754.34	4.69%

CONSTRUCTION

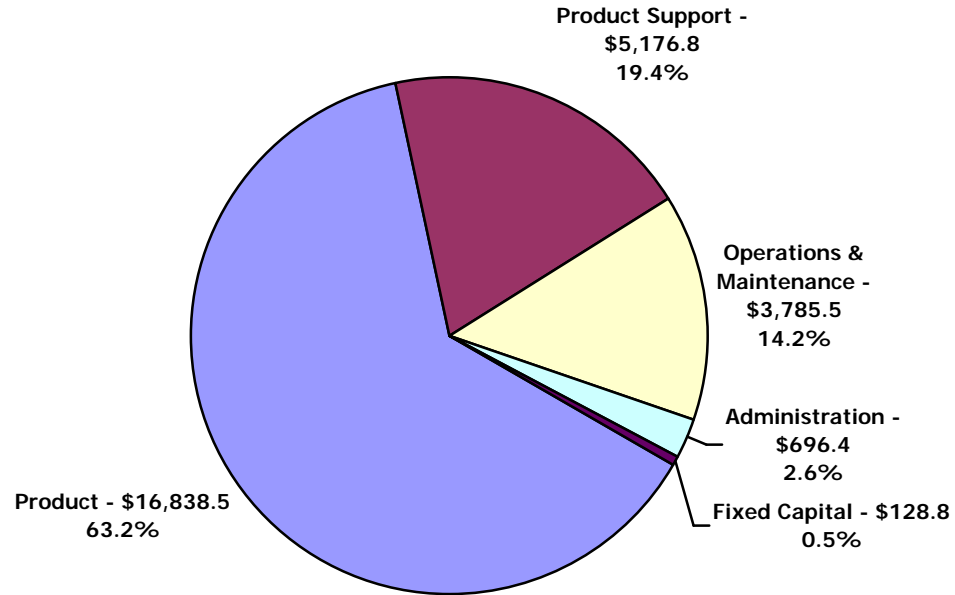
<i>(in Millions)</i>	2004	2003	DOLLAR DIF.	PERCENT DIF.
Resurfacing	\$3,270.35	\$3,005.91	\$264.44	8.80%
Bridge	\$883.67	\$908.29	(\$24.62)	-2.71%
Capacity Improvements	\$7,144.82	\$6,732.94	\$411.88	6.12%
Safety	\$206.86	\$161.88	\$44.98	27.79%
Total	\$11,505.70	\$10,809.02	\$696.68	6.45%

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

FIVE YEAR SUMMARY

TOTAL WORK PROGRAM

\$26.626 Billion



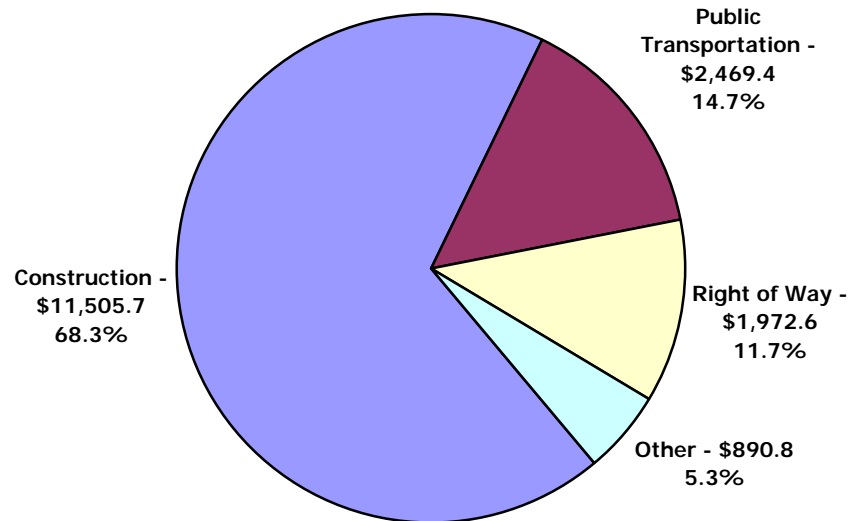
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Product	\$4,160.0	\$3,543.7	\$3,240.9	\$3,071.9	\$2,822.0	\$16,838.5
Product Support	\$1,212.6	\$1,034.4	\$961.5	\$1,026.6	\$941.8	\$5,176.8
Operations & Maintenance	\$706.6	\$733.8	\$768.2	\$773.3	\$803.6	\$3,785.5
Administration	\$131.8	\$133.3	\$138.4	\$143.7	\$149.2	\$696.4
Fixed Capital	\$27.6	\$26.1	\$25.0	\$25.0	\$25.0	\$128.8
Total	\$6,238.6	\$5,471.4	\$5,134.0	\$5,040.5	\$4,741.6	\$26,626.0

FIVE YEAR SUMMARY

PRODUCT
\$16.839 Billion



Note: \$ are in Millions

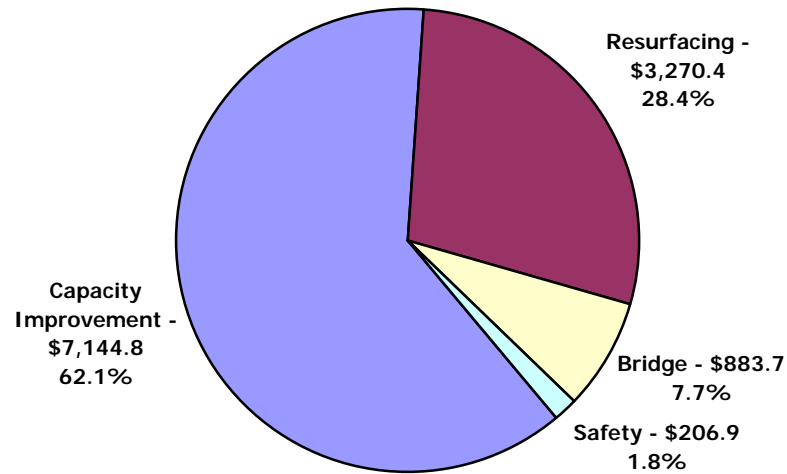
BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Construction	\$2,906.4	\$2,341.9	\$2,320.2	\$2,105.2	\$1,832.0	\$11,505.7
Public Transportation	\$562.8	\$475.0	\$468.9	\$471.8	\$491.0	\$2,469.4
Right of Way	\$554.8	\$561.0	\$257.6	\$298.2	\$301.0	\$1,972.6
Other*	\$136.1	\$165.8	\$194.2	\$196.7	\$198.1	\$890.8
Total	\$4,160.0	\$3,543.7	\$3,240.9	\$3,071.9	\$2,822.0	\$16,838.5

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

FIVE YEAR SUMMARY

**PRODUCT
CONSTRUCTION**
\$11.506 Billion



Note: \$ are in Millions

BY FISCAL YEAR

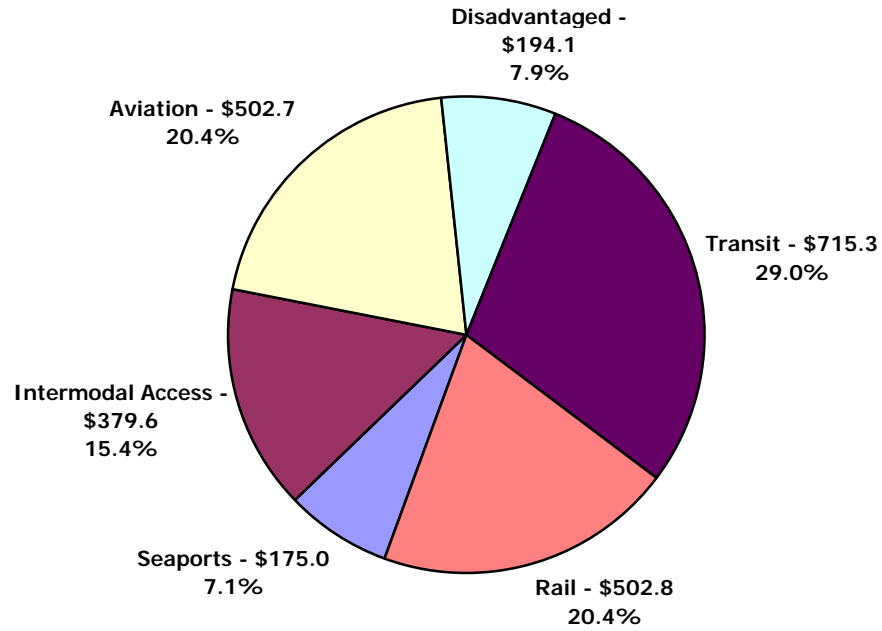
<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Capacity Improvement	\$1,877.5	\$1,527.2	\$1,527.0	\$1,239.8	\$973.4	\$7,144.8
Resurfacing	\$620.7	\$682.7	\$615.2	\$705.7	\$646.0	\$3,270.4
Bridge	\$330.9	\$93.1	\$151.1	\$132.2	\$176.4	\$883.7
Safety	\$77.4	\$38.9	\$26.9	\$27.5	\$36.2	\$206.9
Total	\$2,906.5	\$2,341.9	\$2,320.2	\$2,105.2	\$1,832.0	\$11,505.7

Additional Construction phases of \$62 million are contained in the PTO Intermodal Access Program.

Note: The \$206.9 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
\$2.469 Billion



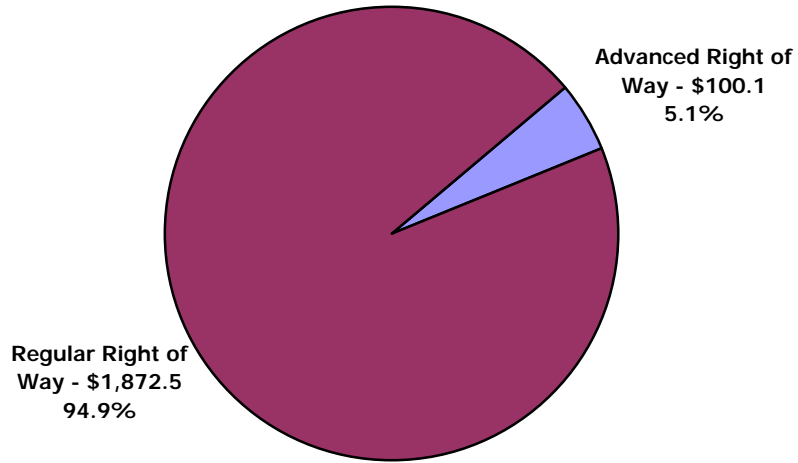
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Seaports	\$35.0	\$35.0	\$35.0	\$35.0	\$35.0	\$175.0
Intermodal Access	\$186.8	\$63.5	\$51.3	\$36.2	\$41.8	\$379.6
Aviation	\$92.2	\$95.8	\$98.4	\$105.0	\$111.3	\$502.7
Trans. Disadvantaged Comm.	\$38.1	\$37.7	\$38.5	\$39.2	\$40.6	\$194.1
Transit	\$141.5	\$139.6	\$137.9	\$147.3	\$148.9	\$715.3
Rail	\$69.1	\$103.5	\$107.7	\$109.1	\$113.4	\$502.8
Total	\$562.8	\$475.0	\$468.9	\$471.8	\$491.0	\$2,469.4

FIVE YEAR SUMMARY

PRODUCT
RIGHT OF WAY
\$1.973 Billion



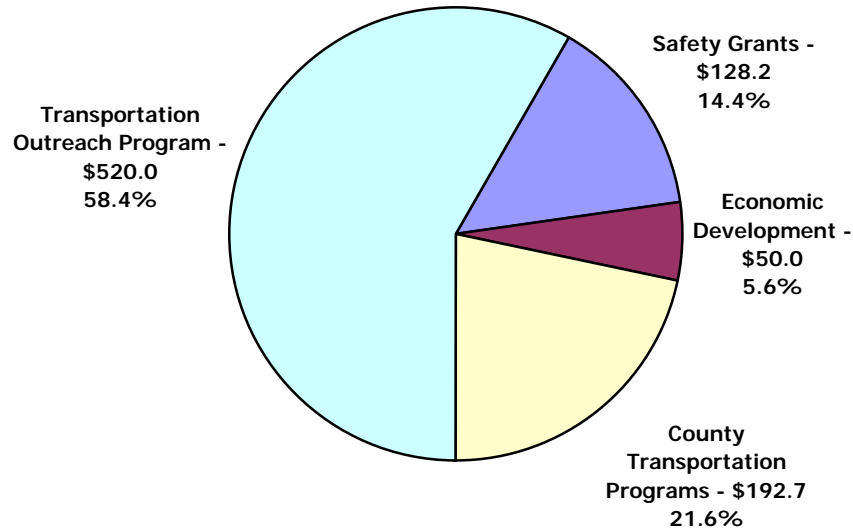
Note: \$ are in Millions

By FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Advanced Right of Way	\$55.4	\$14.2	\$11.1	\$4.6	\$14.9	\$100.1
Regular Right of Way	\$499.4	\$546.8	\$246.6	\$293.6	\$286.1	\$1,872.5
Total	\$554.8	\$561.0	\$257.6	\$298.2	\$301.0	\$1,972.6

FIVE YEAR SUMMARY

PRODUCT
OTHER
 \$890.8 Million



Note: \$ are in Millions

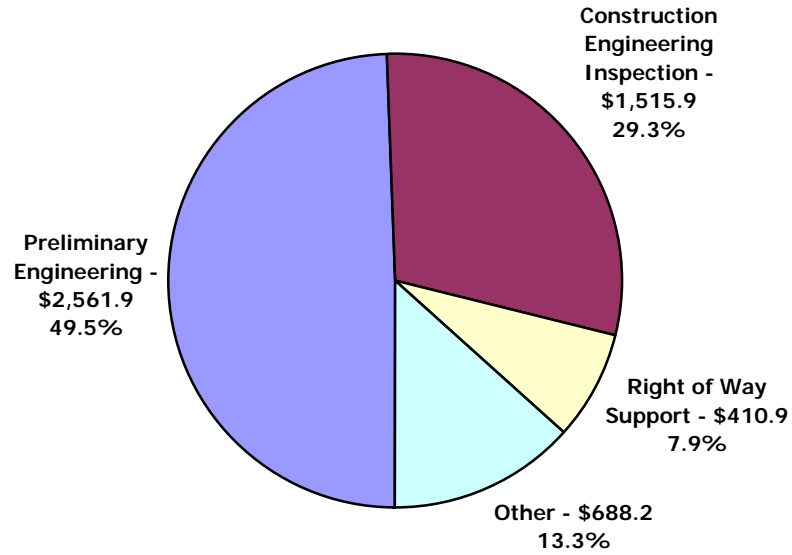
BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Safety Grants	\$26.1	\$24.3	\$25.1	\$26.4	\$26.4	\$128.2
Economic Development	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$50.0
County Transportation Prog.	\$0.0	\$26.5	\$54.2	\$55.3	\$56.7	\$192.7
Transportation Outreach Prog.	\$100.0	\$105.0	\$105.0	\$105.0	\$105.0	\$520.0
Total	\$136.1	\$165.8	\$194.2	\$196.7	\$198.1	\$890.8

FIVE YEAR SUMMARY

PRODUCT SUPPORT

\$5.177 Billion



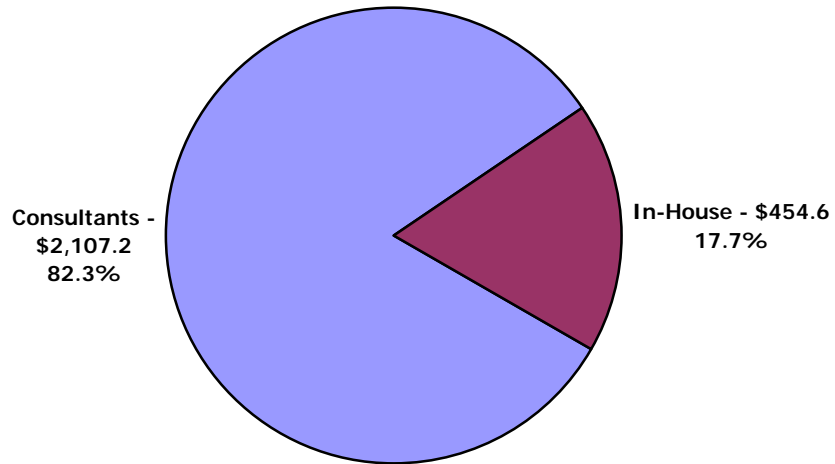
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Preliminary Engineering	\$609.6	\$510.0	\$465.9	\$495.0	\$481.4	\$2,561.9
Const. Eng. Inspection	\$360.6	\$311.0	\$282.6	\$330.8	\$231.0	\$1,515.9
Right of Way Support	\$106.7	\$83.7	\$69.3	\$69.0	\$82.2	\$410.9
Other	\$135.7	\$129.7	\$143.7	\$131.8	\$147.2	\$688.2
Total	\$1,212.6	\$1,034.4	\$961.5	\$1,026.6	\$941.8	\$5,176.8

