

# The Florida Department of Transportation

## Tentative Work Program

### Fiscal Years 2024-25 through 2028-2029



January 8, 2024

An Analysis by:  
The Florida Transportation Commission

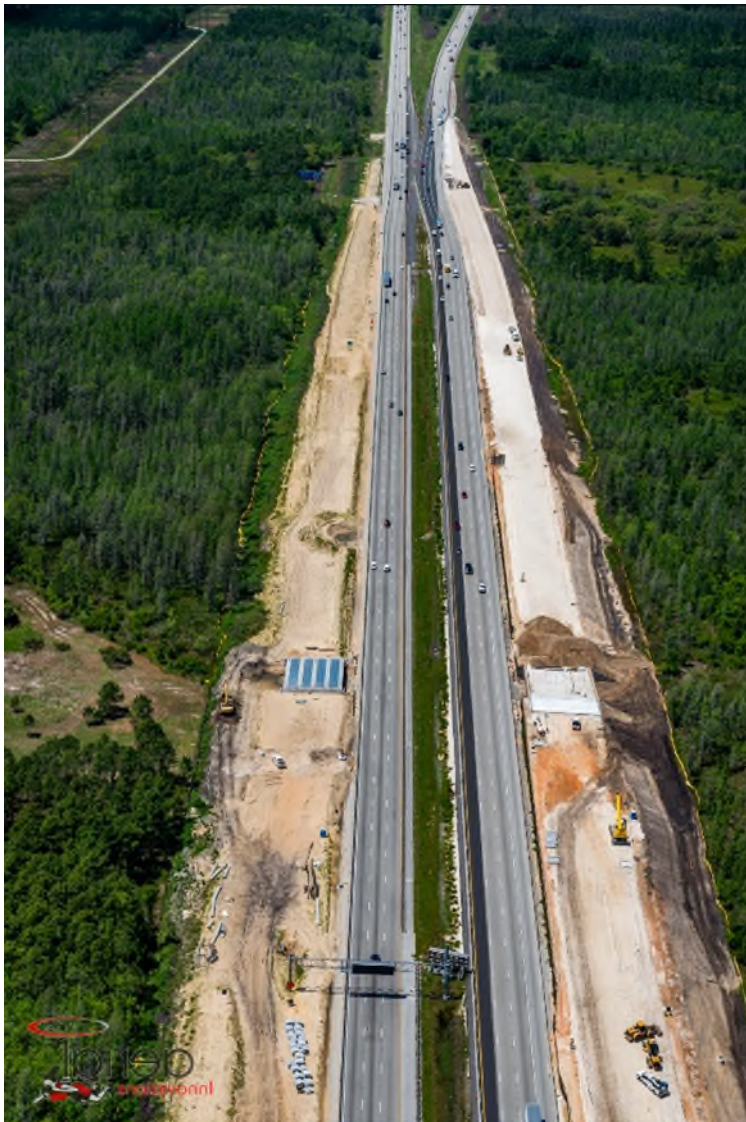
Ronald Howse, Chairman  
David Genson, Vice-Chairman

## **About the Cover**

---

### **Dames Point Bridge (District 2)**

Overnight crew works to resurface the Dames Point Bridge in Jacksonville.



*I-4 State Road 577 Wildlife Crossing (District 1)*

# **FLORIDA TRANSPORTATION COMMISSION**

Ron Howse, Chairman  
David Genson, Vice-Chairman  
John Browning  
Richard Burke  
Julius Davis  
Alex Lastra  
Russell (Rusty) Roberts



**Ron DeSantis**  
*Governor*

January 19, 2024

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

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

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

Dear Governor DeSantis, President Passidomo and Speaker Renner:

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 2024/25 through FY 2028/29. 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  
**FLORIDA TRANSPORTATION COMMISSION**  
605 Suwannee Street, MS-9, Tallahassee, FL 32399-0450  
Office (850) 414-4105 | Fax (850) 414-4234  
[www.ftc.state.fl.us](http://www.ftc.state.fl.us)

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 Nick DiCeglie, Chair, Senate Transportation Committee  
Honorable Ed Hooper, Chair, Senate Appropriations Committee on Transportation, Tourism, and Economic Development  
Honorable Doug Broxson, Chair, Senate Appropriations Committee  
Honorable Bobby Payne, Chair, House Infrastructure Strategies Committee  
Honorable Fiona McFarland, Chair, House Transportation and Modals Subcommittee  
Honorable Alex Andrade, Chair, House Infrastructure & Tourism Appropriations Subcommittee  
Honorable Tom Leek, Chair, House Appropriations Committee  
Mr. Jared W. Perdue, P.E., Secretary, Florida Department of Transportation  
Ms. Leda Kelly, Chief of Staff, Florida Department of Transportation  
Mr. J. Alex Kelly, Acting Chief of Staff, Executive Office of the Governor  
Mr. Cody Farrill, Deputy Chief of Staff, Executive Office of the Governor  
Mr. Peter Cuderman, Director of Legislative and Intergovernmental Affairs, Executive Office of the Governor  
Mr. Chris Spencer, Director of Policy and Budget, Executive Office of the Governor  
Mr. James Christian, Florida Division Administrator, Federal Highway Administration

# Table of Contents

|   |     |
|---|-----|
| <b>Florida Transportation Commission Review of the Tentative Work Program</b> .....                   | 5   |
| <b>Executive Summary</b> .....  | 7   |
| <b>1. Overview of the Tentative Work Program for Fiscal Year 2024/25 through 2028/29</b> .....        | 10  |
| <b>2. Financial Soundness</b> .....   | 33  |
| <b>3. Overview of the Florida Strategic Intermodal System (SIS)</b> .....                             | 42  |
| <b>4. Overview of the Intermodal Development Program</b> .....  | 47  |
| <b>5. Stability of Project Schedules</b> .....  | 49  |
| <b>6. Linking the Work Program with the Goals and Objectives in the Florida Transportation Plan</b> . | 62  |
| <b>7. Production Capacity</b> .....   | 66  |
| <b>8. Compliance with Approved Local Government Comprehensive Plans</b> .....                         | 67  |
| <b>9. Metropolitan Planning Organizations (MPOs)</b> .....  | 68  |
| <b>10. Transportation Regional Incentive Program (TRIP)</b> .....                                     | 71  |
| <b>11. County Transportation Programs</b> .....   | 73  |
| <b>12. Strategic Intermodal System Funding</b> .....  | 77  |
| <b>13. Public Transportation Funding</b> .....  | 78  |
| <b>14. Fund Distribution</b> .....  | 79  |
| <b>15. State Comprehensive Enhanced Transportation System Tax Distribution</b> .....                  | 80  |
| <b>16. Compliance with Applicable Laws and Policies</b> .....   | 81  |
| <b>17. Public Comments</b> .....  | 82  |
| Appendix A .....  | 1   |
| Responses to the Florida Transportation Commission Questions .....                                    | A-1 |
| Appendix B .....  | 1   |
| Strategic Intermodal System Maps .....  | B-1 |
| Appendix C .....  | 1   |
| Project Phase Changes after Public Hearings .....   | C-1 |
| Appendix D .....  | 1   |
| Photograph Glossary .....   | D-1 |
| Appendix E .....  | 1   |
| Moving Florida Forward .....  | E-1 |



*Wekiva Parkway (District 5)*

### **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



*State Road 90 Tamiami Trail Phase 2 Project (District 6)*



## Executive Summary

On January 8, 2024 the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for Fiscal Year 2024/25 through Fiscal Year 2028/29*. 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 \$62.4 billion over the five-year period, \$5.1 billion (or 8.9%) larger than the previous one. Most of the funds, \$51.0 billion (or 81.7%) of the work program, are dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 726 new lane miles of roadway, resurface/reconstruct 14,902 lane miles of existing roadway, repair 119 bridges and replace 88 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 \$241.7 million and occurs in December 2026. The average annual low point cash balance is projected to be \$282.3 million, and the average annual outstanding obligation is projected to be \$14.9 billion. In other words, cash "on hand" is projected to average 2.0% of outstanding obligations.

### **Policies/Issues Impacting the Tentative Work Program**

The \$62.4 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 24.5% in this Tentative Work Program. On

November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58) into law providing long-term funding certainty for surface transportation infrastructure planning and investment. The IIJA has five years of funding (fiscal years 2022-2026) for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology, and various other programs.

### **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 \$891.8 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 \$16.8 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 5.7% when compared to last year's stability, with 87.8% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. For the 172 projects deferred or deleted, 35.5% resulted from district priority changes, 22.1% from external influences, 12.8% estimate increases, 11.0% production / right of way schedule changes, 11.0% revenue adjustment, 4.1% from statewide priority changes, 1.7% from project combinations or phase substitutions, 1.2% other reasons and 0.6% reflected no reason given.

### **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 January 8, 2024 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 77 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 November 2, 2023 snapshot.)



*Good Neighbor Trail Gap (District 7)*

## 1. Overview of the Tentative Work Program for Fiscal Year 2024/25 through 2028/29

*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 \$62.4 billion, approximately \$5.1 billion (or 8.9%) larger than that of the previous year.

The Tentative Work Program includes \$51.0 billion in the product and product support program categories and will let contracts to:

- construct 726 additional lane miles of roadway
- resurface / reconstruct 14,902 lane miles of existing roadway
- repair 119 bridges
- replace 88 bridges

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

Illustrative statistics on the Tentative Work Program include 6,702 projects and 13,160 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 November 2, 2023 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. However, fuel consumption in Florida has not grown proportionately, due in large part to increased fuel efficiency of automobiles, as well as the increased adoption of electric vehicles on Florida's roadways. Fuel consumption is predicted to essentially plateau by 2028. Long-term projections, through 2032, are for a loss in State Transportation Trust Fund (STTF) revenue, primarily due to electric vehicle adoption.

### **Federal Regulations**

On April 1, 2022, The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced new, landmark fuel economy standards which follow President Biden's executive order to drive American leadership forward on clean cars. The new standards will make vehicle miles per gallon more efficient, save consumers money at the pump, and reduce transportation emissions. The new Corporate Average Fuel Economy (CAFÉ) standards require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026, the strongest cost savings and fuel efficiency to date. The new standard will increase fuel efficiency 8% annually for model years 2024-2025 and 10% annually for model year 2026. They will also increase the estimated fleetwide average by nearly 10 miles per gallon for model year 2026, relative to model year 2021.

On April 12, 2023, EPA announced new, more ambitious proposed standards to further reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027. The proposal builds upon EPA's final standards for federal greenhouse gas emissions standards for passenger cars and light trucks for model years 2023 through 2026 and leverages advances in clean car technology to unlock benefits to Americans ranging from reducing climate pollution, to improving public health, to saving drivers money through reduced fuel and maintenance costs. The proposed standards would phase in over model years 2027 through 2032.

Additionally, NHTSA proposed new CAFÉ standards for passenger cars and light trucks built in model years 2027-2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030-2035. If finalized, the proposal would require an industry fleet-wide average of approximately 58 miles per gallon for passenger cars and light trucks in model year 2032, by increasing fuel economy by 2% year over year for passenger cars and by 4% year over year for light trucks. For heavy-duty pickup trucks and vans, the proposal would increase fuel efficiency by 10% year over year. The [proposal](#) would provide critical savings at the gas pump for American consumers, and sets goals that are consistent with Congress' direction to conserve energy and provide flexibility to industry on how best to meet those goals from proven, available fuel-saving technologies.

## Electric Vehicles

The Florida Department of Transportation's (FDOT) initial [2022 NEVI Plan<sup>1</sup>](#) was approved by the U.S. Department of Transportation's (USDOT), on behalf of the Federal Highway Administration (FHWA) on September 14, 2022. The plan was developed based on FHWA's Information Memorandum titled: [The National Electric Vehicle Infrastructure \(NEVI\) Formula Program Guidance Memorandum](#), published on February 10, 2022. Subsequently the FHWA issued its final Rule [32 CFR Part 680](#), on February 28, 2023. As required by USDOT (23 CFR, Part 680, and NEVI Formula Program Guidance update: 6/2/23), the EVID Plan shall be updated annually. The FDOT updated its NEVI Plan and submitted to USDOT on August 1, 2023. The FDOT held a live webinar presenting the draft annual update to the Electric Vehicle Infrastructure Deployment Plan (EVIDP). The public was able to review the draft updated plan and provide feedback. Comments received were compiled and incorporated into the Final 2023 EVIDP for this year's update.

The Federal Highway Administration (FHWA) [National Electric Vehicle Infrastructure Standards and Requirements](#) became effective March 30, 2023.

## Share of Federal Funding

The \$62.4 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 24.5% 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).

## 2023 Legislative Summary\*

**Senate Bill 106: Florida Share-Use Nonmotorized Trail (SUN TRAIL) Network** was signed into law by Governor DeSantis, effective July 1, 2023. It contained the following transportation-related provisions:

- Requires the Florida Greenways and Trails Council to designate “regionally significant trail” priorities.
- Increases recurring funding for the SUN Trail Network to \$50 million and provides a non-recurring appropriation of \$200 million to plan, design, and construct the SUN Trail Network.
- Requires FDOT to erect uniform signage identifying trails that are part of the SUN Trail Network and to submit a periodic report on the status of the SUN Trail Network.
- Authorizes FDOT and local governments to enter into sponsorship agreements for trails and to use associated revenues for maintenance, signage, and related amenities.
- Recognizes “trail town” communities and directs specified entities to promote the use of trails as economic assets, including the promotion of trail-based tourism.

*\*This listing is not intended to be all-inclusive. Rather, it is reflective of relevant legislation and bill summaries.*

<sup>1</sup>Electric Vehicle Infrastructure Deployment Plan website: <https://tinyurl.com/FDOTEVIDP>

**House Bill 155: Tampa Bay Area Regional Transit Authority (TBARTA)** was signed into law by Governor DeSantis, effective July 1, 2023. It contained the following transportation–related provisions:

- Dissolves TBARTA, effective June 30, 2024, in accordance with the plan adopted by the TBARTA board to wind down and close its operations.
- Requires TBARTA discharge all liabilities, settle and close affairs, transfer any pending activities, such as vanpool service, close and appropriately dispense of any federal or state funds, distribute any remaining assets, and notify the Department of Commerce of its dissolution.

**House Bill 425: Transportation (Industry Bill)** was signed into law by Governor DeSantis, effective July 1, 2023. It contained the following transportation–related provisions:

- Expands Florida’s Move Over Law to include disabled vehicles (effective January 1, 2024).
- Requires FDOT and appropriate partners to establish road grading standards regarding the operation of autonomous vehicles.
- Allocates \$5 Million for Workforce Development.
- Codifies the existing Implementing Solutions from Transportation Research and Evaluation of Emerging Technologies (I-STREET) Living Lab within the University of Florida.
- Requires the FDOT to implement strategies to reduce the cost of all project phases while ensuring the design and construction of the project meet applicable federal and state standards, and to track such strategies and the projected savings to be realized.
- Revises language relating to MPOs and MPOAC.
- Allocates \$20 Million annually for movement and storage of aggregate materials.

**House Bill 657: Enforcement of School Zone Speed Limits** was signed into law by Governor DeSantis, effective July 1, 2023. It contained the following transportation–related provisions:

- Authorizes counties and municipalities to use speed detection systems to enforce school zone speed limits for violations in excess of 10 miles per hour over the applicable speed limit throughout the school day.
- Requires signage warning motorists that speed detection systems are in use.
- Requires a 30-day public awareness campaign prior to commencing enforcement of school zone speed limits with speed detection systems.
- Establishes a \$100 penalty for each violation and provides for the distribution of the proceeds to state and local government, including \$60 from each citation for the local government to administer the speed detection system and other public safety initiatives and \$12 from each citation for county school districts, to be shared proportionately with charter schools, for school security initiatives, student transportation, or improve student walking conditions.
- Creates a School Crossing Guard Recruitment and Retention Program, funded through retention of \$5 from each citation enforced through school zone speed detection systems.
- Requires FDOT to create guidelines for the installation of these speed detection systems.

**SB 766 — Enforcement of School Bus Passing Infractions** was signed into law by Governor DeSantis, effective July 1, 2023. It contained the following transportation–related provisions:

- Authorizes a school district to install and maintain school bus infraction detection systems to record traffic violations when drivers fail to stop for a school bus displaying a stop signal.
- Each school district, in consultation with the law enforcement agency with which it has interlocal agreements using the system, must report quarterly information to the Department of Highway Safety and Motor Vehicles (DHSMV) beginning October 1, 2023.
- DHSMV must submit an annual summary report to the Governor, the President of the Senate, and the Speaker of the House of Representatives beginning December 31, 2024, providing specified information.

**House Bill 1191: Use of Phosphogypsum** was signed into law by Governor DeSantis, effective July 1, 2023. It contained the following transportation–related provisions:

- Directs the Department to conduct a study on the use of phosphogypsum and authorizes the Department to use phosphogypsum for demonstration projects.
- The study and a determination of suitability must be completed by April 1, 2024.

**House Bill 1305: Transportation (FDOT’s legislative package)** was signed into law by Governor DeSantis, effective July 1, 2023, except as otherwise provided. It contained the following transportation–related provisions:

- Allows FDOT to fund training, testing, and licensing for employees who are required to have a Commercial Driver License
- Increasing Innovative Transportation Project contract award cap to \$200 Million
  - Design build projects are exempt from cap
- Authorizes Phased Design Build as a delivery option
- Directs the Department to develop guidelines for permitting and installation of license plate readers on state roadways
- Increases Maximum Debt Service to \$425 Million
- Increases maximum term of GARVEE bonds to 18 years
- Authorizes FDOT to fund up to 100 percent of project costs for eligible intermodal logistics center projects in rural areas of opportunity and, subject to the availability of appropriated funds, to fund up to 100 percent of eligible project costs for specified projects at certain publicly owned, publicly operated airports located in a rural community.
- Authorizes installation, as specified, of automated license plate recognition systems within the rights-of-way of the State Highway System...for the purpose of collecting active criminal intelligence or investigative information.
- Authorizes FDOT to purchase promotional items for the promotion of electric vehicle use and charging stations, autonomous vehicles, and context design for electric and autonomous vehicles.
- Requires FDOT to adopt by rule minimum safety standards for certain fixed-guideway transportation systems operating in this state and to conduct structural safety inspections of such systems as specified.



- Reestablishes the Greater Miami Expressway Agency.
- Repeals the creation and operation of the Santa Rosa Bay Bridge Authority (SRBBA) and transfers governance and control of the SRBBA, the bridge system, and any remaining SRBBA assets and rights to FDOT; authorizes FDOT to assume legal liability for contractual obligations determined to be necessary; and authorizes transfer of the bridge system to the Florida Turnpike Enterprise.

**House Bill 1397: Regional Transportation Planning** was signed into law by Governor DeSantis, effective June 2, 2023. It contained the following transportation–related provisions:

- Requires FDOT to conduct a study, reviewing specified aspects of Hillsborough Area Regional Transit Authority’s (HART) organizational structure and operation to streamline decision making, improve transparency, and enhance the effectiveness of local and regional public transit service delivery.
- Requires FDOT to submit a report to the Governor, the President of the Senate, and the Speaker of the House of Representatives by January 1, 2024.

**House Bill 1643: Mid-Bay Bridge Authority (MBBA), Okaloosa County** was signed into law by Governor DeSantis, effective July 1, 2023. It contained the following transportation–related provisions:

- Requires Transitions MBBA from a dependent special district to an independent special district.
- Revises provisions relating to MBBA’s annual budget preparation, evaluation, and approval.
- Deletes requirement that MBBA’s fiscal year be the same as the county fiscal year.

### **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 \$891.8 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](#).



*Jupiter US 1 Bridge Replacement (District 4)*

## 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<br>2024 - 2028 | Fiscal<br>2025 - 2029 | Difference | Percentage<br>Difference |
|-------------------------------------|-----------------------|-----------------------|------------|--------------------------|
| <b>Product</b>                      | \$37.5                | \$41.1                | \$3.6      | 9.7%                     |
| <b>Product Support</b>              | \$9.1                 | \$9.9                 | \$0.8      | 8.9%                     |
| <b>Operations &amp; Maintenance</b> | \$9.7                 | \$10.1                | \$0.4      | 4.4%                     |
| <b>Administration</b>               | \$0.9                 | \$1.1                 | \$0.2      | 24.8%                    |
| <b>Fixed Capital Outlay</b>         | \$0.1                 | \$0.2                 | \$0.0      | 9.7%                     |
| <b>Total</b>                        | \$57.3                | \$62.4                | \$5.1      | 8.9%                     |

### Product

| (Billions)               | Fiscal<br>2024 - 2028 | Fiscal<br>2025 - 2029 | Difference | Percentage<br>Difference |
|--------------------------|-----------------------|-----------------------|------------|--------------------------|
| <b>Construction</b>      | \$28.8                | \$32.1                | \$3.6      | 12.6%                    |
| <b>Modal Development</b> | \$1.7                 | \$6.3                 | \$0.8      | 47.7%                    |
| <b>Right of Way</b>      | \$6.0                 | \$1.5                 | \$0.4      | 7.1%                     |
| <b>Other*</b>            | \$1.1                 | \$1.2                 | \$0.1      | 10.4%                    |
| <b>Total</b>             | \$37.6                | \$41.1                | \$3.6      | 9.5%                     |

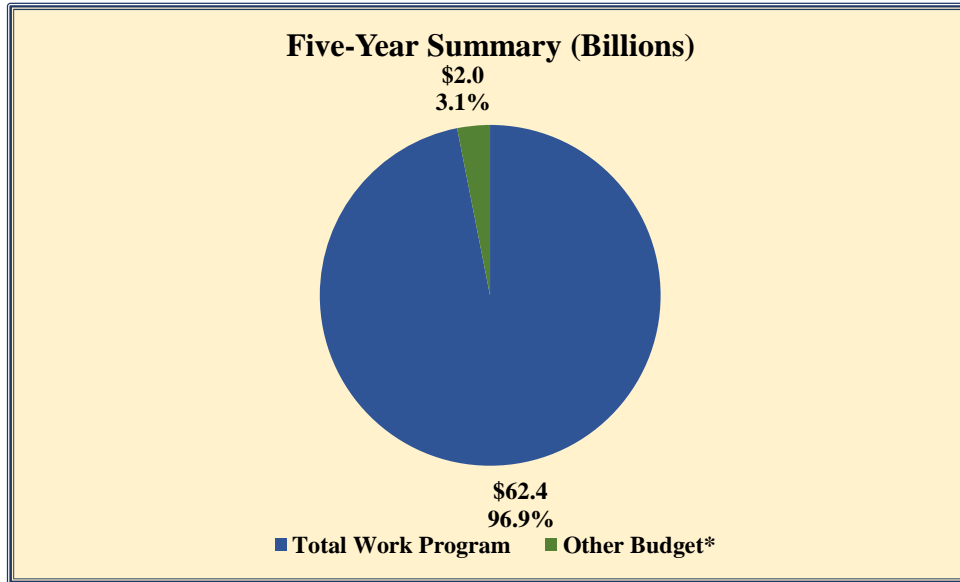
### Construction

| (Billions)  | Fiscal<br>2024 - 2028 | Fiscal<br>2025 - 2029 | Difference | Percentage<br>Difference |
|---|-----------------------|-----------------------|------------|--------------------------|
| <b>Capacity Improvements<br/>and Other Enhancements</b> | \$16.4                | \$19.6                | \$3.2      | 19.6%                    |
| <b>Resurfacing</b>                                      | \$8.3                 | \$8.0                 | -\$0.3     | -3.5%                    |
| <b>Bridge</b>   | \$2.5                 | \$2.9                 | \$0.4      | 16.8%                    |
| <b>Safety</b>   | \$0.7                 | \$0.7                 | \$0.0      | -4.0%                    |
| <b>Public Private Partnerships</b>                      | \$0.9                 | \$0.9                 | \$0.0      | -6.0%                    |
| <b>Total</b>  | \$28.8                | \$32.1                | \$3.3      | 11.5%                    |

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

**1c. Total Budget**  
**\$64.4 Billion**

The Tentative Work Program comprises approximately 96.9% of the Department’s total budget. The remainder consists of local government reimbursements and debt service related to various bond instruments.

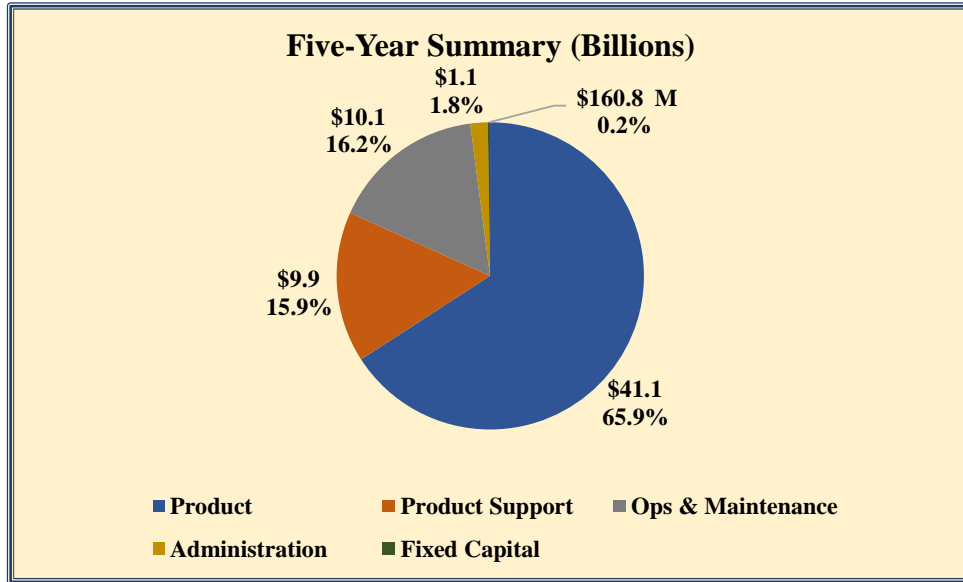


**By Fiscal Year**

| (Billions)                | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total  |
|---------------------------|----------------|----------------|----------------|----------------|----------------|--------|
| <b>Total Work Program</b> | \$15.2         | \$13.2         | \$11.9         | \$11.2         | \$11.0         | \$62.4 |
| <b>Other Budget*</b>      | \$0.4          | \$0.4          | \$0.4          | \$0.4          | \$0.4          | \$2.0  |
| <b>Total</b>              | \$15.6         | \$13.6         | \$12.3         | \$11.6         | \$11.4         | \$64.4 |

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

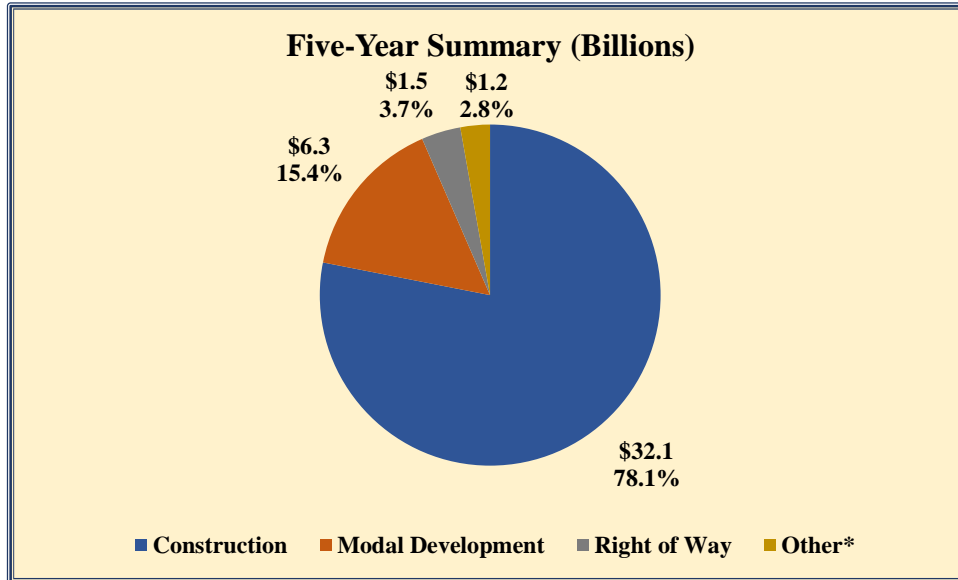
**1d. Total Work Program**  
**\$62.4 Billion**



**By Fiscal Year**

| (Billions)                          | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total  |
|-------------------------------------|----------------|----------------|----------------|----------------|----------------|--------|
| <b>Product</b>                      | \$10.3         | \$8.9          | \$7.8          | \$7.1          | \$7.0          | \$41.1 |
| <b>Product Support</b>              | \$2.7          | \$2.1          | \$1.8          | \$1.7          | \$1.6          | \$9.9  |
| <b>Operations &amp; Maintenance</b> | \$1.9          | \$2.0          | \$2.0          | \$2.1          | \$2.1          | \$10.1 |
| <b>Administration</b>               | \$0.2          | \$0.2          | \$0.2          | \$0.2          | \$0.2          | \$1.1  |
| <b>Fixed Capital Outlay</b>         | \$0.0          | \$0.1          | \$0.0          | \$0.0          | \$0.0          | \$0.2  |
| <b>Total</b>                        | \$15.2         | \$13.2         | \$11.9         | \$11.2         | \$11.0         | \$62.4 |

**1e. Product**  
**\$41.1 Billion**

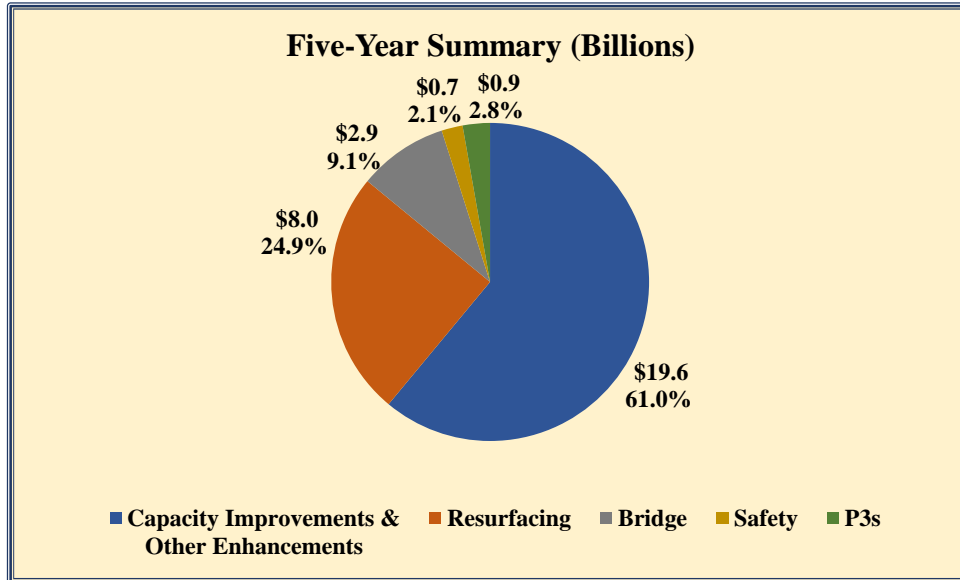


**By Fiscal Year**

| (Billions)               | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total  |
|--------------------------|----------------|----------------|----------------|----------------|----------------|--------|
| <b>Construction</b>      | \$7.8          | \$7.3          | \$6.3          | \$5.5          | \$5.2          | \$32.1 |
| <b>Modal Development</b> | \$1.5          | \$1.1          | \$1.2          | \$1.2          | \$1.3          | \$6.3  |
| <b>Right of Way</b>      | \$0.7          | \$0.2          | \$0.2          | \$0.2          | \$0.2          | \$1.5  |
| <b>Other*</b>            | \$0.3          | \$0.2          | \$0.2          | \$0.2          | \$0.2          | \$1.2  |
| <b>Total</b>             | \$10.3         | \$8.9          | \$7.8          | \$7.1          | \$7.0          | \$41.1 |

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

**1f. Product  
Construction  
\$32.1 Billion**



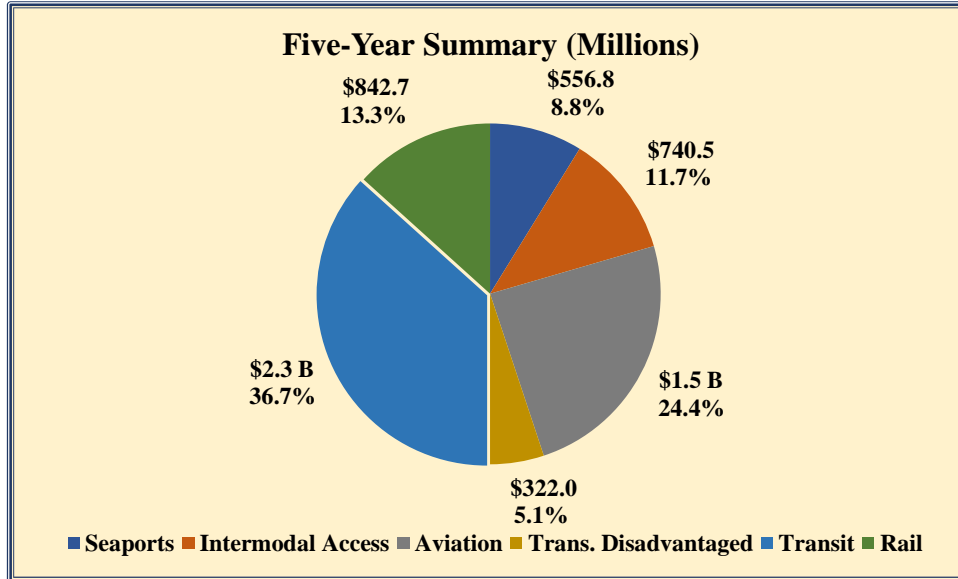
**By Fiscal Year**

| (Billions)                                    | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total  |
|---|----------------|----------------|----------------|----------------|----------------|--------|
| <b>Capacity Improvements and Enhancements</b> | \$5.3          | \$4.6          | \$3.6          | \$3.2          | \$2.8          | \$19.6 |
| <b>Resurfacing</b>                            | \$1.8          | \$1.5          | \$1.5          | \$1.6          | \$1.5          | \$8.0  |
| <b>Bridge</b>                                 | \$0.4          | \$0.8          | \$0.8          | \$0.4          | \$0.6          | \$2.9  |
| <b>Safety</b>                                 | \$0.1          | \$0.1          | \$0.1          | \$0.1          | \$0.1          | \$0.7  |
| <b>Public Private Partnerships</b>            | \$0.2          | \$0.2          | \$0.2          | \$0.2          | \$0.2          | \$0.9  |
| <b>Total</b>                                  | \$7.8          | \$7.3          | \$6.3          | \$5.5          | \$5.2          | \$32.1 |

