

The Florida Department of Transportation Tentative Work Program Fiscal Years 2025-26 through 2029-30



An Analysis by The Florida Transportation Commission
Ronald Howse, Chairman **David Genson, Vice-Chairman**

About the Cover

State Road A1A Resiliency Project Begins (District 5)

As part of the State Road A1A Resiliency Plan, the Florida Department of Transportation (FDOT) is constructing two buried seawalls to erosion-prone sections of the oceanside corridor in Volusia and Flagler counties. Construction started in 2024 and is expected to be finished in late 2025 at a total cost of about \$117 million. The FDOT plan developed as an inter-agency effort that included representatives from Flagler County, the City of Flagler Beach, Volusia County, the Florida Department of Environmental Protection, and the U.S. Army Corps of Engineers. Based on feasibility and environmental permitting, the preferred option chosen was a buried secant wall design. The secant wall design is less prone to weather damage and is expected to last for more than 50 years without significant maintenance. All construction activities are performed in accordance with local, state, and federal environmental laws and regulations. During sea turtle nesting season, all work will be done during daylight hours and can only begin after an FWC-approved inspector has surveyed the work location to identify any nesting or hatching activity. No work can occur within 10 feet of a marked nest.



*State Road 700 (U.S. 98) (Peace River – Fort Meade) at John Singletary Bridge
(District 1)*

FLORIDA TRANSPORTATION COMMISSION

Ron Howse, Chairman
David Genson, Vice-Chairman
John Browning
Richard Burke
Barbara Haselden
Alex Lastra
Hung Mai
Russell (Rusty) Roberts



Ron DeSantis
Governor

March 14, 2025

The Honorable Ron DeSantis, Governor
State of Florida
The Capitol, 400 South Monroe Street
Tallahassee, Florida 32399-0001

The Honorable Ben Albritton, President
Florida Senate
409 The Capitol
404 S. Monroe Street
Tallahassee, Florida 32399-0001

The Honorable Daniel Perez, Speaker
Florida House of Representatives
420 The Capitol
402 S. Monroe Street
Tallahassee, Florida 32399-0001

Dear Governor DeSantis, President Albritton and Speaker Perez:

Consistent with Florida Statute, Section 339.135, the Florida Transportation Commission (Commission) conducted the annual Statewide Public Hearing and mandated review of the Florida Department of Transportation (FDOT) Tentative Work Program for FY 2025/26 through FY 2029/30. The Secretary of the Department of Transportation, assistant secretaries, district secretaries, leadership of the Turnpike and Rail Enterprise and key FDOT managers attended and participated in the review.

The Commission's review is statutorily limited to the policies and processes that govern the development of the Tentative Work Program, which is FDOT's plan of all transportation projects for the next five years. By unanimous vote, the Commission determined that the Tentative Work Program was developed in compliance with applicable federal and state laws and policies.

Ralph Yoder | Executive Director
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Furthermore, the Commission believes the projects in the Tentative Work Program will continue to support the five pillars of the FDOT Compass: Safety, Resiliency, a robust Supply Chain, Technology, and Workforce Development, all built around our Communities.

We trust this evaluation will assist you and your staff as you review the Tentative Work Program. Your comments and suggestions are always welcome. If you have questions, please call our staff at 850-414-4105.

Respectfully,



Ronald S. Howse
Chairman

RH/rby

Enclosures

cc: Honorable Jay Collins, Chair, Senate Transportation Committee
Honorable Nick DiCeglie, Chair, Senate Appropriations Committee on Transportation, Tourism, and Economic Development
Honorable Ed Hooper, Chair, Senate Appropriations Committee
Honorable James Buchanan, Chair, House Commerce Committee
Honorable Chip LaMarca, Chair, House Economic Infrastructure Subcommittee
Honorable Jason Shoaf, Chair, House Transportation & Economic Development Budget Subcommittee
Honorable Lawrence McClure, Chair, House Budget Committee
Mr. Jared W. Perdue, P.E., Secretary, Florida Department of Transportation
Mr. Cody Farrill, Deputy Chief of Staff, Executive Office of the Governor
Ms. Leda Kelly, Director of Policy and Budget, Executive Office of the Governor
Mr. Brian Mimbs, Policy Coordinator, Office of Policy and Budget, Executive Office of the Governor
Mr. James Christian, Florida Division Administrator, Federal Highway Administration

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*Wave Attenuation Devices
(District 1)*

Florida Transportation Commission Review of the Tentative Work Program

The long-range policy framework for the transportation system of our state is established in the Florida Transportation Plan. The Department then produces a ten-year Cost Feasible Plan that coordinates the implementation of these long-range policies with the estimated funding that will be available. From that process the Tentative Work Program is developed. This is a short-range plan for construction of priority projects with the actual state and federal funding that will be available, according to a complex analysis of estimated revenues. These priorities are initially derived from citizen input to Metropolitan Planning Organizations (MPOs) and local county commissions.

Key Statutory Requirements

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 *Florida Administrative Register* at least seven days prior to the hearing.

Sections 20.23(2)(b)3 and 330.135(4)(g) of the Florida Statutes directs, as part of the Statewide Public Hearing, the Commission must at a minimum:

- Conduct an in-depth evaluation of the Tentative Work Program for compliance with all applicable laws and departmental policies, reporting all findings and recommendations to the Legislature and the Governor. Special notation is made of any instance(s) of non-compliance.
- Hear all questions, suggestions and other comments offered by the public.
- The Commission is prohibited by law from considering individual construction projects.

By no later than fourteen 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



*SunRail Vision Completed
(District 5)*

Executive Summary

On March 3, 2025, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for Fiscal Year 2025/26 through Fiscal Year 2029/30*. The Secretary of the Department of Transportation, assistant secretaries, district secretaries, Turnpike and Rail Enterprise leadership 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. These production activities and other major areas of the Department are evaluated as part of the Commission's annual performance and production review.

Staff has concluded that the Tentative Work Program was developed in compliance with applicable federal and state laws and Department policies. However, despite record transportation budgets for the past five years, the Commission remains concerned about the long-term sustainability of the fuel tax as the primary source of transportation revenue. Growth in Florida has maintained a substantial pace, which places a great deal of stress on the state's transportation infrastructure. At the same time, vehicle fuel efficiency levels continue to increase thus limiting the growth in revenue being produced by the fuel tax at the federal, state, and local levels. The Commission will continue to monitor these issues and join in the discussions for alternative funding mechanisms.

The following areas of the analysis are especially noteworthy:

Finance: Programming Capacity and Cash Management

This Tentative Work Program totals approximately \$63.5 billion over the five-year period, \$1.0 billion (or 1.7%) larger than the previous one. Most of the funds, \$51.7 billion (or 81.5%) of the work program, are dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 604 new lane miles of roadway, resurface/reconstruct 12,547 lane miles of existing roadway, repair 136 bridges and replace 86 others. Approximately \$6.3 billion is dedicated to the Modal Development program.

The Commission found this Tentative Work Program to be based on a balanced five-year financial plan and 36-month cash forecast of receipts and expenditures. The Department is required to maintain an available cash balance of 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 lowest end-of-quarter cash balance projected in the 36-month cash forecast is \$327.0 million and occurs in March 2027. The average annual low point cash balance is projected to be \$339.6 million, and the average annual outstanding obligation is projected to be \$15.4 billion. In other words, cash "on hand" is projected to average 2.2% of outstanding obligations.

Policies/Issues Impacting the Tentative Work Program

The \$63.5 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 23.0% in this Tentative Work Program. In

January 2025, USDOT staff were directed to initiate the reset of Corporate Average Fuel Economy (CAFE) standards. This direction will result in the elimination of the electric vehicle mandate as well as the initiation of rulemaking to replace or end existing CAFE benchmarks.

Public-Private Partnerships (P3s)

Public-private partnerships are contractual agreements formed between a public entity and private sector entity that allow for greater private sector participation in the delivery of transportation projects. The Department's commitment to P3s in this Tentative Work Program totals approximately \$980.6 million in federal, state, and local funds.

Strategic Intermodal System (SIS) Assessment

The Commission is required to conduct an annual assessment of the progress that the Department and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the SIS. The SIS assessment is presented in Section Three, with District SIS maps and corresponding lists of projects in [Appendix B](#). The Tentative Work Program has a total of \$17.1 billion programmed on the SIS for capacity improvements.

Stability of Project Phase Schedules

The Department's benchmark for stability is to have at least 80% of project phases remain unchanged or advanced when comparing the four common fiscal years in the Adopted Work Program to this Tentative Work Program. Stability of project schedules in this Tentative Work Program decreased 1.2% when compared to last year's stability, with 86.6% of project phases experiencing no change in schedule or advanced to an earlier fiscal year. For the 176 project phases deferred or deleted, 38.6% resulted from district priority changes, 23.9% from external influences, 22.2% from statewide priority changes, 5.7% estimate increases, 3.4% production / right of way schedule changes, 1.7% revenue adjustment, 1.7% from project combinations or phase substitutions, 2.3% other reasons and 0.6% for secondary projects.

Linkage of 5-Year Work Program with Long Range Goals

Objectives contained in the 2020 Performance Element of the Florida Transportation Plan were used to demonstrate the linkage between this Tentative Work Program and the goals and objectives of the Florida Transportation Plan.

The Department has met the four objectives that are measured directly through the work program that include resurfacing, bridges, maintenance, and the allocation of *new* discretionary capacity funding between Strategic Intermodal System (SIS) and non-SIS facilities. The remaining objectives in the Performance Report not covered in this review are measured in other ways, such as through the Commission's annual FDOT Performance and Production Review.

Compliance with Approved Local Government Comprehensive Plans

FloridaCommerce reviews the Tentative Work Program for compliance with local government comprehensive plans and provides the Commission with a list of inconsistencies. Commission staff were notified, via a letter dated February 6, 2025, that it had completed its review of the Tentative Work Program. Based on its review, FloridaCommerce determined that all projects were found to be consistent with the local government comprehensive plans.

Compliance with Applicable Laws and Policies

Florida Statutes direct the Commission to conduct this review for compliance with applicable laws and Departmental policies. As part of its effort to verify this compliance, Commission staff developed a series of 73 questions keyed to work program requirements. [Appendix A](#) of this document provides a copy of the questions, complete with the Department's responses. (It should be noted that due to scheduling restrictions the responses to the questions in [Appendix A](#), as well as the charts and graphs in the body of this review and the SIS maps found at [Appendix B](#), are based on the February 5, 2025 snapshot.)



*State Road 934 / Northeast 79 Street Causeway
(District 6)*

1. Overview of the Tentative Work Program for Fiscal Year 2025/26 through 2029/30

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 Analysis

This year's Tentative Work Program totals \$63.5 billion, approximately \$1.0 billion (or 1.7%) larger than that of the previous year.

The Tentative Work Program includes \$51.7 billion in the product and product support program categories and will let contracts to:

- construct 604 additional lane miles of roadway
- resurface / reconstruct 12,547 lane miles of existing roadway
- repair 136 bridges
- replace 86 bridges

The Tentative Work Program includes approximately \$6.3 billion for Modal Development.

Illustrative statistics on the Tentative Work Program include 6,603 projects and 12,612 project phases.

Note: Funding levels in graphs and tables throughout this report are rounded from data stored to six decimal places. As a result, columns and rows may not sum precisely. Unless otherwise stated, funding levels in the charts and tables presented in Sections 1, 2 and 3, as well as the Department responses to the questions in [Appendix A](#) and other data throughout the review, are based on the February 5, 2025 snapshot of the Tentative Work Program.

1a. Programs / Policies / Issues Impacting the Tentative Work Program

Transportation Revenue Challenges

Fuel taxes are the primary revenue source for maintaining, preserving, and expanding our transportation infrastructure. Fuel tax revenues are not based on a percentage of the total amount of the sale but are calculated on a cents-per-gallon basis. Reduced fuel consumption ultimately translates into less revenue for transportation infrastructure.

Florida has continued to experience tremendous population growth, averaging nearly 1,000 people per day. Consequently, vehicle miles travelled on the State Highway System (SHS) continues to climb. The reduction or elimination of CAFE standards previously referenced and further detailed in the section below could potentially ease the anticipated effect of revenue loss resulting from increased electric vehicle utilization.

Federal Regulations

On January 28, 2025, Sean Duffy was sworn in as the 20th Secretary of the United States Department of Transportation (USDOT). Secretary Duffy was administered the oath of office by U.S. Supreme Court Justice Clarence Thomas at the U.S. Supreme Court. Upon arrival at USDOT headquarters, Secretary Duffy's first act was signing a memorandum directing staff to start the process of resetting Corporate Average Fuel Economy (CAFE) standards, which will ultimately lower the price of a car for American consumers and eliminate the electric vehicle mandate. The memorandum signed by the Secretary directs the Office of the General Counsel, the Office of the Undersecretary for Policy, and the National Highway Traffic Safety Administration to immediately initiate a rulemaking to rescind or replace all existing CAFE standards.

According to data from [Cox Automotive](#):

- From March 2021 to March 2024, the cost of a car increased by a total of 15.5%, from an average of \$40,881 to an average of \$47,218.
- Current rule requires all passenger cars and light trucks to meet a standard of 50.4 miles per gallon (mpg) in Model Year 2031. This government mandate has dramatically increased the average price of a new car to nearly \$48,000, driving up the cost and making it unaffordable for American consumers.
- The price of a car has continued to spiral. In March 2024, of the 275 new-vehicle models available for purchase, only eight had transaction prices below \$25,000. By comparison, in March 2021 more than 20 vehicles had transaction prices below \$25,000.

Share of Federal Funding

The \$63.5 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 23.9% percent in this Tentative Work Program. Regarding the Federal Surface Transportation program, the Department has built this Tentative Work Program based on existing funding commitments as well as anticipated financing from the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58).

2024 Legislative Summary*

House Bill HB 275 - Offenses Involving Critical Infrastructure was signed into law by Governor DeSantis, effective July 1, 2024. It contains the following transportation–related provisions:

- It defines and penalizes improper tampering, trespassing, and unauthorized computer access involving critical infrastructure.
- Specifies "critical infrastructure" to include facilities like electrical, chemical, communications, water treatment, transportation, military, and other significant sites.
- Establishes felony charges for knowingly tampering with critical infrastructure resulting in damage costing \$200 or more or causing functional impairment with similar restoration costs.
- Mandates civil liability for those convicted of tampering, with damages payable to the infrastructure's owner or operator equating to three times the actual damage sustained.
- Criminalizes trespassing on critical infrastructure properties, designating it as a third-degree felony.
- Penalizes unauthorized computer or electronic device access within critical infrastructure, setting various degrees of felonies based on the severity of the act—ranging from gaining access to causing service disruption.

House Bill 287: Transportation (Industry Bill) was signed into law by Governor DeSantis, effective July 1, 2024. It contains the following transportation–related provisions:

- Limits revenues from state fuel taxes and motor vehicle fees committed to public transit projects to 20%, with exceptions for federal matching, approved rapid transit, and enhancing state highway service levels.
- Increases the number of times a driver can elect to take a driving improvement course instead of court appearance.
- Requires the Department of Transportation (DOT) and the Department of Highway Safety to review and update specified driving course contents annually.
- Authorizes the DOT to enter into comprehensive agreements with private entities for transportation projects, including interim agreements before comprehensive agreements.
- Prohibits local governments from considering reclaimed asphalt as solid waste.
- Requires at least three letters of interest before proceeding with design-build contract proposals and specifies that vehicles used on DOT projects must comply with registration provisions.
- Allows for multiple contract performance and payment bonds for phased design-build contracts.
- Establishes a cause-and-effect presumption related to marijuana in vehicle crashes within construction zones and revises conditions for contractor liability exemptions.
- Requires the DOT to offer first refusal to previous property owners for certain disposals and specifies procedures and terms for such rights.
- Establishes a Local Agency Program within the DOT for federally funded, locally executed transportation projects, setting criteria and contract requirements for local agencies.
- Specifies that certain sections don't apply to comprehensive agreements under this bill.

House Bill 619: Sovereign Immunity for Professional Firms was signed into law by Governor DeSantis, effective July 1, 2024. It contained the following transportation–related provisions:

- Amends Florida Statutes to clarify sovereign immunity provisions for professional firms working on state transportation projects.
- Designates professional firms and their employees providing monitoring and inspection services for transportation projects as agents of the Department of Transportation.
- Applies to firms in direct contract with the Department as well as those serving as consultants to these firms.
- Requires contracts with such professional firms to indemnify the Department of Transportation for liabilities, including reasonable attorney fees, arising from the firm's negligence.
- Specifies indemnification does not designate these service providers as state employees or agents beyond the scope of chapter 440, and does not apply to accidents involving motor vehicle operation by firm employees.
- Excludes firms engaged in the design or construction of the project, along with their employees, agents, or subcontractors, from this provision.

Senate Bill 968: Spaceport Territory was signed into law by Governor DeSantis, effective July 1, 2024. It contained the following transportation–related provisions:

- Updates the definition and funding capabilities for spaceport projects and revises the designated spaceport territory in Florida.
- Revises the definition of "spaceport discretionary capacity improvement projects" to include capacity improvements at spaceports or on spaceport territory without the previous requirement for orbital or suborbital flights.
- Expands spaceport territory to include certain real property in Miami-Dade County, previously part of Homestead Air Force Base, and property in Bay County within the boundaries of Tyndall Air Force Base.
- Authorizes the Department of Transportation to fund spaceport discretionary capacity improvement projects at up to 100% of the project cost if they provide important access and on-spaceport-territory space transportation capacity improvements, among other strategic benefits.

House Bill 1301: Department of Transportation (FDOT's legislative package) was signed into law by Governor DeSantis, effective July 1, 2024, except as otherwise provided. The bill amends various Florida statutes to revise regulations and requirements relating to transportation, including the Department of Transportation's structure, funding allocations, and specific transportation regulations.

- Removes the requirement for the Florida Transportation Commission to nominate the Secretary of Transportation.
- Revises areas of responsibility within the Department of Transportation and no longer requires the secretary to appoint the inspector general.

- Mandates a specific portion of the State Transportation Trust Fund for the Intermodal Logistics Center Infrastructure Support Program, including project inclusion in the tentative work program.
- Updates requirements for airport land use compatibility zoning regulations.
- Revises the Department of Transportation's mission, goals, and objectives to emphasize efficient movement of people and goods, economic competitiveness, and preservation of Florida's quality of life.
- Introduces requirements for traffic studies and public involvement for certain projects proposed by governmental entities.
- Adjusts the timeframe before an inactive prepaid toll account is considered unclaimed property.
- Specifies control and reimbursement details related to Alligator Alley toll road agreements.
- Prohibits the Department of Transportation from funding projects or programs of entities violating specific health regulations.
- Prioritizes certain revenue allocations for arterial highway projects and sets parameters for financing these projects.
- Authorizes local governments within specified areas to compete for additional funding for projects on state or county roads.
- Implements voting and meeting notice requirements for public transit projects and specifies restrictions on marketing and advertising expenditures by public transit providers.
- Establishes terms and annual actions for public transit providers concerning fiscal management and performance measures.
- Amends the powers of the Florida Rail Enterprise.
- Revises definitions and regulations related to streetlights and traffic rules at railroad-highway grade crossings, including penalties for violations.

Senate Bill 1380: Regional Transportation Planning was signed into law by Governor DeSantis, effective May 10, 2024. It contained the following transportation-related provisions:

- Enhances transportation services for individuals with disabilities and the transportation disadvantaged by revising the duties of the Department of Transportation and the membership and operational guidelines of the Commission for the Transportation Disadvantaged and establishing new policies for paratransit service contracts and investigations of adverse incidents.
- Mandates performance requirements, liability insurance, and complaint processes in grants and agreements for paratransit services.
- Revises Commission for the Transportation Disadvantaged membership to include 11 members with specified designations and qualifications, with new term lengths and voting requirements.
- Defines "transportation service provider" and sets forth contract requirements for paratransit services, including competitive procurement and standards for service timeliness and transparency.
- Requires the establishment of model procedures for receiving and investigating reports of adverse incidents in transportation services.

- Mandates reporting by the Center for Urban Transportation Research and the Implementing Solutions from Transportation Research and Evaluating Emerging Technologies Living Lab on improving paratransit services.
- Requires the Department of Transportation to deliver a comprehensive report on transportation disadvantaged services, including reviews of service timeliness, quality, and funding, as well as recommendations for improvements and technology opportunities.

Senate Bill 1420: Department of Commerce was signed into law by Governor DeSantis. Except as otherwise expressly provided in the act, this act shall take effect July 1, 2024.

- Revises Florida Department of Commerce processes and responsibilities, impacting local government, military installations, and grants programs.
- Prohibits citizen-led county charter amendments preempting development regulations unless authorized by charter in effect before January 1, 2024.
- Revises the adoption process for comprehensive plan amendments, mandating withdrawal if not transmitted within specified timeframes.
- Revises loan terms under the Local Government Emergency Revolving Bridge Loan Program to a maximum of 10 years.
- Replaces the Florida Defense Support Task Force with a direct-support organization under the Department of Commerce, specifying its formation, powers, duties, and fiscal guidelines.
- Establishes the Supply Chain Innovation Grant Program within the Department of Commerce to support supply chain innovation, with grant selection and administration details.
- Requires Office of Economic and Demographic Research and OPPAGA to review the Supply Chain Innovation Grant Program by January 1, 2027, and every 3 years thereafter.
- Adjusts funding priorities for the Incumbent Worker Training Program, focusing on healthcare facilities and various industries.
- Specifies that certain state workforce development board members are voting members.
- Specifies required actions by a committee for a proposed revived declaration and other governing documents to be submitted to the Department of Commerce.
- Authorizes the Department of Commerce to amend loan agreements executed before February 1, 2024.

**This listing is not intended to be all-inclusive of 2024 transportation legislation. However, it is a listing of relevant legislation and bill summaries are intended as such.*

Public-Private Partnerships

Public-Private Partnerships (P3s) are contractual agreements formed between a public entity and a private sector entity that allow for greater private sector participation in the delivery of transportation projects. The Department has established a track record with respect to partnering with private sector contracting, engineering and maintenance firms in the delivery of transportation projects throughout the state. The ability of the Department to utilize the P3 procurement approach gives it another option that can be applied to specific projects to advance or accelerate delivery of vital transportation infrastructure to the public in addition to procuring that infrastructure via traditional pay-as-you-go methods. The Department continues its commitment to advancing

projects using the P3 process in this Tentative Work Program, resulting in approximately \$980.6 million in local, state, federal and Turnpike funds for existing projects.

Report on the Implementation of the Strategic Intermodal System (SIS)

As part of the annual Tentative Work Program evaluation, the Commission must conduct an annual assessment of the progress the Department and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the SIS.

The Commission satisfies the requirement to conduct the annual assessment by presenting a section of this Tentative Work Program review document. The SIS assessment is provided in Section Three of this review. District maps identify SIS facilities and a listing of SIS projects programmed in this Tentative Work Program are presented in [Appendix B](#).



*Diverging Diamond Interchange (DDI) at MLK and I-75
(District 7)*

1b. Comparison of Tentative Work Programs

The tables below compare this Tentative Work Program with the program reviewed by the Commission last year.

Total Work Program

(Billions)	Fiscal 2025 - 2029	Fiscal 2026 - 2030	Difference (Millions)	Percentage Difference
Product	\$41.1	\$41.2	\$53.0	0.1%
Product Support	\$9.9	\$10.5	\$634.0	6.4%
Operations & Maintenance	\$10.1	\$10.4	\$281.9	2.8%
Administration	\$1.1	\$1.2	\$82.7	7.3%
Fixed Capital Outlay	\$160.8 M	\$157.5 M	-\$3.3	-2.1%
Total	\$62.4	\$63.5	\$1.0 B	1.7%

Product

(Billions)	Fiscal 2025 - 2029	Fiscal 2026 - 2030	Difference (Millions)	Percentage Difference
Construction	\$32.1	\$31.9	-\$195.0	-0.6%
Modal Development	\$6.3	\$6.3	-\$51.9	-0.8%
Right of Way	\$1.5	\$1.8	\$238.1	15.6%
Other*	\$1.2	\$1.2	\$61.8	5.3%
Total	\$41.1	\$41.2	\$53.0	0.1%

Construction

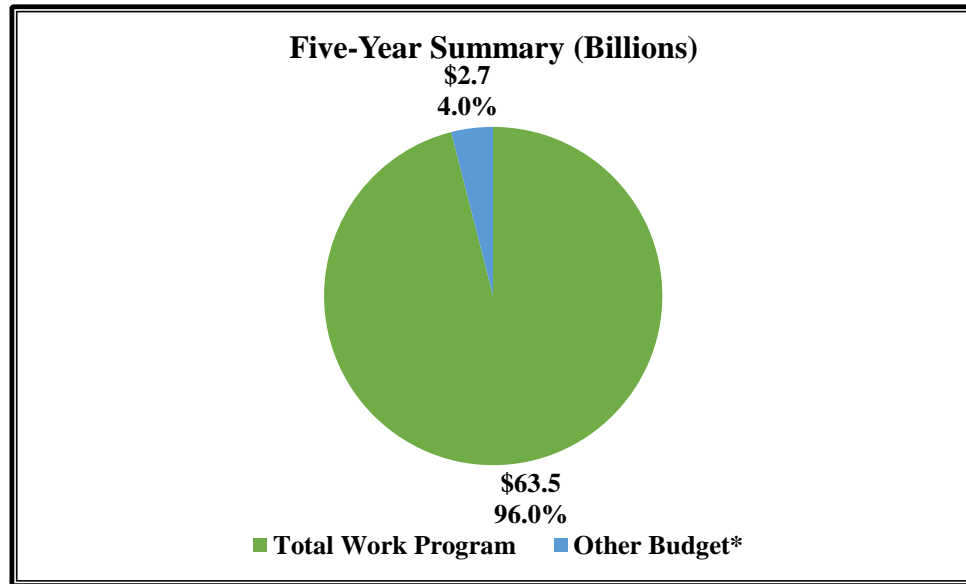
(Billions)	Fiscal 2025 - 2029	Fiscal 2026 - 2030	Difference (Millions)	Percentage Difference
Capacity Improvements and Enhancements	\$19.6	\$19.4	-\$214.8	-1.1%
Resurfacing	\$8.0	\$7.5	-\$532.6	-6.7%
Bridge	\$2.9	\$3.4	\$421.7	14.4%
Safety Enhancement Initiatives	\$689.0 M	\$730.9 M	\$41.9	6.1%
Public Private Partnerships	\$891.8 M	\$980.6 M	\$88.8	10.0%
Total	\$32.1	\$31.9	-\$195.00	-0.5%

*Safety grants, County Incentive Grant Program, Small County Outreach Program, Small County Road Assistance Program, and economic development grants.

1c. Total Budget

\$66.1 Billion

The Tentative Work Program comprises approximately 96.0% of the Department's total budget. The remainder consists of local government reimbursements and debt service related to various bond instruments.

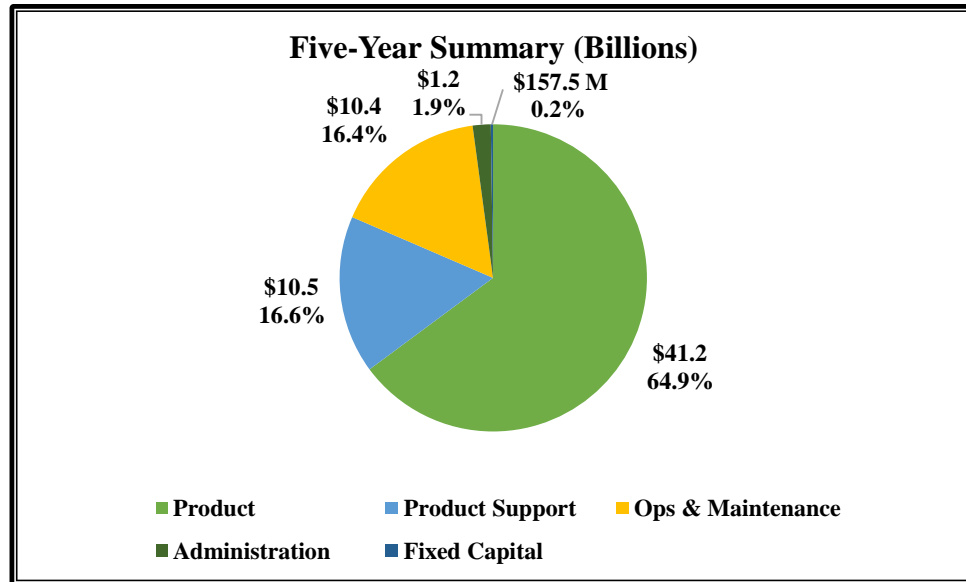


By Fiscal Year

(Billions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Total Work Program	\$16.7	\$13.4	\$11.2	\$11.3	\$10.8	\$63.5
Other Budget*	\$406.5 M	\$476.0 M	\$573.6 M	\$593.1 M	\$602.1 M	\$2.7
Total	\$17.1	\$13.9	\$11.8	\$11.8	\$11.5	\$66.1

*Reimbursements to local governments and debt service related to Advanced Right of Way and Bridge Construction Bonds, and State Infrastructure Bank loans.

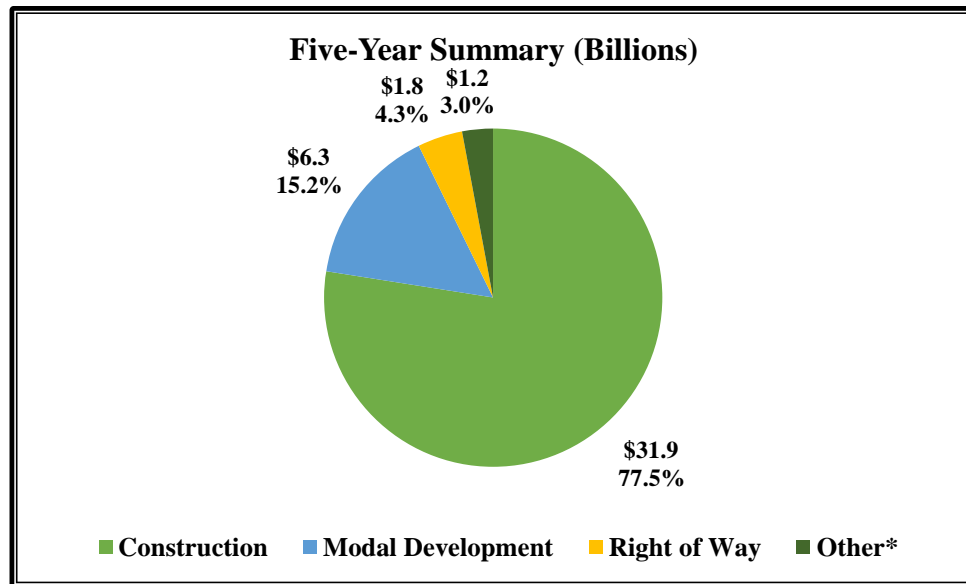
1d. Total Work Program
\$63.5 Billion



By Fiscal Year

(Billions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Product	\$11.5	\$9.1	\$6.9	\$7.1	\$6.6	\$41.2
Product Support	\$2.8	\$2.1	\$2.0	\$1.8	\$1.8	\$10.5
Operations & Maintenance	\$2.1	\$2.0	\$2.1	\$2.1	\$2.1	\$10.4
Administration	\$224.4 M	\$232.8 M	\$241.5 M	\$250.5 M	\$259.9 M	\$1.2
Fixed Capital	\$53.6 M	\$34.9 M	\$25.8 M	\$20.0 M	\$23.2 M	\$157.5 M
Total	\$16.7	\$13.4	\$11.2	\$11.3	\$10.8	\$63.5

1e. Product
\$41.2 Billion

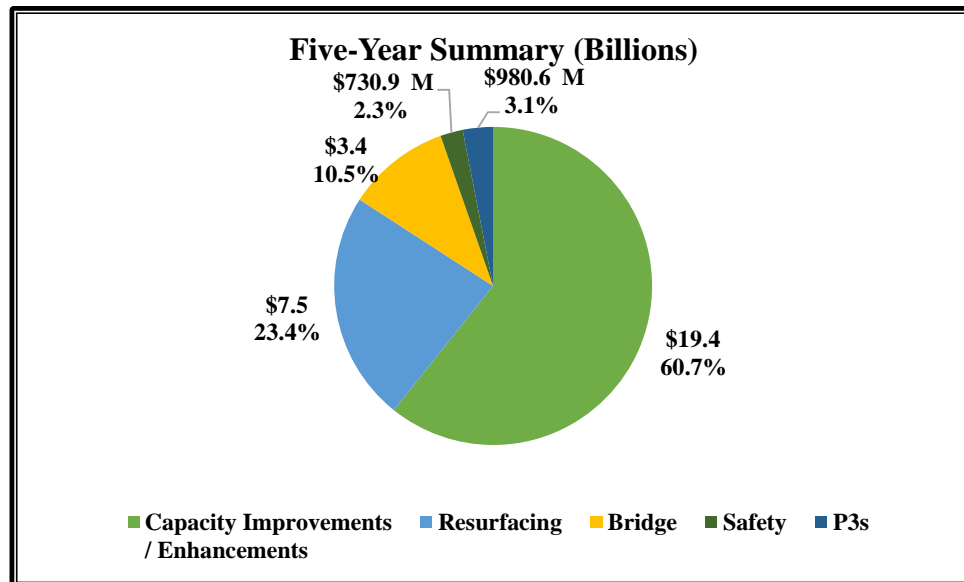


By Fiscal Year

(Billions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Construction	\$9.1	\$7.1	\$5.3	\$5.3	\$5.0	\$31.9
Modal Development	\$1.4	\$1.2	\$1.1	\$1.3	\$1.2	\$6.3
Right of Way	\$697.5 M	\$463.0 M	\$219.0 M	\$250.9 M	\$136.0 M	\$1.8
Other*	\$281.0 M	\$237.6 M	\$234.0 M	\$235.0 M	\$233.8 M	\$1.2
Total	\$11.5	\$9.1	\$6.9	\$7.1	\$6.6	\$41.2

* Safety grants, County Incentive Grant Program, Small County Outreach Program, Small County Road Assistance Program, and economic development grants.

**1f. Product
Construction
\$31.9 Billion**

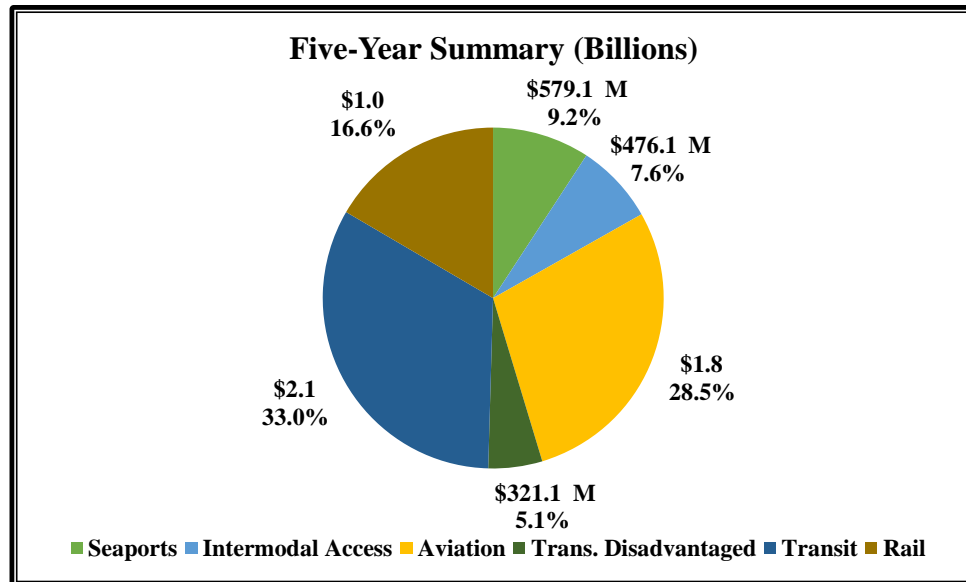


By Fiscal Year

(Billions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Capacity Improvements and Enhancements	\$6.2	\$4.7	\$3.0	\$3.0	\$2.5	\$19.4
Resurfacing	\$1.6	\$1.4	\$1.7	\$1.3	\$1.5	\$7.5
Bridge	\$944.2	\$686.4	\$331.3	\$664.4	\$726.9	\$3.4
Safety Enhancement Initiatives	\$162.8 M	\$150.0 M	\$130.5 M	\$141.9 M	\$145.7 M	\$730.9 M
Public Private Partnerships	\$247.3 M	\$178.6 M	\$182.0 M	\$184.3 M	\$188.5 M	\$980.6 M
Total	\$9.1	\$7.1	\$5.3	\$5.3	\$5.0	\$31.9

The \$730.9 million allocated to the Safety Program does not reflect the Department's full commitment to improving safety. All Product categories include some measure of safety improvement due to current design standards which incorporate safety as a feature.

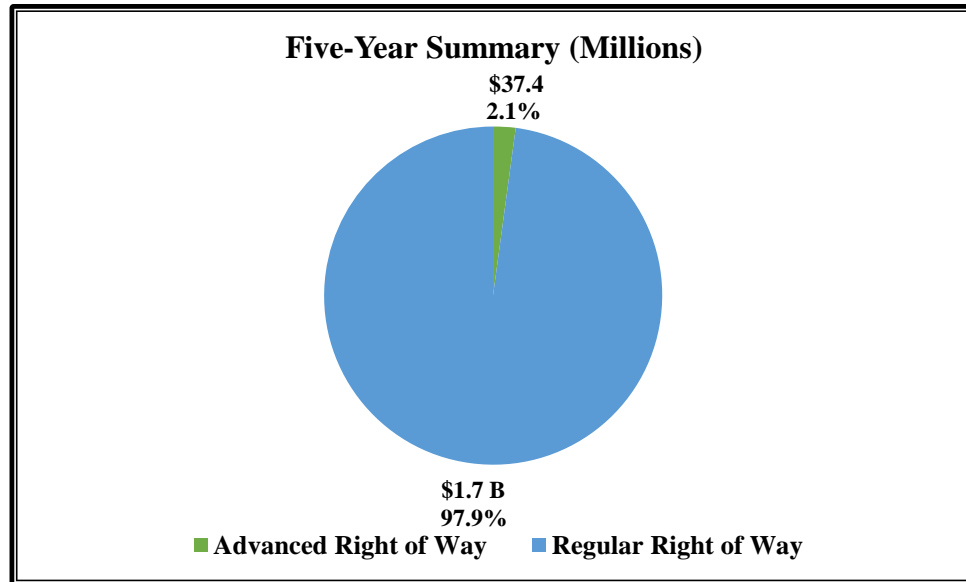
1g. Product
Modal Development Operations
\$6.3 Billion



By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Seaports	\$120.7	\$117.8	\$126.3	\$125.9	\$88.3	\$579.1
Intermodal Access	\$86.2	\$81.5	\$86.9	\$70.8	\$150.8	\$476.1
Aviation	\$345.4	\$322.3	\$316.9	\$434.8	\$371.9	\$1.8 B
Transportation Disadvantaged Comm.	\$59.4	\$64.9	\$64.9	\$66.0	\$66.0	\$321.1
Transit	\$535.2	\$409.3	\$346.8	\$404.3	\$373.3	\$2.1 B
Rail	\$290.6	\$229.7	\$194.9	\$170.8	\$154.6	\$1.0 B
Total	\$1.4 B	\$1.2 B	\$1.1 B	\$1.3 B	\$1.2 B	\$6.3 B

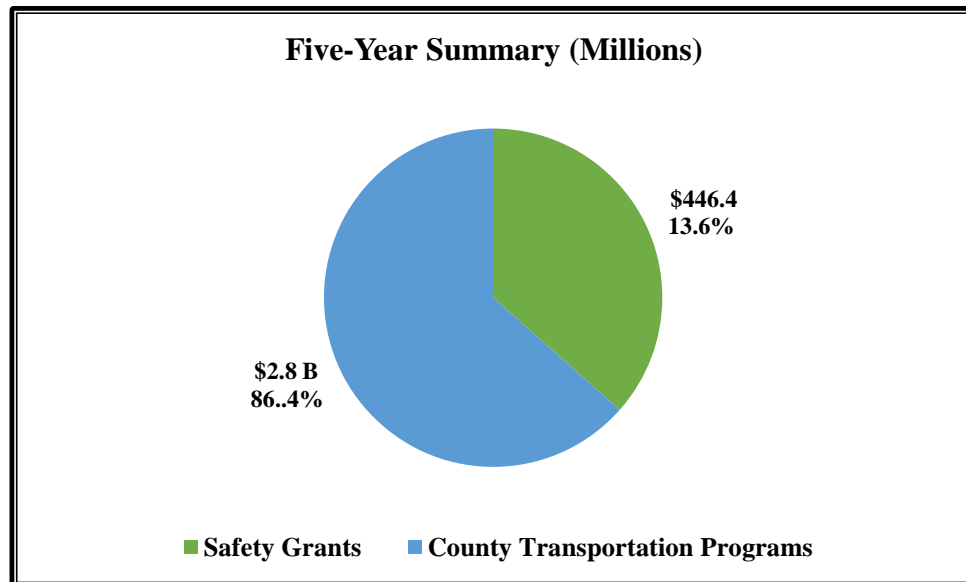
1h. Product
Right of Way
\$1.8 Billion



By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Advanced Right of Way	\$1.0	\$0.9	\$0.0	\$32.0	\$3.4	\$37.4
Regular Right of Way	\$696.5	\$462.1	\$219.0	\$218.8	\$132.6	\$1.7 B
Total	\$697.5	\$463.0	\$219.0	\$250.9	\$136.0	\$1.8 B

1i. Product
Other
\$3.3 Billion



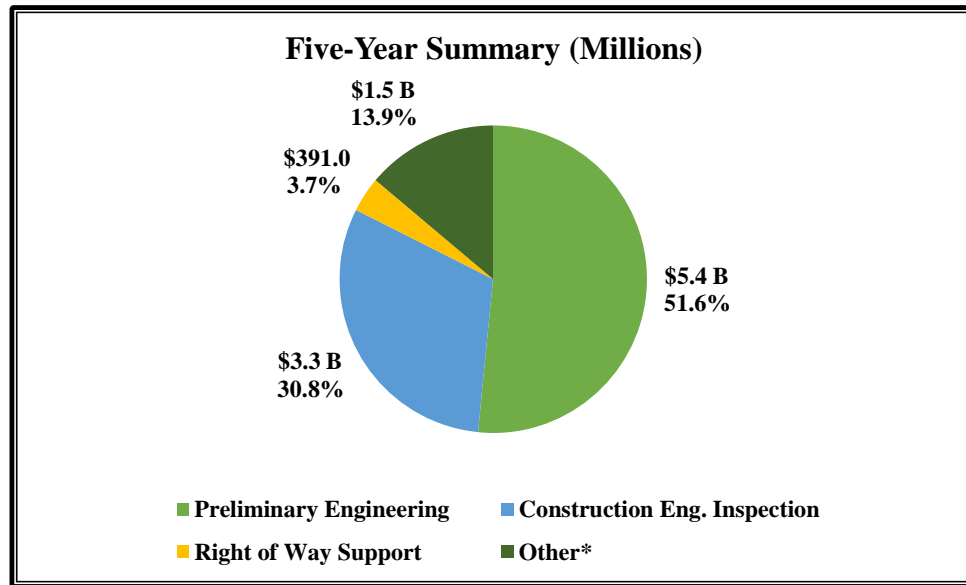
By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Safety Grants	\$89.3	\$89.3	\$89.3	\$89.3	\$89.3	\$446.4
County Trans. Programs	\$463.0	\$219.0	\$250.9	\$136.0	\$1.8 B	\$2.8 B
Total	\$552.3	\$308.3	\$340.2	\$225.3	\$1.9 B	\$3.3 B

*Standalone federally funded grant projects that are not combined with any other project type (other than support phases). This financing is to be used on designated safety projects that assist the Department in the design of traffic programs that reduce traffic crashes, fatalities, and serious injuries. The Department may also designate state funds that reimburse local partners who undertake priority programs to improve traffic safety.

1j. Product Support

\$10.5 Billion

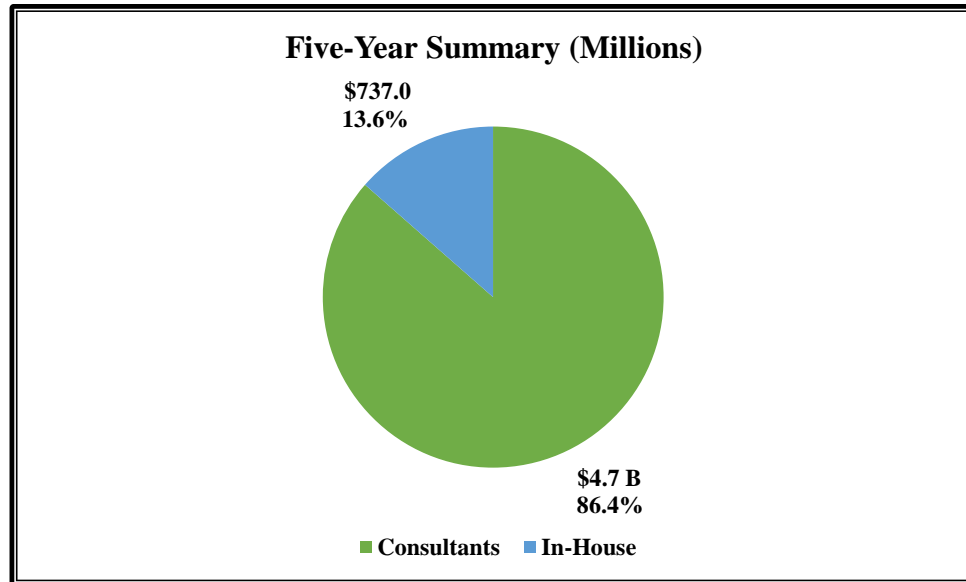


By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Preliminary Engineering	\$1.5 B	\$1.1 B	\$1.0 B	\$940.1	\$930.7	\$5.4 B
Construction Eng. Inspect	\$905.3	\$650.5	\$655.2	\$526.4	\$515.7	\$3.3 B
Right of Way Support	\$108.9	\$82.5	\$69.9	\$62.7	\$67.0	\$391.0
Other*	\$308.8	\$317.4	\$267.5	\$271.8	\$297.7	\$1.5 B
Total	\$2.8 B	\$2.1 B	\$2.0 B	\$1.8 B	\$1.8 B	\$10.5 B

*Environmental Mitigation, Materials and Research, Planning and Environment, and Public Transportation Operations support.