FIVE YEAR SUMMARY

PRODUCT SUPPORT
PRELIMINARY ENGINEERING
\$2.562 Billion



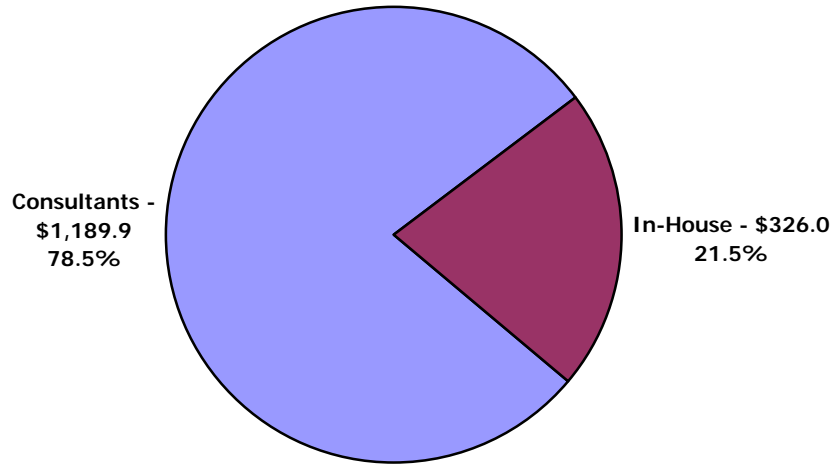
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Consultants	\$521.1	\$423.8	\$376.2	\$401.8	\$384.4	\$2,107.2
In-House	\$88.5	\$86.2	\$89.7	\$93.3	\$97.0	\$454.6
Total	\$609.6	\$510.0	\$465.9	\$495.0	\$481.4	\$2,561.9

FIVE YEAR SUMMARY

PRODUCT SUPPORT
CONSTRUCTION ENGINEERING INSPECTION
\$1.516 Billion



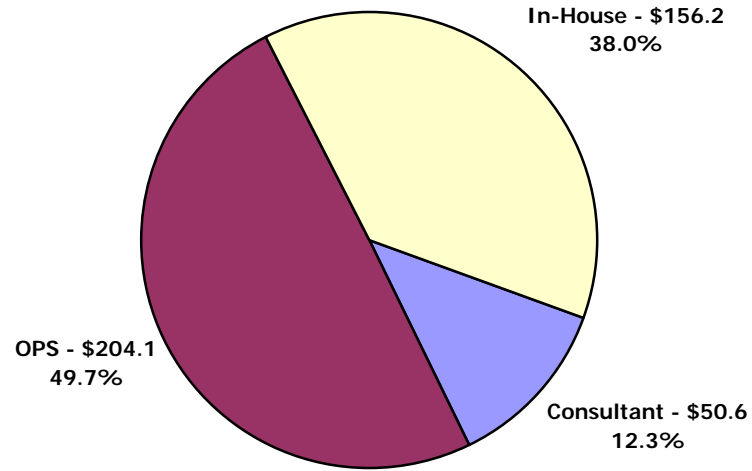
Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Consultants	\$297.4	\$249.1	\$218.2	\$263.8	\$161.4	\$1,189.9
In-House	\$63.1	\$61.9	\$64.4	\$67.0	\$69.6	\$326.0
Total	\$360.6	\$311.0	\$282.6	\$330.8	\$231.0	\$1,515.8

FIVE YEAR SUMMARY

PRODUCT SUPPORT
RIGHT OF WAY SUPPORT
 \$411 Million



Note: \$ are in Millions

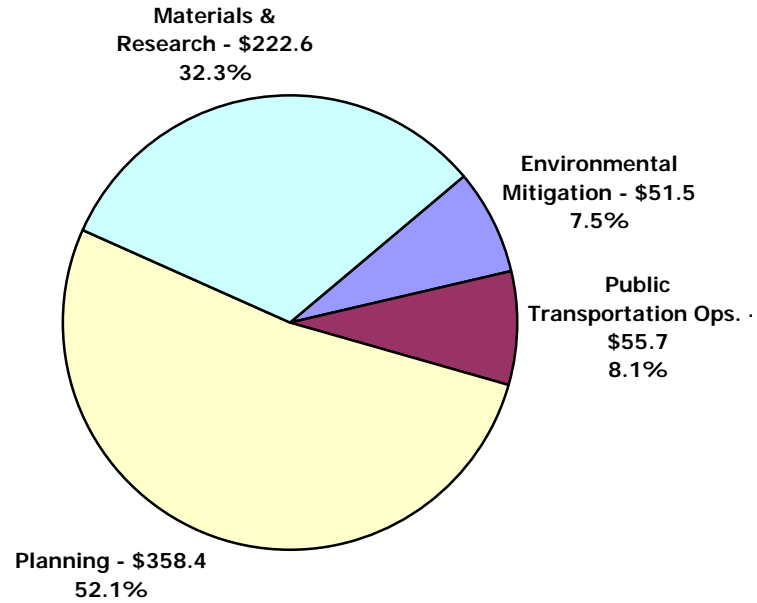
BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Consultant	\$12.6	\$11.5	\$7.9	\$8.5	\$10.1	\$50.6
OPS	\$64.4	\$42.4	\$30.5	\$28.3	\$38.6	\$204.2
In-House	\$29.7	\$29.8	\$31.0	\$32.2	\$33.5	\$156.2
Total	\$106.7	\$83.7	\$69.3	\$69.0	\$82.2	\$410.9

FIVE YEAR SUMMARY

PRODUCT SUPPORT

OTHER
\$688 Million



Note: \$ are in Millions

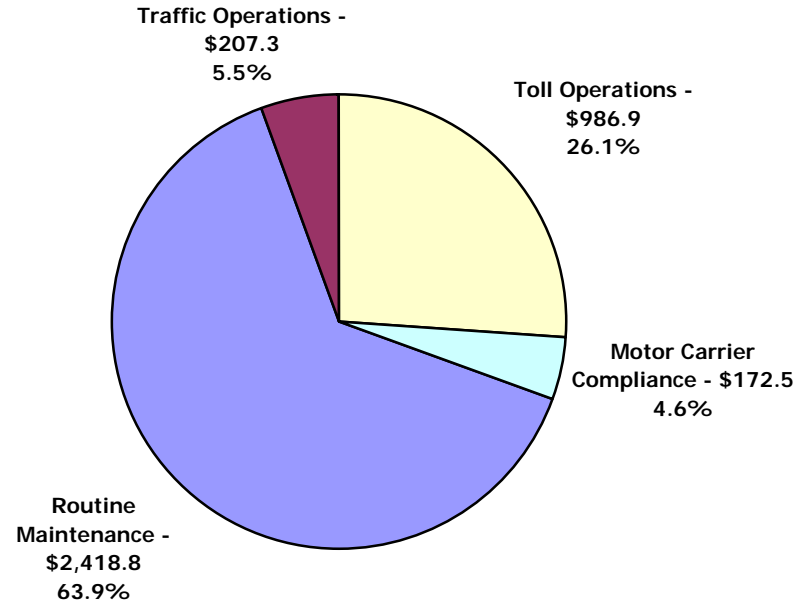
BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Environmental Mitigation	\$9.0	\$7.2	\$17.1	\$2.5	\$15.9	\$51.5
Public Transportation Ops.	\$11.0	\$10.5	\$10.9	\$11.4	\$11.8	\$55.7
Planning	\$72.1	\$69.5	\$71.7	\$72.5	\$72.6	\$358.4
Materials & Research	\$43.7	\$42.6	\$44.0	\$45.5	\$46.9	\$222.6
Total	\$135.7	\$129.7	\$143.7	\$131.8	\$147.2	\$688.2

OPERATIONS & MAINTENANCE

\$3.786 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

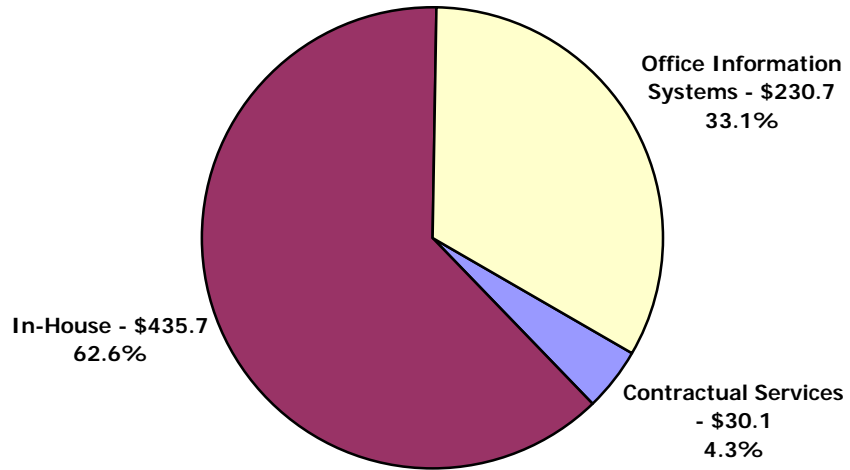
BY FISCAL YEAR

(in Millions)	04/05	05/06	06/07	07/08	08/09	Total
Routine Maintenance	\$440.5	\$459.1	\$483.8	\$502.9	\$532.4	\$2,418.8
Traffic Operations	\$38.2	\$39.4	\$41.6	\$43.6	\$44.4	\$207.3
Toll Operations	\$196.0	\$202.2	\$208.2	\$191.0	\$189.5	\$986.9
Motor Carrier Compliance	\$31.9	\$33.1	\$34.5	\$35.8	\$37.3	\$172.5
Total	\$706.6	\$733.8	\$768.2	\$773.3	\$803.6	\$3,785.5

FIVE YEAR SUMMARY

ADMINISTRATION

\$696 Million



Note: \$ are in Millions

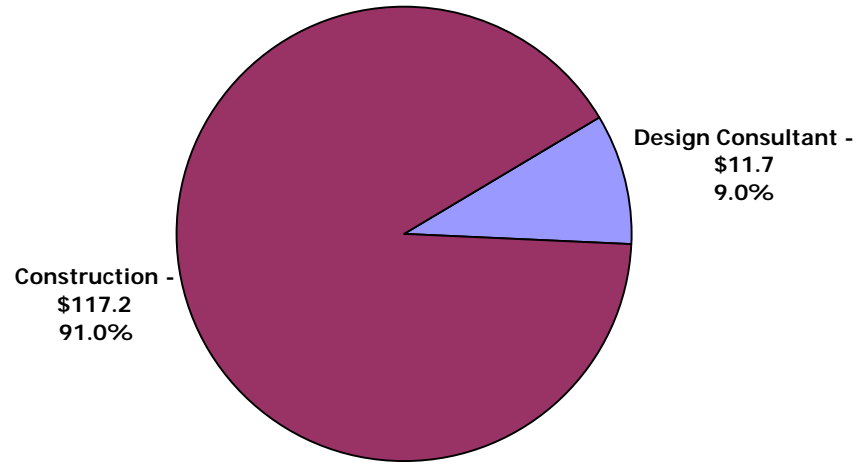
BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Contractual Services	\$6.0	\$6.0	\$6.0	\$6.0	\$6.0	\$30.1
In-House	\$83.2	\$83.0	\$86.3	\$89.8	\$93.4	\$435.7
Office Information Systems	\$42.6	\$44.3	\$46.1	\$47.9	\$49.8	\$230.7
Total	\$131.8	\$133.3	\$138.4	\$143.7	\$149.2	\$696.4

FIVE YEAR SUMMARY

FIXED CAPITAL OUTLAY

\$129 Million



Note: \$ are in Millions

BY FISCAL YEAR

<i>(in Millions)</i>	04/05	05/06	06/07	07/08	08/09	Total
Design Consultant	\$3.0	\$3.3	\$2.1	\$1.6	\$1.7	\$11.7
Construction	\$24.7	\$22.8	\$22.9	\$23.4	\$23.4	\$117.2
Total	\$27.6	\$26.1	\$25.0	\$25.0	\$25.0	\$128.8

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 4,035 centerline miles (16,104 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 and 51% of all 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 \$7.7 Billion programmed on the FIHS for capacity improvements, which includes construction, right of way acquisition and product support phases. This is 62.6% of the total highway capacity improvement program of \$12.3 Billion.

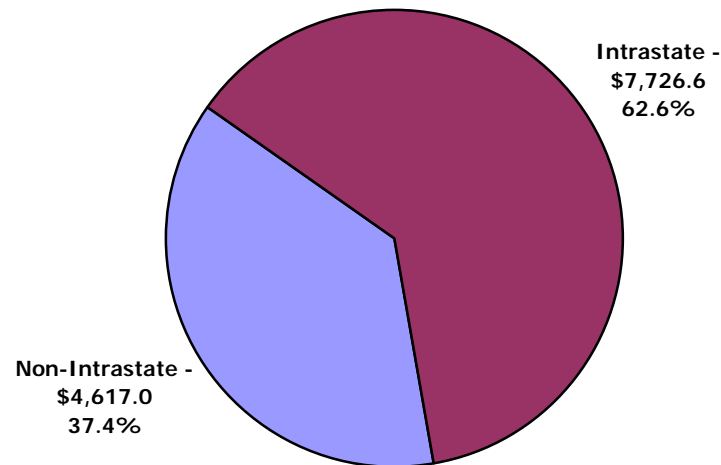
Of this \$7.7 Billion for capacity improvements on the FIHS, \$4.7 Billion is programmed for construction phases – 44.6% on Interstate highways, 31.4% on the Turnpike, and 23.9% on other highways on the FIHS.

THE FLORIDA STATE HIGHWAY SYSTEM PROGRAM

CAPACITY IMPROVEMENT

\$12.344 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

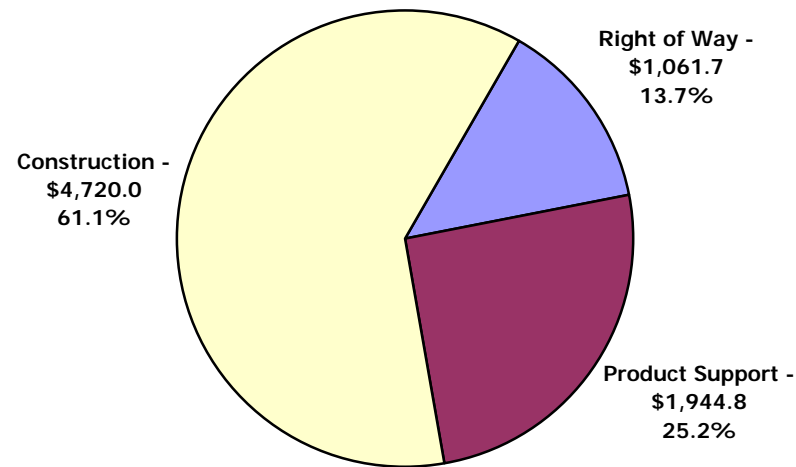
(in Millions)	04/05	05/06	06/07	07/08	08/09	Total
Non-Intrastate	\$1,069.8	\$781.1	\$853.2	\$874.9	\$1,038.0	\$4,617.0
Intrastate	\$2,153.7	\$1,935.1	\$1,525.0	\$1,310.3	\$802.5	\$7,726.6
Total	\$3,223.5	\$2,716.2	\$2,378.2	\$2,185.2	\$1,840.5	\$12,343.6

THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM (FIHS)

CAPACITY IMPROVEMENT

\$7.727 Billion

FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(in Millions)	04/05	05/06	06/07	07/08	08/09	Total
Right of Way	\$326.4	\$406.9	\$106.2	\$135.9	\$86.4	\$1,061.7
Product Support	\$511.5	\$391.6	\$351.4	\$407.7	\$282.6	\$1,944.8
Construction	\$1,315.8	\$1,136.5	\$1,067.5	\$766.8	\$433.5	\$4,720.0
Total	\$2,153.7	\$1,935.1	\$1,525.0	\$1,310.3	\$802.5	\$7,726.5

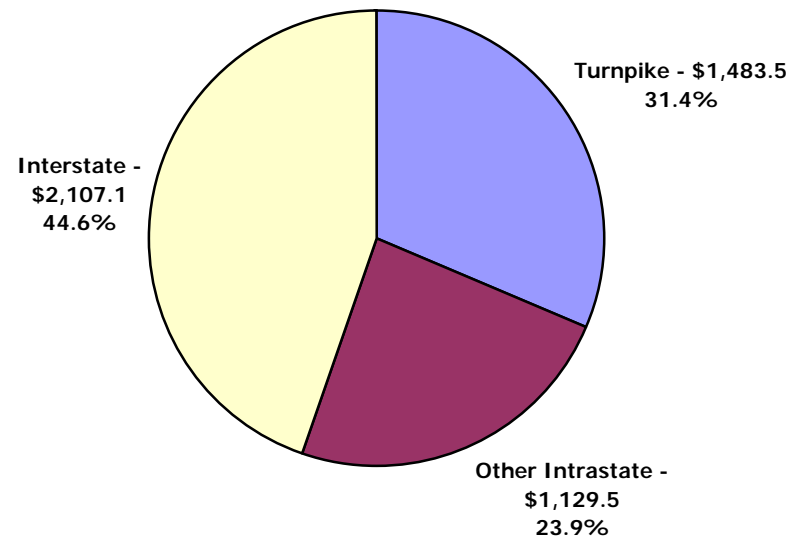
Product Support includes Preliminary Engineering, Right of Way Support, Construction Engineering & Inspection, Environmental Mitigation, and Traffic Operations.