The \$0.7 billion 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

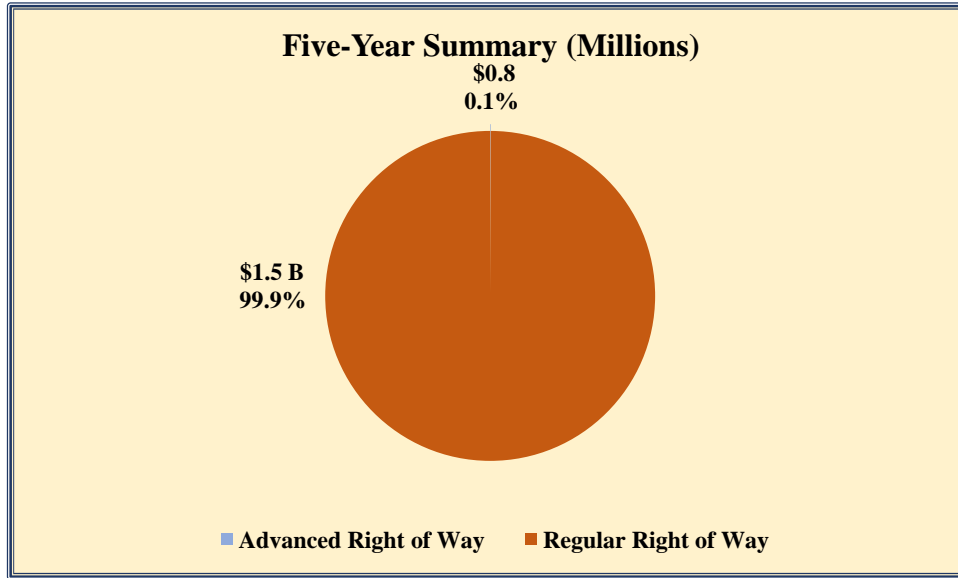


### By Fiscal Year

| (Millions)                                | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total   |
|---|----------------|----------------|----------------|----------------|----------------|---------|
| <b>Seaports</b>                           | \$109.6        | \$113.2        | \$111.3        | \$111.3        | \$111.3        | \$556.8 |
| <b>Intermodal Access</b>                  | \$43.1         | \$138.5        | \$182.8        | \$132.5        | \$243.6        | \$740.5 |
| <b>Aviation</b>                           | \$334.4        | \$318.8        | \$296.9        | \$296.5        | \$298.9        | \$1.5 B |
| <b>Transportation Disadvantaged Comm.</b> | \$61.4         | \$64.9         | \$64.9         | \$64.9         | \$66.0         | \$322.0 |
| <b>Transit</b>                            | \$778.8        | \$346.1        | \$343.4        | \$407.2        | \$446.2        | \$2.3 B |
| <b>Rail</b>                               | \$218.9        | \$139.3        | \$158.5        | \$182.8        | \$143.2        | \$842.7 |
| <b>Total</b>                              | \$1.5 B        | \$1.1 B        | \$1.2 B        | \$1.2 B        | \$1.3 B        | \$6.3 B |



**1h. Product  
Right of Way  
\$1.5 Billion**

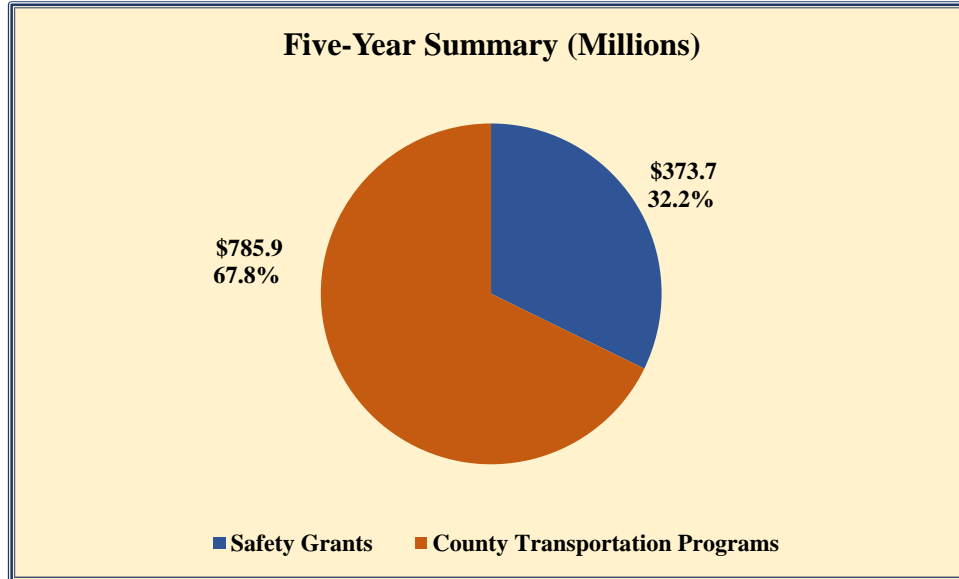


**By Fiscal Year**

| (Millions)                   | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total   |
|------------------------------|----------------|----------------|----------------|----------------|----------------|---------|
| <b>Advanced Right of Way</b> | \$0.0          | \$0.8          | \$0.0          | \$0.0          | \$0.0          | \$0.8   |
| <b>Regular Right of Way</b>  | \$665.1        | \$241.4        | \$170.1        | \$241.8        | \$209.1        | \$1.5 B |
| <b>Total</b>                 | \$665.1        | \$242.3        | \$170.1        | \$241.8        | \$209.1        | \$1.5 B |

## 1i. Product

Other  
\$1.2 Billion

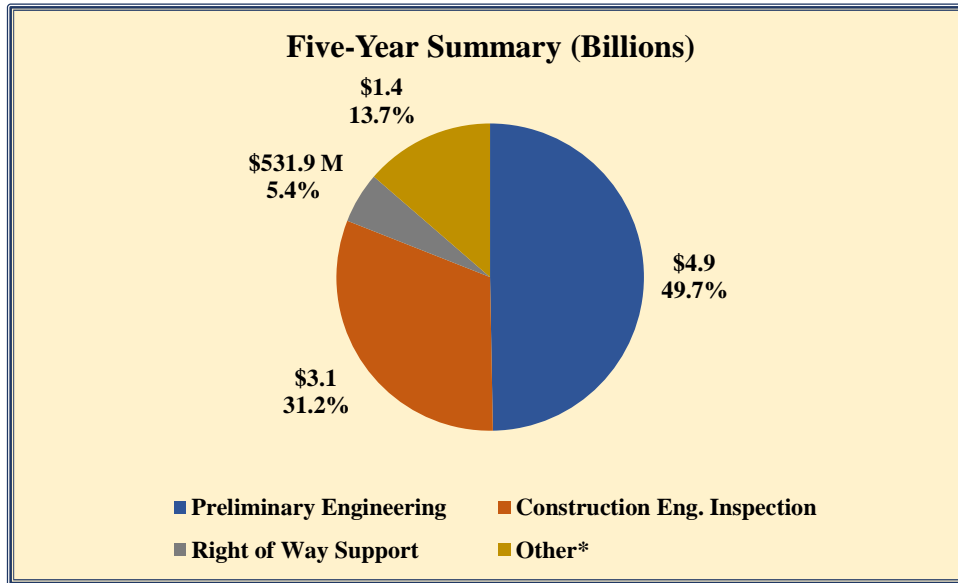


### By Fiscal Year

| (Millions)                    | Fiscal<br>24 - 25 | Fiscal<br>25 - 26 | Fiscal<br>26 - 27 | Fiscal<br>27 - 28 | Fiscal<br>28 - 29 | Total   |
|-------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------|
| <b>Safety Grants</b>          | \$76.7            | \$74.3            | \$74.3            | \$74.3            | \$74.3            | \$373.7 |
| <b>County Trans. Programs</b> | \$181.2           | \$142.7           | \$155.2           | \$144.7           | \$162.0           | \$785.9 |
| <b>Total</b>                  | \$257.9           | \$216.9           | \$229.5           | \$219.0           | \$236.3           | \$1.2 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**  
**\$9.9 Billion**



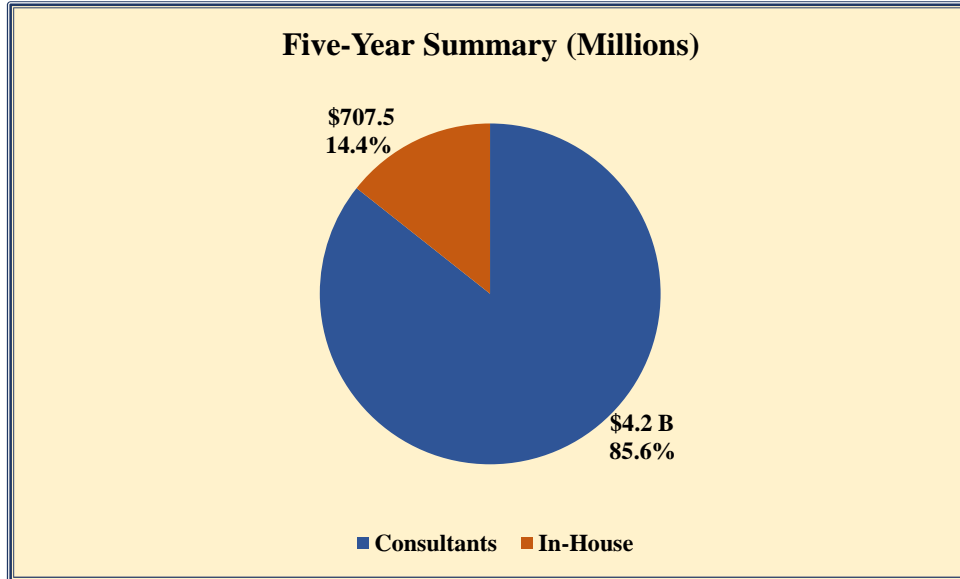
**By Fiscal Year**

| (Millions)                          | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total   |
|-------------------------------------|----------------|----------------|----------------|----------------|----------------|---------|
| <b>Preliminary Engineering</b>      | \$1.4 B        | \$882.6        | \$839.3        | \$882.3        | \$890.0        | \$4.9 B |
| <b>Construction Eng. Inspection</b> | \$854.7        | \$716.9        | \$621.2        | \$483.3        | \$421.1        | \$3.1 B |
| <b>Right of Way Support</b>         | \$99.1         | \$251.5        | \$71.5         | \$59.6         | \$50.3         | \$531.9 |
| <b>Other*</b>                       | \$297.5        | \$259.2        | \$264.8        | \$270.2        | \$262.7        | \$1.4 B |
| <b>Total</b>                        | \$2.7 B        | \$2.1 B        | \$1.8 B        | \$1.7 B        | \$1.6 B        | \$9.9 B |

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

# 1k. Product Support

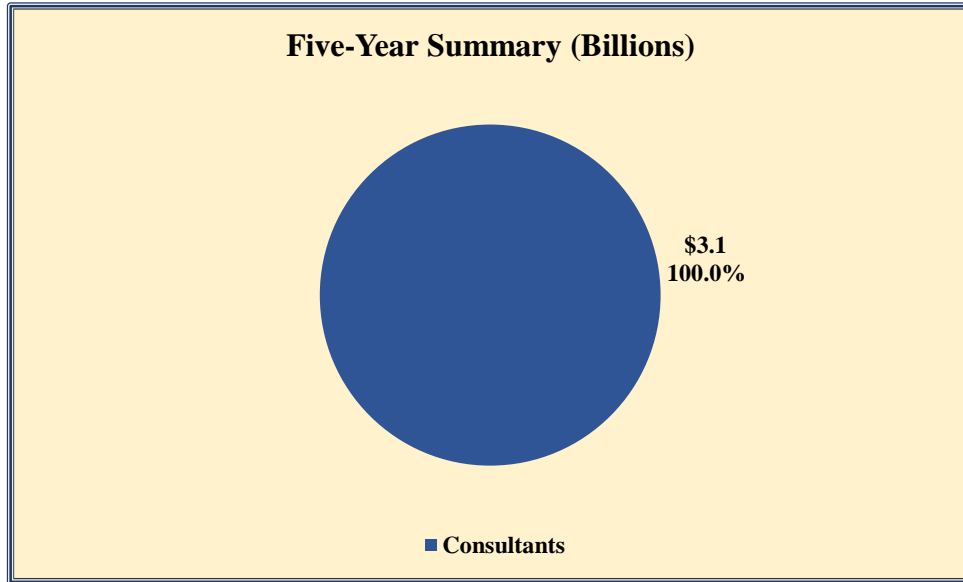
Preliminary Engineering  
\$4.9 Billion



## By Fiscal Year

| (Millions)         | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total   |
|--------------------|----------------|----------------|----------------|----------------|----------------|---------|
| <b>Consultants</b> | \$1.3 B        | \$746.7        | \$698.0        | \$735.3        | \$737.1        | \$4.2 B |
| <b>In-House</b>    | \$130.6        | \$135.8        | \$141.3        | \$146.9        | \$152.8        | \$707.5 |
| <b>Total</b>       | \$1.4 B        | \$882.6        | \$839.3        | \$882.3        | \$890.0        | \$4.9 B |

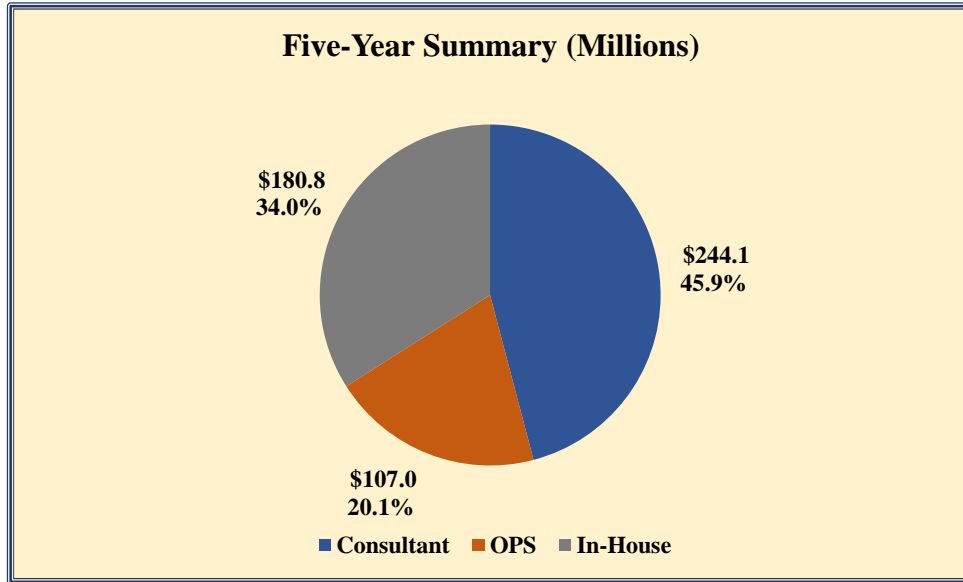
**11. Product Support**  
**Construction Engineering Inspection**  
**\$3.1 Billion**



**By Fiscal Year**

| (Millions)         | Fiscal<br>24 - 25 | Fiscal<br>25 - 26 | Fiscal<br>26 - 27 | Fiscal<br>27 - 28 | Fiscal<br>28 - 29 | Total   |
|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------|
| <b>Consultants</b> | \$854.7           | \$716.9           | \$621.2           | \$483.3           | \$421.1           | \$3.1 B |
| <b>In-House</b>    | \$0.0             | \$0.0             | \$0.0             | \$0.0             | \$0.0             | \$0.0   |
| <b>Total</b>       | \$854.7           | \$716.9           | \$621.2           | \$483.3           | \$421.1           | \$3.1 B |

**1m. Product Support  
Right of Way Support  
\$531.9 Million**

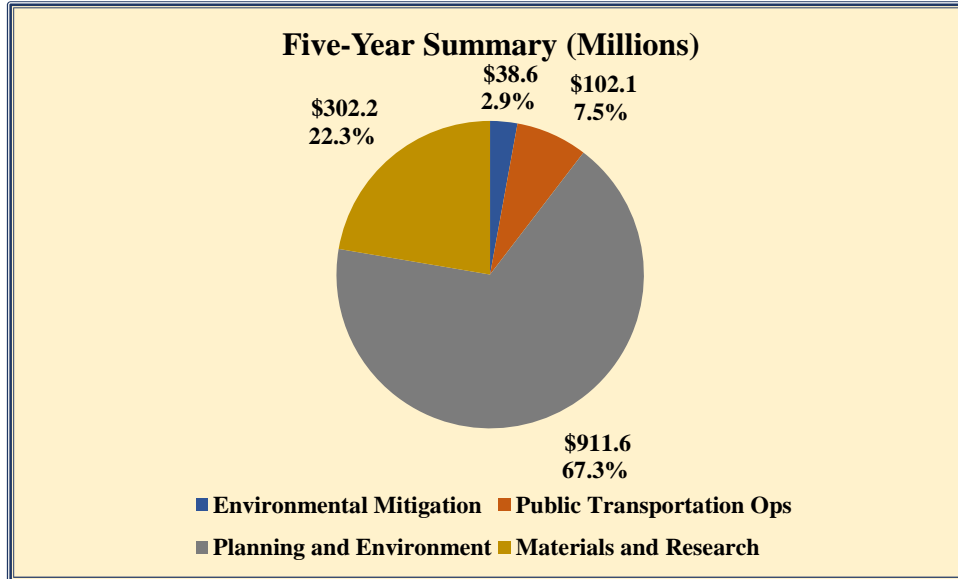


**By Fiscal Year**

| (Millions)        | Fiscal<br>24 - 25 | Fiscal<br>25 - 26 | Fiscal<br>26 - 27 | Fiscal<br>27 - 28 | Fiscal<br>28 - 29 | Total   |
|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------|
| <b>Consultant</b> | \$22.1            | \$190.2           | \$16.2            | \$9.7             | \$5.8             | \$244.1 |
| <b>OPS</b>        | \$43.6            | \$26.5            | \$19.1            | \$12.3            | \$5.4             | \$107.0 |
| <b>In-House</b>   | \$33.4            | \$34.7            | \$36.1            | \$37.5            | \$39.1            | \$180.8 |
| <b>Total</b>      | \$99.1            | \$251.5           | \$71.5            | \$59.6            | \$50.3            | \$531.9 |

# 1n. Product Support

Other  
\$1.4 Billion

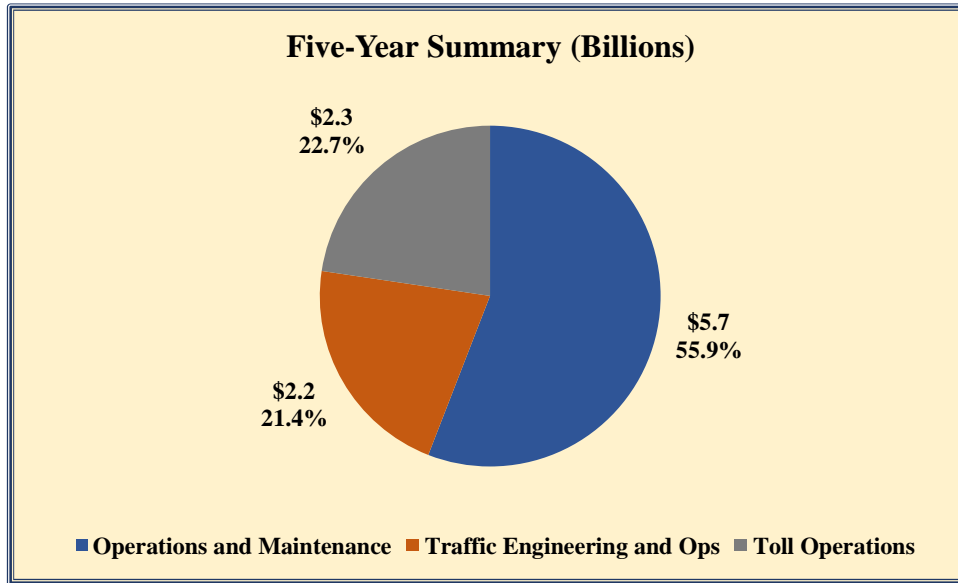


## By Fiscal Year

| (Millions)                              | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total   |
|---|----------------|----------------|----------------|----------------|----------------|---------|
| <b>Environmental Mitigation</b>         | \$9.6          | \$5.1          | \$10.7         | \$7.9          | \$5.2          | \$38.6  |
| <b>Public Transportation Operations</b> | \$18.8         | \$19.6         | \$20.4         | \$21.2         | \$22.0         | \$102.1 |
| <b>Planning &amp; Environment</b>       | \$204.3        | \$177.6        | \$175.3        | \$181.0        | \$173.4        | \$911.6 |
| <b>Materials &amp; Research</b>         | \$64.7         | \$56.8         | \$58.5         | \$60.2         | \$62.0         | \$302.2 |
| <b>Total</b>                            | \$297.5        | \$259.2        | \$264.8        | \$270.2        | \$262.7        | \$1.4 B |

## 1o. Operations & Maintenance

\$10.1 Billion

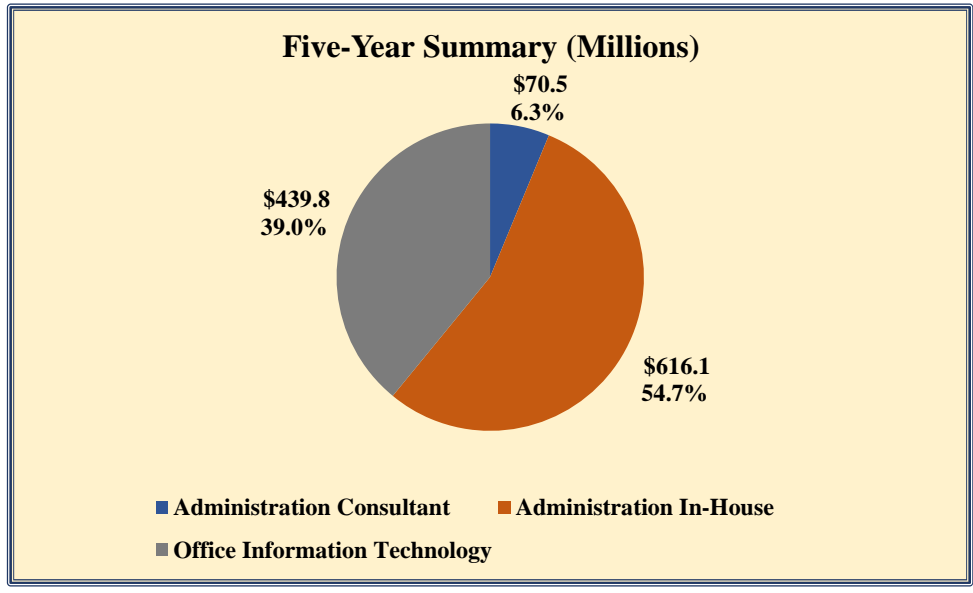


### By Fiscal Year

| (Millions)                                | Fiscal<br>24 - 25 | Fiscal<br>25 - 26 | Fiscal<br>26 - 27 | Fiscal<br>27 - 28 | Fiscal<br>28 - 29 | Total    |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|----------|
| <b>Operations &amp; Maintenance</b>       | \$1.0 B           | \$1.1 B           | \$1.1 B           | \$1.2 B           | \$1.3 B           | \$5.7 B  |
| <b>Traffic Engineering and Operations</b> | \$453.8           | \$430.6           | \$431.3           | \$412.5           | \$438.1           | \$2.2 B  |
| <b>Toll Operations</b>                    | \$465.9           | \$466.9           | \$449.8           | \$462.0           | \$444.9           | \$2.3 B  |
| <b>Total</b>                              | \$1.9 B           | \$2.0 B           | \$2.0 B           | \$2.1 B           | \$2.1 B           | \$10.1 B |



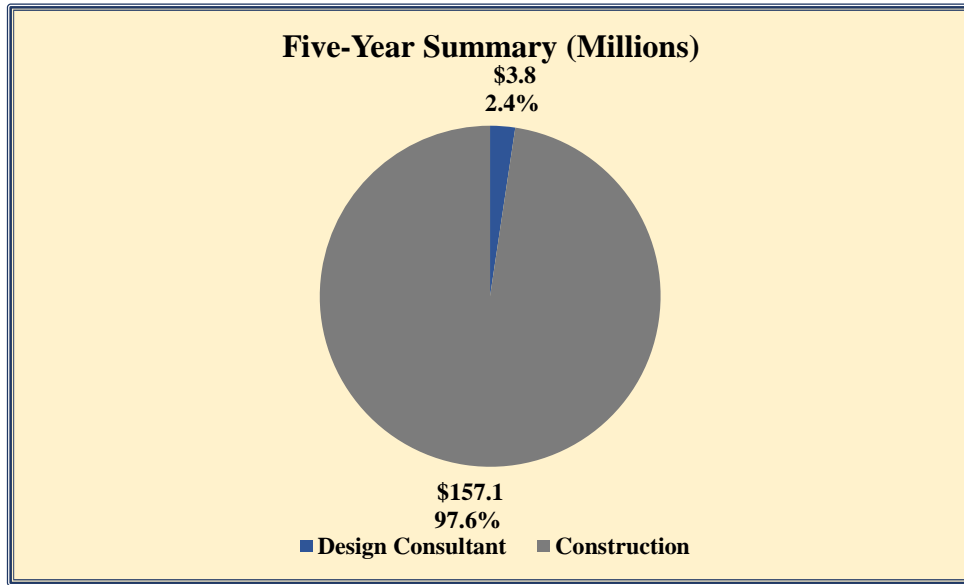
**1p. Administration**  
**\$1.1 Billion**



**By Fiscal Year**

| (Millions)                        | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total   |
|-----------------------------------|----------------|----------------|----------------|----------------|----------------|---------|
| <b>Administration Consultant</b>  | \$14.1         | \$14.1         | \$14.1         | \$14.1         | \$14.1         | \$70.5  |
| <b>Administration In-House</b>    | \$113.7        | \$118.3        | \$123.0        | \$128.0        | \$133.1        | \$616.1 |
| <b>Office Information Systems</b> | \$81.2         | \$84.5         | \$87.8         | \$91.3         | \$95.0         | \$439.8 |
| <b>Total</b>                      | \$209.1        | \$216.8        | \$224.9        | \$233.4        | \$242.1        | \$1.1 B |

**1q. Fixed Capital Outlay**  
**\$160.8 Million**



**By Fiscal Year**

| (Millions)               | Fiscal<br>24 - 25 | Fiscal<br>25 - 26 | Fiscal<br>26 - 27 | Fiscal<br>27 - 28 | Fiscal<br>28 - 29 | Total   |
|--------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------|
| <b>Design Consultant</b> | \$2.9             | \$0.3             | \$0.3             | \$0.3             | \$0.1             | \$3.8   |
| <b>Construction</b>      | \$32.6            | \$66.0            | \$40.0            | \$12.4            | \$6.0             | \$157.1 |
| <b>Total</b>             | \$35.5            | \$66.3            | \$40.2            | \$12.7            | \$6.1             | \$160.8 |

## 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(l), 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 December 2026) for the STTF is \$241.7 million, which complies with the statutory minimum. The average annual low point cash balance during the 36-month cash forecast period is \$282.3 million, which is 2.0% of an estimated average outstanding obligation of \$14.88billion.

The lowest end-of-fiscal year cash balance (in June of 2027) for the Turnpike General Reserve Fund is \$149.1 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 2023.

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58) into law providing long-term funding certainty for surface transportation infrastructure planning and investment. The IIJA has five years of funding (fiscal years 2022-2026) for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, 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 2023.

| Fiscal 2024/25 | Fiscal 2025/26 | Fiscal 2026/27 |
|----------------|----------------|----------------|
| \$463.4        | \$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 2024/25 | Fiscal 2025/26 | Fiscal 2026/27 |
|----------------|----------------|----------------|
| \$189.0        | \$209.2        | \$222.6        |
| (Millions)     |                |                |

There are no Grant Anticipation Revenue Vehicle (GARVEE) bonds projected to be issued in fiscal years 2024/25 through 2026/27.

The total toll operation and maintenance projections through fiscal 2026/27 is \$272.8 million, which include the following facilities: Garcon Point Bridge, Mid-Bay Bridge, Alligator Alley, Sunshine Skyway, Pinellas Bayway, I-275 Express, Gateway Expressway, Wekiva, I-295 Express, I-595 Express, I-75 Express (Palmetto & Broward), 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 2024/25 | Fiscal 2025/26 | Fiscal 2026/27 |
|----------------|----------------|----------------|
| \$1.8          | \$2.5          | \$2.9          |
| (Billions)     |                |                |

There are currently two federally funded State Infrastructure Bank (SIB) projects with a loan amount of \$120.4 million scheduled to be disbursed from fiscal 2024/25 through fiscal 2026/27. There are currently six state funded SIB projects with a total loan amount of \$244.1 million scheduled to be disbursed from fiscal 2024/25 through fiscal 2026/27.

**Public-Private Partnerships / SunRail**

The work program period contains cash flows for major projects including SunRail and four existing Public-Private Partnerships (P3s). Combined, SunRail and P3 projects have anticipated expenditure payouts of \$342.4 million in fiscal 2024/25, \$317.9 million in fiscal 2025/26, and \$293.8 million in fiscal 2026/27. A brief description of the projects follows.

**SunRail** consists of a commuter rail transit project that will run along a 61-mile stretch of existing rail freight tracks in the four-county area of Orange, Seminole, Volusia and Osceola counties. This is a two-phase project. Phase 1 is 32 miles from DeBary to Sand Lake Road in Orange County and is completed. Phase 2 has two sections: the south section from Sand Lake Road through Kissimmee to Poinciana, which is completed, and the north section from DeBary to Deland, with a target substantial completion in fiscal 2023/24.

**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 expected completion date is February 2028.

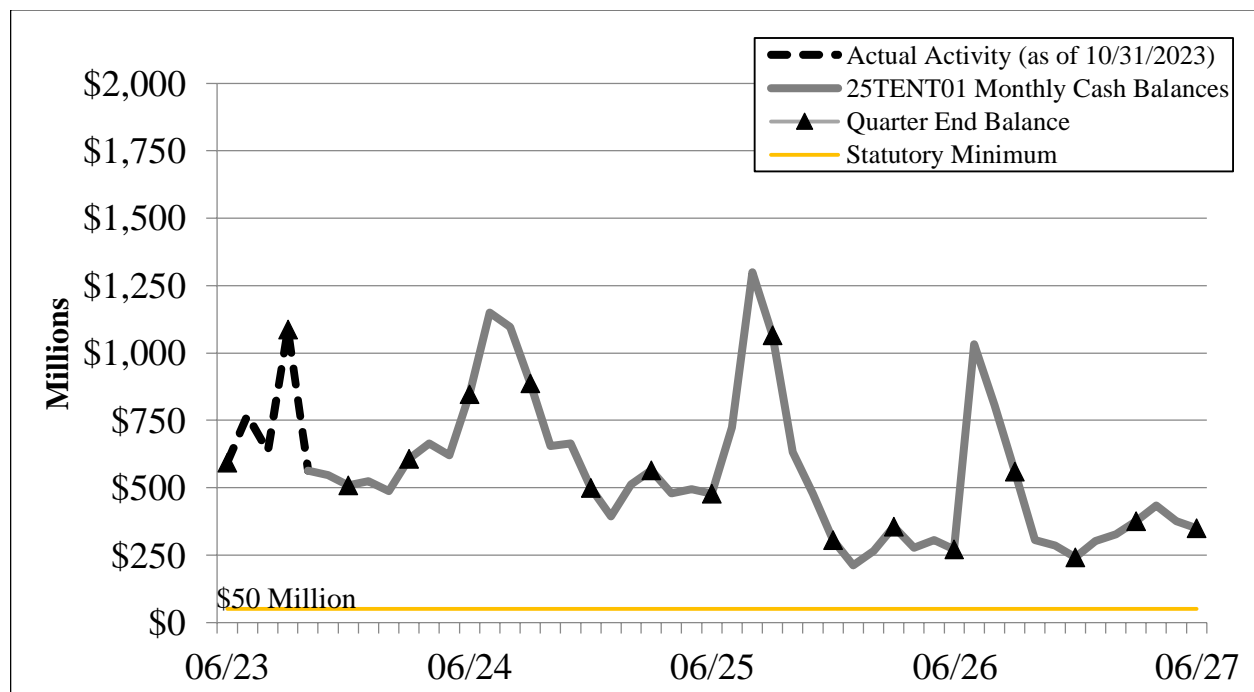
**I-4 Ultimate** is a 40-year concession that consists of improvements for approximately 21 miles from Kirkman Road in Orange County to State Road 434 in Seminole County. The project will add two express lanes in each direction, reconstruct existing lanes, and improve access to and from the interstate. 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. Once completed, the concessionaire is responsible for operations and maintenance of the facility.

## 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 \$241.8 million and occurs in December 2026.



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.



*Mainline Widening from Clermont/State Road 50 to Minneola/Hancock Road (Both)  
(Florida's Turnpike Enterprise)*

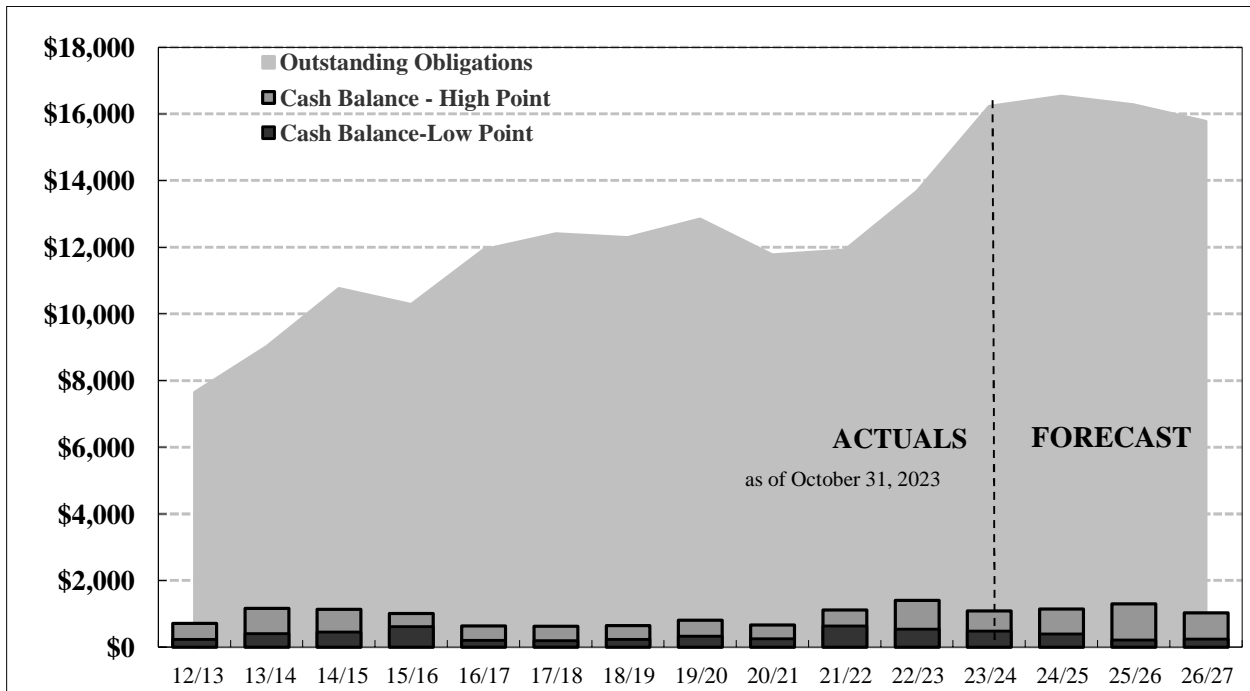


## 2c. Cash Forecast

### 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 2012/13 through fiscal 2026/27, 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 2024/25 through fiscal 2026/27, the average annual low point cash balance is projected to be \$282.3million, and the average annual outstanding obligation is projected to be \$14.88 billion. In other words, cash “on hand” is projected to average 2.0% 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.



*Beach Boulevard (State Road 212) from Southside Boulevard (State Road 115) to Eve Drive  
(District 2)*

## **2d. Major Financial Assumptions**

### **Turnpike Enterprise**

#### **Turnpike System General Reserve Fund Assumptions**

The debt service coverage ratio averages 3.33 on a net basis over fiscal 2024/25 through 2026/27. The net basis over the three-year period is 3.49, 3.43 and 3.06, 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 assumes periodic indexing of toll rates.

Currently, the Turnpike has \$3.3 billion in bonds outstanding. 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.