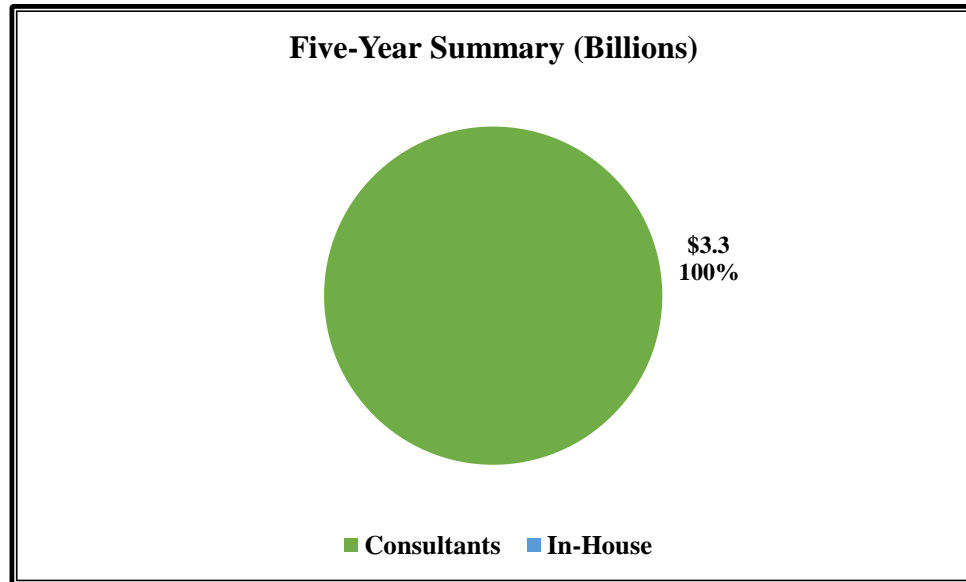
1k. Product Support
Preliminary Engineering
\$5.4 Billion



By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Consultants	\$1.4 B	\$910.2	\$865.3	\$787.0	\$771.6	\$4.7 B
In-House	\$136.1	\$141.5	\$147.2	\$153.1	\$159.2	\$737.0
Total	\$1.5 B	\$1.1 B	\$1.0 B	\$940.1	\$930.7	\$5.4 B

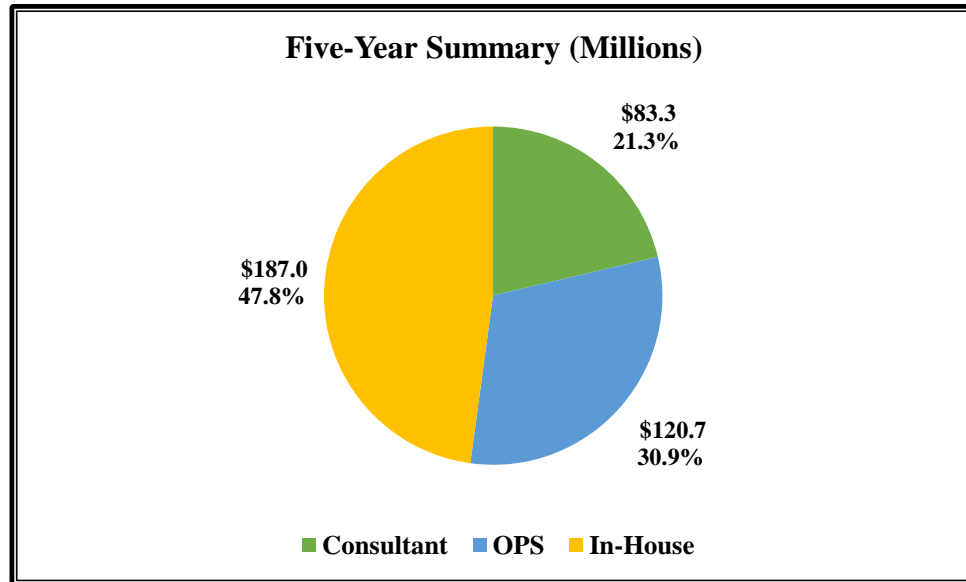
11. Product Support
Construction Engineering Inspection
\$3.3 Billion



By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Consultants	\$905.3	\$650.5	\$655.2	\$526.4	\$515.7	\$3.3 B
In-House	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$905.3	\$650.5	\$655.2	\$526.4	\$515.7	\$3.3 B

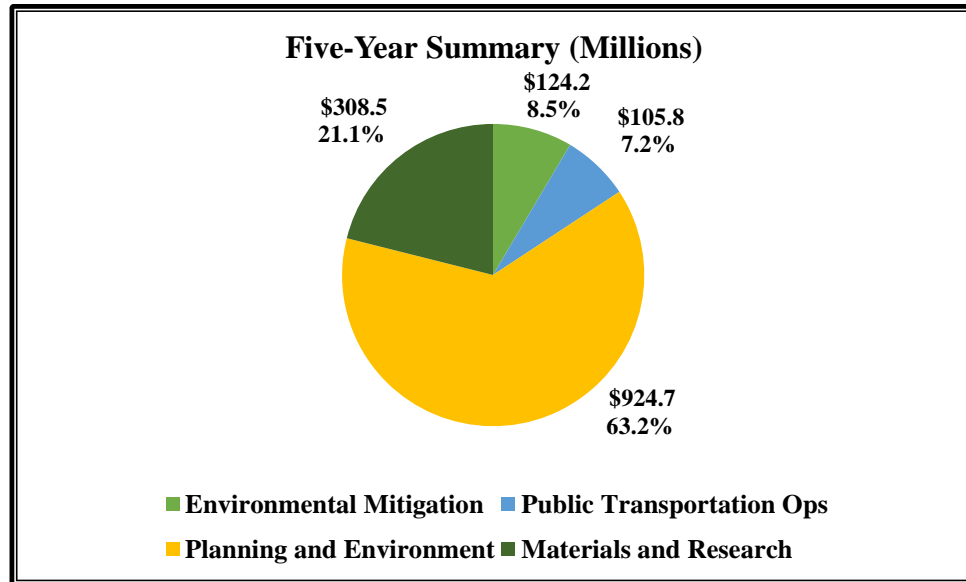
1m. Product Support
Right of Way Support
\$391.0 Million



By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Consultant	\$26.3	\$17.5	\$11.9	\$10.7	\$16.9	\$83.3
OPS	\$48.1	\$29.0	\$20.7	\$13.1	\$9.7	\$120.7
In-House	\$34.5	\$35.9	\$37.3	\$38.8	\$40.4	\$187.0
Total	\$108.9	\$82.5	\$69.9	\$62.7	\$67.0	\$391.0

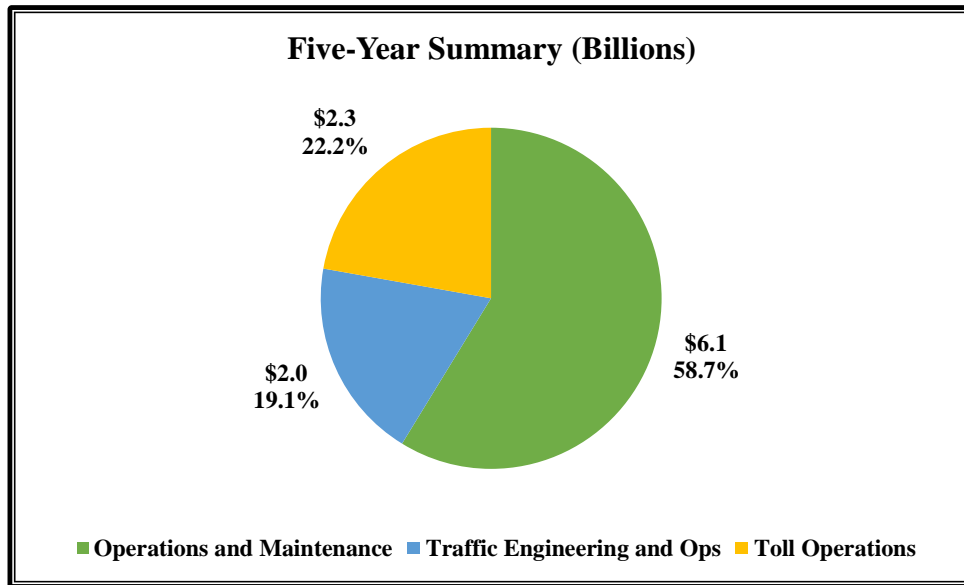
**1n. Product Support
Other
\$1.5 Billion**



By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Environmental Mitigation	\$21.9	\$60.4	\$7.8	\$5.2	\$28.9	\$124.2
Public Transportation Ops.	\$19.5	\$20.3	\$21.1	\$22.0	\$22.9	\$105.8
Planning & Environment	\$206.9	\$177.3	\$177.5	\$181.8	\$181.2	\$924.7
Materials & Research	\$60.6	\$59.4	\$61.0	\$62.8	\$64.7	\$308.5
Total	\$308.8	\$317.4	\$267.5	\$271.8	\$297.7	\$1.5 B

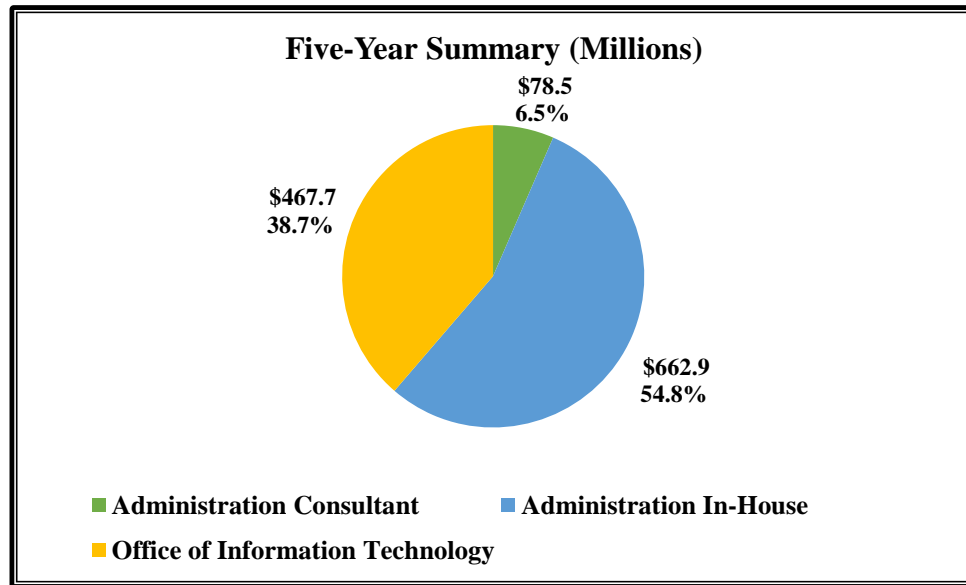
1o. Operations & Maintenance \$10.4 Billion



By Fiscal Year

(Billions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Operations & Maintenance	\$1.1	\$1.2	\$1.2	\$1.3	\$1.3	\$6.1
Traffic Engineer and Ops.	\$405.7 M	\$411.0 M	\$372.8 M	\$391.4 M	\$399.0 M	\$2.0
Toll Operations	\$528.6 M	\$448.2 M	\$451.9 M	\$459.1 M	\$418.3 M	\$2.3
Total	\$2.1	\$2.0	\$2.1	\$2.1	\$2.1	\$10.4

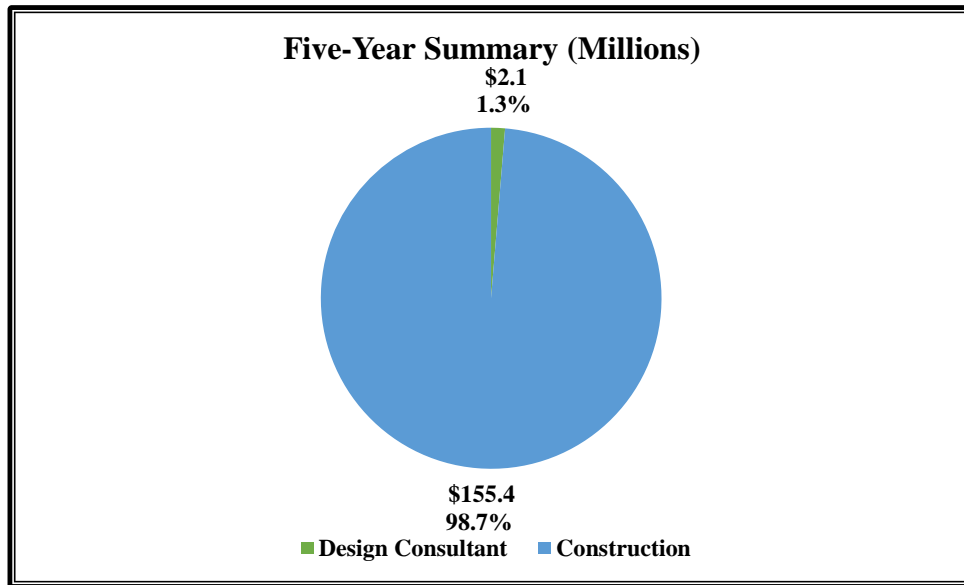
1p. Administration
\$1.2 Billion



By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Administration Consultant	\$15.7	\$15.7	\$15.7	\$15.7	\$15.7	\$78.5
Administration In-House	\$122.4	\$127.3	\$132.4	\$137.7	\$143.2	\$662.9
Office Information Systems	\$86.3	\$89.8	\$93.4	\$97.1	\$101.0	\$467.7
Total	\$224.4	\$232.8	\$241.5	\$250.5	\$259.9	\$1.2 B

1q. Fixed Capital Outlay
\$157.5 Million



By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Design Consultant	\$0.5	\$0.4	\$0.4	\$0.4	\$0.4	\$2.1
Construction	\$53.2	\$34.5	\$25.4	\$19.6	\$22.8	\$155.4
Total	\$53.6	\$34.9	\$25.8	\$20.0	\$23.2	\$157.5

2. Financial Soundness

Key Statutory Requirements

The Tentative Work Program must include a balanced 36-month forecast of cash and expenditures and a five-year finance plan supporting the 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 five 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 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. *[s. 338.241, F.S.]*

A maximum of \$10 billion of bonds may be outstanding to fund approved turnpike projects.
[s. 338.2275(1), F.S.]

Commission Analysis

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

According to the 36-month cash forecast used to develop this Tentative Work Program, the lowest end-of-quarter cash balance (in March 2027) for the STTF is \$327.0 million, which complies with the statutory minimum. The average annual low point cash balance during the 36-month cash forecast period is \$339.6 million, which is 2.2% of an estimated average outstanding obligation of \$15.42 billion.

The lowest end-of-fiscal year cash balance (in June of 2028) for the Turnpike General Reserve Fund is \$123.5 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, over \$6.8 billion of Turnpike bonds are projected to be outstanding.

2a. Major Financial Assumptions

Balancing the Work Program

Unlike other state agencies, the Department is authorized to operate on a cash flow basis. It is authorized to plan, budget and commit state resources for work program projects based on a complete and balanced financial plan. In this model, project phases can begin without the total cash being on-hand to fund the entire project. This allows the Department to maximize the use of funds over time and to make payments on existing commitments as they occur. The Department can plan, budget, and commit state resources for more than one year because most projects take years to complete. Unused budget is available to roll forward at the end of the fiscal year to ensure stability in the project pipeline.

The Department is charged with maintaining a balanced transportation program which is done through a five-year Annual Finance Plan and a three-year Monthly Cash Forecast. The Finance Plan and the Cash Forecast are sophisticated models which demonstrate the financial soundness of the Five-Year Work Program. The Program and Resource Plan, which contains project estimates and commitment is fed into the models to forecast projected cash disbursements against projected cash receipts. This ensures the Department's allocation of transportation dollars is fully funded by current and future transportation revenues. The Finance Plan and the Cash Forecast have separate but reliable processes of collecting data to develop projected receipts and disbursements, and the models are tested and reconciled within a minimum tolerance. To ensure the Department's short term financial obligations can be met throughout the year, the Cash Forecast is produced each month to reflect actual receipts and disbursements and revised assumptions reflecting changing economic conditions, outside influences, and modified revenue estimates.

State Transportation Trust Fund Assumptions

Fuel tax, aviation fuel and motor vehicle license tag fee, which provide most transportation funding, are based on the state Revenue Estimating Conference forecast of August 2024.

The federal Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58) provides long-term funding stability for surface transportation infrastructure planning and investment. Spanning five fiscal years (2022–2026), the IIJA allocates funding for highways, motor vehicle and highway safety, public transportation, motor carrier safety, hazardous materials safety, rail systems, research, technology, and various other programs.

The following amounts from documentary stamp tax receipts are projected to be deposited into the STTF as part of the growth management legislation passed in 2005. The numbers were updated based on the Revenue Estimating Conference forecast of August 2024. *Note the \$466.8 million annual amount represents the statutory limit of documentary stamp tax collections allocated to the State Transportation Trust Fund.*

Fiscal 2025/26	Fiscal 2026/27	Fiscal 2027/28
\$466.8	\$466.8	\$466.8
(Millions)		

Annual transfer to right of way acquisition and bridge construction trust fund for debt service amounts are as follows.

Fiscal 2025/26	Fiscal 2026/27	Fiscal 2027/28
\$213.3	\$243.2	\$256.2
(Millions)		

There are \$890.0 million of Grant Anticipation Revenue Vehicle (GARVEE) Bonds projected to be issued in Fiscal Years 2025/26 through 2027/28.

The total toll operation and maintenance projections through fiscal 2027/28 is \$272.8 million, which include the following facilities: Mid-Bay Bridge, Alligator Alley, Sunshine Skyway, Pinellas Bayway, Wekiva, I-295 Express, I-595 Express, Palmetto, I-75 Express (Broward & Miami-Dade), I-95 Express (Palm Beach, Broward, and Miami-Dade), I-4 Ultimate and TBNNext.

The Advanced Construction (AC) program conversions, wherein statewide AC projects are converted to federal funds as needed to consume obligation authority and provide cash flow based on current and projected expenditure levels, are anticipated to be:

Fiscal 2025/26	Fiscal 2026/27	Fiscal 2027/28
\$2.0	\$2.6	\$2.4
(Billions)		

There are currently five federally funded State Infrastructure Bank (SIB) projects with loan disbursements totaling \$165.1 million planned from fiscal 2025/26 through fiscal 2027/28. There are currently seven state funded SIB projects with loan disbursements totaling \$262.5 million planned from fiscal 2025/26 through fiscal 2027/28.

Public-Private Partnerships

The work program period contains cash flows for four existing Public-Private Partnerships (P3s). Combined, the P3 projects have anticipated expenditure payouts of \$339.1 million in fiscal 2025/26, \$281.1 million in fiscal 2026/27, and \$257.2 million in fiscal 2027/28. A brief description of the projects follows.

Port of Miami Tunnel is a 35-year concession that consists of access improvements to and from the Port of Miami, serving as a dedicated roadway connector linking the Port with the MacArthur Causeway (SR A1A) and I-395. The project includes design and construction of a tunnel under Government Cut, roadway work on Dodge and Watson islands, and MacArthur Causeway Bridge widening. The facility was opened to traffic in August 2014 and completed in November 2014. The concessionaire is now responsible for operations and maintenance of the facility.

I-595 Express is a 35-year concession that consists of the reconstruction of the I-595 mainline including three reversible tolled express lanes and all associated improvements to frontage roads and ramps from the I-75 / Sawgrass Expressway interchange to the I-595 / I-95 interchange, for a total project length along I-595 of approximately 10.5 miles. The facility opened to traffic in March

2014 and was completed in September 2014. The concessionaire is responsible for operations and maintenance of the facility.

I-395 / I-95 Projects consist of the reconstruction of Interstate 395 west of the I-95 / Midtown Interchange (I-95 / State Road 836 / I-395) to the West Channel Bridges of US 41 / MacArthur Causeway. The reconstruction includes widening the roadway to include three eastbound and westbound lanes with the purpose of roadway enhancement, safety, and capacity improvements. A contract with Archer Western-de Moya Joint Venture was executed in July 2018. The project completion date is expected at the end of fiscal 2028.

I-4 Ultimate is a 40-year concession that consists of improvements for approximately 21 miles from Kirkman Road in Orange County to State Road 434 in Seminole County. The project will add two express lanes in each direction, reconstruct existing lanes, and improve access to and from the interstate. There are numerous bridge replacements and major reconstruction at multiple interchanges including State Road 434, State Road 436, Maitland Boulevard, State Road 50, US 441, State Road 408 and Kirkman Road. A contract with I-4 Mobility Partners was executed in September 2014. Substantial Completion of the project was reached on February 24, 2022. The concessionaire is responsible for operations and maintenance of the facility.



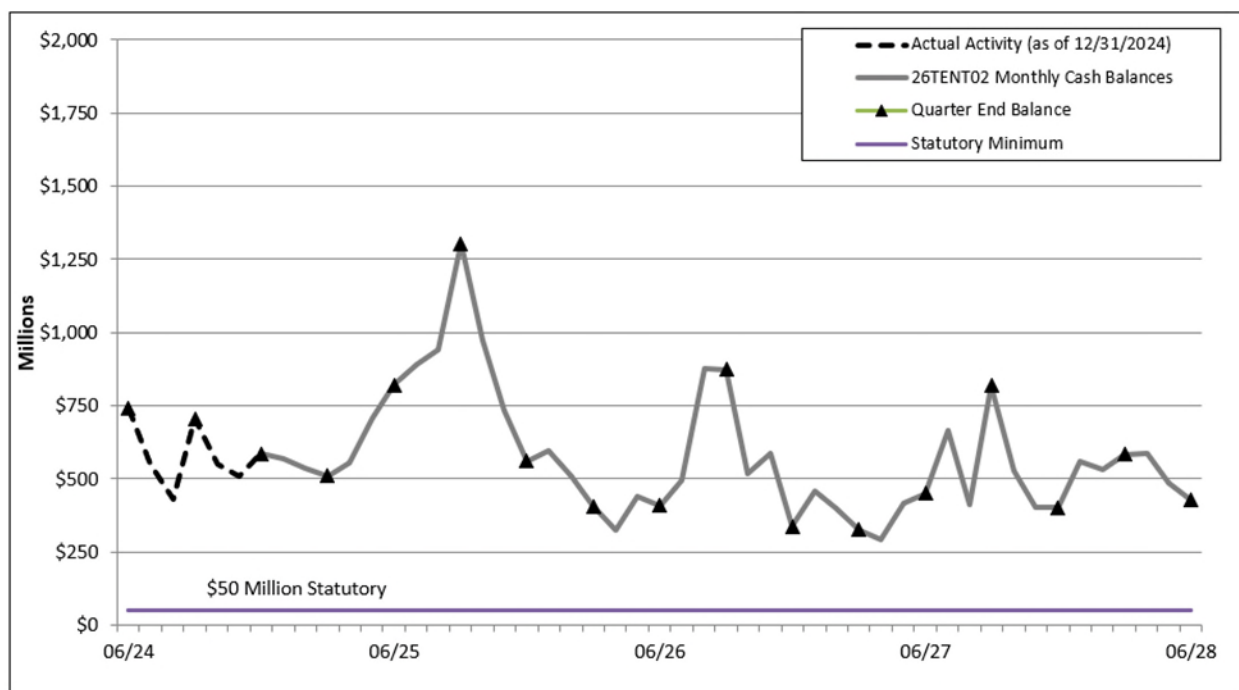
*Loxahatchee Road
(District 4)*

2b. Cash Forecast

End of Quarter Cash Balances

State Transportation Trust Fund

The Department is required to submit a balanced 36-month forecast of cash and expenditures supporting the work program. The forecast method is used to maximize revenues to fund transportation projects for multiple years. The Department must maintain an available cash balance equivalent 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 lowest end-of-quarter cash balance projected in the 36-month cash forecast is \$327.0 million and occurs in March 2027.



The forecast reflects a work program that has been leveraged to the maximum extent possible to take advantage of opportunities for investment in the state's infrastructure that will stimulate the creation of jobs. The balances also reflect the current transportation financing environment, including public-private partnership payouts which diverge from traditional models. However, the Commission has confidence in the Department's ability to manage its cash.



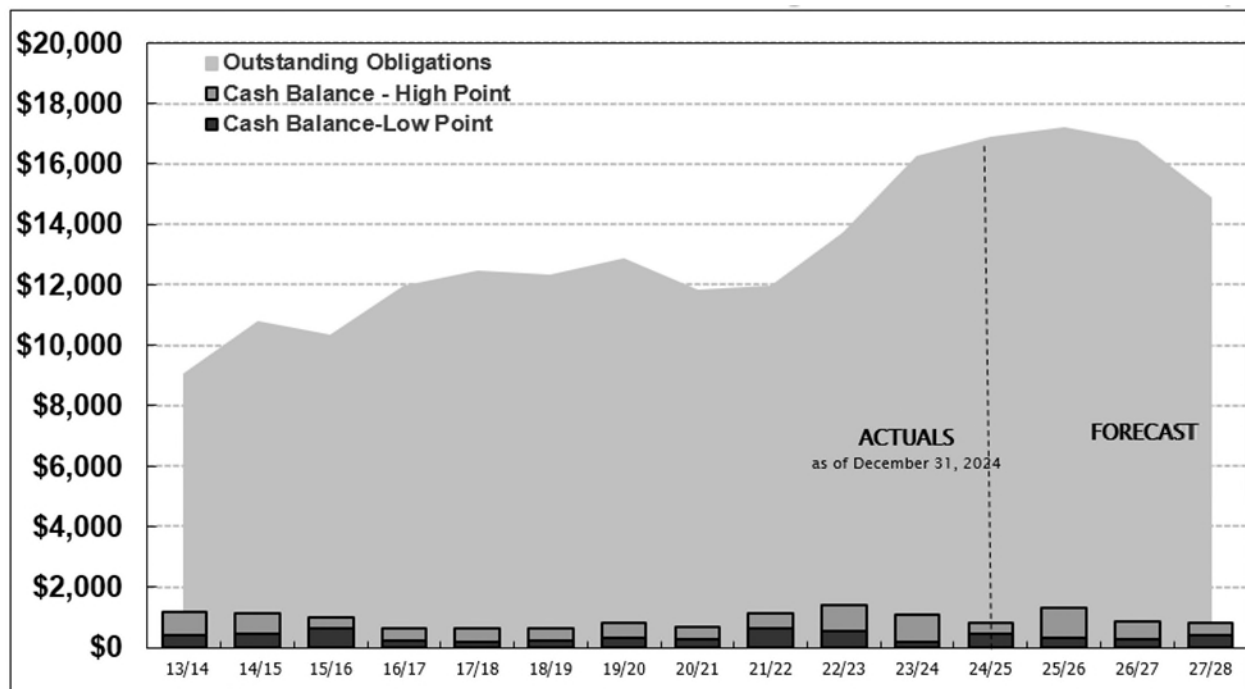
*Turnpike Mainline Widening from Hancock Road to O'Brien Road
(Florida's Turnpike Enterprise)*

2c. Cash Forecast

Annual Low Point Cash Balance and Outstanding Obligations

State Transportation Trust Fund

The Florida Department of Transportation is the only state agency that operates on a “cash flow” basis. That is, the Department makes project awards prior to having total cash “on hand” to cover all outstanding obligations. The project awards and contracts make commitments against revenue it expects to receive in the future. The chart below displays the 15-year period from fiscal 2013/14 through fiscal 2027/28, identifying the annual low point cash balances (represented by the bars) and the outstanding obligations (represented by the shaded area). During the first three years of the Tentative Work Program period of fiscal 2025/26 through fiscal 2027/28, the average annual low point cash balance is projected to be \$339.6 million, and the average annual outstanding obligation is projected to be \$15.42 billion. In other words, cash “on hand” is projected to average 2.2% of outstanding obligations.



Although the Commission is confident in the Department’s ability to manage its cash, maintaining financial stability may include reducing project commitments should any reductions of cash occur that are outside of the Department’s control.



*I-75 at Colonial Boulevard (State Road 884)
(District 1)*

2d. Major Financial Assumptions

Turnpike Enterprise

Turnpike System General Reserve Fund Assumptions

The debt service coverage ratio averages 3.32 on a net basis over fiscal 2025/26 through 2027/28. The net basis over the three-year period is 3.59, 3.27 and 3.10, respectively.

Section 338.165(3) of the Florida Statutes requires the Department to index toll rates using an inflation factor, such as the Consumer Price Index (CPI). Rate adjustments may be made no more frequently than annually, but no less frequently than every five years. The current Tentative Work Program does not assume periodic indexing of toll rates.

Currently, the Turnpike has \$3.3 billion in outstanding bonds. A maximum of \$10 billion in bonds may be outstanding to fund approved projects. There is sufficient bond cap available to fully fund the new Turnpike work program and to provide for future capital improvements beyond the work program period contingent on the availability of additional revenues.

By the end of the Tentative Work Program period, over \$6.8 billion of Turnpike bonds are projected to be outstanding.

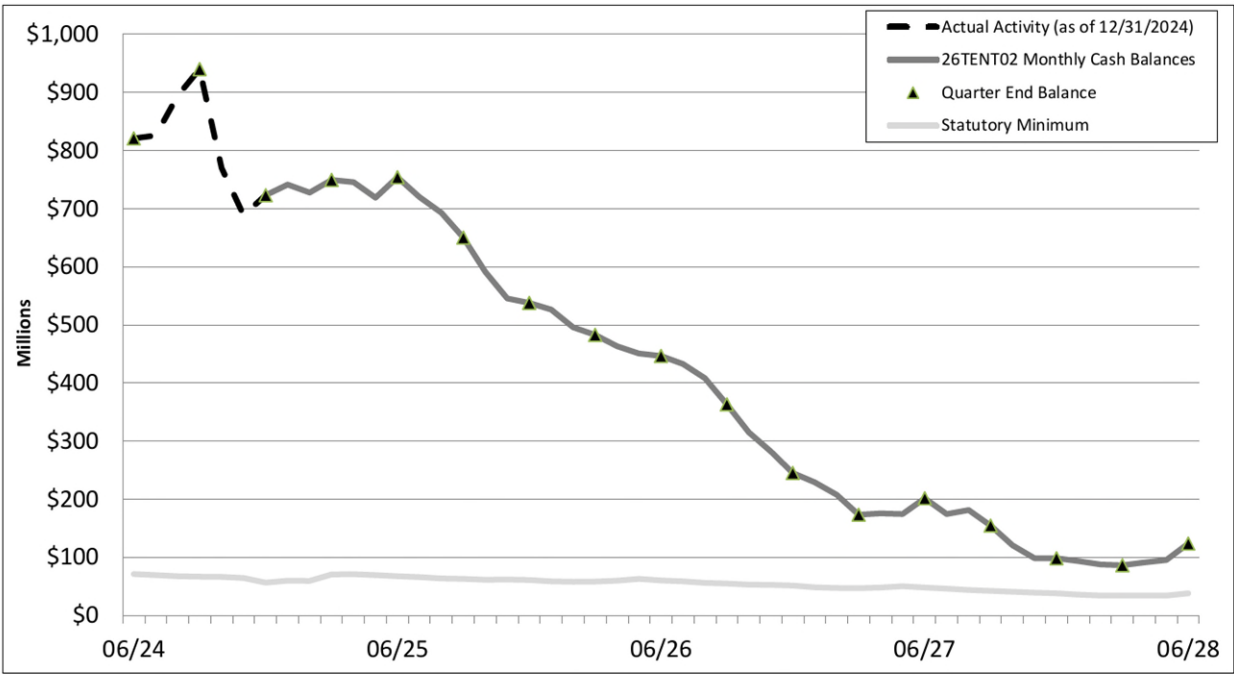
Turnpike projects to be bond-funded during the work program total \$4.1 billion and are comprised of a mix of widening, interchange, and expansion projects including widening of the Sawgrass Expressway from NW 8th (mile post 0) to SR 7 (mile post 18.4) in Broward County, new road construction of the Suncoast 3B to US 19 in Citrus County, , widening State Road 91 from O’Brien Road to CR 470 in Lake County from North of Glades Road to Indiantown Road in Palm Beach County, from Golden Glades toll plaza to Broward County in Miami Dade County, and from US 192 to the Osceola Parkway in Osceola County. New interchanges are programmed for Taft Vineland Road in Orange County, and improvements are planned for the Leesburg South Interchange in Lake County, Orlando South Ultimate Interchange in Orange County, Griffin Road Interchange and Coconut Creek Interchange in Broward County, and SW112th Interchange in Miami Dade County.

2e. Turnpike Cash Forecast

Fiscal Year-End Balance

Turnpike General Reserve Fund

The budget for the turnpike system must be planned to ensure there is 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 commitments, to be paid from revenues.



The lowest end of year cash balance in the Turnpike General Reserve Fund is \$123.5 million and occurs in June of 2028. Five percent of unpaid Turnpike obligations at that time is estimated to be \$48.7 million. The Turnpike General Reserve Fund is projected to maintain a cash reserve at the end of each fiscal year in amounts exceeding the five percent minimum requirement.

3. Overview of the Florida Strategic Intermodal System (SIS)

Key Statutory Requirements

“There is hereby created the Florida Strategic Intermodal System. For purposes of funding projects under the system, 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 the 2004-2005 fiscal year. This allocation of funds is in addition to any funding provided to this system by any other provision of law.” *[s. 339.61(1), F.S.]*

“The Legislature further finds that our transportation system must be designed and operated in such a way that it preserves the abundance of natural and manmade amenities that have been so successful in attracting new residents, businesses, and tourists to this state. Therefore, the Legislature declares that the designation of a Strategic Intermodal System, composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida’s citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship. To that end, it is the intent of the Legislature that the Strategic Intermodal System consists of transportation facilities that meet a strategic and essential state interest and that limited resources available for the implementation of statewide and interregional transportation priorities be focused on that system.” *[s. 339.61(2), F.S.]*

“...the Department shall allocate at least 50 percent of any new discretionary highway capacity funds to the Florida Strategic Intermodal System created pursuant to s. 339.61. Any remaining new discretionary highway capacity funds shall be allocated to the districts for new construction as provided in subparagraph 1. For the purposes of this subparagraph, the term “new discretionary highway capacity funds” means any funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.” *[s.339.135(4)(a)2, F.S.]*

Commission Analysis

Established by the 2003 Legislature, the SIS is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. It includes the state’s largest and most significant commercial service airports, the spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of our travelers and visitors, supports the movement of freight, and provides transportation links to external markets.

The SIS carries more than 99% of all enplaned commercial air passengers and cargo in the state, 100% of all waterborne freight tonnage and cruise passengers, 99% of all freight moving on the rail system, 89% of all interregional rail passengers, and more than 70% of all truck traffic and 59% of total traffic on the State Highway System.

Unfunded needs on the SIS were identified in the 2045 SIS Multi-Modal Unfunded Needs Plan update (June 2017) as \$107.0 billion.

In accordance with s. 339.61(1), F.S., the Department has allocated \$60 million in each of the five years of the Tentative Work Program period, meeting the minimum criteria.

Section 339.135(4)(a)2, F.S., requires the Department allocate at least 50 percent of any *new* discretionary highway capacity funds to the SIS. In addition, the Department has adopted an enhanced investment policy, reflecting the Legislature's designation of the SIS as the state's highest transportation capacity investment priority, which provides for the allocation of up to 75 percent of any *new* discretionary highway capacity funds to projects on SIS facilities.

The Tentative Work Program has a total of \$17.1 billion programmed on the SIS for capacity improvements. Of this amount, \$16.0 billion (or 93.6%) is programmed for highway capacity improvements, \$422.2 million (or 2.5%) for aviation, \$360.5 million (or 2.1%) for seaports, \$247.4 million (or 1.4%) for rail, and \$63.7 million (or 0.4%) for intermodal capacity improvements. The charts on the following pages are based on programmed commitment levels over the five years of this Tentative Work Program. The Department operates on a *commitment budget*. That is, the appropriations received from the legislature each year are for the planned commitment of funds. The actual disbursement of the committed funds may occur over a period of months or years.

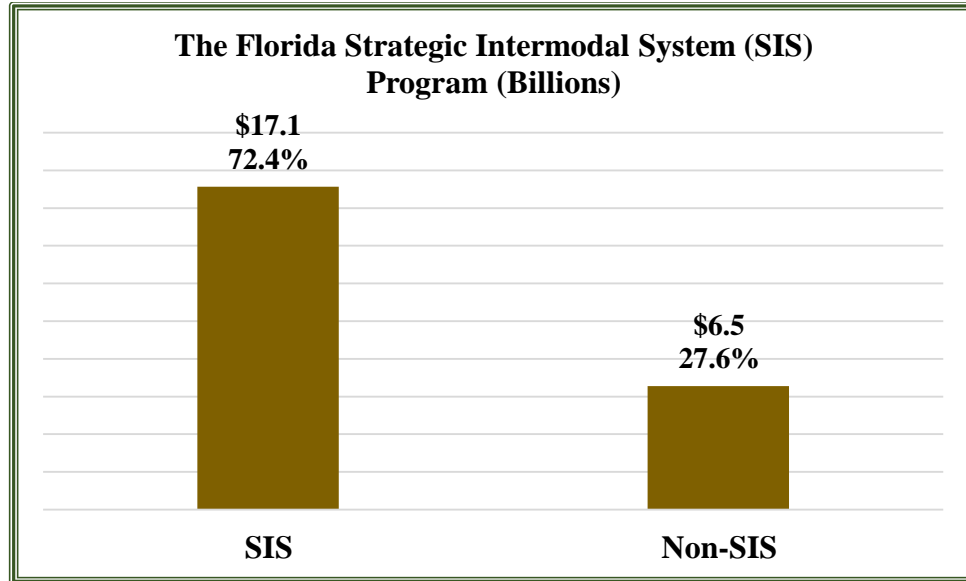
In March of 2022, the Department released the updated [Strategic Intermodal System Policy Plan](#) which identifies objectives, focus areas, cross-cutting policy areas and approaches to guide future SIS planning and investments. The SIS Policy Plan and implementation guidance provides directions for updating the SIS First 5 Years Plan, the SIS Second 5 Years Plan, the SIS Cost Feasible Plan, and the SIS Multimodal Unfunded Needs Plan. The Department originally adopted the current Strategic Intermodal System Strategic Plan in January of 2010. The plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding.

Detailed district SIS maps and corresponding project lists are presented in [Appendix B](#) of this report.



*I-395
(District 6)*

3a. The Florida Strategic Intermodal System Program (SIS)
Total Capacity Improvements and Other Enhancements
\$23.7 Billion



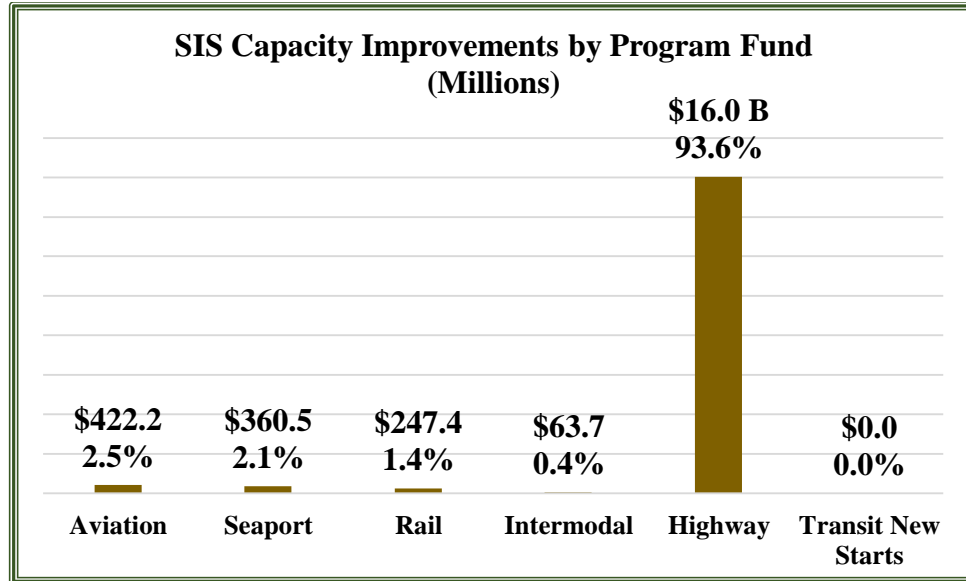
By Fiscal Year

(Billions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total	%
SIS	\$6.0	\$4.1	\$2.7	\$2.4	\$1.8	\$17.1	72.4%
Non-SIS	\$1.5	\$1.5	\$988.5 M	\$1.4	\$1.2	\$6.5	27.6%
Total	\$7.5	\$5.6	\$3.7	\$3.8	\$3.1	\$23.7	100.0%



*Arlington Expressway (State Road 115) from Mathews Bridge to Southside Boulevard
(District 2)*

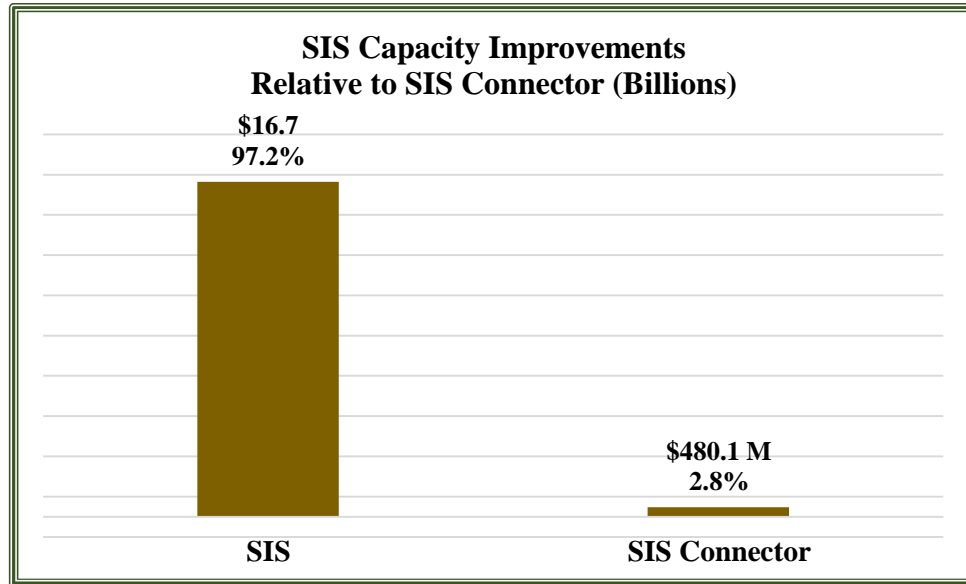
3b. The Florida Strategic Intermodal System Program (SIS)
SIS Capacity Improvements by Program Fund
\$17.1 Billion



By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total	%
Aviation	\$105.9	\$90.0	\$65.2	\$118.9	\$42.2	\$422.2	2.5%
Seaport	\$83.5	\$67.9	\$82.5	\$82.1	\$44.5	\$360.5	2.1%
Rail	\$111.1	\$13.2	\$73.5	\$49.7	\$0.0	\$247.4	1.4%
Intermodal	\$19.0	\$9.8	\$11.9	\$5.5	\$17.5	\$63.7	0.4%
Highway	\$5.7 B	\$4.0 B	\$2.5 B	\$2.2 B	\$1.7 B	\$16.0 B	93.6%
Total	\$6.0 B	\$4.1 B	\$2.7 B	\$2.4 B	\$1.8 B	\$17.1 B	100.0%

3c. The Florida Strategic Intermodal System Program (SIS)
SIS Capacity Improvements – SIS Relative to SIS Connector
\$17.1 Billion



By Fiscal Year

(Billions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total	%
SIS	\$5.8	\$4.1	\$2.7	\$2.4	\$1.8	\$16.7	97.2%
SIS Connector	\$170.6M	\$89.1M	\$66.3M	\$79.4M	\$74.7M	\$480.1M	2.8%
Total	\$6.0	\$4.1	\$2.7	\$2.4	\$1.8	\$17.1	100.0%

4. Overview of the Intermodal Development Program

Key Statutory Requirements

Created within the Department of Transportation in 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, providing 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.]

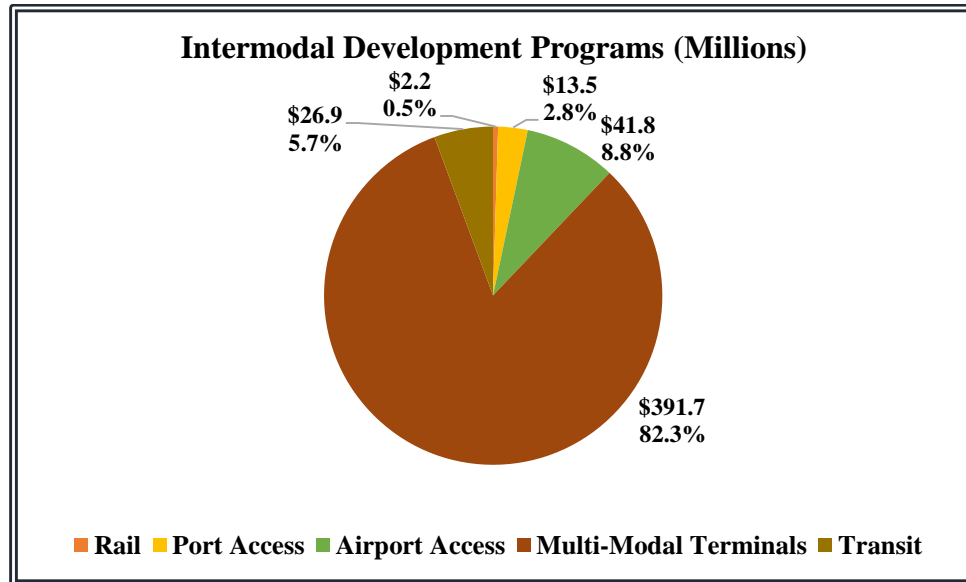
Commission Analysis

The Tentative Work Program includes a total of \$476.1 million for the Intermodal Development Program. Of this amount, \$391.7 million (or 82.3%) is programmed for multimodal terminals, \$41.8 million (8.8%) for airport access, \$26.9 million (5.7%) for transit, \$13.5 million (2.8%) for port access, and \$2.2 million (0.5%) for rail.



*I-10 / P.J. Adams Parkway Interchange
(District 3)*

4a. Intermodal Development Program \$740.5 Million



By Fiscal Year

(Millions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Rail	\$0.0	\$2.2	\$0.0	\$0.0	\$0.0	\$2.2
Future Projects	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Port Access	\$2.5	\$1.0	\$0.0	\$0.0	\$10.0	\$13.5
Airport Access	\$13.8	\$7.7	\$6.7	\$8.1	\$5.5	\$41.8
Multi-Modal Terminals	\$69.9	\$66.6	\$76.0	\$53.4	\$125.8	\$391.7
Transit	\$0.0	\$4.0	\$4.1	\$9.3	\$9.5	\$26.9
Total	\$86.2	\$81.5	\$86.9	\$70.8	\$150.8	\$476.1

5. Stability of Project Schedules

Key Statutory Requirements

The Department shall stabilize the 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 previous 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 year's adopted work program. [s. 339.135(4)(b)3, F.S.]

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

Commission Analysis

For the four common fiscal years (2025/26 to 2028/29) changes from the Adopted Work Program to the Tentative Work Program were as follows: 86.6% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (FDOT objective is at least 80%), 123 (or 9.3%) project phases were deferred to a later fiscal year within the four common fiscal years or moved out to a fiscal year beyond fiscal year 2028/29, and 53 (4.0%) project phases were deleted. Stability of the individual districts and Turnpike/Rail Enterprise work programs ranged from 74.5% to 96.3%. *Note: The stability report includes construction, right of way land, and Modal Development operations product phases only.*

For the four common fiscal years, 886 (or 87.6%) of road and bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the four common fiscal years, 255 (83.3%) Modal Development 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 decreased 1.2% (from 87.8% last year to 86.6%).

If those project phases deferred or deleted at the request of local governments or other funding entities are excluded from the analysis, then 1,130 (or 89.4%) of project phases experienced no change in schedule or were advanced to an earlier year. For the 176 projects deferred or deleted, 38.6% resulted from district priority changes, 23.9% from external influences, 22.2% from statewide priority changes, 5.7% estimate increases, 3.4% production / right of way schedule changes, 1.7% revenue adjustment, 1.7% from project combinations or phase substitutions, 2.3% other reasons and 0.6% for secondary projects.

5a. Stability Report

Changes from Adopted Work Program to the Tentative Work Program

(Construction, right of way land, and modal development operations phases only.)

Summary Total

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes / Advances	1,141	86.6%
	Deferrals	123	9.3%
	Deletions	53	4.0%
	Moved Out	0	0.0%
Total		1,317	100.0%

Roads and Bridges

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes / Advances	886	87.6%
	Deferrals	103	10.2%
	Deletions	22	2.2%
	Moved Out	0	0.0%
Total		1,011	100.0%

Modal Development

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes / Advances	255	83.3%
	Deferrals	20	6.5%
	Deletions	31	10.1%
	Moved Out	0	0.0%
Total		306	100.0%

Legend:

NO CHANGES: No change in the scheduled fiscal year.

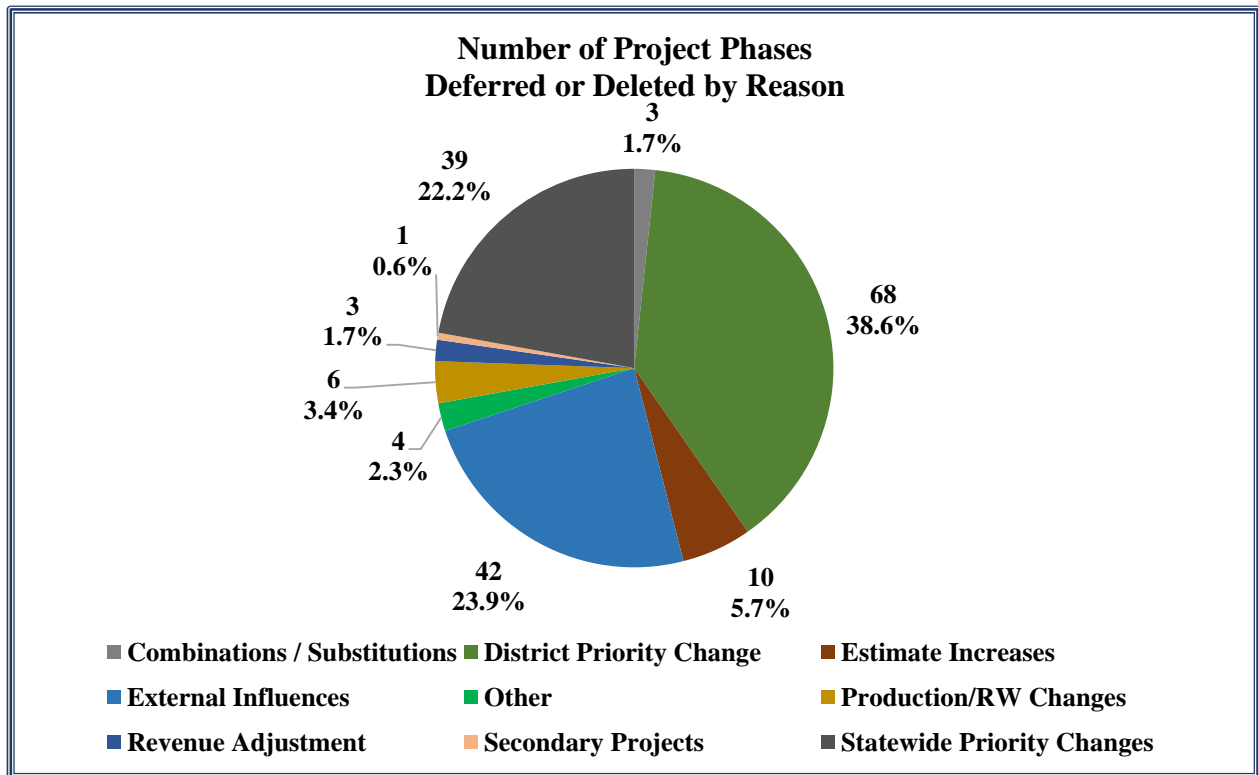
ADVANCES: Advanced to an earlier fiscal year.

DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5b. Stability Report Statewide Work Program



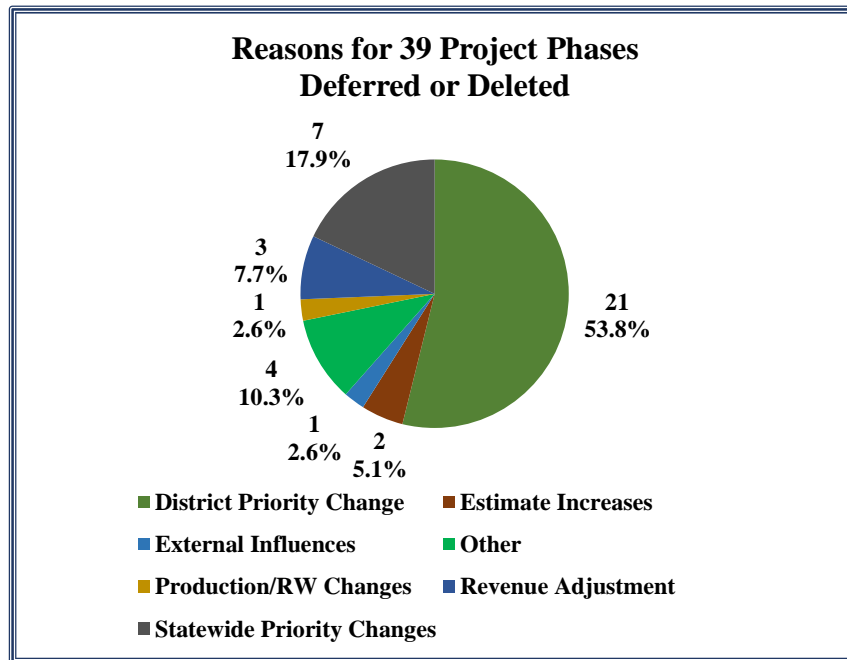
Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	1,096	83.2%
	Advances	45	3.4%
	Deferrals	123	9.3%
	Deletions	53	4.0%
	Moved Out	0	0.0%
Total		1,317	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	1,096	86.7%
	Advances	34	2.7%
	Deferrals	106	8.4%
	Deletions	28	2.2%
	Moved Out	0	0.0%
Total		1,264	100.0%

5c. Stability Report District 1 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	158	77.8%
	Advances	6	3.0%
	Deferrals	22	10.8%
	Deletions	17	8.4%
	Moved Out	0	0.0%
Total		203	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	158	79.4%
	Advances	3	1.5%
	Deferrals	22	11.1%
	Deletions	16	8.0%
	Moved Out	0	0.0%
Total		199	100.0%

Legend:

NO CHANGES: No change in the scheduled fiscal year.

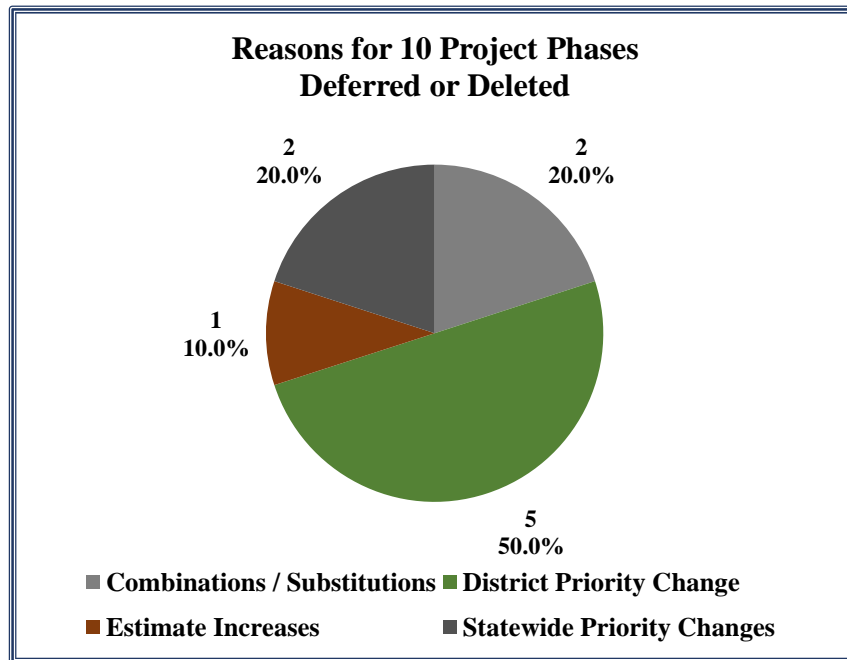
ADVANCES: Advanced to an earlier fiscal year.

DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5d. Stability Report District 2 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	192	92.8%
	Advances	5	2.4%
	Deferrals	8	3.9%
	Deletions	2	1.0%
	Moved Out	0	0.0%
Total		207	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	192	92.8%
	Advances	5	2.4%
	Deferrals	8	3.9%
	Deletions	2	1.0%
	Moved Out	0	0.0%
Total		207	100.0%

Legend:

NO CHANGES: No change in the scheduled fiscal year.

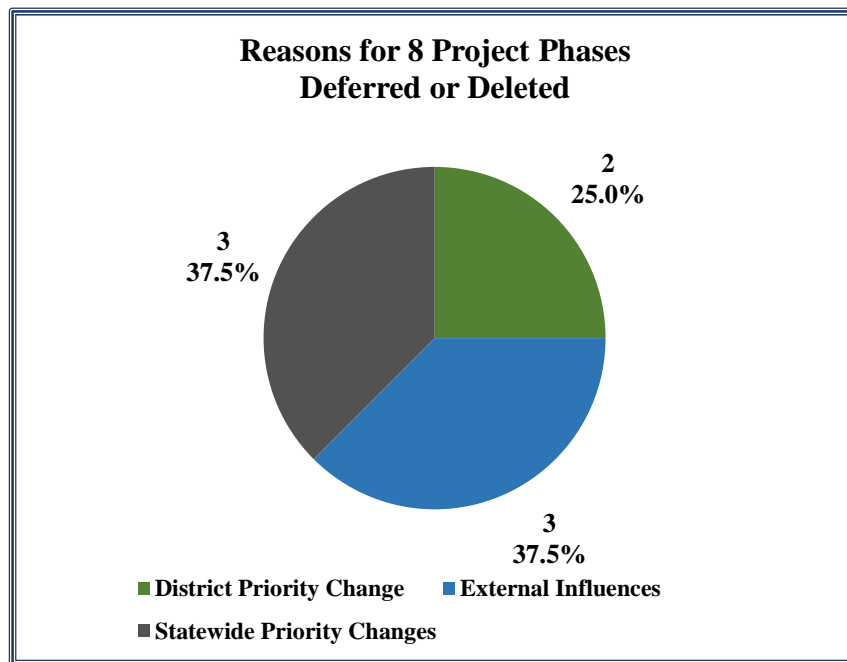
ADVANCES: Advanced to an earlier fiscal year.

DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5e. Stability Report District 3 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	144	91.1%
	Advances	6	3.8%
	Deferrals	4	2.5%
	Deletions	4	2.5%
	Moved Out	0	0.0%
Total		158	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	144	93.5%
	Advances	5	3.2%
	Deferrals	4	2.6%
	Deletions	1	0.6%
	Moved Out	0	0.0%
Total		154	100.0%

Legend:

NO CHANGES: No change in the scheduled fiscal year.

ADVANCES: Advanced to an earlier fiscal year.

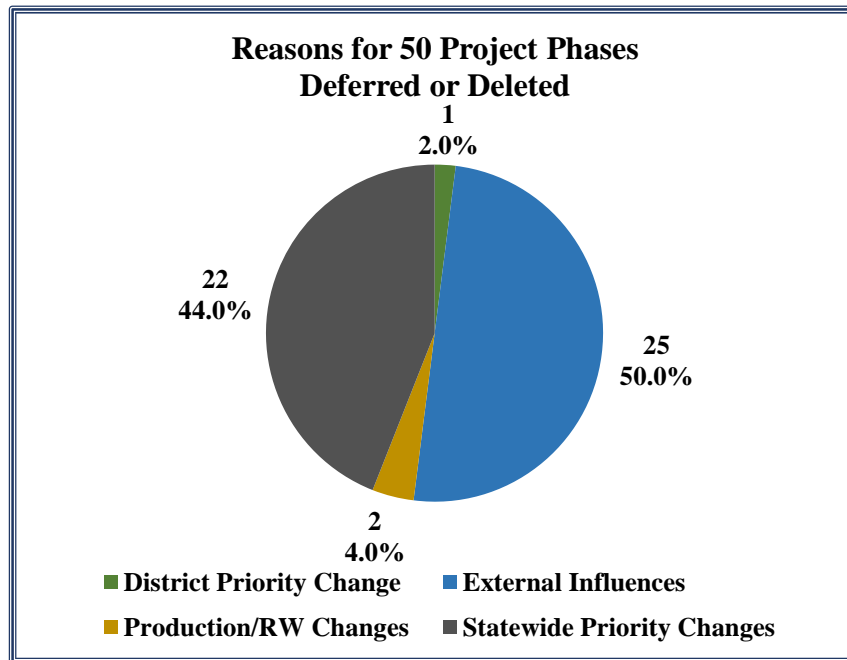
DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5f. Stability Report

District 4 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	163	73.1%
	Advances	10	4.5%
	Deferrals	33	14.8%
	Deletions	17	7.6%
	Moved Out	0	0.0%
Total		223	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	163	85.3%
	Advances	3	1.6%
	Deferrals	19	9.9%
	Deletions	6	3.1%
	Moved Out	0	0.0%
Total		191	100.0%

Legend:

NO CHANGES: No change in the scheduled fiscal year.

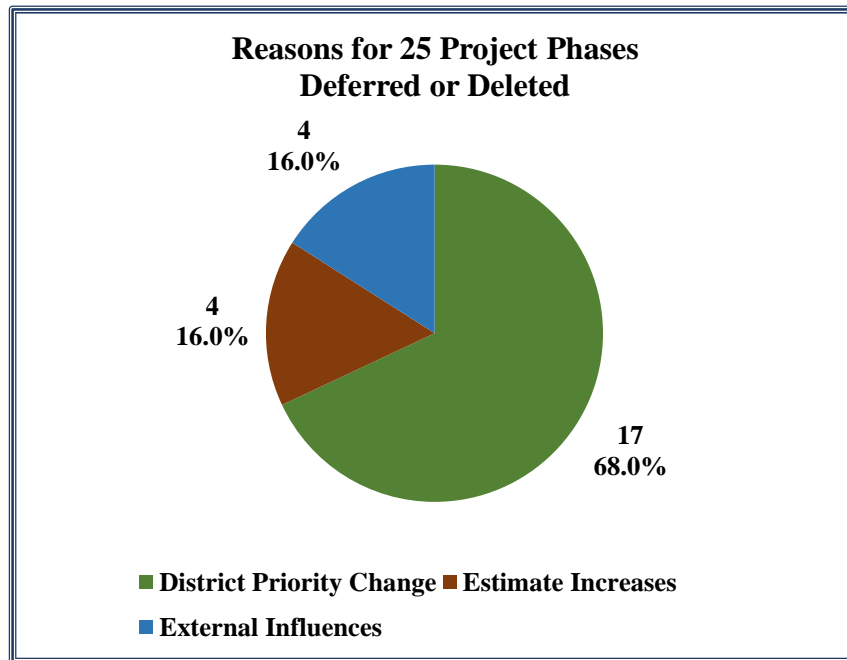
ADVANCES: Advanced to an earlier fiscal year.

DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5g. Stability Report District 5 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	151	82.5%
	Advances	7	3.8%
	Deferrals	22	12.0%
	Deletions	3	1.6%
	Moved Out	0	0.0%
Total		183	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	151	84.4%
	Advances	7	3.9%
	Deferrals	19	10.6%
	Deletions	2	1.1%
	Moved Out	0	0.0%
Total		179	100.0%

Legend:

NO CHANGES: No change in the scheduled fiscal year.

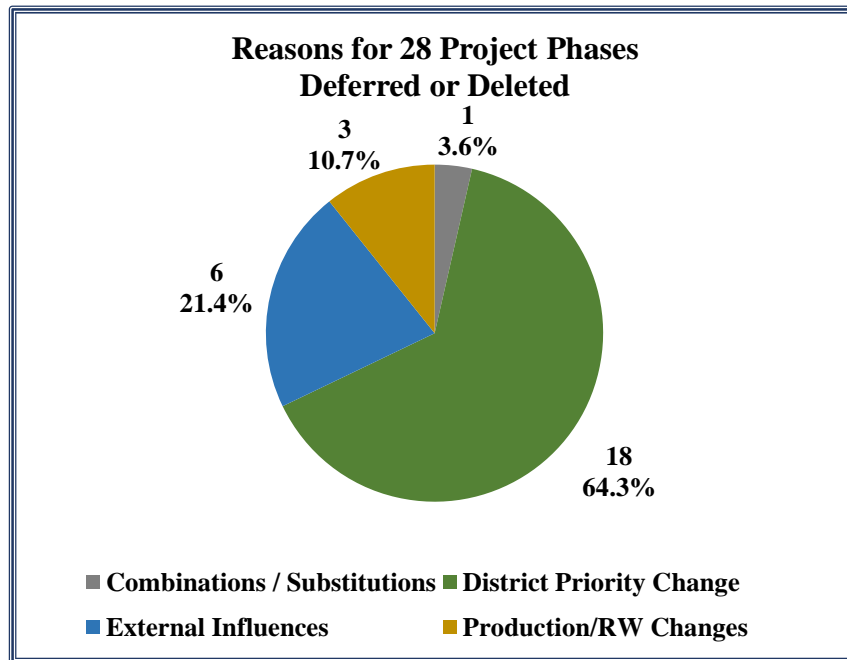
ADVANCES: Advanced to an earlier fiscal year.

DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5h. Stability Report District 6 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	78	70.9%
	Advances	4	3.6%
	Deferrals	22	20.0%
	Deletions	6	5.5%
	Moved Out	0	0.0%
Total		110	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	78	75.0%
	Advances	4	3.8%
	Deferrals	22	21.2%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		104	100.0%

Legend:

NO CHANGES: No change in the scheduled fiscal year.

ADVANCES: Advanced to an earlier fiscal year.

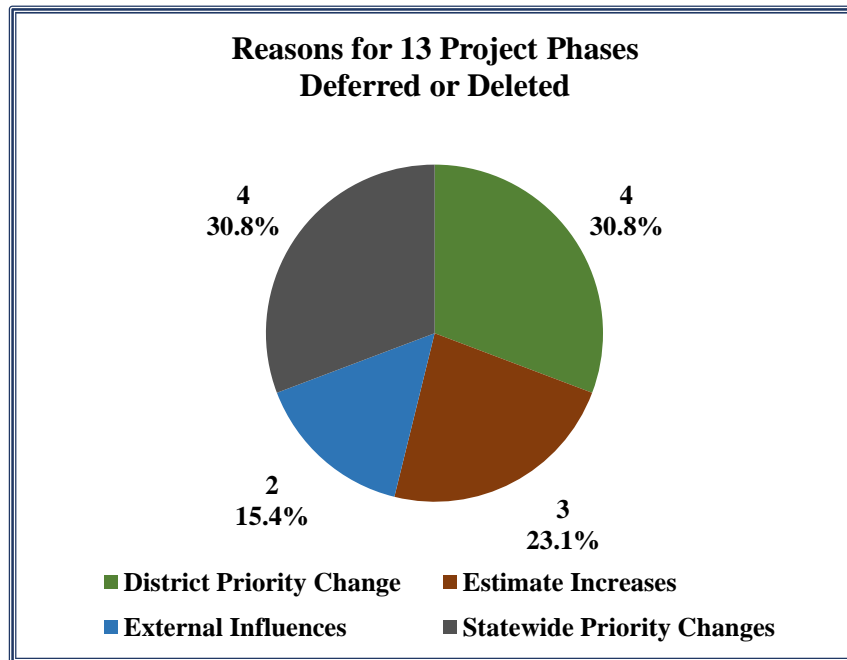
DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5i. Stability Report

District 7 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	134	89.3%
	Advances	3	2.0%
	Deferrals	10	6.7%
	Deletions	3	2.0%
	Moved Out	0	0.0%
Total		150	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	134	90.5%
	Advances	3	2.0%
	Deferrals	10	6.8%
	Deletions	1	0.7%
	Moved Out	0	0.0%
Total		148	100.0%

Legend:

NO CHANGES: No change in the scheduled fiscal year.

ADVANCES: Advanced to an earlier fiscal year.

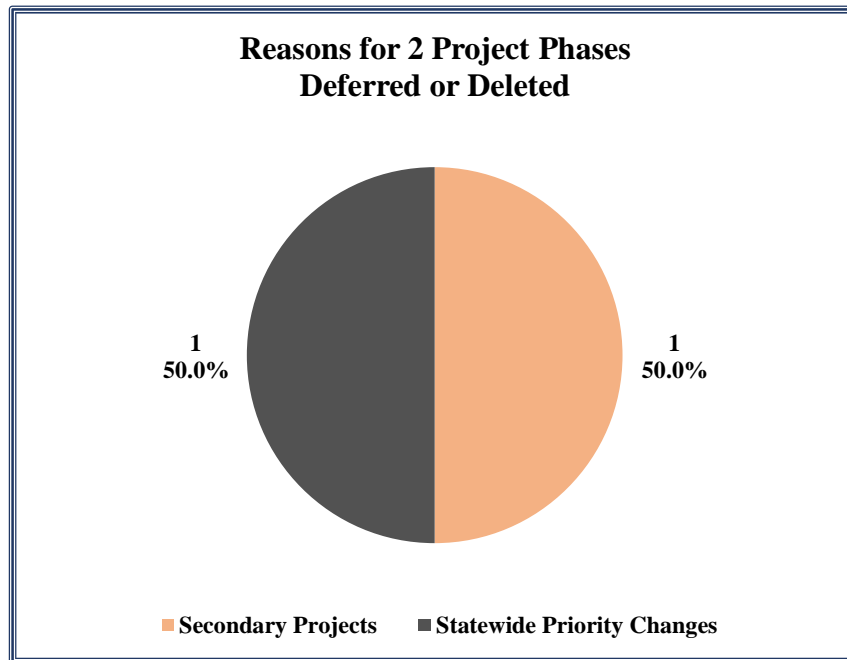
DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5j. Stability Report

Turnpike Enterprise Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	50	92.6%
	Advances	2	3.7%
	Deferrals	2	3.7%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		54	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	50	92.6%
	Advances	2	3.7%
	Deferrals	2	3.7%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		54	100.0%

Legend:

NO CHANGES: No change in the scheduled fiscal year.

ADVANCES: Advanced to an earlier fiscal year.

DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5k. Stability Report

Florida Rail Enterprise Work Program

Results

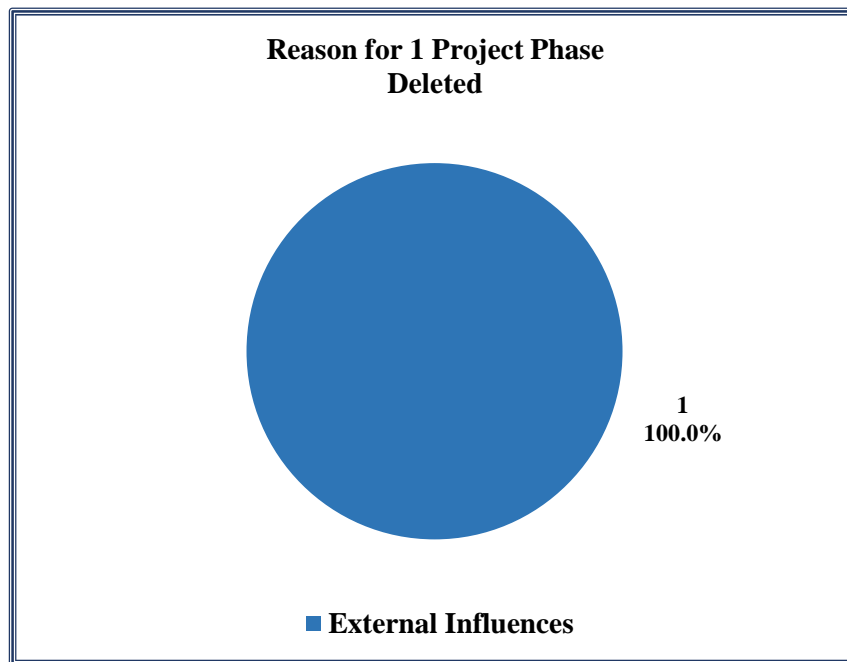
Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	5	100.0%
	Advances	0	0.0%
	Deferrals	0	0.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		5	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	5	100.0%
	Advances	0	0.0%
	Deferrals	0	0.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		5	100.0%

NOTE: Florida's Rail Enterprise had no project phases deferred, deleted or moved out.

5j. Stability Report Central Office Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	0	0.0%
	Advances	0	0.0%
	Deferrals	0	0.0%
	Deletions	1	100.0%
	Moved Out	0	0.0%
Total		1	100.0%

Results Without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2025-26 - 2028-29)	No Changes	0	0.0%
	Advances	0	0.0%
	Deferrals	0	0.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		0	0.0%

Legend:

NO CHANGES: No change in the scheduled fiscal year.

ADVANCES: Advanced to an earlier fiscal year.

DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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

MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

6. Linking the Work Program with the Goals and Objectives in the Florida Transportation Plan

Key Statutory Requirements

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.]*

The purpose of the Florida Transportation Plan is to establish and define the state's long-range transportation goals and objectives to be accomplished over a period of at least 20 years within the context of the State Comprehensive Plan, and any other statutory mandates and authorizations and based upon the prevailing principles of:

- (a) preserving the existing transportation infrastructure
- (b) enhancing Florida's economic competitiveness
- (c) improving travel choices to ensure mobility
- (d) expanding the state's role as a hub for trade and investment *[s. 339.155(1), F.S.]*

The Florida Transportation Plan shall be a unified, concise planning document that clearly defines the state's long-range transportation goals and objectives. The plan shall document the goals and long-term objectives necessary to implement the results of the department's findings from its examination of the criteria specified in s. 334.046(1) and 23 U.S.C. s. 135. *[s. 339.155(3)(b), F.S.]* The next update of the FTP is scheduled to begin in April, 2024, with a publishing target of December, 2025.

Commission Analysis

The Tentative Work Program was developed in accordance with the Program and Resource Plan and the Florida Transportation Plan. This was accomplished through issuance of Schedules A and B included with the work program instructions directed to district and central office program managers. This was followed by a rigorous review process by central office program management staff. The Tentative Work Program was reviewed and approved by the Secretary prior to submission to the Florida Transportation Commission, Governor, and Legislature.

Objectives contained in the [2020 Performance Element](#) of the Florida Transportation Plan were used to demonstrate the linkage between this Tentative Work Program and the goals and objectives of the Florida Transportation Plan.

The Department has met the four objectives that are measured directly through the work program. (The remaining objectives in the performance report not covered in this review are measured in other ways, such as through the Commission's annual FDOT Performance and Production Review.)

Statutory Guidelines: Preservation

One of the Department's prevailing principles is protecting the state's transportation infrastructure investment. Preservation includes: (1) ensuring 80 percent of the pavement on the State Highway System meets Department standards, (2) ensuring 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 Florida Transportation Plan

Maintain and operate Florida’s transportation system proactively.

Resurfacing

Objective: Ensure that 80 percent of pavement on the State Highway System meets the Department standard of “Good” condition, rated 7 or above in the pavement condition survey on a scale of one to ten.

Tentative Work Program (February 5, 2025 snapshot)

Lane Miles	Fiscal 25 / 26	Fiscal 26 / 27	Fiscal 27 / 28	Fiscal 28/ 29	Fiscal 29/ 30
Lane Miles Meeting Standards	≥80%	≥80%	≥80%	≥80%	≥80%

Bridges

Objective: Ensure that 90 percent of all FDOT maintained bridges open to the public meet the Department standard of “Good” condition, or not in need of repair. Any remaining bridges, while in need of repair or replacement, must be safe for public use.

Tentative Work Program (February 5, 2025 snapshot)

Bridges	Fiscal 25 / 26	Fiscal 26 / 27	Fiscal 27 / 28	Fiscal 28/ 29	Fiscal 29/ 30
Bridges Meeting Standards	≥90%	≥90%	≥90%	≥90%	≥90%

Maintenance

Objective: Achieve 100 percent of the acceptable maintenance standard on the State Highway System, based on the Department’s use of the Maintenance Rating Program. This process grades five maintenance elements and generates a composite state score using a scale of 1 to 100.

Tentative Work Program (February 5, 2025 snapshot)

Maintenance	Fiscal 25 / 26	Fiscal 26 / 27	Fiscal 27 / 28	Fiscal 28/ 29	Fiscal 29/ 30
Maintenance Standards Met	100%	100%	100%	100%	100%

Statutory Guidance: Enhancing Economic Competitiveness

Ensuring that the state has a clear understanding of the economic consequences of transportation investments, and how such investments affect the state’s economic competitiveness. The department must develop a macroeconomic analysis of the linkages between transportation investment and economic performance, as well as a method to quantifiably measure the economic benefits of the district-work-program investments. Such an analysis must analyze: 1. The state’s and district’s economic performance relative to the competition; and 2. The business environment

as viewed from the perspective of companies evaluating the state as a place in which to do business.
[s. 334.046(4)(b), F.S.]

Long Range Goal in Florida Transportation Plan

Invest in transportation systems to support a prosperous, globally competitive economy.

Strategic Intermodal System (SIS)

Objective: Allocate up to 75 percent of *new* discretionary capacity funds to the Strategic Intermodal System.

New discretionary highway capacity funds are defined as funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.

The Revenue Estimating Conference met on August 1, 2024, to consider the forecast of revenues flowing into the State Transportation Trust Fund (STTF). Revenues for the 2023-24 fiscal year came in 0.6% below the prior estimate, well within the range that the Conference typically associates with noise. Beginning with the estimates for FY 2024-25, overall revenues to the STTF during the work program period ending in FY 2029-30 were decreased by \$127.4 million or about 0.4%. The revised estimates address the changes enacted during the 2024 Session which have now been embedded in the old and new forecasts. The most notable change involves reducing the natural gas fuel tax rate from January 1, 2026, through December 31, 2026.

For revenues from fuel taxes, the overall forecast was shaped by recent developments in the following areas: changing consumption patterns of motor fuel and other fuels (diesel, aviation and off highway fuel); projected fuel tax rates; technological advancements in fuel efficiency; and aviation fuel refund activity. The revenue projection for all types of fuel decreased by \$29.7 million, which is 0.1% over the entire work program. Within this total, collections from the Highway Fuel Sales Tax and SCETS fuel tax were decreased by \$89.7 million for the work program period. Further adding to the net decrease, the forecasts for Aviation fuel Tax and Natural Gas Fuel Tax were decreased by \$10.8 million and \$0.1 million, respectively. Moving in the opposite direction, expected collections from the Fuel Use Tax increased by \$66.7 million while expected collections from Off-Highway Fuel tax were increased by \$4.2 million. A fallout of some of the other forecast changes, the Local Option Distribution over the work program was decreased by \$3.1 million or approximately 1.0% over the prior forecast.

The forecast for the Rental Car Surcharge increased by \$14.8 million, or 1.8%. The new forecast adds money to each year; however, disruptions in the car leasing market related to high interest rates, the increased use of alternatives to rental cars such as ride sharing services, destination-provided shuttles, and the greater availability of remote work options, collectively provide a dampening effect. The long-term average growth rate (year-over-year) is never achieved in the forecast.

Finally, the forecasts for motor vehicle license and registration-related fees were previously adopted by the Highway Safety Licenses and Fees Conference held July 30, 2024. In this work program period, receipts to the STTF from motor vehicle related licenses and fees were decreased

by \$109.4 million or 1.2% over the entire work program. Motor Vehicle Licenses are down \$81.2 million, Initial Registrations are down \$4.6 million, Title Fees are down \$23.8 million, and Motor Carrier Compliance Penalties are up by \$0.2 million over the work program period.

Statutory Guidance: Enhancing Mobility

Ensuring a cost-effective, statewide, interconnected transportation system.

Long Range Goal in Florida Transportation Plan

Improve mobility and connectivity for people and freight.



*Capital Circle (State Road 263)
(District 3)*

7. Production Capacity

Key Statutory Requirements

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. [s. 339.135(4)(g)2c, F.S.]

Commission Analysis

To meet ongoing needs, preliminary engineering consultant funding levels can sometimes fluctuate, depending on whether overall production is expanding or contracting. Currently, the Department's overall production levels continue a considerable expansion mode totaling a net increase of \$222.3 million for preliminary engineering consultants in the four common fiscal years of the Tentative Work Program and the Adopted Work Program.

The net increase is reflective of Florida's strong economic position as well as anticipated additional funding deriving from the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58). The Department, being a production agency, needs a constant inventory of project plans ready for construction in the event additional funds are made available. The increase in preliminary engineering consultants also allows for production work on projects outside the Tentative Work Program that require a longer process involving such efforts as corridor studies, environmental impact studies, interchange justification reports, extensive community and local involvement, etc. These project plans, in various stages of completion with some shelved or shovel ready, allow the production pipeline to continue to flow.

Preliminary Engineering Consultant Funding Four Common Years Increase (Millions)

Fiscal 2025-26	Fiscal 2026-27	Fiscal 2027-28	Fiscal 2028-29	Total
\$514.4	\$224.5	\$150.9	\$32.9	\$922.7

8. Compliance with Approved Local Government Comprehensive Plans

Key Statutory Requirements

FloridaCommerce shall 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. For urbanized areas of metropolitan planning organizations, the list may not contain any project or project phase that is scheduled in a transportation improvement program unless such inconsistency has been previously reported to the affected metropolitan planning organization. [s. 339.135(4)(f), F.S.]

Commission Analysis

FloridaCommerce notified FDOT via letter dated February 6, 2025 it had completed its review of the Tentative Work Program. Based on its review, FloridaCommerce determined all projects were found to be consistent with local government comprehensive plans.



*I-95 Express
(District 4)*

9. Metropolitan Planning Organizations (MPOs) 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 previous Adopted Work Program. *[s. 339.135(4)(c)3, F.S.]*

An MPO or board of county commissioners may issue a request to the district secretary for 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 the Commission. The Commission shall include such requests in its evaluation of the Tentative Work Program. *[s. 339.135(4)(d), F.S.]*

Commission Analysis

There were no objections filed for a project rescheduled or deleted from the district work program that was included in the Transportation Improvement Plan (TIP) and contained in the last four years of the Department's Adopted Work Program.

There were six comments and / or requests from two planning organizations and / or boards of county commissioners made for further consideration of projects not included or not adequately addressed in 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 boards of county commissioners and / or planning agencies and took an appropriate course of action.

Documentation of the correspondence received by the districts from MPOs and boards of county commissioners in response to the respective district work programs is maintained on file and is available on request.

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

District	Objections	Reconsiderations / Comments
1	0	0
2	0	0
3	0	0
4	0	0
5	0	0
6	0	0
7	0	6
TPK	N / A	N / A
Rail Enterprise	N / A	N / A
Total	0	6

District	Commenting Organizations
1	N / A
2	N / A
3	N / A
4	N / A
5	N / A
6	N / A
7	Forward Pinellas Hillsborough Transportation Planning Organization
TP	N / A

9a. Metropolitan Planning Organizations Changes Made After District Public Hearings

Key Statutory Requirements

Prior to the submission of the district work program to the central office, each district office shall hold a public hearing in at least one urbanized area in the district and shall make a presentation at a meeting of each metropolitan planning organization in the district to determine the necessity of making any 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. [s. 339.135(4)(d), F.S.]

Although not required by statute, an important function of the statewide public hearing of the Tentative Work Program 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.

Commission Analysis

Commission staff verified that each district and the Turnpike Enterprise conducted public hearings in at least one urbanized area in the district.

The development of the Tentative Work Program is a dynamic process, constantly being modified until it is locked down prior to submission to the Legislature and the Transportation Commission. Inevitably, some changes are made which impact the placement of projects within the work program. Therefore, it is imperative that these changes be publicly noticed.

A listing of project phase changes after district public hearings is attached as [Appendix C](#).



*Suncoast Parkway Phase 2
(Florida's Turnpike Enterprise)*

10. Transportation Regional Incentive Program (TRIP)

Key Statutory Requirements

The 2005 Legislature created within the Department a Transportation Regional Incentive Program (TRIP) for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas. [s. 339.2819(1), F.S.] The intent for the use of these funds is to generate additional capacity through growth in the transportation program.

The percentage of matching funds provided from the TRIP shall be up to 50 percent of project costs. [s. 339.2819(2), F.S.] Federal earmarks or Federal Transit Administration funds may not be used as a match for TRIP.

The Department shall allocate funding available for the TRIP to the districts based on a factor derived from equal parts of population and motor fuel collections for eligible counties in regional transportation areas created pursuant to s. 339.155(4), F.S. [s. 339.2819(3), F.S.]

Projects using TRIP funds shall, at a minimum:

- Support those transportation facilities that serve national, statewide, or regional functions and serve as part of an integrated regional transportation system;

- Be identified in the capital improvements element of a comprehensive plan that has been determined to comply with part II of chapter 163, Florida Statutes, after July 1, 2005. Further, the project shall comply with local government comprehensive plan policies relative to corridor management;
- Be consistent with the Strategic Intermodal System Plan; and
- Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost. *[s. 339.2819(4)(a), F.S.]*

In allocating TRIP funds, priority shall be given to projects that:

- Provide connectivity to the Strategic Intermodal System, developed under s. 339.64;
- Support economic development and the movement of goods in Rural Areas of Opportunity designated under s. 288.0656(7), F.S.;
- Are subject to a local ordinance that establishes corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses; and
- Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network. *[s. 339.2819(4)(c), F.S.]*

Effective July 1, 2014, the first \$60 million of the funds allocated to the Transportation Regional Incentive Plan shall be allocated annually to the Florida Rail Enterprise. *[s. 201.15(4)(a)4, F.S.]*

Commission Analysis

Funds for fiscal 2025/26 through fiscal 2029/30 were allocated to the districts by statutory formula. The Department has allocated the first \$60 million of TRIP funds to the Florida Rail Enterprise. Total programmed funding in this Tentative Work Program for TRIP is \$554.3 million.

Annual programmed amounts allocated for TRIP are reflected below:

Transportation Regional Incentive Program (TRIP)

Millions	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
District 1	\$7.7	\$7.7	\$7.7	\$7.6	\$7.6	\$38.2
District 2	\$5.9	\$5.9	\$5.8	\$5.8	\$5.8	\$29.1
District 3	\$3.8	\$3.8	\$3.7	\$3.7	\$3.7	\$18.7
District 4	\$9.2	\$9.1	\$9.1	\$9.0	\$9.0	\$45.4
District 5	\$11.2	\$11.2	\$11.1	\$11.1	\$11.0	\$55.7
District 6	\$6.0	\$6.0	\$6.0	\$6.0	\$5.9	\$29.9
District 7	\$7.6	\$7.5	\$7.5	\$7.4	\$7.4	\$37.4
Rail Enterprise	\$60.0	\$60.0	\$60.0	\$60.0	\$60.0	\$300.0
Total	\$111.3	\$111.2	\$110.9	\$110.6	\$110.3	\$554.3

Note: Figures are based on the February 5, 2025 snapshot of the Tentative Work Program.



*J.T. Butler Boulevard (S.R. 202) and Kernan Boulevard Interchange
(District 2)*

11. County Transportation Programs

Key Statutory Requirements

Three programs have been established to assist counties.

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 repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing, or reconstructing county roads, or constructing capacity or safety improvements to county roads. A small county being defined as any county with a population of 200,000 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 criteria, 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;
- information as evidenced to the Department through an established pavement management plan; 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.]*

Small County Road Assistance Program (SCRAP) The purpose of this program, created by the Legislature in 1999, 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. Up to \$25 million annually from the State Transportation Trust Fund (STTF) 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, including the amount of local option fuel tax imposed by the county. The Department may also consider the extent to which the county has offered to provide a match of local funds with state funds provided under the program. 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), F.S. The following criteria must 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 criteria, the Department may consider:

- whether a road is used as an evacuation route;
- whether a road is has high levels of agricultural travel;
- whether a road is considered a major arterial route;
- whether a road is considered a feeder road;
- whether a road is in a financially constrained county, as defined in s. 218.67(1); 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 Analysis

The County Incentive Grant Program and Small County Outreach Program were originally funded by an annual non-recurring general revenue appropriation of \$125 million. The service charge that had been collected on the proceeds from the local option fuel tax is no longer assessed as of July 1, 2006. The resulting increase in revenue derived from this action is now being deposited in the STTF to fund the County Incentive Grant Program and Small County Outreach Program. The SCOP program also receives a portion of Documentary Stamp revenue, motor vehicle title fees, motor vehicle registration transactions, and motor vehicle license taxes. The Small County Road Assistance Program also receives a portion of motor vehicle license taxes.

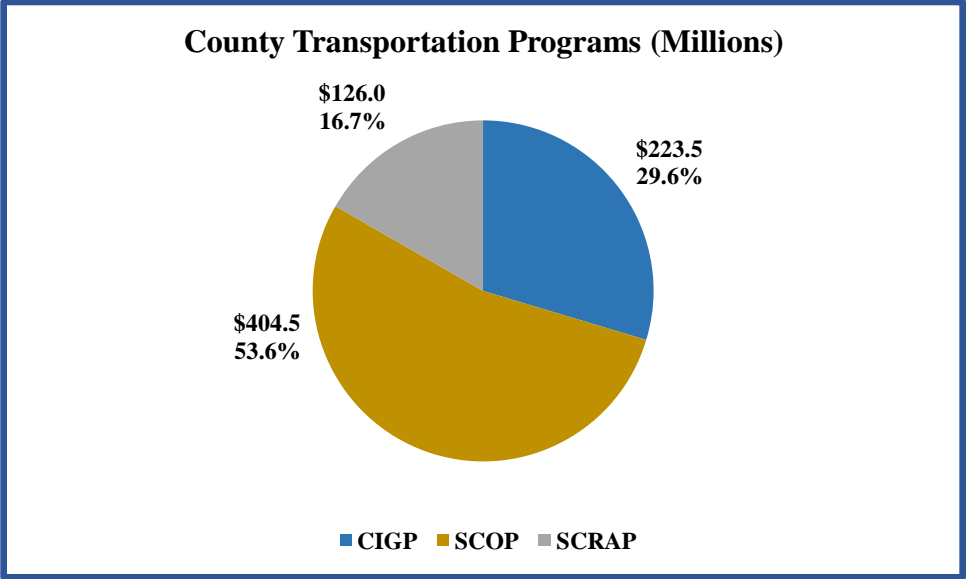
The Department has programmed \$223.5 million for the County Incentive Grant Program, \$404.5 million for the Small County Outreach Program and \$126.0 million for the Small County Road Assistance Program. This results in cumulative county transportation program funding of \$754.0 million.

Annual programmed allocations for CIGP, SCOP and SCRAP are:

County Transportation Programs						
Annual Amount Programmed (Millions)						
Program	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Five-Year Total
CIGP	\$62.2	\$40.2	\$40.2	\$40.4	\$40.5	\$223.5
SCOP	\$87.1	\$79.6	\$79.5	\$79.2	\$79.1	\$404.5
SCRAP	\$26.0	\$25.0	\$25.0	\$25.0	\$25.0	\$126.0

Note: Figures are based on the February 5, 2025 snapshot of the Tentative Work Program.

Since projects eligible for funding under the CIGP, SCOP and SCRAP programs may require a local match and the satisfaction of certain criteria, only some projects are included in the Tentative Work Program for funding from these sources.



*Beeline Highway Reconstruction Project
(District 4)*

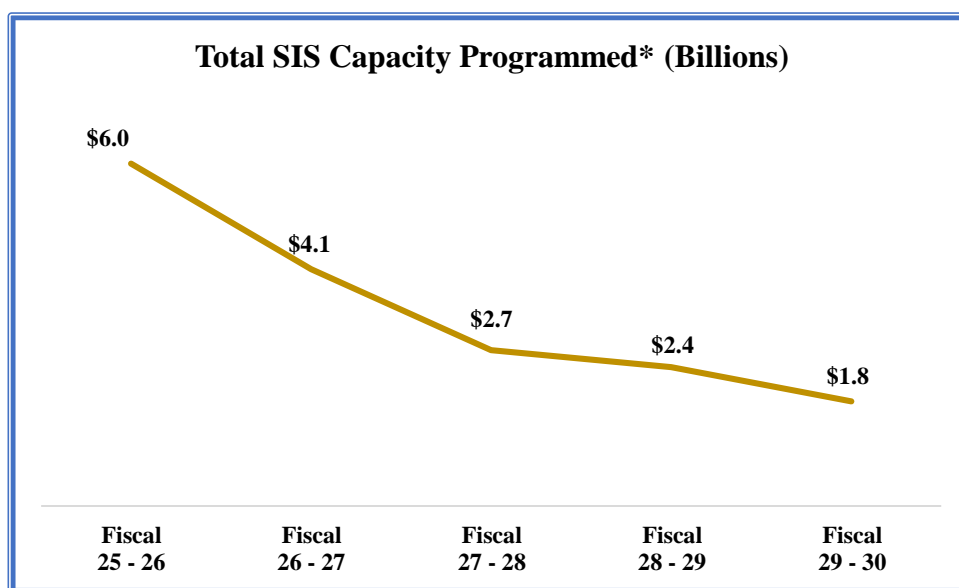
12. Strategic Intermodal System Funding

Key Statutory Requirements

There is hereby created the Florida Strategic Intermodal System. For purposes of funding projects under the system, 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 the 2004-2005 fiscal year. This allocation of funds is in addition to any funding provided to this system by any other provision of law. [s. 339.61(1), F.S.]

Commission Analysis

The Department has allocated \$60 million to the SIS annually for each of the five years. Other projects, while being designated as being on the SIS, are being funded through work program funds other than the SIS fund code “DIS” utilized for the statutorily required SIS allocation. Overall, funds programmed in the Tentative Work Program for SIS capacity improvements significantly exceed \$60 million for each of the five years and total \$17.1 billion over the five-year period.



(Billions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30
Minimum Required Allocation	\$60.0 M	\$60.0 M	\$60.0 M	\$60.0 M	\$60.0 M
Total SIS Capacity Programmed*	\$6.0	\$4.1	\$2.7	\$2.4	\$1.8

13. Public Transportation Funding

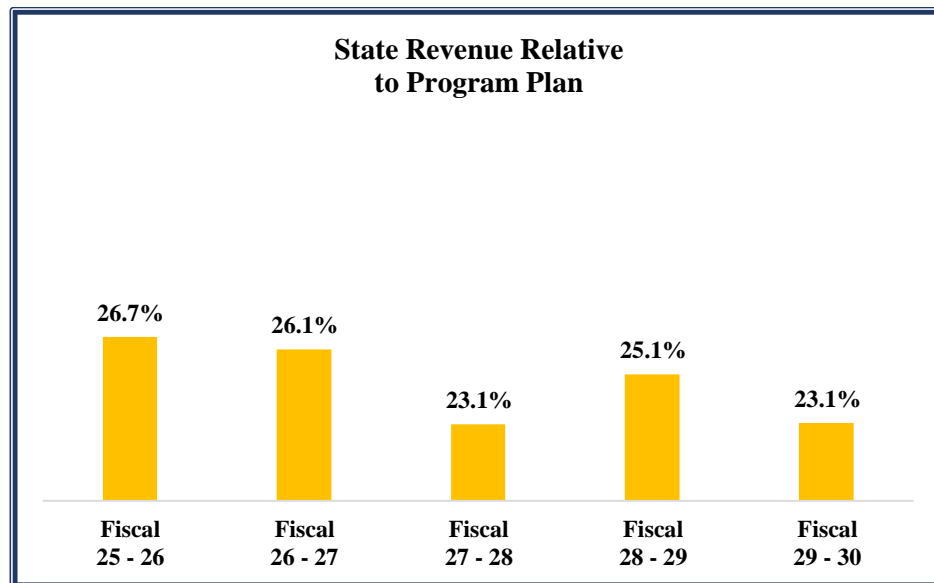
Key Statutory Requirements

Beginning in fiscal year 2000-01, and each year thereafter, a minimum of 15 percent 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 Analysis

The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2025/26 through 2029/30, in which an average of 24.8% of State Transportation Trust Fund financing is programmed for public transportation projects.

Public Transportation Funding



(Billions)	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Total
Annual Program (State Funded)	\$1.0	\$1.0	\$940.5 M	\$1.0	\$983.6 M	\$5.0
Total STTF Allocation	\$3.9	\$4.0	\$4.1	\$4.2	\$4.2	\$20.3
Program % of Allocation	26.7%	26.1%	23.1%	25.1%	23.1%	24.8%
15% Requirement	\$581.5 M	\$594.9 M	\$610.6 M	\$623.7 M	\$637.4 M	\$3.0

14. Fund Distribution

Key Statutory Requirements

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 (does not include the Turnpike Enterprise);
- 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 July 1, 1998, through June 30, 2027, 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 (Miami-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(3)(a), F.S.]*

Commission Analysis

Funds allocated to each district for development of the Tentative Work Program were allocated according to statutory requirements. Commission staff, in consultation with staff from the Office of Work Program and Budget, reviewed Schedules A and B of the Tentative Work Program Instructions to confirm that funds were allocated according to statutory requirements.

The level of Turnpike commitments in Palm Beach, Broward and Miami-Dade counties continues to exceed the 90% requirement through the end of the statutory period (June 30, 2027). The Tentative Work Program is planned so that the Turnpike exceeds the level of commitments necessary to meet the 90% requirement by \$682 million, or 7.0%.

15. 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 Analysis

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

Department Staff confirmed that, to the maximum extent feasible, such funds were programmed in the county in which they were collected.

(Millions)	Fiscal Year					Total
	25 / 26	26 / 27	27 / 28	28 / 29	29 / 30	
District 1	\$172.1	\$177.0	\$182.8	\$187.1	\$191.7	\$910.7
District 2	\$139.7	\$143.9	\$148.3	\$151.9	\$155.7	\$739.4
District 3	\$89.3	\$91.9	\$94.8	\$97.0	\$99.5	\$472.5
District 4	\$193.4	\$198.9	\$205.2	\$210.2	\$215.7	\$1.0 B
District 5	\$258.5	\$266.1	\$274.6	\$281.0	\$288.4	\$1.4 B
District 6	\$123.6	\$127.2	\$131.3	\$134.4	\$137.9	\$654.3
District 7	\$157.7	\$162.4	\$167.7	\$171.8	\$176.0	\$835.7
PTO*	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$15.0
FRE [#]	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$1.1 B	\$1.2 B	\$1.2 B	\$1.2 B	\$1.3 B	\$6.0 B

*PTO – Public Transportation Operation

[#]FRE – Florida Rail Enterprise

16. 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 all applicable laws and established Departmental policies. [s. 20.23(2)(b)3, F.S.]

Commission Analysis

To verify compliance with numerous laws and policies prescribing the content and process for development of the work program, Commission staff developed a series of 73 questions targeting specific work program requirements. The Department responded to all questions in writing and provided documentation where appropriate. Responses and all documentation were thoroughly reviewed by Commission staff. (See [Appendix A](#) for a copy of the questions and the Department's responses.)

Several major requirements for the development of the Tentative Work Program are highlighted throughout this report. Other requirements are covered in the questions and responses.

We have concluded the Tentative Work Program for fiscal 2025-26 through 2029-30 was developed in compliance with applicable federal and state laws and Departmental policies. Available funding has been maximized to take advantage of every opportunity to make investments in the state's infrastructure.



*I-275 from I-4 to Hillsborough Avenue
(District 7)*

17. Public Comments

Key Statutory Requirements

The law requires that the Commission hold a statewide public hearing on the Tentative Work Program and that it shall advertise 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.]

Commission Analysis

The statewide public hearing to present the review of the Tentative Work Program for fiscal 2025-26 through 2029-30 was held in Tallahassee on March 3, 2025. No public comments were put forth.



*New Interchange at I-75 and County Road 672 (Big Bend Road)
(District 7)*

Appendix A

Responses to the Florida Transportation Commission Questions
(Based on the February 5, 2025 snapshot of the Tentative Work Program.)

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QUESTIONS – CENTRAL OFFICE

- 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 (STTF), the Right of Way Acquisition and Bridge Construction Trust Fund and Florida's Turnpike Enterprise Funds will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

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

ANSWER: Yes, the Tentative Work Program is planned to deplete the estimated resources consistent with the financially balanced Program and Resource Plan.

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

ANSWER: The table below shows the change in the level of P.E. consultants programmed in the Tentative Work Program compared with the July 1, 2024, Adopted Work Program.

Four Common Years of Tentative (\$ in millions)

25/26	26/27	27/28	28/29	TOTAL
\$514.423	\$224.485	\$150.874	\$32.924	\$922.706

- 4: **When developing the Tentative Work Program were funds allocated to each district, except for the Turnpike Enterprise, according to 339.135(4)(a)1, F.S.?**

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

Have funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction or repair, public transit projects (except public transit block grants as provided in s. 341.052, F.S.), and other programs with quantitative needs assessments been allocated based on the results of these assessments?

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

ANSWER: Yes. Work Program Funds have been allocated to each district in accordance with section 339.135(4)(a), F.S., and pertinent sections of Title 23 USC.

Yes. Funds for resurfacing, bridge repair and rehabilitation, public transit projects (except public transit block grants as provided in s. 341.052, F.S.) and other needs-based programs have been allocated based on annual quantitative needs assessments.

Yes. Public Transit Block Grants are allocated in the Work Program pursuant to s. 341.052, F.S.

- 5: **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 36-month cash forecast anticipates that the liabilities accruing in each of the 3 years of the 5-year Tentative Work Program will not exceed the revenues available for expenditure.

- 6: **Is the Tentative Work Program developed in accordance with the Florida Transportation Plan and does it comply with program fund levels contained in the Program and Resource Plan? 339.135(4)(b)2, F.S.**

ANSWER: Yes, 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 within the work program instructions directed to district and central office program managers, followed by a rigorous review process by central office program management staff. The Tentative Work Program will be reviewed and approved by the Secretary prior to submission to the Florida Transportation Commission, Governor and Legislature.

- 7: **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.**

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: To the maximum extent feasible, the Department advanced projects from the second year of the previous Adopted Work Program (24/25) to the first year of the current Tentative Work Program (25/26). 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.

- 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 36-month cash forecast and the 5-year finance plans which will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor and Legislature are balanced to projected revenues.