THE FLORIDA INTRASTATE HIGHWAY SYSTEM PROGRAM (FIHS)

CAPACITY IMPROVEMENT - CONSTRUCTION

\$4.720 Billion

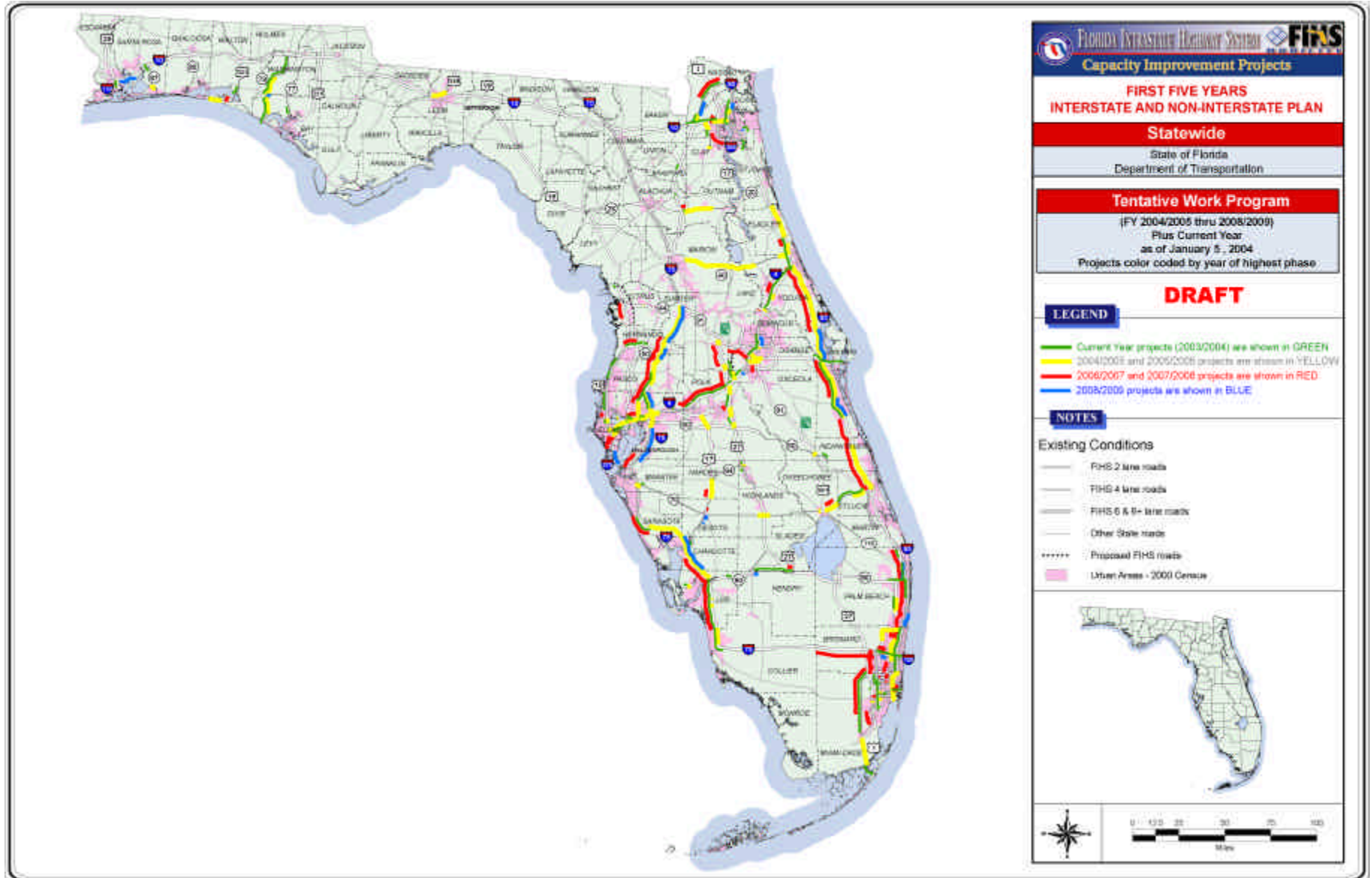
FIVE YEAR SUMMARY



Note: \$ are in Millions

BY FISCAL YEAR

(in Millions)	04/05	05/06	06/07	07/08	08/09	Total
Turnpike	\$463.1	\$241.3	\$446.2	\$253.9	\$79.0	\$1,483.5
Other IntraState	\$223.5	\$317.0	\$417.2	\$130.2	\$41.7	\$1,129.5
Interstate	\$629.2	\$578.2	\$204.1	\$382.7	\$312.9	\$2,107.0
Total	\$1,315.8	\$1,136.5	\$1,067.5	\$766.8	\$433.5	\$4,720.0



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

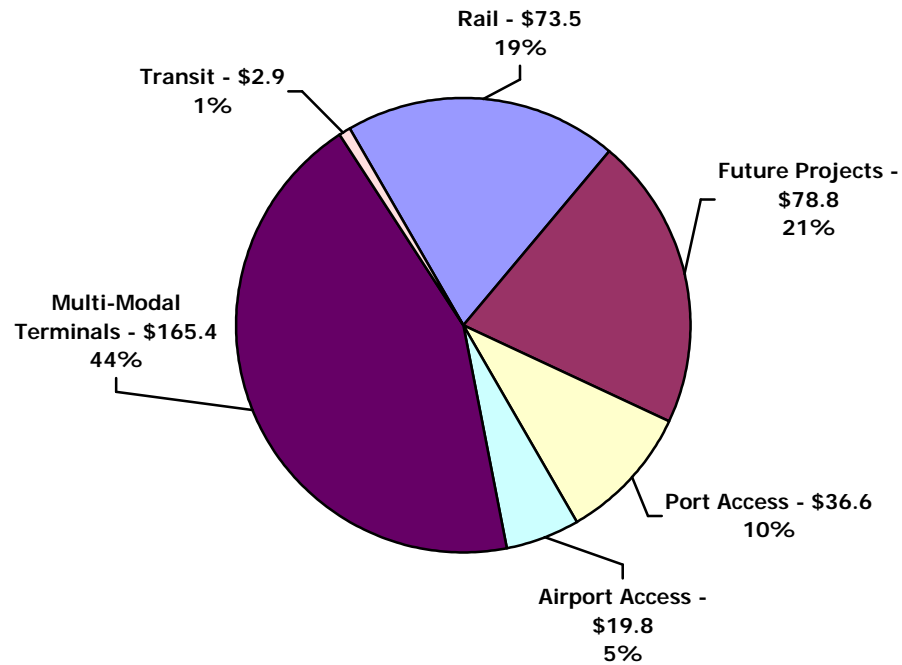
The Tentative Work Program has a total of \$377.0 Million programmed for the Intermodal Access Development Program.

Of the \$377.0 Million for the Intermodal Access Development Program, \$73.5 Million is programmed for rail access, \$36.6 Million for seaport access, \$19.8 Million for airport access, \$165.4 Million for multimodal terminals, \$78.8 Million for future projects, and \$2.9 Million for transit.

FIVE YEAR SUMMARY

INTERMODAL DEVELOPMENT PROGRAM

\$377.0 Million



Note: \$ are in Millions

BY FISCAL YEAR

(in Millions)	04/05	05/06	06/07	07/08	08/09	Total
Rail	\$32.0	\$15.9	\$14.8	\$4.7	\$6.0	\$73.5
Future Projects	\$22.2	\$11.7	\$13.4	\$15.7	\$15.9	\$78.8
Port Access	\$5.7	\$7.7	\$8.3	\$7.9	\$6.9	\$36.6
Airport Access	\$9.2	\$2.3	\$3.8	\$2.6	\$2.0	\$19.8
Multi-Modal Terminals	\$115.6	\$25.9	\$10.7	\$4.9	\$8.2	\$165.4
Transit	\$0.0	\$0.0	\$0.4	\$0.3	\$2.3	\$2.9
Total	\$184.7	\$63.5	\$51.3	\$36.2	\$41.3	\$377.0

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>
Port Manatee	Add lanes & rehabilitate pavement	Grant	1.00	
Port of Tampa	Seaport Improvement	Grant	12.41	
Port of Manatee	Construct, expand cargo facility	Grant	1.00	
Port of Manatee	Access improvement	Grant	2.00	
Ft. Lauderdale Airport	Access improvement	Grant	6.10	
Hernando County	Intermodal Access	Grant	1.90	
Piper Road Corridor	Access Improvement	Grant	3.50	
S.W. Fl. International Airport	Access Improvement	Grant	1.50	
South Florida Rail Corridor	Double tracking	Grant	11.00	42.50
FEC upgrade Medley	Rail improvement	Grant	2.81	
Jacksonville Convention Center	Jacksonville Multi modal terminal center	Grant	2.00	
Orange - Lynx	Downtown Intermodal Transit Improvement	Grant	1.00	
Pinellas Suncoast Transit Authority	Construction of Intermodal Facility	Grant	1.00	
Miami Intermodal Center (MIC)	Funding for engineering, ROW and construction	Grant	87.82	67.61

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 \$4.5 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 (June 2008) for the STTF is \$142.3 Million, which complies with the statutory minimum. The average annual low point cash balance during the Tentative Work Program period will be \$206.6 Million, which is 3.56% of estimated average outstanding obligations of \$5.8 Billion.

The lowest end-of-fiscal year cash balance (in June 2009) for the Turnpike General Reserve Fund is \$29.3 Million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, \$4.3 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 2003.

Federal aid funding levels are based on the Official Federal Aid Highway Forecast of August 2003.

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>
04/05	\$110.5	07/08	\$149.7
05/06	\$111.7	08/09	\$165.7
06/07	\$133.0		

\$ 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 \$83.4 Million in long-term receivables from toll facilities for operating and maintenance costs through FY 2008/09.

Increase of \$194.7 Million in long-term receivables for toll facilities operating and maintenance costs through FY 2008/09.

A \$24 Million advance to the Turnpike General Reserve Fund for HEFT toll deferrals which was planned to be repaid to the STTF in FY 2004/05 and FY 2005/06 was advanced and will be repaid in FY 2003/04.

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 2006/07.

The Advanced Construction (AC) Program - Advanced Construction projects, excluding 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>
04/05	\$0.0	\$18.0	07/08	\$0.0	\$10.0
05/06	\$0.0	\$14.0	08/09	\$0.0	\$10.0
06/07	\$0.0	\$10.0			

\$ are in Millions

There are 25 approved federal funded SIB projects, in addition to multiple Seminole II Federal Projects for the SIB funding, with total project costs of \$992.1 Million and total SIB loans of \$309.5 Million. There are 11 approved state funded SIB projects with total project costs of \$2,179 Million and total SIB loans of \$188.8 Million.

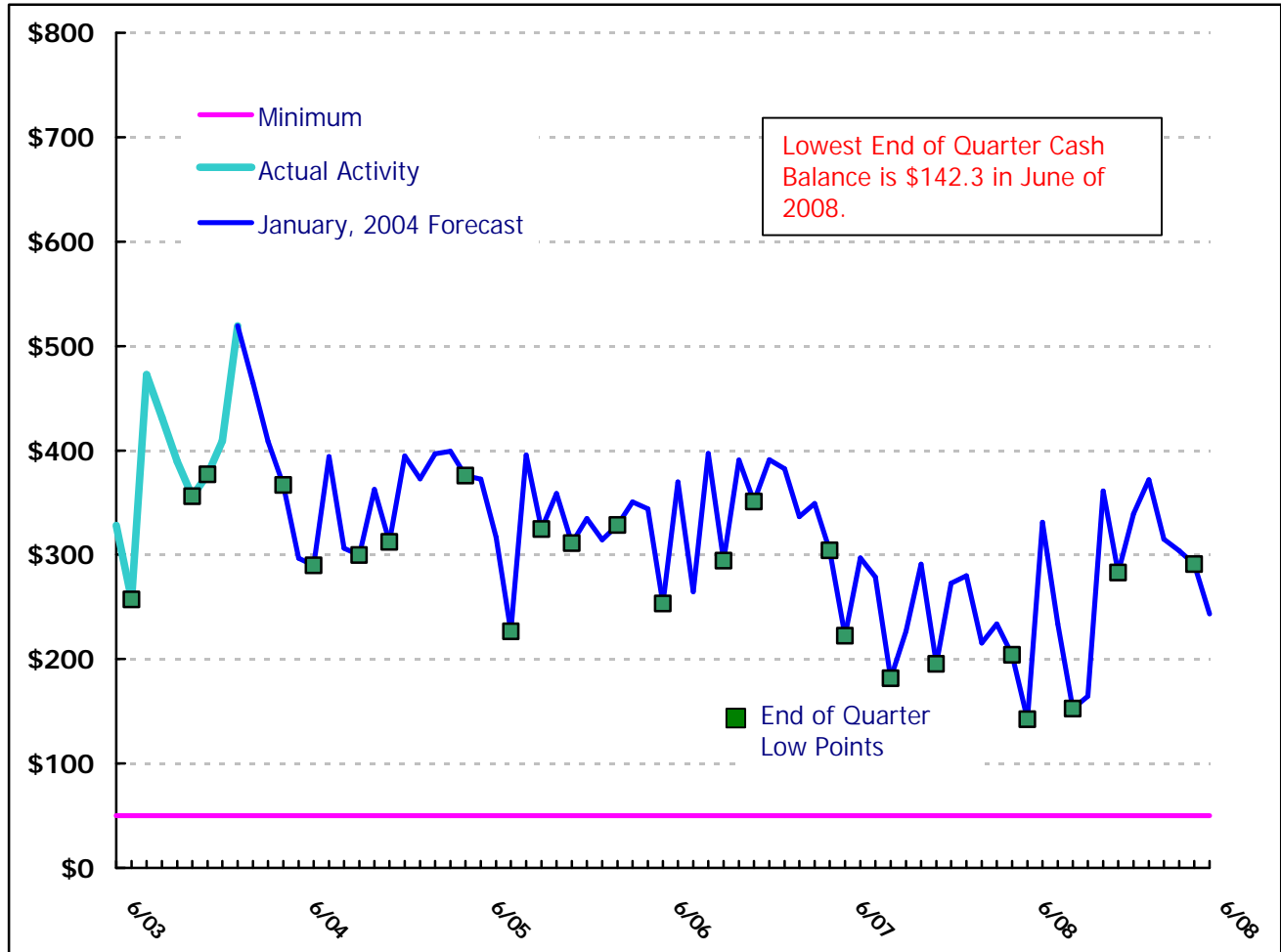
Miami Intermodal Center (MIC):

- \$346.5 Million is planned for phase I of MIC in fiscal years 2004/05 - 2008/09 (net of loan repayments and reserves).
- \$269 Million of FDOT MIC projects are planned to be financed with federal (TIFIA) loans. Annual repayments are planned to start in FY 2006/07 totaling \$68.7 Million through FY 2008/09. 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.
- A \$190 Million Miami International Airport related MIC project (consolidated rental car facility) is planned to be financed by federal TIFIA funds and user fee revenues generated during the construction period. Repayments of \$36.5 Million beginning in 2006/07 through 2008/09 will be offset by revenue generated from the rental car facility.
- \$86.7 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.