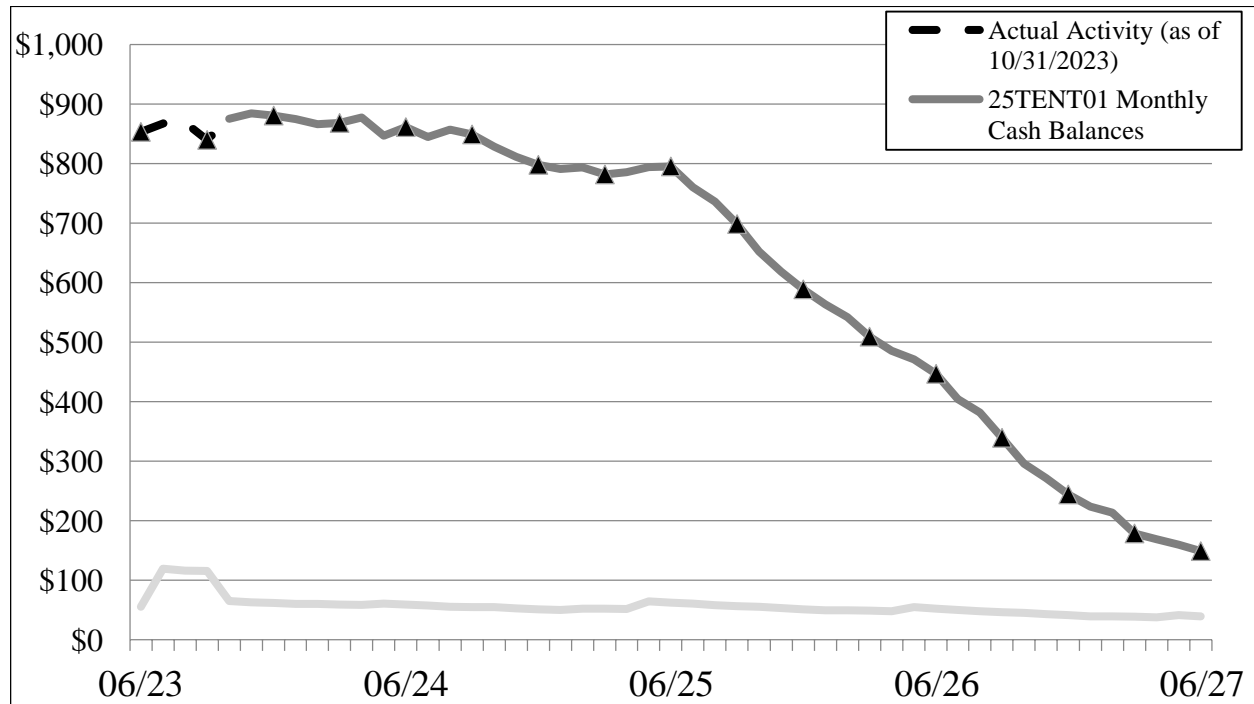
Turnpike projects to be bond-funded during the work program total \$3.3 billion and are comprised of a mix of widening, interchange, and expansion projects including widening of the Sawgrass Expressway from NW 8th (mile post 0) to SR 7 (mile post 18.4) in Broward County, new road construction of State Road 23 from east of County Road 16A to I-95 as a project in partnership with District 2, new road construction of the Suncoast 3A and 3B to US 19 in Citrus County, new

road construction of the Central Polk Parkway in Polk County, widening State Road 91 from O'Brien Road to CR 470 in Lake County from the West Palm Beach Service Plaza to PGA Boulevard in Palm Beach County, from US 192 to the Osceola Parkway in Osceola County and the Seminole Expressway from Aloma to SR 434. New interchanges are programmed for Sand Lake, Nolte, and Taft Vineland Roads in Orange County, and improvements are planned for the Golden Glades 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 \$149.1 million and occurs in June of 2027. Five percent of unpaid Turnpike obligations at that time is estimated to be \$39.5 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 \$16.8 billion programmed on the SIS for capacity improvements. Of this amount, \$15.9 billion (or 94.6%) is programmed for highway capacity improvements, \$384.6 million (or 2.3%) for aviation, \$329.9 million (or 2.0%) for seaports, \$150.6 million (or 0.9%) for rail, \$32.8 million (or 0.2%) for intermodal capacity improvements, and \$1.8 million (or 0.0%) is programmed for transit new starts. 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.

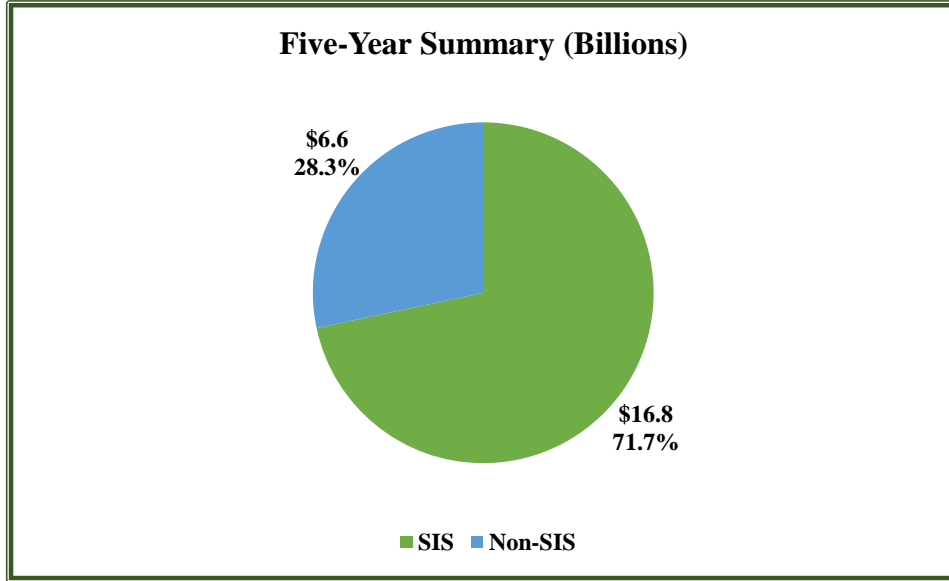
The Department adopted the 2010 Strategic Intermodal System Strategic Plan in January of 2010, which sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. 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.

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



*U.S. 98 Pedestrian Underpass at Inlet Beach (District 3)*

**3a. The Florida Strategic Intermodal System Program (SIS)  
 Total Capacity Improvements and Other Enhancements  
 \$23.5 Billion**



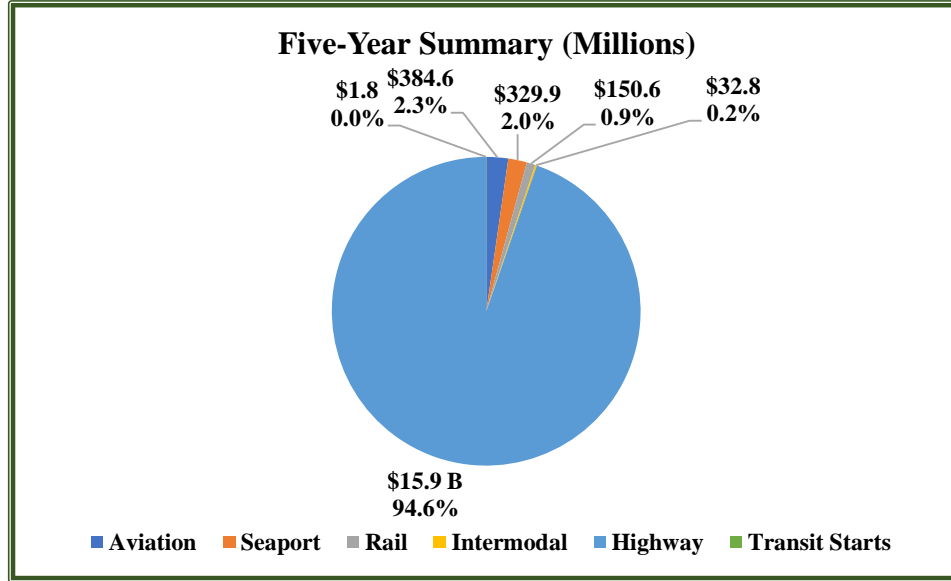
**By Fiscal Year**

| (Billions)     | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total         | %             |
|----------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|
| <b>SIS</b>     | \$5.2          | \$4.0          | \$3.0          | \$2.7          | \$2.0          | \$16.8        | 71.7%         |
| <b>Non-SIS</b> | \$1.6          | \$1.3          | \$1.2          | \$1.1          | \$1.5          | \$6.6         | 28.3%         |
| <b>Total</b>   | <b>\$6.7</b>   | <b>\$5.3</b>   | <b>\$4.1</b>   | <b>\$3.9</b>   | <b>\$3.4</b>   | <b>\$23.5</b> | <b>100.0%</b> |



*Gulfstream Roundabout (District 1)*

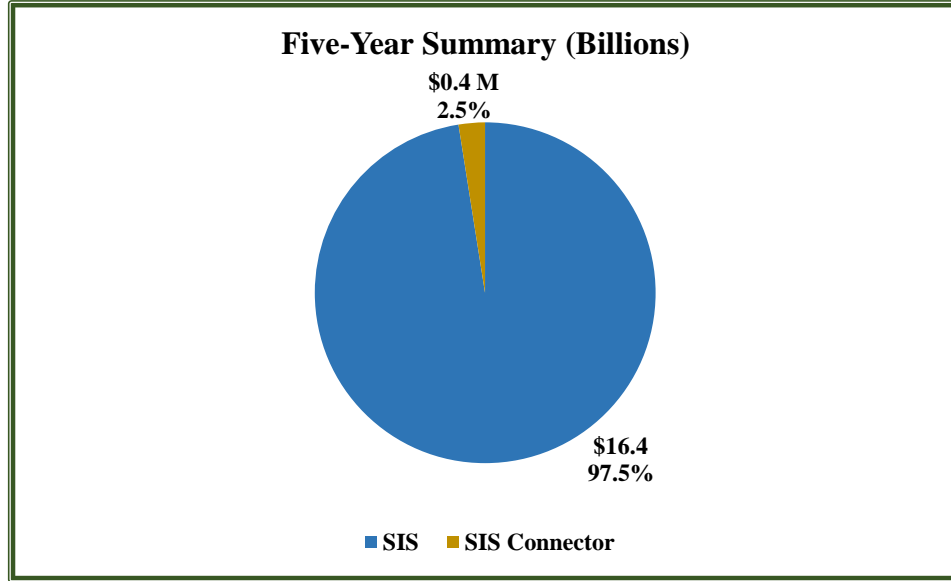
**3b. The Florida Strategic Intermodal System Program (SIS)  
SIS Capacity Improvements by Program Fund  
\$16.8 Billion**



**By Fiscal Year**

| (Millions)                | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total           | %             |
|---------------------------|----------------|----------------|----------------|----------------|----------------|-----------------|---------------|
| <b>Aviation</b>           | \$127.0        | \$96.5         | \$58.2         | \$51.1         | \$51.8         | \$384.6         | 2.3%          |
| <b>Seaport</b>            | \$77.2         | \$62.9         | \$61.4         | \$67.5         | \$60.9         | \$329.9         | 2.0%          |
| <b>Rail</b>               | \$20.9         | \$14.8         | \$0.6          | \$69.6         | \$44.8         | \$150.6         | 0.9%          |
| <b>Intermodal</b>         | \$9.6          | \$7.0          | \$5.9          | \$5.1          | \$5.1          | \$32.8          | 0.2%          |
| <b>Highway</b>            | \$4.9 B        | \$3.8 B        | \$2.9 B        | \$2.5 B        | \$1.8 B        | \$15.9 B        | 94.6%         |
| <b>Transit New Starts</b> | \$1.8          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$1.8           | 0.0%          |
| <b>Total</b>              | <b>\$5.2 B</b> | <b>\$4.0 B</b> | <b>\$3.0 B</b> | <b>\$2.7 B</b> | <b>\$2.0 B</b> | <b>\$16.8 B</b> | <b>100.0%</b> |

**3c. The Florida Strategic Intermodal System Program (SIS)**  
**SIS Capacity Improvements – SIS Relative to SIS Connector**  
**\$16.8 Billion**



**By Fiscal Year**

| (Billions)           | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total         | %             |
|----------------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|
| <b>SIS</b>           | \$5.1          | \$3.8          | \$2.9          | \$2.7          | \$1.9          | \$16.4        | 97.5%         |
| <b>SIS Connector</b> | \$70.5 M       | \$127.9 M      | \$78.1 M       | \$65.7 M       | \$80.6 M       | \$422.8 M     | 2.5%          |
| <b>Total</b>         | <b>\$5.2</b>   | <b>\$4.0</b>   | <b>\$3.0</b>   | <b>\$2.7</b>   | <b>\$2.0</b>   | <b>\$16.8</b> | <b>100.0%</b> |



## 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.]

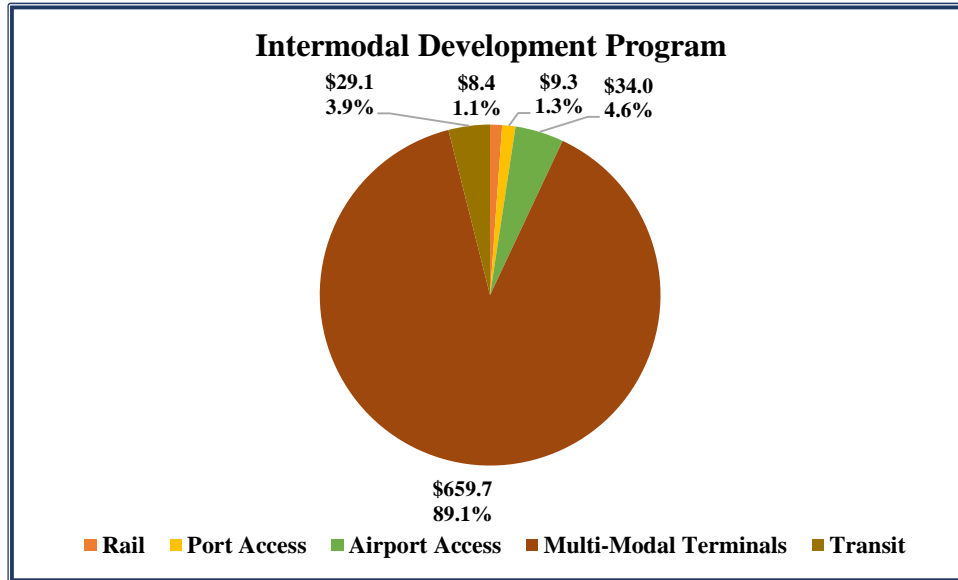
### Commission Analysis

The Tentative Work Program includes a total of \$740.5 million for the Intermodal Development Program. Of this amount, \$659.7 (or 89.1%) million for multimodal terminals, \$34.0 (4.6%) million for airport access, \$29.1 (3.9%) million for transit, \$9.3 (1.3%) million for port access, and \$8.4 (1.1%) for rail.



*I-95 Express Phase 3B-2 (District 4)*

**4a. Intermodal Development Program**  
**\$740.5 Million**



**By Fiscal Year**

| (Millions)                   | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total          |
|------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Rail</b>                  | \$7.2          | \$1.2          | \$0.0          | \$0.0          | \$0.0          | \$8.4          |
| <b>Future Projects</b>       | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          | \$0.0          |
| <b>Port Access</b>           | \$5.8          | \$2.5          | \$1.0          | \$0.0          | \$0.0          | \$9.3          |
| <b>Airport Access</b>        | \$5.4          | \$5.9          | \$7.7          | \$6.9          | \$8.1          | \$34.0         |
| <b>Multi-Modal Terminals</b> | \$19.9         | \$122.7        | \$165.2        | \$120.6        | \$231.3        | \$659.7        |
| <b>Transit</b>               | \$4.7          | \$6.1          | \$8.9          | \$5.0          | \$4.3          | \$29.1         |
| <b>Total</b>                 | <b>\$43.1</b>  | <b>\$138.5</b> | <b>\$182.8</b> | <b>\$132.5</b> | <b>\$243.6</b> | <b>\$740.5</b> |

## 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 (2024/25 to 2027/28) changes from the Adopted Work Program to the Tentative Work Program were as follows: 87.8% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (FDOT objective is at least 80%), 122 (or 7.8%) 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 2027/28, and 69 (4.4%) project phases were deleted. Stability of the individual districts and Turnpike/Rail Enterprise work programs ranged from 82.9% to 98.6%. *Note: The stability report includes construction, right of way land, and Modal Development operations product phases only.*

For the four common fiscal years, 1,103 (or 87.8%) 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, 290 (87.9%) 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 5.7% (from 93.5% last year to 87.8%).

If those project phases deferred, deleted, or moved out at the request of local governments or other funding entities are excluded from the analysis, then 91.1% of project phases experienced no change in schedule or were advanced to an earlier year. For the 172 projects deferred or deleted, 35.5% resulted from district priority changes, 22.1% from external influences, 12.8% estimate increases, 11.0% production / right of way schedule changes, 11.0% revenue adjustment, 4.1% from statewide priority changes, 1.7% from project combinations or phase substitutions, 1.2% other reasons and 0.6% reflected no reason given.

## 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<br>(Fiscal 2024-25 - 2027-28) | No Changes / Advances | 1,370        | 87.8%         |
|  | Defers                | 122          | 7.8%          |
|  | Deletions             | 69           | 4.4%          |
|  | Moved Out             | 0            | 0.0%          |
| <b>Total</b>                                 |                       | <b>1,561</b> | <b>100.0%</b> |

#### Roads and Bridges

| Fiscal Year                                  | Category              | Phases       | Percentage    |
|--|-----------------------|--------------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes / Advances | 1,103        | 87.8%         |
|  | Defers                | 106          | 8.4%          |
|  | Deletions             | 47           | 3.7%          |
|  | Moved Out             | 0            | 0.0%          |
| <b>Total</b>                                 |                       | <b>1,256</b> | <b>100.0%</b> |

#### Modal Development

| Fiscal Year                                  | Category              | Phases     | Percentage    |
|--|-----------------------|------------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes / Advances | 290        | 87.9%         |
|  | Defers                | 17         | 5.2%          |
|  | Deletions             | 23         | 7.0%          |
|  | Moved Out             | 0          | 0.0%          |
| <b>Total</b>                                 |                       | <b>330</b> | <b>100.0%</b> |

#### Legend:

NO CHANGES: No change in the scheduled fiscal year.

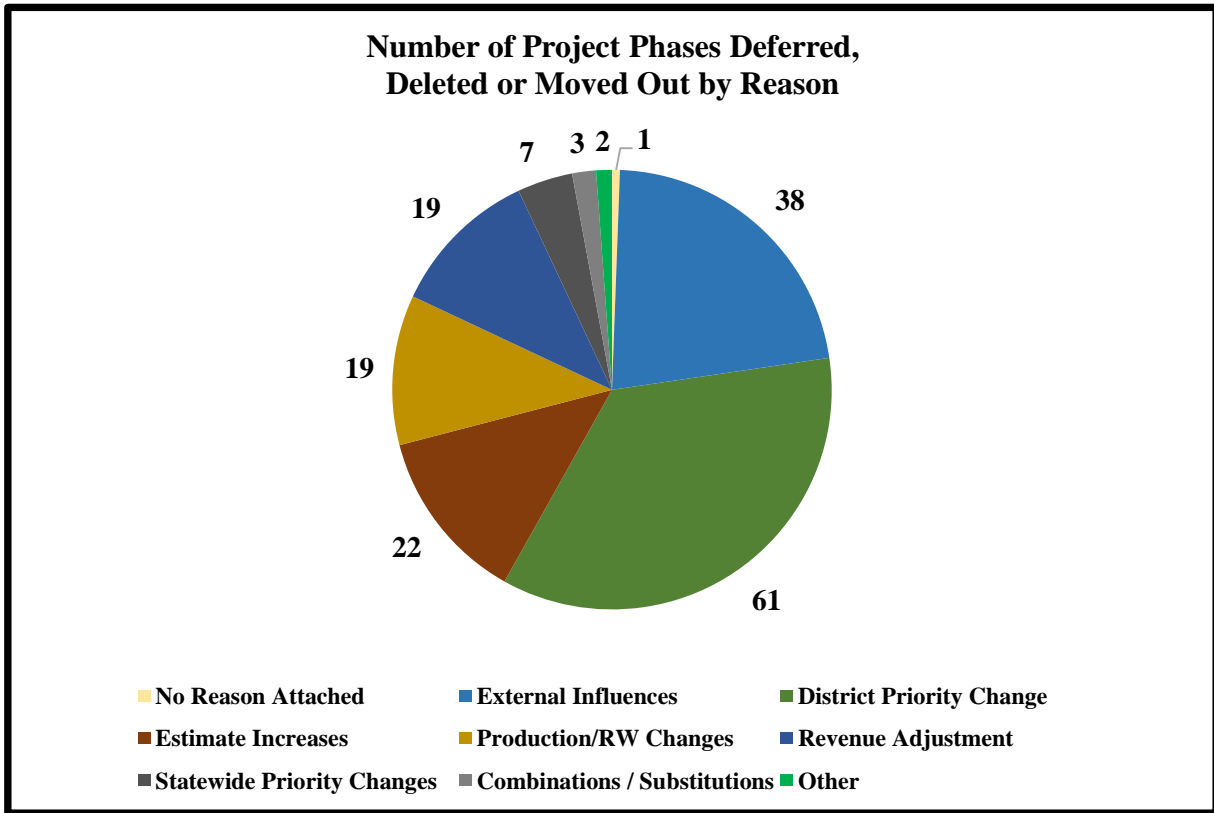
ADVANCES: Advanced to an earlier fiscal year.

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



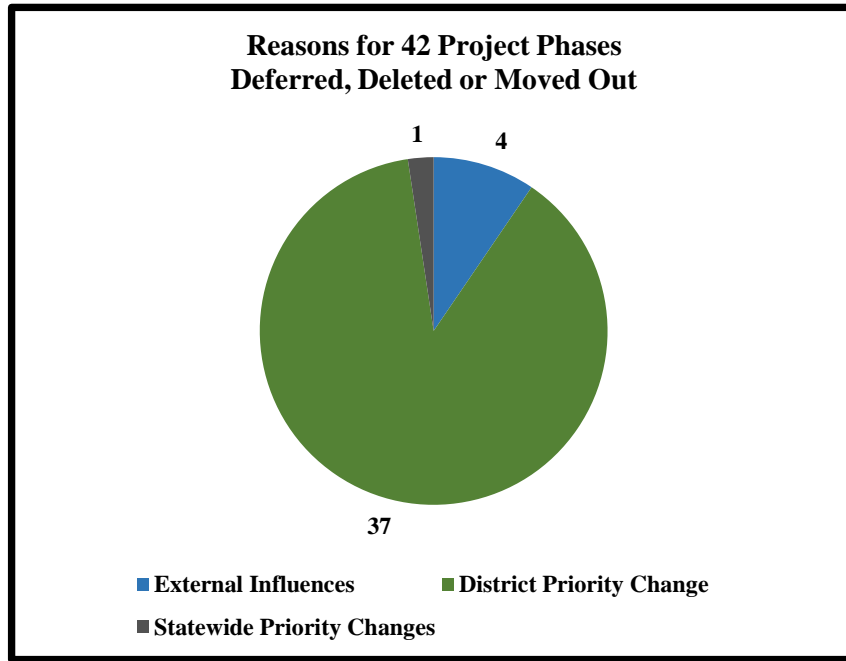
### Results

| Fiscal Year                                  | Category     | Phases | Percentage   |
|--|--------------|--------|--------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes   | 1,301  | 83.3%        |
|  | Advances     | 69     | 4.4%         |
|  | Defers       | 122    | 7.8%         |
|  | Deletions    | 69     | 4.4%         |
|  | Moved Out    | 0      | 0.0%         |
|  | <b>Total</b> |        | <b>1,561</b> |

### Results without External Influences

| Fiscal Year                                  | Category     | Phases | Percentage   |
|--|--------------|--------|--------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes   | 1,301  | 86.8%        |
|  | Advances     | 63     | 4.2%         |
|  | Defers       | 109    | 7.3%         |
|  | Deletions    | 25     | 1.7%         |
|  | Moved Out    | 0      | 0.0%         |
|  | <b>Total</b> |        | <b>1,498</b> |

## 5c. Stability Report District 1 Work Program



### Results

| Fiscal Year                                  | Category   | Phases     | Percentage    |
|--|------------|------------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 192        | 78.0%         |
|  | Advances   | 12         | 4.9%          |
|  | Defers     | 37         | 15.0%         |
|  | Deletions  | 5          | 2.0%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>246</b> | <b>100.0%</b> |

### Results without External Influences

| Fiscal Year                                  | Category   | Phases     | Percentage    |
|--|------------|------------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 192        | 79.3%         |
|  | Advances   | 12         | 5.0%          |
|  | Defers     | 34         | 14.0%         |
|  | Deletions  | 4          | 1.7%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>242</b> | <b>100.0%</b> |

**Legend:**

NO CHANGES: No change in the scheduled fiscal year.

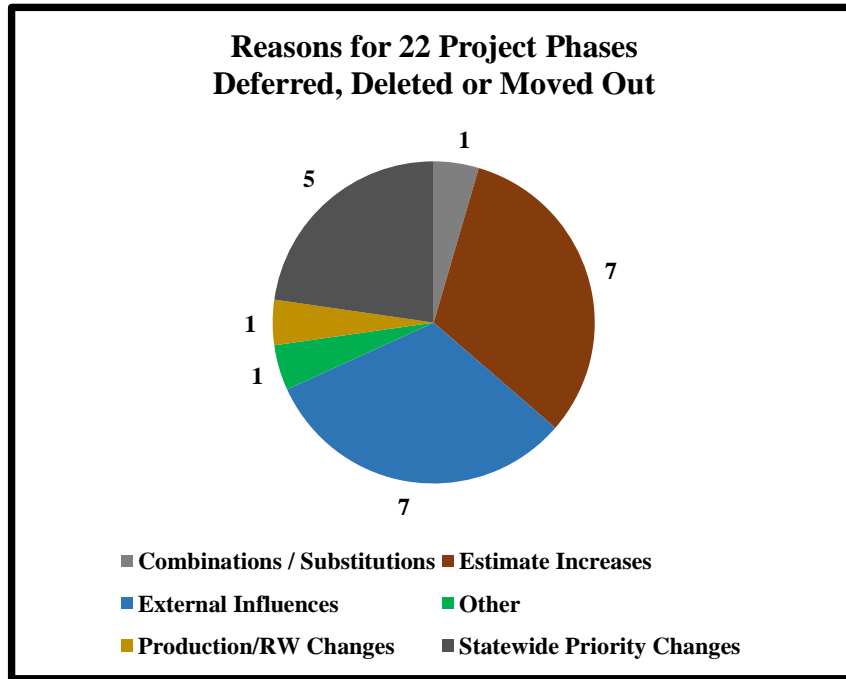
ADVANCES: Advanced to an earlier fiscal year.

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<br>(Fiscal 2024-25 - 2027-28) | No Changes | 187        | 87.0%         |
|  | Advances   | 6          | 2.8%          |
|  | Deferrals  | 15         | 7.0%          |
|  | Deletions  | 7          | 3.3%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>215</b> | <b>100.0%</b> |

### Results without External Influences

| Fiscal Year                                  | Category   | Phases     | Percentage    |
|--|------------|------------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 187        | 89.9%         |
|  | Advances   | 6          | 2.9%          |
|  | Deferrals  | 14         | 6.7%          |
|  | Deletions  | 1          | 0.5%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>208</b> | <b>100.0%</b> |

#### Legend:

NO CHANGES: No change in the scheduled fiscal year.

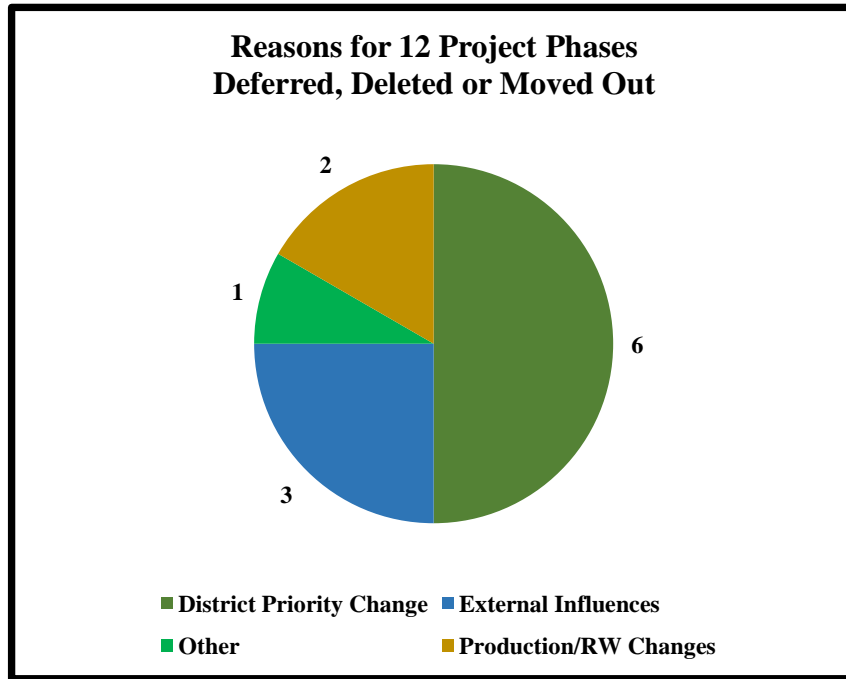
ADVANCES: Advanced to an earlier fiscal year.

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<br>(Fiscal 2024-25 - 2027-28) | No Changes | 193        | 86.5%         |
|  | Advances   | 18         | 8.1%          |
|  | Deferrals  | 5          | 2.2%          |
|  | Deletions  | 7          | 3.1%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>223</b> | <b>100.0%</b> |

### Results without External Influences

| Fiscal Year                                  | Category   | Phases     | Percentage    |
|--|------------|------------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 193        | 87.7%         |
|  | Advances   | 18         | 8.2%          |
|  | Deferrals  | 5          | 2.3%          |
|  | Deletions  | 4          | 1.8%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>220</b> | <b>100.0%</b> |

#### Legend:

NO CHANGES: No change in the scheduled fiscal year.

ADVANCES: Advanced to an earlier fiscal year.

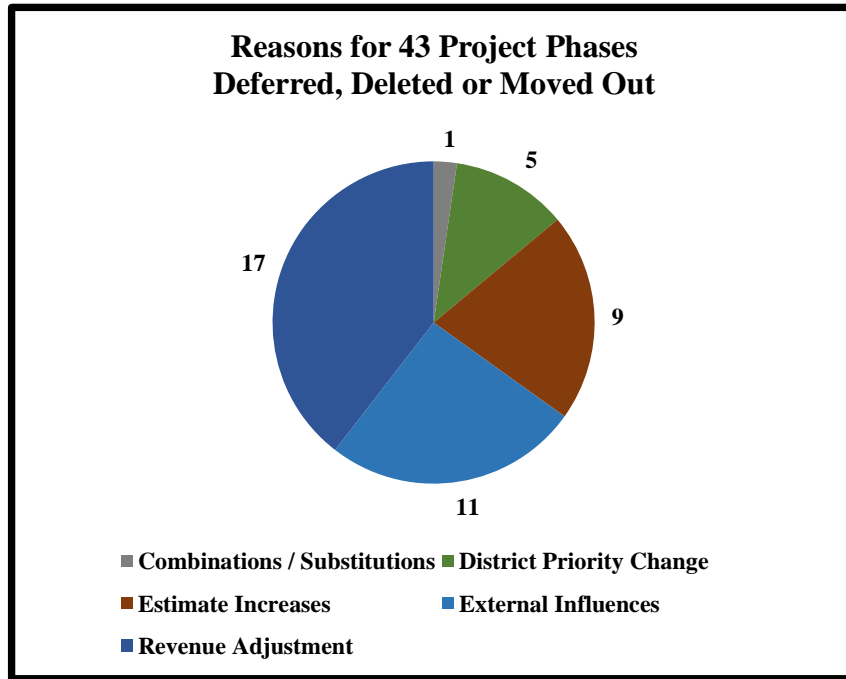
DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.

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<br>(Fiscal 2024-25 - 2027-28) | No Changes | 230        | 81.6%         |
|  | Advances   | 9          | 3.2%          |
|  | Deferrals  | 32         | 11.3%         |
|  | Deletions  | 11         | 3.9%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>282</b> | <b>100.0%</b> |

### Results without External Influences

| Fiscal Year                                  | Category   | Phases     | Percentage    |
|--|------------|------------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 230        | 86.5%         |
|  | Advances   | 4          | 1.5%          |
|  | Deferrals  | 27         | 10.2%         |
|  | Deletions  | 5          | 1.9%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>266</b> | <b>100.0%</b> |

#### Legend:

NO CHANGES: No change in the scheduled fiscal year.

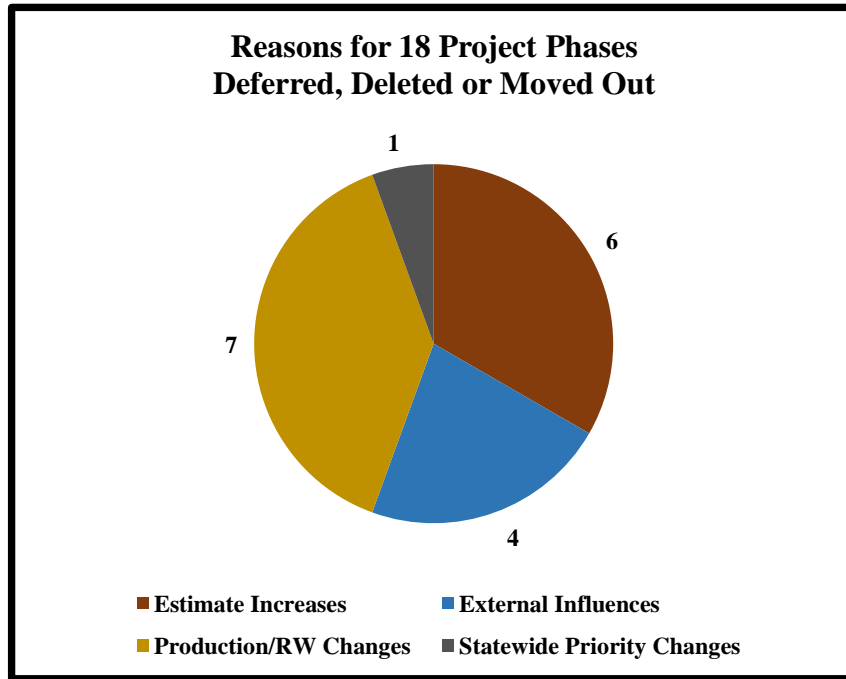
ADVANCES: Advanced to an earlier fiscal year.

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<br>(Fiscal 2024-25 - 2027-28) | No Changes | 169        | 88.5%         |
|  | Advances   | 4          | 2.1%          |
|  | Deferrals  | 15         | 7.9%          |
|  | Deletions  | 3          | 1.6%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>191</b> | <b>100.0%</b> |

### Results without External Influences

| Fiscal Year                                  | Category   | Phases     | Percentage    |
|--|------------|------------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 169        | 90.4%         |
|  | Advances   | 4          | 2.1%          |
|  | Deferrals  | 13         | 7.0%          |
|  | Deletions  | 1          | 0.5%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>187</b> | <b>100.0%</b> |

#### Legend:

NO CHANGES: No change in the scheduled fiscal year.