- 9: **Was the Tentative Work Program developed based on the district work programs? 339.135(4)(e), F.S.**

ANSWER: Yes, the development of the Tentative Work Program represents a collaborative effort between Districts, Central Office, and the Turnpike Enterprise. The Districts and Turnpike Enterprise work programs form the basis of the statewide Tentative Work Program.

- 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 Sections 339.135(4)(b) and 339.135(4)(e), F.S.?**

ANSWER: Yes, the Central Office reviewed the individual work programs for compliance with the work program instructions, Florida Statutes, federal laws and regulations, and departmental policies and procedures. The FDOT Secretary along with the Office of Work Program and Budget will review the district work programs on February 6, 2025.

- 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

- 12: **Will the Department be submitting a preliminary Tentative Work Program to the Governor, legislative appropriations committees, the Transportation Commission and Florida Commerce at least 14 days prior to the convening of the regular legislative session? 339.135(4)(f), F.S.**

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

- 13: **Does the Department's Tentative Work Program minimize variance between contract lettings? 337.015(2), F.S.**

ANSWER: Yes. The Department's Tentative Work Program provides for a minimum variance between contract lettings. The dollar value statewide for contract lettings is distributed across each quarter. Lettings are heavier in the 1st and 3rd quarters, which will allow for necessary scheduling adjustments.

- 14: **Has the Department demonstrated its ability to stabilize the work program, thereby ensuring 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 finance

plans, cash forecast, forecast of state transportation revenues, forecast of receipt of federal aid, and forecasts of construction cost inflation factors.

- 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 (STTF) obligations at the close of such quarter, whichever amount is less.**

Does the Department's Tentative Work Program meet the above requirement? Please provide the forecasted monthly cash balances for the STTF highlighting each end of quarter cash balance through the Tentative Work Program period.

ANSWER: Yes. The 36-month cash forecast submitted with the Tentative Work Program indicates that the cash balances are 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.

- 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? Please provide the forecasted monthly cash balances for the Turnpike General Reserve Fund and the statutory minimum through the Tentative Work Program period.

ANSWER: Yes, the 36-month cash forecast to be submitted with the Tentative Work Program indicates that the Turnpike General Reserve Fund and the Turnpike Renewal and Replacement fund monthly cash balances are greater than the statutory minimum cash balances (not less than 5% of outstanding contractual obligations) at all times.

- 17: **Does the Department's Tentative Work Program provide for a minimum of 15 percent of all state revenues deposited into the STTF to be committed annually by the Department for public transportation projects, in accordance with chapter 311, ss 332.003 through 332.007, chapter 341, and 343, F.S? Please provide, by fiscal year, the annual program amounts and total state STTF allocations. 206.46(3), F.S.**

ANSWER: Yes, the amount programmed for public transportation projects exceeds the 15% requirement.

TABLE III.
100% STATE FUNDS (PROGRAMMED)
(\$ IN MILLIONS)

PROGRAM	Current Year 24/25	25/26	26/27	27/28	28/29	29/30
Aviation	350.4	335.7	321.6	316.9	434.6	371.9
Transit *	300.6	288.2	328.4	259.4	276.8	278.3
Rail	166.5	218.6	199.5	165.8	141.6	125.4
Intermodal Access	47.2	74.5	69.2	72.2	65.8	119.6
Seaport Development	<u>141.5</u>	<u>116.1</u>	<u>117.8</u>	<u>126.3</u>	<u>125.9</u>	<u>88.3</u>
Public Transportation Total	1,006.1	1,033.1	1,036.5	940.5	1,044.7	983.6
August 2023 REC **	3,763.0	3,876.4	3,965.8	4,070.6	4,158.1	4,249.6
15% of REC ***	564.5	581.5	594.9	610.6	623.7	637.4

* 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. August 2024 forecast used for allocating program funds.

*** For comparison of 15% minimum programmed.

Based on snapshot: FILE: 15-Jan-2025

- 18: **Does the Department’s Tentative Work Program provide for a minimum of \$50 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. (\$25, \$15, and \$10 million allocations, respectively)?**

ANSWER: Yes, in accordance with 311.07(2) and 320.20(3) and (4), F.S., the Department’s Tentative Work Program provides for a minimum of \$50 million annually to fund the Florida Seaport Transportation and Economic Development Program.

- 19: **Section 311.10(1), F.S., states that beginning in FY 12/13 a minimum of \$35 million annually shall be made available from the STTF to fund the Strategic Port Investment Initiative. Were these funds allocated accordingly?**

ANSWER: Yes. The Tentative Work Program contains \$600 million of strategic state funded seaport project investments. These projects support the state’s economic development goal of becoming a hub for trade, logistics and export-oriented activities.

- 20: According to Section 339.0801, F.S., of the funds resulting from increased revenues to the STTF derived from amendments to s. 319.32(5)(a), F.S., \$10 million must be used to fund the Seaport Investment Program, \$10 million transferred to the Transportation Disadvantaged Trust Fund, \$10 million allocated to the Small County Outreach Program, and the remainder used for strategic transportation projects which increase the state's viability in the national and global markets. (This requirement expires on July 1, 2044.)

Were the funds distributed accordingly?

ANSWER: Yes. In accordance with section 339.0801, F.S., the following annual allocations have been made: \$10 million has been allocated to the Seaport Investment Program; \$10 million has been allocated for the Transportation Disadvantaged Trust Fund; \$10 million has been allocated for the Small County Outreach Program; and the remainder has been allocated for strategic transportation projects which meet the criteria specified in the statutes.

- 21: 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 no more than \$200 million in such contracts annually. This cap does not apply to Turnpike Enterprise projects or low-bid design-build milling and resurfacing contracts.

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

ANSWER:

Amt_2026	Amt_2027	Amt_2028	Amt_2029	Amt_2030
10,618,771	11,137,817	11,388,251	11,116,636	9,160,461

- 22: 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 \$250 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 \$250 million limitation.

ANSWER:

SUMMARY OF USE - LFRF FUND									
FOR FY 2025-2030 WORK PROGRAM									
Updated as of 01/15/2025 Snapshot									
DISTRICT	COUNTY	ITEM & SEGMENT NUMBER	PROJECT NAME	FISCAL YEAR	AGREEMENT AMOUNT	LFRF PROGRAMMED AMOUNT	PAYBACK YEAR	AMOUNT RELEASED AS OF FY 2025	BALANCE AFTER FY 2025
1	Lee	4453231	Big Carlos Bridge Replacement (bridge replacement)	2023	\$25,000,000.00	\$ 25,000,000.00	2026 2027 2028	\$ -	\$ 25,000,000
3	Escambia	4515241	Florida-Alabama TPO Regional Traffic Management Center (traffic management centers)	2025	\$ 5,767,459	\$ 5,767,459	2026	\$ -	\$ 5,767,459
5	Seminole	4390401	SR 434 at CR 427 Intersection Improvements (intersection improvement)	2026	\$ 4,828,032	\$ 4,828,032	2027	\$ -	\$ 4,828,032
TOTALS =					\$ 35,595,491	\$ 35,595,491		\$ -	\$ 35,595,491
TOTAL AUTHORIZED PER S. 339.12, F.S.						\$ 250,000,000			
AMOUNT REMAINING PRIOR TO PAYBACK						\$ 214,404,509			

23: **Title 23 U.S.C. allows transfers of highway funds between highway programs.**

Are any such fund transfers utilized in the Tentative Work Program? If so, for such transfer, please specify the highway programs involved, the purpose of the transfer and the dollar amount.

ANSWER: There will be no transfers for the FY26 through FY30 Tentative Work Program period.

24: **Sections 215.615 and 215.616, F.S. respectively, allow 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 transit systems (s. 215.615, F.S.); and**
- **The construction, reconstruction, and improvement of projects that are eligible to receive federal-aid highway funds (s. 215.616, F.S.).**

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

ANSWER: The STTF Finance Plan does not include Fixed Guideway Bonds to fund projects in the Tentative Work Program.

The STTF Finance Plan anticipates GARVEE bond sales (indirect GARVEE are not project specific) to finance the Tentative Work Program as listed below:

FY 25/26 = none

FY 26/27 = \$250 million

FY 27/28 = \$345 million

FY 28/29 = \$630 million

FY 29/30 = \$60 million

25: Sections 338.165(4) and 338.166(1)-(3), F.S. respectively, authorizes the Department to request the Division of Bond Finance to issue bonds secured by toll revenues collected on:

- The Alligator Alley and the Sunshine Skyway Bridge to fund transportation projects located within the county or counties in which the project is located and contained in the Adopted Work Program (s. 338.165(4), F.S.); and
- High-occupancy toll lanes or express lanes established on facilities owned by the department. The department may continue to collect the toll on the high-occupancy toll lanes or express lanes after the discharge of any bond indebtedness related to such project. Any remaining toll revenue from the high-occupancy toll lanes or express lanes shall be used by the department for the construction, maintenance, or improvement of any road on the State Highway System within the county or counties in which the toll revenues were collected or to support express bus service on the facility where the toll revenues were collected (338.166(1)-(3), F.S.).

Please identify by fiscal year and type of revenue used to secure the bonds, any such projects and amounts contained in the Tentative Work Program.

ANSWER:

Tolled Facility	County	Project Description	2026	2027	2028	2029	2030
Sunshine Skyway	Hillsborough	I-275 (Howard Frankland)	\$ 340,935	\$ 340,935	\$ 340,935	\$ 340,935	\$ 340,935
Sunshine Skyway	Pinellas	I-275 (Howard Frankland)	\$ 3,461,266	\$ 3,461,266	\$ 3,461,266	\$ 3,461,266	\$ 3,461,266
Sunshine Skyway	Pinellas	I-275	\$ -	\$ 4,306,552	\$ 4,306,552	\$ 4,306,552	\$ 4,306,552
Total			\$ 3,802,201	\$ 8,108,753	\$ 8,108,753	\$ 8,108,753	\$ 8,108,753

26: Section 206.46(2), F. S., allows that from the revenues deposited into the STTF a maximum of seven percent each fiscal year shall be transferred into the ROW Acquisition and Bridge Construction Trust Fund to pay debt service coverage of ROW and bridge construction bonds. The annual amount transferred under this subsection shall not exceed an amount necessary to provide the required debt service coverage levels for a maximum debt service not to exceed \$425 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 in the Finance Plan calculated as a percentage of STTF state revenues.

	Actual	Current	Planned (\$ in millions)				
Description	23/24	24/25	25/26	26/27	27/28	28/29	29/30
Annual STTF State Revenue (REC August 2024)	5,102.3	5,280.3	5,392.0	5,488.4	5,601.1	5,693.7	5,791.6
Lower of 7% State Revenue or \$425M Debt Service Cap	357.2	369.6	377.4	384.2	392.1	398.6	405.4
Debt Service - Finance Plan	172.5	175.7	181.3	202.3	214.5	213.6	228.7
Debt Service as % of STTF State Revenue	3.4%	3.3%	3.4%	3.7%	3.8%	3.8%	3.9%

- 27: **It is the policy of the state to manage the financing of transportation infrastructure in a manner that ensures fiscal integrity of the STTF. The department is required to provide a debt and debt-like contractual obligations load report to the Governor, President of the Senate, Speaker of the House, and the legislative appropriations committees in conjunction with the TWP. 339.139(1) and (2), F.S.**

Has this report been completed, and will it accompany the submission of the TWP? If so, please provide a copy of the report to the Commission.

ANSWER: Yes. The debt load report has been completed and will accompany the submission of the Tentative Work Program. A copy of the report will also be provided to the Commission.

- 28: **Section 339.139(3), F.S., states that the Department shall manage all levels of debt to ensure not more than 20 percent of total projected available state and federal revenues from the STTF, together with any local funds committed to Department projects, are committed to debt and debt-like contractual obligations in any year.**

Please list the percentage of projected state, federal, and local funds in the STTF the Department has committed towards debt and debt-like contractual obligations.

ANSWER: Below is the percentage of projected revenue in the STTF the Department plans to commit toward debt and debt-like contractual obligations based on the STTF Finance Plan:

FY 25/26 = 5.5%

FY 26/27 = 6.1%

FY 27/28 = 6.8%

FY 28/29 = 7.2%

FY 29/30 = 7.8%

- 29: **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., shall be used only for the cost of Turnpike projects and Turnpike improvements and for the administration, operation, maintenance, and financing of the Turnpike system. No revenues or bond proceeds from the Turnpike system shall be spent for the operation, maintenance, construction, or financing of any project which is not part of the Turnpike system.**

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

ANSWER: Yes, the department continues to meet the requirements in s. 338.227(2), F.S.

- 30: **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. Operating and maintenance loans on Turnpike projects are limited to no more than 1.5 percent of the state transportation tax revenues for the same fiscal year.**

Provide by fiscal year, such Turnpike projects and amounts contained in the Tentative Work Program and identify whether the loan is for operating, maintenance, or capital costs. Also, provide the amount of these funds that will be reimbursed from Turnpike funds and state transportation tax revenues by fiscal year.

ANSWER: The Tentative Work Program for FY 2026 – FY 2030 does not contain any Turnpike projects with loans from the State Transportation Trust Fund for operating, maintenance, or capital costs.

- 31: **Section 338.231(3)(a), F.S., requires that for the period July 1, 1998 through June 30, 2027 the Department program funds in the Tentative Work Program such that the percentage of Turnpike toll and bond financed commitments in Miami-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 Miami-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 Miami-Dade, Broward, and Palm Beach Counties are programmed in those counties?

ANSWER: Yes.

- 32: **Section 334.30(9), F.S., requires the Department to provide a summary of new public-private partnership projects as part of the submittal of the Tentative Work Program. The summary is to include the identification of planned funding from the STTF beyond the 5-year Tentative Work Program period. Has this summary been completed?**

ANSWER: No new public-private partnership projects are under consideration at this time.

- 33: **Section 334.30(12), F.S., requires the Department to ensure that no more than 15 percent of total federal and state funding in any given year for the STTF be obligated collectively for all public-private projects. What percentage of total federal and state funds is obligated to public-private partnership projects in each year of the Tentative Work Program?**

ANSWER:

Executive Summary Section 334.30, F.S. 15% Obligation Calculation As of January 15, 2025										
	FY 2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Total STTF State and Federal Revenue (millions)¹	\$8,815	\$10,529	\$9,721	\$9,373	\$9,185	\$9,170	\$9,324	\$9,338	\$9,500	\$9,653
Level 1 - Under Contract	\$229	\$236	\$241	\$247	\$253	\$258	\$262	\$265	\$272	\$282
Level 2 - Under Procurement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Level 3 - Under Consideration - Financed in STTF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Level 4 - Under Consideration - Not Financed in STTF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total P3 Obligations and Under Consideration² - Levels 1,2,3 and 4	\$229	\$236	\$241	\$247	\$253	\$258	\$262	\$265	\$272	\$282
Percent of Total STTF State and Federal Revenue³	2.6%	2.2%	2.5%	2.6%	2.8%	2.8%	2.8%	2.8%	2.9%	2.9%

Notes:
¹ Excludes Turnpike, Local funds and Deferred Payment Agreement Reimbursements.
² Payment obligations are recognized in the year funding is obligated/forecasted and made available for payment. Payment obligations outside of Cash Availability Schedules are excluded.
³ Per s. 334.30 (12), Florida Statutes, the statutory limitation is 15 percent. "The department shall ensure that no more than 15 percent of total federal and state funding in any given year for the State Transportation Trust Fund shall be obligated collectively for all projects under this section."

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

Is the aviation and airport work program consistent with the statewide aviation system plan and, to the maximum extent feasible, consistent with approved local government comprehensive plans? 332.007(2)(b), F.S.

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: Yes. The Tentative Work Program includes an aviation and airport work program based on a collection of local sponsors' proposed projects in compliance with Section 332.007(2)(a), F.S.

Yes, the plan separately identifies development projects and discretionary capacity improvement projects in compliance with Section 332.007(2)(a), F.S.

Yes, the aviation and airport work program are consistent with the statewide aviation system plan and, to the maximum extent feasible, consistent with approved local government comprehensive plans in compliance with Section 332.007(2)(b), F.S.

Yes, the aviation and airport work program includes all projects involving funds administered by the department to be undertaken and implemented by the airport sponsor in compliance with Section 332.007(2)(b), F.S.

- 35: **Describe the support provided by the Department for the Spaceport Improvement Program. (Funding commitments, planning, etc.)**

ANSWER:

The Spaceport Improvement Program (SIP) is managed at Central Office with projected funding in the table below. Space Florida approves projects to be funded during its quarterly Board of Directors meetings chaired by the Lt. Governor. Board approved projects are reviewed at Central Office and those compliant with statutes and work program instructions are funded with Task Work Orders on Joint Partnership Agreements with Space Florida. All SIP grant funding is contracted exclusively with Space Florida; Space Florida then executes contracts with third parties. SIP funding is currently available only in D-2 (Cecil Spaceport) and D-5 (Cape Canaveral and Space Coast Regional Spaceport), with all contracting efforts for both districts coordinated through D-5. Routine planning efforts between Space Florida and Central Office forecast anticipated SIP allocations to specific projects.

SPACEPORT IMPROVEMENT PROGRAM – FY2026-2030					
FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
\$90,500,000	\$74,000,000	\$69,000,000	\$69,000,000	\$94,000,000	\$396,500,000

- 36: **Section 336.045(1), F.S., requires that the Department consider design approaches which provide for compatibility with the surrounding natural or manmade environment; safety and security of public spaces; and appropriate aesthetics based upon scale, color, architectural style, materials used to construct the facilities, and the landscape design and landscape materials around the facilities. The section requires that the Department annually provide funds in its Tentative Work Program to implement provisions related to aesthetic design standards.**

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

ANSWER: Funds in the Tentative Work Program are provided to implement provisions related to aesthetic design standards. Department project designs must adhere to the requirements contained in the Project Development and Environment (PD&E) Manual Part II, Chapter 5, Aesthetic Effects and the FDOT Design Manual (FDM) Chapter 105 Aesthetics.

- 37: **Section 334.044(26), F.S., requires that no less than 1.5 percent of the amount contracted for construction projects be allocated on a statewide basis by the Department for the purchase of plant materials, with at least 50% of allocated funds used for large plant materials. This requirement does not apply to resurfacing projects unless approved by the Secretary.**

Does the Department’s Tentative Work Program meet this requirement?

ANSWER: The Department meets this statewide requirement by programming landscape and beautification features in construction projects, stand-alone beautification projects, and beautification projects completed by other government agencies. Any resurfacing project that included landscaping has been approved by the Secretary.

- 38: **Section 339.61(1), F.S., states that for purposes of funding projects under the Florida Strategic Intermodal System (SIS), the Department shall allocate from the STTF in its Program and Resource Plan a minimum of \$60 million each year, beginning in the 2004/05 fiscal year. This allocation of funds is in addition to any funding provided to the system by any other provision of law.**

Please identify the funding allocated to the SIS for each fiscal year of the Tentative Work Program period to demonstrate compliance with this provision.

ANSWER: Funding allocated in accordance with Section 339.61(1), F.S. is allocated to the Florida Strategic Intermodal System and programmed as follows:

(\$ in millions)	25/26	26/27	27/28	28/29	29/30
DIS Allocations	60.0	60.0	60.0	60.0	60.0

(\$ in millions)	25/26	26/27	27/28	28/29	29/30
Allocation of SIS funds (DI, DIS, GMR, & SIWR)	735.89	1,278.25	805.36	908.65	832.97

- 39: **Section 339.65(6), F.S., states that for the purposes of developing the proposed Strategic Intermodal System highway corridors, the minimum amount allocated shall be based on the fiscal year 2003-2004 allocation of \$450 million. This allocation is to be adjusted annually adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 2003-2004.**

Please identify the SIS minimum funding target for each fiscal year of the Tentative Work Program period to demonstrate compliance with this provision.

ANSWER:

(\$ in millions)	25/26	26/27	27/28	28/29	29/30	TOTAL
Calculated Minimum Target	\$784.5	\$803.5	\$822.4	\$839.6	\$859.1	\$4,109.1
Amount Programmed on SIS (all funds)	\$9,396.2	\$6,475.4	\$5,072.0	\$4,365.2	\$3,741.9	\$29,050.7

- 40: **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 SIS. In addition, FDOT has adopted an enhanced investment policy, reflecting the Legislature’s designation of the SIS as the state’s highest transportation capacity investment priority, which provides for the allocation of 75 percent of any new discretionary capacity funds to projects on the SIS. (Statutes define new discretionary highway capacity funds as “funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.”)**

Does the Department's Tentative Work Program meet the level of investment called for in the Department’s investment policy? If so, please identify the total new discretionary highway capacity funds available and the amount programmed for SIS for each year of the TWP.

ANSWER: Since November 2023, the Revenue Estimating Conference (REC) has met two times to forecast transportation-related revenues. The January 2024 conference forecasted increased revenues for transportation. However, during the August 2024 conference, revenue estimates were lowered. Together, the estimating conferences resulted in a net increase in projected revenues. Accordingly, discretionary highway capacity funds were increased by \$618M for the period of FY 2025 – FY 2030. The allocation adjustments were made in accordance with the department’s policy: 75% to the SIS and 25% to the districts via statutory formula. Please see the table below for the allocation adjustments.

(\$ in millions)	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
SIS Allocations (DI)	-	\$60.00	\$317.50	\$37.50	\$37.50	\$11.25	\$463.75
District Allocations (DS)	-	\$20.00	\$105.80	\$12.50	\$12.50	\$3.75	\$154.55

- 41: **The Transportation Regional Incentive Program (TRIP) was created for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas. Funds available for the TRIP are to be allocated to the districts by statutory formula for eligible counties. 339.2819(3), F.S.**

Were funds allocated to the districts accordingly? Please provide a table identifying TRIP allocations by fiscal year by district for each year of the TWP period.

ANSWER: A portion of the proceeds the Department is projected to receive from documentary stamp tax revenues (TRIP) and initial vehicle registration fees (TRWR) are directed to the Transportation Regional Incentive Program as specified in sections 201.15(4)(a)4 and 320.072(4)(e), F.S., respectively. Funds for the Transportation Regional Incentive Program were allocated to districts by statutory formula for development of the Tentative Work Program as shown in the table below (totals may not add due to rounding):

(\$ in millions)	25/26	26/27	27/28	28/29	29/30	Total
District 1	7.71	7.68	7.65	7.59	7.55	38.19
District 2	5.87	5.85	5.82	5.78	5.75	29.07
District 3	3.77	3.76	3.74	3.71	3.70	18.68
District 4	9.16	9.13	9.08	9.02	8.98	45.37
District 5	11.24	11.20	11.14	11.07	11.01	55.66
District 6	6.04	6.02	5.99	5.95	5.92	29.91
District 7	7.55	7.52	7.48	7.43	7.39	37.38
Rail Enterprise (District 31)	60.00	60.00	60.00	60.00	60.00	300.00
Total	111.35	111.15	110.91	110.56	110.30	554.27

42. **§ 11109; 23 U.S.C. 133 requires the following Surface Transportation Block Grant (STGB) funding set-asides:**

- **The Infrastructure Investments and Jobs Act (IIJA) requires the Secretary to set aside 10% of STBG funds for Transportation Alternatives, with State shares determined by statutory formula (See the “Transportation Alternatives” fact sheet for additional information). [§ 11109(b)(1); 23 U.S.C. 133(h)(1)]**
- **The following are to be set aside from a State’s STBG apportionment:**
 - **2% for State Planning and Research (SPR). [23 U.S.C. 505(a)]**
 - **An amount equal to at least 20% (vs. 15% under the FAST Act) of the State’s FY 2009 Highway Bridge Program apportionment for use on certain types of projects related to bridges and low water crossings on public roads other than Federal-aid highways (otherwise known as “off-system bridges”). The Secretary, after consultation with State and local officials, may reduce this set-aside requirement if it is determined that the State has inadequate off-system bridge needs. [§ 11109(a)(5); 23 U.S.C. 133(f)]**

Are the requisite set-asides, if applicable, implemented in the Tentative Work Program? If not, please explain.

ANSWER: Yes. The Tentative Work Program implements the required Surface Transportation Block Grant set asides in accordance with Section 133 and 505 of Title 23 USC.

43: **§ 11109; 23 U.S.C. 133 requires that after apportionment to the state STBG funds be allocated as follows:**

- **55% of a State's STBG apportionment (after the set-aside for Transportation Alternatives) is to be obligated in the following areas, in proportion to their relative shares of the State's population: [§ 11109(a)(3); 23 U.S.C. 133(d)(1)(A)]**
 - *Urbanized areas with population greater than 200,000:* This portion is to be divided among those areas based on their relative share of population unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [23 U.S.C. 133(d)(1)(A)(i) and (d)(4)]
 - *Urbanized areas with population of at least 50,000 but no more than 200,000:* The State is to establish a process to consult with relevant metropolitan planning organizations and describe how funds will be allocated equitably. [23 U.S.C. 133(d)(1)(A)(ii) and (d)(3)(A)]
 - *Urban areas with population of at least 5,000 but no more than 49,999:* The State is to consult with regional transportation planning organizations, if any, before obligating funds for projects in these areas. [23 U.S.C. 133(d)(1)(A)(iii) and (d)(3)(B)]
 - *Areas with population of less than 5,000:* The State is to consult with regional transportation planning organizations, if any, before obligating funds for projects in these areas. [23 U.S.C. 133(d)(1)(A)(iv) and (d)(3)(B)]
- **The remaining 45% of the State's STBG apportionment may be obligated in any area of the State. [23 U.S.C. 133(d)(1)(B)]**

Are these requirements implemented in the Tentative Work Program? If not, please explain.

ANSWER: Yes. The Tentative Work Program implements this requirement in accordance with Section 133 of Title 23 USC. This section also has mandatory set aside funds from the Surface Transportation Block Grant Program which must be used for bridges off the Federal System equal to 20% (vs 15% under the FAST Act) of the state's FFY 2009 bridge program (\$28.1M). The applicable dollar amounts for each of the required percentages are shown in Schedule A of the Work Program Instructions.

- 44: **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?**

Please provide by fiscal year, the number of lane miles programmed for resurfacing in the Tentative Work Program broken down by on-system and off-system miles.

ANSWER:

Average Cost to Resurface a Lane Mile (\$000)

Type of Facility	25/26	26/27	27/28	28/29	29/30
Arterials	\$642	\$609	\$692	NA	NA
Interstate	\$708	\$888	\$812	NA	NA
Turnpike	\$639	\$1,157	-	NA	NA

Lane Miles Programmed for Resurfacing

Type of Facility	25/26	26/27	27/28	28/29	29/30
On-System	2,285	2,100	2,344	2,157	2,140
Off-System	-	-	-	2	-

- 45: **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?

Also, please provide by fiscal year, the number of additional lane miles programmed to be constructed in the Tentative Work Program broken down by on-system and off-system miles.

ANSWER:

Pavement Meeting or Exceeding Department Standards

Lane Miles	25/26	26/27	27/28	28/29	29/30
% Planned to meet standards	≥80%	≥80%	≥80%	≥80%	≥80%

Lane Miles Added

Type of Facility	25/26	26/27	27/28	28/29	29/30
On-System	145	127	82	150	60
Off-System	11	22	6	-	2

- 46: **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: Bridges Forecast to Meet or Exceed Department Standards

Bridges	25/26	26/27	27/28	28/29	29/30
% Planned to meet standards	≥90%	≥90%	≥90%	≥90%	≥90%

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

How many FDOT-maintained and off-system bridges are programmed for replacement in each fiscal year (please split the two out in your response)?

ANSWER:

Percentage of Bridges in Need of Replacement

	25/26	26/27	27/28	28/29	29/30
% FDOT Bridges in Need of Replacement	0.5%	0.5%	0.4%	0.4%	0.5%

Bridges Programmed for Replacement

Type of Facility	25/26	26/27	27/28	28/29	29/30
On-System	8	6	2	11	4
Off-System	13	17	14	7	4

- 48: **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 maintenance rating planned to be achieved on the State Highway System in each fiscal year?

ANSWER:

Percentage of Maintenance Standard Planned to be Achieved on the SHS

Maintenance	25/26	26/27	27/28	28/29	29/30
% Planned to meet standards	≥100%	≥100%	≥100%	≥100%	≥100%

- 49: **Section 341.053, F.S. created the Intermodal Development Program. What dollar amount is contained in the Tentative Work Program for this 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.**

ANSWER:

Intermodal Development Program (\$ in millions)

Program	25/26	26/27	27/28	28/29	29/30	Total
Rail	0.000	2.200	0.000	0.000	0.000	2.200
Future Projects	0.000	0.000	0.000	0.000	0.000	0.000
Port Access	2.500	1.000	0.000	0.000	10.000	13.500
Airport Access	13.825	7.690	6.696	8.097	5.518	41.826
Multi-Modal Terminals	69.877	66.632	76.025	53.405	125.755	391.695
Transit	0.000	4.011	4.131	9.255	9.506	26.904
Total	86.202	81.533	86.852	70.758	150.779	476.124

- 50: **Section 212.0606(3)(b), F.S., states that 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.**

Please provide documentation identifying the annual rental car surcharge proceeds by district and the annual allocations by district.

ANSWER: Estimates of the Rental Car Surcharge are based on Revenue Estimating Conference data and are allocated to the Districts as DS based on the annual estimated collections.

(\$ in millions)	25/26	26/27	27/28	28/29	29/30	Total
District 1	16.198	16.364	16.506	16.684	16.826	82.578
District 2	8.374	8.460	8.533	8.625	8.698	42.690
District 3	6.606	6.674	6.732	6.804	6.862	33.677
District 4	28.553	28.845	29.096	29.409	29.659	145.562
District 5	36.092	36.462	36.778	37.174	37.491	183.998
District 6	22.666	22.898	23.097	23.345	23.544	115.550
District 7	18.310	18.498	18.658	18.859	19.020	93.346
Total	136.800	138.200	139.400	140.900	142.100	697.400

- 51: **Section 201.15(4)(a), F.S., provides an annual investment into the STTF of the lesser of 20.5453% of the remainder or \$466.75 million of documentary stamp revenue. The amount credited to the STTF is to be allocated as follows: 10% to the New Starts Transit Program, 10% to the Small County Outreach Program, 75% of the remainder after the allocation to the New Starts and Small County Outreach Programs to the SIS, and 25% of the remainder to the Transportation Regional Incentive Program (TRIP) (the first \$60 million of the TRIP portion shall be allocated to the Florida Rail Enterprise).**

Please provide the commitments by program derived from this additional investment in each year of the Tentative Work Program. Is the first \$60 million of the TRIP portion allocated accordingly?

ANSWER:

Programming of Documentary Stamp Tax Proceeds						
(\$ in millions)	25/26	26/27	27/28	28/29	29/30	Total
A-STATE HIGHWAY SYSTEM (SHS)	330.6	105.5	159.8	94.6	120.5	810.9
B-OTHER ROADS	72.2	50.0	61.6	53.3	54.9	292.0
C-RIGHT-OF-WAY LAND	5.3	45.6		16.2	29.8	96.9
D-AVIATION	101.2	96.4	79.0	93.1	81.6	451.4
E-TRANSIT	65.5	121.1	51.7	46.7	51.7	336.7
F-RAIL	83.8	58.8	55.0	101.4	61.4	360.4
G-INTERMODAL ACCESS	3.3	10.7	15.4	0.0	10.0	39.5
H-SEAPORT DEVELOPMENT	33.8	31.5	30.0	61.4	27.0	183.7
J-RESURFACING	0.0	0.0	0.0	0.0	0.0	0.0
K-BRIDGES	0.0	0.0	0.0	0.0	0.0	0.0
L-PRELIMINARY ENGINEERING	4.0	6.9	12.2	0.0	27.1	50.2
M-CONST ENGINEERING & INSPECTION	0.0	4.2	0.5	0.0	1.1	5.8
N-RIGHT-OF-WAY SUPPORT	3.3	0.0	1.4	0.0	0.0	4.7
Y-LOCAL GOVERNMENT REIMBURSEMENT	1.3	1.1	0.2	0.1	0.0	2.7
Z-MISCELLANEOUS	0.0	0.0	0.0	0.0	1.6	1.6
Total	\$704.4	\$532.0	\$466.8	\$466.8	\$466.8	\$2,636.6

Allocation of the TRIP portion of Documentary Stamp Tax Proceeds						
(\$ in millions)	25/26	26/27	27/28	28/29	29/30	Total
District 1	5.0	5.0	5.0	5.0	5.0	25.0
District 2	3.8	3.8	3.8	3.8	3.8	19.1
District 3	2.5	2.5	2.5	2.5	2.5	12.3
District 4	6.0	6.0	6.0	6.0	6.0	29.8
District 5	7.3	7.3	7.3	7.3	7.3	36.5
District 6	3.9	3.9	3.9	3.9	3.9	19.6
District 7	4.9	4.9	4.9	4.9	4.9	24.5
District 31 - Florida Rail Enterprise	60.0	60.0	60.0	60.0	60.0	300.0
Total	\$93.4	\$93.4	\$93.4	\$93.4	\$93.4	\$466.8

- 52: **Section 343.58(4)(a)(1)a. and b., F.S., directs the Department to annually transfer from the STTF to the South Florida Regional Transportation Authority \$15 million for operations, maintenance, and dispatch, and an amount no less than the Work Program commitments equal to \$27.1 million for operating assistance and corridor track maintenance and contract maintenance for the South Florida Rail Corridor. Funding required by this subsection shall cease upon commencement of an alternate dedicated local funding source. The authority and the Department shall cooperate in the effort to identify and implement such an alternate dedicated local funding source before July 1, 2019.**

Has an alternate dedicated local funding source been identified, and if not, were these funds allocated as directed?

ANSWER: An alternative funding source has not been identified by SFRTA. The funds have been allocated as directed in the Statute.

- 53: **Section 320.072(4), F.S., directs that 85.7 percent of the “New Wheels Fee” be deposited into the State Transportation Trust Fund with \$50 million used for the Florida Shared-Use Non-motorized Trail Network, 3.4 percent for the New Starts Transit Program, 5 percent for the Small County Outreach Program, 20.6 percent for the Strategic Intermodal System, 6.9 percent for the Transportation Regional Incentive Program, and all remaining funds for any transportation purpose.**

Were these funds distributed as directed?

ANSWER: Yes, in accordance with section 320.072(4), F.S., and based on revenue estimates from the August 2024 Revenue Estimating Conference, the following allocations have been made for FY 2026: \$50 million has been allocated for the Florida Shared-Use Non-motorized Trail Network (TLWR); \$7.5 million has been allocated for the New Starts Transit Program (NSWR); \$13.0 million has been allocated for the Small County Outreach Program (SCWR); \$53.7 million has been allocated for the Strategic Intermodal System (SIWR); and \$18.0 million has been allocated for the Transportation Regional Incentive Program (TRWR).

- 54: **Section 334.044(34), F.S., authorizes the Department to assume the responsibilities of the USDOT with respect to highway projects within the state under the National Environmental Policy Act (NEPA) or other actions required under any federal environmental law pertaining to review or approval of a highway project within the state. The Department may assume responsibilities under 23 U.S.C. s. 327 and enter into agreements with the United States Secretary of Transportation related to the federal surface transportation project delivery program for the delivery of highway projects, as provided by 23 U.S.C. s. 327. The Department may adopt rules to implement this section and may adopt relevant federal environmental standards as the standards for the state for a program described in this subsection. If the Department assumes the Federal Highway Administration’s (FHWA) role in the review and approval of highway projects, it anticipates both time and cost savings in project delivery.**

As the Department has assumed the referenced decision-making authority, please provide a status update or the results of any notable NEPA activities.

ANSWER: The Department renewed its direct NEPA decision-making authority on highway projects with FHWA on May 26, 2022. This renewal is in effect for the next five years.

- 55: **Section 206.608(2) requires the Department 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.”**

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

ANSWER: Yes, in accordance with section 206.608(2), F.S., and based on revenue estimates from the August 2024 Revenue Estimating Conference, the SCETS Tax is allocated to the district in which the tax proceeds are projected to be collected.

(\$ in millions)	25/26	26/27	27/28	28/29	29/30	Total
District 1	172.125	176.953	182.789	187.090	191.717	910.673
District 2	139.680	143.915	148.271	151.869	155.708	739.444
District 3	89.297	91.859	94.827	97.028	99.489	472.499
District 4	193.396	198.913	205.245	210.243	215.657	1,023.453
District 5	258.482	266.066	274.575	280.978	288.360	1,368.462
District 6	123.605	127.151	131.306	134.406	137.852	654.320
District 7	157.716	162.444	167.687	171.785	176.018	835.650
Public Transit Operation	3.000	3.000	3.000	3.000	3.000	15.000
FL Rail Enterprise	-	-	-	-	-	-
Total	1,137.300	1,170.300	1,207.700	1,236.400	1,267.800	6,019.500

- 56: **Section 337.11(16), F.S. requires the Department implement cost-reduction strategies of all project phases while ensuring the design and construction of projects meet federal and state standards, and to make a record of all strategies and their respective cost savings.**

Please provide examples of the requisite cost-reduction strategies, including an update of their implementation status.

ANSWER:

- Implementation of targeted “FC-5 only” resurfacing (where only the top inch of pavement is resurfaced in areas of concern) on high-speed roadways that are experiencing durability issues. This implementation will reduce long-term maintenance costs while ensuring safety.
- Revised friction course policy limiting the use of FC-5 pavement to multi-lane arterial roadways with a design speed of 55 mph or greater. This revised policy will reduce resurfacing costs on multi-lane arterial roadways with a design speed of 50 mph.
- Revised standard specifications to allow up to 20% recycled asphalt pavement (RAP) in dense graded friction courses containing Florida aggregates. This change will reduce resurfacing costs (and extend resources) on projects in south Florida where dense graded friction course is required.
- Revised criteria (border width, safety projects, lateral offsets, lane widths) to reduce the number of Design Variations and the associated design efforts involved.
- Development of automated CADD tools to streamline plan production and automated quantities.
- Implementation of new design criteria for steel bridges to extend the limits of use of a more simplified analysis method. This will result in reduced time and resources in designing certain straight steel bridges while maintaining safety and efficiency of the design.
- Implementation of Modified Phased Design-Build (MPDB) contracting method incorporates an accelerated innovation and collaboration (AIC) phase that allows the Design-Build firm to collaboratively work with the Department and stakeholders to refine and optimize the design and construction schedule, thus effectively working as a cost-reduction strategy. The collaborative process allows for a reduction in risk to the project, therefore resulting in better cost certainty.
- Project bundling - By executing a single consultant CEI contract to oversee multiple construction contracts which are occurring along the same corridor at or near the same time. This will allow for sharing of resources between the contracts which will result in reduced costs.
- Lump Sum CEI contracts – Implementation of lump sum contracts for the procurement of Consultant Construction Engineering and Inspection (CCEI) contracts. This method of contracting will incentivize the consultant to ensure timely completion of the project while controlling costs. It will also encourage them to work collaboratively with the contractor to resolve issues as quickly as possible, resulting in reduced construction time and money.

57. **Section 339.651(2), F.S. requires the Department address, in its transportation plans, “...the movement and storage of construction aggregate materials essential for building roadways.”**

Additionally, the Department is to annually make \$20 million available from fiscal year 2023-24 through 2027-28 to applicants from the seaports, rail lines and rail facilities industries.

Please describe the steps taken to date to prepare for the project requests for assistance to meet the movement and storage needs of construction aggregate.

ANSWER: To implement section 339.651, F.S., the Department advertised a Request for Information (DOT-RFI-24-9040-PB) in October 2023 to collect responses that would meet the requirements in statute and take steps to identify potential projects to meet the demand for construction aggregate. Subsequently, the Department opened a Request for Application (RFA) on March 8, 2024, and closed on April 12, 2024. The Department received 17 applications for projects. Upon consideration of the applications and evaluating projects against the required criteria listed in section 339.651, F.S., the Department announced on July 1, 2024, an intent to award funding for fiscal year 2024-2025 in the amount of \$18,059,312 to five projects as detailed below:

1. CSX Transportation, Inc. Terminal	\$3,973,993	Design & Construction of Aggregate
2. Capital Asphalt, Inc. Terminal	\$1,500,000	Design & Construction of Aggregate
3. Florida Gulf & Atlantic Terminal Railroad, LLC	\$3,760,319	Design & Construction of Aggregate
4. Jacksonville Port Authority	\$2,625,000	PD&E for Rail Expansion to Aggregate Terminals
5. Port Tampa Bay Terminal	\$6,200,000	Construction of Berth 218 Aggregate

For Fiscal Year 2025/2026 projects the Department posted an RFA on Wednesday, January 15, and closed Friday, February 14, 2025. The anticipated project award announcements after completing the evaluation of all applications are early April 2025.

58. **Section 339.84, F.S. requires the Department allocate \$5 million in fiscal year 2023-2024, and for the ensuing five years, from the STTF to the workforce development program to promote career paths in Florida’s road and bridge industry.**

Please describe the Department’s ongoing efforts to encourage the requisite career participation, including projects identified to accomplish the requirement.

ANSWER:

Statewide Workforce Development Program (SWWFD)

SWWSFD launched in 2019 and provides pathways to successful careers in road and bridge construction by recruiting candidates to meet future needs of the transportation construction industry.

2024 program highlights include:

- Personally engaged with nearly 6,200 job seekers.
- Hired and trained 419 job seekers.
- Actively engaged over 122 FDOT contractors and 135 community partners.
- Advertised more than 145 job postings on the interactive map.

Hiring & Training Programs include:

- Contractors Job-Readiness Hiring & Training provides contractor reimbursement for recruiting, hiring, drug testing, and hands-on training for new, entry-level employees to work on FDOT construction projects.
- Student & Young Adult Construction Internship provides contractor reimbursement for up to eight weeks of hands-on intern experience. FDOT contractors reported a full-time hiring rate of 60% to 70% upon internship completion.
- Military Veterans Hiring & Training advances employment opportunities for Florida veterans and collaborates with servicing organizations to connect veterans with FDOT contractors for employment.
- Correctional Transition Hiring & Training partners with community-based organizations to provide employment and offers a road-construction-focused curriculum to introduce reentry candidates to careers in the industry.
- Group Construction, Recruitment Hiring & Training provides classroom and field training to candidates, creating employment opportunities for the local community to work on FDOT projects.

HIRED & TRAINED JOB SEEKERS	2024	2019-2024
Contractors Job-Readiness Hiring & Paid Training	221	1398
Student & Young Adult Construction Paid Internship	87	1060
Military Veterans Hiring & Training	26	64
Correctional Transition Hiring & Training	40	60
Group Construction, Recruitment Hiring & Training	43	98
OnBoard4Jobs Construction Careers Hiring & Paid Training	2	222
TOTALS	419	2902

59. **Section 311.101(7), F.S. requires the Department, beginning with the 2024-2025 fiscal year through the 2029-2030 fiscal year, make \$15 million in recurring funds available from the State Transportation Trust Fund for the Intermodal Logistics Center Infrastructure Support Program. Projects proposed to be funded under this section shall be included in the tentative work program developed pursuant to s. [339.135](#)(4).**

Has the Department set aside the requisite \$15 million through fiscal year 2029-2030 as directed? Are the pertinent proposed projects included in the tentative work program?

ANSWER: Yes. The Department has set aside the requisite \$15 million through fiscal year 2029/2030. Applications are accepted on a rolling basis and submissions are reviewed for funding consideration in the order of applications received. At this time, there are no approved projects to include in the tentative work program.

QUESTIONS – DISTRICT OFFICES

- 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	N/A
Rail Enterprise	N/A		

- 2: **Did the District receive a list of project priorities from each MPO by August 1, 2024? 339.135(4)(c)2 and 339.175(8)(b), F.S.**

ANSWER:

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

- 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 four years of the Department's Adopted Work Program for Fiscal Years 2025-26/2028-29? If yes, does the District intend to provide the MPO with written justification?**

ANSWER:

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

Did the Secretary approve the rescheduling or deletion?

ANSWER:

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

- 4: **Did any MPO file an objection of such rescheduling or deletion with the Secretary by January 21, 2025? If so, please provide a copy of such objection and the District response. 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	N/A
Rail Enterprise	N/A		

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.

- 5: **Was a public hearing held on the District Work Program in at least one urbanized area in the District prior to its submission to the central office? 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
Rail Enterprise	N/A		

- 6: Were presentations given by the District at MPO meetings to determine the necessity of making changes to any 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
Rail Enterprise	N/A		

- 7: 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
Rail Enterprise	N/A		

- 8: 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.

ANSWER:

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

- 9: **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	N/A	6	N/A
3	N/A	7	Yes
4	N/A	Turnpike	N/A
Rail Enterprise	N/A		

- 10: **Did the District forward a copy of all such requests to the Secretary and the Transportation Commission?**

ANSWER:

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

Note: The Commission must include such requests in its evaluation of the Tentative Work Program. 339.135(4)(d), F.S.

- 11: **Section 134 of Title 23, U.S.C., is amended to require that in transportation management areas (TMAs), 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 MPOs, consistent with the TIP.**

Were projects in the Tentative Work Program within TMAs 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	N/A
Rail Enterprise	N/A		

- 12: For urbanized areas with a population of 200,000 or less, Section 134 of Title 23, U.S.C. requires that federal-aid projects within an urbanized area be selected by the state in cooperation with the MPO, consistent with the area's TIP.

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

ANSWER:

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

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.

ANSWER:

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

- 13: **Florida Commerce is required to 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 MPOs, the list may 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. 339.135(4)(f), F.S.**

Has each District worked with the affected local government and/or appropriate MPO to resolve the inconsistencies? Please provide documentation to this effect.

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
Rail Enterprise	N/A		

- 14: **The District Secretary/Turnpike Enterprise Executive Director is responsible for ensuring that the respective work programs comply with the Work Program Instructions, departmental policies and procedures, federal rules and regulations and Florida laws, statutes, and administrative rules and regulations. Furthermore, the District Secretary/Turnpike Enterprise Executive Director must provide a certification of conformity stating such. Did the District Secretary/Turnpike Enterprise Executive Director provide a Certification of Conformity prior to the Secretary's review of the Tentative Work Program?**

ANSWER:

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

Appendix B

Strategic Intermodal System Maps

District 1

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I													2026		\$4,641	Aviation Capacity Project
4560151	SARASOTA BRADENTON INTL AIRPORT EXPAND BAGGAGE CLAIM AREA													2026	\$900	\$900	Aviation Capacity Project
4538091	PUNTA GORDA AIRPORT TERMINAL EXPANSION													2029	\$450	\$9,450	Aviation Capacity ProjectMLD
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION													2030	\$78,315	\$69,721	Aviation Capacity Project
Highway																	
2012106	I-4 (SR 400) MANAGED LANES FROM WEST OF US 27 TO OSCEOLA							2025		\$55							Add Lanes and Reconstruct
2012108	I-4 (SR 400) FROM EAST OF US 27 TO WEST OF SR 429				2026	\$9,236	\$22,813				2025	\$17,098	\$202,489				Add Lanes and Reconstruct
2012109	SR 400 (I-4) FROM WEST OF US 27 TO WEST OF CR 532				2030		\$171,802	2025	\$126,339	\$41,834	2025	\$16,138	\$959,010				Add Lanes and Reconstruct
2012153	I-4 (SR 400) AT SR 557										2025	\$38	\$646				INTERCHANGE (MODIFY)
2012775	I-75 (SR 93) AT BEE RIDGE ROAD				2029	\$1,530	\$294	2025	\$19,855	\$244							Interchange - Add Lanes
4062254	I-75 (SR 93) FROM S OF CORKSCREW ROAD TO S OF DANIELS PARKWAY							2025	\$1,185								Add Lanes and Reconstruct
4145061	SR 70 FROM JEFFERSON AVE TO CR 29	2025		\$11													PDE/EMO Study
4145062	SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD	2025		\$23	2025		\$53	2025		\$1,748							PDE/EMO Study
4145063	SR 70 FROM JEFFERSON AVE TO US 27				2025		\$6,406										Add Lanes and Reconstruct
4175401	SR 29 FROM OIL WELL ROAD TO SR 82	2025		\$14													PDE/EMO Study
4175404	SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E				2025		\$18										Add Lanes and Reconstruct
4178788	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)				2025	\$203	\$146	2025	\$28,650								Add Lanes and Reconstruct
4192432	SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 630A				2025		\$100	2025		\$1							Add Lanes and Reconstruct
4193445	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)				2025	\$84											Add Lanes and Reconstruct
4258432	I-75 (SR 93) AT SR 951	2025		\$5	2025		\$101	2025		\$31	2025		\$1,162				INTERCHANGE (MODIFY)
4289171	SR 31 FROM SR 78 TO CR 78	2025		\$10													PDE/EMO Study
4338562	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD				2025	\$77											Add Lanes and Reconstruct
4419421	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)	2025		\$30													PDE/EMO Study
4419423	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)							2025		\$30,049							Add Lanes and Reconstruct
4420274	STATE SIB LOAN FOR SR 31 (BABCOCK RANCH) FROM SR 78 (BAYSHORE RD)				2025		\$1	2025	\$8,804	\$160	2025	\$59	\$30				Add Lanes and Reconstruct
4420971	I-75 (SR 93) ADMS FROM SARASOTA COUNTY LINE TO I-275				2025		\$125				2025		\$5,008				ITS Dynamic Message Sign
4425122	I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHANGE	2025		\$25													PDE/EMO Study
4425193	I-75 (SR 93) FROM COLLIER/LEE COUNTY LINE TO SR 78 (BAYSHORE RD)	2025		\$38													PDE/EMO Study
4462961	I-75 (SR 93) AT CR 876/DANIELS PARKWAY	2025		\$35													PDE/EMO Study
4462962	I-75 (SR 93) AT CR 876 / DANIELS PARKWAY				2025	\$10	\$248				2025	\$10	\$44,370				INTERCHANGE (MODIFY)
4463871	SR60/MOSAIC FROM BONNIE MINE RD TO MOSAIC ENTRANCE RD	2025		\$10													PDE/EMO Study
4464501	PINEY POINT FROM US 41 TO REEDER RD	2025		\$44													PDE/EMO Study
4495031	US 27 CORRIDOR ALTERNATIVE STUDY	2025		\$25,107													PDE/EMO Study
4495041	REGIONAL PLANNING STUDY	2025		\$4,183													PDE/EMO Study
4523771	I-75 REST AREA NS	2025		\$18													PDE/EMO Study
4524081	I-275 NORTHBOUND/SOUTHBOUND REST AREA - TPAS INSTALLATION										2025		\$865				ITS Freeway Management
4525441	I-75 FROM N OF GOLDEN GATE TO S OF CORKSCREW	2025		\$685	2025		\$3,905										Add Lanes and Reconstruct
4535781	SR 29 BYPASS STUDY FROM CR 832 TO WHIDDEN RD	2025		\$510													PDE/EMO Study
4525446	I-75 FROM PINE RIDGE TO GOLDEN GATE				2026		\$4,200	2026		\$9,600	2026		\$103				Add Lanes and Reconstruct
4175405	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W				2025		\$1,324	2025	\$349	\$21,730	2027		\$81,952				New Road Construction
4175406	SR 29 FROM N OF NEW MARKET RD TO SR 82				2025		\$1,546	2025		\$1,875	2027		\$65,624				Add Lanes and Reconstruct
4513812	GRANDVIEW PKWY FROM NORTH OF POSNER BLVD TO DUNSON RD				2030		\$1,151				2027	\$419	\$45,279				Bridge New Structure
4525443	I-75 FROM IMMOKALEE TO BONITA BEACH				2028		\$7,136	2026		\$7,600	2027		\$108,219				Add Lanes and Reconstruct

LEGEND

Tentative Work Program

FY 2025/2026 thru 2029/2030
As of 02/05/2025

PD&E = Project Development & Environment
SM = State Managed Funds
DM = District Managed Funds
MLD = Missing Location Data (Project not on Maps)

NOTES

- (1) All values in Thousands of "As-Programmed" Dollars.
(2) Dollar amounts are totaled in the last phase year for project development and environmental (PDE) and preliminary engineering (PE) phases.
Dollar amounts for right-of-way (ROW) are totaled in the first year land will be acquired.
Dollar amounts for construction (CON) are totaled in the first year of construction.
Rarely, this convention can incorrectly show ROW ahead of PDE and PE.
(3) Project costs are subject to change.
(4) Please refer to Appendix D of the Work Program Instructions for additional information regarding project Work Mix.