**STATE
TRANSPORTATION
TRUST FUND**

CASH FORECAST

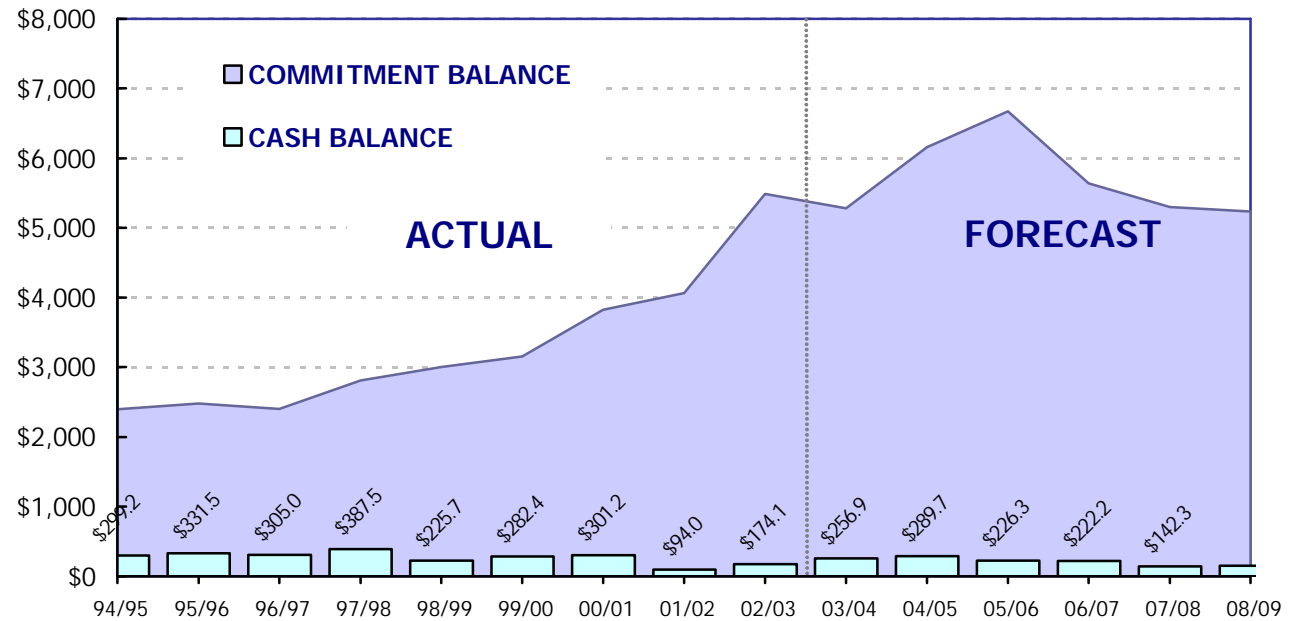
\$ are in Millions



**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 1994/95 through 2008/09 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 2004/05 through FY 2008/09, the **average** annual low point cash balance is projected to be \$206.6 Million and the **average** annual outstanding obligations to be \$5.8 Billion. That is, cash “on hand” is projected to be 3.56% of outstanding obligations.

MAJOR FINANCIAL ASSUMPTIONS

Tentative Debt Service Coverage Ratio averages 2.0 on a *net* basis over the 5-year period as follows. 2.4, 2.2, 1.9, 1.8 and 1.8.

Toll revenue forecast includes a toll rate increase in March of 2004 on cash customers *only* on all Turnpike facilities except the Polk Parkway and Suncoast expansion projects. The 10% volume discount will be discontinued. SunPass customers will receive a 25% discount over cash customers. Revenue estimates are included for Western Beltway Part "C" which is scheduled to open to traffic in December of 2006.

Florida Statutes allow for a maximum of \$4.5 billion to be issued to fund Turnpike Projects. By FY 08/09, the Turnpike will have issued \$3.8 billion in bonds. An additional \$0.5 billion will be issued to finance projects from FY 09/10 through FY 12/13 for a total of \$4.3 billion issued.

Bond Sales (totaling \$1.737 billion) are planned during the Work Program period as follows: \$310 million in November of 2004, \$520 million in November of 2005, \$350 million in November 2006, \$347 million in November of 2007, and \$210 million in November of 2008. Bonds are scheduled to be issued according to "cash-flow" needs every 12 months.

Projects to be funded are:

FY 04/05 – Widening of the Beeline from I-4 to Sand Lake Road, widening of the Mainline from the Beeline to I-4, widening of the Mainline from Atlantic to one mile north of Atlantic, widening of the Mainline from Griffin to Sunrise, widening of the Mainline from north of Sunrise to north of Atlantic, SR 408 interchange modification, SunPass and SunNav/ITS improvements, and Okeechobee and Leesburg toll plaza express lanes.

FY 05/06 – I-4 ROW contribution of \$250 million, SW 8th Street interchange modification, Jog Road partial interchange, SunNav/ITS improvements and Kissimmee Park Road interchange.

FY 06/07 – SR 417 interchange, widening of the Mainline from the HEFT to north of Johnson Street, widening of the Mainline from north of Johnson Street to Griffin Road, Hollywood Boulevard interchange modification, SunNav/ITS improvements, widening of the Mainline from I-4 to SR 429, and widening of the Mainline from Atlantic to the Sawgrass Expressway.

FY 07/08 – Widening of the HEFT from south of SW 117th Street to south of Kendall, widening of the Mainline from SR 429 to SR 50, and Golden Glades toll plaza.

FY 08/09 – SunNav/ITS improvements and widening of the Mainline from Lantana to Lake Worth.

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 \$63.1 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.

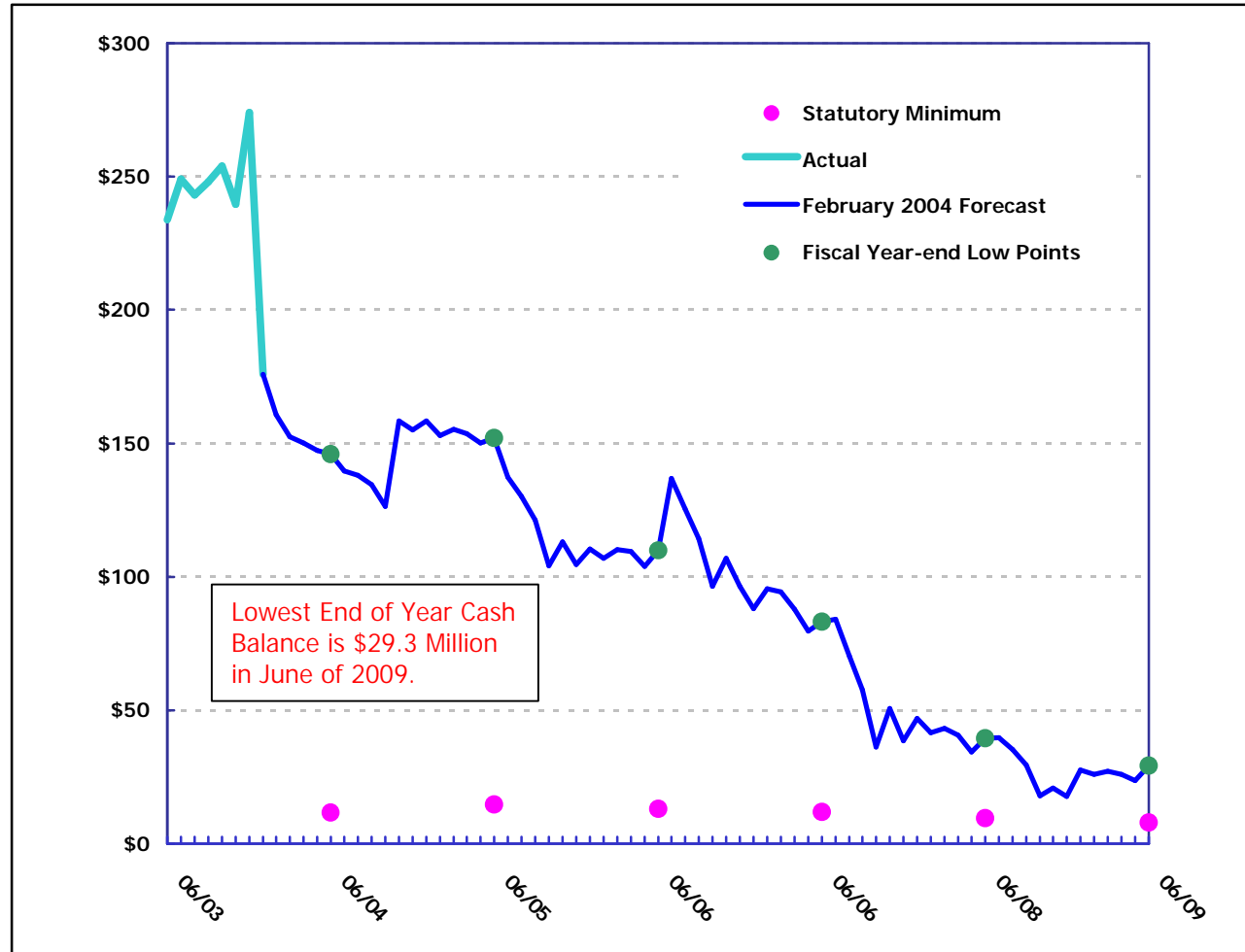
Fiscal Year	SR 80	Seminole II	Suncoast
04/05	\$0.4	\$1.4	\$7.9
05/06	\$1.0	\$1.5	\$8.2
06/07	\$1.6	\$1.5	\$8.5
07/08	\$1.5	\$1.6	\$8.9
08/09	\$1.3	\$1.6	\$8.5

\$ are in Millions

**TURNPIKE GENERAL
RESERVE FUND**

CASH FORECAST

\$ 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 five years of the adopted work program for facilities designated as part of the Florida Intrastate Highway System and 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 (2004/05 to 2007/08), changes from the Adopted Work Program to the Tentative Work Program were as follows: 89.8% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (DOT objective is at least 80%); 8.3% 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 2007/08; and 1.9% 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, 90.9% of Road & Bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the four common fiscal years, 88.1% 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 1.3 percentage points greater.

Excluding those project phases deferred/deleted/moved out at the request of local governments or other funding entities, 95.1% 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 04/05 - 07/08)	No Changes/Advances	1,697	89.84%
	Defers	83	4.39%
	Moved Out	73	3.86%
	Deletions	36	1.91%
Total		1,889	100.00%

ROADS AND BRIDGES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes/Advances	1,051	90.92%
	Defers	57	4.93%
	Moved Out	32	2.77%
	Deletions	16	1.38%
Total		1,156	100.00%

PUBLIC TRANSPORTATION

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes/Advances	646	88.13%
	Defers	26	3.55%
	Moved Out	41	5.59%
	Deletions	20	2.73%
Total		733	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.

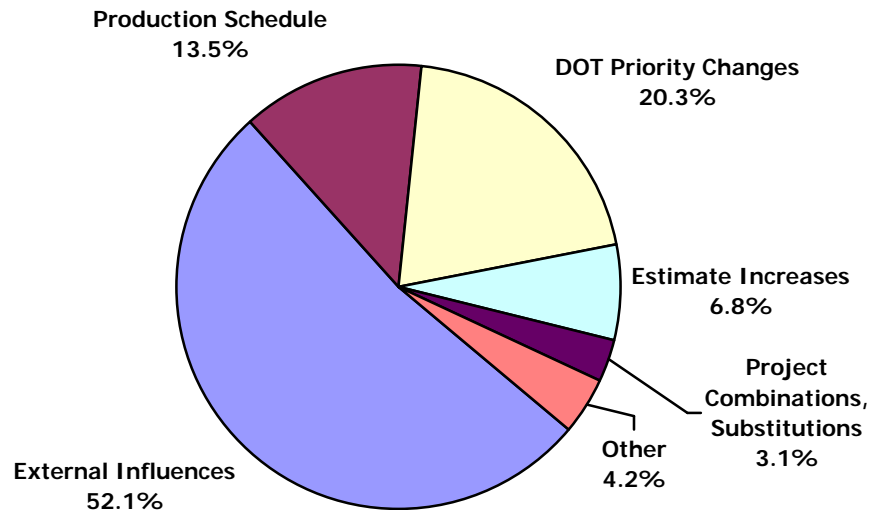
MOVED OUT - Moved out to new 5th year of the Tentative Work Program.

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

STABILITY REPORT

STATEWIDE WORK PROGRAM

**REASONS FOR 192
PROJECTS DEFERRED,
DELETED OR MOVED
OUT**



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	1,644	87.03%
	Advances	53	2.81%
	Defers	83	4.39%
	Moved Out	73	3.86%
	Deletions	36	1.91%
Total		1,889	100.00%

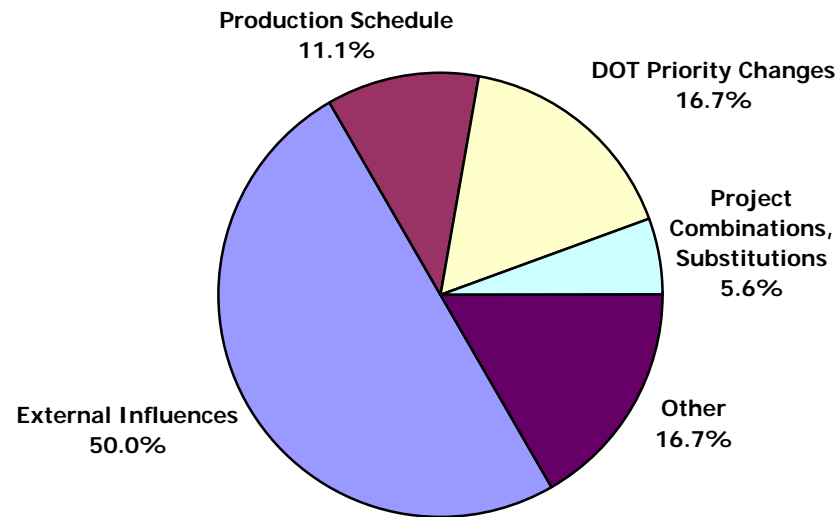
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	1,744	92.32%
	Advances	53	2.81%
	Defers	55	2.91%
	Moved Out	29	1.54%
	Deletions	8	0.42%
Total		1,889	100.00%

STABILITY REPORT

DISTRICT 1 WORK PROGRAM

**REASONS FOR 18
PROJECTS DEFERRED,
DELETED OR MOVED
OUT**



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	228	91.57%
	Advances	3	1.20%
	Defers	7	2.81%
	Moved Out	3	1.20%
	Deletions	8	3.21%
Total		249	100.00%

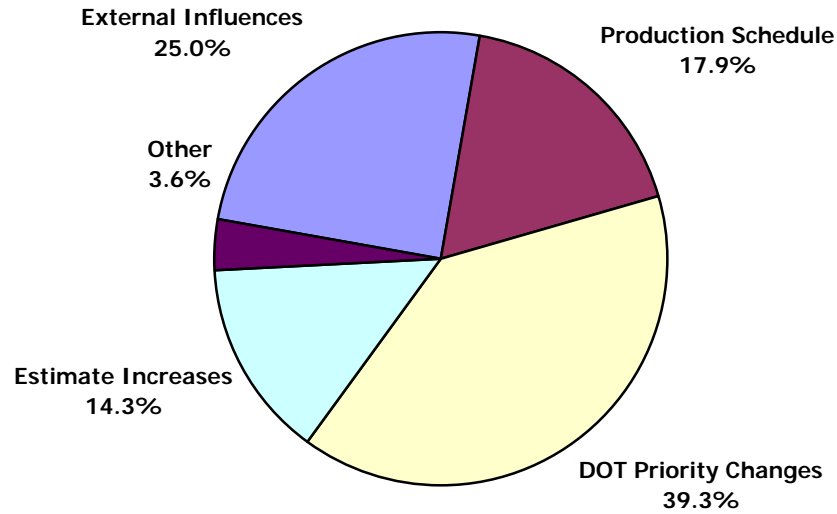
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	237	95.18%
	Advances	3	1.20%
	Defers	6	2.41%
	Moved Out	1	0.40%
	Deletions	2	0.80%
Total		249	100.00%

STABILITY REPORT

DISTRICT 2 WORK PROGRAM

**REASONS FOR 28
PROJECTS DEFERRED,
DELETED OR MOVED
OUT**



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	305	89.97%
	Advances	6	1.77%
	Defers	10	2.95%
	Moved Out	11	3.24%
	Deletions	7	2.06%
Total		339	100.00%

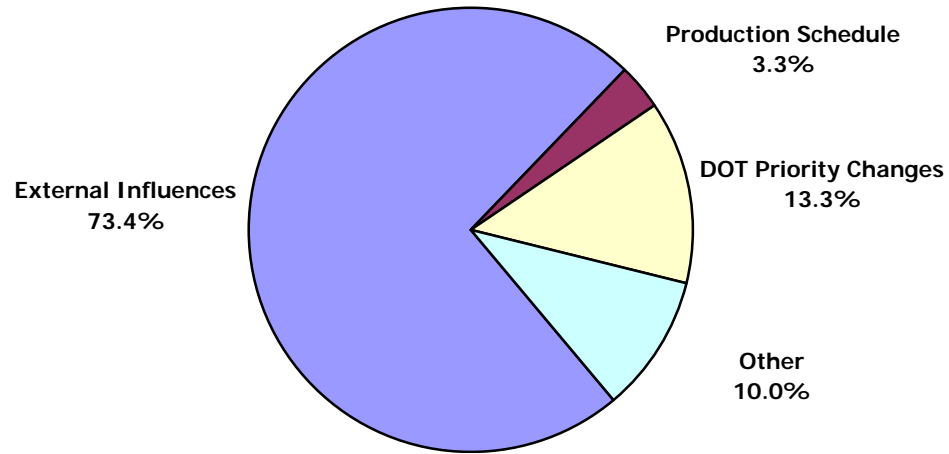
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	312	92.04%
	Advances	6	1.77%
	Defers	10	2.95%
	Moved Out	8	2.36%
	Deletions	3	0.88%
Total		339	100.00%