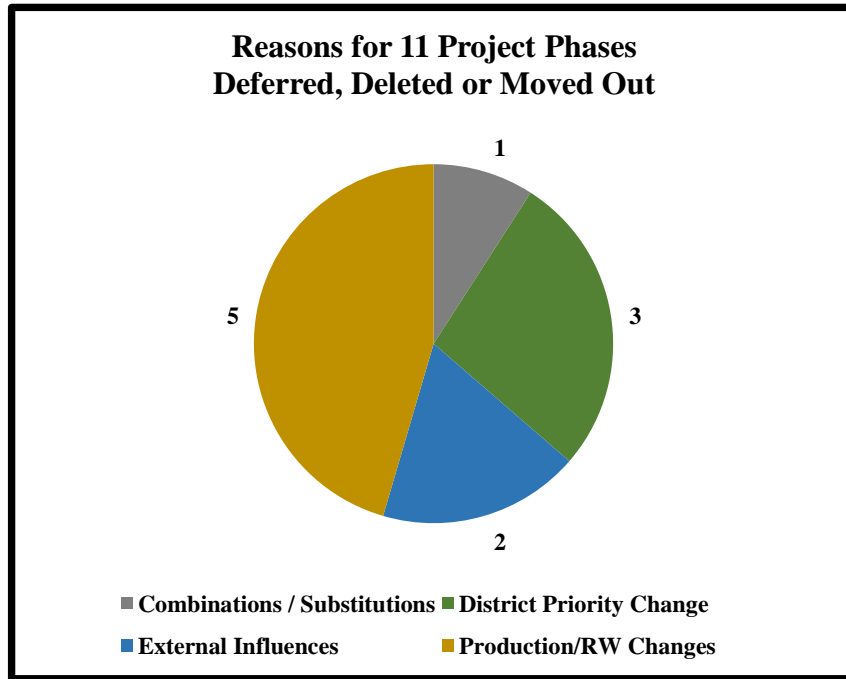
ADVANCES: Advanced to an earlier fiscal year.

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<br>(Fiscal 2024-25 - 2027-28) | No Changes | 118        | 84.9%         |
|  | Advances   | 10         | 7.2%          |
|  | Deferrals  | 9          | 6.5%          |
|  | Deletions  | 2          | 1.4%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>139</b> | <b>100.0%</b> |

### Results without External Influences

| Fiscal Year                                  | Category   | Phases     | Percentage    |
|--|------------|------------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 118        | 86.1%         |
|  | Advances   | 10         | 7.3%          |
|  | Deferrals  | 8          | 5.8%          |
|  | Deletions  | 1          | 0.7%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>137</b> | <b>100.0%</b> |

#### Legend:

NO CHANGES: No change in the scheduled fiscal year.

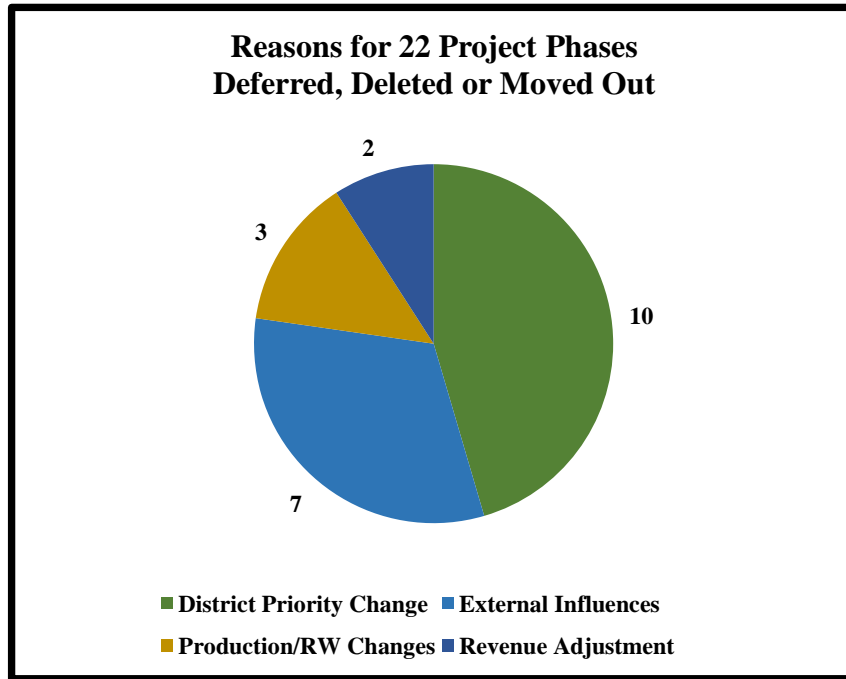
ADVANCES: Advanced to an earlier fiscal year.

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<br>(Fiscal 2024-25 - 2027-28) | No Changes | 124        | 80.0%         |
|  | Advances   | 9          | 5.8%          |
|  | Deferrals  | 8          | 5.2%          |
|  | Deletions  | 14         | 9.0%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>155</b> | <b>100.0%</b> |

### Results without External Influences

| Fiscal Year                                  | Category   | Phases     | Percentage    |
|--|------------|------------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 124        | 84.4%         |
|  | Advances   | 8          | 5.4%          |
|  | Deferrals  | 7          | 4.8%          |
|  | Deletions  | 8          | 5.4%          |
|  | Moved Out  | 0          | 0.0%          |
| <b>Total</b>                                 |            | <b>147</b> | <b>100.0%</b> |

#### Legend:

NO CHANGES: No change in the scheduled fiscal year.

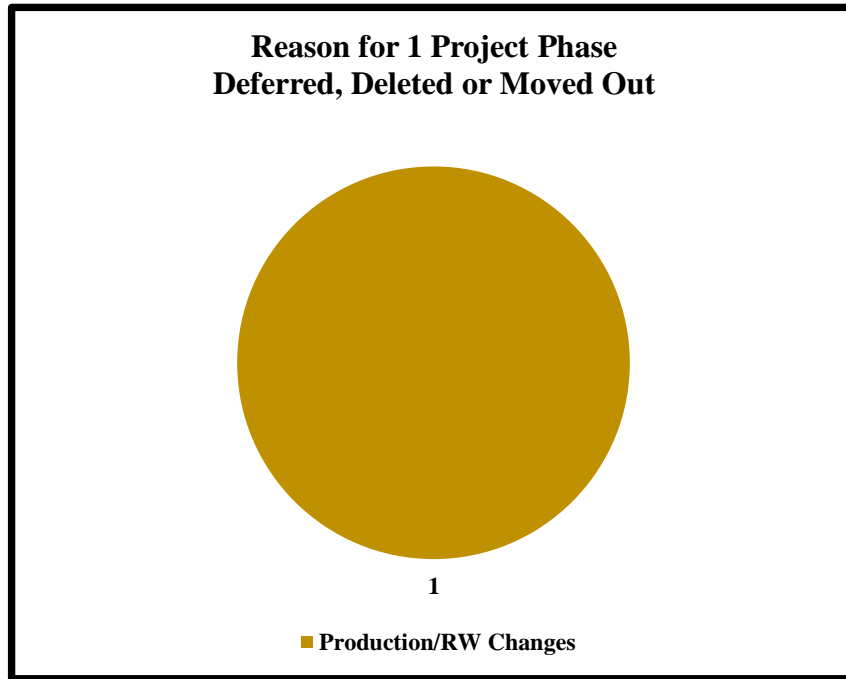
ADVANCES: Advanced to an earlier fiscal year.

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<br>(Fiscal 2024-25 - 2027-28) | No Changes | 69        | 98.6%         |
|  | Advances   | 0         | 0.0%          |
|  | Deferrals  | 1         | 1.4%          |
|  | Deletions  | 0         | 0.0%          |
|  | Moved Out  | 0         | 0.0%          |
| <b>Total</b>                                 |            | <b>70</b> | <b>100.0%</b> |

### Results without External Influences

| Fiscal Year                                  | Category   | Phases    | Percentage    |
|--|------------|-----------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 69        | 98.6%         |
|  | Advances   | 0         | 0.0%          |
|  | Deferrals  | 1         | 1.4%          |
|  | Deletions  | 0         | 0.0%          |
|  | Moved Out  | 0         | 0.0%          |
| <b>Total</b>                                 |            | <b>70</b> | <b>100.0%</b> |

#### 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

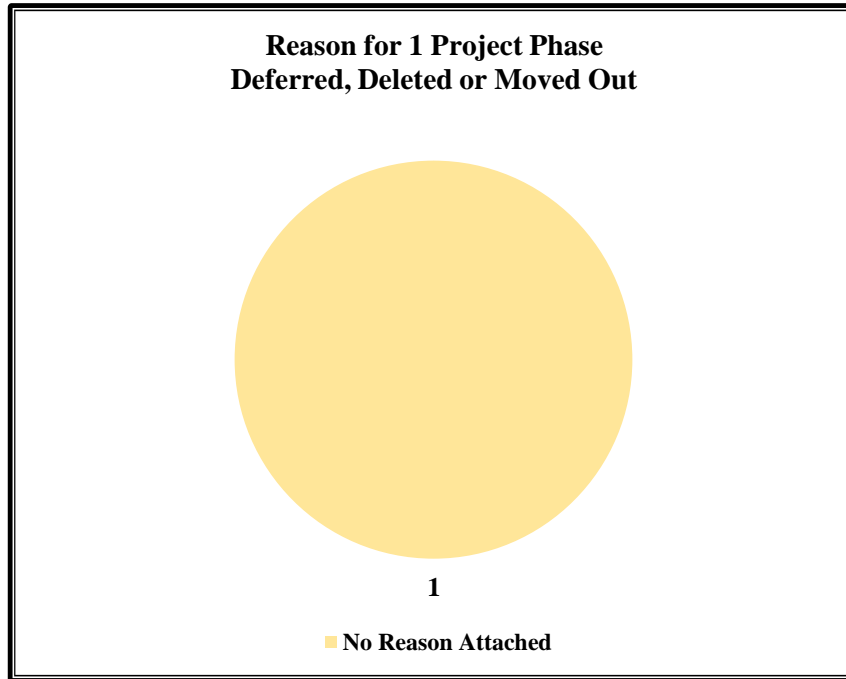
| Fiscal Year                                  | Category   | Phases   | Percentage    |
|--|------------|----------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 1        | 100.0%        |
|  | Advances   | 0        | 0.0%          |
|  | Deferrals  | 0        | 0.0%          |
|  | Deletions  | 0        | 0.0%          |
|  | Moved Out  | 0        | 0.0%          |
| <b>Total</b>                                 |            | <b>1</b> | <b>100.0%</b> |

#### Results without External Influences

| Fiscal Year                                  | Category   | Phases   | Percentage    |
|--|------------|----------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 1        | 100.0%        |
|  | Advances   | 0        | 0.0%          |
|  | Deferrals  | 0        | 0.0%          |
|  | Deletions  | 0        | 0.0%          |
|  | Moved Out  | 0        | 0.0%          |
| <b>Total</b>                                 |            | <b>1</b> | <b>100.0%</b> |

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

## 5l. Stability Report Weigh Stations



### Results

| Fiscal Year                                  | Category   | Phases    | Percentage    |
|--|------------|-----------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 18        | 90.0%         |
|  | Advances   | 1         | 5.0%          |
|  | Deferrals  | 0         | 0.0%          |
|  | Deletions  | 1         | 5.0%          |
|  | Moved Out  | 0         | 0.0%          |
| <b>Total</b>                                 |            | <b>20</b> | <b>100.0%</b> |

### Results Without External Influences

| Fiscal Year                                  | Category   | Phases    | Percentage    |
|--|------------|-----------|---------------|
| 4 Common Years<br>(Fiscal 2024-25 - 2027-28) | No Changes | 18        | 90.0%         |
|  | Advances   | 1         | 5.0%          |
|  | Deferrals  | 0         | 0.0%          |
|  | Deletions  | 1         | 5.0%          |
|  | Moved Out  | 0         | 0.0%          |
| <b>Total</b>                                 |            | <b>20</b> | <b>100.0%</b> |

#### 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 (November 2, 2023 snapshot)*

| Lane Miles                   | Fiscal<br>24 / 25 | Fiscal<br>25 / 26 | Fiscal<br>26 / 27 | Fiscal<br>27 / 28 | Fiscal<br>28/ 29 |
|------------------------------|-------------------|-------------------|-------------------|-------------------|------------------|
| 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 (November 2, 2023 snapshot)*

| Bridges                   | Fiscal<br>24 / 25 | Fiscal<br>25 / 26 | Fiscal<br>26 / 27 | Fiscal<br>27 / 28 | Fiscal<br>28/ 29 |
|---------------------------|-------------------|-------------------|-------------------|-------------------|------------------|
| 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 (November 2, 2023 snapshot)*

| Maintenance               | Fiscal<br>24 / 25 | Fiscal<br>25 / 26 | Fiscal<br>26 / 27 | Fiscal<br>27 / 28 | Fiscal<br>28/ 29 |
|---------------------------|-------------------|-------------------|-------------------|-------------------|------------------|
| 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 4, 2023, to consider the forecast of revenues flowing into the State Transportation Trust Fund (STTF). Absent the transfer from General Revenue in FY 2022-23, revenues for the 2022-23 fiscal year came in nearly 2.1 percent above the prior estimate. Beginning with the estimates for FY 2023-24, overall revenues to the STTF during the work program period ending in FY 2028-29 were increased by \$507.9 million or about 1.7 percent. The revised estimates address the changes enacted during the 2023 Legislative Session which have now been embedded in the old and new forecasts. The most notable change involves delaying the implementation of the natural gas fuel tax from January 1, 2024 to January 1, 2026.

For revenues from fuel taxes, the overall forecast was shaped by recent developments in all of the following: changing consumption patterns of motor fuel and other fuels (diesel, aviation and offhighway fuel); projected fuel tax rates; technological advancements in fuel efficiency; and aviation fuel refund activity. The revenue projection for all types of fuel was increased by \$388.0 million or 2.0 percent over the entire work program. Within this total, collections from the Highway Fuel Sales Tax and SCETS fuel tax were increased by \$376.1 million for the work program period. Further adding to the net increase, the forecasts for Off-Highway Fuel Tax and Natural Gas Fuel Tax were increased by \$17.4 million and \$0.1 million, respectively. Likewise, the forecast for Aviation fuel Tax was increased by \$4.9 million. Moving in the opposite direction, expected collections from the Fuel Use Tax were reduced by \$10.5 million. A fallout of some of the other forecast changes, the Local Option Distribution over the work program was increased by \$2.0 million or approximately 0.7 percent over the prior forecast.

Finally, the forecast for the Rental Car Surcharge was not changed relative to the previous estimate. The prior forecast already reflected 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.

The forecasts for motor vehicle license and registration-related fees were previously adopted by the Highway Safety Licenses and Fees Conference held July 31, 2023. In this work program period, receipts to the STTF from motor vehicle related licenses and fees were increased by \$117.9 million or 1.3 percent over the entire work program. Motor Vehicle Licenses are up \$133.4 million,

Initial Registrations are down \$12.0 million, Title Fees are up \$5.7 million, and Motor Carrier Compliance Penalties are down by \$9.2 million over the work program period.

*A separate discussion was held by the REC regarding the impact on transportation funding from the emerging electric vehicle environment. As owners increasingly turn to electric vehicles, gas tax collections will face continuing downward pressure and, in so doing, reduce the state's primary funding stream for transportation. A summary of this exchange, with citations, is located [here](#).\**

### **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.



*Florida's Turnpike Mainline/State Road 91 Widening (Florida's Turnpike Enterprise)*

\*<http://tinyurl.com/EDREVAdoption>

## 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 \$700.4 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<br>2024-25 | Fiscal<br>2025-26 | Fiscal<br>2026-27 | Fiscal<br>2027-28 | Total   |
|-------------------|-------------------|-------------------|-------------------|---------|
| \$420.1           | \$87.3            | \$103.4           | \$89.6            | \$700.4 |

## 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 January 8, 2024 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.



*Northeast 203 Street (District 6)*

## **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 nineteen comments and / or requests from twelve 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          | 1                           |
| 2               | 0          | 4                           |
| 3               | 0          | 0                           |
| 4               | 0          | 1                           |
| 5               | 0          | 0                           |
| 6               | 0          | 0                           |
| 7               | 0          | 4                           |
| TPK             | N / A      | N / A                       |
| Rail Enterprise | N / A      | N / A                       |
| <b>Total</b>    | <b>0</b>   | <b>10</b>                   |

| District | Commenting Organizations   |
|----------|--|
| 1        | City of Cape Coral   |
| 2        | Gainesville Metropolitan TPO   |
| 3        | N / A  |
| 4        | Indian River County MPO<br>Palm Beach MPO<br>Martin County MPO<br>St. Lucie TPO<br>Broward MPO |
| 5        | N / A  |
| 6        | N / A  |
| 7        | Hillsborough TPO<br>Forward Pinellas<br>Hernando/Citrus MPO                                    |
| 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](#).





*Brooks Bridge Replacement Project (District 3)*

## **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 2024/25 through fiscal 2028/29 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 \$554.9 million.

Annual programmed amounts allocated for TRIP are reflected below:

**Transportation Regional Incentive Program (TRIP)**

| Millions        | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total          |
|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| District 1      | \$7.6          | \$7.7          | \$7.7          | \$7.6          | \$7.6          | \$38.2         |
| District 2      | \$5.8          | \$5.8          | \$5.8          | \$5.8          | \$5.7          | \$28.9         |
| District 3      | \$3.8          | \$3.8          | \$3.8          | \$3.8          | \$3.7          | \$18.8         |
| District 4      | \$9.2          | \$9.3          | \$9.2          | \$9.2          | \$9.1          | \$46.0         |
| District 5      | \$11.1         | \$11.2         | \$11.1         | \$11.1         | \$11.0         | \$55.4         |
| District 6      | \$6.0          | \$6.1          | \$6.1          | \$6.0          | \$6.0          | \$30.2         |
| District 7      | \$7.5          | \$7.5          | \$7.5          | \$7.5          | \$7.4          | \$37.4         |
| Rail Enterprise | \$60.0         | \$60.0         | \$60.0         | \$60.0         | \$60.0         | \$300.0        |
| <b>Total</b>    | <b>\$110.9</b> | <b>\$111.4</b> | <b>\$111.2</b> | <b>\$110.9</b> | <b>\$110.6</b> | <b>\$554.9</b> |

Note: Figures are based on the November 2, 2023 snapshot of the Tentative Work Program.



*Mobility in Broward County (Both) (District 4)*

## **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

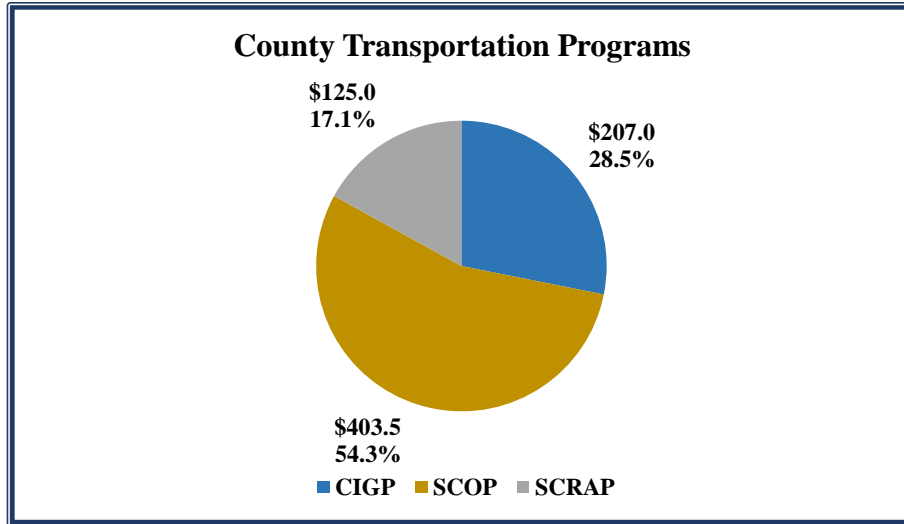
The County Incentive Grant Program and Small County Outreach Program were originally funded by an annual non-recurring general revenue appropriation of \$125 million. The service charge that had been collected on the proceeds from the local option fuel tax is no longer assessed as of July 1, 2006. The 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 \$207.0 million for the County Incentive Grant Program, \$403.5 million for the Small County Outreach Program and \$125.0 million for the Small County Road Assistance Program. This results in cumulative county transportation program funding of \$735.5 million.

Annual programmed amounts for CIGP, SCOP and SCRAP are:

| <b>County Transportation Programs</b>      |                           |                           |                           |                           |                           |                            |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|
| <b>Annual Amount Programmed (Millions)</b> |                           |                           |                           |                           |                           |                            |
| <b>Program</b>                             | <b>Fiscal<br/>24 - 25</b> | <b>Fiscal<br/>25 - 26</b> | <b>Fiscal<br/>26 - 27</b> | <b>Fiscal<br/>27 - 28</b> | <b>Fiscal<br/>28 - 29</b> | <b>Five-Year<br/>Total</b> |
| <b>CIGP</b>                                | \$45.8                    | \$40.6                    | \$40.1                    | \$40.2                    | \$40.3                    | \$207.0                    |
| <b>SCOP</b>                                | \$85.5                    | \$79.7                    | \$79.6                    | \$79.5                    | \$79.2                    | \$403.5                    |
| <b>SCRAP</b>                               | \$25.0                    | \$25.0                    | \$25.0                    | \$25.0                    | \$25.0                    | \$125.0                    |

Note: Figures are based on the November 2, 2023 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. The remainder of the money is “boxed” through fiscal 2026-27 and will be awarded to projects as they become identified.



*S.R. 77 Widening from the Bay County line to north of County Road (C.R.) 279 (Moss Hill Road)  
(District 3)*

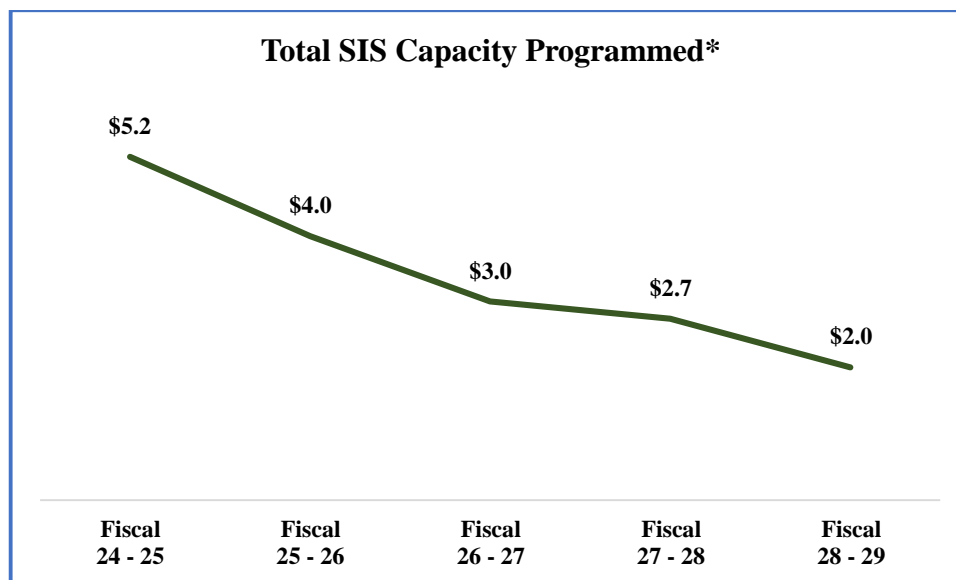
## 12. Strategic Intermodal System Funding

### 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 \$16.8 billion over the five-year period.



| (Billions)                            | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 |
|---------------------------------------|----------------|----------------|----------------|----------------|----------------|
| <b>Minimum Required Allocation</b>    | \$60.0 M       | \$60.0 M       | \$60.0 M       | \$60.0 M       | \$60.0 M       |
| <b>Total SIS Capacity Programmed*</b> | \$5.2          | \$4.0          | \$3.0          | \$2.7          | \$2.0          |

\*Total SIS capacity programmed in the Tentative Work Program includes fund codes in addition to the “DIS” fund code utilized for this required allocation.

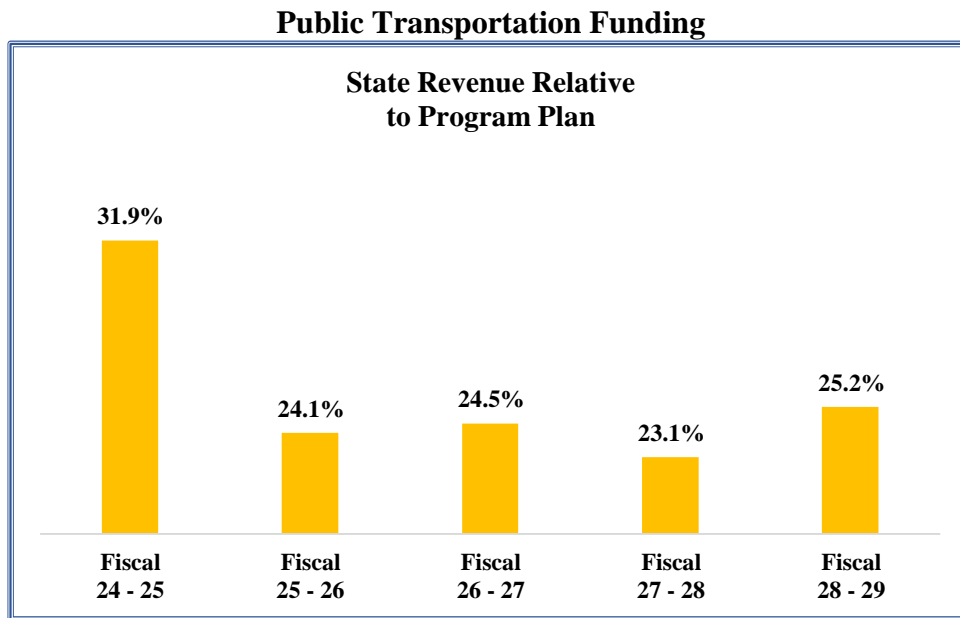
### 13. Public Transportation Funding

#### 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 2024/25 through 2028/29, in which an average of 25.8% of State Transportation Trust Fund financing is programmed for public transportation projects.



| (Millions)                           | Fiscal 24 - 25 | Fiscal 25 - 26 | Fiscal 26 - 27 | Fiscal 27 - 28 | Fiscal 28 - 29 | Total    |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------|
| <b>Annual Program (State Funded)</b> | \$1.2 B        | \$934.1        | \$970.9        | \$938.7        | \$1.0 B        | \$5.1 B  |
| <b>Total STTF Allocation</b>         | \$3.8 B        | \$3.9 B        | \$4.0 B        | \$4.1 B        | \$4.2 B        | \$19.8 B |
| <b>Program % of Allocation</b>       | 31.9%          | 24.1%          | 24.5%          | 23.1%          | 25.2%          | 25.8%    |
| <b>15% Requirement</b>               | \$564.8        | \$581.5        | \$594.9        | \$609.0        | \$622.6        | \$3.0 B  |



## 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 \$957 million, or 10.1%.

## 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          |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|
|              | 24 / 25        | 25 / 26        | 26 / 27        | 27 / 28        | 28 / 29        |                |
| District 1   | \$166.4        | \$172.2        | \$176.5        | \$181.3        | \$186.4        | \$882.7        |
| District 2   | \$134.4        | \$139.0        | \$142.6        | \$146.5        | \$150.9        | \$713.4        |
| District 3   | \$86.9         | \$90.2         | \$92.3         | \$94.7         | \$97.6         | \$461.7        |
| District 4   | \$190.0        | \$196.7        | \$201.6        | \$207.1        | \$213.2        | \$1.0 B        |
| District 5   | \$247.4        | \$256.2        | \$262.6        | \$269.7        | \$277.7        | \$1.3 B        |
| District 6   | \$120.2        | \$124.4        | \$127.4        | \$131.0        | \$134.8        | \$637.8        |
| District 7   | \$151.9        | \$157.2        | \$161.0        | \$165.6        | \$170.4        | \$806.1        |
| 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          |
| <b>Total</b> | <b>\$1.1 B</b> | <b>\$1.1 B</b> | <b>\$1.2 B</b> | <b>\$1.2 B</b> | <b>\$1.2 B</b> | <b>\$5.8 B</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 77 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 2024-25 through 2028-29 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.



*Starke Railroad Overpass (District 2)*

## 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 2024-25 through 2028-29 was held in Tallahassee on January 8, 2024. No public comments were put forth.



*NASA Causeway Bridge (District 5)*

# Appendix A

**Responses to the Florida Transportation Commission Questions**  
(Based on the November 2, 2023 snapshot of the Tentative Work Program.)

Central Office Questions.....A-2

District Office Questions.....A-37

**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, 2023, Adopted Work Program.

**Four Common Years of Tentative (\$ in millions)**

| <b>24/25</b> | <b>25/26</b> | <b>26/27</b> | <b>27/28</b> | <b>TOTAL</b>     |
|--------------|--------------|--------------|--------------|------------------|
| \$420.116    | \$87.308     | \$103.424    | \$89.574     | <b>\$700.423</b> |

- 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 (23/24) to the first year of the current Tentative Work Program (24/25). 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 forecasts 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 December 4, 2023.

- 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 the Department of Economic Opportunity 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 Department of Economic Opportunity 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: Planned contract lettings are distributed relatively evenly through quarters 1, 2 and 3. By comparison, quarter 4 shows a lower number of planned lettings. The reduced number of projects in the last quarter provides flexibility to accommodate changes to project letting schedules over the course of the fiscal year.

- 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 (see chart below).

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

| <b>PROGRAM</b>              | <b>Current Year</b> |              |              |              |              |              |
|-----------------------------|---------------------|--------------|--------------|--------------|--------------|--------------|
|                             | <b>23/24</b>        | <b>24/25</b> | <b>25/26</b> | <b>26/27</b> | <b>27/28</b> | <b>28/29</b> |
| Aviation                    | 398.1               | 307.8        | 318.8        | 295.4        | 296.5        | 298.7        |
| Transit *                   | 290.5               | 601.3        | 251.2        | 254.4        | 251.3        | 268.1        |
| Rail                        | 180.2               | 151.0        | 112.5        | 131.7        | 156.0        | 122.3        |
| Intermodal Access           | 45.3                | 36.6         | 138.5        | 178.1        | 123.5        | 243.6        |
| Seaport Development         | <u>177.3</u>        | <u>105.0</u> | <u>113.2</u> | <u>111.3</u> | <u>111.3</u> | <u>111.3</u> |
| Public Transportation Total | 1,091.3             | 1,201.8      | 934.1        | 970.9        | 938.7        | 1,044.0      |
| August 2023 REC **          | 3,612.3             | 3,765.3      | 3,876.4      | 3,966.2      | 4,060.2      | 4,150.4      |
| 15% of REC ***              | 541.8               | 564.8        | 581.5        | 594.9        | 609.0        | 622.6        |

\* 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 2023 forecast used for allocating program funds.

\*\*\* For comparison of 15% minimum programmed.

Based on snapshot: FILE: 2-Nov-2023

- 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 \$552 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.**

**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: See chart below.

| Amt_2025  | Amt_2026  | Amt_2027  | Amt_2028  | Amt_2029  | Amt_2030  |
|-----------|-----------|-----------|-----------|-----------|-----------|
| 8,461,298 | 8,615,461 | 5,465,000 | 5,640,000 | 4,999,999 | 5,951,065 |

- 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: See image below.

| SUMMARY OF USE - LFRF FUND            |          |                       |   |             |                  |                         |  |                      |                               |                       |
|---------------------------------------|----------|-----------------------|---|-------------|------------------|-------------------------|--|----------------------|-------------------------------|-----------------------|
| FOR FY 2024-2029 ADOPTED WORK PROGRAM |          |                       |   |             |                  |                         |  |                      |                               |                       |
| Updated as of 11/02/2023 Snapshot     |          |                       |   |             |                  |                         |  |                      |                               |                       |
| DISTRICT                              | COUNTY   | ITEM & SEGMENT NUMBER | PROJECT NAME  | FISCAL YEAR | AGREEMENT AMOUNT | LFRF PROGRAMME D AMOUNT | REMAINING AMOUNT (PAYBACK AND/OR REFUND) | PAYBACK YEAR         | AMOUNT RELEASED AS OF FY 2024 | BALANCE AFTER FY 2024 |
| 1                                     | Lee      | 4453231               | Big Carlos Bridge Replacement (bridge replacement)            | 2023        | \$25,000,000.00  | \$ 25,000,000.00        | \$ -                                     | 2026<br>2027<br>2028 | \$ 25,000,000                 | \$ -                  |
| 1                                     | Polk     | 4446272               | SR 37 from Ariana St to Lime St (miscellaneous construction)  | 2026        | \$ 7,212,862.00  | \$ 7,212,862.00         | \$ -                                     | 2028                 | \$ 7,212,862                  | \$ -                  |
| 3                                     | Escambia | 4515241               | Florida-Alabama TPO Regional Traffic Management Center        | 2025        | \$ 5,767,459     | \$ 5,767,459            | \$ -                                     | 2026                 | \$ 5,767,459                  | \$ -                  |
| 5                                     | Osceola  | 4464455               | Truck Parking - Central Florida Corridor: Osceola County Site | 2024        | \$ 7,000,000     | \$ 7,000,000            | \$ -                                     | 2025                 | \$ 7,000,000                  | \$ -                  |
| TOTALS =                              |          |                       |   |             | \$ 44,980,321    | \$ 44,980,321           |  |                      | \$ 44,980,321                 |                       |
| TOTAL AUTHORIZED PER S. 339.12, F.S.  |          |                       |   |             |                  | \$ 250,000,000          |  |                      |                               |                       |
| AMOUNT REMAINING PRIOR TO PAYBACK     |          |                       |   |             |                  | \$ 205,019,679          |  |                      |                               |                       |

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: During the 2022 Federal Fiscal Year \$34.3 million of federal-aid was transferred from the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to the National Highway Performance Program (NHPP) to maximize the department’s federal obligating authority while the new PROTECT Program was being established and eligible projects determined. In Fiscal Year 2026 the \$34.3 million in federal-aid is scheduled to be transferred from NHPP back to the PROTECT Formula Program to make the PROTECT Program whole.

NHPP transfer to:

PROT

FY 25/26      34,301,883

**5 Year Total      34,301,883**

24: **Sections 215.615 and 215.616, F.S. respectively, allows the Division of Bond Finance, upon the request of the Department of Transportation, to issue revenue bonds, for the purpose of financing or refinancing:**

- **Fixed capital expenditures for fixed guideway 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 24/25 = none  
FY 25/26 = none  
FY 26/27 = none  
FY 27/28 = \$200 million  
FY 28/29 = none

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: See table below.

| Tolled Facility | County       | Project Description      | 2025                | 2026                | 2027                | 2028                | 2029                |
|-----------------|--------------|--------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| 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                    | \$ -                | \$ -                | \$ 3,500,000        | \$ 3,500,000        | \$ 3,500,000        |
| <b>Total</b>    |              |                          | <b>\$ 3,802,201</b> | <b>\$ 3,802,201</b> | <b>\$ 7,302,201</b> | <b>\$ 7,302,201</b> | <b>\$ 7,302,201</b> |

- 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.

| Description   | Actual<br>22/23 | Current<br>23/24 | Planned<br>(\$ in millions) |         |         |         |         |
|---|-----------------|------------------|-----------------------------|---------|---------|---------|---------|
|   |                 |                  | 24/25                       | 25/26   | 26/27   | 27/28   | 28/29   |
| Annual STTF State Revenue<br>(REC August 2023)          | 4,933.2         | 5,065.2          | 5,255.5                     | 5,378.5 | 5,475.1 | 5,575.6 | 5,670.7 |
| Lower of 7% State Revenue or<br>\$425M Debt Service Cap | 350.0           | 425.0            | 425.0                       | 425.0   | 425.0   | 425.0   | 425.0   |
| Debt Service - Finance Plan                             | 179.5           | 182.0            | 192.0                       | 207.8   | 221.3   | 225.6   | 231.0   |
| Debt Service as % of STTF State<br>Revenue              | 3.6%            | 3.6%             | 3.7%                        | 3.9%    | 4.0%    | 4.0%    | 4.1%    |

- 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 24/25 = 6.0%  
FY 25/26 = 5.5%  
FY 26/27 = 6.1%  
FY 27/28 = 6.5%  
FY 28/29 = 6.5%

- 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 2025 – FY 2029 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. The minimum calculated commitment is \$9,497 million. Florida's Turnpike has \$10,454 million programmed which exceeds the minimum requirement by \$957 million.