District 1

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4525444	IMMOKALEE INTERCHANGE				2028		\$8,438	2026		\$7,600	2027		\$55,506				Add Lanes and Reconstruct
4560071	PORT MANATEE TRUCK PARKING	2027		\$2,733													PDE/EMO Study
4145064	SR 70 FROM US 27 TO CR 29				2028	\$4,186											Add Lanes and Reconstruct
2012779	I-75 AT SR 681 INTERCHANGE IMPROVEMENTS	2029	\$2,501														PDE/EMO Study
4193443	SR 710 FROM US 441 TO L-63 CANAL				2028		\$156	2025	\$13,163	\$601	2029	\$107,653	\$555				New Road Construction
4491491	SR 29 FROM SR 78 TO CR 74				2025		\$4,380				2029		\$44,279				Bridge New Structure
4534591	JONES LOOP ROAD AND PIPER ROAD INTERSECTION IMPROVEMENTS				2029		\$501				2029		\$3,218				Roundabout
4553811	I-75 AT SR 681 INTERCHANGE IMPROVEMENTS				2029	\$3,010											Interchange - Add Lanes
4197143	ITS FIBER OPTIC LOCATES				2030		\$2,750										ITS Communication System
4425211	INTERSTATE PROGRAM MANAGER - GEC	2029		\$4,915	2030		\$5,000										MLD
4475552	SR-710/SW WARFIELD BLVD FR W OF SE 126 BL TO OKEECHOBEE/MARTIN CO LINE				2025		\$5	2026		\$543	2030	\$16,807					PDE/EMO Study
4525442	I-75 FROM BONITA BEACH TO CORKCREW				2030		\$5,331	2026		\$11,600	2030		\$12,774				Intersection (New)
4525445	I-75 FROM IMMOKALEE TO PINE RIDGE				2030		\$5,124	2026		\$11,600	2030		\$13,732				Add Lanes and Reconstruct
4533333	SR-710/SW WARFIELD BLVD FR W OF SE 126 BL TO OKEECHOBEE/MARTIN CO LINE				2025	\$82	\$5	2026	\$427	\$60	2030		\$2,719				Add Lanes and Reconstruct
Rail																	
4508992	SUNRAIL EXPANSION POLK COUNTY	2026		\$1,500													PTO Studies
4521241	SEAPORT MANATEE RAIL TERMINAL													2026	\$2,879		MLD
4560241	SR 25 (US 27) SCFE RRXING 627659C				2026	\$3,750											Rail Capacity Project
4464042	US 92 / COUNTY LINE RD FROM AMBERJACK BLVD TO FRONTAGE RD (SOUTH)				2027	\$4,200											Rail Capacity Project
4538321	SOUTHWEST FLORIDA RAIL CORRIDOR ENHANCEMENT FOR GROWTH													2027	\$7,352	\$13,876	Rail Capacity Project
4365591	SR 60 GRADE SEPARATION OVER CSX RAILROAD				2025		\$2,804	2025		\$6,316	2028	\$20,625	\$56,056				Rail Capacity Project
4365601	SR 655 /RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO	2025		\$4	2025	\$225	\$5	2025	\$2,639	\$802	2029	\$47,948	\$7,283				Rail Capacity Project
Seaport																	
4442511	PORT MANATEE INTERMODAL CARGO YARD IMPROVMENTS													2027		\$17,510	Seaport Capacity Project

LEGEND

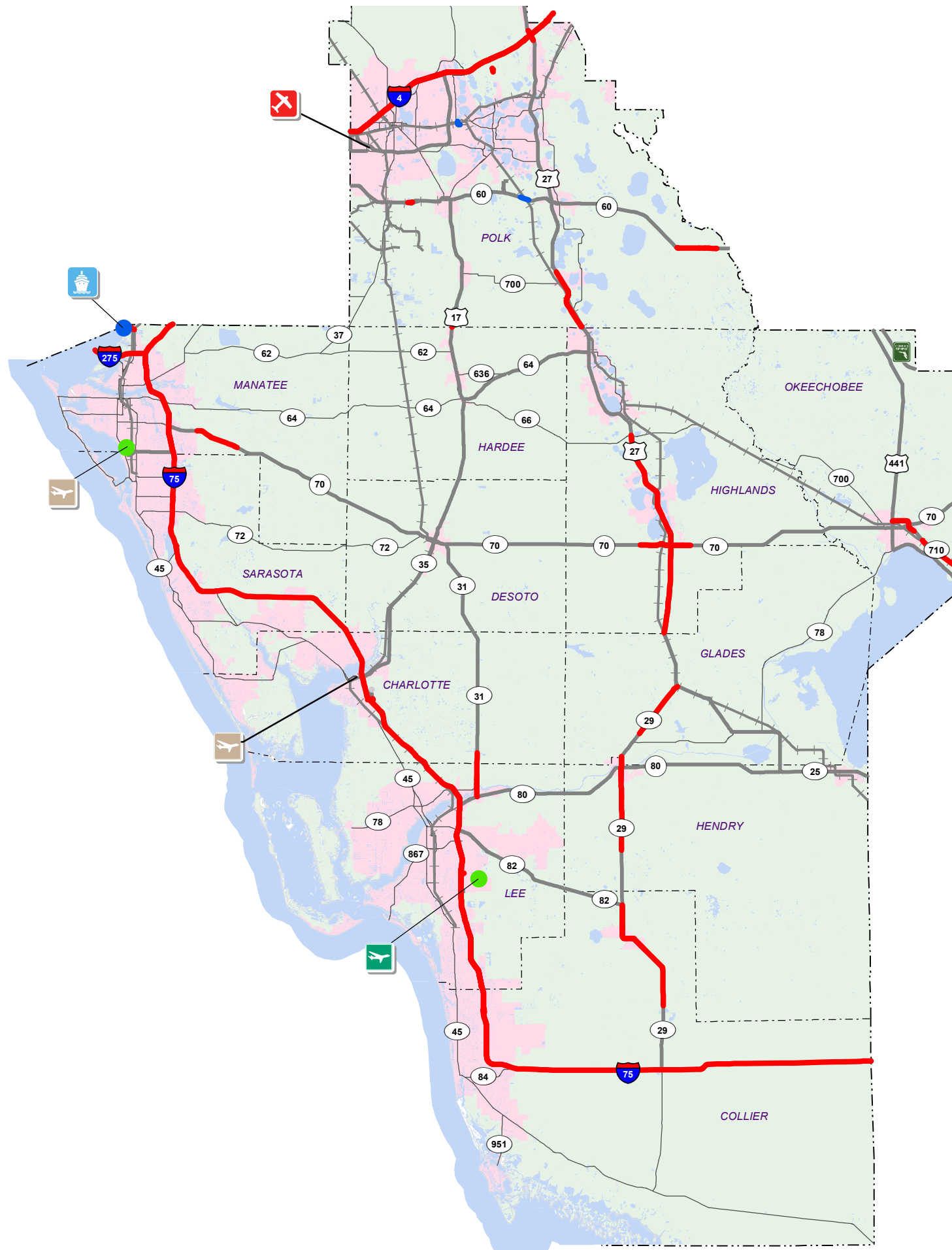
Tentative Work Program

FY 2025/2026 thru 2029/2030
As of 02/05/2025

PD&E = Project Development & Environment
SM = State Managed Funds
DM = District Managed Funds
MLD = Missing Location Data (Project not on Maps)

NOTES

- (1) All values in Thousands of "As-Programmed" Dollars.
(2) Dollar amounts are totaled in the last phase year for project development and environmental (PDE) and preliminary engineering (PE) phases.
Dollar amounts for right-of-way (ROW) are totaled in the first year land will be acquired.
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(4) Please refer to Appendix D of the Work Program Instructions for additional information regarding project Work Mix.



SIS INVESTMENT PLAN

District 1

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

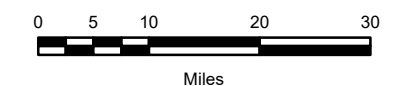
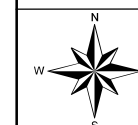
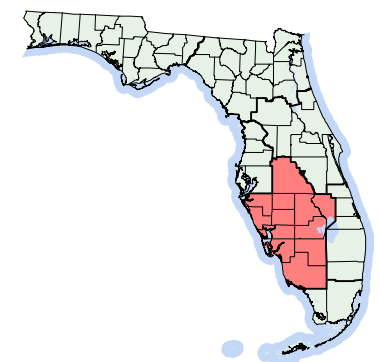
FY 2025/2026 thru 2029/2030
as of February 5, 2025

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

- SIS Highway
- SIS Highway Future
- SIS Railway
- State Highway System
- SIS Airport
- SIS Strategic Growth Airport
- SIS GAR Airport
- SIS Seaport
- Urban Areas



District 2

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
2169784	JACKSONVILLE INTL AIRPORT DESIGN & RECONST CONCOURSE B MOD PFL000175													2029	\$34,271	\$32,318	Aviation Capacity Project
Highway																	
2093014	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB				2025		\$13	2025	\$16,414								Add Lanes and Reconstruct
2096584	I-295(SR9A) FROM: S OF SR105(HECKSCHER DR.) TO N OF PULASKI RD				2025		\$34	2025	\$367	\$133							Add Lanes and Rehabilitate Pvmnt
2096586	I-295(SR9A) FROM S OF SR105(HECKSCHER DR) TO N OF PULASKI RD	2025		\$16	2025		\$1,057										Add Lanes and Rehabilitate Pvmnt
2102538	I-95(SR9) AT INTERNATIONAL GOLF PARKWAY	2025		\$510													Interchange - Add Lanes
4229381	SR23(FIRST COAST XWAY) FROM: I-95 TO: I-10				2025		\$2,457										New Road Construction
4229382	SR23(FIRST COAST XWAY) FROM: I-95(SR9) TO: SR15(US17)							2025	\$30,065	\$5,353							New Road Construction
4229389	I-95(SR9) FROM S OF INTERNATIONAL GOLF PKWY TO S OF SR23 INTERCHANGE				2025		\$14										Add Lanes and Reconstruct
4230713	I-75(SR93) @ SR121				2025		\$156	2025	\$136	\$8							Interchange - Add Lanes
4230716	I-75(SR93) FROM: S OF SR121(WILLISTON RD) TO: NORTH OF SR222(39 AVE)	2025		\$65													Add Lanes and Reconstruct
4246965	US17 N OF POMONA PARK CR309(SATSUMA)	2025		\$49													Add Lanes and Reconstruct
4337652	I-75(SR93) NORTH OF CR234 TO SOUTH OF SR121/SR331				2025		\$920										ITS Communication System
4355771	I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)	2025		\$2	2025		\$88										Add Lanes and Reconstruct
4357581	ARLINGTON EXPWAY FROM ATLANTIC BLVD TO ML KING				2025		\$43				2025		\$58				ITS Communication System
4432391	I-10(SR8) @ SR51(US129)				2025		\$115				2025		\$16,763				Interchange - Add Lanes
4473651	I-295(SR9A) BUCKMAN BRIDGE WIDENING BRIDGE 720249 AND 720343				2025		\$68										Bridge - Rehab and Add Lanes
4322593	I-95(SR9) FROM BOWDEN RD TO SOUTH OF SR126(EMERSON ST)				2025	\$142	\$151				2026	\$226,679					Add Lanes and Reconstruct
4389282	SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG RD				2026		\$690				2026		\$29,212				Add Lanes and Reconstruct
4530701	SR23(FIRST COAST XWAY) FROM I-95(SR9) TO EAST OF CR2209				2026	\$220	\$148				2026	\$455,851	\$1				New Road Construction
2078502	SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY	2025		\$19	2027		\$1,247	2025	\$10,126	\$2,795	2027		\$63,621				Add Lanes and Reconstruct
2100283	SR15(US17) FROM: CR309 IN SATSUMA TO: W.OF DUNN CREEK BRIDGE				2026		\$2,010				2028	\$14,265	\$79,803				Add Lanes and Reconstruct
4240264	I-95(SR9) FROM NORTH OF THE FCE INTERCHANGE TO THE DUVAL COUNTY LINE				2025		\$756				2028	\$339,296	\$3,780				Add Lanes and Reconstruct
2132601	I-295(SR9A) FROM N OF NEW KINGS RD TO S OF I-95 N INTERCHANGE	2025		\$10	2030	\$14,447		2029	\$19,391								Add Lanes and Reconstruct
2132611	I-295(SR9A) FROM N OF COMMONWEALTH TO N OF NEW KINGS RD	2025		\$27	2030	\$11,028		2029	\$23,455								Add Lanes and Reconstruct
4240265	I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)				2025		\$652	2025	\$37	\$13	2029	\$292,699	\$7,550				Add Lanes and Reconstruct
4288652	SR200(US301) @ I-10 IMPROVEMENTS				2025		\$93	2025		\$870	2029		\$17,715				Interchange Ramp (New)
4355772	I-95(SR9) FROM I-295(SR9A) TO SR152(BAYMEADOWS RD)				2025		\$50	2025	\$3,364	\$13	2029		\$263				Add Lanes and Reconstruct
4427782	I-95(SR9) FROM US90(BEAVER ST) TO SR115(US1)(MLK)							2029	\$957								Add Lanes and Reconstruct
2133459	I-295(SR9A) FROM SOUTH OF US17 TO SR21(BLANDING BLVD)	2025		\$2	2025	\$61		2030	\$6,262								Add Lanes and Reconstruct
4461531	I-95(SR9) FROM: BAYMEADOWS ROAD TO: SR202(J.T.BUTLER BLVD)				2030		\$50				2030	\$84,066	\$263				Add Lanes and Reconstruct
4463861	SR202(JTB) AT BELFORT ROAD INTERCHANGE				2028		\$110	2025	\$3,335	\$54	2030	\$32,429	\$500				Interchange - Add Lanes
Rail																	
4549351	NEW AGGREGATE FACILITY - LAKE CITY													2025	\$3,760		Rail Capacity Project
4549371	JAXPORT RAIL EXPANSION FOR AGGREGATE DISTRIBUTION PED													2025	\$2,625		Rail Capacity ProjectMLD
4422491	FEC ST. AUGUSTINE BRIDGE													2026		\$3,046	Rail Capacity Project
Seaport																	
4446231	JAXPORT BLOUNT ISLAND UPLAND IMPROVEMENTS													2025		\$6,391	Seaport Capacity Project
4373561	JAXPORT CHANNEL DEEPENING & WIDENING													2026	\$1,500	\$9,500	Seaport Capacity Project
4402641	BLOUNT ISLAND BERTH IMPROVEMENTS													2029	\$21,325	\$15,375	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2025/2026 thru 2029/2030
As of 02/05/2025

PD&E = Project Development & Environment
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NOTES

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SIS INVESTMENT PLAN

District 2

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

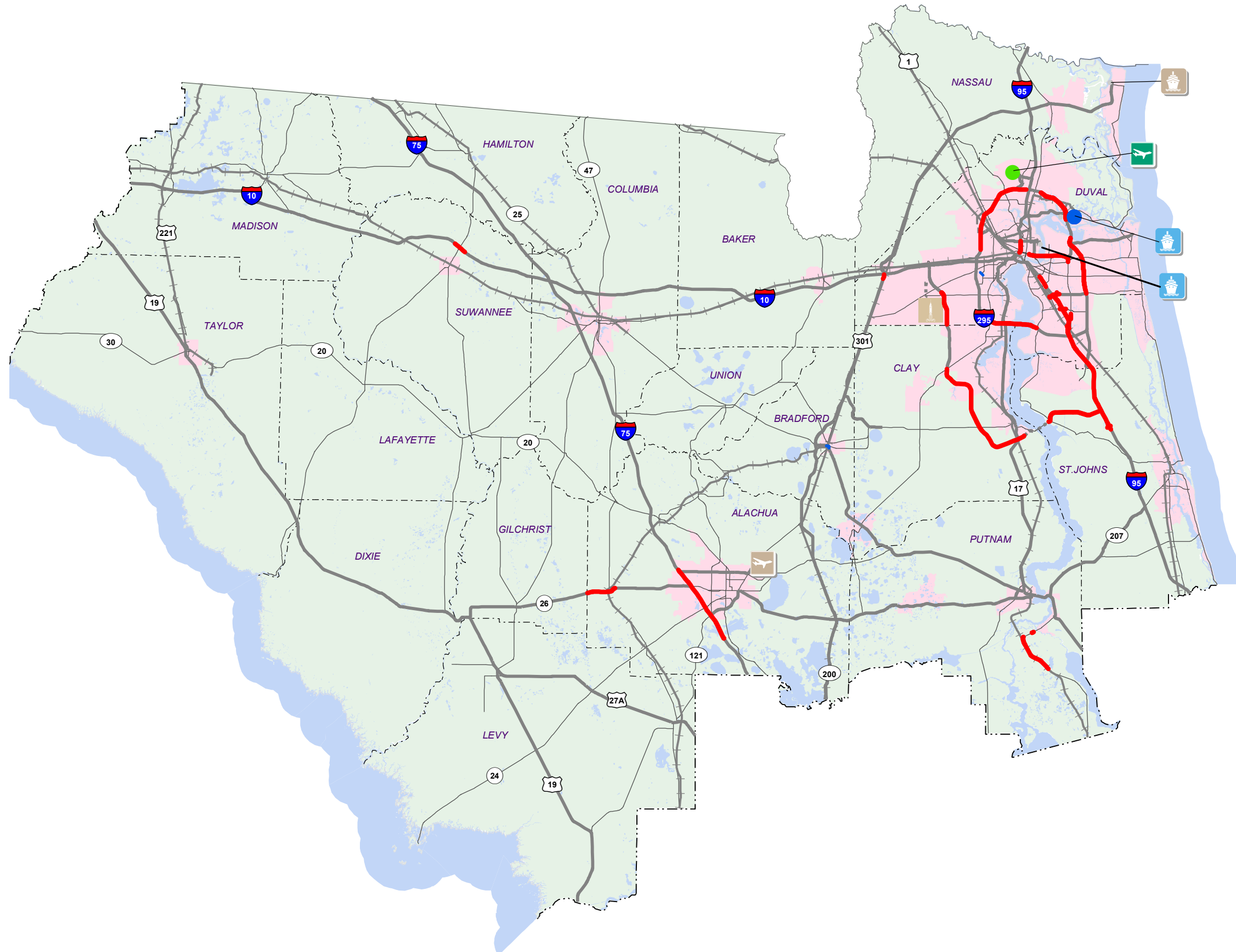
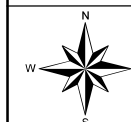
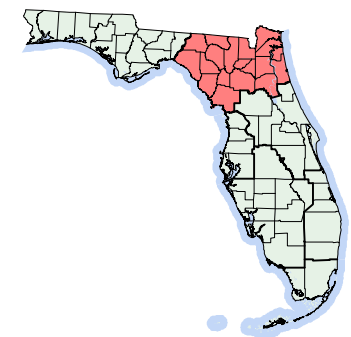
FY 2025/2026 thru 2029/2030
as of February 5, 2025

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

- | | | | |
|---|----------------------|---|--------------------------------|
|  | SIS Highway |  | SIS Airport |
|  | SIS Highway Future |  | SIS Strategic Growth Airport |
|  | SIS Railway |  | SIS Strategic Growth Spaceport |
|  | State Highway System |  | SIS Seaport |
|  | Urban Areas |  | SIS Strategic Growth Seaport |



District 3

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Highway																	
2179103	SR 75 (US 231) FROM NORTH OF PIPE LINE RD TO NORTH OF PENNY ROAD				2025	\$177	\$9	2025		\$958							Add Lanes and Reconstruct
2179104	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD				2025	\$113	\$76										Right of Way - Future Capacity
2179107	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET							2025	\$166,826	\$1,584							Add Lanes and Reconstruct
2179108	SR 75 (US 231) FROM SR 368 23RD STREET TO NORTH OF PIPE LINE ROAD							2025	\$70,028	\$1,070							Add Lanes and Reconstruct
2201714	SR 85 FROM SR 123 TO SR 210 MCWHORTER AVE				2025		\$22										Add Lanes and Reconstruct
2201715	SR 85 FROM SR 210 MCWHORTER AVE TO PJ ADAMS PKWY				2025		\$26										Add Lanes and Reconstruct
2201716	SR 85 S FERDON BLVD FROM PJ ADAMS PKWY TO NORTH OF SR 8 (I-10)				2025	\$23	\$223	2025		\$10							Add Lanes and Reconstruct
2201717	SR 85 S FERDON BLVD FROM LIVE OAK CHURCH TO PJ ADAMS PARKWAY				2025		\$1,050	2025		\$14,300							Add Lanes and Reconstruct
2201964	SR 30 (US 98) FROM E OF CODY AVE TO MARY ESTHER BLVD				2025	\$198	\$1										Add Lanes and Reconstruct
2202603	SR 30 (US 98) FROM SR 189 BEAL PKWY TO WEST END OF BROOKS BRIDGE	2025	\$49	\$5													PDE/EMO Study
2225306	SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE				2025		\$182										Add Lanes and Reconstruct
4130624	SR 8 (I-10) FROM SR 281 AVALON BLVD TO OKALOOSA COUNTY LINE	2025		\$138													PDE/EMO Study
4130625	SR 8 (I-10) FROM SANTA ROSA COUNTY TO W OF CR 189 LOG LAKE ROAD	2025		\$5	2025		\$177										Add Lanes and Reconstruct
4210121	SR 173 BLUE ANGEL PW FROM SR 292 SORRENTO ROAD TO SR 30 (US 98)				2025			2025	\$1,132	\$3,176							Add Lanes and Reconstruct
4210123	SR 173 BLUE ANGEL PKWY FROM SR 30 (US 98) TO SR 297 PINE FOREST RD	2025	\$33	\$3													PDE/EMO Study
4212252	SR 390 E 14TH STREET FROM SR 77 OHIO AVENUE TO SR 75 (US 231)	2025		\$3	2025		\$289	2025		\$2							Add Lanes and Reconstruct
4284032	NWFL REGIONAL TRANSPORTATION MGMT CENTER (RMTc) - OPERATIONS CONTACT													2025		\$450	Traffic Management Centers
4335902	SR 79 WAUKESHA ST FROM SOUTH OF SR 8 (I-10) TO SR 10 (US 90)				2025		\$10										Add Lanes and Reconstruct
4371791	SR 30 (US 98) FROM COUNTY ROAD 30A TO W OF PHILLIPS INLET BRIDGE	2025	\$413	\$21													PDE/EMO Study
4379053	SR 8 (I-10) FROM E OF SR 10 (US 90A) 9 MILE RD TO W OF SR 95 (US 29)				2025		\$7,706										Add Lanes and Reconstruct
4410371	SR 368 23RD STREET FROM US 98 FLYOVER TO SR 390 ST ANDREWS BLVD	2025		\$21													PDE/EMO Study
4410382	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO 2MI W WILKERSON BLUFF RD				2025		\$268										Add Lanes and Reconstruct
4410383	SR 8 (I-10) FROM 2 MILES W OF WILKERSON BLUFF RD TO E OF YELLOW RIVER				2025		\$469										Add Lanes and Reconstruct
4410384	SR 8 (I-10) FROM EAST OF YELLOW RIVER TO EAST OF SR 85 FERDON BLVD				2025		\$357										Add Lanes and Reconstruct
4410562	SR 297 PINE FOREST RD FROM S OF SR 8 (I-10) TO SR 10 (US 90A) 9MI	2025		\$29	2025		\$23										Add Lanes and Reconstruct
4452512	SR 261 (US 319) & SR 10 (US 90) INTERSECTION IMPROVEMENTS	2025		\$1,980													PDE/EMO Study
4510861	SR 30 (US 98) FROM E END BROOKS BRIDGE TO E END EAST PASS BRIDGE	2025		\$2,300													PDE/EMO Study
2178385	SR 30A (US 98) PC BCH PKWY FROM E OF R JACKSON BLVD TO HATHAWAY BRIDGE				2026		\$1,087	2025	\$9,825	\$24,757	2026		\$82,920				Add Lanes and Reconstruct
2197492	SR 263 CAPITAL CIR FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD				2026		\$265	2025		\$11,819	2026	\$29,000	\$104,144				Add Lanes and Reconstruct
2201963	SR 30 (US 98) FROM SANTA ROSA COUNTY LINE TO E OF CODY AVE				2026	\$571	\$900										Add Lanes and Reconstruct
2204268	SR 30 (US 98) FROM W OF BAYBRIDGE DR TO E OF BAYSHORE ROAD	2026		\$2,310													PDE/EMO Study
4403006	EAST AVE FROM PORT ENTRANCE TO S OF SR 30 (US 98B) 5TH STREET				2026		\$1,265										Add Lanes and Reconstruct
4515243	FLORIDA-ALABAMA TPO ITS FIBER DEPLOYMENT - SANTA ROSA COUNTY				2026		\$358										ITS Communication System
4130628	SR 8 (I-10) FROM EAST OF SR 87 TO MILLER BLUFF ROAD				2027		\$4,950										Add Lanes and Reconstruct
4331131	SR 8 (I-10) @ SR 99 BEULAH ROAD	2025		\$21	2027	\$3,328	\$19	2025	\$4,441	\$1,848	2027	\$274,811	\$2,698				Interchange - Add Lanes
4371797	SR 30 (US 98) FROM COUNTY ROAD 30A TO W OF PHILLIPS INLET BRIDGE				2027	\$15,035	\$1,504										Add Lanes and Reconstruct
4542761	SR 30 (US 98) AND SR 293 DANNY WUERFFEL WAY	2028		\$1,650													PDE/EMO Study
4543101	WALTON AND BAY COUNTY REGIONAL ITS				2027		\$277				2028		\$3,774				ITS Communication System
4379052	SR 8 (I-10) FROM E OF EB WEIGH STATION TO E OF SR 10 (US 90A) 9MI ROAD				2030	\$251	\$7,100	2027	\$815		2030	\$267,269					Add Lanes and Reconstruct
Rail																	
4549361	NEW AGGREGATE FACILITY - TALLAHASSEE													2025	\$1,500		Rail Capacity Project
4559841	BAYL COVE SIDING SHIPYARD LEAD RAIL IMPROVEMENT													2025	\$336		Rail Capacity Project
4408171	APALACHICOLA NORTHERN RAILROAD IMPROVEMENTS													2026	\$6,000	\$5,500	Rail Capacity Project
																	MLD

LEGEND

Tentative Work Program

FY 2025/2026 thru 2029/2030
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District 3

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4553401	AGR ARMSTRONG AND DOCK LEAD RAIL IMPROVEMENT													2027	\$539		Rail Capacity ProjectMLD
4553411	BAYL PANAMA CITY YARD/LOCOMOTIVE SHOP TRACK IMPROVEMENT													2027	\$1,672		Rail Capacity ProjectMLD
4553421	NEW RAIL ACCESS CDS MANUFACTURING, INC. GRETNA MILEPOST SP 827													2027	\$1,106		Rail Capacity ProjectMLD
Seaport																	
4455481	PORT OF PENSACOLA UPLAND CARGO IMPROVEMENTS													2025		\$2,333	Seaport Capacity Project
4387631	PORT OF PANAMA CITY TERMINAL IMPROVEMENTS													2028	\$25,800	\$34,200	Seaport Capacity Project
4387632	PORT OF PANAMA CITY EAST TERMINAL TURNING BASIN & CHANNEL IMPROVEMENTS													2028	\$1,000	\$11,000	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2025/2026 thru 2029/2030
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SIS INVESTMENT PLAN

District 3

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

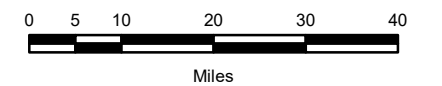
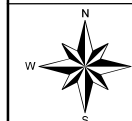
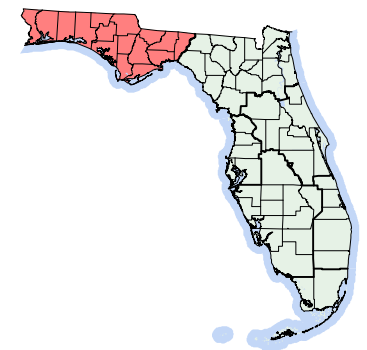
FY 2025/2026 thru 2029/2030
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LEGEND

- Highway
- Railway
- Seaport

SIS Facilities

- | | |
|----------------------|------------------------------|
| SIS Highway | SIS Strategic Growth Airport |
| SIS Highway Future | SIS Seaport |
| SIS Railway | SIS Strategic Growth Seaport |
| State Highway System | |
| Urban Areas | |



District 4

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4400972	FORT LAUDERDALE/HOLLYWOOD INT'L ADDITIONAL TERMINAL GATE DESIGN													2025		\$1,570	Aviation Capacity Project
4448441	FORT LAUDERDALE/HOLLYWOOD INT'L AIRPORT AUTOMATED PEOPLE MOVER													2029	\$64,771	\$103,659	Aviation Capacity Project
Highway																	
4127331	SR-9/I-95 @ 10TH AVE NORTH				2025	\$286	\$259										Interchange - Add Lanes
4132522	I-95 FROM INDIANTOWN ROAD TO MARTIN/PALM BEACH COUNTY LINE	2025	\$591														PDE/EMO Study
4132532	SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY LINE TO CR-708/BRIDGE ROAD	2025	\$1,250														PDE/EMO Study
4132542	SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH MEADOWS	2025	\$2,249														PDE/EMO Study
4132571	SR-9/I-95 @ HYPOLUXO ROAD				2025	\$95	\$150	2025	\$2,716								Interchange - Add Lanes
4132651	SR-9/I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD				2025		\$6	2025	\$9,959								Interchange Just/Mod
4151521	SR-93/I-75 INTRCHG@SR-820/PINESBLVD F N OF MIRAMARPKWY T N OF PINESBLV				2025		\$258										Interchange - Add Lanes
4208093	I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95				2030	\$294					2025	\$434,925	\$18,520	2030	\$8,746	\$108,231	Add Lanes and Reconstruct
4215486	SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD				2025						2025	\$30,103	\$7,485				Add Lanes and Reconstruct
4215487	SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST										2025	\$9,552	\$68				Add Auxiliary Lane(s)
4353841	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE							2025	\$919	\$327	2025		\$65				INTERCHANGE (MODIFY)
4355141	SR-9/I-95 @ SUNRISE BLVD. INTERCHANGE IMPROVEMENT				2025	\$66		2025		\$3,402	2025	\$55,893	\$690				Interchange - Add Lanes
4358041	SR-9/I-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE	2025			2025	\$19		2025	\$5,950	\$78	2025	\$63,068	\$7,760				Interchange Just/Mod
4369031	SR-9/I-95 FR MD/BROW LINE TO N OF SR-820/HOLLYWOOD BLVD	2025		\$11	2025		\$42										PDE/EMO Study
4369641	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2025		\$4	2025	\$10,107	\$61							Interchange - Add Lanes
4372791	SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD	2025		\$3	2025	\$113		2025	\$2,330								Interchange - Add Lanes
4398915	SR-869/SW 10TH STREET CONNECTOR TSM&O SMART WORK ZONE				2025		\$13				2025	\$514	\$4				ITS Communication System
4417231	SR-9/I-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-595				2025		\$68				2025		\$5,360				Add Lanes and Rehabilitate Pvmt
4442022	SR-9/I-95 FROM 6TH AVE SOUTH TO NORTH OF SR-704/OKEECHOBEE BLVD	2025	\$172	\$81													PDE/EMO Study
4456731	I-595 EASTBOUND TO NORTHBOUND RAMP AT SR-7/US-441				2025		\$10				2025	\$2,813	\$1,744				Interchange - Add Lanes
4465511	SR-710/BEELINE HWY FR N CONGRESS AVE TO PS BARACK OBAMA HWY-CAV &TSM&O										2025		\$69				Arterial Traffic Mgmt System
4226815	SR-9/I-95 FROM HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE	2026	\$4,350	\$500													PDE/EMO Study
4226816	I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70	2026	\$4,288	\$2,680													PDE/EMO Study
4353842	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE				2026		\$1,228										Interchange Just/Mod
4355131	SR-9/I-95 @ SR-842/BROWARD BOULEVARD				2025	\$89	\$8	2026	\$13,277	\$5,278							Interchange - Add Lanes
4358031	SR-9/I-95 @ NORTHLAKE BOULEVARD INTERCHANGE	2025		\$1	2025	\$231		2025	\$3,856	\$30	2026	\$64,368	\$618				Interchange - Add Lanes
4358081	SR-9/I-95 FROM S. OF SR-870/COMMERCIAL BLVD. TO N. OF CYPRESS CREEK RD				2026		\$3,962										PDE/EMO Study
4358083	SR-9/I-95 E OF 95 RAMPS T/FR COMMERCIAL BLVD N ANDREWS AV FRONTAGE RD				2026		\$96	2026	\$286	\$4,487							Add Lanes and Reconstruct
4378681	SR-80/SOUTHERN BLVD. RAMPS AND SR-7/US-441				2025	\$61	\$6				2026	\$9,963					Add Turn Lane(s)
4442021	SR-9/I-95 FROM SOUTH OF LINTON BLVD/CR-782 TO 6TH AVE SOUTH	2026		\$1,047													PDE/EMO Study
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE				2025	\$49	\$151	2025	\$2,658	\$730	2027	\$115,877	\$8,371				Interchange - Add Lanes
4355161	SR-9/I-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.				2026	\$8,993		2027	\$8,302								Interchange - Add Lanes
4365191	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST				2025		\$442	2025	\$7,153		2027	\$200	\$21,880				Interchange - Add Lanes
4369642	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2025	\$1,139	\$61				2027	\$337,295	\$11,056				Interchange - Add Lanes
4391701	SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	2025	\$2,001	\$9	2027	\$20											Interchange Just/Mod
4391703	SR-9/I-95 FROM N OF SR-820/HOLLYWOOD TO N OF SR-822/ SHERIDAN ST				2027	\$8,010											Interchange Just/Mod
4498192	SR-25/US-27 MIAMI-DADE/BWD COUNTY LINE TO N OF GRIFFIN ROAD				2025		\$933				2027		\$8,414				Arterial Traffic Mgmt System
4512241	SR-80/SOUTHERN BLVD AT JOG ROAD INTERSECTION IMPROVEMENTS				2025	\$38					2027	\$2,260	\$65				Add Left Turn Lane(s)
4515971	ADVANCED WRONG WAY DETECTION SYSTEM - BROWARD				2025		\$9				2027		\$3,494				ITS Communication System
4515981	ADVANCED WRONG WAY DETECTION SYSTEM PALM BEACH COUNTY				2025		\$9				2027		\$2,048				ITS Communication System

LEGEND

Tentative Work Program

FY 2025/2026 thru 2029/2030
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District 4

First Five Years Plan

Tentative Work Program

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4132601	SR-9/I-95 @ PALM BEACH LAKES BLVD				2025	\$42	\$133				2028		\$88				Interchange Just/Mod
4327091	I-75/SR-93 EAST SIDE RAMP IMPROVEMENTS AT GRIFFIN ROAD				2028		\$338										Interchange Just/Mod
4441201	MOVABLE BRIDGE INTEGRATION INTO TSM&O - VARIOUS LOCATIONS				2025		\$1,130				2028		\$10,414				Arterial Traffic Mgmt System
4531551	DISTRICTWIDE ADVANCED WRONG WAY DRIVING DETECTION SYSTEM				2025		\$909				2028		\$6,650				ITS Communication System
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW VAN BUREN AVE				2029	\$3,116		2028	\$9,931								Add Lanes and Reconstruct
4132581	SR-9/I-95 @ LANTANA ROAD				2025		\$113	2025	\$14,531	\$47	2029	\$108,488	\$3,418				Interchange - Add Lanes
4461681	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	2025			2025		\$50				2029	\$7,154					Interchange - Add Lanes
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD				2029	\$6,431		2027	\$23,227		2029		\$20,000				Add Lanes and Reconstruct
4358082	SR-9/I-95 FROM S OF COMMERCIAL BLVD. TO CYPRESS CREEK ROAD							2025		\$5	2030	\$60					Interchange - Add Lanes
4358087	SR-9/I-95 @ FROM N OF COMMERCIAL BLVD. TO N OF CYPRESS CREEK ROAD										2030	\$48,486					Interchange - Add Lanes
4475551	SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY				2025		\$32	2026		\$318	2030	\$6,722					Intersection (New)
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE										2030		\$13,959				Add Lanes and Reconstruct
Rail																	
4521751	SFRC - OVERPASS FEASIBILITY STUDIES AT VARIOUS LOCATIONS	2026	\$1,333														PTO StudiesMLD
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING				2027	\$9,932	\$710	2028		\$15,593	2030	\$41,695	\$7,229				PTO StudiesMLD
4547541	SR-84 AT FLORIDA EAST COAST CORRIDOR CROSSING PD&E STUDY	2030	\$6,900														PTO Studies
Seaport																	
4407051	PORT OF PALM BEACH UPLAND CARGO IMPROVEMENTS													2025	\$2,077	\$2,077	Seaport Capacity Project
4538021	NEW BULKHEADS 16, 17, AND 18													2029	\$31,813	\$10,604	Seaport Capacity Project
4552731	PORT EVERGLADES SEAPORT - NEW BULKHEAD AT BERTHS 14 & 15													2030	\$10,000	\$2,500	Seaport Capacity Project

LEGEND

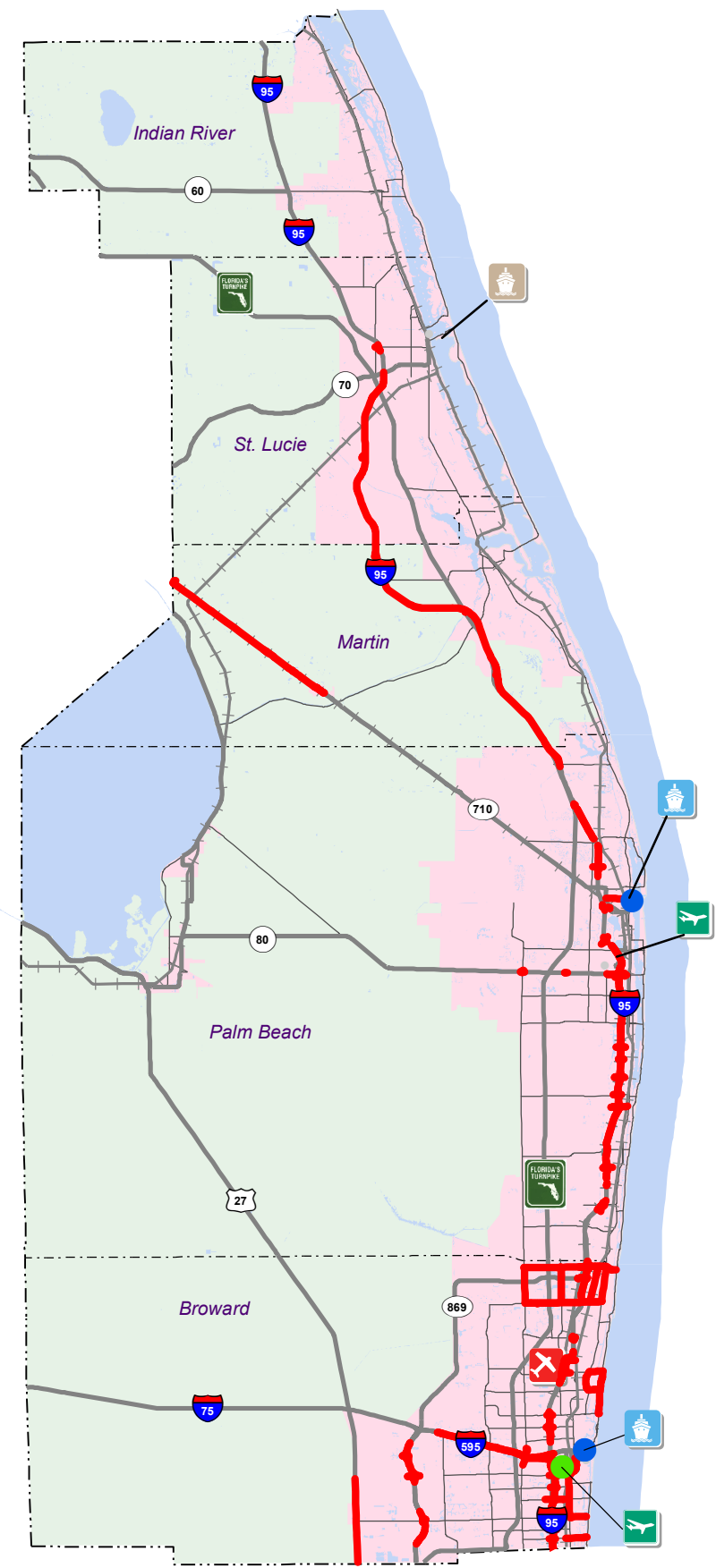
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STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects



SIS INVESTMENT PLAN

District 4

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

FY 2025/2026 thru 2029/2030
as of February 5, 2025

LEGEND

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Highway

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Railway

●

Airport

●

Seaport


SIS Highway


SIS Highway Future


SIS Railway


State Highway System


Urban Areas

 SIS Airport

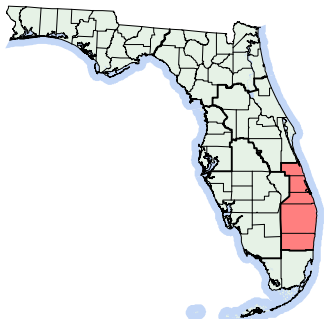
 SIS General Reliever Airport

 SIS Seaport

 SIS Strategic Growth Seaport



0 5 10 20 30
Miles



District 5

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4485781	ORANGE-ORLANDO INTL TERMINAL COMPLEX													2025	\$5,998	\$51,245	Aviation Capacity Project
4552722	ORLANDO SANFORD INTERNATIONAL AIRPORT TERMINAL CORRIDOR													2026	\$500	\$500	Aviation Capacity Project
4552711	ORLANDO SANFORD INTERNATIONAL AIRPORT MULTI MODAL IMPROVEMENTS													2027	\$1,250	\$1,250	Aviation Capacity Project
4485782	ORANGE-ORLANDO INTL SOUTH TERMINAL PHASE 1 EXPANSION													2029	\$19,000	\$9,500	Aviation Capacity Project
4538181	ORANGE-ORLANDO INTERNATIONAL AIRPORT-ROAD REALIGNMENT													2029	\$17,500	\$8,750	Aviation Capacity Project
4353221	BREVARD-SPACE FL PROCESSING & RANGE FACILI TY IMPROVEMENTS													2030	\$67,500	\$140,000	Spaceport Capacity Project
4368631	BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE													2030	\$88,178	\$31,000	Spaceport Capacity Project
4370691	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/CARGO													2030	\$75,823	\$133,818	Spaceport Capacity Project
4370701	BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES													2030	\$52,500	\$105,000	Spaceport Capacity Project
Highway																	
2408361	SR 40 FROM SR 15 US 17 TO SR 11				2025		\$16	2025	\$6,273	\$183							Add Lanes and Reconstruct
2408371	SR 40 FROM W OF SR 11 TO W OF CONE ROAD				2025		\$2	2025	\$2,566	\$157							Add Lanes and Reconstruct
2424847	SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD				2025	\$16											Add Lanes and Reconstruct
2424848	SR 400 (I-4) E OF CR 522 (OSCEOLA PKWY) TO WEST OF SR 528				2025	\$2,500	\$30	2025	\$36,789	\$50,454							Add Lanes and Reconstruct
2425924	SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92)				2025	\$749	\$17	2025	\$16,379	\$6,796							Add Lanes and Reconstruct
4074023	SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF SR 3				2025		\$1,221	2025	\$11,040	\$224							Add Lanes and Reconstruct
4102511	SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40				2025		\$1,109	2025		\$101							Add Lanes and Reconstruct
4106743	SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A				2025		\$10	2025		\$52,169							Add Lanes and Reconstruct
4106744	SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD				2025		\$205										Add Lanes and Reconstruct
4197722	I-95 INTERCHANGE AT SR 5 (US 1)				2025		\$200										Interchange - Add Lanes
4314561	SR 400 (I-4) WEST OF CR 532 TO EAST OF CR 522 (OSCEOLA PARKWAY)				2025		\$434	2025	\$56,107	\$95,636							Add Lanes and Reconstruct
4314566	SR 400 (I-4) FROM WEST OF SR 429 TO EAST OF WORLD DRIVE				2026	\$5,475	\$16,810				2025	\$4,172	\$148,841				Add Lanes and Reconstruct
4321931	I-4 MANAGED LANES FROM KIRKMAN TO SR 434				2030		\$183				2025	\$81,442	\$271,906	2030	\$25,849	\$133,306	Add Lanes and Reconstruct
4352091	I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST	2025		\$19	2025		\$32	2025		\$43,923	2025	\$61,878	\$45,547				Interchange (New)
4358594	SR 50 FROM EAST OF CR 757 TO EAST OF THE SUMTER/LAKE COUNTY LINE				2025		\$544	2025	\$13,673	\$3,631							Add Lanes and Reconstruct
4358595	SR 50 FROM EAST OF THE SUMTER/LAKE COUNTY LINE TO CR 33				2025		\$611	2025		\$41,953							Add Lanes and Reconstruct
4362921	I-95 INTERCHANGE AT PIONEER TRAIL	2025		\$1	2025	\$159	\$25	2025	\$985	\$1,523	2025	\$95,822	\$2,579				Interchange (New)
4436231	I-75 (SR 93) FROM TURNPIKE (SR 91) TO SR 200	2025		\$20				2025									PDE/EMO Study
4436241	I-75 (SR 93) FROM SR 200 TO CR 234	2025		\$14				2025									PDE/EMO Study
4447871	SR 401 BRIDGE REPLACEMENT	2025			2025		\$179										PDE/EMO Study
4487761	OSCEOLA PKWY FROM DYER BLVD TO FLORIDA TURNPIKE				2025		\$201										ITS Communication System
4502272	I-95 WRONG WAY DRIVING BUNDLE #2 (VOLUSIA SR400/I-4/US92 INTERCHANGES)										2025		\$2,357				ITS Surveillance System
4520741	I-75 IMPROVEMENTS FROM SR 200 TO SR 326	2025		\$13	2028		\$4,143	2025		\$40,059	2025		\$135,016				Add Auxiliary Lane(s)
4520742	I-75 IMPROVEMENTS FROM SOUTH OF S.R.44 TO S.R. 200	2025		\$28	2029		\$6,139	2025		\$57,625	2025		\$242,948				Add Auxiliary Lane(s)
4535871	I-95 IMPROVEMENTS FROM S ST JOHNS HERITAGE PARKWAY TO N OF SR 519	2025		\$3,527													Interchange - Add Lanes
4535881	I-95 IMPROVEMENTS FROM S OF SR 421 TO N OF US 1 (SR 5)	2025		\$3,482													Interchange - Add Lanes
4074024	SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE				2025		\$6,319	2026	\$2,309	\$186							Add Lanes and Reconstruct
4269054	ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN RODES BLVD TO W OF WICKHAM				2025		\$10	2025		\$49,222	2026		\$62,546				Add Lanes and Reconstruct
4270561	SR 50/SR 33 FROM CR 565 (VILLA CITY) TO CR 565A (MONTEVISTA)	2025		\$15	2025		\$713	2025	\$9,961	\$29,859	2026	\$38,416	\$13,626				New Road Construction
4289471	SR 40 FROM BREAKAWAY TRAIL TO WILLIAMSON BLVD				2025	\$812	\$159	2026	\$9,238	\$497							Add Lanes and Reconstruct
4314562	SR 400 (I-4) FROM EAST OF US 192 TO EAST OF SR 536				2030	\$18,979	\$54,264				2026	\$286,683	\$260,508				Add Lanes and Reconstruct
4314563	SR 400 (I-4) FROM EAST OF CR 532 TO WEST OF WORLD DRIVE				2030		\$65,983				2026		\$449,842				Add Managed Lanes
4314567	SR 400 (I-4) FROM EAST OF WORLD DRIVE TO EAST OF U.S. 192				2026	\$30,824	\$64,761				2026	\$207,761	\$415,201				Add Lanes and Reconstruct