STABILITY REPORT

DISTRICT 3 WORK PROGRAM

**REASONS FOR 30
PROJECTS DEFERRED,
DELETED OR MOVED
OUT**



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	193	82.13%
	Advances	12	5.11%
	Defers	18	7.66%
	Moved Out	12	5.11%
	Deletions	0	0.00%
Total		235	100.00%

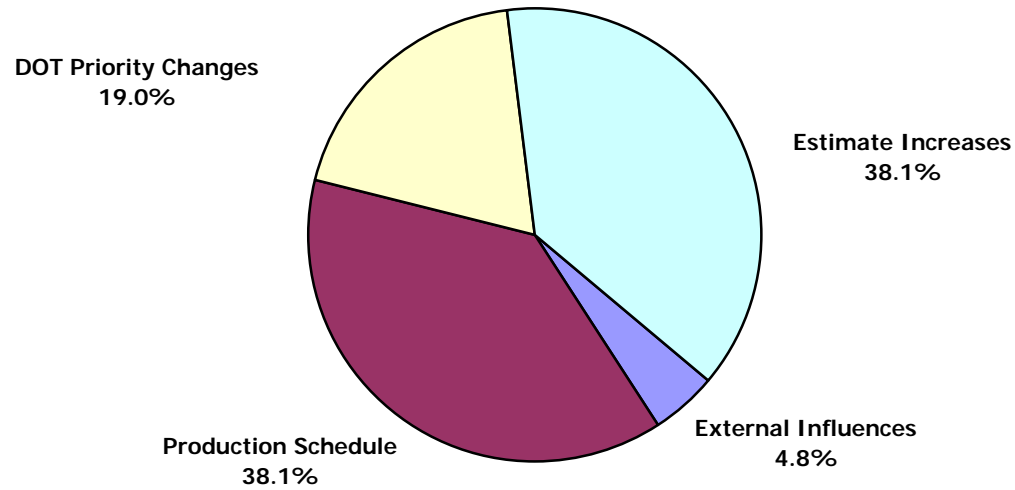
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	215	91.49%
	Advances	12	5.11%
	Defers	6	2.55%
	Moved Out	2	0.85%
	Deletions	0	0.00%
Total		235	100.00%

STABILITY REPORT

DISTRICT 4 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 04/05 - 07/08)	No Changes	289	91.75%
	Advances	5	1.59%
	Defers	12	3.81%
	Moved Out	9	2.86%
	Deletions	0	0.00%
Total		315	100.00%

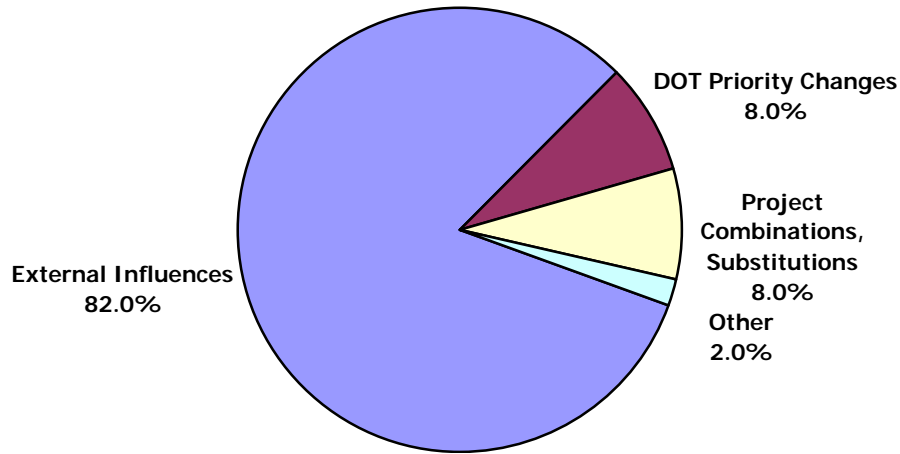
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	290	92.06%
	Advances	5	1.59%
	Defers	12	3.81%
	Moved Out	8	2.54%
	Deletions	0	0.00%
Total		315	100.00%

STABILITY REPORT

DISTRICT 5 WORK PROGRAM

REASONS FOR 50 PROJECTS DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	213	78.31%
	Advances	9	3.31%
	Defers	18	6.62%
	Moved Out	30	11.03%
	Deletions	2	0.74%
Total		272	100.00%

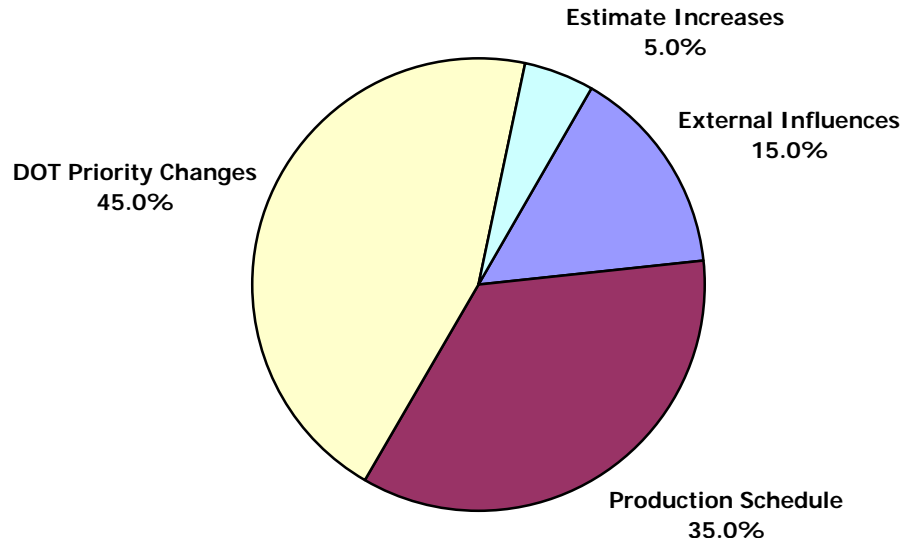
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	254	93.38%
	Advances	9	3.31%
	Defers	7	2.57%
	Moved Out	2	0.74%
	Deletions	0	0.00%
Total		272	100.00%

STABILITY REPORT

DISTRICT 6 WORK PROGRAM

REASONS FOR 20 PROJECTS DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	166	86.01%
	Advances	7	3.63%
	Defers	8	4.15%
	Moved Out	8	4.15%
	Deletions	4	2.07%
Total		193	100.00%

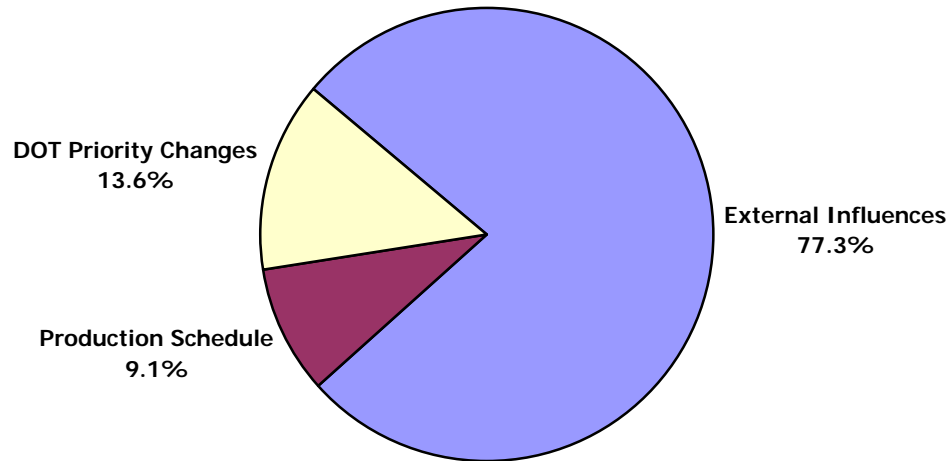
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	169	87.56%
	Advances	7	3.63%
	Defers	6	3.11%
	Moved Out	8	4.15%
	Deletions	3	1.55%
Total		193	100.00%

STABILITY REPORT

DISTRICT 7 WORK PROGRAM

REASONS FOR 22 PROJECTS DEFERRED, DELETED OR MOVED OUT



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	181	85.38%
	Advances	9	4.25%
	Defers	7	3.30%
	Moved Out	0	0.00%
	Deletions	15	7.08%
Total		212	100.00%

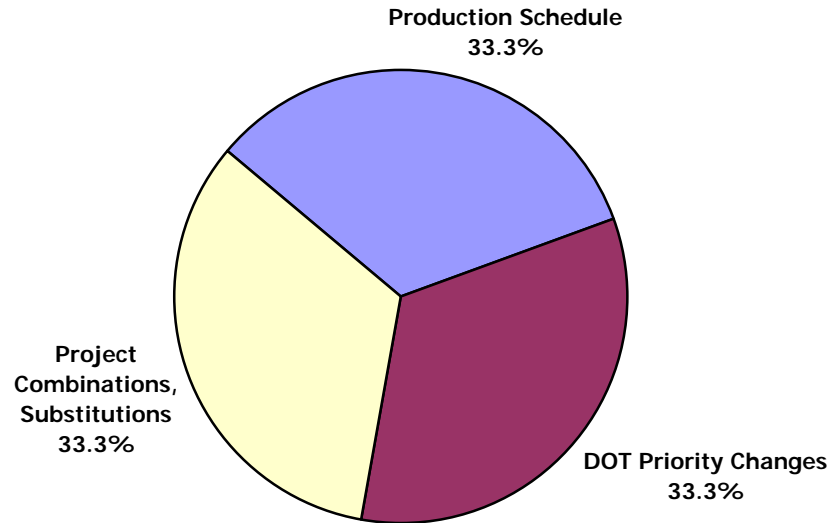
RESULTS WITHOUT EXTERNAL INFLUENCES

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	198	93.40%
	Advances	9	4.25%
	Defers	5	2.36%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		212	100.00%

STABILITY REPORT

TURNPIKE ENTERPRISE WORK PROGRAM

**REASONS FOR 3
PROJECTS DEFERRED,
DELETED OR MOVED
OUT**



RESULTS

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	69	93.24%
	Advances	2	2.70%
	Defers	3	4.05%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		74	100.00%

**RESULTS WITHOUT
EXTERNAL INFLUENCES**

Fiscal Year	Category	Number of Phases	Percent of Total
4 Common Years (FY 04/05 - 07/08)	No Changes	69	93.24%
	Advances	2	2.70%
	Defers	3	4.05%
	Moved Out	0	0.00%
	Deletions	0	0.00%
Total		74	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 2003 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:

	04/05	05/06	06/07	07/08	08/09
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:

	04/05	05/06	06/07	07/08	08/09
Percent Meeting Standards	93%	93%	95%	95%	96%

"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:

	04/05	05/06	06/07	07/08	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:

	04/05	05/06	06/07	07/08	08/09	Average
Percent FIHS	67.6%	70.6%	63.5%	60.1%	43.1%	62.4%

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 89.8%. (See pages 35 and 36.)

**KEY STATUTORY
REQUIREMENTS**

COMMISSION FINDINGS

PRODUCTION CAPACITY

As part of its evaluation, the Transportation Commission is to ensure that the Tentative Work program can be produced with available resources. Therefore, the Commission asked the Department to document what additional level of preliminary engineering consultant resources, if any, 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 \$311.28 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 did not identify any project phases that are inconsistent with approved local government comprehensive plans.

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 eleven (11) comments and requests from five planning organizations and three county commissions 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 and/or planning agencies.

**GAINESVILLE
METROPOLITAN
TRANSPORTATION
PLANNING
ORGANIZATION**

**NASSAU COUNTY
BOARD OF COUNTY
COMMISSIONERS**

**HAMILTON COUNTY
BOARD OF COUNTY
COMMISSIONERS**

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 replace the SW 23rd Road Trail Projects with the Hull Road North Extension Bicycle/Pedestrian Trail.

Response: District Two responded that the Department amended the Tentative Work Program to reflect the request.

Request: The MTPO requested that the Department replace the SW 20th Avenue Roundabout project with a preliminary engineering corridor study and 30 percent plans that lead to the construction of the Phase 1-B Charrette projects within a two-lane divided urban cross-section and address the issues listed in the November 5th memo from the Alachua County Public Works Department.

Response: District Two responded that the Department amended the Tentative Work Program to reflect the request.

Request: The Board of County Commissioners requested that the Department include the widening to four lanes of US 17 in the five year work program.

Response: District Two has proposed to begin a corridor study for US 17 in FY 2004/05. The study limits will be from Pecan Park Road in Duval County to SR A1A in Yulee, a distance of approximately 8 miles. This project will be formally added to the work program in July when it reopens for new projects.

Request: The Board of Commissioners requested that the Department advance the CR 143 project to an earlier year.

Response: District Two agreed to complete the project in two segments with the northern section to I-75 being moved up one year to FY 2005/06 and the southern segment constructed in FY 2006/07 as planned.

**PUTNAM COUNTY
BOARD OF COUNTY
COMMISSIONERS**

**PENSACOLA
URBANIZED AREA
METROPOLITAN
PLANNING
ORGANIZATION**

**OKALOOSA-WALTON
URBANIZED AREA
TRANSPORTATION
PLANNING
ORGANIZATION**

**PANAMA CITY
URBANIZED AREA
METROPOLITAN
PLANNING**

Request: The Board of Commissioners requested the Department program a project development and environmental study to investigate the feasibility of establishing a second river crossing of the St. Johns River near Palatka.

Response: District Two had already added the study to the work program after the public hearing that was held on December 1st. It is schedule to begin in FY 2008/09.

Request: The MPO requested the Department divide the construction phase of the Avalon Boulevard multi-laning project into two segments. Schedule Avalon Boulevard from US 90 to north of the CSW Railroad for construction in FY 2008/09 and box any funds not required for construction of this segment for the future construction of Avalon Boulevard from north of the CSX Railroad to I-10.

Response: District Three responded that the segment from the CSX Railroad overpass to US 90 was being added for construction in FY 2008/09.

Request: The TPO stated that the \$250,000 annual Boxed funds for the construction of projects identified in the TPO's Bicycle/Pedestrian Plan has not been funded for the last two years and requested that this funding be included for FY 2007/08 and 2008/09.

Response: District Three responded by allocating the \$250,000 to the Box for Bicycle and Pedestrian projects for both FY 2007/08 and 2008/09.

Request: The TPO requested funding for a sidewalk on the south side of US 98 between the western Mary Esther City limits and Makron Drive.

Response: District Three responded they were unable to add the sidewalk project utilizing enhancement funds, but the TPO will have the sidewalk project reviewed during the next work program cycle.

Request: The MPO requested that the Department include designated bicycle lanes on SR 327 from 23rd Street to St. Andrews Boulevard as part of the resurfacing project scheduled for FY 2006/07.

ORGANIZATION

METROPLAN ORLANDO

Response: District Three responded that even though it was unable to include designated bike lanes on this project, five foot paved shoulders are included.

Request: SR 434 from Maitland Boulevard to SR 436 is Metroplan's number one priority for the National Highway System and is programmed for construction in FY 2008/09. Seminole County would like to see the project constructed sooner seeing that design is scheduled for completion in 2004 and no right of way is required.

Response: District Five responded it is willing to advance the project if Seminole County can advance funds, subject to payback in FY 2008/09.

Request: Metroplan's number one priority in the Surface Transportation Program Category is SR 50 from SR 436 to SR 417. The Department has programmed this project for construction in FY 2008/09 to widen SR 50 to six lanes without building the grade separation at SR 436.

Response: District Five responded that it does not have the funds to complete the project with the grade separation. However, it feels the six laning coupled with double left hand turns in all quadrants will more than adequately handle the traffic congestion at this location.

**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 that began in 2001, the general revenue funds for these activities were not requested in FY 2002/03 and 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 2008/09.

The Department has programmed \$25 million per year for the Small County Road Assistance Program.