- 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: There are no new public-private partnership projects. The Summary of Public-Private Partnership Projects attached provides the status of projects as of 11/2/2023.

- 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: See table below.

**Executive Summary**  
**Section 334.30, F.S.**  
**15% Obligation Calculation**  
**As of November 2, 2023**

|  | FY 2024        | 2025           | 2026           | 2027           | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Total STTF State and Federal Revenue (millions)<sup>1</sup></b>                   | <b>\$8,578</b> | <b>\$9,282</b> | <b>\$9,991</b> | <b>\$9,724</b> | <b>\$8,831</b> | <b>\$8,967</b> | <b>\$9,117</b> | <b>\$9,119</b> | <b>\$9,258</b> | <b>\$9,620</b> |
| Level 1 - Under Contract   | \$224          | \$232          | \$236          | \$241          | \$247          | \$253          | \$258          | \$262          | \$264          | \$271          |
| 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            |
| <b>Total P3 Obligations and Under Consideration<sup>2</sup> - Levels 1,2,3 and 4</b> | <b>\$224</b>   | <b>\$232</b>   | <b>\$236</b>   | <b>\$241</b>   | <b>\$247</b>   | <b>\$253</b>   | <b>\$258</b>   | <b>\$262</b>   | <b>\$264</b>   | <b>\$271</b>   |
| <b>Percent of Total STTF State and Federal Revenue<sup>3</sup></b>                   | <b>2.6%</b>    | <b>2.5%</b>    | <b>2.4%</b>    | <b>2.5%</b>    | <b>2.8%</b>    | <b>2.8%</b>    | <b>2.8%</b>    | <b>2.9%</b>    | <b>2.9%</b>    | <b>2.8%</b>    |

**Notes:**

<sup>1</sup> Excludes Turnpike, Local funds and Deferred Payment Agreement Reimbursements.

<sup>2</sup> 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.

<sup>3</sup> 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 – FY2025-2029 |              |              |              |              |               |
|---|--------------|--------------|--------------|--------------|---------------|
| FY2025                                      | FY2026       | FY2027       | FY2028       | FY2029       | TOTAL         |
| \$40,998,075                                | \$79,000,000 | \$74,000,000 | \$69,000,000 | \$69,000,000 | \$331,998,075 |

- 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)       | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 |
|------------------------|-------|-------|-------|-------|-------|
| <b>DIS Allocations</b> | 60.0  | 60.0  | 60.0  | 60.0  | 60.0  |

| (\$ in millions)  | 24/25  | 25/26  | 26/27  | 27/28  | 28/29  |
|---|--------|--------|--------|--------|--------|
| <b>Allocation of SIS funds (DI, DIS, GMR, &amp; SIWR)</b> | 971.96 | 811.74 | 911.21 | 845.24 | 951.68 |

- 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)                            | 24/25     | 25/26     | 26/27     | 27/28     | 28/29     | TOTAL             |
|---|-----------|-----------|-----------|-----------|-----------|-------------------|
| <b>Calculated Minimum Target</b>            | \$764.2   | \$783.8   | \$802.7   | \$821.0   | \$839.5   | <b>\$4,011.2</b>  |
| <b>Amount Programmed on SIS (all funds)</b> | \$8,143.9 | \$6,741.8 | \$5,230.8 | \$4,596.0 | \$4,018.0 | <b>\$28,730.5</b> |

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 January 2023, the Revenue Estimating Conference (REC) has met two times to forecast transportation-related revenues. The March and August 2023 conferences forecasted increased revenues for transportation. Accordingly, discretionary highway capacity funds were increased by \$830M for the period of FY 2024 – FY 2029. 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)                 | 23/24    | 24/25    | 25/26   | 26/27   | 27/28    | 28/29    | TOTAL           |
|----------------------------------|----------|----------|---------|---------|----------|----------|-----------------|
| <b>SIS Allocations (DI)</b>      | \$142.50 | \$135.00 | \$67.50 | \$71.25 | \$101.25 | \$105.00 | <b>\$622.50</b> |
| <b>District Allocations (DS)</b> | \$47.50  | \$45.00  | \$22.50 | \$23.75 | \$33.75  | \$35.00  | <b>\$207.50</b> |

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)                 | 24/25         | 25/26         | 26/27         | 27/28         | 28/29         | Total         |
|----------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| District 1                       | 7.62          | 7.69          | 7.66          | 7.62          | 7.57          | 38.15         |
| District 2                       | 5.78          | 5.83          | 5.81          | 5.78          | 5.74          | 28.94         |
| District 3                       | 3.75          | 3.79          | 3.77          | 3.75          | 3.73          | 18.79         |
| District 4                       | 9.18          | 9.26          | 9.23          | 9.18          | 9.12          | 45.97         |
| District 5                       | 11.05         | 11.16         | 11.11         | 11.06         | 10.98         | 55.37         |
| District 6                       | 6.04          | 6.09          | 6.07          | 6.04          | 6.00          | 30.24         |
| District 7                       | 7.47          | 7.54          | 7.51          | 7.47          | 7.42          | 37.40         |
| Rail Enterprise<br>(District 31) | 60.00         | 60.00         | 60.00         | 60.00         | 60.00         | 300.00        |
| <b>Total</b>                     | <b>110.88</b> | <b>111.35</b> | <b>111.15</b> | <b>110.91</b> | <b>110.56</b> | <b>554.86</b> |

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 (\$ in thousands)**

| Type of Facility  | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 |
|-------------------|-------|-------|-------|-------|-------|
| <b>Arterials</b>  | \$634 | \$554 | \$557 | NA    | NA    |
| <b>Interstate</b> | \$676 | \$729 | \$651 | NA    | NA    |
| <b>Turnpike</b>   | \$594 | \$575 | \$188 | NA    | NA    |

**Lane Miles Programmed for Resurfacing**

| Type of Facility  | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 |
|-------------------|-------|-------|-------|-------|-------|
| <b>On-System</b>  | 2,727 | 2,595 | 2,547 | 2,687 | 2,706 |
| <b>Off-System</b> | -     | -     | -     | -     | 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                  | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 |
|-----------------------------|-------|-------|-------|-------|-------|
| % Planned to meet standards | ≥80%  | ≥80%  | ≥80%  | ≥80%  | ≥80%  |

**Lane Miles Added**

| Type of Facility | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 |
|------------------|-------|-------|-------|-------|-------|
| On-System        | 130   | 168   | 143   | 102   | 144   |
| Off-System       | 6     | 9     | 18    | 6     | -     |

- 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**

| <b>Bridges</b>              | <b>24/25</b> | <b>25/26</b> | <b>26/27</b> | <b>27/28</b> | <b>28/29</b> |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|
| % 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:

**Bridges in Need of Replacement**

|                                       | <b>24/25</b> | <b>25/26</b> | <b>26/27</b> | <b>27/28</b> | <b>28/29</b> |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|
| % FDOT Bridges in Need of Replacement | 0.5%         | 0.4%         | 0.4%         | 0.4%         | 0.4%         |

**Bridges Programmed for Replacement**

| <b>Type of Facility</b> | <b>24/25</b> | <b>25/26</b> | <b>26/27</b> | <b>27/28</b> | <b>28/29</b> |
|-------------------------|--------------|--------------|--------------|--------------|--------------|
| On-System               | 5            | 10           | 7            | 6            | 6            |
| Off-System              | 10           | 11           | 13           | 14           | 6            |

- 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:

| Maintenance                 | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 |
|-----------------------------|-------|-------|-------|-------|-------|
| % 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               | 24/25         | 25/26          | 26/27          | 27/28          | 28/29          | Total          |
|-----------------------|---------------|----------------|----------------|----------------|----------------|----------------|
| Rail                  | 7.212         | 1.200          | 0.000          | 0.000          | 0.000          | 8.412          |
| Future Projects       | 0.000         | 0.000          | 0.000          | 0.000          | 0.000          | 0.000          |
| Port Access           | 5.810         | 2.500          | 1.000          | 0.000          | 0.000          | 9.310          |
| Airport Access        | 5.416         | 5.931          | 7.661          | 6.890          | 8.097          | 33.996         |
| Multi-Modal Terminals | 19.904        | 122.699        | 165.211        | 120.600        | 231.260        | 659.674        |
| Transit               | 4.729         | 6.144          | 8.889          | 5.044          | 4.255          | 29.062         |
| <b>Total</b>          | <b>43.071</b> | <b>138.474</b> | <b>182.761</b> | <b>132.535</b> | <b>243.613</b> | <b>740.454</b> |

- 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) | 24/25          | 25/26          | 26/27          | 27/28          | 28/29          | Total          |
|------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| District 1       | 13.685         | 13.808         | 13.920         | 14.021         | 14.177         | <b>69.611</b>  |
| District 2       | 7.228          | 7.293          | 7.353          | 7.406          | 7.489          | <b>36.769</b>  |
| District 3       | 5.591          | 5.641          | 5.687          | 5.728          | 5.792          | <b>28.441</b>  |
| District 4       | 24.159         | 24.377         | 24.574         | 24.752         | 25.029         | <b>122.892</b> |
| District 5       | 31.561         | 31.845         | 32.103         | 32.335         | 32.697         | <b>160.541</b> |
| District 6       | 18.955         | 19.126         | 19.281         | 19.420         | 19.638         | <b>96.419</b>  |
| District 7       | 21.021         | 21.210         | 21.382         | 21.537         | 21.778         | <b>106.928</b> |
| <b>Total</b>     | <b>122.200</b> | <b>123.300</b> | <b>124.300</b> | <b>125.200</b> | <b>126.600</b> | <b>621.600</b> |

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 after other required payments. Out of such funds, \$75 million for each fiscal year shall be transferred to the General Revenue Fund. The remainder is to be allocated accordingly, 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:

| <b>Programming of Documentary Stamp Tax Proceeds</b> |                |                |                |                |                |                  |
|--|----------------|----------------|----------------|----------------|----------------|------------------|
| (\$ in millions)                                     | 24/25          | 25/26          | 26/27          | 27/28          | 28/29          | Total            |
| A-STATE HIGHWAY SYSTEM (SHS)                         | 322.0          | 149.7          | 124.3          | 173.0          | 109.0          | 878.0            |
| B-OTHER ROADS  | 53.0           | 63.3           | 50.1           | 60.6           | 55.1           | 282.2            |
| C-RIGHT-OF-WAY LAND                                  | 4.0            | 5.6            |                |                |                | 9.6              |
| D-AVIATION   | 20.2           | 100.7          | 80.0           | 79.0           | 90.0           | 369.9            |
| E-TRANSIT  | 272.8          | 54.2           | 53.0           | 46.7           | 46.7           | 473.4            |
| F-RAIL   | 101.4          | 60.0           | 90.0           | 60.0           | 102.5          | 413.9            |
| G-INTERMODAL ACCESS                                  | 1.2            | 1.2            | 7.1            | 15.3           | 13.4           | 38.2             |
| H-SEAPORT DEVELOPMENT                                | 3.3            | 33.8           | 25.0           | 30.0           | 50.0           | 142.1            |
| J-RESURFACING  |                |                | 35.2           |                |                | 35.2             |
| K-BRIDGES  | 2.0            |                |                |                |                | 2.0              |
| L-PRELIMINARY ENGINEERING                            | 41.9           | 0.2            | 0.0            | 0.0            |                | 42.2             |
| M-CONST ENGINEERING & INSPECTION                     | 5.7            | 1.0            | 2.0            | 0.6            |                | 9.3              |
| N-RIGHT-OF-WAY SUPPORT                               | 1.5            | 1.3            |                |                |                | 2.7              |
| Y-LOCAL GOVERNMENT REIMBURSEMENT                     | 3.0            | 3.3            |                | 1.4            |                | 7.7              |
| <b>Total</b>   | <b>\$831.9</b> | <b>\$474.3</b> | <b>\$466.7</b> | <b>\$466.7</b> | <b>\$466.7</b> | <b>\$2,706.5</b> |

| <b>Allocation of the TRIP portion of Documentary Stamp Tax Proceed</b> |               |               |               |               |               |                |
|--|---------------|---------------|---------------|---------------|---------------|----------------|
| <b>(\$ in millions)</b>  | <b>24/25</b>  | <b>25/26</b>  | <b>26/27</b>  | <b>27/28</b>  | <b>28/29</b>  | <b>Total</b>   |
| District 1   | 4.9           | 5.0           | 5.0           | 5.0           | 5.0           | 24.9           |
| District 2   | 3.7           | 3.8           | 3.8           | 3.8           | 3.8           | 18.9           |
| District 3   | 2.4           | 2.5           | 2.5           | 2.5           | 2.5           | 12.2           |
| District 4   | 5.9           | 6.0           | 6.0           | 6.0           | 6.0           | 30.0           |
| District 5   | 7.1           | 7.2           | 7.2           | 7.2           | 7.2           | 36.1           |
| District 6   | 3.9           | 4.0           | 4.0           | 4.0           | 4.0           | 19.7           |
| District 7   | 4.8           | 4.9           | 4.9           | 4.9           | 4.9           | 24.4           |
| District 31 - Florida Rail Enterprise                                  | 60.0          | 60.0          | 60.0          | 60.0          | 60.0          | 300.0          |
| <b>Total</b>   | <b>\$92.7</b> | <b>\$93.3</b> | <b>\$93.3</b> | <b>\$93.3</b> | <b>\$93.3</b> | <b>\$466.1</b> |

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. 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 2023 Revenue Estimating Conference, the following allocations have been made for FY 2025: \$50 million has been allocated for the Florida Shared-Use Non-motorized Trail Network (TLWR); \$9.0 million has been allocated for the New Starts Transit Program (NSWR); \$13.2 million has been allocated for the Small County Outreach Program

(SCWR); \$54.3 million has been allocated for the Strategic Intermodal System (SIWR); and \$18.2 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. **HB 7053, signed into law by Governor DeSantis and in effect as of July 1, 2022, requires the Department to develop an action plan to improve infrastructure and operational resilience of the State Highway System. Additionally, design changes for retrofitting existing and future facilities and increased coordination with local governmental entities are called for in the law. FDOT is further directed to perform a complete review of all policies, procedures, manuals, tools, and guidance documents with the goal of identifying revisions requisite to achieve infrastructure resiliency in the face of a variety of natural events. The Department is also required to submit the action plan to the Governor and the Legislature by June 30, 2023, and a status report every third year on June 30 thereafter.**

**Please confirm the submission of the requisite status report to the Governor and Legislature by June 30, 2023.**

ANSWER: The Resilience Action Plan was submitted to the Governor and Legislature as required by June 30, 2023.

56. **The National Electric Vehicle Infrastructure (NEVI) program will allocate an estimated \$198 million to the Department over a period of five years. This NEVI funding, intended to address electric vehicle charging needs for passenger vehicles and light trucks, can be used for operating expenses, the purchase and installation of**

**charging infrastructure, traffic control devices located in the right-of-way, signage, etc.**

**Please provide an update of any activities planned, in progress or completed involving the NEVI funding. If operations have been scheduled into the future, please illustrate the utilization of funding by year.**

ANSWER: The planning phase is nearing completion, which may result in a Request for Application advertisement for installation, operations, and maintenance for a first phase using a competitive grant process. Phase 1 is proposed to consist of 15 sites within one mile of Interstate Alternative Fuel Corridors (AFC), as required by NEVI requirements. The funding for the first 15 sites would be allocated to subrecipients to perform the initial phase of development, which includes the necessary NEPA approvals. Funding for operations and maintenance for these 15 sites would be available to the subrecipients following NEPA approval. The remaining NEVI funds would be applied in outer years of the program for the remaining AFC segments.

NEVI deployment is expected to take place in 2 or more Phases. Phase 1 will deploy the EV Direct Current Fast Chargers (DCFCs) at 15 sites along the interstate AFCs. The funding for Phase 1 is categorized under ‘installation’ and ‘Operations and Maintenance (O&M)’: Installation – \$16.4M (FY 25) and O&M of \$30.9M (FY 26).

**57: 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 2023 Revenue Estimating Conference, the SCETS Tax is allocated to the district in which the tax proceeds are projected to be collected.

| (\$ in millions)                | 24/25            | 25/26            | 26/27            | 27/28            | 28/29            | Total            |
|---------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| District 1                      | 166.421          | 172.162          | 176.500          | 181.256          | 186.370          | <b>882.709</b>   |
| District 2                      | 134.409          | 138.964          | 142.611          | 146.475          | 150.899          | <b>713.357</b>   |
| District 3                      | 86.930           | 90.194           | 92.266           | 94.743           | 97.594           | <b>461.728</b>   |
| District 4                      | 190.013          | 196.743          | 201.575          | 207.122          | 213.218          | <b>1,008.671</b> |
| District 5                      | 247.380          | 256.187          | 262.595          | 269.729          | 277.693          | <b>1,313.583</b> |
| District 6                      | 120.215          | 124.372          | 127.429          | 130.994          | 134.829          | <b>637.839</b>   |
| District 7                      | 151.932          | 157.179          | 161.025          | 165.580          | 170.398          | <b>806.114</b>   |
| Public Transportation Operation | 3.000            | 3.000            | 3.000            | 3.000            | 3.000            | <b>15.000</b>    |
| FL Rail Enterprise              | -                | -                | -                | -                | -                | -                |
| <b>Total</b>                    | <b>1,100.300</b> | <b>1,138.800</b> | <b>1,167.000</b> | <b>1,198.900</b> | <b>1,234.000</b> | <b>5,839.000</b> |

58. **Section 316.0777, F.S. allows for the installation, at the request and sole expense of the requesting law enforcement agency, of automated license plate recognition systems within rights-of-way of the State Highway System. The law allows for such installation to remain at the discretion of the Department, and that the system must be removed within thirty days of the Department’s notification that removal is required.**

**Please describe any coordination to date between the Department and law enforcement agencies as it relates to automated license plate recognition systems, to include the status of the development of guidelines and standards of installation of these systems.**

ANSWER:

Background

- Automated license plate recognition system (LPR) means a system of one or more mobile or fixed high-speed cameras combined with computer algorithms to convert images of license plates into computer-readable data. These are permitted via a General Use Permit. The law requires that the permittee must be a Criminal Justice Agency defined in FS 119.011. Camera vendors can submit applications with the authorization of the Law Enforcement Agency.
- Cameras can only be used for collecting active criminal intelligence or investigative information as defined in FS 119.011(3). Cameras can’t be used for issuing a traffic violation or infraction. LPR cameras will be permitted in accordance with guidelines established by FDOT and must be removed within 30 days of notification that the removal must occur (upcoming projects etc.) Camera images and data that have personally identifying information are confidential and exempt from public records, however information may be disclosed in the performance of the criminal justice agency’s official



duties.

- The Department completed and published The Automated License Plate Recognition System Placement and Installation Guidelines by July 1, 2023, in accordance with the statutory requirements. The guidance document along with Special Provisions and general information on Permitting requirements is located on [fdot.gov](http://fdot.gov) on the Traffic Services Webpage.

#### Pre-Statute Installations

- Law Enforcement Agencies or the vendors on behalf of Law Enforcement Agencies are responsible for removing non-permitted existing installations. There have been 145 permit applications for new or existing installation submitted to date. We are working with the vendor with the goal of approving a standard camera, post, and foundation details to expedite the review and approval process as well as submitting multiple locations in each permit to reduce the number of individual permit applications that will be needed.

#### Coordination with Law Enforcement

- Most law enforcement agencies are working with their camera vendor to submit permit applications on their behalf. Districts are also reaching out to the Law Enforcement agencies in their area to coordinate the permitting needed for their existing camera locations. Districts have been coordinating with Law Enforcement primarily by telephone and email, to either submit applications for permits or remove the un-permitted installations.

59. **Section 337.02611, F.S. requires the Department “...conduct a study to evaluate the suitability of using phosphogypsum as a construction aggregate material as defined in s. 337.0261(1). The department may consider any prior or ongoing studies of phosphogypsum’s road suitability in the fulfillment of this duty. The study and a determination of suitability must be completed by April 1, 2024.”**

**Please provide a status of the statutorily required suitability study.**

ANSWER:

#### Office of Materials – Ongoing Efforts:

The State Materials Office is preparing a synthesis paper of published research into the use of phosphogypsum as a construction aggregate material. This effort is well underway and is on pace to be completed by the statutory deadline. To date, no preliminary analyses or conclusions have been developed.

60. **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:

### CEI – Ongoing Efforts

- 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.
- Lump Sum contracts - Negotiated lump sum contracts to incentivize the CEI's effort to ensure timely completion of the project while controlling costs.
- Shared resources - Expand the use of regionally pooled resources with resident compliance specialist, asphalt plant inspection (Roving Independent Verification testing).

### CEI – Efforts Under Development

- Voluntary project acceleration - Develop specification wherein the construction contractor can request to voluntarily accelerate to share in CEI savings and accountability of reduced time.
- Increase Cost Saving Initiatives - Allow the CEI to participate in the construction cost saving initiatives.
- Streamline/Reduce material sampling and testing - Eliminate redundancy in material sampling and testing.
- Monitoring of Pile Driving – reduction of CEI cost by allowing the monitoring of pile driving to be performed by the contractor (successful use this model on Design build projects)
- 3D CEI Pilot Projects – Taking advantage of new technologies (GPS Rovers) to capture efficiencies in construction.

### Design – Ongoing Efforts

- Standard Plans - Implement options that reduce consultant design costs for routine structures and roadway element to minimize project specific plans.
- Design Criteria - The FDOT Design Manual (FDM) and Structures Design Manual (SDM) are routinely updated to enhance clarity and improve efficiencies within the design process.
- Software Development and Maintenance - The Department develops and maintains around 20 structural software programs that are offered free to consultants that reduces design time and investment from consultants.
- Estimated Quantity (EQ) Report – This report is created by an automated quantity tool developed by the FDOT. The new workflow significantly reduces the potential for human error and creates a reduction in staff hours to produce.

### Design – Efforts Under Development

- Staff Hour Negotiations - Initiatives to simplify and optimize the negotiation process is underway as ensuring staff have the best possible experience and background to effectively perform staff hour negotiations is paramount to getting the best value for the Department.

61. **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 meet the movement and storage needs of construction aggregate.**

ANSWER:

Background

The Strategic Intermodal System is a critical network supporting economic activities and the transport of people and goods and is also instrumental in the movement of road building materials for infrastructure investment. Florida’s rapid economic and population growth has the potential to compound supply chain demands on the transportation system with the demand for construction aggregate outpacing supply.

The Department is exploring solutions to address supply chain demands of the Strategic Intermodal System pursuant to section 339.651, F.S., which directs the Department to make up to \$20 million available each year for fiscal years 2023-2024 through 2027-2028, from existing work program revenues, to fund eligible projects.

Ongoing Activities

The Department issued a Request for Information (RFI) soliciting information from seaports and rail lines and rail facilities on proposed projects that meet the public purpose of providing increased capacity and enhanced capabilities to move and store construction aggregate.

The Department issued the RFI on Monday, October 9<sup>th</sup> with a four-week response period. Specifically, the RFI seeks proposed projects that mitigate supply chain demands for construction aggregate sufficient to ensure ongoing improvement of the state’s transportation network. These proposed projects should demonstrate an ability to facilitate the cost-effective and efficient movement and storage of construction aggregate.

**RFI Number:** DOT-RFI-24-9040-PB

**RFI Title:** Strategic Intermodal System Supply Chain Demands

**Responses Due Date & Time (On or Before):** November 3rd, 2023 at 5:00PM EST

The link can be found at:

<https://vendor.myfloridamarketplace.com/search/bids/detail/6769>

62. **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:

#### Background

The Statewide Workforce Development Program, instituted and operated by the Florida Department of Transportation (FDOT) since late 2019, is a culmination of key initiatives to provide opportunities for experienced and entry-level workers - to build successful careers in Florida's road and bridge construction industry.

The Florida Department of Transportation created and implemented a road and bridge workforce development construction program with an appropriation of \$2.5 million for Fiscal Years 2020 and 2021, as set forth in Chapter 2019-43, Laws of Florida. The FDOT is responsible for overseeing and delivering the program, which involves working with community partners to identify and connect qualified workers with contractors for gainful employment on road and bridge construction designated in the Department's work program. Beginning in the 2023-2024 fiscal year and annually thereafter for five years, \$5 million shall be allocated from the State Transportation Trust Fund to the Workforce Development Program as provided in s. 334.044(35) to promote career paths in Florida's road and bridge industry.

The Florida Department of Transportation is dedicated to continuing to implement the Statewide Workforce Development Program authorized by the Florida Legislature and signed into law by Governor Ron DeSantis in 2019. The focus of the Statewide Workforce Development Program is to ensure the successful delivery of the Department's work program by providing pathways to successful careers in road and bridge construction.

#### The objectives of the program are:

- Attracting adult workers and students to a career in road and bridge construction.
- Recruiting workforce to meet the current and future needs of the transportation construction industry.
- Training the construction workforce in traditional and emerging construction methods and techniques.
- Providing support services to remove barriers for workers to successfully pursue a road and bridge construction career.
- The Florida Department of Transportation (FDOT) continues to build upon critical enhancements and innovations for Florida's multimodal transportation system. FDOT's programs and investments are significant drivers of transportation workforce demand. With its \$62.3 billion, five-year Work Program that funds transportation projects, FDOT generates jobs for every phase of transportation – from planning to operations – and for every mode of transportation. The need to fill the “talent pipeline” has never been greater, and the Statewide Workforce Development Program is a vital lifeline to Florida Department of Transportation contractors to fill key positions to meet project demands on time and within budget.

#### Ongoing Activities

Changing the trajectory of hundreds of Floridians' lives, the Florida Department of Transportation Statewide Workforce Development Program has highlighted paths to potential road and bridge construction careers for thousands of others.

Queuing up a future talent pipeline is a crucial step toward ensuring workforce to recruit, interview, hire, and train for the road construction industry. This year, the program team actively engaged high school students, colleges and technical schools, military transition offices, correctional programs, and community initiatives, enhancing awareness about possibilities for a future career in this industry.

Statewide Workforce Program accomplishments include:

- 570 construction interns, providing the opportunity to gain work experience in the road and bridge industry.
- 1,177 people have been hired through the Contractor Job-Readiness Hiring and Training initiative.
- 220 people have been hired by contractors throughout the state, referred through the OnBoard4Jobs Construction Careers component.
- 38 Veterans were placed by program staff connected with transitioning military service members and Veterans.
- 20 people participating in the Correctional Transition Academy were selected as hires by FDOT contractors.
- In all, a combined 2,025 people were hired or interned by FDOT contractors throughout Florida.

The Statewide Workforce Development Program will leverage successes and build on its foundation by seeking even more effective ways to continue connecting road and bridge builders with a diverse and qualified workforce. We will continue to broaden the network of complementary agencies and community partners to bring economic prosperity to many.

Contractor Activities

With a focus on supporting its contractors in recruiting, hiring, training, and retaining workforce, FDOT leverages the Statewide Workforce Development Program to create a pipeline of workers to meet the construction industry's needs today and for the future and provide a robust career path for interested individuals. We diligently work to increase the number of qualified job applicants for major work program regions. Statewide Workforce Development has over **40 active contractors** involved in activities and initiatives.

Below is a sampling of job placements supported by Statewide Workforce Development activities on FDOT projects.

| FDOT District | Project Location (County)     | Project Name   | FDOT Project Number                                       |
|---------------|-------------------------------|--|---|
| D1            | Brevard                       | SR 520   | T5773   |
| D7            | Broward                       | I-95 Express Lanes Phase 3C-1  | E4S44   |
| D4            | Citrus                        | US 19 from W Jump Ct to W Ft. Island Trail   | T7407   |
| D7            | Clay                          | First Coast Expressway   | T2717   |
| D7            | Desoto                        | SR 70 from the Manatee Co. line to CR 661  | 445473-1-52-01  |
| D7            | Desoto                        | SR70   | 445473-1-52-01  |
| D7            | Duval                         | SR-9 I-295/Normandy 6052.065470  | T2904   |
| D1            | Duval                         | SR 5 Main St to Trout River Bridge 6011.010500   | T2917   |
| D2            | Hillsborough                  | FDOT I-275 Tampa   | T7472   |
| D6            | Hillsborough                  | Downtown Interchange   | E7R70   |
| D4            | Hillsborough                  | Port of Tampa Bay: Berth 214 Upland Development  | 21-01121-C  |
| D1            | Hillsborough, Pasco           | SR 400 (I-4), SR 589 & SR 54, SR 60  | T7483, E8T68, E7P39-R0, E7R39                             |
| D1            | Hillsborough, Pasco, Pinellas | US 92/SR 600/ SR 573, SR 54 & SR 589, SR 586, I-75/SR 93A, SR 39 (Alexander St)                          | E7O16, E8T68, E7R27, E7P35, E7R21, T7481                  |
| D7            | Lake                          | FTE-Minneola to US27   | E8T35   |
| D7            | Manatee                       | I-75 Manatee River & US-301  | E1R87   |
| D2            | Manatee                       | SR 683; From S of 25th Ct E to S of 13th Ave E   | 445144-1-52-01  |
| D4            | Martin                        | E4V49 (SR 76 Kanner Highway)   | E4V49   |
| D4            | Martin, Brevard               | E4W38 (SR 5/US 1), T5741 (SR-500)  | E4W38, T5741  |
| D4            | Miami-Dade                    | SR836 - I-395 & I-95   | E6J53   |
| D1            | Orange                        | SR 435, SR 50 Thornton Ave   | E58A7, T5772  |
| D1            | Orange, Seminole, Osceola     | Widen TPK, SR 500 (Orange Blossom Trail), SR 436, Sr 400 (I-4), SR 435                                   | E8S66, T5783, T5749, T5728, E58A7                         |
| D7            | Palm Beach, Martin            | E8T67 (SR 91 RESURFACE TPK), E4V49 (SR 76 Kanner Highway)  | E8T67, E4V49  |
| D7            | Pasco                         | SR 52 From W of Suncoast Parkway to E of SR 45 (US 41)   | T7433   |
| D7            | Pasco, Pinellas               | SR 544 E of I-75 Curley Rd, SR 682   | T7388, E7R27, E7P32                                       |
| D7            | Pinellas                      | Pinellas Gateway Express   | E7J46   |
| D7            | Pinellas                      | Gateway Expressway   | E7J46   |
| D1            | Polk                          | Design Build I-4 at SR 557 Interchange   | E1R76   |
| D5            | Polk                          | I-4 at CSX Railroad  | T1035   |
| D7            | Polk, Hillsborough            | I-4, SR 557, SR 400 (I-4), I-75/SR 93A Interchange, SR 400 (I-4), US 92/ SR 600/ SR 573, SR 60 Westbound | E1R76, T7483, E7R21, T1833, E7O16, E7R39                  |
| D5            | Polk, Hillsborough, Pasco     | SR 400 (I-4), I-275, I-4 at SR 557, SR 540, SR 665, SR 400 (I-4)   | T1833, E7R22, E1R76, E7P39-R0, E7R27, E1V16, T1814, T7483 |

## Ongoing Efforts

- Recruiting - Attract adult workers and students to road construction careers through various means and activities. We provide pathways to successful road and bridge construction careers by recruiting candidates to meet the future needs of the transportation construction industry.
- Talent Pipeline Expansion - bridge the gap between job seekers and contractors, training the construction workforce in traditional and emerging construction techniques and providing support services to remove barriers for workers to help ensure success in pursuing a career in road and bridge construction.
- Retention/Training - Recruit and train a workforce to meet transportation industry needs through our various activities and initiatives; collaboratively crafted Q&A document to

enhance awareness about jobs and career paths in Florida’s road and bridge construction industry.

- Adult-targeted Activities - Group Construction, Training and Hiring, Contractors Job-Readiness Hiring and Training, Correctional Transition Initiatives, Veteran Initiative, and collaboration with OnBoard4Jobs Construction Careers.
- Student/Young Adult-targeted Activities - Construction Career Days Participation, Student Construction Internship, and Student Construction Career Academy.
- Interactive Job Map/Website - FloridaRoadJobs.com and contractors’ portal. The website offers an interactive job posting experience with a visual representation of open positions submitted by Florida contractors and portals to connect job seekers with contractors more robustly. It has interactive features, including career paths, a chatbot, calendar events, language translation, search capabilities, and an AI-powered accessibility solution.
- Created a Florida Road & Bridge Ad Campaign – Developed a three-year marketing and advertising plan (implemented by the industry with collaborative support from appropriate state agencies and educational institutions) promoting “We’re Hiring” and directing them to open job posts on FloridaRoadJobs.com.
- Talent Pipeline - Best Practices Guide Plan - The FTBA Work Group ad hoc committee collaborated and developed a Talent Pipeline – Best Practices Guide.
- People Management – Best Practices Guide - The FTBA Work Group ad hoc committee collaborated and developed a People Management – Best Practices Guide on Recruitment/Training Best Practices.
- Career Fairs – Collaborated in two FDOT project-specific Career Fairs in District Seven: Tampa’s Westshore Interchange Reconstruction and Downtown Interchange on Feb 21 and October 16, 2023.

### **Efforts Under Development**

#### Statewide Workforce Development:

- Job Seeker Services – Further develop the job seeker resources by providing direct guidance, mentoring, resume-builder, and placement services.
- Student Construction Career Academy - To successfully place high school, college, trade school, and community students and young adults in an interactive platform designed to educate the participants in the various trade skills and career opportunities in the road and bridge construction industry while engaging FDOT Contractors located in their community.
- Statewide Group Construction Training Course Workshop - Conduct Statewide Group Construction Training Course Workshops to illuminate a community where adults strive for success and model a work culture that results in employment sustainability, community engagement, and longevity in a career. This program will empower and equip individuals with the confidence, professional development, and financial awareness to a road and bridge industry career that will help increase their baseline earnings.
- Hiring and Recruiting Outreach Events - Facilitate direct hiring events, such as Statewide Regional Career Fairs, as a recruitment marketing strategy. Continue collaborating with FDOT project-specific Career Fairs in various Districts and key areas with FDOT major projects.

- Workforce Development Enhancement Collaboration – Facilitate Statewide Contractor Roundtables to bring actively participating contractors to equal standing in discussing the current workforce program structure and future planning. Also, to facilitate and coordinate a State Agency Workforce Development Roundtable Outreach event to build and foster relationships with other state agencies. The events will share best practices and innovative and creative strategies to increase the workforce, retention, and training programs, as well as improve existing programs. In-house WFD Steering Committee – Statewide Priorities.

#### Internal FDOT Workforce Development Efforts under Development

Beginning this fiscal year funding was increased to 5 million and annually thereafter for five years, to the Workforce Development Program as provided in s. 334.044(35), we are expanding our efforts to include internal efforts to FDOT as well.

- Partner with Universities, Agencies, and Vocational Schools to evolve training and education to meet the demands of our industry.
- Examples: Computer Science with specialty in Traffic Operations, Electrical Engineering for Transportation Technology, and other specialty technology certificates.
- Enhance the leadership program to build the bench of future leaders.
- Enhance internships to direct hires.
- Modernized (or Smart) Co-Op program – align workforce and education needs.
- Expand Step Programs and career paths.