LEGEND

Tentative Work Program

FY 2025/2026 thru 2029/2030
As of 02/05/2025

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District 5

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4197723	I-95 INTERCHANGE AT SR 5 (US 1)	2025		\$7	2026		\$1,077	2025		\$34,524	2027	\$130,588	\$119,483				Interchange - Add Lanes
4372002	US 17/92 FROM IVY MIST LANE TO AVENUE A				2027		\$7,000										Add Lanes and Reconstruct
4407871	SR 15A AT SR 44 - SOUTHBOUND RIGHT TURN LANE				2025		\$404	2026		\$4,273	2027		\$2,210				Add Right Turn Lane(s)
4531593	SR 400 (I-4) FROM WEST OF SR 536 TO WEST OF SR 435 (KIRKMAN RD)				2030	\$7,361	\$25,000				2027	\$14,699	\$135,806				Add Managed Lanes
4436243	I-75 (SR 93) AT SR 326				2028	\$12,300	\$246										Interchange Just/Mod
4484561	LPGA BLVD FROM US 92 (SR 600) TO WILLIAMSON BLVD	2025		\$16	2027		\$3,574	2028		\$28,069							PDE/EMO Study
4525741	SR 60 FROM PRAIRIE LAKE ROAD TO FLORIDA'S TURNPIKE	2029	\$4,500	\$1,289													PDE/EMO Study
4084642	SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472				2030	\$12,019	\$5	2030	\$6,250								Add Lanes and Reconstruct
4106742	SR 40 FROM END OF 4 LANES TO EAST OF CR 314				2025		\$26				2030	\$129,167	\$584				Add Lanes and Reconstruct
4136721	I-4 FROM POLK CO LINE TO SAXON BLVD										2030		\$9,384				ITS Freeway ManagementMLD
4468261	I-95 (SR 9) @ MAYTOWN ROAD NEW INTERCHANGE	2030		\$2,550													PDE/EMO Study
Railways																	
4129948	CENTRAL FLORIDA COMMUTER RAIL SYSTEM OPERATIONS AND MAINTENANC													2027	\$1,937	\$41,671	Intermodal Capacity Project
Seaport																	
4403233	BREVARD-PORT CANAVERAL NORTH CARGO BERTH 4 IMPROVEMENTS													2026	\$11,000	\$3,667	Seaport Capacity Project
4403231	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS													2027	\$11,000	\$7,310	Seaport Capacity Project
4538161	BREVARD-PORT CANAVERAL PORT-WIDE BERTH REHAB													2028	\$7,500	\$12,500	Seaport Capacity Project

LEGEND

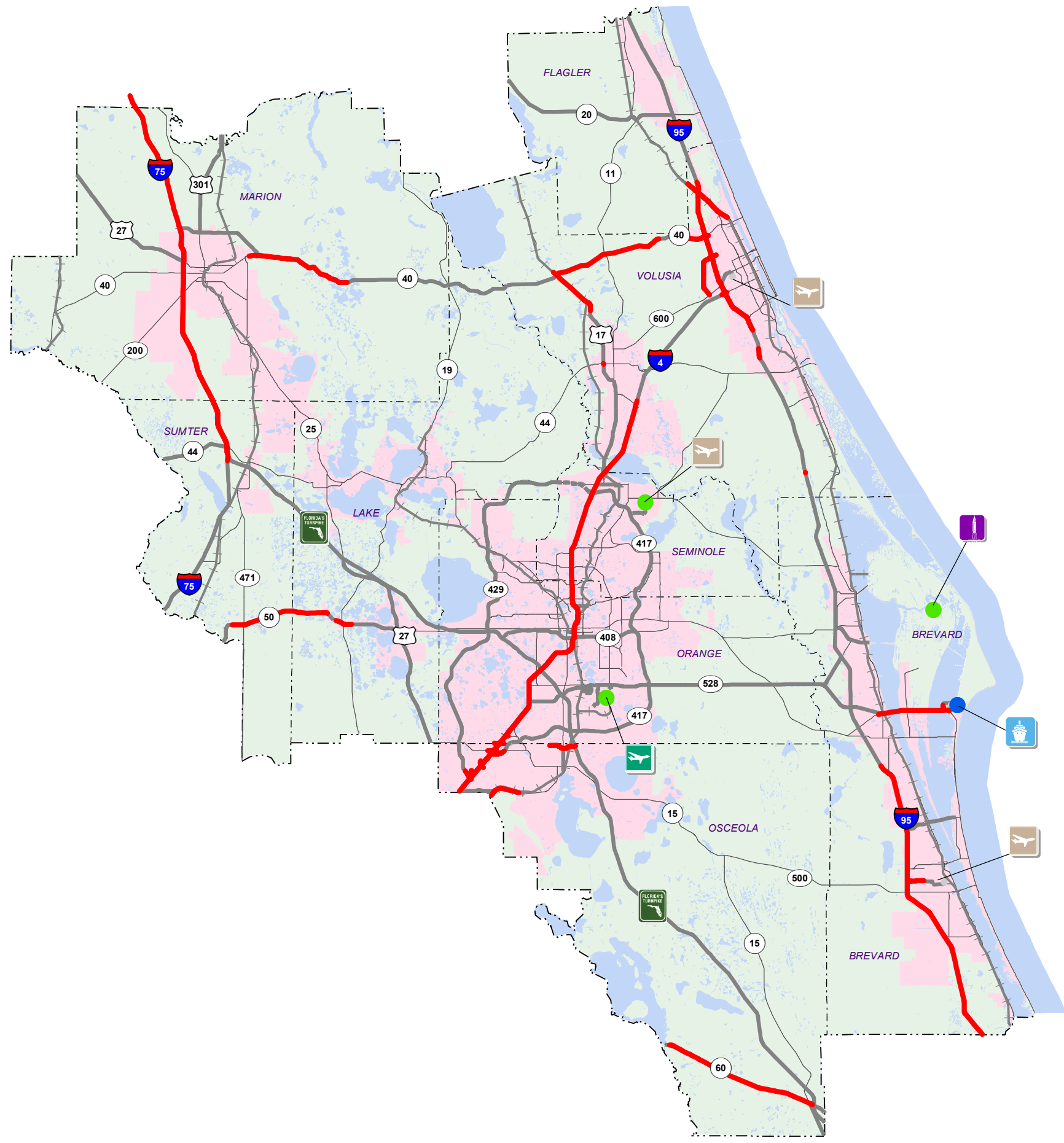
Tentative Work Program


FY 2025/2026 thru 2029/2030
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STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects



SIS INVESTMENT PLAN

District 5

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

FY 2025/2026 thru 2029/2030
as of February 5, 2025

LEGEND

Highway

Railway

Airport

Seaport

SIS Facilities


SIS Highway


SIS Highway Future


SIS Railway


State Highway System

Urban Areas

 SIS Airport

 SIS Strategic Growth Airport

 SIS Spaceport

 SIS Seaport



0 5 10 20 30
Miles

District 6

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4292715	MIAMI INT'L AIRPORT PERIMETER ROAD BRIDGE REPLACEMENT													2026	\$10,500	\$11,462	Aviation Capacity Project
4486871	MIAMI INTERNATIONAL AIRPORT - SOUTH TERMINAL EXPANSION EAST													2026	\$8,000	\$8,000	Aviation Capacity Project
4521391	MIAMI INT'L AIRPORT CONCOURSE D WEST EXTENSION													2030	\$30,000	\$30,000	Aviation Capacity Project
Highway																	
2511563	PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395										2025	\$41,875	\$151,935	2030	\$146,231		New Road Construction
2511565	PORT OF MIAMI TUNNEL OVERSIGHT CONSULTANT				2030		\$38				2025	\$4,200					INSPECT CONSTRUCTION PROJS.
4149641	SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	2025	\$790	\$151	2025		\$1,825										Prelim Eng for Future Capacity
4184235	SR 826/PALMETTO EXPY FROM I-75 TO GOLDEN GLADES INTERCHANGE							2025	\$100								Add Special Use Lane
4231261	SR 836/I-95 INTERCHANGE RAMPs FROM NW 17 AVE TO I-95 (MDX)										2025		\$4,779				INTERCHANGE (MODIFY)
4365651	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY INTERCHANGE	2025			2025		\$55	2025	\$250	\$10	2025	\$34,552	\$4				Interchange Ramp (New)
4402282	I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD	2025		\$92													PDE/EMO Study
4469473	WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS - PHASE 3				2025		\$23				2025		\$6,913				ITS Freeway Management
4184236	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET	2026		\$6,000													PDE/EMO Study
4232514	SR 25/OKEECHOBEE RD FROM E. OF NW 116 WAY TO E. OF NW 87 AVE(CONCRETE)				2025	\$10	\$254	2025	\$43,612	\$4,170	2026	\$1,241					Add Lanes and Rehabilitate Pvmt
4531491	SR 93/I-75 FROM SR 826/PALMETTO EXPWY TO BROWARD COUNTY LINE	2026	\$500	\$6,010													PDE/EMO Study
4149648	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET	2025		\$198	2028	\$50	\$5,720										PDE/EMO Study
4357601	SR 826/PALMETTO EXPY FROM I-75 TO N.OF CANAL C-8 BRDG(APPROX NW 162ST)				2028		\$11										Add Lanes and Reconstruct
4357603	SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE				2028		\$19										Add Lanes and Reconstruct
4357604	SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE				2028		\$17										Add Lanes and Reconstruct
4357605	SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE				2028		\$17										Add Lanes and Reconstruct
4357606	SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE				2028		\$18										Add Lanes and Reconstruct
4551341	SR 826/PALMETTO XWAY FROM N. OF CORAL WAY/SW 24TH ST TO S. OF NW 25 ST				2027	\$26,650		2028	\$18,126								Prelim Eng for Future Capacity
4149647	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET	2029		\$6,700													PDE/EMO Study
4231262	SR 9A/I-95 SOUTHBOUND RAMP TO WESTBOUND SR 836										2029	\$3,056					INTERCHANGE (MODIFY)
4232513	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)				2025		\$1	2025		\$5,074	2029	\$7,088	\$1,969				Add Lanes and Reconstruct
4283589	GOLDEN GLADES INTERCHANGE ENGINEERING SUPPORT				2025		\$1				2029		\$2,000				Prelim Eng for Future Capacity
4106465	SR 934/NE/NW 79 ST FROM WEST OF I-95(13 CT.) TO END OF SR 934/1 WAY PR				2030		\$9,708										Add Lanes and Reconstruct
4149649	SR 9A/I-95 FROM NORTH OF NW 143 STREET TO SOUTH OF SR 860/MIA GDNS DR	2030	\$5,500														PDE/EMO Study
4283585	SR 9A/I-95 FROM N. OF BISCAYNE CANAL TO SR 860/MIAMI GARDEN DR				2025		\$1				2030		\$793				Add Lanes and Reconstruct
4326391	SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST	2025		\$400				2030	\$2,725								Prelim Eng for Future Capacity
4551342	SR 826/PALMETTO XWAY FROM N. OF MILLER DR. TO N. OF CORAL WAY				2030	\$36,470		2030	\$33,557	\$707							Prelim Eng for Future Capacity
4551343	SR 826/PALMETTO XWAY FROM FLAGER ST. TO SR 836/DOLPHIN XWAY				2030	\$7,250											Prelim Eng for Future Capacity
4551344	SR 826/PALMETTO XWAY FROM S. OF SR 976/BIRD RD. TO N. SR 976/BIRD RD.				2030	\$8,650											Prelim Eng for Future Capacity
4551345	SR 826/PALMETTO XWAY FROM US-1 TO NORTH OF MILLER DRIVE/SW 56TH ST.				2030	\$29,550											Prelim Eng for Future Capacity
4551346	SR 826/PALMETTO EXPY FR US-1/S. DIXIE HWY TO NW 25TH ST DESIGN SUPPORT				2030	\$3,950											Prelim Eng for Future Capacity
Rail																	
4294872	MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENT				2025		\$44	2025	\$56	\$2,449	2026	\$34,504	\$58,625				Rail Capacity Project
Seaport																	
4538201	PORT MIAMI CARGO MOBILITY OPTIMIZATION													2029	\$20,100	\$20,100	Seaport Capacity Project
4553081	PORT MIAMI - REEFER YARD IMPROVEMENTS													2029	\$3,200	\$3,200	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2025/2026 thru 2029/2030
As of 02/05/2025

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District 6

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4553091	PORT MIAMI - RTG INFRASTRUCTURE ENHANCEMENTS													2030	\$15,000	\$15,000	Seaport Capacity Project

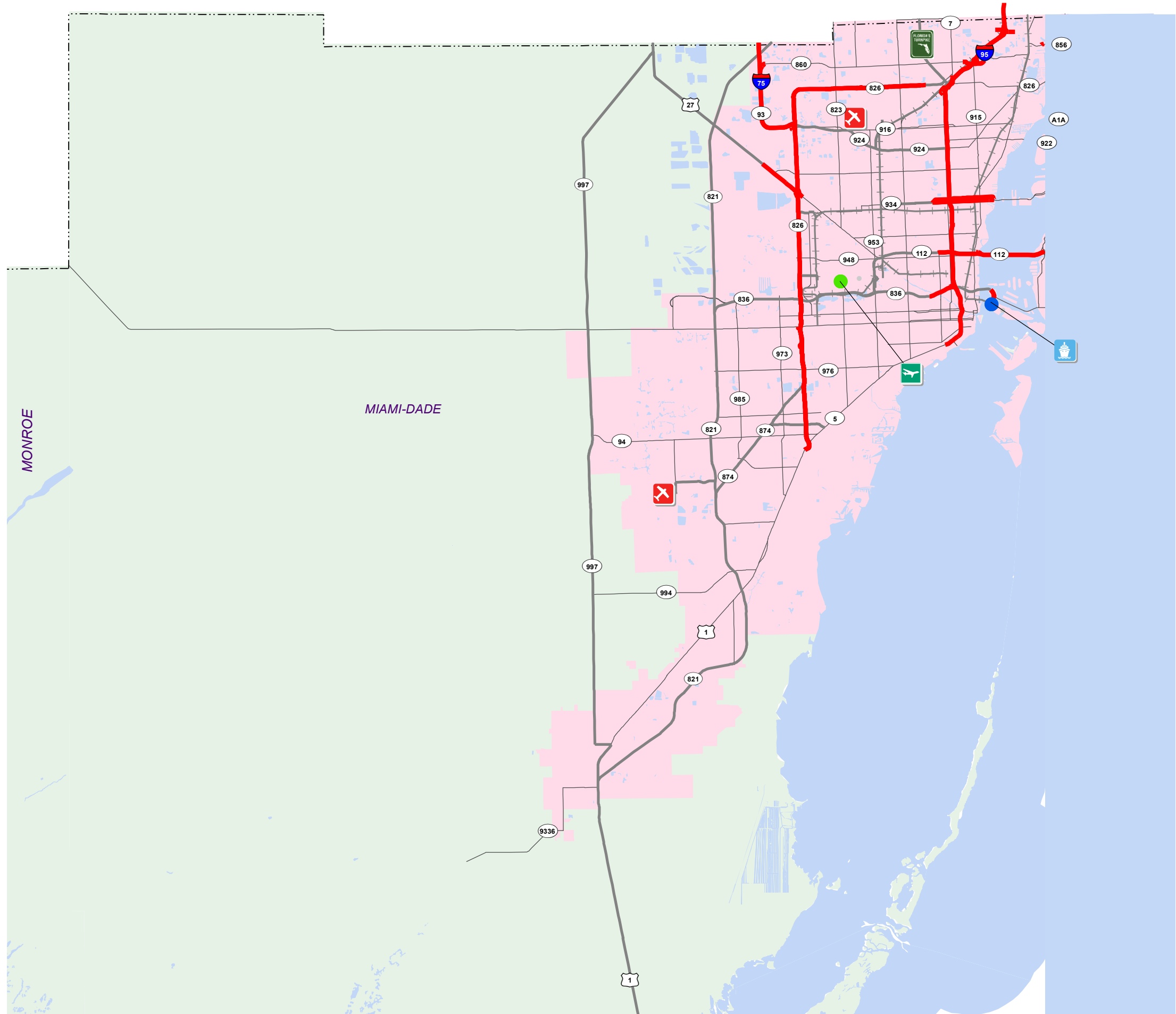
LEGEND

Tentative Work Program
FY 2025/2026 thru 2029/2030 As of 02/05/2025

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SIS INVESTMENT PLAN

District 6

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

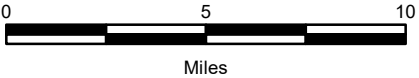
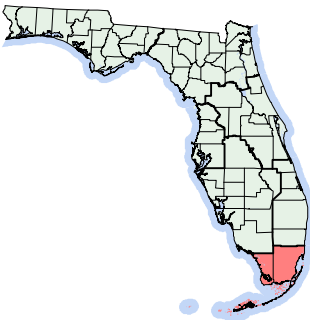
FY 2025/2026 thru 2029/2030
as of February 5, 2025

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

- SIS Highway
- SIS Highway Future
- SIS Railway
- State Highway System
- Urban Areas
- SIS Airport
- SIS General Reliever Airport
- SIS Seaport



District 7

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4387531	TAMPA INTERNATIONAL AIRPORT - PHASE 2 AND 3 MASTER PLAN PROJECTS													2026	\$60,000	\$68,650	Aviation Capacity Project
4444711	ST PETE-CLEARWATER INTERNATIONAL AIRPORT - PASSENGER TERMINAL IMPROV.													2030	\$38,450	\$45,750	Aviation Capacity Project
Highway																	
2569314	US92/SR600/SR687/SR694/GANDY BLVD FROM 4TH ST TO W OF GANDY BRIDGE				2025		\$91										Add Lanes and Reconstruct
2570861	SR694/GANDY BLVD FROM E OF US19 TO E OF I275 (SR93)				2025		\$174										Add Lanes and Reconstruct
4125311	I275/SR93 FM S OF SR60 TO N OF HILLS. RVR, SR60 FM S OF I275 TO SR589				2025	\$413	\$5										Interchange (New)
4125312	I275 (SR93)/SR60 INTERCHANGE							2025	\$13,203	\$26,637	2025		\$529				Interchange - Add Lanes
4192353	I75 (SR93A) FROM S OF US301 TO N OF BRUCE B DOWNS BLVD	2025		\$56													PDE/EMO Study
4245011	I275 (SR93) FROM 54TH AVE S TO N OF 4TH ST NORTH	2025		\$13													PDE/EMO Study
4305732	I75/I275 FROM COUNTY LINE ROAD TO SR56 (PHASE II)				2025	\$442	\$25	2025	\$1,205	\$2,483							New Road Construction
4305733	I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD				2025	\$815	\$7										New Road Construction
4317463	I4/SR400 FROM I4/SELMON CONNECTOR TO E OF BRANCH FORBES ROAD				2025		\$8	2025	\$33								Add Lanes and Reconstruct
4337971	US19 (SR55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD				2025		\$16										Add Lanes and Reconstruct
4337991	US19 (SR55) FROM S OF CR95 TO PINE RIDGE WAY W				2025		\$22										Interchange (New)
4338211	I275 AT I4 I275 FM ROME TO MLK I4 FM I275 TO CONNECTOR	2025		\$13													PDE/EMO Study
4340453	I275/SR93 FROM N OF HOWARD AVE TO N OF HILLSBOROUGH RIVER				2025	\$10	\$1										Add Lanes and Rehabilitate Pvm
4357502	SR60 FROM E OF DOVER RD TO E OF SR39				2025		\$25										Add Lanes and Reconstruct
4450572	I4/SR400 I4 EB AUXILIARY LANE FROM 15TH ST TO W OF 26TH STREET				2025	\$600	\$1				2025	\$13,750	\$5,748				Interchange - Add Lanes
4456681	US92/SR600 FROM W END OF EB GANDY BRIDGE TO DALE MABRY HWY										2025		\$6,234				ITS Communication System
4461311	I-4/SR 400 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD				2025		\$6				2025	\$1,610	\$4,772				Add Auxiliary Lane(s)
4471075	SR60 EB FROM N OF SPRUCE ST/TIA INTERCHANGE TO N OF MEMORIAL HWY				2025		\$16										Add Lanes and Rehabilitate Pvm
4471591	BRANCH FORBES RD/N FORBES RD FROM S OF US92 TON OF I4				2025		\$12										Add Lanes and Reconstruct
4491091	I-275 (SR 93) FROM N OF 38TH AVE N TO N OF 4TH ST N				2025	\$62	\$4,397				2025	\$129,197	\$296,105				Add Lanes and Reconstruct
4491092	I275 (SR93) FROM N OF I375 TO N OF 38TH AVE N				2025	\$12,031	\$59	2025	\$21,709	\$10							Add Lanes and Reconstruct
4523761	I-275/SR 93 NORTHBOUND/SOUTHBOUND SKYWAY REST AREA				2025		\$29				2025		\$849				ITS Freeway Management
4535511	I-75 FLORIDA REGIONAL ADVANCED MOBILITY ELEMENTS (FRAME)										2025		\$3,130				ITS Communication System
4376502	I75/SR93A AT GIBSONTON DRIVE				2025	\$64	\$4	2026	\$3,000								Interchange - Add Lanes
4461321	I-4/SR400 EB EXIT RAMP TO I-75 FR E OF TAMPA BYPASS CANAL TO W OF I-75				2025		\$83				2026		\$6,400				Add Auxiliary Lane(s)
4530561	BIG BEND ROAD FROM US41 TO COVINGTON GARDEN DRIVE										2026		\$24,082				Add Lanes and Reconstruct
4300562	US41 FROM S OF DOVER ST TO AUSTIN ST				2025		\$111	2027		\$5,655							Add Lanes and Reconstruct
4337961	US19 (SR55) FROM S OF TIMBERLANE RD TO S OF LAKE ST				2025			2027		\$220							Add Lanes and Reconstruct
4540841	I-275 FR 54TH AVE S TO SR 687				2026		\$441				2027		\$3,181				ITS Communication System
4357261	I4 (SR400) FM W OF I75 NB OFF RAMP TO E OF MANGO RD				2026	\$1,629	\$2	2028	\$15,309								Interchange - Add Lanes
4461331	I4 WB AUXILIARY LANE FROM E OF WEIGH STATION TO W OF MCINTOSH RD				2025		\$152				2028	\$6,503					Add Auxiliary Lane(s)
4461341	I4 WB AUXILIARY LANE FROM E OF BETHLEHEM RD TO W OF BRANCH FORBES RD				2027	\$531					2028	\$1,568					Add Auxiliary Lane(s)
4461351	I4 EB AUXILARY LANE FROM W OF BETHLEHEM RD TO W OF BRANCH FORBES RD				2025		\$14				2028	\$5,654					Add Auxiliary Lane(s)
4167351	SR50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET				2025	\$269	\$115	2025		\$14	2029	\$62,862					Add Lanes and Rehabilitate Pvm
4191822	SR45(US41) AT SR54 FROM W OF WILSON RD TO E OF OSPREY LN				2025		\$8	2029	\$33,936	\$2,660							Interchange (New)
4419351	US19/SR55 FROM PASCO COUNTY LINE TO CITRUS COUNTY LINE				2029		\$487										Arterial Traffic Mgmt System
4419361	US41 FROM HILLSBOROUGH COUNTY LINE TO HERNANDO COUNTY LINE				2029		\$735										Arterial Traffic Mgmt System
4540851	US 19/SR 52/SR 54 DISTRICT WIDE				2028		\$401				2029		\$3,746				ITS Communication System
2583721	ITS ENGINEERING ANALYSIS & MINOR DESIGN- CONTINUING				2030		\$3,750										ITS Freeway Management MLD
4340452	I275 (SR93) FROM N OF LOIS AVE TO N OF HOWARD AVE				2027	\$110	\$3	2030	\$142								Add Lanes and Rehabilitate Pvm

LEGEND

Tentative Work Program

FY 2025/2026 thru 2029/2030
As of 02/05/2025

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District 7

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4357501	SR60 FROM VALRICO RD TO E OF DOVER RD				2025			2026	\$12,184	\$760	2030	\$96,242	\$1,284				Add Lanes and Reconstruct
4387021	ARTERIAL MANAGEMENT PROGRAM (AMP)				2030		\$5,746										Arterial Traffic Mgmt System
4407491	US41/SR45 AT CSX GRADE SEPARATION FR S OF SR676 TO N OF SR676	2025		\$62	2025	\$1,945	\$932	2025		\$63	2030	\$128,329					Bridge New Structure
Rail																	
4549341	NEW AGGREGATE FACILITY - PLANT CITY													2025	\$3,974		Rail Capacity Project
Seaport																	
4351301	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS													2027	\$24,787	\$24,978	Seaport Capacity Project
4538371	PORT OF TAMPA BAY-PORT REDWING BERTH 301													2029	\$10,000	\$10,000	Seaport Capacity Project
4538381	PORT OF TAMPA BAY- DEEPENING AND WIDENING													2030	\$62,993	\$62,994	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2025/2026 thru 2029/2030
As of 02/05/2025

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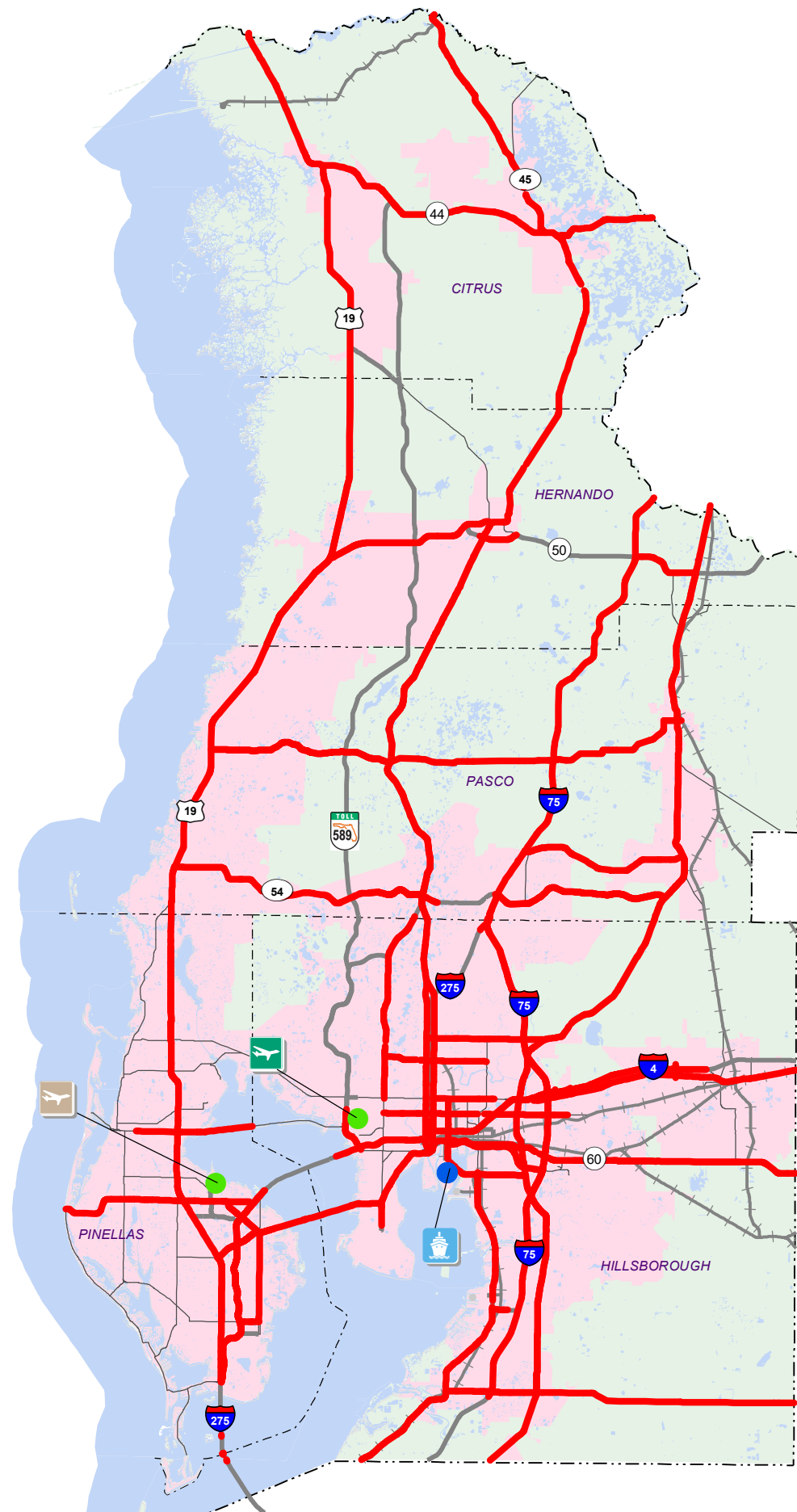
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SIS INVESTMENT PLAN

District 7

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

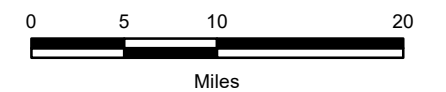
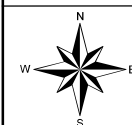
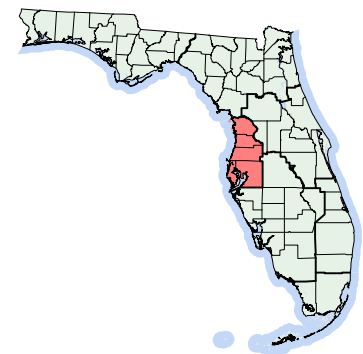
FY 2025/202 thru 2029/2030
as of February 5, 2025

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

- SIS Highway
- SIS Highway Future
- SIS Railway
- State Highway System
- Urban Areas
- SIS Airport
- SIS Strategic Growth Airport
- SIS Seaport



Turnpike Enterprise

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Highway																		
4061438	WIDEN TPK (SR91) SOUTHERN BLVD TO OKEECHOBEE BLVD (MP 98-101)(4TO8LNS)				2025		\$314				2025		\$296,884				Add Lanes and Reconstruct	
4159274	TPK (SR91) TSM&O ADD LANES N OF SAWGRASS TO PALM BEACH C/L (MP 71-73)				2025		\$528				2025		\$44,792				Add Auxiliary Lane(s)	
4182145	TPK (SR91) TSM&O ADD LANES PALM BEACH C/L TO GLADES RD (MP 73.1-76.4)				2025		\$1,624				2025		\$169,278				Add Auxiliary Lane(s)	
4233742	PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)	2025		\$292													PDE/EMO Study	
4361941	WIDEN TPK(SR91), PARTIN SETTLEMENT RD TO OSCEOLA PKWY(MP243.5-249)4TO8	2025		\$1	2025		\$2,129	2025		\$6,051	2025		\$355,780				Add Lanes and Reconstruct	
4371551	WIDEN SAWGRASS(SR869) SUNRISE BLVD TO OAKLAND PARK(MP0.5-4.1)(6TO10LN)				2025		\$531	2025		\$6,741	2025		\$376,061				Add Lanes and Reconstruct	
4379521	WIDEN SEMINOLE XWAY, SR434 TO N OF CR427 (MP44-49.4) (4TO8 LNS)				2029		\$647	2025		\$1							Add Lanes and Reconstruct	
4408973	CENTRAL POLK PARKWAY - FROM US 17 (SR 35) TO SR 60				2025		\$1,091	2025		\$22,434	2025		\$182,504				New Road Construction	
4412242	KISSIMMEE PARK ROAD INTERCHANGE IMPROVEMENTS (MP 240)				2025		\$334	2025		\$3,143	2025		\$23				INTERCHANGE (MODIFY)	
4427642	SUNCOAST II-PHASE 3A (SR589)-CR 486 TO CR 495				2025		\$6,640	2025		\$59,181	2025		\$278,428				New Road Construction	
4439561	ATLANTIC BLVD INTCHNG IMPROVEMENTS (SAWGRASS XWAY MP 8)				2025		\$1	2025			2025		\$6,887				INTERCHANGE (MODIFY)	
4440061	PD&E WIDEN TPK(SR91) FROM S OF SAND LAKE RD TO S OF SR 408 (MP257-263)	2025		\$4,215													PDE/EMO Study	
4440071	PD&E WIDEN TPK(SR91) FROM S OF SR 408 TO SR 50 (MP 263 - 273)	2025		\$10				2025									PDE/EMO Study	
4441111	WIDEN TPK (SR821) CAMPBELL DR TO TALLAHASSEE RD (MP3-7)(4TO6LNS)				2025		\$41				2025		\$129,544				Add Lanes and Reconstruct	
4462181	WIDEN TPK(SR91) FROM SR706 TO MARTIN C/L (MP117-117.7)(4TO6 LNS)				2025		\$998	2025		\$2							Add Lanes and Reconstruct	
4462191	WIDEN TPK(SR91),PALM BEACH C/L TO I-95 CONNECTOR (MP117.7-123.7)(4TO6)				2025		\$7,205	2025		\$2							Add Lanes and Reconstruct	
4463321	WIDEN TPK(SR91), I-95 CONNECTOR TO T.B.MANUEL BRIDGE (MP127-131)(4TO6)				2025		\$6,667	2025		\$2							Add Lanes and Reconstruct	
4463351	WIDEN TPK(SR91), SW BECKER RD TO CROSSTOWN PKWY (MP138.5-144.58)(4TO8)				2026		\$1,686	2025		\$1							Add Lanes and Reconstruct	
4465791	WIDEN NB TPK (SR91) FROM S. OF SR408 TO SR429 (MP265.3 -267.8)				2026		\$18,709	2030		\$21,494	2025						Add Lanes and Reconstruct	
4465814	POINCIANA CONNECTOR				2027		\$82,044	2025		\$52,001							New Road Construction	MLD
4465831	WIDEN TPK(SR91), N OF CROSSTOWN PKWY TO S OF MIDWAY RD (MP144-149)				2028		\$4,617	2025		\$2							Add Lanes and Reconstruct	
4469751	TPK (SR91) AND I-95 DIRECT CONNECTION INTERCHANGE (MP 125)	2025		\$145													PDE/EMO Study	
4480681	PD&E WIDEN SUNCOAST PKWY(SR589) - S OF VAN DYKE RD TO SR52 (MP13-29)	2025		\$1,224													PDE/EMO Study	
4514201	CENTRAL POLK PARKWAY EAST FROM NORTH OF CR546 TO US17/92 (4 LNS)	2025		\$1	2028		\$31,501	2025		\$20,001							New Road Construction	MLD
4520731	WIDEN TPK (SR91) S OF I-595 TO S OF OAKLAND PARK (MP 55-60)				2029		\$11,552	2025		\$2							Add Lanes and Reconstruct	
4520781	WIDEN TPK (SR91) N OF SAMPLE RD TO WILES RD (MP 69-70)				2025		\$650										Add Lanes and Reconstruct	
4521171	WESTERN BELTWAY (SR429)/LIVINGSTON RD INTERCHANGE (MP3.5-4.5)				2025		\$2	2025		\$6,712							Interchange (New)	
4061436	WIDEN TPK(SR91) N OF OKEECHOBEE BLVD TO S OF SR 710 (4TO8 LNS)				2025		\$3,158				2026		\$168,592				Add Lanes and Reconstruct	
4172182	PD&E STIRLING ROAD AND SR 91 INTERCHANGE (MP 52)	2026		\$1,497													PDE/EMO Study	
4354614	WIDEN SAWGRASS (SR869) SAMPLE TO UNIVERSITY DR (MP 12-14.8)(6TO8 LNS)				2025		\$1,241				2026		\$137,162				Add Lanes and Reconstruct	
4357863	WIDEN TPK(SR91) - OBRIEN RD TO US27 (MP 285.8-289.3) (4TO8 LNS)				2025		\$4,127	2025		\$17,164	2026		\$200,998				Add Lanes and Reconstruct	
4357882	WIDEN TPK(SR91) FROM CR470 INTCHG TO LAKE/SUMTER C/L(MP297)(LAKE CNTY)				2029		\$2,331	2026		\$799							Add Lanes and Reconstruct	
4371555	WIDEN SAWGRASS(SR869) S OF NW8TH TO SUNRISE BLVD (MP0-0.5) (6TO10LNS)				2025		\$1,306	2025		\$11,664	2026		\$131,764				Add Lanes and Reconstruct	
4371556	WIDEN SAWGRASS (SR869) OAKLAND PARK BLVD TO ATLANTIC BLVD (MP 4.1-7.5)				2025		\$1,144	2025		\$3,163	2026		\$166,166				Add Lanes and Reconstruct	
4372241	WIDEN SAWGRASS(SR869) FROM SR7 TO E OF TPK(SR91)(MP18-21.3)(6TO10 LNS)				2027		\$16,160										Add Lanes and Reconstruct	
4372244	NEW RAMP FROM SAWGRASS (SR 869) EB LANES TO TPK (SR91) NB LANES				2026		\$2,401										Interchange Ramp (New)	
4422121	PD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70)	2026		\$709													PDE/EMO Study	
4427643	SUNCOAST II-PHASE 3B (SR589)-CR 495 TO US 19				2026		\$8,276	2025		\$31,042	2026		\$298,395				New Road Construction	
4462242	TSM&O TPK (SR91) GRIFFIN ROAD INTERCHANGE IMPROVEMENTS (MP 54)				2026		\$620	2025		\$2,695	2026		\$12,628				INTERCHANGE (MODIFY)	
4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)				2026		\$408	2026		\$195							Add Lanes and Reconstruct	
4465816	POINCIANA CONNECTOR, GREENFIELD - RAMPS TO EASTBOUND I-4				2026		\$26,958				2026		\$213,382				Interchange Ramp (New)	MLD
4485352	MCARTHUR/SUNRISE TOWER SITE ITS RELOCATION (SR91 MP59)				2025		\$1				2026		\$242				ITS Communication System	
4494651	WIDEN EB SR 528 EXIT RAMP TO JOHN YOUNG PKWY (MP3)				2025		\$105				2026		\$14,040				Interchange - Add Lanes	
4513662	SUNCOAST PKWY (SR589) AT VAN DYKE BLVD ON RAMP EXTENSION TSM&O MP 14				2025		\$617				2026		\$3,325				Interchange Just/Mod	

LEGEND

Tentative Work Program

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Turnpike Enterprise

First Five Years Plan

Tentative Work Program

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4514191	PD&E CENTRAL POLK PARKWAY EAST FROM US17/92 TO SR538	2026		\$516	2026		\$9,000										PDE/EMO StudyMLD
4514192	PD&E FOR CENTRAL POLK PARKWAY EAST - SR 60 TO US17/92	2028		\$4,269	2026		\$2,000										PDE/EMO StudyMLD
4514211	CENTRAL POLK PARKWAY EAST FROM US27 TO NORTH OF CR546 (4 LNS)				2028		\$32,002	2026		\$20,001							New Road ConstructionMLD
4520771	WIDEN TPK (SR91) ATLANTIC BLVD TO N OF SAMPLE RD (MP 66-69)				2026		\$23,001										Add Lanes and Reconstruct
4521201	WIDEN WESTERN BELTWAY(SR429)- N OF US192 TO N OF WESTERN WAY (MP6-8.5)				2026		\$1,223	2026		\$529							Add Lanes and Reconstruct
4547931	OSCEOLA PARKWAY ADMS REPLACEMENT, MP 248.6				2026		\$302										ITS Dynamic Message Sign
4171321	WIDEN TPK(SR91) N OF GLADES RD TO N OF L-38 CANAL(MP76-80.2)W/THRU LN				2025		\$4,085	2025		\$440	2027		\$283,623				Add Lanes and Reconstruct
4233735	WIDEN SPUR(SR91), GOLDEN GLADES TP TO BROWARD CNTY (MP0.4-3.3)(6TO8LN)				2025		\$2,495	2025		\$16,582	2027		\$172,928				Add Lanes and Reconstruct
4233736	WIDEN SPUR(SR91) FROM BROWARD CNTY TO TPK EXT(SR821)(MP3.3-3.6) 6-8LNS				2025		\$1				2027		\$3,197				Add Lanes and Reconstruct
4354615	WIDEN SAWGRASS (SR 869) UNIVERSITY DR TO SR7 (MP 14.8-18.4)(6TO10 LNS)				2025		\$1,016				2027		\$162,722				Add Lanes and Reconstruct
4357881	WIDEN TPK(SR91)N OF OKAHUMPKA SERVICE PZ TO S OF US301 INTCHG(301-306)	2025		\$4	2027		\$13,965	2026		\$7,633	2027		\$147				Add Lanes and Reconstruct
4449801	TPK (SR 91) AT TAFT VINELAND RD INTERCHANGE (MP 253) ORANGE COUNTY				2026		\$2,029	2025		\$61,920	2027		\$82,074				Interchange (New)
4466191	PD&E STUDY TO WIDEN POLK PARKWAY (SR 570) FROM I-4 TO SR 540 (MP 0-14)	2027		\$4,001													PDE/EMO Study
4518581	TPK (SR91) MIDWAY RD SOUTHERN RAMPS INTERCHANGE (MP 150) ST LUCIE CNTY				2025		\$216	2025		\$14,368	2027		\$19,335				Interchange Ramp (New)
4520861	SOUTHERN TURNPIKE CCTV UPGRADES				2025		\$1,348				2027		\$9,740				ITS Surveillance System
4520862	NORTHERN TURNPIKE CCTV UPGRADES				2025		\$1,382				2027		\$9,793				ITS Surveillance System
4521141	WIDEN TPK (SR91) WILES RD TO PALM BEACH C/L (MP 70-73)				2027		\$7,302										Add Lanes and Reconstruct
4521211	WIDEN WESTERN BELTWAY(SR429)- N OF WESTERN WAY TO SEIDEL RD(MP 8.5-11)				2026		\$648	2027		\$245							Add Lanes and Reconstruct
4538141	SCADA INSTALLATIONS ALONG SR 821				2026		\$202				2027		\$1,180				ITS Communication System
4157481	WIDEN TPK (SR91) SR710 TO PGA BLVD (MP 106-110) (4 TO 8 LNS)	2025		\$2	2029		\$6,243	2026		\$5,463	2028		\$261,441				Add Lanes and Reconstruct
4357871	WIDEN TPK- US27 TO N OF CR33 (MP289 - 294)(4TO8LNS)(LAKE CNTY)				2028		\$16,692	2026		\$8,945	2028		\$238,331				Add Lanes and Reconstruct
4361943	WIDEN TPK (SR91) FROM US 192 TO PARTIN SETTLEMENT RD (MP242-243.5)4TO8				2027		\$1,211	2025		\$11,408	2028		\$162,105				Add Lanes and Reconstruct
4371691	WIDEN TPK(SR91) N OF ATLANTIC AVE TO N OF L-30 CANAL (MP82.6-85.3)W/ML				2030		\$2,772	2028		\$9,068							Add Lanes and Reconstruct
4426652	WIDEN SUNCOAST PKWY(SR589), COUNTY LINE TO N OF SR 54 (MP 17.5-20.5)				2027		\$14,871	2028		\$513							Add Lanes and Reconstruct
4465801	WIDEN TPK(SR91), S OF MIDWAY RD TO N OF SR 70 (MP 149-154)				2028		\$5,032										Add Lanes and Reconstruct
4465821	WIDEN TPK(SR91) (MP271.5-274) AND SR50/TPK(SR91) INTCHG IMPROVEMENTS				2025		\$3	2029		\$102	2028		\$2				Add Lanes and Reconstruct
4497091	PD&E WIDEN TPK (SR 91) FROM TPK EXT TO I-595 (MP 47.5-54.5)	2028		\$5,001													PDE/EMO Study
4514221	CENTRAL POLK PARKWAY EAST FROM SR60 TO US27 (4 LNS)				2028		\$10,002										New Road ConstructionMLD
4520761	WIDEN TPK (SR91) S OF COMMERCIAL BLVD TO ATLANTIC BLVD (MP 62-66)				2027		\$13,862	2028		\$2,031							Add Lanes and Reconstruct
4521121	TSM&O MAINLINE (SR821) S OF PALM DRIVE TO CAMPBELL DRIVE (MP 0-2)				2025		\$105	2026		\$1,085	2028		\$42,100				Add Auxiliary Lane(s)
4157484	WIDEN TPK (SR91) FROM PGA BLVD TO W INDIANTOWN RD (MP 110-117) (4TO6)				2027		\$504				2029		\$387,555				Add Lanes and Reconstruct
4171324	WIDEN TPK(SR91) N OF L38 CANAL TO N OF ATLANTIC AVE(MP80.2-83)W/THR LN				2027		\$4,676				2029		\$145,266				Add Lanes and Reconstruct
4357872	WIDEN TPK NORTH OF CR33 TO CR470 INTCHNG(MP294-297) (4TO8LNS)				2025		\$5,031				2029		\$213,461				Add Lanes and Reconstruct
4357883	WIDEN TPK (SR-91) LAKE/SUMTER C/L TO N OF OKAHUMPKA SP (MP 297-301)				2025		\$6,694				2029		\$17				Add Lanes and Reconstruct
4379531	WIDEN SEMINOLE XWAY N OF CR427 TO N OF RINEHART RD(49.4-55.1)(4TO8LNS)				2029		\$11,072										Add Lanes and Reconstruct
4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)				2026		\$1,785	2029		\$793							Interchange - Add Lanes
4520751	WIDEN TPK (SR 91) S OF OAKLAND PARK TO S OF COMMERCIAL BLVD(MP 60-62)				2029		\$19,421	2029		\$29,901							Add Lanes and Reconstruct
4357891	WIDEN TPK(SR91)US301 INTCHG TO I-75 INTCHG(MP304.5-308.9)(SUMTER CNTY)	2025		\$251	2029		\$15,492	2028		\$4,069	2030		\$5,700				Add Lanes and Reconstruct
4371694	WIDEN TPK (SR 91) N L-30 CANAL TO N BOYNTON BCH BLVD (MP85.3-87.3)W/ML				2028		\$2,979	2030		\$500							Add Lanes and Reconstruct
4426651	WIDEN SUNCOAST PKWY(SR589), S OF VAN DYKE-N OF LUTZ LAKE (MP13.2-16.5)				2026		\$21,002	2028		\$988	2030		\$12				Add Lanes and Reconstruct
4463341	WIDEN TPK(SR91) FROM MARTIN C/L TO BECKER RD (MP138.08-138.5) (4TO8)				2026		\$1,435	2030		\$282							Add Lanes and Reconstruct
4520811	WIDEN SB TPK (SR91) FROM SR429 TO SR408 (MP 266.6-269.7)				2030		\$22,401										Add Lanes and Reconstruct

LEGEND

Tentative Work Program

FY 2025/2026 thru 2029/2030
As of 02/05/2025

PD&E = Project Development & Environment
SM = State Managed Funds
DM = District Managed Funds
MLD = Missing Location Data (Project not on Maps)

NOTES

- (1) All values in Thousands of "As-Programmed" Dollars.
(2) Dollar amounts are totaled in the last phase year for project development and environmental (PDE) and preliminary engineering (PE) phases.
Dollar amounts for right-of-way (ROW) are totaled in the first year land will be acquired.
Dollar amounts for construction (CON) are totaled in the first year of construction.
Rarely, this convention can incorrectly show ROW ahead of PDE and PE.
(3) Project costs are subject to change.
(4) Please refer to Appendix D of the Work Program Instructions for additional information regarding project Work Mix.