The Governor's recommended budget for FY 2004/05 includes the creation of the Transportation Rural Initiatives Program. This program will be funded by the consolidation of the Small County Outreach Program and the Small County Road Assistance Program. The new program is intended to assist rural economically distressed county governments in resurfacing or reconstructing county roads. In anticipation of this program, the funds for SCOP and SCRAP are boxed in this Tentative Work Program.

**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 is effectively on hold. No specific projects have been recommended for funding. However, the TOP item in the Tentative Work Program reflects \$520 million in funding for future projects.

Regarding annual 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:

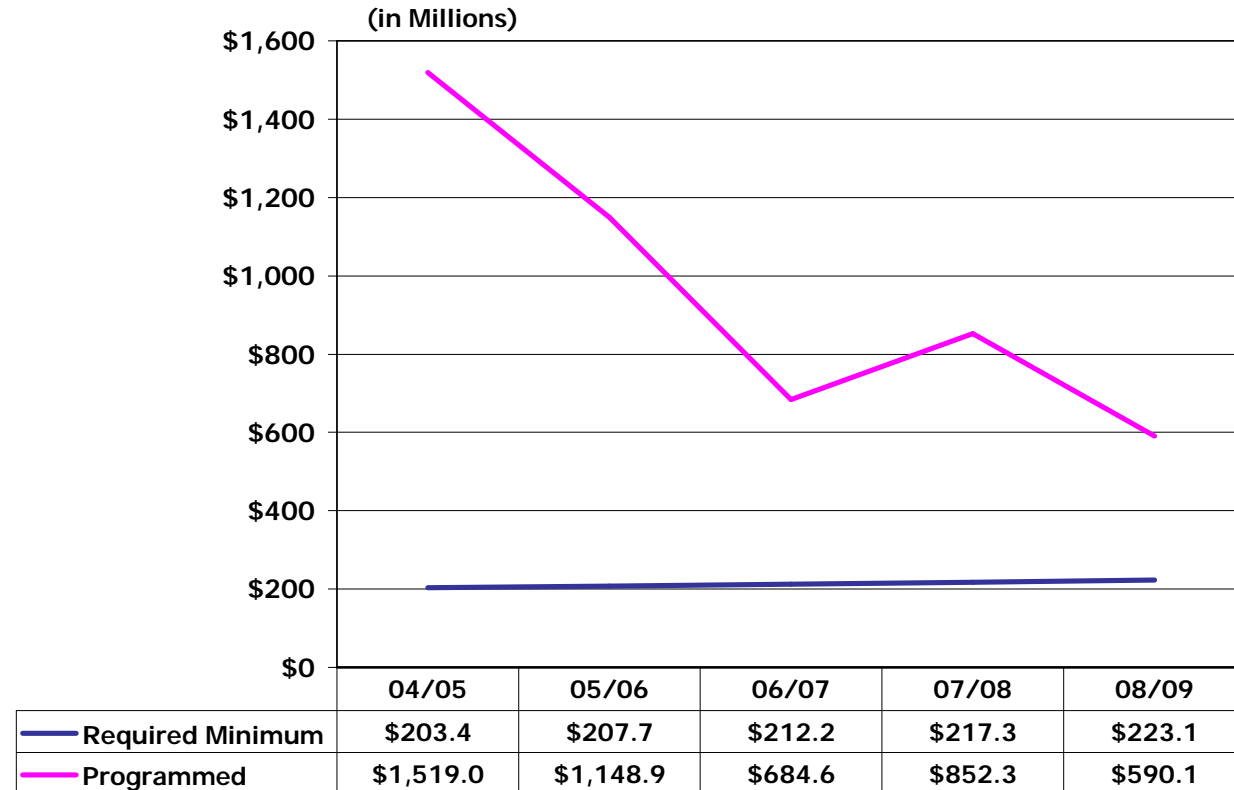
- Beginning in FY 1993/94 and for each fiscal year thereafter, the minimum amount allocated shall be based on the FY 1992/93 allocation of \$151.3 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the CPI for FY 1991/92.
- After FY 1993/94, no funds 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 \$4.8 billion over the five years (not including Turnpike funds).

FLORIDA INTRASTATE HIGHWAY SYSTEM

PROGRAMMED FUNDS



Includes Construction and Right of Way phases that improve mobility, but excludes Turnpike, Interstate Cost to Complete and, Local funds.

PUBLIC TRANSPORTATION FUNDING

KEY STATUTORY REQUIREMENTS

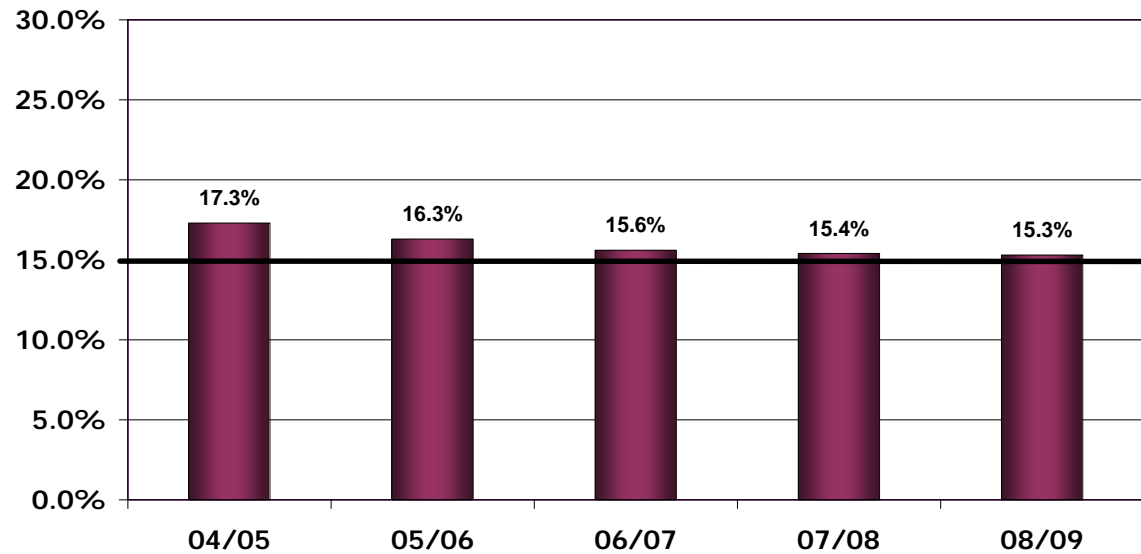
Beginning in fiscal year 2000/01, and each year thereafter, a minimum of 15% of all state revenues deposited into the State Transportation Trust Fund shall be committed annually by the Department for public transportation projects. *s. 206.46(3), F.S.*

COMMISSION FINDING

The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2004/05-2008/09, in which an average of 16.0% of state transportation funds is programmed for public transportation projects.

STATE FUNDED PUBLIC TRANSPORTATION

PERCENT OF TOTAL STATE REVENUE TO PROGRAM PLAN



(in Millions)	04/05	05/06	06/07	07/08	08/09
Annual Program (State funded)	\$391.1	\$382.3	\$378.7	\$386.6	\$397.2
Total STTF Allocations	\$2,264.4	\$2,343.5	\$2,427.9	\$2,511.4	\$2,602.1
Program as % of Allocation	17.3%	16.3%	15.6%	15.4%	15.3%
15% Requirement	\$339.7	\$351.5	\$364.2	\$376.7	\$390.3

**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 112.03% 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 2004/05 through 2008/09 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 2004/05 – 2008/09 was held March 2, 2004 beginning 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 is available by contacting the Transportation Commission Office.

Pages 69 - 72 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
4164091	I-75 from South of SR 29 to North of SR 78	Added Construction Phase to FY 04/05
4164111	I-75 from South of CR 762(Tuckers) to North of SR 64	Added Construction Phase to FY 05/06
4164131	I-75 from Broward County Line to Charlotte County Line	Added Construction Phase to FY 04/05
4067401	US 27 WIM Highlands from SR 29 to SR 70	Added Right of Way Phase to FY 04/05
4164121	Ft. Myers RTMC/System Integration	Added Construction Phase to FY 04/05
4129291	Slater Road at Bridge #120114 over I-75	Added Construction Phase to FY 06/07
1977061	US 27 from North of SR 540 to North of SR 542	Added Right of Way Phase to FY 04/05
1977071	US 27 from North of SR 542 to North of CR 546	Added Right of Way Phase to FY 04/05
1977101	US 27 from Hollyhill Grove Road #1 to N of Homerun Blvd.	Added Right of Way Phase to FY 04/05
4092171	Helena Road/Helena Canal at Bridge # 164326 0.4 Miles North of CR 540A	Added Right of Way Phase to FY 05/06
4164101	I-4 from West of SR 546 to East of US 27	Added Construction Phase to FY 05/06
4118681	US 98 (Ft. Meade) from US 17 to East of Bay Street	Deferred Construction Phase from FY 04/05 to FY 05/06
4163701	I-75 South of SR 681	Added Construction Phase to FY 04/05
4128501	I-75 Full Deck Panel Replacement	Added Construction Phase to FY 05/06
4166481	I-75 at SR 82 Interchange	Added Construction Phase to FY 04/05

DISTRICT 2

Item	Description	Action
4105721	St. Johns River Water Taxi/Ferryboat Project	Added Transit Grant (Intermodal) Phase to FY 04/05
4107092	CR 309 Georgetown Bridge	Added Construction Phase to FY 04/05
4109692	St. Johns River Ferry Terminal Facilities	Added Transit Grant (Intermodal) Phase to FY 04/05
2099691	SR 20 from CR 315/Interlachen to Rowland Avenue	Deferred Construction Phase from FY 04/05 to FY 05/06
2097334	SR 202/Burler Blvd from West of Keman Blvd to San Pablo Rd	Deferred Construction Phase from FY 04/05 to FY 05/06
2082022	US 17 from Gum Street to Grove Street (drainage Improv)	Deferred Construction Phase from FY 04/05 to FY 05/06
2281801	US 17 from SR 16 to Governors Creek	Deferred Construction Phase from FY 04/05 to FY 05/06

DISTRICT 3

Item	Description	Action
4162401	SR 79 from Open Creek Bridge to Bridge # 610910	Added Right of Way Phase in FY 05/06
4162401	SR 79 from Open Creek Bridge to Bridge # 610910	Added Construction Phase in FY 06/07
2206641	SR 83 from SR 30 to South end of Choctaw Bay Bridge	Added Right of Way Phase to FY 05/06
2179115	SR 79 from New West Bay Bridge to Bridge # 460077	Added Right of Way Phase to FY 04/05
4084121	Bay County Regional ITS	Added Construction Phase to FY 04/05

DISTRICT 4

Item	Description	Action
2281801	SR 736/Davie Blvd from East of SW 9 th Avenue to SR 5/US 1	Deferred Construction Phase from FY 04/05 to FY 05/06
2302624	SR 70/Okeechobee Road from MP 10.254 to West of Header Canal	Deferred Construction Phase from FY 04/05 to FY 05/06
2302625	SR 70/Okeechobee Road from West of Header Canal to MaCarty Road	Deferred Construction Phase from FY 04/05 to FY 05/06
2298951	SR 710/Beeline Highway from Dixie Highway to SR 5/US 1 Riviera Beach	Deferred Construction Phase from FY 04/05 to FY 05/06

DISTRICT 5

Item	Description	Action
4155551	I-75 from Sumter County Line to 0.8 miles South of SR 200	Added Construction Phase to FY 06/07
4162201	SR 326 from West of CR 35 to East of CR 35	Added Right of Way Phase to FY 05/06
2387621	SR 40 from Southwest 80 th Avenue to Southwest 52 nd Avenue	Deferred Construction Phase from FY 04/05 to FY 05/06
2384211	SR 25/US 27 from North of SR 530 to North of Boggy Marsh Road	Deferred Construction Phase from FY 04/05 to FY 05/06
2384241	SR 25/US 27 from West Bound Ramp at SR 50 to CR 561A	Deferred Construction Phase from FY 04/05 to FY 05/06
239673	SR 500/US 192 from CR 532 to CR 534	Deferred Construction Phase from FY 04/05 to FY 05/06
4071651	Lois Drive from 0.8 miles N of CR 448 to Bridge #114052	Moved out Right of Way Phase from FY 06/07 to FY 19/20
4165871	I/4/SR 400 from SR 434 to Williamson Road Overpass	Added Construction Phase to FY 04/05
4070101	I/4 Richey Green Rest Area in Seminole County	Deleted Construction Phase from FY 08/09
2397141	SR 600/US 17 West of Poinciana Boulevard	Added Right of Way Phase to FY 04/05
4084091	Orange/Seminole ITS Circulator	Added Transit Grant (Intermodal) Phase to FY 04/05

DISTRICT 6

Item	Description	Action
2495811	SR 826 & SR 836 from NW 87 th Avenue to NW 57 th Avenue	Added Construction Phase to FY 06/07
4165901	SR 860/Miami Gardens Drive from West of NW 87 th Avenue to East of NW 87 th Avenue	Added Construction Phase to FY 04/05
4083203	Miami Intermodal Center (MIC) project	Added Transit Grant (Intermodal) Phase to FY 04/05
4137542	NW 7 th Avenue Transit Hub, Bus & Bus Facility Improvements	Added Transit Grant (Intermodal) Phase to FY 04/05
4146522	MDTA/System Enhancements at Bus Transfer areas at Metro Rail Stations	Added Transit Grant (Intermodal) Phase to FY 04/05
4165971	MDTA Purchase Buses	Added Transit Grant (Intermodal) Phase to FY 04/05
4112051	SR 9A/I-95 Port Ramp from NE/NW 5 th Street to SR 836/I-95/I-395 Interchange	Deleted Construction Phase from FY 05/06
2490351	SR 826/Palmetto Expressway from North of Sunset Drive to SW 32 nd Street	Moved out Construction Phase from FY 05/06 to FY 11/12
4077181	SR 916/NW 138 th Street from East of W 12 th Avenue to SR 823/Red Road	Moved out Construction Phase from FY 06/07 to FY 09/10
4077361	SR 860/Miami Gardens Drive from SR 93/I-75 to NW 68 th Avenue	Moved out Construction Phase from FY 07/08 to FY 09/10
4077362	SR 860/Miami Gardens Drive from NW 68 th Avenue to NW 57 th Avenue	Moved out Construction Phase from FY 07/08 to FY 09/10

DISTRICT 7

Item	Description	Action
2558531	US 41 from Kennedy Boulevard to Hillsborough Avenue	Deferred Construction Phase from FY 04/05 to FY 05/06
4159211	US 301 at Symmes Road (Traffic Signal)	Deleted Construction Phase from FY 04/05
4072337	I-275 from Bearss Avenue to I-75	Deferred Construction Phase from FY 05/06 to FY 07/08
2564192	SR 54 from 4 th Street to US 301	Added Construction Phase to FY 05/06
4111151	Embassy and Regency from San Carlos to Glen Moor to Vienna (Sidewalk)	Deleted Construction Phase from FY 04/05
4111171	Fivay Road from Little Road to Woodbine Drive	Deleted Construction Phase from FY 04/05

**TURNPIKE
ENTERPRISE**

Item	Description	Action
4165861	Dade County Guardrail Improvements	Added Construction Phase to FY 04/05
4136235	Lake County Guardrail Improvements	Added Construction Phase to FY 04/05
4163961	Orange County Guardrail Improvements	Added Construction Phase to FY 04/05
4154294	Osceola County Guardrail Improvements	Added Construction Phase to FY 04/05

4165841	Sumter County Guardrail Improvements	Added Construction Phase to FY 04/05
4061471	Sawgrass from Atlantic Boulevard to Coral Ridge Drive	Deleted Construction Phase from FY04/05
4061531	Sawgrass from Coral Ridge Drive to Mainline	Deleted Construction Phase from FY04/05



APPENDIX – A

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09**

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.

Answer:

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, 2003)? 339.135(4)(c)2 and 339.175(7)(b), F.S.

Answer:

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 2004/05 through 2008/09**

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 2004-05/2007-08? 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 January 5, 2004).

Answer:

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

QUESTION 4: Did any MPO file an objection of such rescheduling or deletion with the Secretary (by January 19, 2004)? If yes, provide a copy of such objection. 339.135(4)(c)3, F.S.

Answer:

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

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09**

QUESTIONS - DISTRICTS

QUESTION 5: Did the Secretary approve objections to 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.

Answer:

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? Note: The public hearing must be held in at least one urbanized area in the district. 339.135(4)(d), F.S.

Answer:

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

A Public Hearing for Jacksonville was held on February 4, 2004 to present revisions to the Tentative Work Program for Duval and Nassau counties only.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09**

QUESTIONS - DISTRICTS

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

Answer:

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

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? 339.135(4)(d), F.S.

Answer:

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

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.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09**

QUESTIONS - DISTRICTS

Answer:

District	Response	District	Response
1	No	5	Yes
2	Yes	6	No
3	Yes	7	No
4	No	Turnpike	N/A

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.