63. **Chapter 2023-188, Laws of Florida requires the Department, or its consultant, “conduct a study reviewing aspects of HART’s organizational structure and operation, including, but not limited to, the following:**

**(a) The HART charter to evaluate the authority’s governance structure, including governing board membership, funding, representation, terms, powers, duties, and responsibilities.**

**(b) Financial assets and obligations.**

**(c) Facilities and operations.**

**(d) Issues, advantages, disadvantages, and actions required regarding the dissolution of HART as an agency and options to continue transit services in Hillsborough County in the absence of HART, including service delivery, funding, and asset management.**

**(e) Issues, advantages, disadvantages, and actions required regarding collaboration, consolidation, or merger with other transportation service providers in the Tampa Bay region within or adjacent to Hillsborough County, including service delivery, funding, and asset management.**

**(f) Policies adopted by the HART governing board and the proposal of amendments thereto related to governance, roles, and responsibilities of governing board officers, the executive administrator or chief executive officer, and the general counsel.**

**(g) Any other matters deemed necessary or appropriate by the department.”**

**The Department is further directed to, by January 1, 2024, submit a report detailing the results of the study to the Governor, the President of the Senate, and the Speaker**



**of the House. Please provide the status of the statutorily required HART study and resulting report.**

ANSWER: All study activities have been completed and a report is being finalized for submittal to the Governor's Office and the Legislature by December 31, 2023.

**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 October 1, 2023? 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 2024-25/2027-28? If yes, does the District intend to provide the MPO with written justification?**

ANSWER:

| District        | Response | District | Response |
|-----------------|----------|----------|----------|
| 1               | Yes      | 5        | Yes      |
| 2               |          | 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 November 20, 2023? 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               | N/A      | 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        | No       |
| 2               | Yes      | 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        | N/A      |
| 2               | Yes      | 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        | N/A      |
| 2               | Yes      | 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: **The Florida Department of 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               | Yes      | 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 | Yes      |          |          |

# 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       |                           |                           |
| <b>Aviation</b> |  |      |    |    |                         |         |          |              |          |          |              |          |           |        |          |          |                           |                           |
| 4498641         | PUNTA GORDA AIRPORT ROADWAY NETWORK IMPROVEMENTS                       |      |    |    |                         |         |          |              |          |          |              |          |           | 2024   | \$1,000  | \$1,000  | Aviation Capacity Project | MLD                       |
| 4534021         | PUNTA GORDA AIRPORT BAGGAGE HANDLING SYSTEM                            |      |    |    |                         |         |          |              |          |          |              |          |           | 2024   | \$2,750  | \$603    | Aviation Capacity Project | MLD                       |
| 4206521         | SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I           |      |    |    |                         |         |          |              |          |          |              |          |           | 2026   |          | \$7,076  | Aviation Capacity Project |                           |
| 4419811         | SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION             |      |    |    |                         |         |          |              |          |          |              |          |           | 2029   | \$33,017 | \$84,566 | Aviation Capacity Project |                           |
| 4538091         | PUNTA GORDA AIRPORT TERMINAL EXPANSION                                 |      |    |    |                         |         |          |              |          |          |              |          |           | 2029   | \$450    | \$9,500  | Aviation Capacity Project | MLD                       |
| <b>Highway</b>  |  |      |    |    |                         |         |          |              |          |          |              |          |           |        |          |          |                           |                           |
| 2010326         | I-75 AT SR 64  |      |    |    |                         |         |          |              |          |          |              |          |           | 2024   | \$142    | \$459    |                           | INTERCHANGE (MODIFY)      |
| 2012153         | I-4 (SR 400) AT SR 557   |      |    |    | 2024                    |         | \$25     |              |          |          |              |          |           | 2024   | \$418    | \$1,272  |                           | INTERCHANGE (MODIFY)      |
| 2012775         | I-75 (SR 93) AT BEE RIDGE ROAD   |      |    |    | 2029                    | \$2,200 | \$836    | 2024         | \$35,100 | \$368    |              |          |           |        |          |          |                           | Interchange - Add Lanes   |
| 4062254         | I-75 (SR 93) FROM S OF CORKSCREW ROAD TO S OF DANIELS PARKWAY          |      |    |    |                         |         |          | 2024         | \$1,185  |          |              |          |           |        |          |          |                           | Add Lanes and Reconstruct |
| 4145061         | SR 70 FROM JEFFERSON AVE TO CR 29                                      | 2024 |    |    |                         |         | \$28     |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |
| 4145062         | SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD                        | 2024 |    |    | 2024                    |         | \$13     | 2024         |          | \$825    | 2024         |          | \$2,705   |        |          |          |                           | PDE/EMO Study             |
| 4145065         | SR 70 FROM CR 29 TO LONESOME ISLAND ROAD                               | 2024 |    |    |                         |         | \$24     |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |
| 4145068         | SR 70 FROM BOURNESIDE BLVD TO WATERBURY RD                             |      |    |    | 2024                    |         | \$450    |              |          |          | 2024         |          | \$44,578  |        |          |          |                           | Add Lanes and Reconstruct |
| 4175401         | SR 29 FROM OIL WELL ROAD TO SR 82                                      | 2024 |    |    |                         |         | \$26     |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |
| 4175402         | SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD                     |      |    |    | 2024                    |         | \$300    |              |          |          |              |          |           |        |          |          |                           | Add Lanes and Reconstruct |
| 4178784         | SR 29 FROM SR 82 TO HENDRY C/L   |      |    |    | 2025                    |         | \$50     |              |          |          |              |          |           |        |          |          |                           | Add Lanes and Reconstruct |
| 4178788         | SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)                  |      |    |    | 2024                    | \$203   | \$149    | 2024         | \$22,444 |          |              |          |           |        |          |          |                           | Add Lanes and Reconstruct |
| 4192432         | SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 630A                    |      |    |    | 2024                    |         | \$150    | 2024         |          | \$25     |              |          |           |        |          |          |                           | Add Lanes and Reconstruct |
| 4193445         | SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)                |      |    |    | 2024                    |         | \$84     |              |          |          |              |          |           |        |          |          |                           | Add Lanes and Reconstruct |
| 4206132         | I-75 (SR 93) AT FRUITVILLE ROAD/CR 780                                 |      |    |    | 2026                    |         | \$2,525  |              |          |          | 2024         |          | \$190,664 |        |          |          |                           | Interchange - Add Lanes   |
| 4258432         | I-75 (SR 93) AT SR 951   | 2024 |    |    | 2024                    |         | \$137    | 2024         | \$3      | \$1      | 2024         |          | \$59      |        |          |          |                           | INTERCHANGE (MODIFY)      |
| 4289171         | SR 31 FROM SR 78 TO CR 78  | 2024 |    |    |                         |         | \$22     |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |
| 4301853         | I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION                         |      |    |    | 2024                    |         | \$155    | 2024         | \$3,838  | \$80     | 2024         | \$4,000  | \$121,678 |        |          |          |                           | Interchange - Add Lanes   |
| 4308481         | SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE                     |      |    |    | 2025                    |         | \$550    | 2024         |          |          | 2024         | \$39,575 | \$13,780  |        |          |          |                           | Add Lanes and Reconstruct |
| 4338562         | SR 60 FROM CR 630 TO GRAPE HAMMOCK RD                                  |      |    |    | 2024                    | \$108   |          |              |          |          |              |          |           |        |          |          |                           | Add Lanes and Reconstruct |
| 4344901         | SR 29 FROM I-75 TO OIL WELL RD   | 2024 |    |    |                         |         | \$16     |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |
| 4349861         | US 27 AT SR 64   |      |    |    |                         |         |          |              |          |          | 2024         | \$94     | \$1       |        |          |          |                           | INTERSECTION (MODIFY)     |
| 4419421         | SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)              | 2024 |    |    |                         |         | \$28     |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |
| 4419423         | SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)              |      |    |    |                         |         |          | 2024         |          | \$30,050 |              |          |           |        |          |          |                           | Add Lanes and Reconstruct |
| 4419501         | SR 31 FROM CR 74 TO CR 74  |      |    |    | 2024                    |         | \$172    | 2024         |          | \$449    | 2024         | \$10,864 | \$1       |        |          |          |                           | Roundabout                |
| 4420273         | STATE SIB LOAN FOR SR 31 (BABCOCK RANCH)                               |      |    |    |                         |         |          | 2024         |          | \$4,482  |              |          |           |        |          |          |                           | Add Lanes and Reconstruct |
| 4420274         | STATE SIB LOAN FOR SR 31 (BABCOCK RANCH) FROM SR 78 (BAYSHORE RD)      |      |    |    | 2024                    |         |          | 2024         | \$4,482  |          | 2024         | \$59     | \$5       |        |          |          |                           | Add Lanes and Reconstruct |
| 4420981         | I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE         |      |    |    | 2026                    |         | \$305    |              |          |          | 2024         |          | \$5       |        |          |          |                           | ITS Dynamic Message Sign  |
| 4424031         | SR 25 (US 27) FROM SOUTH OF SUN 'N LAKE TO NORTH OF SUN 'N LAKE        |      |    |    | 2024                    |         | \$40     |              |          |          |              |          |           |        |          |          |                           | Add Left Turn Lane(s)     |
| 4425122         | I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHANGE | 2024 |    |    |                         |         | \$27     |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |
| 4425193         | I-75 (SR 93) FROM COLLIER/LEE COUNTY LINE TO SR 78 (BAYSHORE RD)       | 2024 |    |    |                         |         | \$38     |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |
| 4442901         | SR 572 (DRANE FIELD RD) AT DON EMERSON DR                              |      |    |    | 2024                    |         | \$2      |              |          |          | 2024         |          | \$157     |        |          |          |                           | Roundabout                |
| 4448861         | SR 15 (US 441) AT POTTER RD (NE 144TH ST)                              |      |    |    | 2024                    |         | \$70     |              |          |          |              |          |           |        |          |          |                           | Add Left Turn Lane(s)     |
| 4449581         | SR 15 (US 441) AT CR 68 (NW 160TH ST)                                  |      |    |    | 2024                    |         | \$40     |              |          | \$1      |              |          |           |        |          |          |                           | Add Left Turn Lane(s)     |
| 4495031         | US 27 CORRIDOR ALTERNATIVE STUDY                                       | 2024 |    |    |                         |         | \$13,072 |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |
| 4495041         | REGIONAL PLANNING STUDY  | 2024 |    |    |                         |         | \$4,982  |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |
| 4523771         | I-75 REST AREA NS  | 2024 |    |    |                         |         | \$1,520  |              |          |          |              |          |           |        |          |          |                           | PDE/EMO Study             |

**LEGEND**

**Tentative Work Program**  
**FY 2024/2025 thru 2028/2029**  
**As of 12/07/2023**

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 |                              |
| 4533333 | SR-710/SW WARFIELD BLVD FR W OF SE 126 BL TO OKEECHOBEE/MARTIN CO LINE |      |         |          | 2024                    | \$500   |          |              |          |           |              |           |           |        |    |    | Add Lanes and Reconstruct    |
| 4145063 | SR 70 FROM JEFFERSON AVE TO US 27                                      |      |         |          | 2025                    |         | \$6,496  |              |          |           |              |           |           |        |    |    | Add Lanes and Reconstruct    |
| 4420971 | I-75 (SR 93) ADMS FROM SARASOTA COUNTY LINE TO I-275                   |      |         |          | 2025                    |         | \$640    |              |          |           | 2025         |           | \$5,298   |        |    |    | ITS Dynamic Message Sign     |
| 4462962 | SR 93 (I-75) AT CR 876 / DANIELS PARKWAY                               |      |         |          | 2025                    | \$248   | \$600    |              |          |           | 2025         | \$37,938  | \$4,706   |        |    |    | INTERCHANGE (MODIFY)         |
| 4524081 | I-275 NORTHBOUND/SOUTHBOUND REST AREA - TPAS INSTALLATION              |      |         |          | 2024                    |         | \$250    |              |          |           | 2025         |           | \$1,237   |        |    |    | ITS Freeway Management       |
| 2012105 | I-4 AT US 27 (SR 25)   | 2024 | \$10    | \$150    | 2027                    | \$2,571 | \$361    | 2025         | \$5,921  |           | 2027         | \$151,477 |           |        |    |    | Interchange - Add Lanes      |
| 2012106 | I-4 (SR 400) MANAGED LANES FROM WEST OF US 27 TO OSCEOLA               |      |         |          | 2027                    |         | \$14,500 | 2024         |          | \$105,808 | 2027         | \$173,253 | \$330,709 |        |    |    | Add Lanes and Reconstruct    |
| 4175405 | SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W                          |      |         |          | 2026                    |         | \$2,150  | 2024         | \$349    | \$13,909  | 2027         |           | \$83,060  |        |    |    | New Road Construction        |
| 4175406 | SR 29 FROM N OF NEW MARKET RD TO SR 82                                 |      |         |          | 2026                    |         | \$6,146  | 2024         |          | \$2,376   | 2027         |           | \$50,627  |        |    |    | Add Lanes and Reconstruct    |
| 4525441 | I-75 FROM N OF GOLDEN GATE TO S OF CORKSCREW                           | 2024 |         | \$3,300  | 2027                    |         | \$23,210 | 2026         |          | \$173,200 | 2027         |           | \$447,163 |        |    |    | Add Lanes and Reconstruct    |
| 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 |          | 2029                    | \$3,010 |          |              |          |           |              |           |           |        |    |    | Interchange - Add Lanes      |
| 4192433 | SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE                         |      |         |          | 2024                    |         | \$72     | 2024         |          | \$1       | 2029         | \$500     |           |        |    |    | Add Lanes and Reconstruct    |
| 4193443 | SR 710 FROM US 441 TO L-63 CANAL                                       |      |         |          | 2024                    |         | \$10     | 2024         | \$13,163 | \$601     | 2029         | \$95,700  | \$30      |        |    |    | New Road Construction        |
| 4197143 | ITS FIBER OPTIC LOCATES  |      |         |          | 2029                    |         | \$3,000  |              |          |           |              |           |           |        |    |    | ITS Communication System MLD |
| 4425211 | INTERSTATE PROGRAM MANAGER - GEC                                       | 2029 |         | \$10,715 |                         |         |          |              |          |           |              |           |           |        |    |    | PDE/EMO Study                |
| 4491491 | SR 29 FROM SR 78 TO CR 74  |      |         |          | 2025                    |         | \$2,700  |              |          |           | 2029         |           | \$30,611  |        |    |    | Bridge New Structure         |
| 4534591 | JONES LOOP ROAD AND PIPER ROAD INTERSECTION IMPROVEMENTS               |      |         |          | 2029                    |         | \$501    |              |          |           | 2029         |           | \$3,218   |        |    |    | Roundabout                   |
| 4535781 | SR 29 BYPASS STUDY FROM CR 832 TO WHIDDEN RD                           | 2029 |         | \$470    |                         |         |          |              |          |           |              |           |           |        |    |    | PDE/EMO Study                |

**Rail**

|         |  |      |         |      |      |         |         |      |         |         |      |          |          |      |         |          |                       |
|---------|--|------|---------|------|------|---------|---------|------|---------|---------|------|----------|----------|------|---------|----------|-----------------------|
| 4508992 | SUNRAIL EXPANSION POLK COUNTY  | 2024 | \$1,500 |      |      |         |         |      |         |         |      |          |          |      |         |          | PTO Studies MLD       |
| 4538321 | SOUTHWEST FLORIDA RAIL CORRIDOR ENHANCEMENT FOR GROWTH               |      |         |      |      |         |         |      |         |         |      |          |          | 2024 | \$1,200 | \$10,800 | Rail Capacity Project |
| 4463511 | SR 15 (US 441) /PARROTT AVE FROM NE 4TH ST TO NE 13TH ST             | 2024 | \$3,000 |      | 2026 |         | \$3,280 |      |         |         |      |          |          |      |         |          | PTO Studies           |
| 4463872 | SR60/MOSAIC FROM BONNIE MINE RD TO MOSAIC ENTRANCE RD                |      |         |      | 2026 | \$1,750 | \$3,280 |      |         |         |      |          |          |      |         |          | Rail Capacity Project |
| 4521241 | SEAPORT MANATEE RAIL TERMINAL  |      |         |      |      |         |         |      |         |         |      |          |          | 2026 | \$5,354 | \$825    | Rail Capacity Project |
| 4365591 | SR 60 GRADE SEPARATION OVER CSX RAILROAD                             |      |         |      | 2024 |         | \$5     | 2025 |         | \$2,325 | 2028 | \$21,193 | \$49,588 |      |         |          | Rail Capacity Project |
| 4365601 | SR655/RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO | 2024 |         | \$18 | 2024 | \$225   | \$8     | 2024 | \$2,725 | \$1,588 | 2029 | \$44,998 | \$5,203  |      |         |          | Rail Capacity Project |

**Seaport**

|         |  |  |  |  |  |  |  |  |  |  |  |  |  |      |  |          |                          |
|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|------|--|----------|--------------------------|
| 4442511 | PORT MANATEE INTERMODAL CARGO YARD IMPROVMENTS |  |  |  |  |  |  |  |  |  |  |  |  | 2027 |  | \$13,795 | Seaport Capacity Project |
|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|------|--|----------|--------------------------|

**LEGEND**

**Tentative Work Program**

**FY 2024/2025 thru 2028/2029  
As of 12/07/2023**

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.

# SIS INVESTMENT PLAN



## District 1

State of Florida Department of Transportation  
Systems Implementation Office

## Tentative Work Program

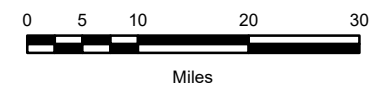
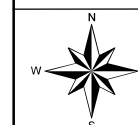
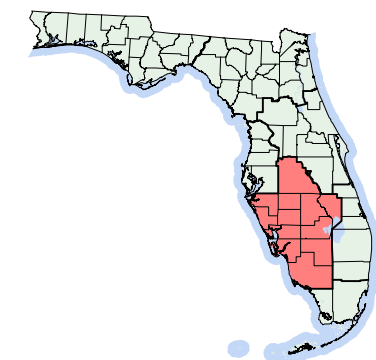
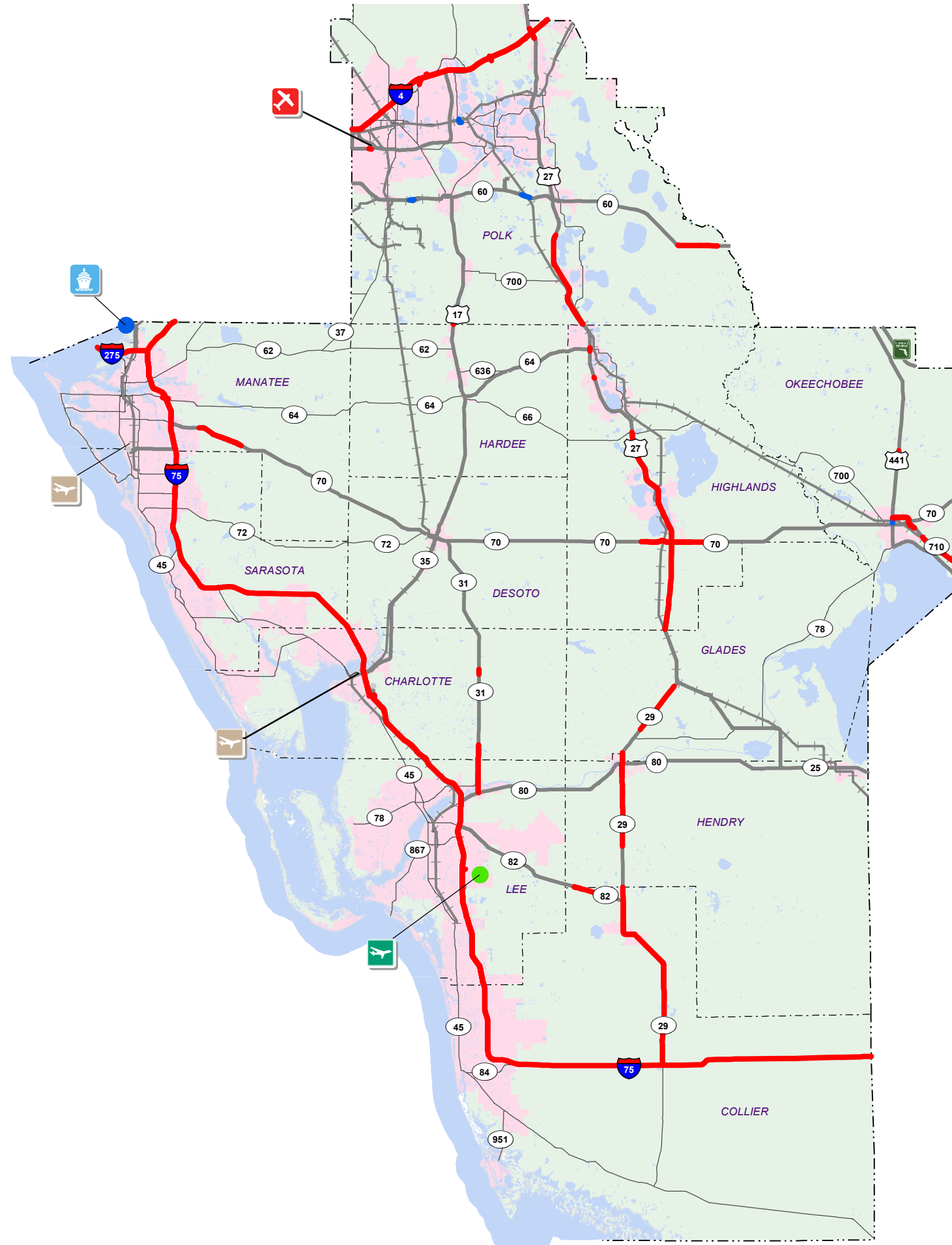
FY 2024/2025 thru 2028/2029  
as of December 7, 2023

### 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       |                                 |
| <b>Aviation</b> |  |      |    |         |                         |         |         |              |          |          |              |           |           |        |          |          |                                 |
| 2169784         | JACKSONVILLE INTL AIRPORT DESIGN & RECONST CONCOURSE B MOD PFL000175   |      |    |         |                         |         |         |              |          |          |              |           |           | 2029   | \$34,817 | \$32,568 | Aviation Capacity Project       |
| <b>Highway</b>  |  |      |    |         |                         |         |         |              |          |          |              |           |           |        |          |          |                                 |
| 2093014         | I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB               | 2024 |    | \$1     | 2024                    |         | \$20    | 2024         | \$16,723 | \$23     |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| 2096584         | I-295(SR9A) FROM: S OF SR105(HECKSCHER DR.) TO N OF PULASKI RD         |      |    |         | 2024                    |         | \$36    | 2024         | \$7,726  | \$604    |              |           |           |        |          |          | Add Lanes and Rehabilitate Pvmt |
| 2132601         | I-295(SR9A) FROM N OF NEW KINGS RD TO S OF I-95 N INTERCHANGE          | 2024 |    | \$46    |                         |         |         |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| 2132611         | I-295(SR9A) FROM N OF COMMONWEALTH TO N OF NEW KINGS RD                | 2024 |    | \$41    |                         |         |         |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| 2133459         | I-295(SR9A) FROM SOUTH OF US17 TO SR21(BLANDING BLVD)                  | 2024 |    | \$28    | 2024                    | \$69    |         |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| 4229381         | SR23(FIRST COAST XWAY) FROM: I-95 TO: I-10                             |      |    |         | 2024                    |         | \$40    |              |          |          |              |           |           |        |          |          | New Road Construction           |
| 4229382         | SR23(FIRST COAST XWAY) FROM: I-95(SR9) TO: SR15(US17)                  |      |    |         |                         |         |         | 2024         | \$57,537 | \$5,339  |              |           |           |        |          |          | New Road Construction           |
| 4229383         | SR23(FIRST COAST XWAY) FROM: SR15(US17) TO: SR21                       |      |    |         |                         |         |         | 2024         | \$220    | \$446    |              |           |           |        |          |          | New Road Construction           |
| 4230713         | I-75(SR93) @ SR121   |      |    |         | 2024                    |         | \$172   | 2024         | \$2,991  | \$20     |              |           |           |        |          |          | Interchange - Add Lanes         |
| 4230716         | I-75(SR93) FROM: S OF SR121(WILLISTON RD) TO: NORTH OF SR222(39 AVE)   | 2024 |    | \$77    |                         |         |         |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| 4246965         | US17 N OF POMONA PARK CR309(SATSUMA)                                   | 2024 |    | \$49    |                         |         |         |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| 4322592         | I-95(SR9) FROM SOUTH OF SR126(EMERSON ST) TO ATLANTIC BLVD             |      |    |         | 2024                    |         | \$3     | 2024         | \$7,146  | \$107    | 2024         | \$9,544   | \$75      |        |          |          | Add Lanes and Reconstruct       |
| 4322593         | I-95(SR9) FROM SOUTH OF SR202(JT BUTLER) TO SOUTH OF SR126(EMERSON ST) |      |    |         | 2024                    | \$273   | \$9     |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| 4355771         | I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)                  | 2024 |    | \$4     | 2024                    |         | \$128   |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| 4357451         | I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS                             |      |    |         | 2024                    |         | \$5     |              |          |          | 2024         |           | \$3,263   |        |          |          | Interchange - Add Lanes         |
| 4424141         | I-95(SR9) FROM I-10(SR8) TO SR115(US1)(MLK)                            | 2024 |    | \$16    |                         |         |         |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| 4461231         | SR105(HECKSCHER DR) @ I-295(SR9A) TURN LANE                            |      |    |         | 2024                    |         | \$3     |              |          |          | 2024         |           | \$220     |        |          |          | Add Right Turn Lane(s)          |
| 4461531         | I-95(SR9) FROM: BAYMEADOWS ROAD TO: SR202(J.T.BUTLER BLVD)             |      |    |         |                         |         |         |              |          |          | 2024         |           | \$13      |        |          |          | Add Lanes and Reconstruct       |
| 4473651         | I-295(SR9A) BUCKMAN BRIDGE WIDENING BRIDGE 720249 AND 720343           |      |    |         | 2024                    |         | \$73    |              |          |          |              |           |           |        |          |          | Bridge - Rehab and Add Lanes    |
| 2096586         | I-295(SR9A) FROM S OF SR105(HECKSCHER DR) TO N OF PULASKI RD           | 2024 |    | \$37    | 2025                    |         | \$2,113 |              |          |          |              |           |           |        |          |          | Add Lanes and Rehabilitate Pvmt |
| 4229388         | SR23(FIRST COAST XWAY) FROM EAST OF CR2209 TO EAST OF CR16A SPUR       |      |    |         | 2024                    | \$1,182 |         |              |          |          | 2025         | \$227,121 | \$214,085 |        |          |          | New Road Construction           |
| 4357581         | ARLINGTON EXPWAY FROM ATLANTIC BLVD TO ML KING                         |      |    |         | 2024                    |         | \$635   |              |          |          | 2025         |           | \$50      |        |          |          | ITS Communication System        |
| 4432391         | I-10(SR8) @ SR51(US129)  | 2024 |    | \$3     | 2024                    |         | \$27    |              |          |          | 2025         | \$14,646  | \$189     |        |          |          | Interchange - Add Lanes         |
| 4463861         | SR202(JTB) AT BELFORT ROAD INTERCHANGE                                 |      |    |         | 2028                    |         | \$119   | 2024         | \$3,442  | \$121    | 2025         |           | \$50      |        |          |          | Interchange - Add Lanes         |
| 4530701         | SR23(FIRST COAST XWAY) FROM I-95(SR9) TO EAST OF CR2209                |      |    |         |                         |         |         |              |          |          | 2025         | \$446,636 |           |        |          |          | New Road Construction           |
| 4389282         | SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG RD |      |    |         | 2025                    |         | \$1,658 |              |          |          | 2026         |           | \$29,921  |        |          |          | Add Lanes and Reconstruct       |
| 2078502         | SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY                | 2024 |    | \$20    | 2024                    |         | \$717   | 2024         | \$2,738  | \$11,094 | 2027         |           | \$65,769  |        |          |          | Add Lanes and Reconstruct       |
| 4229389         | I-95(SR9) FROM S OF INTERNATIONAL GOLF PKWY TO S OF SR23 INTERCHANGE   |      |    |         | 2024                    | \$4,010 | \$20    |              |          |          | 2027         | \$141,653 |           |        |          |          | Add Lanes and Reconstruct       |
| 4230715         | I-75(SR93) FROM: SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)     | 2027 |    | \$1,550 |                         |         |         |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| 4461221         | SR200(US301) @ SR223(US301A) NORTH OF STARKE                           |      |    |         | 2027                    |         | \$3,663 |              |          |          |              |           |           |        |          |          | Interchange - Add Lanes         |
| 4471991         | SR200(US301) @ SR223(US301A) SOUTH OF STARKE                           | 2024 |    | \$46    | 2025                    |         | \$3,273 |              |          |          | 2027         |           | \$22,706  |        |          |          | Interchange - Add Lanes         |
| 2100283         | SR15(US17) FROM: CR309 IN SATSUMA TO: W.OF DUNN CREEK BRIDGE           |      |    |         | 2027                    |         | \$2,018 |              |          |          | 2028         | \$10,152  | \$92,045  |        |          |          | Add Lanes and Reconstruct       |
| 4240264         | I-95(SR9) FROM NORTH OF THE FCE INTERCHANGE TO THE DUVAL COUNTY LINE   |      |    |         | 2024                    | \$8,500 | \$45    |              |          |          | 2028         | \$320,853 | \$3,780   |        |          |          | Add Lanes and Reconstruct       |
| 4240265         | I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)                           |      |    |         | 2024                    | \$130   | \$634   | 2024         | \$8      | \$22     | 2029         | \$286,647 | \$7,550   |        |          |          | Add Lanes and Reconstruct       |
| 4288652         | SR200(US301) @ I-10 IMPROVEMENTS                                       | 2024 |    | \$9     | 2024                    |         | \$249   | 2024         |          | \$866    | 2029         |           | \$15,857  |        |          |          | Interchange Ramp (New)          |
| 4355772         | I-95(SR9) FROM I-295(SR9A) TO SR152(BAYMEADOWS RD)                     |      |    |         | 2024                    |         | \$50    | 2024         | \$3,366  | \$27     | 2029         | \$251,182 | \$262     |        |          |          | Add Lanes and Reconstruct       |
| 4427782         | I-95(SR9) FROM US90(BEAVER ST) TO SR115(US1)(MLK)                      |      |    |         |                         |         |         | 2029         | \$825    |          |              |           |           |        |          |          | Add Lanes and Reconstruct       |
| <b>Rail</b>     |  |      |    |         |                         |         |         |              |          |          |              |           |           |        |          |          |                                 |
| 4468272         | JACKSONVILLE FREIGHT IMPROVEMENTS - FEC                                |      |    |         |                         |         |         |              |          |          |              |           |           | 2024   | \$6,146  |          | Rail Capacity Project           |
| 4521261         | KINSLEY CREEK / INTERCOASTAL CANAL SWING SPAN BRIDGE                   |      |    |         |                         |         |         |              |          |          |              |           |           | 2024   | \$1,875  | \$625    | Rail Capacity Project           |

**LEGEND**

**Tentative Work Program**  
**FY 2024/2025 thru 2028/2029**  
**As of 12/07/2023**

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 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    |                       |
| 4521271 | TALLEYRAND MARINE TERMINAL SIDING                              |      |    |    |                         |    |    |              |    |    |              |    |    | 2024   | \$750   | \$750 | Rail Capacity Project |
| 4538421 | SANDERSON CAPACITY EXPANSION FOR SWITCHING                     |      |    |    |                         |    |    |              |    |    |              |    |    | 2024   | \$2,326 |       | Rail Capacity Project |
| 4538561 | INDUSTRIAL PARK AND TRANSLOAD SITE EXPANSION - COLUMBIA COUNTY |      |    |    |                         |    |    |              |    |    |              |    |    | 2024   | \$364   |       | Rail Capacity Project |
| 4538601 | INDUSTRIAL PARK AND TRANSLOAD SITE EXPANSION - SUWANNEE COUNTY |      |    |    |                         |    |    |              |    |    |              |    |    | 2024   | \$741   |       | Rail Capacity Project |

**Seaport**

|         |  |  |  |  |  |  |  |  |  |  |  |  |  |      |          |          |                          |
|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|------|----------|----------|--------------------------|
| 4468201 | JAXPORT TALLEYRAND TERMINAL CARGO IMPROVEMENTS |  |  |  |  |  |  |  |  |  |  |  |  | 2024 |          | \$6,560  | Seaport Capacity Project |
| 4373561 | JAXPORT CHANNEL DEEPENING & WIDENING           |  |  |  |  |  |  |  |  |  |  |  |  | 2026 | \$17,550 | \$25,550 | Seaport Capacity Project |
| 4402641 | BLOUNT ISLAND BERTH IMPROVEMENTS               |  |  |  |  |  |  |  |  |  |  |  |  | 2026 | \$13,190 | \$19,410 | Seaport Capacity Project |

**LEGEND**

**Tentative Work Program**  
 FY 2024/2025 thru 2028/2029  
 As of 12/07/2023

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.