Statewide Improvement

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4167863	STRATEGIC AIRPORT CAPACITY IMPROVEMENTS - SIS													2029	\$5,000	\$5,000	FUNDING ACTIONMLD
Highway																	
4181951	STATEWIDE ATIS				2030		\$12,599										ITS Information SystemMLD
Rail																	
4167864	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS													2030	\$14,495	\$8,428	FUNDING ACTIONMLD
Seaport																	
4167865	STRATEGIC SEAPORT INVESTMENTS - SIS													2026		\$11,500	FUNDING ACTIONMLD

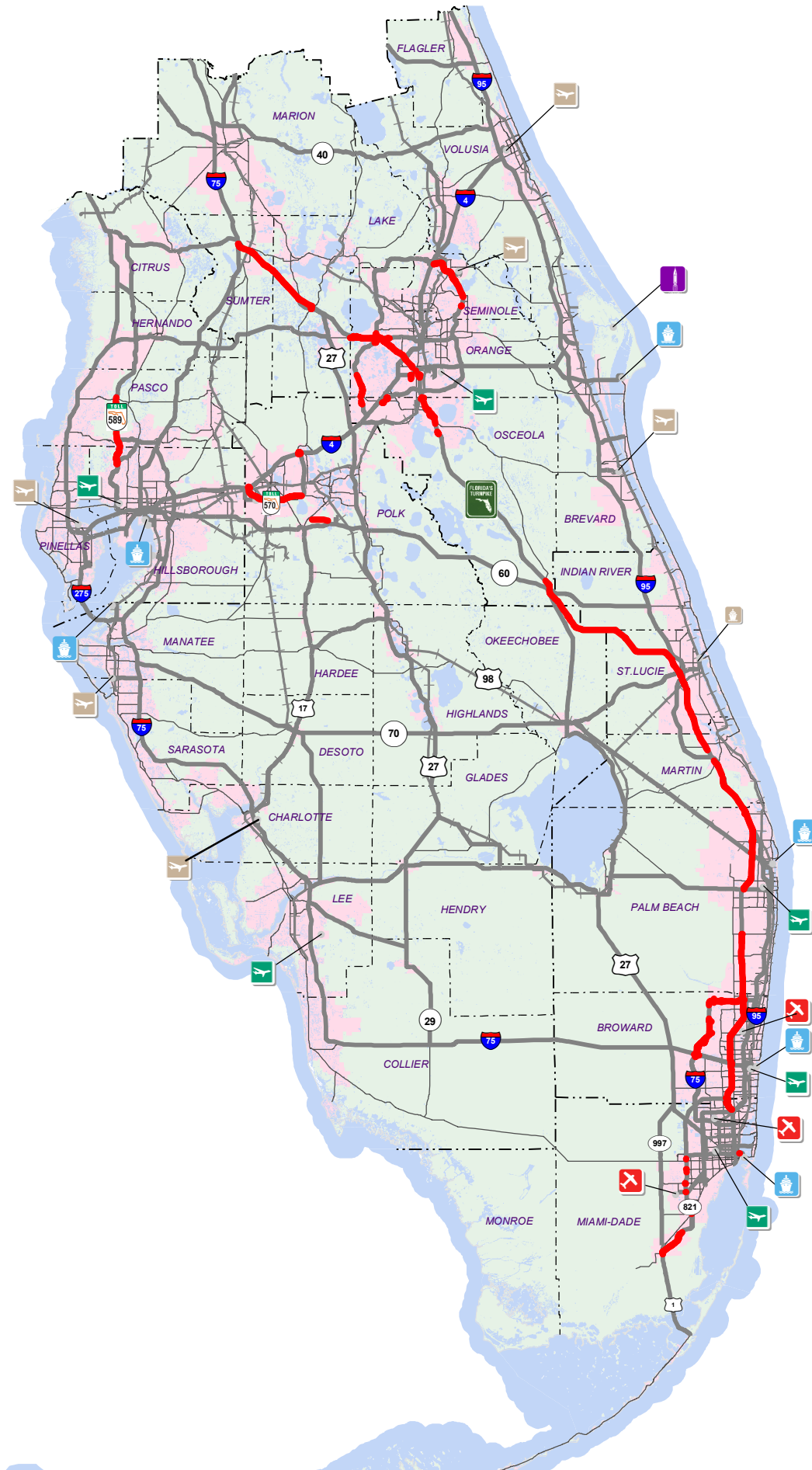
LEGEND


Tentative Work Program
FY 2025/2026 thru 2029/2030 As of 02/05/2025

PD&E = Project Development & Environment
SM = State Managed Funds
DM = District Managed Funds
MLD = Missing Location Data (Project not on Maps)


NOTES

- (1) All values in Thousands of "As-Programmed" Dollars.
- (2) Dollar amounts are totaled in the last phase year for project development and environmental (PDE) and preliminary engineering (PE) phases.
Dollar amounts for right-of-way (ROW) are totaled in the first year land will be acquired.
Dollar amounts for construction (CON) are totaled in the first year of construction.
Rarely, this convention can incorrectly show ROW ahead of PDE and PE.
- (3) Project costs are subject to change.
- (4) Please refer to Appendix D of the Work Program Instructions for additional information regarding project Work Mix.





STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects



SIS INVESTMENT PLAN

Turnpike Enterprise

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

FY 2025/2026 thru 2029/2030
as of February 5, 2025

LEGEND

—

Highway

SIS Facilities

—

SIS Highway

.....

SIS Highway Future


++++

SIS Railway


—

State Highway System


Urban Areas




SIS Airport




SIS Strategic Growth Airport




SIS General Reliever Airport



SIS Spaceport



SIS Seaport



SIS Strategic Growth Seaport





0153060

Miles

Appendix C

Project Phase Changes after Public Hearings

District	Item Number	Description	Action
1	452236-1	SR 45 (US 41) ADA Ramp from Harborwalk to W Retta Esplanade	Deferred construction phase 5X and 6X from FY 2026 to FY 2027 - Due to damage from Hurricanes Helene and Milton
1	449144-2	SR 29 from CR 846 E to N of New Market Road W	Added construction phase 5X and 6X from FY 2026 - received federal grant
1	444627-3	SR 37 from Ariana St to Lime St	Construction phase 5X and 6X advanced from FY 2030 to FY 2027 (LFR agreement plus payback)
1	448431-1	Avenue C SE from First Street South to Sixth Street SE	Design phase 3X deleted, design will be handled by the city
1	449655-1	SR 544 at Derby Avenue	Deleted construction phase 5X and 6X. Work to be completed under FM 454941-1 SR 544 from SR 600 (US 92) to 8th St NW (US 17) in FY 2029
2	210428-9	SR 55 (US 19) @ Bullforg Creek South Wildlife Crossing, Construct Special Structure	Added phase 52 - construction and phase 62-CEI in FY 2026 in the amount of \$7,854,047
3	No Changes	No Changes	No Changes
4	453882-1-52	Regional Transportation Management Center	Phase moved-out of the five (5) year tentative work program
5	No Changes	No Changes	No Changes
6	No Changes	No Changes	No Changes
7	452001-1-52-01	US 19 SR 49th St to Bryan Dairy Rd	Deleted FY 2028 resurfacing project due to statewide FC-5 initiative addressing the issue in FY 2026
7	454180-1-52-1	US 19/SR 55 from Whitney Road to Drew St	Deleted FY 2028 resurfacing project due to statewide FC-5 initiative addressing the issue in FY 2026
7	448044-1-52-01	Alt US 19/SR 595 from N of Meres Blvd to Pasco County Line	Added new FY 2028 resurfacing project to replace resurfacing projects removed due to new FC-5 program
7	450335-1-52-01	US 301/SR 41 from W of Jackson Rd to N of Cherry Tree Ln	Added new FY 2028 resurfacing project to replace resurfacing projects removed due to new FC-5 program
7	451237-1-52-01	SR 580/Main St from Pinehurst Rd to W of Enterprise Rd	Added new FY 2028 resurfacing project to replace resurfacing projects removed due to new FC-5 program

Analysis Criteria

Added: Phases added or moved in to the first three years of the Tentative Work Program.

Deleted: Phases deleted or moved out of the five years of the Tentative Work Program.

Advanced to Current Year: Phases advanced from the Tentative Work Program to this current year.

Deferred: Phases deferred within or from the first three years of the Tentative Work Program.

Moved Out: Phases that have moved out to the new fifth year of the Tentative Work Program.

(Includes Right of Way, Construction and Operations, and Capital Grant Phases only.)

Appendix D

Photograph Glossary

State Road 700 (U.S. 98) (Peace River – Fort Meade) at John Singletary Bridge (District 1)

The John Singletary Bridge on U.S. 98 had been a crucial part of the Fort Meade community since its construction in 1931. Named after John Singletary, a Polk County Commissioner from 1927 to 1931 who played a key role in its development, the bridge was a familiar landmark for residents. While many couldn't imagine life without the 92-year-old structure, there was excitement about the new bridge's construction due to the planned enhancements. The new bridge was designed to feature wider lanes to enhance safety and provide a pedestrian connection to the SUN Trail in the area. It would also include a bicycle path and a sidewalk, replacing the narrow walkway of the current bridge, and extending to connect the Peace River Trail on both sides of U.S. 98. Additionally, the new bridge, which would be longer and higher, was intended to address major flooding issues on the east side of the Peace River during significant storm events. Despite being a small community, Fort Meade's economic impact was significant, as the bridge provided a vital east-west trucking link across Florida, saving time and costs by avoiding a 15-mile detour. Locals had long anticipated this project, with interest in renovating the bridge dating back to the early 1970s. The new bridge deck was completed on September 10, 2024, and is anticipated to be open to traffic by the end of October 2024. It is projected that all traffic will be on the new bridges by January 2025. Final project completion is still planned for Summer 2025. (Page 1)

Wave Attenuation Devices (District 1) FDOT District One installed Wave Attenuation Devices (WAD) into the water near the Sunshine Skyway Bridge. These big concrete pyramids are designed to stop erosion to the shoreline and make the area more resilient to future storm events. One of the goals of the project is to protect Interstate 275, which is not only an important arterial for commuters, but it is also a major evacuation route. Some of these WAD pyramids are more than 10 feet tall and weigh about 13,000 pounds. Roughly 1,000 of them will be placed in these waters. Their triangular shape, the holes inside them, and the angle at which they are placed will do a great job of deflecting the wave energy. These WAD pyramids were recognized at the 2024 ACEC Engineering Excellence Awards for demonstrating exemplary engineering excellence and received the “2024 ACEC Outstanding Project Award”. Another added benefit of the WADS is that they will also become a natural barrier reef that allows marine life to flourish. Eventually, eight acres of seagrass are expected to grow on them. This grass will provide nursery habitats, food, and shelter for marine life like the Florida manatee, snook, and sea bass, which, in turn, will create a great area for both fishing and snorkeling. (Page 5)

SunRail Vision Completed (District 5) On August 9, FDOT Secretary Jared Perdue, FDOT District Five Director of Transportation Operations Charles Heffington, FDOT District Five Secretary John Tyler, State Rep. Webster Barnaby, Seminole County Commissioner Amy Lockhart, DeLand Mayor Chris Cloudman, Volusia County Chair Jeff Brower, Orlando Mayor Buddy Dyer, former FDOT District Five Secretary Noranne Downs, and former U.S. Congressman John Mica rang the bell to celebrate the new DeLand SunRail Station Grand Opening. On August 12, SunRail opened its last 12 miles for revenue service from DeBary to DeLand to complete the Central Florida's commuter rail's original vision. Now spanning 61.2 miles and connecting 17 stations in Orange, Osceola, Seminole, Volusia counties, and the City of Orlando, SunRail will begin to transition its operations to the Central Florida Commuter Rail Commission in 2025. Delivering a robust system included the installation of new ticketing machines at all station

platforms and a new mobile ticketing app, SunRail Mobile, to service customers faster and more efficiently. (Page 6)

State Road 934 / Northeast 79 Street Causeway (District 6) The ongoing State Road (S.R.) 934/NE 79 Street Over the Intracoastal Waterway Bridge Rehabilitation Project is repairing major structural, mechanical and electrical bridge components on both east and west drawbridges, as well as replacing the existing fender system at the east drawbridge. Once completed, the project will improve the drawbridge reliability and operation and extend the life of the bridge. (Page 9)

Diverging Diamond Interchange (DDI) at MLK and I-75 (District 7) This project is modifying the Interstate 75 (I-75) interchange at State Road (S.R.). 574 by separating northbound I-75 travel lanes from traffic entering and exiting the interstate between the S.R. 574 (Dr. Martin Luther King Jr. Boulevard) and Interstate 4 exits ramps in Hillsborough County. In addition, S.R. 574 (Dr. Martin Luther King Blvd) interchange is being converted to a diverging diamond interchange. These changes will improve the efficiency and safety of the interstate in this area. The \$89.7 million is expected to wrap up Summer 2025. (Page 16)

Loxahatchee Road (District 4) The Loxahatchee Road Mobility Improvements Project in Broward County will upgrade drainage, widen the road to accommodate bike lanes, create a continuous sidewalk on the south side of the road, construct roundabouts at Nob Hill Road, University Drive, and Parkside Drive, add an additional eastbound left-turn lane onto State Road 7/U.S. 441, mill and resurface the roadway, and upgrade signage and pavement markings. The City of Parkland and Broward County sponsored these improvements through a Locally Funded Agreement. The project is expected to be completed in early 2027. (Page 36)

Turnpike Mainline Widening from Hancock Road to O'Brien Road (Florida's Turnpike Enterprise) The Enterprise is expanding the Turnpike Mainline from Minneola/Hancock Road to just north of O'Brien Road in Lake County. This \$233 million project includes adding two lanes in each direction, replacing several bridges, including those at Scrub Jay Lane, County Road 561, and State Road 19, and widening the bridge over Jones Road. New electronic tolling gantries and continuous LED lighting will enhance visibility and safety. The project will improve traffic flow and connectivity with local roads and increase capacity. This initiative includes extensive community outreach efforts to minimize impacts on residents and travelers. Scheduled for completion by mid-2028, the project is progressing ahead of schedule, reinforcing the Enterprise's dedication to safety, productivity, and community engagement. While the mainline widening projects are central to our efforts, the Enterprise's commitment to enhancing transportation infrastructure extends beyond the mainline to other critical facilities in our system. (Page 38)

I-75 at Colonial Boulevard (State Road 884) (District 1) Interstate 75 (I-75) at Colonial Boulevard (State Road 884) improvements involved the reconfiguration of the I-75 at Colonial Boulevard Interchange to a Diverging Diamond Interchange (DDI). The improvements enhanced access to I-75, improved overall safety, increased capacity, and facilitated emergency evacuation within the county. In addition, the improvements helped accommodate travel demands created by anticipated countywide population and employment growth. Other improvements along Colonial Boulevard included a Continuous Flow Intersection (CFI) at the intersection of Six Mile Cypress

Parkway/Ortiz Avenue and a Superstreet Intersection at the Colonial Boulevard/Forum Boulevard intersection. (Page 40)

I-395 (District 6) The Interstate 395 (I-395)/State Road (S.R.) 836/Interstate 95 (I-95) Design-Build Project includes constructing a viaduct (double-deck) on S.R. 836 from NW 17 Avenue to I-395, concrete pavement replacement on I-95 from NW 8 Street to NW 29 Street, and complete reconstruction of I-395. The new I-395 will feature an iconic, six-arched “signature bridge” with thirty-three acres of community spaces under the new I-395. Most of the I-95 concrete replacement work has been completed, and work continues on S.R. 836 with the construction of foundations, piers, and erection of bridge beams and caps. Work on I-395 is steadily progressing, with one of the six arches completed and the erection of precast arch segments ongoing at three other arches. Crews are working on the foundations for the remaining two arches. Eastbound and westbound traffic have been placed on the new I-395 collector-distributor roadways, and demolition of the old I-395 is over 90% completed from the downtown area to I-95, allowing the contractor to construct the new higher-capacity mainline. The project is scheduled to be completed in late 2027 at an estimated cost of \$840 million. The project will increase capacity to ease current and future congestion, improve safety by eliminating existing deficiencies, and improve access at the I-95 Interchange and downtown area. (Page 43)

Arlington Expressway (State Road 115) from Mathews Bridge to Southside Boulevard (District 2) The Arlington Expressway resurfacing project will improve safety and extend the longevity of this vital corridor. Project improvements include milling and resurfacing of the mainline roadway and service roads from the Mathews Bridge to Southside Boulevard, ADA and traffic signal upgrades and median improvements. The project also includes removal of the eastbound expressway ramp to Colcord Avenue, drainage work, sidewalk repairs and concrete pavement rehabilitation work at Cesery Boulevard. In addition, the bridge over Red Bay Branch located on the south side service road east of the Arlington Road intersection will be rehabilitated. Superior Construction is the contractor for the \$26 million project, which began in spring 2023 and is expected to be completed in fall 2024, weather and unforeseen circumstances permitting. (Page 44)

I-10 / P.J. Adams Parkway Interchange (District 3) Work began in summer 2022 to construct Northwest Florida’s first new Interstate 10 (I-10) interchange in decades. The new interchange will be signed “Exit 53” and located approximately 2.6 miles west of State Road (S.R.) 85 and east of the County Road 4 (Antioch Road) bridge over I-10. The \$73 million project will also widen a segment of P.J. Adams Parkway to four lanes and extend it to become part of the Crestview Bypass that is under construction by Okaloosa County. The wider P.J. Adams Parkway will be lined on both sides with bicycle lanes and sidewalks. The new interchange will provide an alternative to the heavily traveled S.R. 85 corridor, thereby relieving traffic congestion, improving evacuation and emergency access routes, and enhancing regional economic development opportunities and reducing supply chain delays. The work is tentatively estimated for completion in mid-2026. (Page 47)

Capital Circle (State Road 263) (District 3) Construction activities are underway for the \$63 million multi-lane reconstruction of nearly four miles of State Road (S.R.) 263 (Capital Circle) from County Road (C.R.) 2203 (Springhill Road) to S.R. 371 (Orange Avenue) in Leon County.

This project is part of the Moving Florida Forward Infrastructure Initiative, championed by Governor DeSantis and the Florida Legislature. The initiative dedicated an additional \$4 billion of General Revenue to accelerate funding for major capacity projects to reduce congestion throughout the state. Project improvements include widening Capital Circle from a rural two-lane roadway to an urban divided six-lane roadway, intersection improvements, new roadway lighting, drainage improvements with six new stormwater ponds, a 10-foot-wide shared-use path, construction of two 42-foot-long single-span bridges, and new water and sewer utility improvements. Significant project accomplishments include ahead-of-schedule completion of activities, including most utility relocations, phase I bridge completion, phase I surcharge and settlement monitoring completion, implementation of Phase II maintenance of traffic plan, and new water/sewer installation and removal of the old line. This project also requires close coordination with Tallahassee International Airport. The project team has successfully closed and detoured two entry/exit points to rebuild and reopen. Project completion is slated for fall 2026. (Page 65)

I-95 Express (District 4) 95 Express extends the existing Interstate 95 (I-95) express lanes currently in use in Miami-Dade County and southern Broward County to provide a safe and efficient commute for South Florida's Tri-County area. The 95 Express Phase 3B-2 Project was completed in February 2024 and constructed express lanes from Glades Road to Linton Boulevard in Palm Beach County. The project included the region's first Diverging Diamond Interchange (DDI) at the Glades Road/I-95 interchange. 95 Express Phase 3A-1 extended the existing express lanes north from just south of Broward Boulevard to just north of Commercial Boulevard in Broward County and was completed in May 2024. 95 Express Phase 3C, with an expected completion timeline of late 2025, is still under construction and includes new express lanes from Hollywood Boulevard to Broward Boulevard in Broward County and the construction of direct connection ramps between the I-95 Express Lanes and I-595. (Page 67)

Suncoast Parkway Phase 2 (Florida's Turnpike Enterprise) Suncoast Parkway/State Road (S.R.) 589 is being extended three miles northward from S.R. 44 to W. Norvell Bryant Highway/County Road (C.R.). 486, continuing the development of this crucial transportation corridor. This \$103 million project involves constructing a new four-lane tolled roadway that will serve the future traffic needs of Citrus County and the greater Tampa Bay area. A key feature of the project is the Suncoast Trail, part of Florida's Statewide Greenways and Trails System, which will extend three miles from its current endpoint at S.R. 44 to C.R. 486. The trail, a multi-use paved recreational facility, promotes outdoor recreation and the conservation of native habitats, providing numerous benefits for Floridians of all ages. The project is expected to be completed by 2025, with further expansion already in design, ensuring the Suncoast Parkway continues to meet the growing mobility needs of the region. (Page 71)

J.T. Butler Boulevard (S.R. 202) and Kernan Boulevard Interchange (District 2) This \$17.1 million project, which began construction in November 2022, will reduce congestion and improve operational efficiency at this busy interchange, which serves the University of North Florida campus as well as thousands of residences and businesses. Project improvements include construction of a partial cloverleaf interchange, increased ramp capacity, roadway lighting upgrades, roadway resurfacing and construction of a shared-use path (SUP) for pedestrians and bicyclists. Roadway users are already enjoying enhanced traffic flow and safety at the interchange as a result of the project, which is estimated for completion in fall 2024. (Page 73)

Beeline Highway Reconstruction Project (District 4) The State Road (S.R.) 710/Beeline Highway Reconstruction project improvements in Palm Beach County consist of widening S.R. 710/Beeline Highway from Northlake Boulevard to S.R. 708/Blue Heron Boulevard from four lanes to six lanes, replacing and widening the Florida's Turnpike bridge over S.R. 710/Beeline Highway, constructing an at-grade partial Continuous Flow Intersection (CFI) at the intersection of S.R. 710/Beeline Highway and Northlake Boulevard, adding sidewalks and bicycle lanes on both sides of S.R. 710/Beeline Highway, upgrading railroad crossings, drainage, signage, lighting, signalization and pavement markings throughout project limits, and upgrading the Intelligent Transportation System (ITS). This project began in March 2024 and is anticipated to be completed in late 2029. (Page 76)

I-275 from I-4 to Hillsborough Avenue (District 7) The \$85.3 million capacity improvement project is adding one lane in each direction to Interstate 275 from north of Interstate 4 (I-4) to north of Hillsborough Avenue (U.S. 92) using the existing right of way in Tampa. Other improvements include constructing noise barrier walls along the corridor, installing fencing and Intelligent Transportation System (ITS) devices, and reconstructing the overpasses between Floribruska Avenue and Hillsborough Avenue. The project is estimated to be completed in 2025. (Page 81)

New Interchange at I-75 and County Road 672 (Big Bend Road) (District 7) The Florida Department of Transportation is reconstructing the Interstate 75 interchange at County Road 672 (Big Bend Road) by adding new entrance/exit ramps to access the interstate, increasing the storage areas at the base of the exit ramps to accommodate more vehicles, widening a section of Big Bend Road to six lanes featuring enhanced pedestrian, bicycle, and bus facilities, and rebuilding bridges on Old Big Bend Road and Big Bend Road. Construction of this \$81.7 million project is projected to finish in 2025. (Page 82)

Appendix E

Moving Florida Forward

During the 2023 Legislative Session, Governor DeSantis proposed, and the Florida Legislature then passed the *Moving Florida Forward Infrastructure Initiative*. As part of the initiative, the Florida Department of Transportation (FDOT) identified a selection of critical needs on state-owned roadways. Additionally, FDOT identified previously approved projects with broad community support that only lacked funding to begin construction. Due to Florida's sound fiscal health, \$4 billion from the General Revenue Surplus has been dedicated to the *Moving Florida Forward Infrastructure Initiative* to advance construction on these projects around the state that will address congestion, improve safety, ensure the resiliency of our transportation network, and enhance Florida's supply chain and economic growth. A video overview of the initiative can be viewed here: <http://tinyurl.com/FDOTMFF>.



Moving Florida Forward Update

Florida Senate

Appropriations Committee on Transportation, Tourism, and Economic
Development

Secretary Jared W. Perdue, P.E.

January 15, 2025

MOVING FLORIDA FORWARD

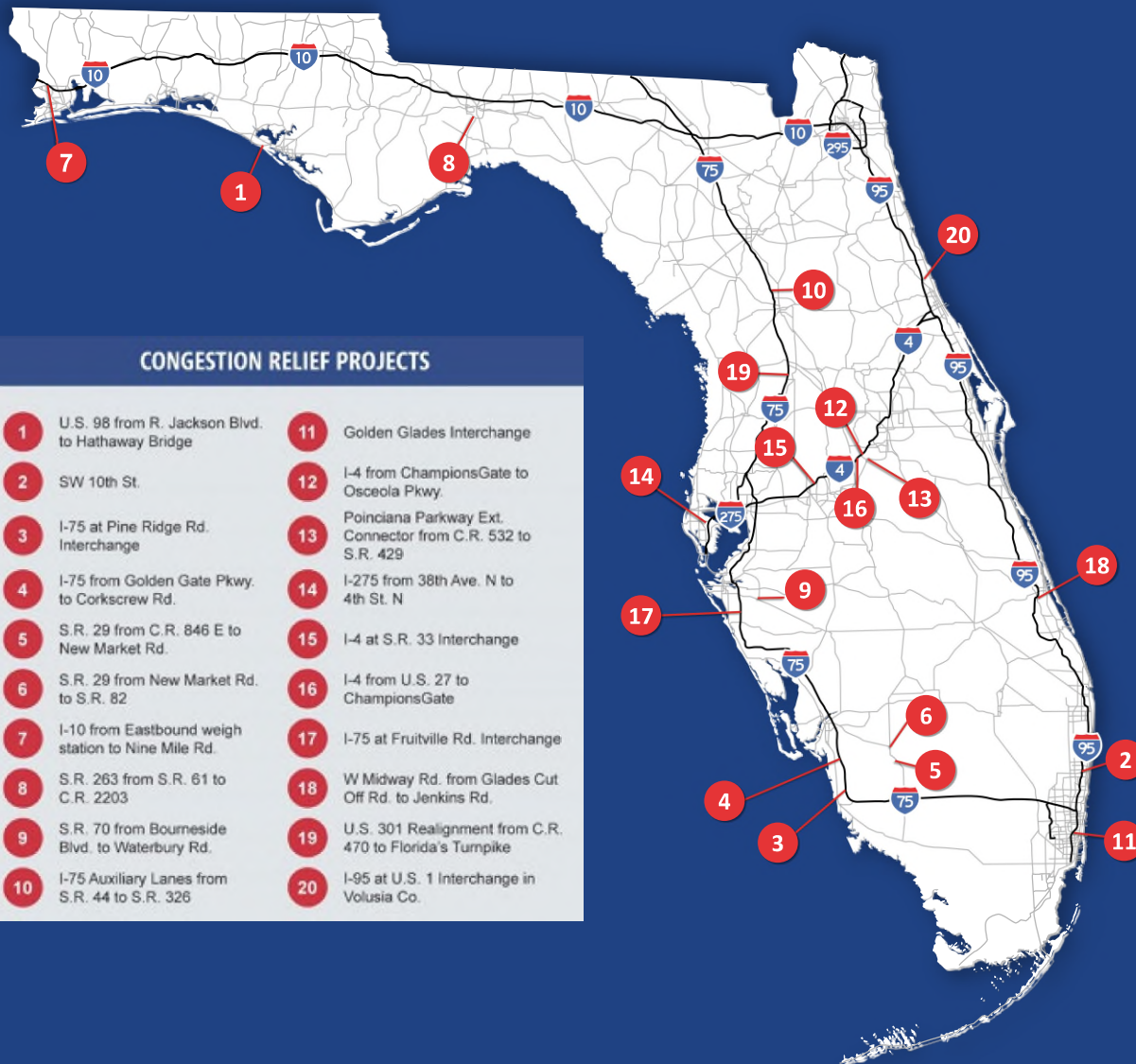
Infrastructure Initiative

\$7B investment

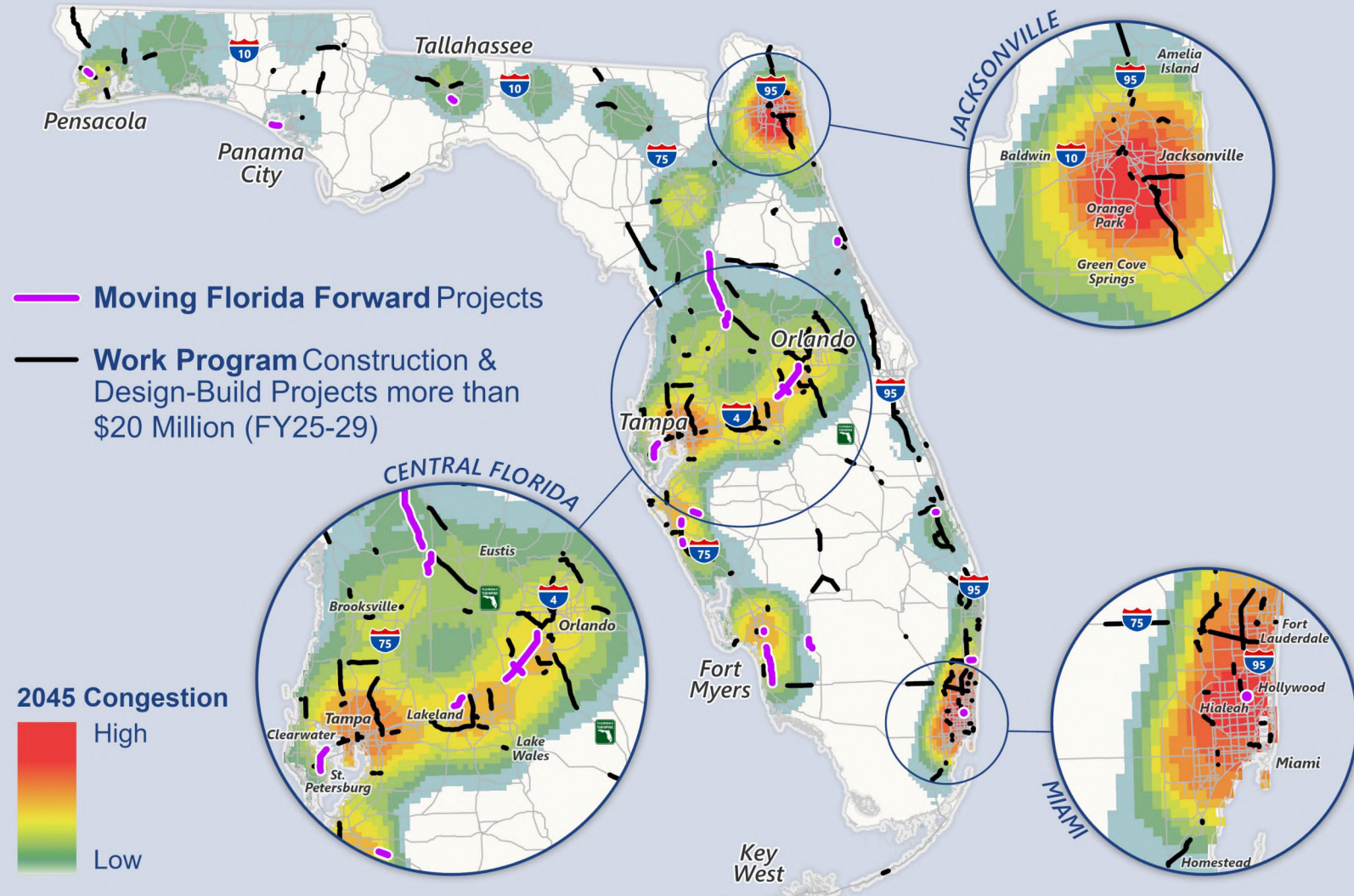
20 projects

15-20 year advancement

CONGESTION RELIEF PROJECTS	
1 U.S. 98 from R. Jackson Blvd. to Hathaway Bridge	11 Golden Glades Interchange
2 SW 10th St.	12 I-4 from ChampionsGate to Osceola Pkwy.
3 I-75 at Pine Ridge Rd. Interchange	13 Poinciana Parkway Ext. Connector from C.R. 532 to S.R. 429
4 I-75 from Golden Gate Pkwy. to Corkscrew Rd.	14 I-275 from 38th Ave. N to 4th St. N
5 S.R. 29 from C.R. 846 E to New Market Rd.	15 I-4 at S.R. 33 Interchange
6 S.R. 29 from New Market Rd. to S.R. 82	16 I-4 from U.S. 27 to ChampionsGate
7 I-10 from Eastbound weigh station to Nine Mile Rd.	17 I-75 at Fruitville Rd. Interchange
8 S.R. 263 from S.R. 61 to C.R. 2203	18 W Midway Rd. from Glades Cut Off Rd. to Jenkins Rd.
9 S.R. 70 from Bourneside Blvd. to Waterbury Rd.	19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike
10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326	20 I-95 at U.S. 1 Interchange in Volusia Co.



Congestion + FDOT Work Program + Moving Florida Forward



Construction Underway

Construction Underway

- #2 SW 10th St.
- #3 I-75 at Pine Ridge Rd.
- #9 S.R. 70 from Bourneside Blvd. to Waterbury Rd.
- #10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326
- #11 Golden Glades Interchange
- #12 I-4 from ChampionsGate to Osceola Pkwy.
- #13 Poinciana Pkwy. Ext. Connector from C.R. 532 to S.R. 429
- #15 I-4 at S.R. 33 Interchange
- #16 I-4 from U.S. 27 to ChampionsGate
- #17 I-75 at Fruitville Rd. Interchange

Construction Beginning This Year

- #1 U.S. 98 from R. Jackson Blvd. to Hathaway Bridge
- #8 S.R. 263 from S.R. 61 to C.R. 2203
- #14 I-275 from 38th Ave. N to 4th St. N
- #19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike

Construction Beginning in 2026

- #4 I-75 from Golden Gate Pkwy. to Corkscrew Rd.
- #5 S.R. 29 from C.R. 846 E to New Market Rd.
- #6 S.R. 29 from New Market Rd. to S.R. 82
- #7 I-10 from EB Weigh Station to Nine Mile Rd.
- #18 W Midway Rd. from Glades Cut Off Rd. to Jenkins Rd.
- #20 I-95 at U.S. 1 Interchange in Volusia Co.

This year, **70 percent** of the Moving Florida Forward projects, totaling \$5.321 Billion, will officially be under contract.



MOVING FORWARD



ACCELERATED START

SEGMENT A

Polk & Osceola County
East of U.S. 27 to West of
State Road (S.R.) 429
4.1 MILES

SEGMENT B

Osceola County
West of S.R. 429 to East of
World Drive
3.4 MILES

PROJECT 1

Osceola County
east of World Drive to east
of U.S. 192
2.6 MILES

PROJECT 2

Osceola County
east of County Road (C.R.)
532 to west of World Drive
3.1 MILES

PROJECT 3

Polk County
west of U.S. 27 to east of
Ronald Reagan Parkway
3.4 MILES

PROJECT 4

Osceola & Orange County
west of Osceola Parkway to
east of S.R. 536
2.1 MILES

PROJECT 5

Polk & Osceola County
New Poinciana Connector
from S.R. 429 to south of C.R.
2.1 MILES



SUPPORTING OVER
2,000
JOBS ACROSS
THESE PROJECTS

REGIONAL
ECONOMIC IMPACT

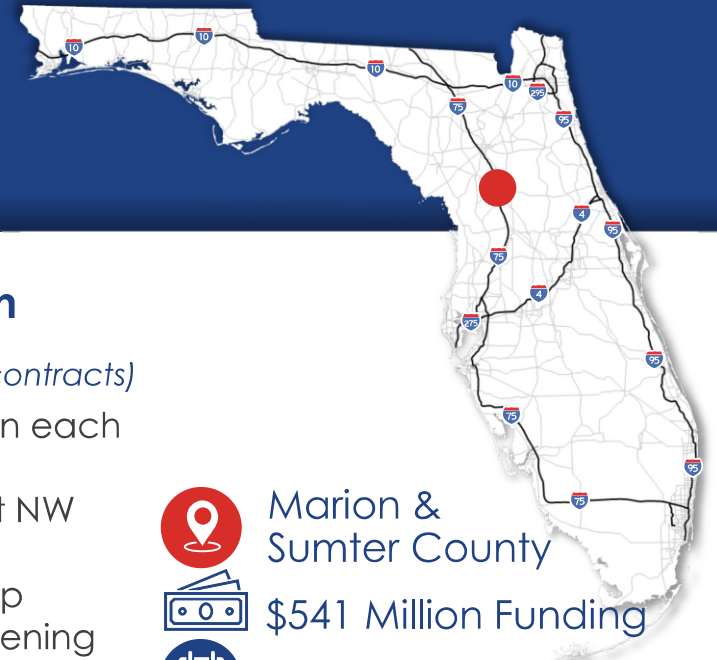


\$14.91
BILLION





I-75 Auxiliary Lanes from S.R. 44 to S.R. 200 (South) & S.R. 200 to S.R. 326 (North)



Project Description

(2 separate construction contracts)

- Add auxiliary lanes in each direction
- New interchange at NW 49th St
- Includes work to help advance future widening projects



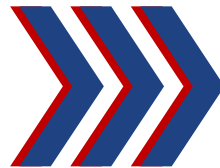
Marion & Sumter County



\$541 Million Funding



Construction 2024



PROJECT BENEFITS

Auxiliary lanes are expected to

REDUCE TRAVEL DELAYS BY

96% in the northbound direction
88% in the southbound direction

NEW 49TH STREET INTERCHANGE SPURS ECONOMIC DEVELOPMENT



ENHANCE SUPPLY CHAIN

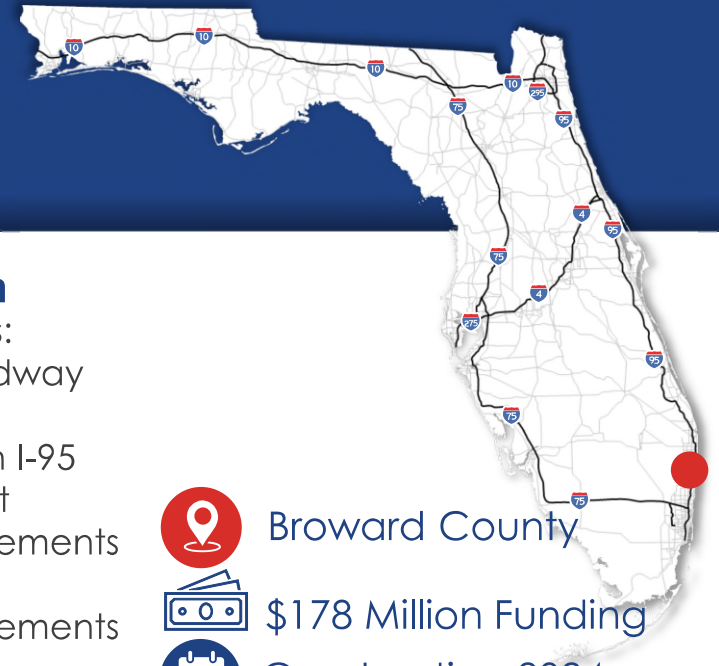
by improving travel time reliability and timely delivery of goods



REDUCE regional emergency evacuation travel times



SW 10th Street



Project Description

- Includes 2 roadways:
 - Connector roadway links Sawgrass Expressway with I-95
 - Local SW 10th St
- Interchange improvements at I-95 & SW 10th St
- Interchange improvements at Hillsboro Blvd
- Completion of I-95 Express within project limits



Broward County



\$178 Million Funding

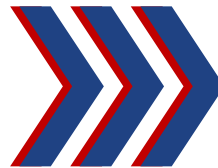


Construction 2024



REGIONAL
ECONOMIC IMPACT

\$712
MILLION



PROJECT BENEFITS

TRAVEL TIMES REDUCED

by 2.5 days per year
for commuters



Creation of roadways separating
local traffic from through traffic

**ENHANCES
QUALITY OF LIFE
FOR PUBLIC**



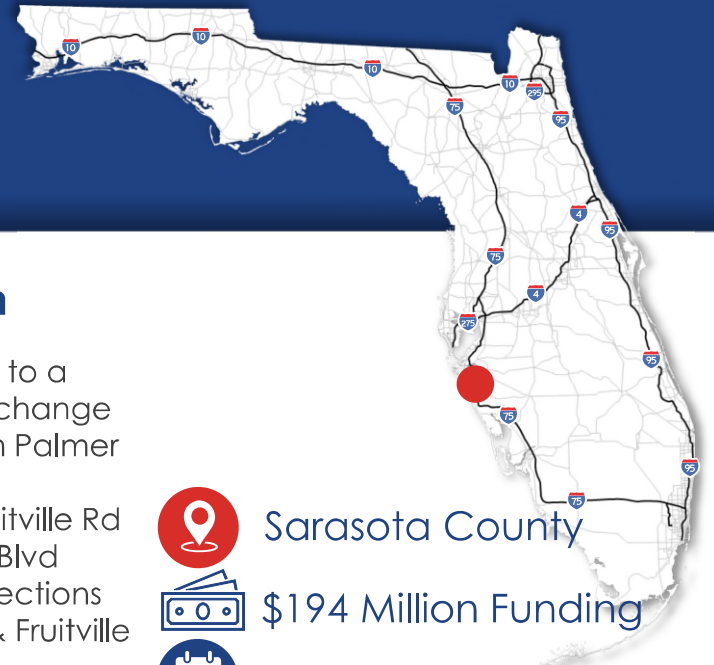
LOWER SPEEDS
on local roadway



**COMPLETES
MISSING LINK**
in major regional
highway connections



I-75 at Fruitville Rd. Interchange



Project Description

- Reconstruct interchange to a Diverging Diamond Interchange
- Widen 2 miles of I-75 from Palmer Blvd to Fruitville Rd
- Replace bridges over Fruitville Rd & SB bridge over Palmer Blvd
- Auxiliary lanes in both directions between Bee Ridge Rd & Fruitville interchanges
- Widen 1.6 miles of Fruitville Rd from Honore Ave to Coburn Rd



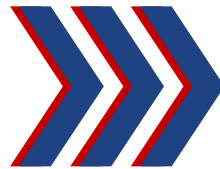
Sarasota County



\$194 Million Funding



Construction 2024



PROJECT BENEFITS

INCREASES VOLUME CAPACITY

by 40,000 vehicles



Auxiliary lanes
ENHANCE
flow of traffic
operations & adds
capacity



REDUCES
the number of conflict
points between
vehicles entering I-75 &
opposing traffic



IMPROVES
travel times along
this emergency
evacuation route



S.R. 263 from S.R. 61 to C.R. 2203



Project Description

- Widen roadway from 2 to 6 lanes
- Improved drainage system, intersection improvements
- Added noise barrier walls, lighting, multi-use path & sidewalk
- New bridge over Munson Slough



Leon County



\$80 Million Funding



Construction 2025



PROJECT BENEFITS

Number of lanes
tripled to help

**RELIEVE
CONGESTION**



Community features

**INCREASE
QUALITY OF LIFE**
for residents



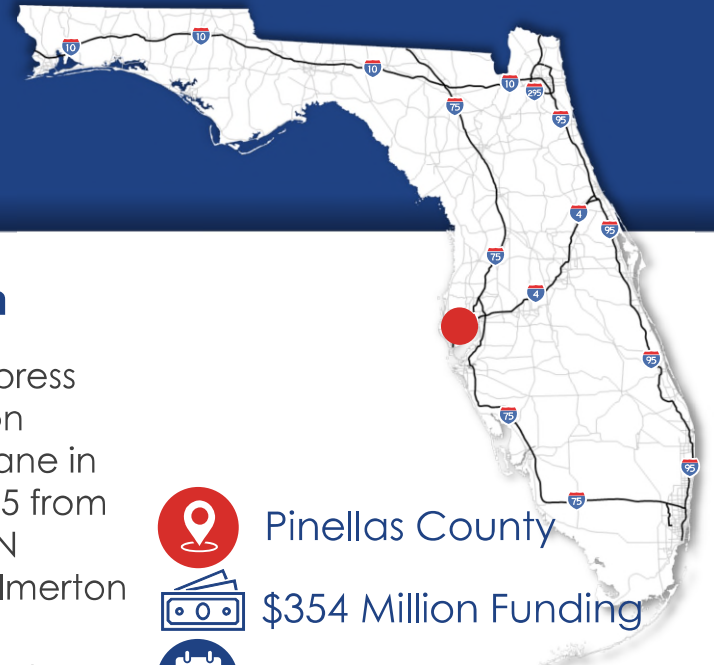
REDUCE
regional emergency
evacuation travel
times



ENHANCES
local and regional
mobility



I-275 from 38th Ave. N to 4th St. N



Project Description

- Widen I-275 with 2 express lanes in each direction
- 1 additional express lane in each direction of I-275 from Gandy Blvd to 4th St N
- Multi-use trail along Ulmerton Rd
- Project ties into Gateway Exwy & Howard Frankland Bridge projects



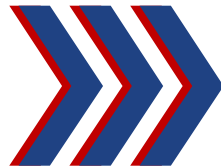
Pinellas County



\$354 Million Funding



Construction 2025



PROJECT BENEFITS REDUCE TRAVEL DELAYS BY UP TO

85%



Addresses bottlenecks and
**HEAVY
CONGESTION**



**ENHANCE
SUPPLY CHAIN**
by improving travel time
reliability and timely
delivery of goods



**ADDS
CAPACITY**
along major
emergency
evacuation route



Innovating for Successful Project Delivery



Aggregate Grant Program



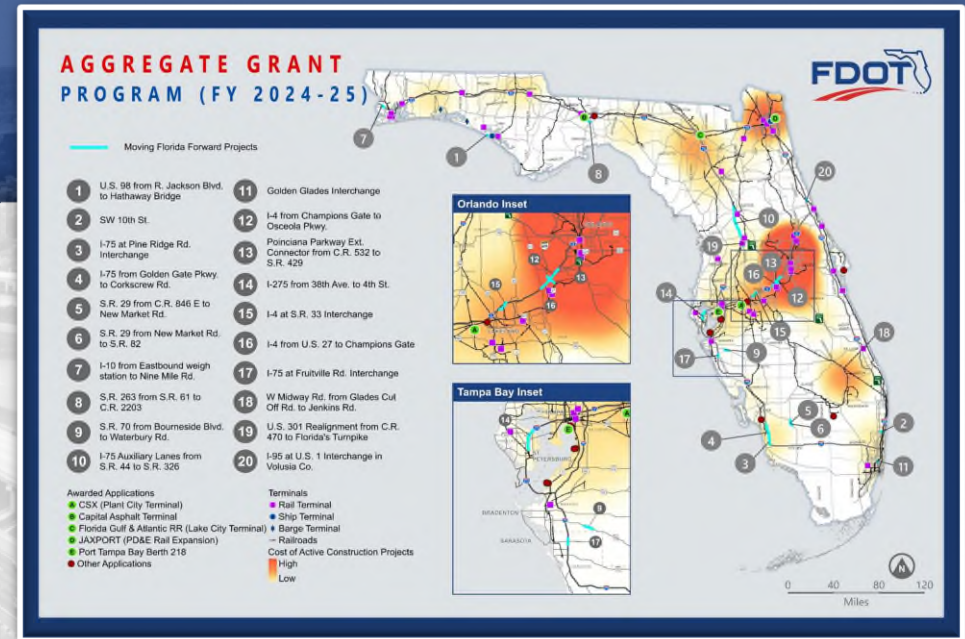
Modified Phased Design-Build



Workforce Development Initiatives



Voluntary Acceleration



These awards are the first of \$100M to be invested over the next 5 years

Jack Rogers

Legislative Affairs Director

Jack.Rogers@dot.state.fl.us

(850) 414-4147

U.S. 98 from R. Jackson Blvd. to Hathaway Bridge

PROJECT DESCRIPTION

- Widening & reconstruction from 4 to 6 lanes
- Intersection improvements,
- Restriping Hathaway Bridge & eastern end of Thomas Dr. Flyover

COUNTY

Bay

PROJECT LIMITS

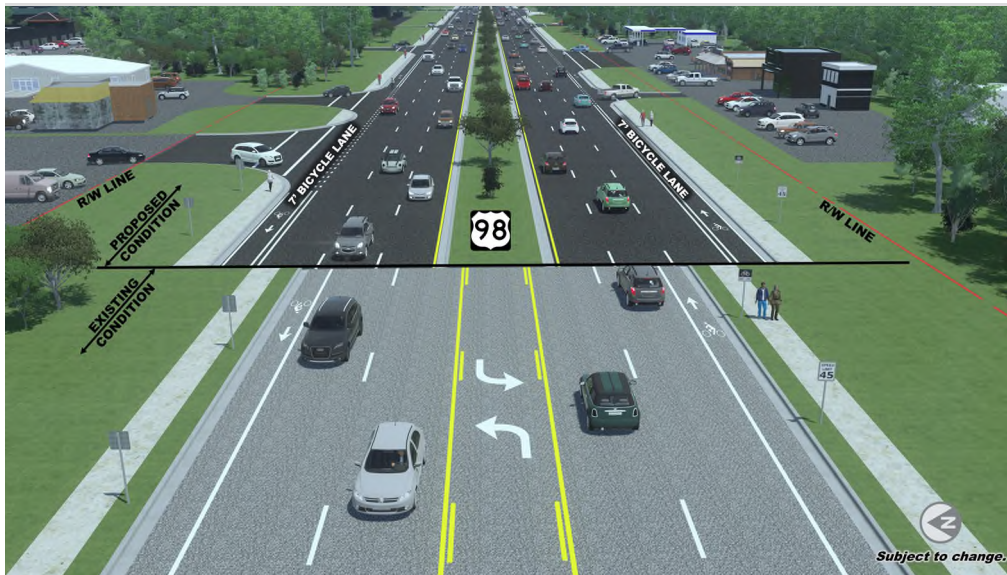
U.S. 98 from Richard Jackson Boulevard to Hathaway Bridge

FUNDING

\$98 Million

CONSTRUCTION

2025



REGIONAL ECONOMIC IMPACT

 **\$392
MILLION**

PROJECT BENEFITS

INCREASES CAPACITY

by 50% in heavily
traveled tourist area



IMPROVED TRAFFIC OPERATIONS

increases safety &
flow of vehicles



DESIGN ENHANCES

access to local businesses
on the corridor



Community features
**INCREASE
QUALITY OF LIFE**
for residents



SW 10th St.