Answer:

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

Answer:

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

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09**

QUESTIONS - DISTRICTS

4	N/A	Turnpike	N/A
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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.

Answer:

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 2004/05 through 2008/09**

QUESTIONS - DISTRICTS

Answer:

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
- E. Preliminary studies for the above projects.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09**

QUESTIONS - DISTRICTS

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
258415-1	I-4/Selmon Expressway	\$32	2006
258414-2	I-4/Selmon Expressway	\$1	2005

***Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09***

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.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09**

QUESTIONS - OVERVIEW/INFORMATIONAL

QUESTION 3: Compare the 2003/04 - 2007/08 Adopted Work Program to the 2004/05 - 2008/09 Tentative Work Program, showing the dollar amount differences by program plan category.

Answer: See attached Over/Under report of the 2003 Program and Resource Plan Summary.

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

Answer:

LM Source	04/05	05/06	06/07	07/08	08/09	Total
Tent WP	354	117	157	238	148	1,014

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

Answer: Present budget resources should be adequate to produce the Tentative Work Program.

QUESTION 6: What additional level of P.E. consultants, if any, is programmed to produce the Tentative Work Program? (Show the dollar amount over the Adopted of 7/03 for each fiscal year).

Answer:

\$ in Millions

Current Year	Four Common Years of Tentative				
03/04	04/05	05/06	06/07	07/08	TOTAL
7.4	129.7	106.6	64.6	3.0	311.2

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09**

QUESTIONS - OVERVIEW/INFORMATIONAL

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

Answer: TEA-21 permits Surface Transportation (STP) and Congestion Mitigation funds to be used for Public Transportation Capital Projects and Transportation Demand Projects. Projects programmed in the Tentative Work Program consistent with the Metropolitan Planning Process are listed on the next page.

PLANNED TRANSFER OF TEA-21 HIGHWAY FUNDS TO FTA FOR TRANSIT PROJECTS

<u>District</u>	<u>Fiscal Year</u>	<u>Item No</u>	<u>Fund Category</u>	<u>Estimated Transfer</u>	<u>Description of Project</u>	<u>Purpose of Transfer</u>
05	2005	2466201	Surface Transportation Program (XU)	3,921,960	ORANGE-CFRTA/LYNX	Purchase Buses and Equipment
05		2470861	Surface Transportation Program (XU)	699,000	VOLUSIA-VOLUSIA CC	Purchase Buses and Equipment
07		4022791	Congestion Mitigation	2,500,000	HART	Purchase Buses
07		4022791	Surface Transportation Program (XU)	2,500,000	HART	Purchase Buses
06		4051331	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	Rail Improvement
07		4082071	Congestion Mitigation	<u>1,000,000</u>	HART	Streetcar Construction
			FY 2005	11,370,960		
05	2006	2466201	Surface Transportation Program (XU)	4,213,650	ORANGE-CFRTA/LYNX	Purchase Buses and Equipment
05		2470861	Surface Transportation Program (XU)	750,900	VOLUSIA-VOLUSIA CC	Purchase Buses and Equipment
07		4022791	Congestion Mitigation	3,000,000	HART	Purchase Buses
06		4051331	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	Rail Improvement
07		4085301	Surface Transportation Program (SE)	200,000	HART	Facility Improvements
01		4106671	Surface Transportation Program (XU)	<u>421,875</u>	MANATEE COUNTY - MCA	Bus Shelter Construction
			FY 2006	9,336,425		

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09**

QUESTIONS - OVERVIEW/INFORMATIONAL

<u>District</u>	<u>Fiscal Year</u>	<u>Item No</u>	<u>Fund Category</u>	<u>Estimated Transfer</u>	<u>Description of Project</u>	<u>Purpose of Transfer</u>
05	2007	2466201	Surface Transportation Program (XU)	4,758,525	ORANGE-CFRTA/LYNX	Bus Shelter Construction/Purchase Buses
05		2470861	Surface Transportation Program (XU)	791,550	VOLUSIA-VOLUSIA CC	Purchase Buses and Equipment
07		4022791	Congestion Mitigation Surface Transportation Program (XU)	2,500,000	HART	Purchase Buses
06		4051331	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	Rail Improvement
06		4105742	Surface Transportation Program (SE)	432,000	MIAMI-DADE CO - MDT	Purchase Buses and Equipment
01		4130111	Surface Transportation Program (XU)	<u>1,500,000</u>	MANATEE CO-MCAT	Bus Shelter Construction
			FY 2007	10,732,075		
05	2008	2466201	Surface Transportation Program (XU)	4,699,350	ORANGE-CFRTA/LYNX	Bus Shelter Construction/Purchase Buses
05		2470861	Surface Transportation Program (XU)	691,200	VOLUSIA-VOLUSIA CC	Purchase Buses and Equipment
06		4051331	Surface Transportation Program (XU)	<u>750,000</u>	MIAMI-DADE TRANSIT	Rail Improvement
			FY 2008	6,140,550		
06	2009	4051332	Surface Transportation Program (XU)	750,000	MIAMI-DADE TRANSIT	Rail Improvement
07		4082071	Congestion Mitigation Surface Transportation Program (XU)	2,000,000	HART	Streetcar Construction
05		4161691	Surface Transportation Program (XU)	5,148,000	LYNX	Purchase Buses and Equipment
05		4161781	Surface Transportation Program (XU)	<u>757,200</u>	VOTRAN	Purchase Buses and Equipment
			FY 2009	8,655,200		

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

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QUESTIONS - OVERVIEW/INFORMATIONAL

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	2005	\$119,720,000
	2006	\$124,433,000
	2007	\$128,904,000
	2008	\$132,872,000
	2009	\$136,459,000
		Total \$642,388,000

QUESTION 9: 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 10: TEA-21 provides for a national program to provide grants to the states that have scenic byway programs. Grants are available for the planning, design and development of the state scenic byway program, and implementation of scenic byway marketing

***Response to Florida Transportation Commission Questions
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QUESTIONS - OVERVIEW/INFORMATIONAL

programs. Does the Tentative Work Program contain any grant funding for this program? If so, please provide the dollar amount by fiscal year.

Answer: The Tentative Work Program does not contain any grant funding for this program.

Over the past several years, Federal Discretionary Funding has been provided to the Department after the Florida Transportation Commission's review of the Tentative Work Program. The Discretionary Funding is awarded for the current year of the Work Program and is not projected for the Tentative Work Program as definite allocations are not known.

The Department received Federal Discretionary Funding for Scenic Byways in Fiscal Year 2002/03 (\$553,346) and in Fiscal Year 2003/04 (\$798,408).

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

Answer: 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 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:

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QUESTIONS - OVERVIEW/INFORMATIONAL

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

County	No.	Population	04/05	05/06	06/07	07/08	08/09
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 12:

Please identify all projects in the Tentative Work Program that are funded in whole or part with either state or federal 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:

Projects in Tentative Work Program with SIB Funding

FM #	SIB Funding	Project Description
195765-1	State*	US 41 - Corkscrew Rd to San Carlos Blvd
408040-1	State*	SR 739 - Six Mile Cypress Pkwy to Daniels Pkwy
209659-5	Federal	Brannan Field-Chaffee Road from 103 rd Street to South of I-10
213528-2	Federal	I-10 Interchange at Brannan Field-Chaffee Road
213272-4	Federal	I-10 from Brannan Field-Chaffee Road to I-295
411184-1	State	City of Jacksonville - Better Jacksonville Plan
416500-1	State*	City of Jacksonville - SR 23/BFCR - Argyle Forrest Blvd to 103rd St
416501-1	State*	City of Jacksonville - SR 202/JTB Blvd - I-95 to SR 9A
219722-1	State*	City of Tallahassee - Capital Circle NW from US 90 to I-10
416491-1	State*	SFRTA - Double Track Corridor

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239753-1	Federal	SR 500/US 192 from SR 15 US 441 to Hibiscus Rd
239674-1	Federal	SR 500/US 192 from 1.513 Miles E CR 534 to SR 15 US 441
416493-1	State*	LYNX - Area Wide Service Expansion Program
416494-1	State*	OOCEA - Apopka Bypass
416495-1	State*	MDX - SR 836 Auxiliary Lanes
416496-1	State*	THCEA - Reversible Lanes Operations Center & Contingency
190373-2	Federal	Turnpike - Interest Costs on Turnpike Bonds

* New award based on SIB application cycle ending September 30, 2003.

Repayments into the SIB from Department Trust Funds			Fiscal Year					
FM #	Trust Fund	Project Description	2004	2005	2006	2007	2008	2009
193889-1	STTF - Fed	US 17 - N of Livingston St to Hardee Co. line			\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
195719-1	STTF - State	SR 739 - US 41 to Six Mile Cypress Parkway				\$1,397,760	\$2,000,000	\$2,000,000
197168-1	STTF - State	SR 60A - Agricola Rd to Broadway Avenue				\$2,000,000	\$2,000,000	\$2,000,000
197472-1	STTF - State	SR 655 - US 17 to SR 540	\$2,784	\$1,074				
195765-1	STTF - Fed*	US 41 - Corkscrew Rd to San Carlos Blvd				\$6,741,000		
413695-1	STTF - Fed	SR 78 - Burnt Store Road to Chiquita Blvd						\$1,500,000
408040-1	STTF - State	SR 739 - Six Mile Cypress Pkwy to Daniels Pkwy					\$5,611,000	

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QUESTIONS - OVERVIEW/INFORMATIONAL

208225-1	STTF - State	Branan Field-Chaffee - end of existing road Duval Co. line		\$233,202				
209250-1	STTF - State	Branan Field-Chaffee - SR 23 Clay Co. line to N of 103rd Street		\$1,701,853				
404833-2	STTF - Fed	City of Gainesville - Bus Purchase	\$1,000,000	\$1,000,000	\$1,000,000			
220177-1	STTF - State	SR 20 - Rocky Bayou to SR 293 White Point Road	\$388,679	\$388,679	\$388,679	\$388,679	\$388,679	\$388,679
228987-1	STTF - State	SR 80/Southern Blvd - W of Congress Ave to W of SR 9/I-95	\$1,576,669	\$1,020,030				
229713-1	STTF - State	SR 80/Southern Blvd - Interchange @ Congress Avenue	\$2,859,218	\$1,263,691				
403635-1	STTF - State	Ft. Lauderdale Airport - Interchange		\$100,000	\$8,000,000	\$2,000,000	\$2,000,000	\$2,000,000
239753-1	STTF - State	SR 500/US 192 from SR 15 US 441 to Hibiscus Rd					\$21,842,154	
239674-1	STTF - State	SR 500/US 192 from 1.513 Miles E CR 534 to SR 15 US 441				\$16,775,991		
405147-3	STTF - Fed	Town of Eatonville - JFK Blvd from SR 434 to Wymore Rd		\$200,000				
406800-4	STTF - Fed	Miami Intermodal Center			\$700,000	\$700,000	\$700,000	\$700,000
406800-5	STTF - Fed	Miami Intermodal Center			\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000
243013-6	PO6A**	Turnpike - Western Beltway A ramps				000		
240259-2	PKYI	Turnpike - Seminole II	52	52	52	52	52	52

*New award based on SIB application cycle ending September 30, 2003. Repayments year(s) and amount(s) subject to change.

**Bond proceeds.

**Response to Florida Transportation Commission Questions
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QUESTIONS - OVERVIEW/INFORMATIONAL

Repayments into the SIB from Local Sources			Fiscal Year					
FM #	Trust Fund	Project Description	2004	2005	2006	2007	2008	2009
410554-1	Local Funds	Lee County - Veteran's Memorial Parkway	\$1,140,000	\$1,406,400	\$1,406,400	\$1,407,200		
209220-4/5	Local Funds	JTA - Wonderwood Connector	\$21,000,000					
411184-1	Local Funds	City of Jacksonville - Better Jacksonville Plan					\$1,200,000	\$1,180,000
416500-1	Local Funds*	City of Jacksonville - SR 23/BFCR - Argyle Forrest Blvd to 103rd St					\$1,200,000	\$1,180,000
416501-1	Local Funds*	City of Jacksonville - SR 202/JTB Blvd - I-95 to SR 9A					\$2,400,000	\$2,360,000
219722-1	Local Funds*	City of Tallahassee - Capital Circle NW from US 90 to I-10		\$1,736,685	\$1,736,685	\$1,736,685	\$1,736,685	\$1,736,685
403635-1	Local Funds	Ft. Lauderdale Airport - Interchange				\$2,800,000	\$2,800,000	\$2,800,000
408458-1	Local Funds	Palm Tran - Bus Purchase	\$2,200,000	\$2,200,000	\$2,200,000			
411203-1	Local Funds	Palm Tran - Paratransit Connector				\$2,200,000	\$675,000	
416491-1	Local Funds*	SFRTA - Double Track Corridor				\$5,000,000	\$5,000,000	
411265-1	Local Funds	LYNX - Regional Intermodal Center				\$1,021,093	\$1,021,093	\$1,021,093
416493-1	Local Funds*	LYNX - Area Wide Service Expansion Program				\$829,492	\$829,492	\$829,492
416494-1	Local Funds*	OOCEA - Apopka Bypass			\$187,500	\$437,500	\$437,500	\$437,500

**Response to Florida Transportation Commission Questions
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QUESTIONS - OVERVIEW/INFORMATIONAL

410694-1	Local Funds	MDX - SR 836 Extension/HEFT Interchange		\$1,000,000	\$3,000,000	\$6,000,000	\$2,000,000	
410715-1	Local Funds	MDX - SR 836 MIA to SR 112				\$5,500,000	\$6,500,000	\$6,000,000
416495-1	Local Funds*	MDX - SR 836 Auxiliary Lanes		\$40,425	\$211,850	\$290,325	\$290,325	\$290,325
411197-1	Local Funds	THCEA - I-4 Crosstown Connector		\$3,500,000	\$1,500,000			

**New award based on SIB application cycle ending September 30, 2003. Repayments year(s) and amount(s) subject to change.*

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

Answer: In accordance with s. 339.135(4)(a)(2) F.S., the department shall allocate at least 50 percent of any new discretionary highway capacity funds to the Florida Intrastate Highway System (FIHS).

Department policy has been to allocate these funds 50/50 between the FIHS and district allocation. However, Congressional actions in 2003 indicated that additional federal transportation funding will be available for Fiscal Year 2004/05. Seventy five (75) percent of the anticipated increase has been identified for the advancement/addition of Florida Intrastate Highway System (FIHS)/Strategic Intermodal System (SIS) capacity projects and twenty five (25) percent for Arterial roads. This is a change to the previous 50/50 distribution between FIHS and District fund allocations to place more emphasis on the FIHS/SIS.

QUESTION 14: Please identify the number of fund categories, projects and project phases supported by this Tentative Work Program?

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QUESTIONS - OVERVIEW/INFORMATIONAL

Answer:

Number of Active Fund Codes	223
Number of Projects (Item Numbers)	7,691
Number of project phases	22,400

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

QUESTION 1: 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 2: Is the Tentative Work Program planned so as to deplete the estimated resources of each fund? 339.135(3)(b), F.S.

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

QUESTION 3: 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.?

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

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

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

QUESTION 5: 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 6: 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.

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

Answer: To the maximum extent feasible, the Department transferred projects from the second year of the previous Adopted Work Program (04/05) to the first year of the current Tentative Work Program (04/05). 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 7: 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.

QUESTION 8: 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.

***Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09***

QUESTIONS - CENTRAL OFFICE

- QUESTION 9:** 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 10:** 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 11:** 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)(d), F.S.
- Answer:** Yes.
- QUESTION 12:** 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.

***Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09***

QUESTIONS - CENTRAL OFFICE

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

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

QUESTION 13: 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 2004/05 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 14: Has the Department stabilized the work program to ensure the timely and systematic completion of projects? 337.015(4), F.S.

Answer: Yes. The Tentative Work Program to the maximum extent possible has been developed to ensure stability in the successful implementation of the program. The department has developed the Tentative Work Program to balance to the multi-year

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

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 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 15:

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 five 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 \$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.

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QUESTIONS - CENTRAL OFFICE

QUESTION 16: 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 five 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 monthly cash forecasts to be submitted with the Tentative Work Program, indicating that the Turnpike General Reserve Fund and the Turnpike Renewal and Replacement 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 17: 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.? Please provide, by fiscal year, the annual program amounts and total state STTF allocations.

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	03/04	04/05	05/06	06/07	07/08	08/09
Aviation	114.2	91.6	95.8	98.4	105.0	111.0	

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

Transit *	134.5	109.0	111.4	114.2	117.2	118.9
Rail	124.4	48.7	85.6	93.6	95.5	100.1
Intermodal Access	183.8	106.8	54.5	37.4	34.0	32.2
Seaport Development	<u>37.0</u>	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>
PTO Total	593.9	391.1	382.3	378.7	386.6	397.2
October 2003 REC **	1,990.4	2,264.4	2,343.5	2,427.9	2,511.4	2,602.1
15% of REC ***	298.6	339.7	351.5	364.2	376.7	390.3

* Does not include Transportation Disadvantaged - Commission commitments.