PROJECT DESCRIPTION

- Includes 2 roadways:
 - Connector roadway links Sawgrass Expressway with I-95
 - Local SW 10th St
- Interchange improvements at I-95 & SW 10th St
- Interchange improvements at Hillsboro Blvd
- Completion of I-95 Express within project limits

COUNTY

Broward

PROJECT LIMITS

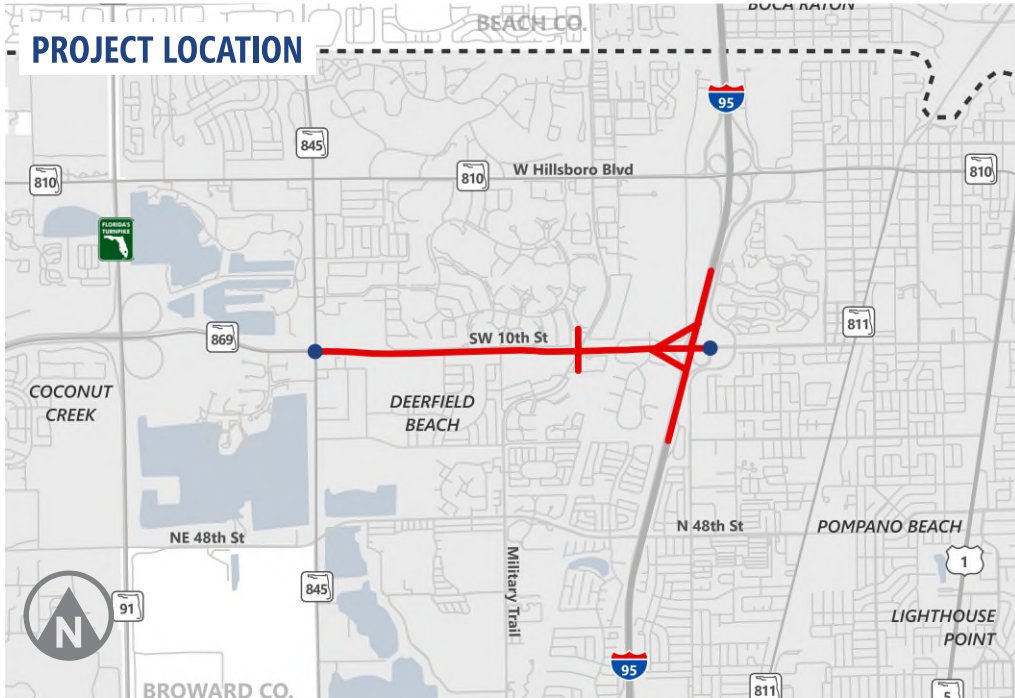
Southwest 10th Street in Deerfield Beach

FUNDING

\$178 Million

CONSTRUCTION

2024



REGIONAL ECONOMIC IMPACT



**\$712
MILLION**

PROJECT BENEFITS

TRAVEL TIMES REDUCED

by 2.5 days per year
for commuters



Creation of roadways separating
local traffic from through traffic

ENHANCES QUALITY OF LIFE FOR PUBLIC



LOWER SPEEDS on local roadway



COMPLETES MISSING LINK in major regional highway connections



I-75 at Pine Ridge Rd. Interchange

PROJECT DESCRIPTION

- 1 of 4 interchanges along I-75 in Collier County
- Reconstruct to a Diverging Diamond Interchange (DDI)
- Proposed improvements located within right of way

COUNTY

Collier

PROJECT LIMITS

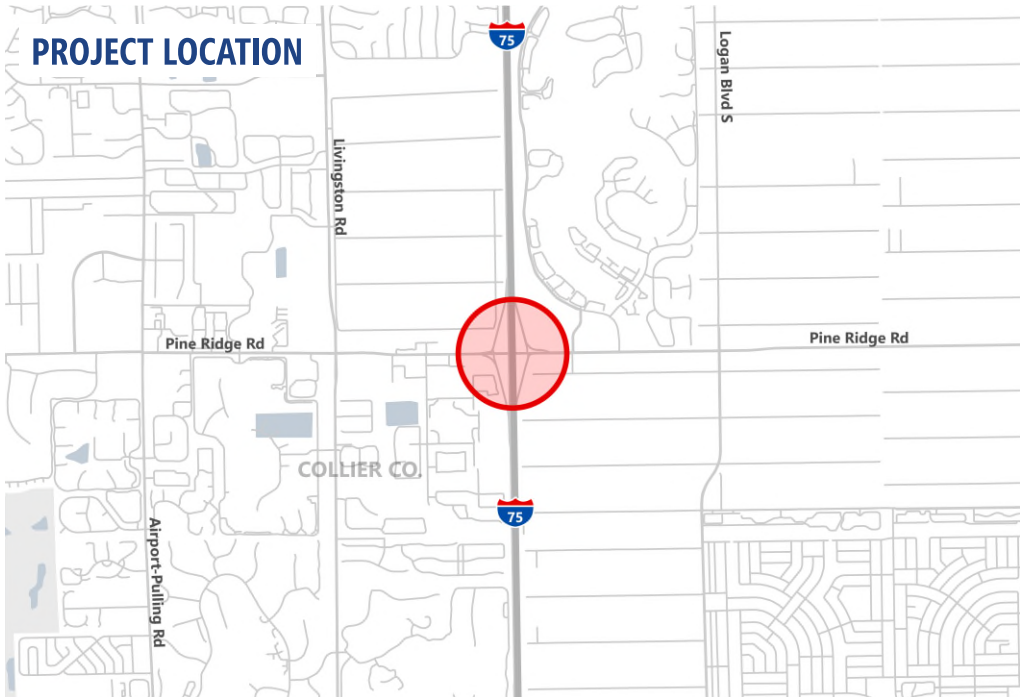
Interstate 75 (I-75) at Pine Ridge Road Interchange

FUNDING

\$31 Million

CONSTRUCTION

2024



REGIONAL ECONOMIC IMPACT



**\$132
MILLION**

PROJECT BENEFITS

New configuration
of a DDI will
**REDUCE 56%
OF TRAFFIC
CONFLICT POINTS**



REDUCE VEHICLE DELAYS

by 38% in AM Peak
hours & 64% in PM
peak hours



INCREASES CAPACITY

of the I-75
southbound off-
ramp



IMPROVES

travel times along
this emergency
evacuation route



I-75 from Golden Gate Pkwy. to Corkscrew Rd.

PROJECT DESCRIPTION

- Widens 18.5 miles of I-75
- Adds 1 lane in each direction & auxiliary lanes—increasing roadway from 6 to 8 lanes

COUNTIES

Collier & Lee

PROJECT LIMITS

Interstate 75 (I-75) from Golden Gate Parkway to Corkscrew Road

FUNDING

\$578 Million

CONSTRUCTION

2026



REGIONAL ECONOMIC IMPACT



**\$2.3
BILLION**

PROJECT BENEFITS

Additional lanes will
**REDUCE
TRAVEL TIMES**
BY 47%



ENHANCE SAFETY

and quality of life for
communities



INCREASES EFFICIENCY OF TRAFFIC OPERATIONS



REDUCE
travel times in the
event of emergency
evacuations



S.R. 29 from C.R. 846 E to New Market Rd.

PROJECT DESCRIPTION

- Add 4 new lanes
- New alignment to provide alternate route for trucks & through traffic around Downtown Immokalee
- Roundabout at the S.R. 29, C.R. 846 & new alternate route intersection
- Shared use paths
- Drainage improvements

COUNTY

Collier

PROJECT LIMITS

State Road (S.R.) 29 from County Road (C.R.) 846 East to New Market Road

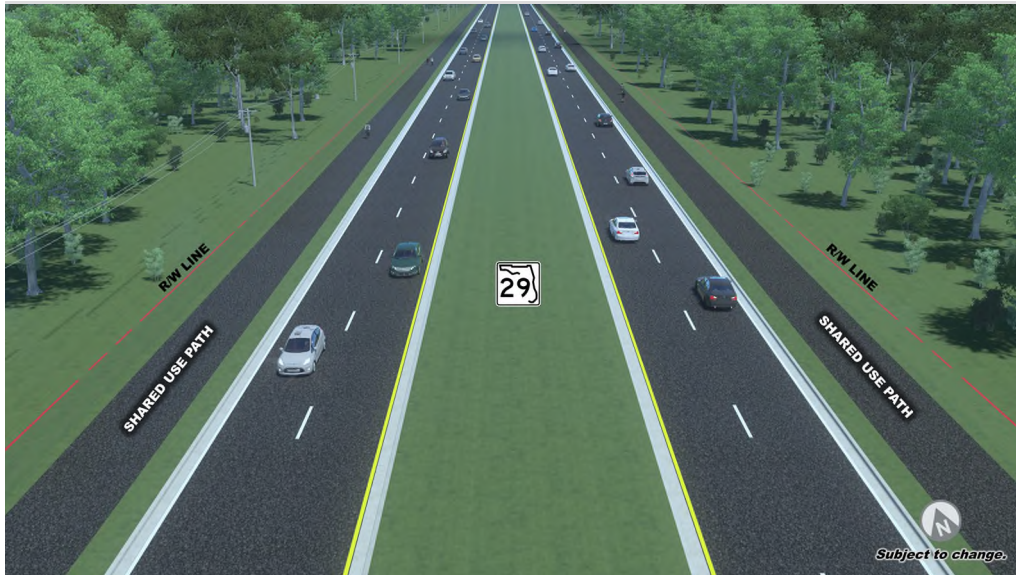
FUNDING

\$99 Million

CONSTRUCTION

2026

PROJECT LOCATION



REGIONAL ECONOMIC IMPACT

 **\$421
MILLION**

PROJECT BENEFITS

REDUCE TRUCK TRAFFIC

in downtown Immokalee
by more than 55%



Streamlines freight traffic to
keep supply chain moving

RELIEVE CONGESTION

and improve
traffic flow



ROUNDABOUT IS EXPECTED TO

REDUCE INJURY

crashes by 79%



IMPROVES ACCESS

to regional airport



S.R. 29 from New Market Rd. to S.R. 82

PROJECT DESCRIPTION

- Widen 3 mile segment
- Paved shoulders & shared use paths
- Roundabout at S.R. 29 & New Market Rd/ Westclox St intersection

COUNTY

Collier

PROJECT LIMITS

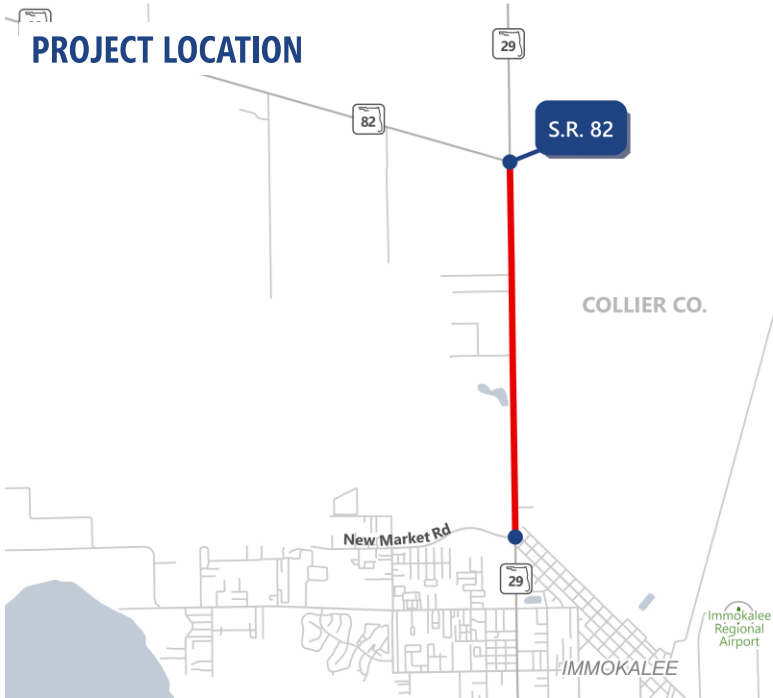
State Road (S.R.) 29 from New Market Road to S.R. 82

FUNDING

\$61 Million

CONSTRUCTION

2026



REGIONAL ECONOMIC IMPACT



**\$260
MILLION**

PROJECT BENEFITS

Free flow movements allow

**HIGHER
VOLUME OF
TRAFFIC**

THROUGH THE AREA



**ROUNDABOUT
REDUCES**
the number of potential
conflict points



**DESIGN
REDUCES**
the severity of
potential crashes



**IMPROVED AND
DIRECT
ACCESS**
to local businesses



I-10 from EB Weigh Station to Nine Mile Rd.

PROJECT DESCRIPTION

- Widen I-10 from 2 to 4 lanes
- Reconstruct interchange at I-10 & Nine Mile Rd

COUNTY

Escambia

PROJECT LIMITS

Interstate 10 (I-10) from East of Eastbound weigh station to East of Nine Mile Road

FUNDING

\$162 Million

CONSTRUCTION

2026



REGIONAL ECONOMIC IMPACT

 **\$648
MILLION**

PROJECT BENEFITS

Traffic anticipated to nearly triple by 2046,
Added lanes meet

**FUTURE
DEMAND**



**INCREASE
TRAVEL TIME
RELIABILITY**
for delivery of goods



SUPPORTS
in evacuation efforts
for emergencies



**STRENGTHEN
CRITICAL
INFRASTRUCTURE**



S.R. 263 from S.R. 61 to C.R. 2203

PROJECT DESCRIPTION

- Widen roadway from 2 to 6 lanes
- Improved drainage system, intersection improvements
- Added noise barrier walls, lighting, multi-use path & sidewalk
- New bridge over Munson Slough

COUNTY

Leon

PROJECT LIMITS

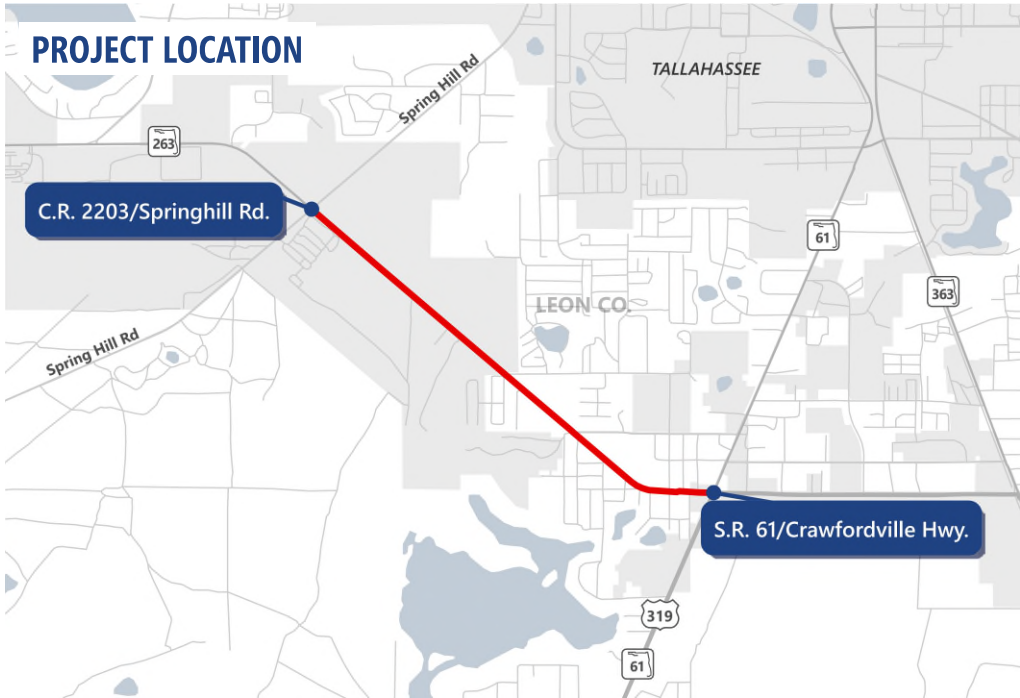
State Road (S.R.) 263 from S.R. 61 to County Road (C.R.) 2203

FUNDING

\$80 Million

CONSTRUCTION

2025



REGIONAL ECONOMIC IMPACT



**\$340
MILLION**

PROJECT BENEFITS

Number of lanes
tripled to help
**RELIEVE
CONGESTION**



Community features
**INCREASE
QUALITY OF LIFE**
for residents



REDUCE
regional emergency
evacuation travel
times



ENHANCES
local and regional
mobility



S.R. 70 from Bourneside Blvd. to Waterbury Rd.

PROJECT DESCRIPTION

- Widen S.R. 70 from 2 to 4 lanes
- 4 roundabouts & landscaping inside roundabouts
- Added shared use paths, paved shoulders & lighting

COUNTY

Manatee

PROJECT LIMITS

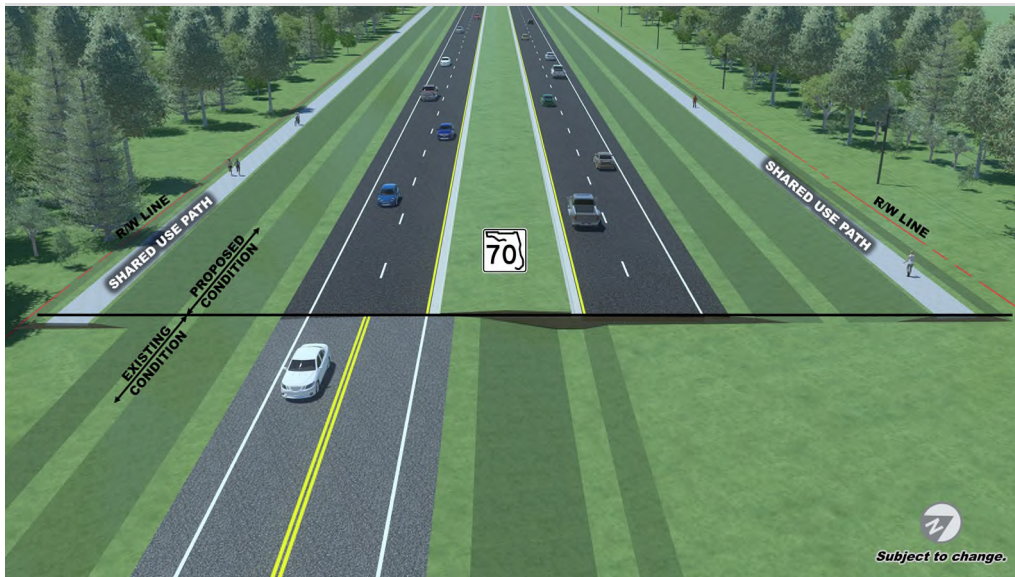
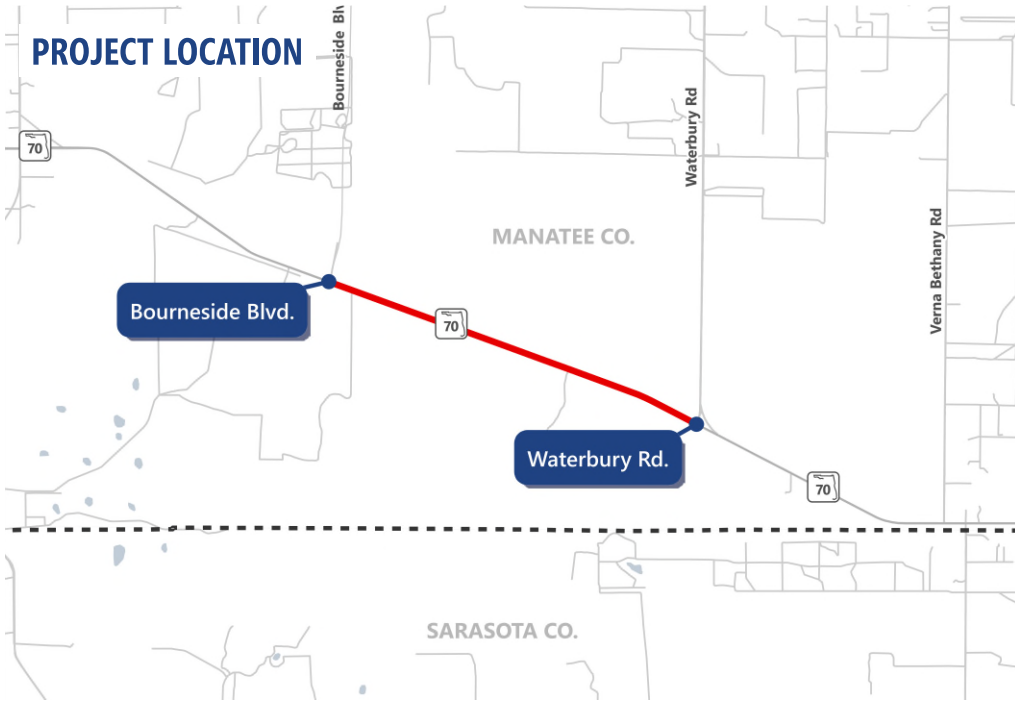
State Road (S.R.) 70 from Bourneside Boulevard to Waterbury Road

FUNDING

\$45 Million

CONSTRUCTION

2024



REGIONAL ECONOMIC IMPACT



**\$191
MILLION**

PROJECT BENEFITS

Added lanes
**DOUBLE
CAPACITY**



**ROUNDABOUTS
REDUCE**
fatal & serious injury
crashes by 78%



**ENHANCE
ACCESS**
to employment centers,
agricultural land &
residential areas



IMPROVED
emergency
evacuation travel
times



I-75 Auxiliary Lanes from S.R. 44 to S.R. 326

PROJECT DESCRIPTION

- Add auxiliary lanes in each direction
- New interchange at NW 49th St
- Includes work to help advance future widening projects

COUNTIES

Marion & Sumter

PROJECT LIMITS

Interstate 75 (I-75) from State Road (S.R.) 44 to S.R. 326

FUNDING

\$541 Million

CONSTRUCTION

2024



REGIONAL ECONOMIC IMPACT

 **\$2.304
BILLION**

PROJECT BENEFITS

Auxiliary lanes are expected to

**REDUCE TRAVEL
DELAYS BY**

96% in the northbound direction
88% in the southbound direction

**NEW 49TH STREET
INTERCHANGE SPURS
ECONOMIC
DEVELOPMENT**



**ENHANCE
SUPPLY CHAIN**

by improving travel time reliability and timely delivery of goods



REDUCE
regional emergency
evacuation travel
times



Golden Glades Interchange

PROJECT DESCRIPTION

- Improvements over 10 total miles
- Improves intersection where these 5 major facilities meet:
I-95, Palmetto Expressway, Turnpike, S.R. 9 & S.R. 7

COUNTY

Miami-Dade

PROJECT LIMITS

Interstate 95 (I-95) at Golden Glades Interchange

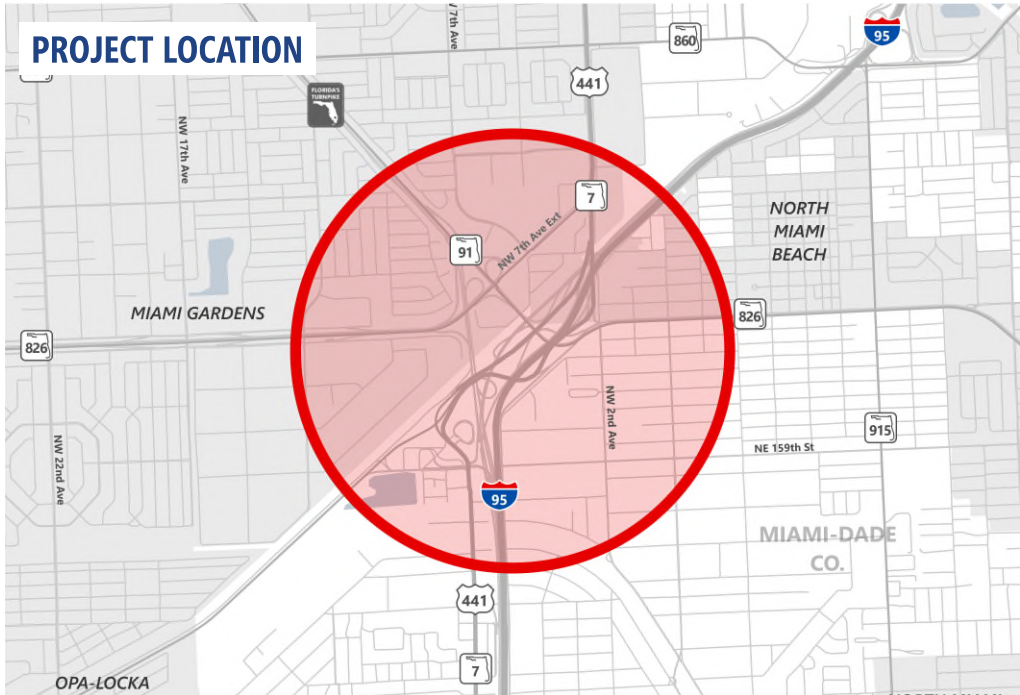
FUNDING

\$150 Million

CONSTRUCTION

2024

PROJECT LOCATION



REGIONAL ECONOMIC IMPACT

 **\$600
MILLION**

PROJECT BENEFITS

**ENHANCE
REGIONAL
MOBILITY
& CONNECTIVITY
BETWEEN MAJOR
CORRIDORS**



IMPROVE
emergency access &
incident response times



**ENHANCE
SUPPLY CHAIN**
by serving as a major
connector with access to
South Florida's ports



**IMPROVE
SAFETY**
by installing
wrong way vehicle
detection systems



I-4 from ChampionsGate to Osceola Pkwy.

PROJECT DESCRIPTION

- Reconstruct I-4 with 3 general use lanes, auxiliary lanes & 2 express lanes in both directions
- Reconstruct ramps & widen shoulders
- Built as part of Moving I-4 Forward Program
 - Includes accelerated auxiliary lanes (7.5 miles) - to be completed late 2025

COUNTY

Osceola

PROJECT LIMITS

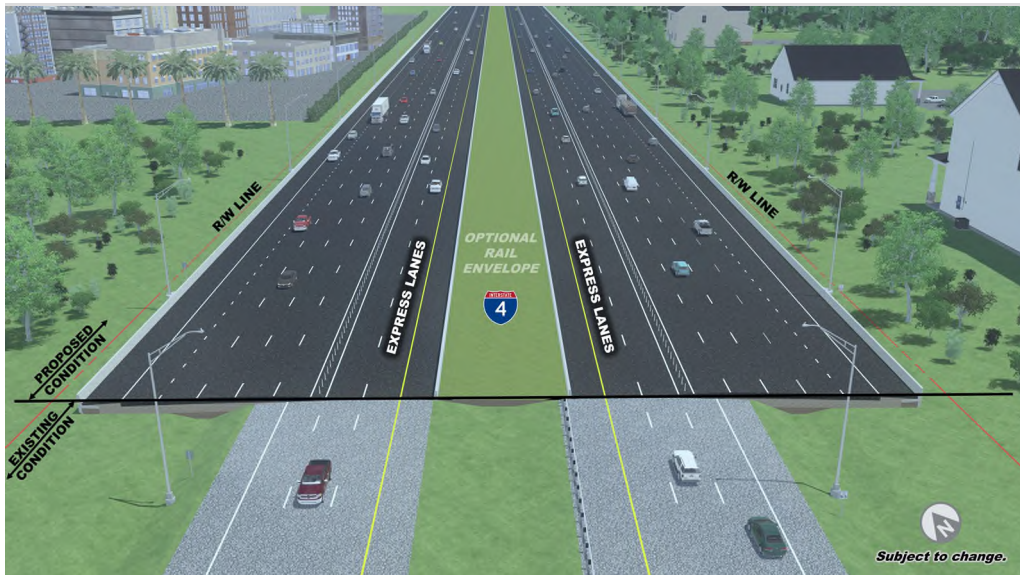
Interstate 4 (I-4) from ChampionsGate to Osceola Parkway

FUNDING

\$1.451 Billion

CONSTRUCTION

2025



REGIONAL ECONOMIC IMPACT



**\$5.8
BILLION**

PROJECT BENEFITS

INCREASES SUPPLY CHAIN

efficiency with enhanced travel times for delivery of goods



CONGESTION RELIEF = MORE RELIABLE TRIPS



EXPRESS LANES provide additional TRAVEL CHOICE + frees up space in the general use lanes



STRENGTHEN CRITICAL INFRASTRUCTURE



Poinciana Pkwy. Connector from C.R. 532 to S.R. 429

PROJECT DESCRIPTION

- New roadway extends 4 miles from C.R. 532 to the I-4/S.R. 429 interchange
- Future 6 lane limited access toll facility
- Construct a partial diamond interchange at C.R. 532
- Direct connect ramps to/from Poinciana Pkwy with I-4/S.R. 429 interchange
- Built as part of the Moving I-4 Forward Program

COUNTIES

Polk & Osceola

PROJECT LIMITS

Poinciana Parkway Connector from County Road (C.R.) 532 to State Road (S.R.) 429

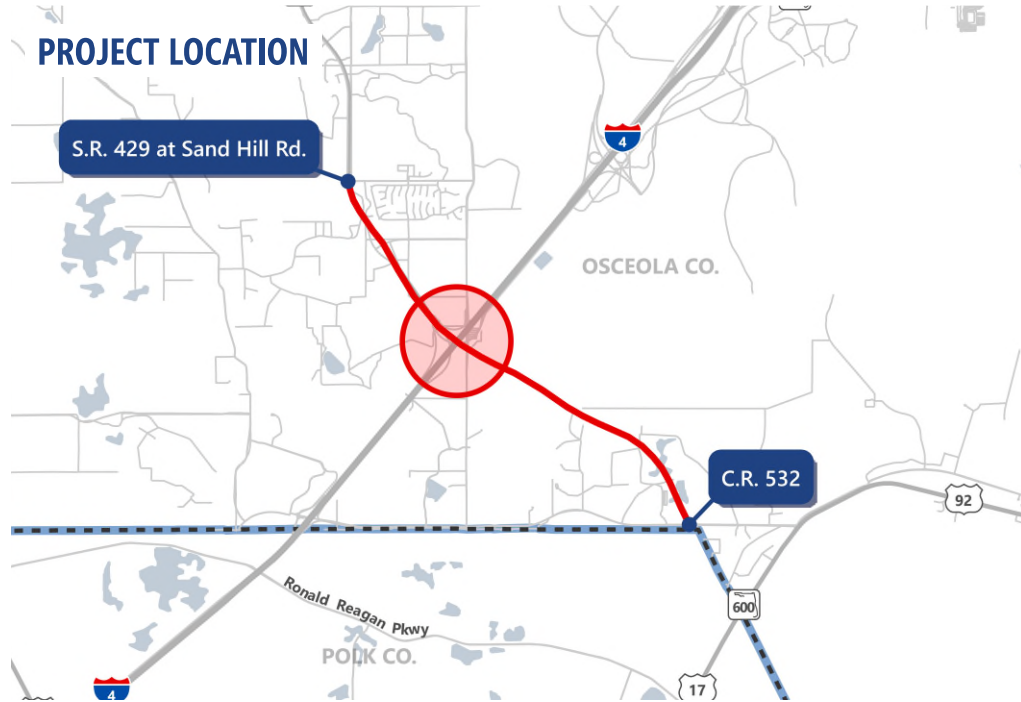
FUNDING

\$1.318 Billion

CONSTRUCTION

2027

PROJECT LOCATION



REGIONAL ECONOMIC IMPACT

 **\$5.272
BILLION**

PROJECT BENEFITS

ENHANCE SYSTEM LINKAGE

for regional and local travel



NEW CONNECTION

creates enhanced travel times
across the whole network



ADDITIONAL ROUTE

option to aid in
emergency evacuations



ENHANCE ECONOMIC VITALITY



I-275 from 38th Ave. N to 4th St. N

PROJECT DESCRIPTION

- Widen I-275 with 2 express lanes in each direction
- 1 additional express lane in each direction of I-275 from Gandy Blvd to 4th St N
- Multi-use trail along Ulmerton Rd
- Project ties into Gateway Exwy & Howard Frankland Bridge projects

COUNTY

Pinellas

PROJECT LIMITS

Interstate 275 (I-275) from 38th Avenue N to 4th Street N

FUNDING

\$354 Million

CONSTRUCTION

2025



REGIONAL ECONOMIC IMPACT



**\$1.42
BILLION**

PROJECT BENEFITS

**REDUCE TRAVEL
DELAYS BY UP TO**

85%



Addresses bottlenecking and
**HEAVY
CONGESTION**



**ENHANCE
SUPPLY CHAIN**

by improving travel time
reliability and timely
delivery of goods



**ADDS
CAPACITY**

along major
emergency
evacuation route



I-4 at S.R. 33 Interchange

PROJECT DESCRIPTION

- Reconstruct to a Rural Diamond Interchange
- Construct roundabouts & wildlife crossings
- Widen S.R. 33 from Old Combee Rd to North Tomkow Rd

COUNTY

Polk

PROJECT LIMITS

Interstate 4 (I-4) at State Road (S.R.) 33 Interchange and S.R. 33 from Old Combee Road to North of Tomkow Road

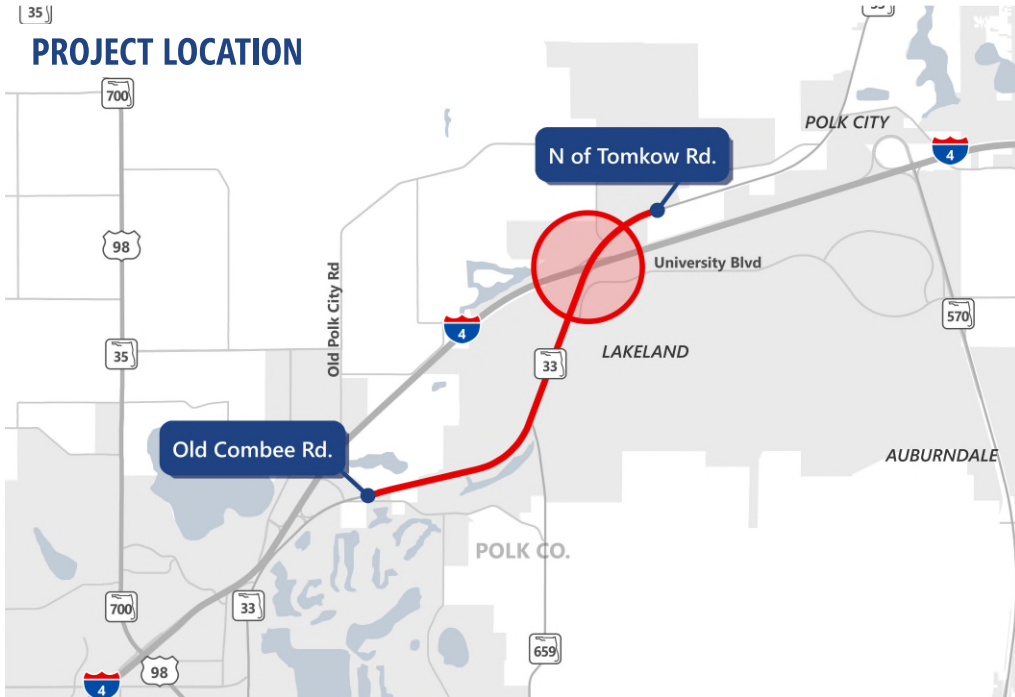
FUNDING

\$186 Million

CONSTRUCTION

2024

PROJECT LOCATION



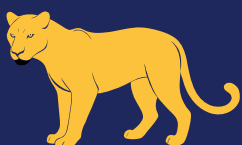
REGIONAL ECONOMIC IMPACT



**\$792
MILLION**

PROJECT BENEFITS

IMPROVE WILDLIFE CROSSINGS



ENHANCE LOCAL & REGIONAL MOBILITY



INTERCHANGE DESIGN REDUCES the number of potential conflict points



ROUNDABOUTS REDUCE fatal & serious injury crashes by 78%



I-4 from U.S. 27 to ChampionsGate

PROJECT DESCRIPTION

- Reconstruct I-4 with 3 general use lanes, auxiliary lanes & 2 express lanes in both directions
- Reconstruct ramps & widen shoulders
- To Built as part of Moving I-4 Forward Program
 - Includes accelerated auxiliary lanes (7.5 miles) - to be completed late 2025

COUNTY

Polk

PROJECT LIMITS

Interstate 4 (I-4) from U.S. 27 to ChampionsGate

FUNDING

\$635 Million

CONSTRUCTION

2026

PROJECT LOCATION



REGIONAL ECONOMIC IMPACT

 **\$2.540
BILLION**

PROJECT BENEFITS

REDUCE CONGESTION

for more
predictable trips



EXPRESS LANES STREAMLINE

traffic for longer
distance travelers



ENHANCE SUPPLY CHAIN

by improving travel time
reliability and timely
delivery of goods



IMPROVEMENTS EFFICIENTLY & SAFELY

move a larger
volume of traffic



I-75 at Fruitville Rd. Interchange

PROJECT DESCRIPTION

- Reconstruct interchange to a Diverging Diamond Interchange
- Widen 2 miles of I-75 from Palmer Blvd to Fruitville Rd
- Replace bridges over Fruitville Rd & SB bridge over Palmer Blvd
- Auxiliary lanes in both directions between Bee Ridge Rd & Fruitville interchanges
- Widen 1.6 miles of Fruitville Rd from Honore Ave to Coburn Rd

COUNTY

Sarasota

PROJECT LIMITS

Interstate 75 (I-75) at Fruitville Road Interchange

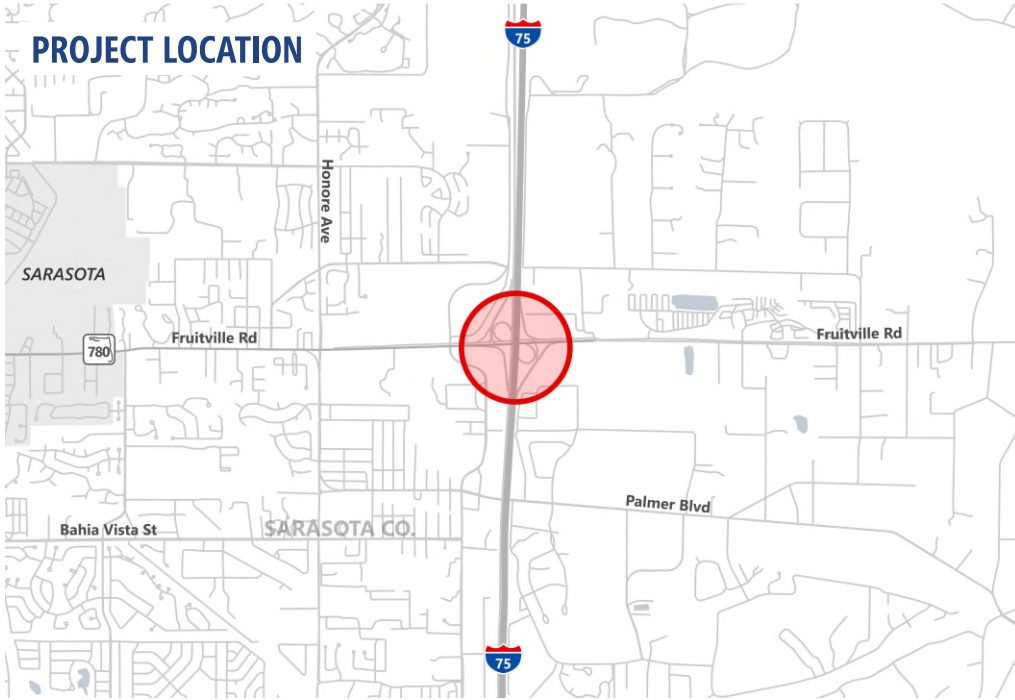
FUNDING

\$194 Million

CONSTRUCTION

2024

PROJECT LOCATION



REGIONAL ECONOMIC IMPACT



**\$826
MILLION**

PROJECT BENEFITS

INCREASES VOLUME CAPACITY

by 40,000 vehicles



Auxiliary lanes
ENHANCE
flow of traffic
operations & adds
capacity



REDUCES
the number of conflict
points between
vehicles entering I-75 &
opposing traffic



IMPROVES
travel times along
this emergency
evacuation route



W Midway Rd. from Glades Cut Off Rd. to Jenkins Rd.

PROJECT DESCRIPTION

- Widen roadway from 2 to 4 lanes
- Add buffered bike lanes and bicycle/pedestrian path
- Add a new partial interchange with FL's Turnpike

COUNTY

St. Lucie

PROJECT LIMITS

West Midway Road from Glades Cut Off Road to Jenkins Road including On- and Off-Ramps for Florida's Turnpike south

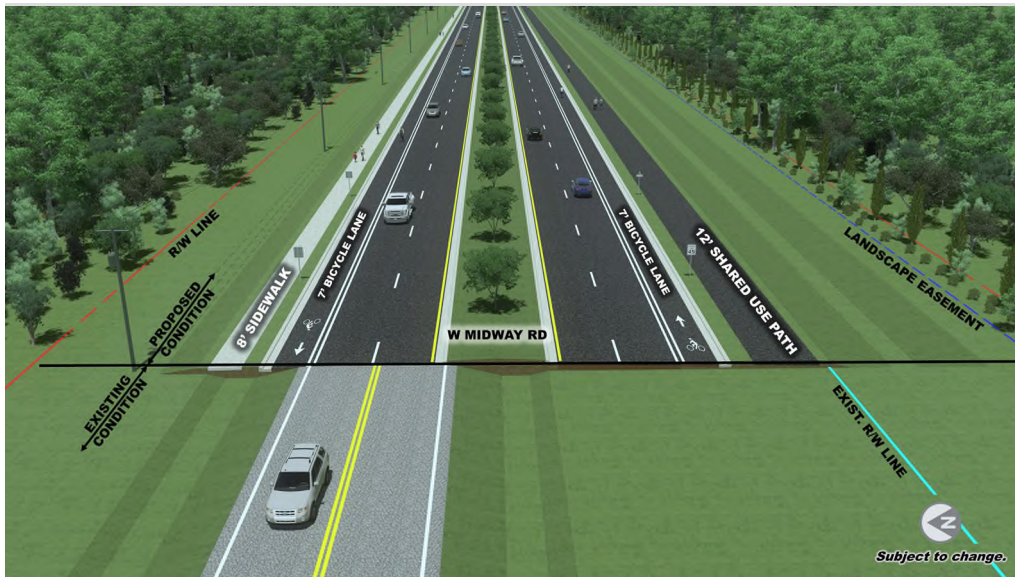
FUNDING

\$65 Million

CONSTRUCTION

2026

PROJECT LOCATION



REGIONAL ECONOMIC IMPACT

 **\$276
MILLION**

PROJECT BENEFITS

Added lanes
**DOUBLE
CAPACITY**



**IMPROVES
FREIGHT
MOBILITY**



Community features
**INCREASE
QUALITY OF LIFE**
for residents



IMPROVED
connectivity and travel
times for emergency
evacuations



U.S. 301 Realignment from C.R. 470 to Florida's Turnpike

PROJECT DESCRIPTION

- Reconstruct U.S. 301 from C.R. 470 to FL's Turnpike
- Add shared use path
- Realign roadway for truck traffic around City of Coleman
- Two added traffic signals: C.R. 525 & Warm Springs Ave

COUNTY

Sumter

PROJECT LIMITS

U.S. 301 from County Road (C.R.) 470 to Florida's Turnpike

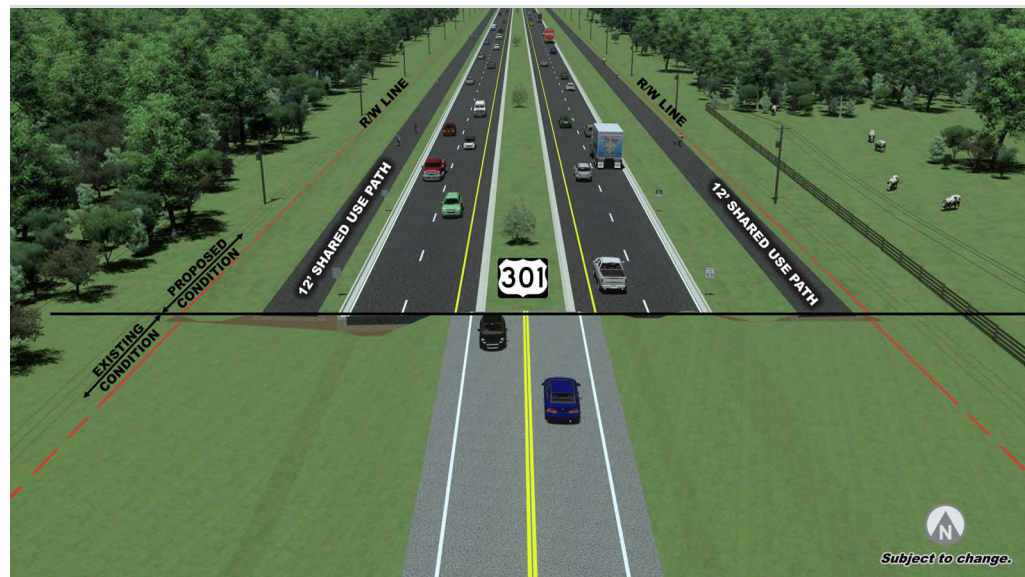
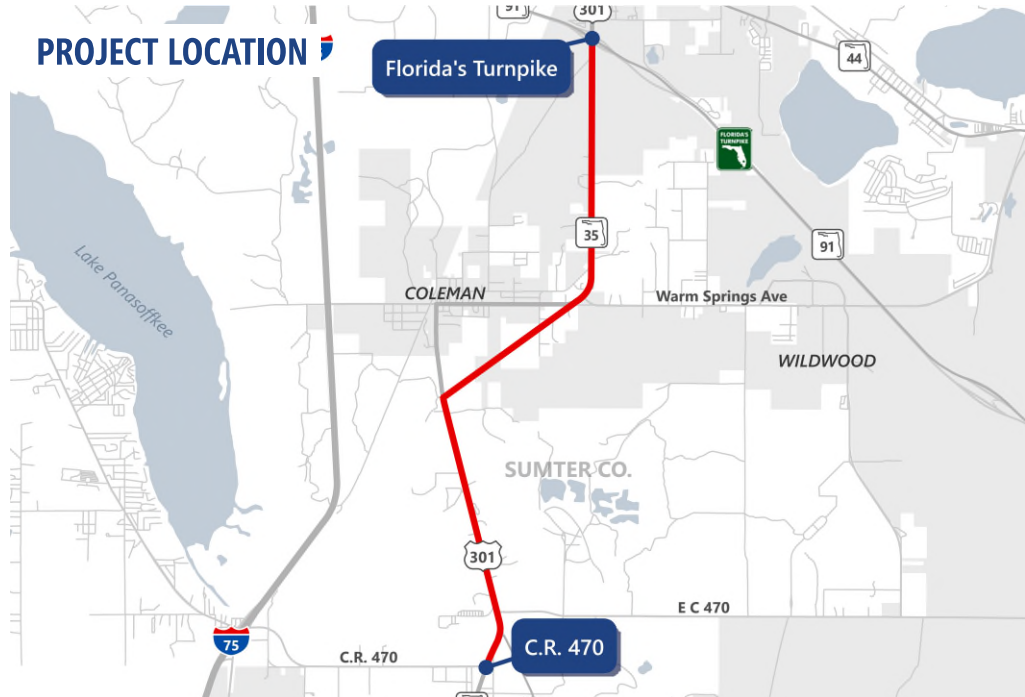
FUNDING

\$60 Million

CONSTRUCTION

2025

PROJECT LOCATION



REGIONAL ECONOMIC IMPACT

 **\$255
MILLION**

PROJECT BENEFITS

New signal at C.R. 525 to

**REDUCE
DELAYS BY**

83%

in the AM peak

&

94.5%

in the PM peak

New signal at
Warm Springs Ave to

**REDUCE
DELAYS BY**

98%

in the AM/PM

peak times



STREAMLINED ROUTE

for truckers benefiting
FL's supply chain



INCREASED

mobility for the
community downtown



I-95 at U.S. 1 Interchange in Volusia Co.

PROJECT DESCRIPTION

- Reconstructs interchange to a Diverging Diamond Interchange
- Widen U.S. 1 from Plantation Oaks Blvd & Broadway Ave
- Widen Destination Daytona Lane from 2 to 3 lanes
- Add shared use paths

COUNTY

Volusia

PROJECT LIMITS

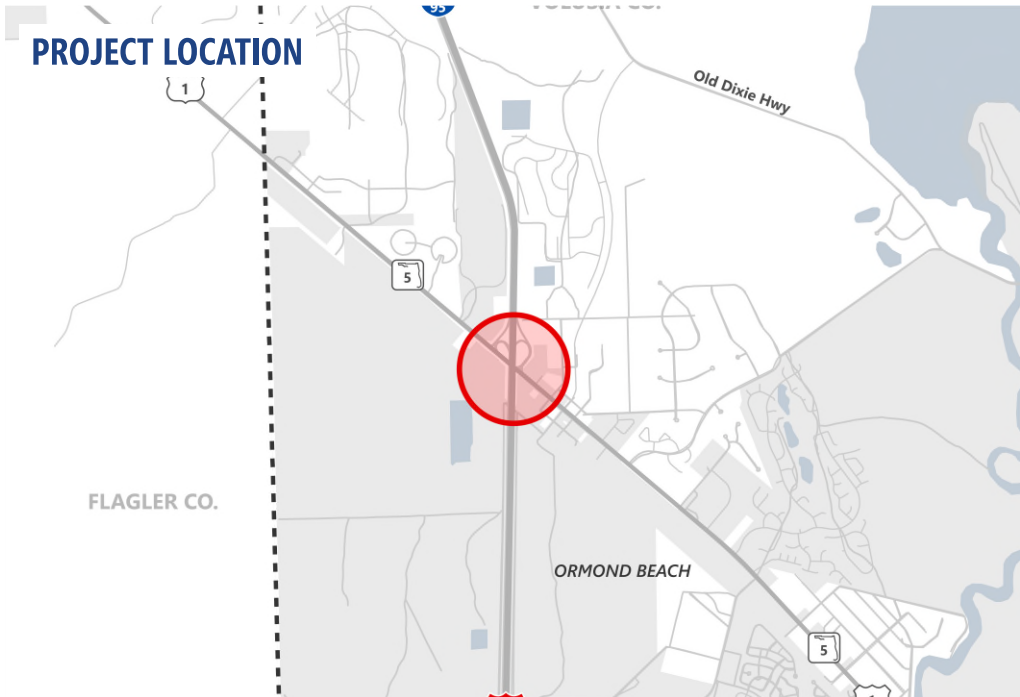
Interstate 95 (I-95) at U.S. 1
Interchange in Volusia County

FUNDING

\$294 Million

CONSTRUCTION

2026



REGIONAL ECONOMIC IMPACT

 **\$1.252
BILLION**

PROJECT BENEFITS

MODERNIZES

one of the oldest
interchanges along I-95



ENHANCE

traffic flow by increasing

LEFT-TURN CAPACITY



New design handles

HIGHER VOLUMES OF TRAFFIC



ENHANCES

this major route in
case of emergency
evacuations



Project Lead:

Bill Cobb, Special Projects Coordinator

Project Support:

Sonya Morris, Assistant Executive Director

Karen Peddie, Administrative Assistant

Executive Director

Ralph Yoder