** State Transportation Revenue as forecast by the Revenue Estimating Conference (REC), excluding selected amounts as provided by Chapter 2000-257 Laws of Florida. October 2003 forecast used for allocating program funds.

*** For comparison of 15% minimum programmed.

QUESTION 18: 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 19: 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.

**Response to Florida Transportation Commission Questions
Regarding the TENTATIVE WORK PROGRAM
Fiscal Year 2004/05 through 2008/09**

QUESTIONS - CENTRAL OFFICE

Answer: The amount of innovative contracts programmed as of January 6, 2004 in the Tentative Work Program is as follows:

Fiscal Year 2005	\$57.3 Million
Fiscal Year 2006	\$106.0 Million
Fiscal Year 2007	\$9.8 Million
Fiscal Year 2008	\$4.7 Million
Fiscal Year 2009	0

QUESTION 20: Section 339.12(4)(c), 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. However, project advances in inland counties meeting specific criteria are excluded from the calculation of the statewide limitation.

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. Also, please identify and provide the same information for projects located in any inland county which is excluded from the calculation of the \$100 million limitation.

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, which 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.

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QUESTIONS - CENTRAL OFFICE

ITEM	PROJECT NAME	F.Y.	JPA AGREEMENT AMOUNT (dollars)	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
4071432	D5: Sand Lake Road (SR 482)	2003	2,500,000	2009
4043232	D1: SR 70	2003	7,423,000	2009
4102621	D4: Lennard Road – North of Mariposa Boulevard to Vista Boulevard	2002	10,752,000	2009
4102561	D4: Walton Road – Village Green Drive to Green River Parkway	2002	950,000	2009
2096592	D2: Branam Field/Chaffee	2007	3,300,000	2016-2020
2132724	D2: I-10 from Branam Field/Chaffee to I/295	2007	17,000,000	2016-2020
2132731	D2: I-95	2005	28,100,000	2010-2011
4036191	D4: Bridges on SR 710	2005	2,547,626	2009
TOTAL			97,572,626	

QUESTION 21:

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.

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Answer: The Department has programmed \$25 million per year for the Small County Road Assistance Program.

QUESTION 22: 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 23: 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 24: 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

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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 was 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.

Description	Actual	Planned (dollars in Millions)				
	2003	2005	2006	2007	2008	2009
Annual State Revenue for STTF (REC 10/02)	2,321.0	2,400.4	2,555.4	2,674.8	2,766.6	2,865.9
7% of Annual State Revenue	162.5	168.0	178.9	187.2	193.7	200.6
Debt Service - Current Finance Plan	98.7	112.4	137.6	158.0	169.8	181.6
Debt Service as Percentage of STTF	4.3%	4.7%	5.4%	5.9%	6.1%	6.3%

QUESTION 25:

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

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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 26: 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.

(Dollars in Thousands)

FY	SR 80	Seminole II	Suncoast	Total	STTF Revenues	% of STTF
2005	378	1,413	7,949	9,740	2,400,400	.004%
2006	1,029	1,467	8,246	10,742	2,555,400	.004%
2007	1,557	1,523	8,531	11,611	2,674,800	.004%
2008	1,488	1,580	8,850	11,917	2,766,600	.004%
2009	1,325	1,639	8,463	11,426	2,865,900	.004%

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- There is a total of \$95 Million in state dollars programmed for capital costs on Turnpike projects in the Tentative Work Program
- \$50.0 Million 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 \$50.0 Million
 - \$45.0 Million 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 \$45.0 Million.

QUESTION 27:

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.

Answer:

The table below provides by fiscal year, the amounts of the Operating and Maintenance subsidies for the State Road 80, Seminole II and Suncoast project Work Program. None of these amounts will be reimbursed from Turnpike fund program period.

(Dollars in Thousands)

FY	SR 80	Seminole II	Suncoast	Total	STTF Revenues	% of STTF
2005	378	1,413	7,949	9,740	2,400,400	.004%
2006	1,029	1,467	8,246	10,742	2,555,400	.004%
2007	1,557	1,523	8,531	11,611	2,674,800	.004%
2008	1,488	1,580	8,850	11,917	2,766,600	.004%
2009	1,325	1,639	8,463	11,426	2,865,900	.004%

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QUESTION 28:

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 50.0% of net toll revenue, which is attributable to South Florida, equals 45.0%.
- A 45.0% standard results in a minimum required level of commitment in South Florida of \$1,795.05 Million.
- The current Turnpike District Tentative Work Program has commitments in South Florida of \$2,011 Million.
- \$2,011 Million is 50.42% of toll and bond financed commitments through FY 2006/2007.

The Turnpike District exceeds the required commitments by \$216 Million, or 112.03% of the required commitment over the nine-year reporting period.

QUESTION 29:

Section 338.165, F.S., authorizes the Department to request the Division of Bond Finance to issue bonds secured by toll revenues collected on the Alligator Alley, Sunshine Skyway Bridge, Beeline Expressway, Navarre Bridge and Pinellas Bayway to fund transportation projects located within the county or counties in which the project is located and contained in the Adopted Work Program. Please identify by fiscal year, any such projects and amounts contained in the Tentative Work Program.

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Answer:

Toll Facility	County	Project Description	Fiscal Year				
			2004	2005	2006	2007	2008
Sunshine Skyway	Manatee	SR 64		\$2,000,000	\$9,100,000	\$736,000	\$9,699,998
		Automated Traffic Management System (ATMS)	\$1,000,000		\$14,200,000		
		ATMS Building					
			US 19	\$2,200,000			
		Pinellas	I-4/Crosstown Connector	\$8,963,700	\$30,000,000		
	Hillsborough		\$10,000,000	\$20,000,000			
Alligator Alley	Collier	Parking Facility		\$420,000		\$749,144	\$2,346,030
		SR 29 – Wildlife Crossings	\$45,420	\$2,174,612			
	Broward	I-75 Rest Area	\$572,485				
Bee Line East	Brevard/Orange	SR 520	\$27,656,136	\$23,700,000			

There are no project commitments programmed in FY 2008/09.

QUESTION 30:

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.

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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.

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

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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 funds aesthetic considerations as part of standard project development, design and construction phases in its work program. These considerations are an intrinsic design issue in all roadway design projects and are based upon project location and input from local governments and the public. The types and appropriateness of 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 is a standard reference for anyone designing Florida roadways.

In addition to the aesthetic considerations included in many projects, the Department provides funding specifically for landscape plantings. In compliance with Section 334.044, F.S., the Department allocates 1.5% of the amount contracted for construction on landscape plantings. These allocations are included in the Tentative Work Program as stand-alone landscaping projects, as part of highway construction projects, and as Florida Highway Beautification Council Grant Program 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?

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Answer: The Department will meet this requirement through established work program instructions and reporting to insure 15 percent is achieved each year..

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 and the CPI calculated minimum amount.

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

(Dollars in Millions)

	1991-92	2004-05	2005-06	2006-07	2007-08	2008-09
CPI - July through June basis	138.3	189.9	194.0	198.6	203.9	209.6
Calculated Targets		203.4	207.7	212.2	217.3	223.1
Programmed		1,519.0	1,148.9	684.6	852.3	590.1

Note: Includes Construction and ROW that improves mobility, but excludes Turnpike, Interstate Cost to Complete, and Local Funds.

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QUESTION 34: One of the Department's short range objectives directs it to commit approximately 50 percent of the highway capacity improvement program for capacity improvements on the FIHS. Please provide the dollar amount that is contained in the Tentative Work Program for right-of-way, construction, and product support for the FIHS compared to the total capacity improvement program for each fiscal year?

Answer:

FIHS - Capacity Improvement	04/05	05/06	06/07	07/08	08/09	Total
Right of Way	321.7	407.6	106.2	137.8	86.4	1059.7
Product Support	536.6	356.1	347.5	414.1	278.4	1932.7
Construction	1522.2	925.0	1025.2	764.7	424.0	4661.1
Total	2380.5	1688.7	1478.9	1316.6	788.8	7653.5
% Of Total Capacity	67.6%	70.6%	63.5%	60.1%	43.1%	62.4%

Non- FIHS - Capacity Improvement	04/05	05/06	06/07	07/08	08/09	Total
Right of Way	230.3	149.9	149.8	160.4	212.6	903.0
Product Support	292.2	219.7	241.9	240.2	286.4	1280.4
Construction	617.4	332.8	459.6	472.6	544.0	2426.4
Total	1139.9	702.4	851.3	873.2	1043.0	4609.8
% Of Total Capacity	32.4%	29.4%	36.5%	39.9%	56.9%	37.6%

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	04/05	05/06	06/07	07/08	08/09	Total
Total Capacity Improvement	3520.4	2391.1	2330.2	2189.8	1831.8	12263.3

QUESTION 35: 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 36: 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.

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QUESTION 37: 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.

QUESTION 38: 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 in each fiscal year?

Answer:

Average Cost Per Lane Mile in Thousand Dollars					
Type Facility	04/05	05/06	06/07	07/08	08/09
Arterials	\$256	\$246	\$255	\$249	\$293
Interstate	\$202	\$219	\$241	---	---
Turnpike	\$190	\$161	---	---	---

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

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QUESTION 39: What is the number of lane miles programmed for resurfacing in each fiscal year?

Answer:

LM Source	04/05	05/06	06/07	07/08	07/09	Total
SHS	2,224	2,331	2,283	2,525	2,516	11,879
Off-System	0	0	28	0	0	28
Total LM's	2,224	2,331	2,311	2,525	2,516	11,907

Note: Above programmed lane miles are for Resurfacing Program (Pgm 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 40: 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 in each fiscal year?

Answer:

	04/05	05/06	06/07	07/08	08/09
% Meeting Standards	81%	81%	81%	81%	81%

QUESTION 41: What is the percentage of FDOT-maintained bridges forecast to need repair in each fiscal year?

How many FDOT-maintained bridges is the Tentative Work Program capable of repairing in each fiscal year?

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Answer:

	04/05	05/06	06/07	07/08	08/09
Repair	6.1%	6.4%	6.7%	6.9%	6.8%

	04/05	05/06	06/07	07/08	08/09	Total
Repair	155	155	275	216	206	1,007

QUESTION 42:

What is the percentage of FDOT-maintained bridges forecast to need replacement in each fiscal year?

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

Answer:

	04/05	05/06	06/07	07/08	08/09
Replace %	0.8%	1.0%	1.1%	1.2%	1.3%

	04/05	05/06	06/07	07/08	08/09	Total
Replace	6	3	1	3	15	28

QUESTION 43:

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 in each fiscal year?

Answer:

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	04/05	05/06	06/07	07/08	08/09
% Meeting Standards	93%	93%	95%	95%	96%

QUESTION 44: 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 in each fiscal year?

Answer:

	04/05	05/06	06/07	07/08	08/09
% Meeting Standards	100%	100%	100%	100%	100%

QUESTION 45: What dollar amount is contained in the Tentative Work Program for the intermodal development program for each fiscal year? Please provide the dollar amount broken down by rail, port access, airport access, multi-modal terminals, transit, and future projects. Also, please identify any significant intermodal projects funded in this TWP. List the projects by name, description of the work, project phase(s), total state funds, and funds provided by other sources.

Answer:

Program	(\$ in millions)					Total
	04/05	05/06	06/07	07/08	08/09	
Rail	32.0	15.9	14.8	4.7	6.0	73.5
Future Projects	22.2	11.7	13.4	15.7	15.9	78.8
Port Access	5.7	7.7	8.3	7.9	6.9	36.6

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Airport Access	9.2	2.3	3.8	2.6	2.0	19.8
Multi-Modal Terminals	115.6	25.9	10.7	4.9	8.2	165.4
Transit			.4	.3	2.3	2.9
Total	184.7	63.5	51.3	36.2	41.3	377.0

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? If not, please explain.

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, 2003, Adopted Work Program.

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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 may match one-half of the non-federal share. 339.135(3)(d), F.S.

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 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.

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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.

If yes, please identify the governmental or private entity and loan amount for each fiscal year.

Answer: Yes, the projects programmed are noted below.

Entity	FY 2004	FY 2005	FY 2006	FY 2007
City of Jacksonville –Better Jacksonville Plan		\$10,000,000		
City of Jacksonville –Better Jacksonville Plan*	\$30,000,000			
City of Tallahassee – BluePrint 2000*		\$22,618,568		
Ft. Lauderdale Airport		\$7,066,024		
South Florida Regional Transportation Authority*		\$7,500,000	\$2,500,000	
LYNX*		\$4,400,000	\$3,200,000	
Orlando-Orange County Expressway Authority*		\$15,000,000	\$20,000,000	
Miami-Dade Expressway Authority	\$10,400,000			
Miami-Dade Expressway Authority	\$4,000,000		\$5,000,000	
Miami-Dade Expressway Authority	\$12,500,000	\$7,500,000		
Miami-Dade Expressway Authority*		\$1,617,000	\$6,857,000	\$3,139,000
Tampa-Hillsboro County Expressway Authority	\$10,000,000			

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Tampa-Hillsboro County Expressway Authority*

\$5,000,000

\$10,000,000

* New award based on SIB application cycle ending September 30, 2003. Loan year(s) and amount(s) subject to change.
There are no SIB loan disbursements requested beyond FY 2007.

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 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.

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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.

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 04/05	0
	FY 05/06	\$21.2 Million
	FY 06/07	\$43.4 Million
	FY 07/08	\$44.2 Million
	FY 08/09	\$45.4 Million

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

QUESTION 55: 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?

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

QUESTION 56: 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 from the ITS Cost Feasible Plan (CFP) in the Tentative Work Program (2005- 2009). The projects reflected are Florida Intrastate Highway System (FIHS) limited access facilities (and other approved impacted facilities). These estimates include state and district funded projects and exclude operations and maintenance costs covered in the Maintenance program.

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We are currently in PHASE II of the CFP development and are in the process of identifying all existing and programmed ITS projects within the state.

ITS Cost Feasible Plan FY 2005- FY 2009						
	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	Total
District 1	\$30.15	\$0.00	\$0.00	\$0.00	\$13.71	\$43.86
District 2	\$1.00	\$4.40	\$0.00	\$0.00	\$0.00	\$5.40
District 3	\$0.00	\$0.00	\$3.16	\$24.46	\$6.40	\$34.02
District 4	\$2.80	\$2.90	\$23.77	\$34.42	\$8.60	\$72.49
District 5	\$5.56	\$22.72	\$3.40	\$0.00	\$0.00	\$31.68
District 6	\$3.98	\$0.77	\$5.90	\$0.50	\$5.08	\$16.23
District 7	\$24.97	\$24.81	\$15.82	\$5.22	\$14.05	\$84.87
Turnpike	\$19.85	\$34.80	\$39.31	\$6.98	\$7.26	\$108.20
Central Office	\$9.15	\$11.94	\$7.11	\$8.77	\$5.34	\$42.31
TOTAL	\$97.46	\$102.34	\$98.47	\$80.35	\$60.44	\$439.06

Note: Amounts in millions of dollars

QUESTION 57:

There is an annual set aside of at least \$25 million in statewide funds for high priority projects on the major FIHS limited access corridors of I-4, I-10, I-75, I-95, and the Turnpike. Please provide the annual dollar amount by fiscal year in statewide funds allocated to ITS projects on these major corridors.

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QUESTIONS - CENTRAL OFFICE

Answer::

Statewide Funded ITS Project Totals for FY 2005 - 2009					
FY 05	FY 06	FY 07	FY 08	FY 09	Total
\$74.47	\$68.56	\$51.94	\$61.44	\$53.18	\$309.59

Note: Amounts in millions of dollars

QUESTION 58:

The Executive Committee has allocated \$35 million in FY 2004/05 to provide focus and direction for the Department in the reduction of serious injuries and fatalities on public roads. Funding for future years is contingent upon a new federal transportation act. Each district (excluding the Turnpike Enterprise) is to be allocated \$5 million each. Have these funds been distributed accordingly?

Answer:

The funds have been distributed to the Districts and have been programmed in the Tentative Work Program.

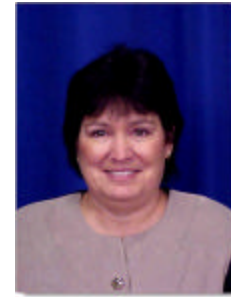
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www.ftc.state.fl.us

**605 Suwannee Street, Tallahassee, Florida 32399-0450, MS 9
(850) 414-4105 * Fax (850) 414-4234-**