# SIS INVESTMENT PLAN





## District 5

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

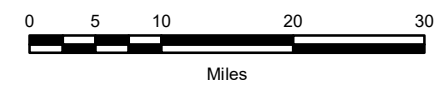
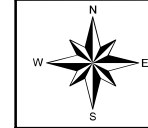
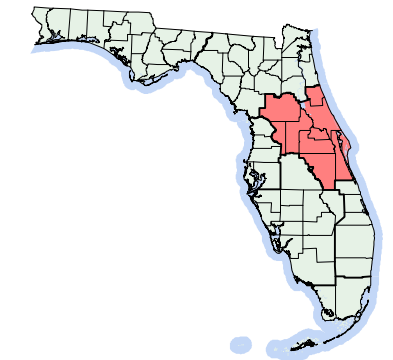
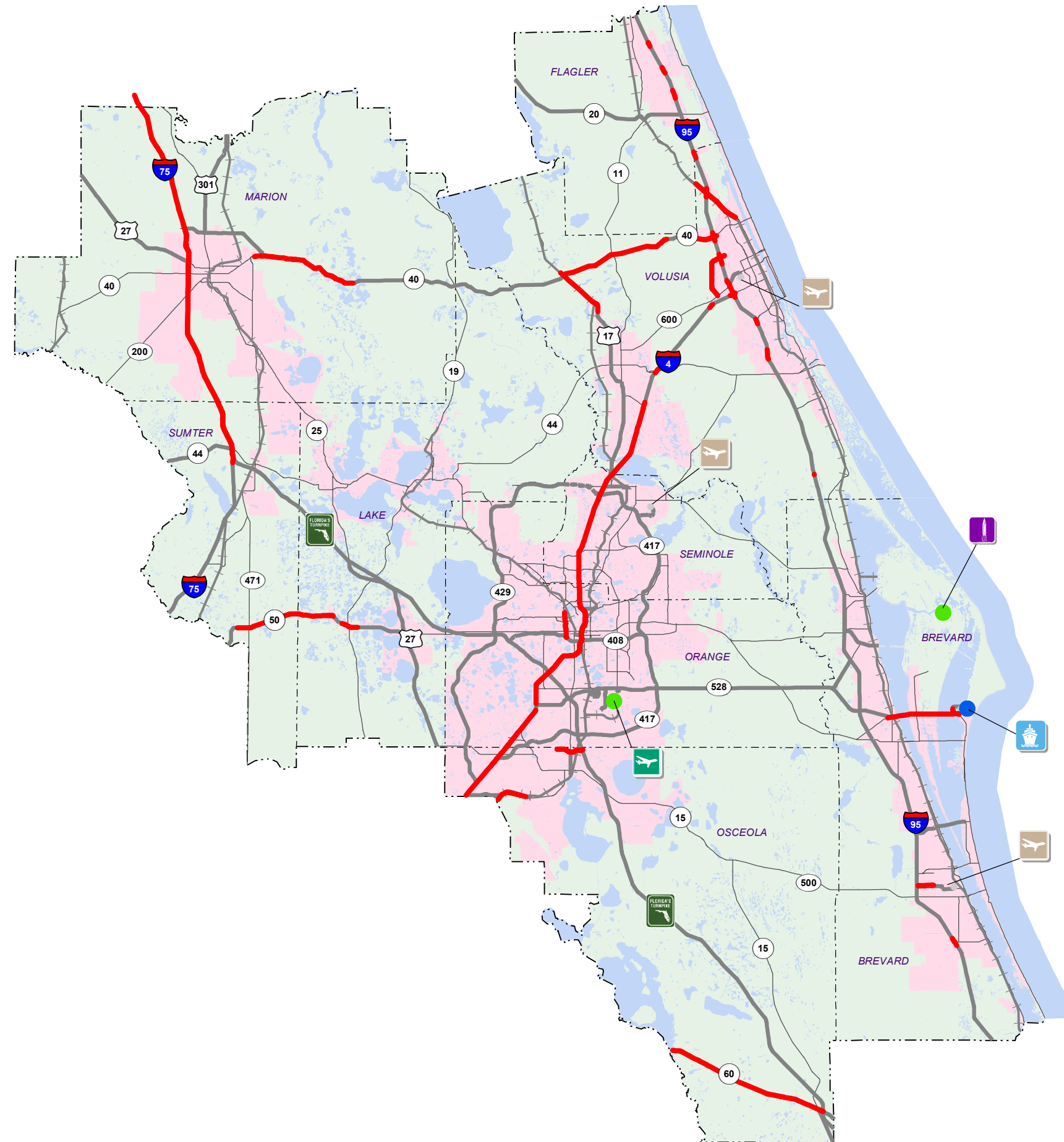
FY 2024/2025 thru 2028/2029  
as of December 7, 2023

#### LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

#### SIS Facilities

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





**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       |                                |
| <b>Highway</b> |  |      |      |         |                         |          |         |              |           |          |              |           |          |        |    |          |                                |
| 2179103        | SR 75 (US 231) FROM NORTH OF PIPE LINE RD TO NORTH OF PENNY ROAD       |      |      |         | 2024                    | \$167    | \$7     | 2024         | \$28      | \$1,527  |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 2179104        | SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD    |      |      |         | 2024                    | \$139    | \$27    | 2024         |           | \$6      | 2024         |           | \$60     |        |    |          | Right of Way - Future Capacity |
| 2179107        | SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET       |      |      |         |                         |          |         | 2024         | \$137,059 | \$2,995  |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 2179108        | SR 75 (US 231) FROM SR 368 23RD STREET TO NORTH OF PIPE LINE ROAD      |      |      |         |                         |          |         | 2024         | \$70,230  | \$1,615  |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 2201714        | SR 85 FROM SR 123 TO SR 210 MCWHORTER AVE                              |      |      |         | 2024                    |          | \$112   |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 2201715        | SR 85 FROM SR 210 MCWHORTER AVE TO PJ ADAMS PKWY                       |      |      |         | 2024                    |          | \$106   |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 2201716        | SR 85 S FERDON BLVD FROM PJ ADAMS PKWY TO NORTH OF SR 8 (I-10)         |      |      |         | 2024                    | \$269    | \$6     | 2024         |           | \$610    |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 2201963        | SR 30 (US 98) FROM SANTA ROSA COUNTY LINE TO E OF CODY AVE             |      |      |         | 2024                    | \$572    | \$11    |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 2201964        | SR 30 (US 98) FROM E OF CODY AVE TO MARY ESTHER BLVD                   |      |      |         | 2024                    | \$199    | \$3     |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 2202603        | SR 30 (US 98) FROM SR 189 BEAL PKWY TO WEST END OF BROOKS BRIDGE       | 2024 | \$63 |         |                         |          |         |              |           |          |              |           |          |        |    |          | PDE/EMO Study                  |
| 2204265        | SR 30 (US 98) GULF BREEZE PKWY FROM E OF ORTEGA ST TO OKA CO LINE      |      |      |         | 2024                    |          | \$45    |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 2224761        | SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE                                |      |      |         | 2024                    | \$339    | \$13    | 2024         | \$6,842   | \$57     | 2024         | \$259,858 |          |        |    |          | Interchange - Add Lanes        |
| 2225306        | SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE      | 2024 |      | \$11    | 2024                    |          | \$186   |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4065853        | SR 8 (I-10) FROM E OF SR 261 CAPITAL CIRCLE TO SR 59 GAMBLE RD         | 2024 |      | \$39    |                         |          |         |              |           |          |              |           |          |        |    |          | PDE/EMO Study                  |
| 4130624        | SR 8 (I-10) FROM SR 281 AVALON BLVD TO OKALOOSA COUNTY LINE            | 2024 |      | \$159   |                         |          |         |              |           |          |              |           |          |        |    |          | PDE/EMO Study                  |
| 4130625        | SR 8 (I-10) FROM SANTA ROSA COUNTY TO W OF CR 189 LOG LAKE ROAD        | 2024 |      | \$5     | 2024                    |          | \$364   |              |           |          |              |           |          |        |    |          | PDE/EMO Study                  |
| 4134492        | SR 30 (US 98) EMERALD COAST PKWY ARTERIAL DYNAMIC MESSAGE SIGNS        |      |      |         | 2024                    |          | \$3     |              |           |          | 2024         |           | \$1,456  |        |    |          | ITS Dynamic Message Sign       |
| 4210121        | SR 173 BLUE ANGEL PW FROM SR 292 SORRENTO ROAD TO SR 30 (US 98)        |      |      |         | 2024                    |          | \$7     | 2024         | \$3,920   | \$3,309  |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4210123        | SR 173 BLUE ANGEL PKWY FROM SR 30 (US 98) TO SR 297 PINE FOREST RD     | 2024 | \$83 |         |                         |          |         |              |           |          |              |           |          |        |    |          | PDE/EMO Study                  |
| 4212252        | SR 390 E 14TH STREET FROM SR 77 OHIO AVENUE TO SR 75 (US 231)          | 2024 |      | \$1     | 2024                    |          | \$6,372 | 2024         |           | \$2      |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4331131        | SR 8 (I-10) @ SR 99 BEULAH ROAD  | 2024 |      | \$932   | 2024                    | \$176    |         | 2024         | \$6,861   | \$1,848  |              |           |          |        |    |          | Interchange Just/Mod           |
| 4335902        | SR 79 WAUKESHA ST FROM SOUTH OF SR 8 (I-10) TO SR 10 (US 90)           |      |      |         | 2024                    |          | \$120   |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4371792        | SR 30 (US 98) FROM W OF PHILLIPS INLET BRIDGE TO SR 79 S ARNOLD RD     | 2024 | \$41 | \$13    |                         |          |         |              |           |          |              |           |          |        |    |          | PDE/EMO Study                  |
| 4379051        | SR 8 (I-10) E OF ALABAMA STATE LINE TO W OF SR 95 (US 29)              | 2024 |      | \$110   |                         |          |         |              |           |          |              |           |          |        |    |          | PDE/EMO Study                  |
| 4379054        | SR 8 (I-10) @ PINE FOREST INTERCHANGE IMPROVEMENTS                     |      |      |         | 2024                    |          | \$14    |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4410371        | SR 368 23RD STREET FROM US 98 FLYOVER TO SR 390 ST ANDREWS BLVD        | 2024 |      | \$26    |                         |          |         |              |           |          |              |           |          |        |    |          | PDE/EMO Study                  |
| 4410381        | SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO E OF SR 85 FERDON BLVD     | 2024 |      | \$18    |                         |          |         |              |           |          |              |           |          |        |    |          | PDE/EMO Study                  |
| 4410382        | SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO 2MI W WILKERSON BLUFF RD   |      |      |         | 2024                    |          | \$399   |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4410383        | SR 8 (I-10) FROM 2 MILES W OF WILKERSON BLUFF RD TO E OF YELLOW RIVER  |      |      |         | 2024                    |          | \$1,327 |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4410384        | SR 8 (I-10) FROM EAST OF YELLOW RIVER TO EAST OF SR 85 FERDON BLVD     |      |      |         | 2024                    |          | \$448   |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4410562        | SR 297 PINE FOREST RD FROM S OF SR 8 (I-10) TO SR 10 (US 90A) 9MI      | 2024 |      | \$75    | 2024                    |          | \$277   |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4440571        | BAY COUNTY ITS FIBER DEPLOYMENT  |      |      |         | 2024                    |          | \$29    |              |           |          | 2024         |           | \$3,545  |        |    |          | ITS Communication System       |
| 4440573        | WALTON COUNTY ITS FIBER DEPLOYMENT                                     |      |      |         | 2024                    |          | \$52    |              |           |          | 2024         |           | \$9,273  |        |    |          | ITS Communication System       |
| 4475961        | SR 30 (US 98) FROM WALTON COUNTY LINE TO GULF COUNTY LINE              |      |      |         | 2024                    |          | \$4     |              |           |          | 2024         |           | \$88     |        |    |          | ITS Communication System       |
| 4379053        | SR 8 (I-10) FROM E OF SR 10 (US 90A) 9 MILE RD TO W OF SR 95 (US 29)   |      |      |         | 2025                    |          | \$7,700 |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4397741        | SR 30 (US 98) @ SR 83 (US 331) INTERSECTION                            |      |      |         | 2024                    | \$65     | \$1     |              |           |          | 2025         | \$3,944   |          |        |    |          | Add Turn Lane(s)               |
| 4510861        | SR 30 (US 98) FROM E END BROOKS BRIDGE TO E END EAST PASS BRIDGE       | 2025 |      | \$4,600 |                         |          |         |              |           |          |              |           |          |        |    |          | PDE/EMO Study                  |
| 2178385        | SR 30A (US 98) PC BCH PKWY FROM E OF R JACKSON BLVD TO HATHAWAY BRIDGE |      |      |         | 2026                    |          | \$308   | 2024         |           | \$27,996 | 2026         |           | \$82,980 |        |    |          | Add Lanes and Reconstruct      |
| 4379052        | SR 8 (I-10) FROM E OF EB WEIGH STATION TO E OF SR 10 (US 90A) 9MI ROAD |      |      |         | 2025                    |          | \$5,500 | 2026         | \$615     |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4130628        | SR 8 (I-10) FROM EAST OF SR 87 TO MILLER BLUFF ROAD                    |      |      |         | 2027                    |          | \$4,950 |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4371791        | SR 30 (US 98) FROM COUNTY ROAD 30A TO W OF PHILLIPS INLET BRIDGE       | 2024 |      | \$64    | 2027                    | \$15,035 | \$1,504 |              |           |          |              |           |          |        |    |          | Add Lanes and Reconstruct      |
| 4284032        | NWFL REGIONAL TRANSPORTATION MGMT CENTER (RMTC) - OPERATIONS CONTACT   |      |      |         |                         |          |         |              |           |          |              |           |          | 2029   |    | \$10,853 | Traffic Management Centers     |

**LEGEND**

**Tentative Work Program**  
**FY 2024/2025 thru 2028/2029**  
**As of 12/07/2023**

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 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       |                          |
| <b>Rail</b>    |   |      |    |    |                         |    |    |              |    |    |              |    |    |        |          |          |                          |
| 4408171        | APALACHICOLA NORTHERN RAILROAD IMPROVEMENTS |      |    |    |                         |    |    |              |    |    |              |    |    | 2024   | \$6,000  | \$6,000  | Rail Capacity Project    |
| 4538571        | TEAM TRACK REHABILITATION                   |      |    |    |                         |    |    |              |    |    |              |    |    | 2024   | \$37     |          | Rail Capacity Project    |
| <b>Seaport</b> |   |      |    |    |                         |    |    |              |    |    |              |    |    |        |          |          |                          |
| 4387631        | PORT OF PANAMA CITY TERMINAL IMPROVEMENTS   |      |    |    |                         |    |    |              |    |    |              |    |    | 2028   | \$20,300 | \$28,700 | Seaport Capacity Project |

**LEGEND**

**Tentative Work Program**  
 FY 2024/2025 thru 2028/2029  
 As of 12/07/2023

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.

# SIS INVESTMENT PLAN




## District 3

State of Florida Department of Transportation  
Systems Implementation Office

## Tentative Work Program

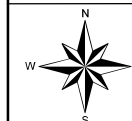
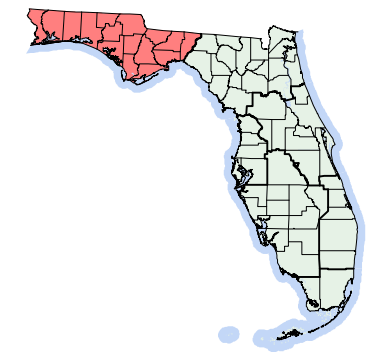
FY 2024/2025 thru 2028/2029  
as of December 7, 2023

### 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        |                                 |
| <b>Aviation</b> |  |      |         |       |                         |         |         |              |          |         |              |           |          |        |           |           |                                 |
| 4400972         | FORT LAUDERDALE/HOLLYWOOD INT'L ADDITIONAL TERMINAL GATE DESIGN        |      |         |       |                         |         |         |              |          |         |              |           |          | 2024   | \$12,423  | \$14,423  | Aviation Capacity Project       |
| 4448441         | FORT LAUDERDALE/HOLLYWOOD INT'L AIRPORT AUTOMATED PEOPLE MOVER         |      |         |       |                         |         |         |              |          |         |              |           |          | 2029   | \$105,527 | \$157,599 | Aviation Capacity Project       |
| <b>Highway</b>  |  |      |         |       |                         |         |         |              |          |         |              |           |          |        |           |           |                                 |
| 4132571         | SR-9/I-95 @ HYPOLUXO ROAD  |      |         |       | 2024                    | \$84    |         | 2024         | \$4,088  | \$4     |              |           |          |        |           |           | Interchange - Add Lanes         |
| 4132651         | SR-9/I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD                            |      |         |       | 2024                    |         | \$1,027 | 2024         | \$10,339 | \$4     |              |           |          |        |           |           | Interchange Just/Mod            |
| 4151521         | SR-93/I-75 INTRCHG@SR-820/PINESBLVD F N OF MIRAMARPKWY T N OF PINESBLV |      |         |       | 2024                    |         | \$460   |              |          |         |              |           |          |        |           |           | Interchange - Add Lanes         |
| 4192511         | SR-710/BEELINE HWY FROM NORTHLAKE BLVD TO SR-708/BLUE HERON BLVD       |      |         |       | 2024                    |         | \$91    | 2024         |          | \$7     | 2024         | \$2,840   | \$2      |        |           |           | Add Lanes and Reconstruct       |
| 4192523         | SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD   | 2024 |         | \$5   | 2024                    |         | \$857   |              |          |         |              |           |          |        |           |           | Add Turn Lane(s)                |
| 4208093         | I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95                         |      |         |       | 2029                    | \$336   |         |              |          |         | 2024         | \$422,274 | \$15,734 | 2029   | \$11,222  | \$101,241 | Add Lanes and Reconstruct       |
| 4215481         | SR-93/I-75 INTRCHNG @ ROYAL PALM BLVD FR GRIFFIN RD TO N OF SW 14 ST   |      |         |       | 2024                    |         | \$274   |              |          |         |              |           |          |        |           |           | Add Lanes and Reconstruct       |
| 4331088         | SR-9/I-95 FR MIAMI-DADE/BROWARD COUNTY LINE TO PALM BEACH COUNTY LINE  |      |         |       |                         |         |         |              |          |         | 2024         | \$500     | \$2      |        |           |           | Prelim Eng for Future Capacity  |
| 4353841         | SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE                               |      |         |       |                         |         |         | 2024         | \$1,257  | \$731   | 2024         |           | \$65     |        |           |           | INTERCHANGE (MODIFY)            |
| 4358081         | SR-9/I-95 FROM S. OF SR-870/COMMERCIAL BLVD. TO N. OF CYPRESS CREEK RD |      |         |       | 2024                    |         | \$212   |              |          |         |              |           |          |        |           |           | PDE/EMO Study                   |
| 4369031         | SR-9/I-95 FR MD/BROW LINE TO N OF SR-820/HOLLYWOOD BLVD                | 2024 |         | \$573 | 2024                    |         | \$59    |              |          |         |              |           |          |        |           |           | PDE/EMO Study                   |
| 4369641         | SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.     |      |         |       | 2024                    |         | \$6     | 2024         | \$39,890 | \$4     |              |           |          |        |           |           | Interchange - Add Lanes         |
| 4369642         | SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.     |      |         |       | 2024                    | \$1,159 |         |              |          |         | 2024         | \$886,199 | \$3,871  |        |           |           | Interchange - Add Lanes         |
| 4398915         | SR-869/SW 10TH STREET CONNECTOR TSM&O SMART WORK ZONE                  |      |         |       | 2024                    |         | \$14    |              |          |         | 2024         | \$29,481  | \$8,513  |        |           |           | ITS Communication System        |
| 4419441         | SR-870/COMMERCIAL BLVD FROM SR-817/UNIVERSITY DRIVE TO SR-5/US-1       |      |         |       |                         |         |         |              |          |         | 2024         |           | \$4,920  |        |           |           | Arterial Traffic Mgmt System    |
| 4465511         | SR-710/BEELINE HWY FR N CONGRESS AVE TO PS BARACK OBAMA HWY-CAV &TSM&O |      |         |       | 2024                    |         | \$11    |              |          |         | 2024         |           | \$2,051  |        |           |           | Arterial Traffic Mgmt System    |
| 4483971         | SR-710/SW WARFIELD BLVD TURN LANE AT TOMMY CLEMENTS STREET             |      |         |       | 2024                    |         | \$37    |              |          |         | 2024         |           | \$91     |        |           |           | Add Left Turn Lane(s)           |
| 4495201         | ADVANCED WWD DETECTION SYSTEM PALM BEACH COUNTY                        |      |         |       | 2024                    |         | \$38    |              |          |         | 2024         |           | \$3,943  |        |           |           | ITS Communication System        |
| 4495231         | ADVANCED WWD DETECTION SYSTEMS BROWARD COUNTY                          |      |         |       | 2024                    |         | \$55    |              |          |         | 2024         |           | \$3,066  |        |           |           | ITS Communication System        |
| 4132522         | I-95 FROM INDIANTOWN ROAD TO MARTIN/PALM BEACH COUNTY LINE             | 2025 | \$1,256 |       |                         |         |         |              |          |         |              |           |          |        |           |           | PDE/EMO Study                   |
| 4132532         | SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY LINE TO CR-708/BRIDGE ROAD     | 2025 | \$2,269 |       |                         |         |         |              |          |         |              |           |          |        |           |           | PDE/EMO Study                   |
| 4132542         | SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH MEADOWS                      | 2025 | \$2,150 |       |                         |         |         |              |          |         |              |           |          |        |           |           | PDE/EMO Study                   |
| 4215486         | SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD  |      |         |       | 2024                    |         | \$2     |              |          |         | 2025         | \$27,380  |          |        |           |           | Add Lanes and Reconstruct       |
| 4215487         | SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST |      |         |       |                         |         |         |              |          |         | 2025         | \$8,975   |          |        |           |           | Add Auxiliary Lane(s)           |
| 4226815         | SR-9/I-95 FROM HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE            | 2025 | \$2,775 |       |                         |         |         |              |          |         |              |           |          |        |           |           | PDE/EMO Study                   |
| 4226816         | I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70                        | 2025 | \$3,932 |       |                         |         |         |              |          |         |              |           |          |        |           |           | PDE/EMO Study                   |
| 4355131         | SR-9/I-95 @ SR-842/BROWARD BOULEVARD                                   |      |         |       | 2024                    | \$118   |         | 2025         | \$5,985  | \$1,810 |              |           |          |        |           |           | Interchange - Add Lanes         |
| 4355141         | SR-9/I-95 @ SUNRISE BLVD. INTERCHANGE IMPROVEMENT                      |      |         |       | 2024                    | \$121   | \$5     | 2024         | \$3,696  | \$3,696 | 2025         | \$39,878  |          |        |           |           | Interchange - Add Lanes         |
| 4358041         | SR-9/I-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE                      | 2024 |         | \$7   | 2024                    | \$14    |         | 2024         | \$8,282  | \$211   | 2025         | \$54,085  | \$140    |        |           |           | Interchange Just/Mod            |
| 4358083         | SR-9/I-95 E OF 95 RAMPS T/FR COMMERCIAL BLVD N ANDREWS AV FRONTAGE RD  |      |         |       |                         |         |         | 2025         | \$286    | \$3,572 |              |           |          |        |           |           | Add Lanes and Reconstruct       |
| 4398911         | SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95    |      |         |       | 2024                    | \$808   | \$36    | 2024         | \$11,664 | \$32    | 2025         | \$151,119 | \$94,689 |        |           |           | Add Lanes and Reconstruct       |
| 4417231         | SR-9/I-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-595                       |      |         |       | 2024                    |         | \$101   |              |          |         | 2025         |           | \$3,748  |        |           |           | Add Lanes and Rehabilitate Pvmt |
| 4442022         | SR-9/I-95 FROM 6TH AVE SOUTH TO NORTH OF SR-704/OKEECHOBEE BLVD        | 2025 | \$1,859 | \$95  |                         |         |         |              |          |         |              |           |          |        |           |           | PDE/EMO Study                   |
| 4456731         | I-595 EASTBOUND TO NORTHBOUND RAMP AT SR-7/US-441                      |      |         |       | 2024                    |         | \$2     |              |          |         | 2025         | \$2,858   | \$1,750  |        |           |           | Interchange - Add Lanes         |
| 4355161         | SR-9/I-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.             |      |         |       | 2026                    | \$8,993 |         |              |          |         |              |           |          |        |           |           | Interchange - Add Lanes         |
| 4358031         | SR-9/I-95 @ NORTHLAKE BOULEVARD INTERCHANGE                            | 2024 |         | \$8   | 2024                    | \$42    | \$1     | 2024         | \$4,252  | \$28    | 2026         | \$61,142  | \$440    |        |           |           | Interchange - Add Lanes         |
| 4365191         | SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST                        |      |         |       | 2024                    |         | \$78    | 2025         | \$7,153  |         | 2026         | \$9,476   | \$12,303 |        |           |           | Interchange - Add Lanes         |
| 4369631         | SR-9/I-95 @ 6TH AVENUE SOUTH   |      |         |       | 2024                    |         | \$7     | 2024         | \$53     |         | 2026         | \$1,158   |          |        |           |           | Interchange - Add Lanes         |
| 4378681         | SR-80/SOUTHERN BLVD. RAMPS AND SR-7/US-441                             |      |         |       | 2024                    | \$105   | \$9     |              |          |         | 2026         | \$9,576   |          |        |           |           | Add Turn Lane(s)                |
| 4391711         | SR-9/I-95 AT DAVIE BOULEVARD   | 2024 | \$8     |       | 2026                    | \$20    |         |              |          |         |              |           |          |        |           |           | Interchange - Add Lanes         |

**LEGEND**

**Tentative Work Program**

**FY 2024/2025 thru 2028/2029  
As of 12/07/2023**

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 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 |                           |
| 4442021 | SR-9/I-95 FROM SOUTH OF LINTON BLVD/CR-782 TO 6TH AVE SOUTH            | 2026 |         | \$1,575 |                         |          |       |              |          |         |              |           |       |        |    |    | PDE/EMO Study             |
| 2319321 | SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE                                  |      |         |         | 2024                    | \$15     | \$6   | 2024         | \$9,382  | \$1,515 | 2027         | \$127,160 |       |        |    |    | Interchange - Add Lanes   |
| 4132581 | SR-9/I-95 @ LANTANA ROAD   |      |         |         | 2024                    |          | \$61  | 2024         | \$13,714 | \$105   | 2027         | \$60,875  | \$404 |        |    |    | Interchange Just/Mod      |
| 4132601 | SR-9/I-95 @ PALM BEACH LAKES BLVD                                      |      |         |         | 2024                    | \$20     | \$141 |              |          |         | 2027         | \$16,622  | \$91  |        |    |    | Interchange Just/Mod      |
| 4372791 | SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD    | 2024 |         | \$2     | 2028                    | \$625    |       | 2024         | \$2,452  |         | 2027         | \$31,157  |       |        |    |    | Interchange - Add Lanes   |
| 4391701 | SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD | 2025 | \$2,015 | \$11    | 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 MLD  |
| 4391704 | SR-9/I-95 FROM N OF SR-822/SHERIDAN ST TO N OF SR-848/STIRLING RD      |      |         |         | 2027                    | \$8,010  |       |              |          |         |              |           |       |        |    |    | Interchange Just/Mod MLD  |
| 4391705 | SR-9/I-95 FROM N OF SR-848/STIRLING RD TO N OF SR-818/GRIFFIN RD       |      |         |         | 2027                    | \$10,010 | \$740 |              |          |         |              |           |       |        |    |    | Interchange Just/Mod MLD  |
| 4391706 | SR-9/I-95 CD RD - N OF SR-820/HOLLYWOOD BLVD TO N OF SR-818/GRIFFIN RD |      |         |         | 2027                    | \$10,010 |       |              |          |         |              |           |       |        |    |    | Interchange Just/Mod MLD  |
| 4391707 | SR-9/I-95 EXPRESS LANES FROM MIAMI-DADE/BC COL TO N SR-818/GRIFFIN RD  |      |         |         | 2027                    | \$14,010 |       |              |          |         |              |           |       |        |    |    | Interchange Just/Mod MLD  |
| 4512241 | SR-80/JOG ROAD IMPROVEMENTS  |      |         |         | 2025                    | \$794    |       |              |          |         | 2027         | \$2,025   | \$66  |        |    |    | Add Left Turn Lane(s)     |
| 4533332 | SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD   |      |         |         | 2029                    | \$7,040  |       | 2027         | \$28,846 |         |              |           |       |        |    |    | Add Lanes and Reconstruct |
| 4327091 | I-75/SR-93 EAST SIDE RAMP IMPROVEMENTS AT GRIFFIN ROAD                 |      |         |         | 2028                    |          | \$338 |              |          |         |              |           |       |        |    |    | Interchange Just/Mod      |
| 4533331 | SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO CR-609/ALLAPATAH ROAD      |      |         |         | 2029                    | \$1,835  | \$150 | 2028         | \$13,493 |         |              |           |       |        |    |    | Add Lanes and Reconstruct |
| 4127331 | SR-9/I-95 @ 10TH AVE NORTH   |      |         |         | 2024                    |          | \$85  |              |          |         | 2029         | \$70      |       |        |    |    | Interchange - Add Lanes   |
| 4358082 | SR-9/I-95 FROM S OF COMMERCIAL BLVD. TO CYPRESS CREEK ROAD             |      |         |         |                         |          |       | 2024         |          | \$6     | 2029         | \$59,349  |       |        |    |    | Interchange Just/Mod      |
| 4461681 | SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP       | 2024 |         | \$1     | 2025                    |          | \$782 | 2025         |          | \$634   | 2029         | \$7,362   |       |        |    |    | Interchange - Add Lanes   |

**Rail**

|         |  |      |         |         |  |  |  |  |  |  |  |  |  |  |  |  |                       |
|---------|--|------|---------|---------|--|--|--|--|--|--|--|--|--|--|--|--|-----------------------|
| 4170315 | SFECC CORRIDOR TRANSIT ALT, FROM MIAMI TO BROWARD        | 2025 |         | \$7,064 |  |  |  |  |  |  |  |  |  |  |  |  | Rail Capacity Project |
| 4170317 | SFECC CORRIDOR TRANSIT ALT, FOR PALM BEACH COUNTY        | 2025 |         | \$1,350 |  |  |  |  |  |  |  |  |  |  |  |  | Rail Capacity Project |
| 4521751 | SFRC - OVERPASS FEASIBILITY STUDIES AT VARIOUS LOCATIONS | 2026 | \$1,333 |         |  |  |  |  |  |  |  |  |  |  |  |  | PTO Studies MLD       |

**Seaport**

|         |   |  |  |  |  |  |  |  |  |  |  |  |  |      |          |          |                          |
|---------|---|--|--|--|--|--|--|--|--|--|--|--|--|------|----------|----------|--------------------------|
| 4301231 | PORT EVERGLADES NEW BULKHEAD AT BERTHS 9 AND 10 |  |  |  |  |  |  |  |  |  |  |  |  | 2024 | \$23,900 | \$7,968  | Seaport Capacity Project |
| 4448541 | PORT EVERGLADES CARGO BERTH IMPROVEMENTS        |  |  |  |  |  |  |  |  |  |  |  |  | 2024 | \$10,866 | \$2,716  | Seaport Capacity Project |
| 4407051 | PORT OF PALM BEACH UPLAND CARGO IMPROVEMENTS    |  |  |  |  |  |  |  |  |  |  |  |  | 2025 | \$3,185  | \$3,125  | Seaport Capacity Project |
| 4538021 | NEW BULKHEADS 16, 17, AND 18                    |  |  |  |  |  |  |  |  |  |  |  |  | 2029 | \$31,813 | \$10,604 | Seaport Capacity Project |

**LEGEND**

**Tentative Work Program**

**FY 2024/2025 thru 2028/2029  
As of 12/07/2023**

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.

# SIS INVESTMENT PLAN





## District 4

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

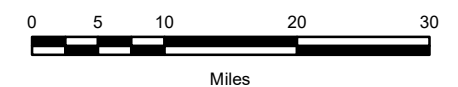
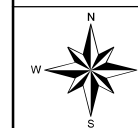
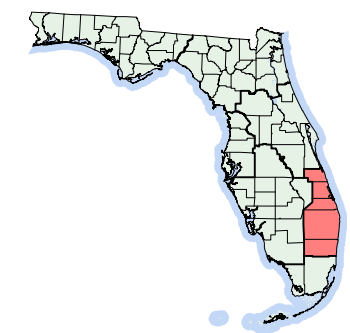
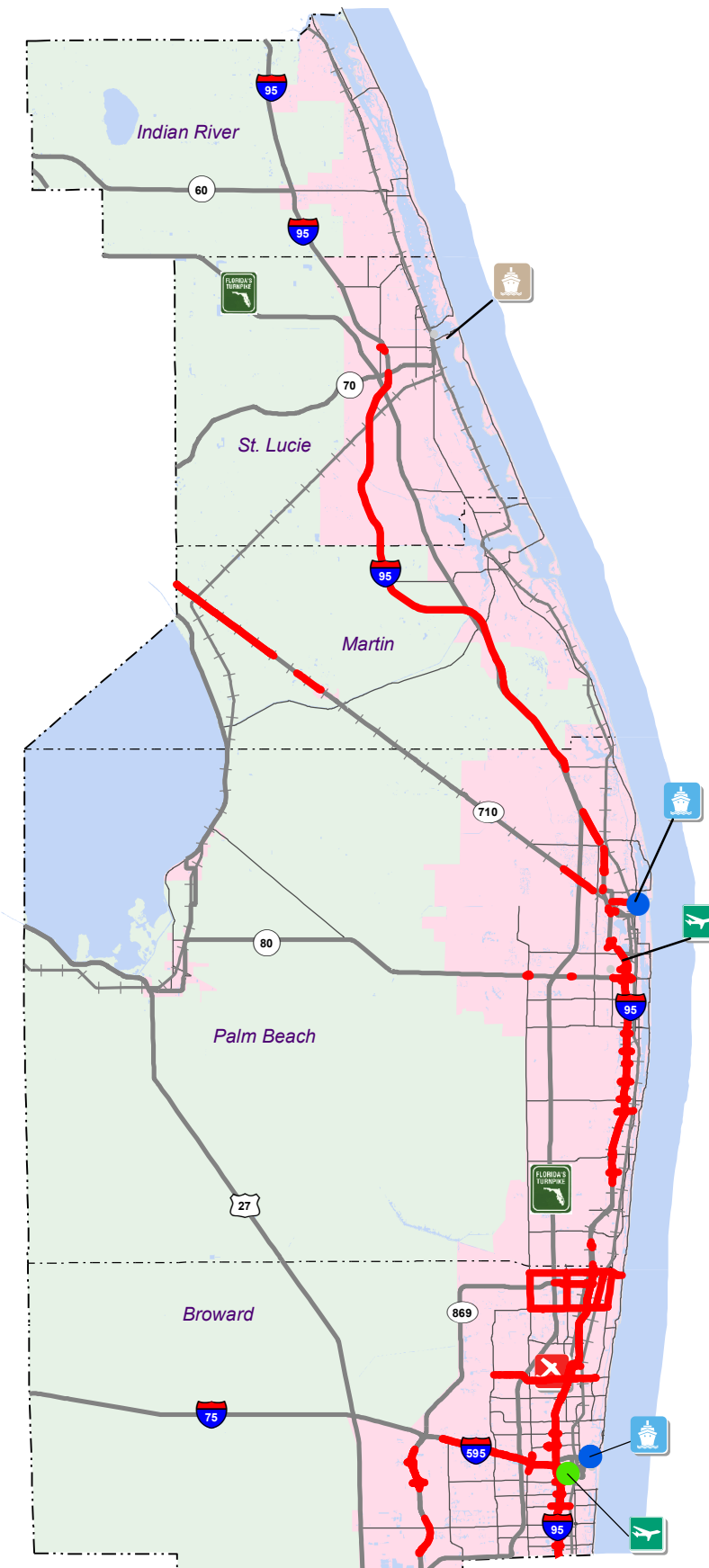
FY 2024/2025 thru 2028/2029  
as of December 7, 2023

#### LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

#### SIS Facilities

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





**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        |                            |                           |
| <b>Aviation</b> |   |      |         |         |                         |          |          |              |          |          |              |           |           |        |          |           |                            |                           |
| 4485781         | ORANGE-ORLANDO INTL TERMINAL COMPLEX                                  |      |         |         |                         |          |          |              |          |          |              |           |           | 2025   | \$16,178 | \$77,257  | Aviation Capacity Project  |                           |
| 4353221         | BREVARD-SPACE FL PROCESSING & RANGE FACILITY IMPROVEMENTS             |      |         |         |                         |          |          |              |          |          |              |           |           | 2029   | \$57,500 | \$87,541  | Spaceport Capacity Project |                           |
| 4368631         | BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE                       |      |         |         |                         |          |          |              |          |          |              |           |           | 2029   | \$58,080 | \$37,852  | Spaceport Capacity Project |                           |
| 4370691         | BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/CARGO        |      |         |         |                         |          |          |              |          |          |              |           |           | 2029   | \$57,500 | \$80,431  | Spaceport Capacity Project |                           |
| 4370701         | BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES                 |      |         |         |                         |          |          |              |          |          |              |           |           | 2029   | \$57,500 | \$80,427  | Spaceport Capacity Project |                           |
| 4485782         | ORANGE-ORLANDO INTL SOUTH TERMINAL PHASE 1 EXPANSION                  |      |         |         |                         |          |          |              |          |          |              |           |           | 2029   | \$9,500  | \$9,500   | Aviation Capacity Project  |                           |
| 4538181         | ORANGE-ORLANDO INTERNATIONAL AIRPORT-ROAD REALIGNMENT                 |      |         |         |                         |          |          |              |          |          |              |           |           | 2029   | \$8,750  | \$8,750   | Aviation Capacity Project  |                           |
| <b>Highway</b>  |   |      |         |         |                         |          |          |              |          |          |              |           |           |        |          |           |                            |                           |
| 2408361         | SR 40 FROM SR 15 US 17 TO SR 11                                       |      |         |         | 2024                    |          | \$11     | 2024         | \$6,637  | \$220    |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 2408371         | SR 40 FROM W OF SR 11 TO W OF CONE ROAD                               |      |         |         | 2024                    |          | \$10     | 2024         | \$3,897  | \$180    |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 2424844         | I-4 FROM S OF US 441 (OBT) TO S. OF IVANHOE BLVD.                     |      |         |         | 2024                    |          | \$79     |              |          |          |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 2424847         | SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD          |      |         |         | 2024                    | \$16     |          |              |          |          |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 2424848         | SR 400 (I-4) E OF CR 522 (OSCEOLA PKWY) TO WEST OF SR 528             |      |         |         | 2029                    | \$13,504 | \$156    | 2024         | \$78,303 | \$54,655 |              |           |           |        |          |           |                            | 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                    | \$750    | \$12     | 2024         | \$51,438 | \$15,284 |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 4074023         | SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF SR 3                      |      |         |         | 2024                    |          | \$395    | 2024         | \$10,745 | \$230    |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 4074024         | SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE                |      |         |         | 2024                    |          | \$5,700  | 2024         | \$1,696  | \$180    |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 4102511         | SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40                       |      |         |         | 2024                    |          | \$626    | 2024         |          | \$549    |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 4106742         | SR 40 FROM END OF 4 LANES TO EAST OF CR 314                           |      |         |         | 2024                    |          | \$35     |              |          |          |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 4106743         | SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A                          |      |         |         | 2024                    |          | \$1      | 2024         |          | \$42,320 |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 4106744         | SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD                              |      |         |         | 2024                    |          | \$245    |              |          |          |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 4197722         | I-95 INTERCHANGE AT SR 5 (US 1)                                       | 2024 |         | \$5     | 2025                    |          | \$205    |              |          |          |              |           |           |        |          |           |                            | Interchange - Add Lanes   |
| 4269054         | ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN RHODES BLVD TO W OF WICKHAM |      |         |         |                         |          |          | 2024         |          | \$34,228 |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 4270561         | SR 50/SR 33 FROM CR 565 (VILLA CITY) TO CR 565A (MONTEVISTA)          | 2024 |         | \$5     | 2024                    |          | \$14     | 2024         | \$26,149 | \$14,496 |              |           |           |        |          |           |                            | New Road Construction     |
| 4314562         | SR 400 (I-4) OSCEOLA COUNTY LINE TO EAST OF SR 536                    |      |         |         |                         |          |          |              |          |          | 2024         |           | \$229,270 |        |          |           |                            | Add Lanes and Reconstruct |
| 4321931         | I-4 MANAGED LANES FROM KIRKMAN TO SR 434                              |      |         |         | 2029                    |          | \$756    |              |          |          | 2024         | \$149,793 | \$206,445 | 2029   | \$8,047  | \$137,100 | Add Lanes and Reconstruct  |                           |
| 4358594         | SR 50 FROM EAST OF CR 757 TO EAST OF THE SUMTER/LAKE COUNTY LINE      |      |         |         | 2024                    |          | \$97     | 2024         |          | \$36,419 |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 4358595         | SR 50 FROM EAST OF THE SUMTER/LAKE COUNTY LINE TO CR 33               |      |         |         | 2024                    |          | \$1,078  | 2024         |          | \$38,834 |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |
| 4362921         | I-95 INTERCHANGE AT PIONEER TRAIL                                     | 2024 |         | \$10    | 2024                    | \$400    | \$28     | 2024         |          | \$2,566  | 2024         | \$59,912  | \$57,541  |        |          |           |                            | Interchange (New)         |
| 4436231         | I-75 (SR 93) FROM TURNPIKE (SR 91) TO SR 200                          | 2024 |         | \$3,692 |                         |          |          |              |          |          |              |           |           |        |          |           |                            | PDE/EMO Study             |
| 4436241         | I-75 (SR 93) FROM SR 200 TO CR 234                                    | 2024 | \$1,250 | \$1,821 |                         |          |          |              |          |          |              |           |           |        |          |           |                            | PDE/EMO Study             |
| 4436245         | I-75 (SR 93) FROM SR 200 TO SR 326 - PHASE 1                          | 2024 |         | \$10    |                         |          |          |              |          |          |              |           |           |        |          |           |                            | Add Auxiliary Lane(s)     |
| 4447871         | SR 401 BRIDGE REPLACEMENT   | 2024 |         |         | 2025                    |          | \$183    |              |          |          |              |           |           |        |          |           |                            | PDE/EMO Study             |
| 4487761         | OSCEOLA PKWY FROM DYER BLVD TO FLORIDA TURNPIKE                       |      |         |         | 2024                    |          | \$205    |              |          |          |              |           |           |        |          |           |                            | ITS Communication System  |
| 4497631         | SR 423 / JOHN YOUNG PARKWAY FROM SR 408 TO SHADER ROAD                |      |         |         | 2024                    |          | \$14     |              |          |          | 2024         |           | \$879     |        |          |           |                            | ITS Communication System  |
| 4502271         | I-4 & I-95 WRONG WAY DRIVING BUNDLE #1 (VOLUSIA & FLAGLER)            |      |         |         |                         |          |          |              |          |          | 2024         |           | \$2,262   |        |          |           |                            | ITS Surveillance System   |
| 4352091         | I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST | 2024 |         | \$10    | 2024                    |          | \$333    | 2024         |          | \$34,744 | 2025         | \$56,904  | \$44,373  |        |          |           |                            | Interchange (New)         |
| 4502272         | I-95 WRONG WAY DRIVING BUNDLE #2 (VOLUSIA & FLAGLER)                  |      |         |         |                         |          |          |              |          |          | 2025         |           | \$2,660   |        |          |           |                            | ITS Surveillance System   |
| 4520741         | I-75 IMPROVEMENTS FROM SR 200 TO SR 326                               | 2024 |         | \$10    | 2025                    |          | \$13,179 | 2024         |          | \$37,040 | 2025         |           | \$89,618  |        |          |           |                            | Add Auxiliary Lane(s)     |
| 4520742         | I-75 IMPROVEMENTS FROM SOUTH OF S.R.44 TO S.R. 200                    | 2024 |         | \$5     | 2025                    |          | \$28,013 | 2024         |          | \$75,150 | 2025         |           | \$246,286 |        |          |           |                            | Add Auxiliary Lane(s)     |
| 4535871         | I-95 INTERCHANGE AT MALABAR RD  | 2025 |         | \$3,530 |                         |          |          |              |          |          |              |           |           |        |          |           |                            | Interchange - Add Lanes   |
| 4535881         | I-95 INTERCHANGE AT SR-40   | 2025 |         | \$3,530 |                         |          |          |              |          |          |              |           |           |        |          |           |                            | Interchange - Add Lanes   |
| 4269052         | ST JOHNS HERITAGE PKWY @ ELLIS RD FROM JOHN RHODES TO W OF WICKHAM RD |      |         |         | 2024                    |          | \$10     |              |          |          | 2026         |           | \$34,155  |        |          |           |                            | Add Lanes and Reconstruct |
| 4289471         | SR 40 FROM BREAKAWAY TRAIL TO WILLIAMSON BLVD                         |      |         |         | 2024                    |          | \$191    | 2026         | \$5,462  | \$120    |              |           |           |        |          |           |                            | Add Lanes and Reconstruct |

**LEGEND**

**Tentative Work Program**  
**FY 2024/2025 thru 2028/2029**  
**As of 12/07/2023**

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 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       |                             |
| 4314561         | SR 400 (I-4) WEST OF CR 532 TO EAST OF CR 522 (OSCEOLA PARKWAY) |      |         |         | 2024                    |          | \$14,013 | 2024         | \$34,609 | \$71,320 | 2026         | \$478,704 | \$771,915 |        |          |          | Add Lanes and Reconstruct   |
| 4197723         | I-95 INTERCHANGE AT SR 5 (US 1)                                 | 2024 |         | \$15    | 2027                    |          | \$12,791 | 2024         |          | \$38,417 | 2027         | \$130,588 | \$109,486 |        |          |          | Interchange - Add Lanes     |
| 4372002         | US 17/92 FROM IVY MIST LANE TO AVENUE A                         |      |         |         | 2027                    |          | \$7,000  |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct   |
| 4136721         | I-4 FROM POLK CO LINE TO SAXON BLVD                             |      |         |         |                         |          |          |              |          |          | 2028         | \$1,547   | \$4,696   |        |          |          | ITS Freeway Management MLD  |
| 4436243         | I-75 (SR 93) AT SR 326  |      |         |         | 2028                    | \$12,300 |          |              |          |          |              |           |           |        |          |          | Interchange Just/Mod        |
| 4484561         | LPGA BLVD FROM US 92 (SR 600) TO WILLIAMSON BLVD                | 2024 |         | \$3     | 2024                    |          | \$852    | 2028         |          | \$10,192 |              |           |           |        |          |          | PDE/EMO Study               |
| 4084642         | SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472  |      |         |         | 2029                    | \$9,696  | \$12     |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct   |
| 4468261         | I-95 (SR 9) @ MAYTOWN ROAD NEW INTERCHANGE                      | 2029 |         | \$2,550 |                         |          |          |              |          |          |              |           |           |        |          |          | PDE/EMO Study               |
| 4525741         | SR60 FROM POLK COUNTY LINE TO US 441                            | 2029 | \$3,500 | \$70    |                         |          |          |              |          |          |              |           |           |        |          |          | Add Lanes and Reconstruct   |
| <b>Railways</b> |   |      |         |         |                         |          |          |              |          |          |              |           |           |        |          |          |                             |
| 4129948         | CENTRAL FLORIDA COMMUTER RAIL SYSTEM OPERATIONS AND MAINTENANC  |      |         |         |                         |          |          |              |          |          |              |           |           | 2025   |          | \$88,725 | Intermodal Capacity Project |
| <b>Seaport</b>  |   |      |         |         |                         |          |          |              |          |          |              |           |           |        |          |          |                             |
| 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   | \$20,570 | \$15,528 | Seaport Capacity Project    |
| 4538161         | BREVARD-PORT CANAVERAL NORTH CARGO BERTH 8                      |      |         |         |                         |          |          |              |          |          |              |           |           | 2028   | \$7,500  | \$12,500 | Seaport Capacity Project    |

**LEGEND**

**Tentative Work Program**  
 FY 2024/2025 thru 2028/2029  
 As of 12/07/2023

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.

# SIS INVESTMENT PLAN





## District 2

State of Florida Department of Transportation  
Systems Implementation Office

## Tentative Work Program

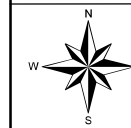
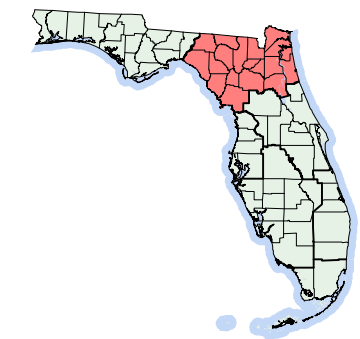
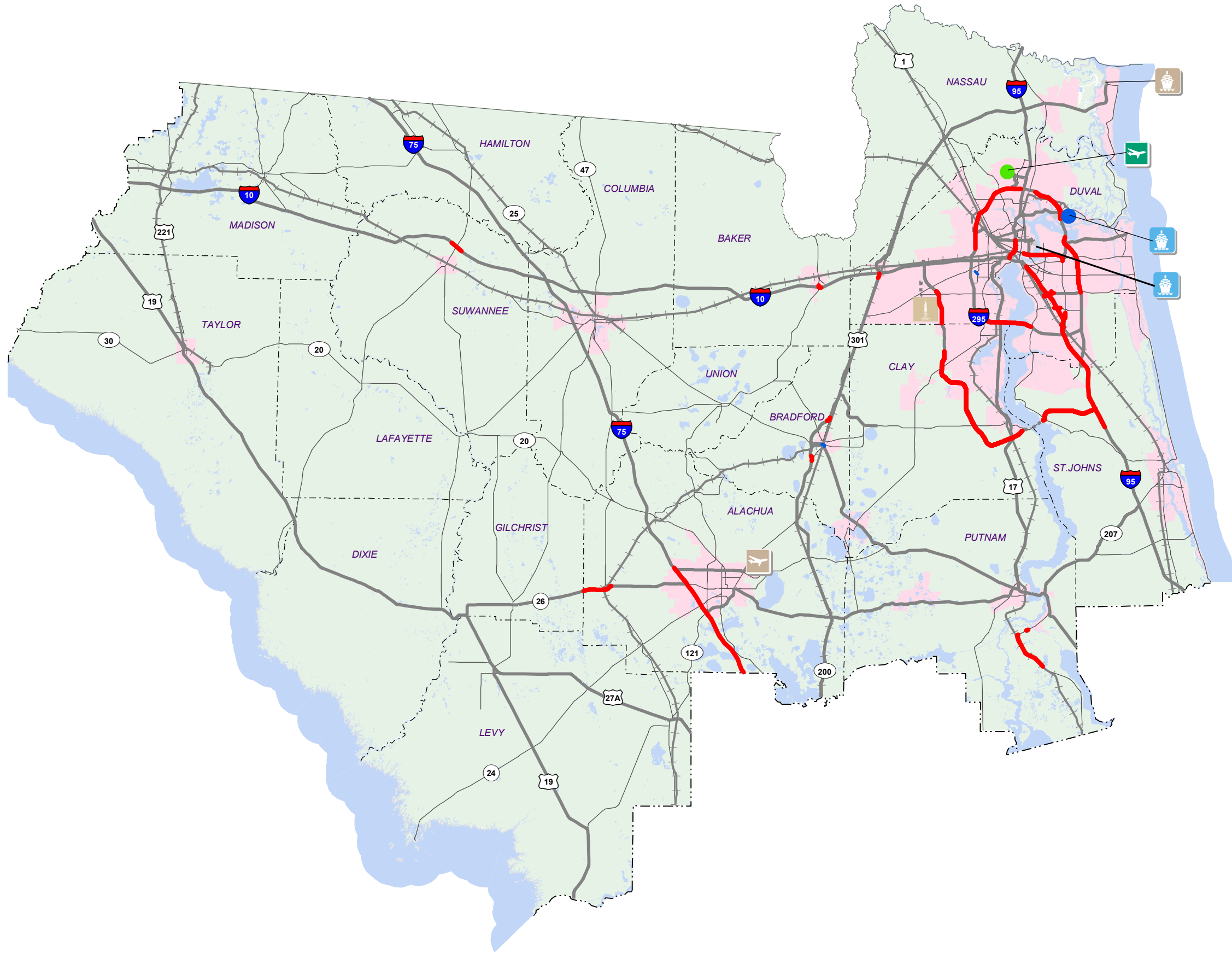
FY 2024/2025 thru 2028/2029  
as of December 7, 2023

### 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 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       |                           |                                 |
| <b>Aviation</b> |  |      |         |         |                         |          |          |              |          |          |              |           |           |           |          |          |                           |                                 |
| 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 |                                 |
| <b>Highway</b>  |  |      |         |         |                         |          |          |              |          |          |              |           |           |           |          |          |                           |                                 |
| 2511563         | PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395                |      |         |         |                         |          |          |              |          |          |              |           | 2024      | \$165,907 | \$21,350 | 2029     | \$142,881                 | New Road Construction           |
| 2511565         | PORT OF MIAMI TUNNEL OVERSIGHT CONSULTANT                              |      |         |         | 2029                    |          | \$45     |              |          |          |              |           | 2024      | \$4,200   |          |          |                           | INSPECT CONSTRUCTION PROJIS.    |
| 4106465         | SR 934/NE/NW 79 ST FROM WEST OF I-95(13 CT.) TO END OF SR 934/1 WAY PR |      |         |         | 2024                    |          | \$55     |              |          |          |              |           |           |           |          |          |                           | Add Lanes and Reconstruct       |
| 4149641         | SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE         | 2024 | \$415   | \$122   | 2024                    |          | \$1,828  |              |          |          |              |           |           |           |          |          |                           | PDE/EMO Study                   |
| 4184235         | SR 826/PALMETTO EXPY FROM I-75 TO GOLDEN GLADES INTERCHANGE            |      |         |         |                         |          |          | 2024         | \$1,158  |          |              |           |           |           |          |          |                           | Add Special Use Lane            |
| 4231261         | SR 836/I-95 INTERCHANGE RAMP FROM NW 17 AVE TO I-95 (MDX)              |      |         |         |                         |          |          |              |          |          |              | 2024      |           | \$4,835   |          |          |                           | INTERCHANGE (MODIFY)            |
| 4232513         | SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)     |      |         |         | 2024                    |          | \$17     | 2024         | \$4      | \$8,447  | 2024         | \$52,199  | \$2,968   |           |          |          |                           | Add Lanes and Reconstruct       |
| 4283581         | SR 826/PALMETTO EXPY - SR 826 EASTBOUND RAMP TO SR 9A/I-95 NORTHBOUND  |      |         |         | 2024                    |          | \$89     | 2024         | \$150    | \$1,732  | 2024         | \$1,393   | \$110,762 |           |          |          |                           | Interchange Ramp (New)          |
| 4283584         | SR 7 AND SR 9/GOLDEN GLADES INTERCHANGE VARIOUS RAMP IMPROVEMENTS      |      |         |         | 2024                    |          | \$11     | 2024         |          | \$5      | 2024         | \$2,520   | \$130,169 |           |          |          |                           | Interchange Ramp (New)          |
| 4283588         | SR 826 CONNECTOR AT GOLDEN GLADES INTERCHG AND VARIOUS RAMP            |      |         |         | 2025                    |          | \$71     |              |          |          | 2024         |           | \$121,305 |           |          |          |                           | Add Lanes and Reconstruct       |
| 4357602         | SR 826/PALMETTO EXPY FROM N.OF CANAL C-8 BRDG(162ST) TO E.OF NW 67 AVE |      |         |         | 2026                    |          | \$14     | 2024         |          | \$1      |              |           |           |           |          |          |                           | Add Lanes and Reconstruct       |
| 4365651         | SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY INTERCHANGE          | 2024 |         | \$8     | 2024                    |          | \$22     | 2024         | \$1,378  | \$141    | 2024         | \$186,986 | \$101     |           |          |          |                           | Interchange Ramp (New)          |
| 4469471         | WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS                 |      |         |         | 2024                    |          | \$1      |              |          |          | 2024         |           | \$35      |           |          |          |                           | ITS Freeway Management          |
| 4469472         | WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS - PHASE 2       |      |         |         | 2024                    |          | \$2      |              |          |          | 2024         |           | \$9,112   |           |          |          |                           | ITS Freeway Management          |
| 4402282         | I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD                    | 2025 |         | \$54    |                         |          |          |              |          |          |              |           |           |           |          |          |                           | PDE/EMO Study                   |
| 4469473         | WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS - PHASE 3       |      |         |         | 2024                    |          | \$191    |              |          |          | 2025         |           | \$7,043   |           |          |          |                           | ITS Freeway Management          |
| 4184236         | SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET    | 2026 |         | \$6,600 |                         |          |          |              |          |          |              |           |           |           |          |          |                           | PDE/EMO Study                   |
| 4232514         | SR 25/OKEECHOBEE RD FROM E. OF NW 116 WAY TO E. OF NW 87 AVE(CONCRETE) |      |         |         | 2024                    | \$38     | \$67     | 2024         | \$47,221 | \$13,123 | 2026         | \$358,237 | \$5,150   |           |          |          |                           | Add Lanes and Rehabilitate Pvmt |
| 4357603         | SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE           |      |         |         | 2026                    |          | \$15     |              |          |          |              |           |           |           |          |          |                           | Add Lanes and Reconstruct       |
| 4357604         | SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE           |      |         |         | 2026                    |          | \$24     |              |          |          |              |           |           |           |          |          |                           | Add Lanes and Reconstruct       |
| 4357605         | SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE           |      |         |         | 2026                    |          | \$24     |              |          |          |              |           |           |           |          |          |                           | Add Lanes and Reconstruct       |
| 4357606         | SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE           |      |         |         | 2026                    |          | \$24     |              |          |          |              |           |           |           |          |          |                           | Add Lanes and Reconstruct       |
| 4149648         | SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET    | 2024 |         | \$6,200 | 2027                    | \$10     | \$5,720  |              |          |          |              |           |           |           |          |          |                           | PDE/EMO Study                   |
| 4326391         | SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST              | 2024 |         | \$20    | 2025                    | \$35,165 | \$20     | 2027         | \$82,210 |          |              |           |           |           |          |          |                           | Prelim Eng for Future Capacity  |
| 4149647         | SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET    | 2025 |         | \$6,700 | 2028                    |          | \$10,340 |              |          |          |              |           |           |           |          |          |                           | PDE/EMO Study                   |
| 4149649         | SR 9A/I-95 FROM NORTH OF NW 143 STREET TO SOUTH OF SR 860/MIA GDNS DR  | 2028 | \$5,500 |         |                         |          |          |              |          |          |              |           |           |           |          |          |                           | PDE/EMO Study                   |
| 4283589         | GOLDEN GLADES INTERCHANGE ENGINEERING SUPPORT                          |      |         |         | 2024                    |          | \$2      |              |          |          | 2029         |           | \$1,350   |           |          |          |                           | Prelim Eng for Future Capacity  |
| 4531491         | SR 93/I-75 FROM SR 826/PALMETTO EXPY TO BROWARD COUNTY LINE            | 2029 |         | \$6,010 |                         |          |          |              |          |          |              |           |           |           |          |          |                           | PDE/EMO Study                   |
| <b>Rail</b>     |  |      |         |         |                         |          |          |              |          |          |              |           |           |           |          |          |                           |                                 |
| 4294872         | SFRC DOUBLE-TRACKING FROM HIALEAH MARKET TO MIC                        |      |         |         | 2024                    |          | \$211    | 2024         | \$56     | \$8,113  | 2025         |           | \$250     |           |          |          |                           | Rail Capacity Project           |
| <b>Seaport</b>  |  |      |         |         |                         |          |          |              |          |          |              |           |           |           |          |          |                           |                                 |
| 4538201         | PORT MIAMI CARGO MOBILITY OPTIMIZATION                                 |      |         |         |                         |          |          |              |          |          |              |           |           | 2029      | \$20,100 | \$20,100 | Seaport Capacity Project  |                                 |

**LEGEND**

**Tentative Work Program**  
 FY 2024/2025 thru 2028/2029  
 As of 12/07/2023

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.

# SIS INVESTMENT PLAN




## District 6

State of Florida Department of Transportation  
Systems Implementation Office

## Tentative Work Program

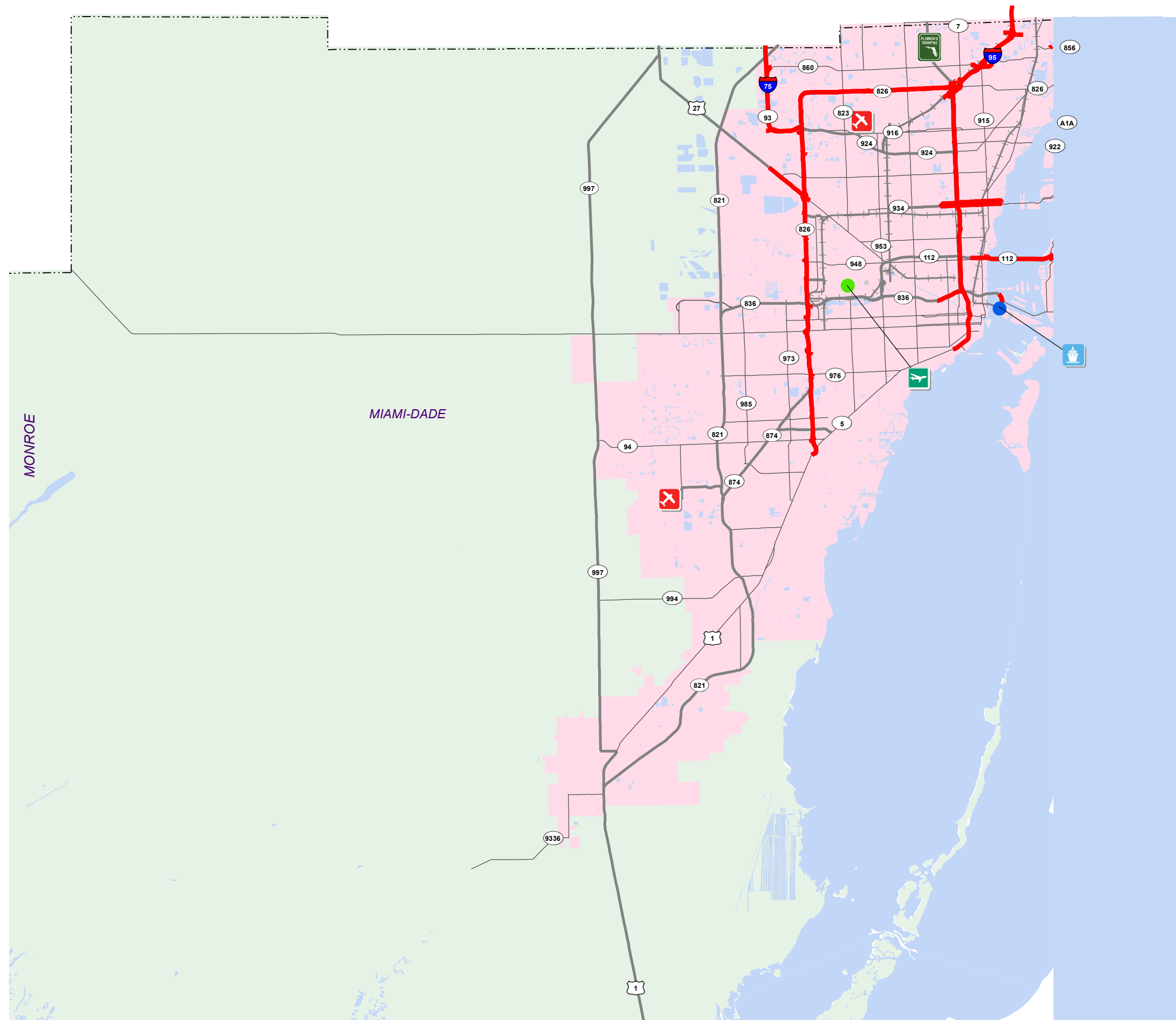
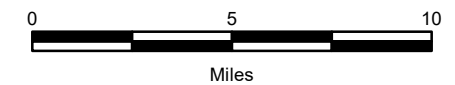
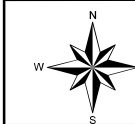
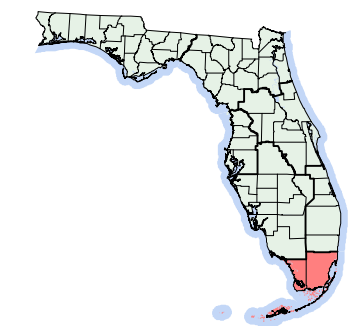
FY 2024/2025 thru 2028/2029  
as of December 7, 2023

### 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       |                                |
| <b>Aviation</b> |  |      |    |      |                         |          |          |              |           |         |              |           |           |        |          |          |                                |
| 4387531         | TAMPA INTERNATIONAL AIRPORT - PHASE 2 AND 3 MASTER PLAN PROJECTS       |      |    |      |                         |          |          |              |           |         |              |           |           | 2026   | \$90,000 | \$98,650 | Aviation Capacity Project      |
| 4444711         | ST PETE-CLEARWATER INTERNATIONAL AIRPORT - PASSENGER TERMINAL IMPROV.  |      |    |      |                         |          |          |              |           |         |              |           |           | 2027   | \$21,400 | \$37,400 | Aviation Capacity Project      |
| <b>Highway</b>  |  |      |    |      |                         |          |          |              |           |         |              |           |           |        |          |          |                                |
| 2569314         | US 92/SR 600/SR687/SR694/GANDY BLVD FROM 4TH ST TO W OF GANDY BRIDGE   |      |    |      | 2024                    |          | \$3,415  |              |           |         |              |           |           |        |          |          | Add Lanes and Reconstruct      |
| 2570861         | SR 694/GANDY BLVD FROM E OF US 19 TO E OF I-275 (SR 93)                |      |    |      | 2024                    |          | \$236    |              |           |         |              |           |           |        |          |          | Add Lanes and Reconstruct      |
| 4125311         | I275/SR 93 FM S OF SR60 TO N OF HILLS. RVR, SR60 FM S OF I275 TO SR589 |      |    |      | 2024                    | \$516    | \$67     |              |           |         |              |           |           |        |          |          | Interchange (New)              |
| 4136222         | CR 296(FUTURE SR686) FROM US 19 (SR 55) TO E OF ROOSEVELT/CR 296       |      |    |      | 2024                    |          | \$2      | 2024         | \$120     | \$5     |              |           |           |        |          |          | Bridge New Structure           |
| 4191822         | SR 45(US41) AT SR54 FROM W OF WILSON RD TO E OF OSPREY LN              |      |    |      | 2024                    |          | \$8      | 2024         | \$23,936  | \$418   |              |           |           |        |          |          | Interchange (New)              |
| 4192353         | I-75 (SR 93A) FROM S OF US 301 TO N OF BRUCE B DOWNS BLVD              | 2024 |    | \$53 |                         |          |          |              |           |         |              |           |           |        |          |          | PDE/EMO Study                  |
| 4245015         | I-275 (SR 93) FROM 54TH AVE S TO N OF 4TH ST. N                        |      |    |      | 2024                    |          | \$1      | 2024         | \$43      | \$6     |              |           |           |        |          |          | Add Lanes and Reconstruct      |
| 4303381         | I-4 EB FM EAST OF ORIENT ROAD TO W OF I-75 (SR 93A)                    |      |    |      | 2024                    |          | \$24     |              |           |         |              |           |           |        |          |          | New Road Construction          |
| 4305732         | I75/I275 FROM COUNTY LINE ROAD TO SR 56 (PHASE II)                     |      |    |      | 2024                    |          | \$59     | 2024         |           | \$1,804 |              |           |           |        |          |          | New Road Construction          |
| 4317463         | I-4/SR 400 FROM I-4/SELMON CONNECTOR TO E OF BRANCH FORBES ROAD        |      |    |      |                         |          |          | 2024         | \$33      |         |              |           |           |        |          |          | Add Lanes and Reconstruct      |
| 4337971         | US 19 (SR 55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD             |      |    |      | 2024                    |          | \$17     |              |           |         |              |           |           |        |          |          | Add Lanes and Reconstruct      |
| 4337991         | US 19 (SR 55) FROM S OF CR 95 TO PINE RIDGE WAY W                      |      |    |      | 2024                    |          | \$20     |              |           |         |              |           |           |        |          |          | Interchange (New)              |
| 4338211         | I-275 @ I-4 I-275 FM ROME TO MLK I-4 FM I-275 TO CONNECTOR             | 2024 |    | \$10 |                         |          |          |              |           |         |              |           |           |        |          |          | PDE/EMO Study                  |
| 4357502         | SR 60 FROM E OF DOVER RD TO E OF SR 39                                 |      |    |      | 2024                    |          | \$25     |              |           |         |              |           |           |        |          |          | Add Lanes and Reconstruct      |
| 4407491         | US 41/SR 45 AT CSX GRADE SEPARATION FR S OF SR 676 TO N OF SR 676      | 2024 |    | \$15 | 2024                    | \$230    | \$58     | 2024         |           | \$87    | 2024         |           | \$3       |        |          |          | Bridge New Structure           |
| 4412501         | US 92/SR 600/GANDY BLVD FROM 4TH ST TO WEST SHORE BLVD                 | 2024 |    | \$27 |                         |          |          |              |           |         |              |           |           |        |          |          | PDE/EMO Study                  |
| 4453171         | I-75/SR 93A SB FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE         |      |    |      | 2024                    | \$131    | \$19     | 2024         | \$106     |         | 2024         | \$51,402  |           |        |          |          | Add Lanes and Reconstruct      |
| 4453172         | I-75/SR 93A NB FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE         |      |    |      | 2024                    | \$6      |          | 2024         |           | \$76    | 2024         | \$58,910  |           |        |          |          | Add Lanes and Reconstruct      |
| 4489851         | BIG BEND RD FROM SIMMONS LOOP TO US 301                                |      |    |      |                         |          |          |              |           |         | 2024         |           | \$46,017  |        |          |          | Add Lanes and Reconstruct      |
| 4125312         | I-275 (SR 93)/SR 60 INTERCHANGE  |      |    |      |                         |          |          | 2024         | \$168,498 | \$135   | 2025         |           | \$1,043   |        |          |          | Interchange - Add Lanes        |
| 4340453         | I-275/SR93 FROM N OF HOWARD AVE TO N OF HILLSBOROUGH RIVER             |      |    |      | 2025                    | \$15,000 | \$4      |              |           |         |              |           |           |        |          |          | Add Lanes and Rehabilitate Pvm |
| 4376502         | I-75/SR 93A AT GIBSONTON DRIVE   |      |    |      | 2024                    | \$1,583  | \$4,702  | 2025         | \$3,000   |         |              |           |           |        |          |          | Interchange - Add Lanes        |
| 4456681         | US92/SR 600 FROM W END OF EB GANDY BRIDGE TO DALE MABRY HWY            |      |    |      |                         |          |          |              |           |         | 2025         |           | \$5,773   |        |          |          | ITS Communication System       |
| 4461311         | I-4/SR 400 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD      |      |    |      | 2024                    |          | \$85     |              |           |         | 2025         |           | \$4,874   |        |          |          | Add Auxiliary Lane(s)          |
| 4491091         | I-275 (SR 93) FROM N OF 38TH AVE N TO N OF 4TH ST N                    |      |    |      | 2024                    |          | \$11,470 |              |           |         | 2025         | \$105,000 | \$299,573 |        |          |          | Add Lanes and Reconstruct      |
| 4491092         | I-275 (SR 93) FROM N OF I-375 TO N OF 38TH AVE N                       |      |    |      | 2025                    | \$12,070 | \$16     | 2025         | \$20,200  | \$10    |              |           |           |        |          |          | Add Lanes and Reconstruct      |
| 4523761         | I-75 NORTHBOUND/SOUTHBOUND SKYWAY REST AREA - TPAS INSTALLATION        |      |    |      | 2024                    |          | \$251    |              |           |         | 2025         |           | \$1,002   |        |          |          | ITS Freeway Management         |
| 4535511         | I-75 FLORIDA REGIONAL ADVANCED MOBILITY ELEMENTS (FRAME)               |      |    |      |                         |          |          |              |           |         | 2025         |           | \$2,900   |        |          |          | ITS Communication System       |
| 4167351         | SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET      |      |    |      | 2024                    |          | \$116    | 2024         |           | \$15    | 2026         | \$58,864  | \$30      |        |          |          | Add Lanes and Rehabilitate Pvm |
| 4357501         | SR 60 FROM VALRICO RD TO E OF DOVER RD                                 |      |    |      | 2024                    |          | \$1      | 2026         | \$12,184  | \$760   |              |           |           |        |          |          | Add Lanes and Reconstruct      |
| 4461321         | I-4 EB EXIT RAMP TO I-75 FROM E OF TAMPA BYPASS CANAL TO W OF I-75     |      |    |      | 2024                    |          | \$13     |              |           |         | 2026         |           | \$5,556   |        |          |          | Add Auxiliary Lane(s)          |
| 4530561         | BIG BEND ROAD FROM US 41 TO COVINGTON GARDEN DRIVE                     |      |    |      |                         |          |          |              |           |         | 2026         |           | \$24,082  |        |          |          | Add Lanes and Reconstruct      |
| 4300562         | US 41 FROM S OF PENDOLA POINT/MADISON AVE TO DENVER ST                 |      |    |      | 2024                    |          | \$2      | 2027         |           | \$5,655 |              |           |           |        |          |          | Add Lanes and Reconstruct      |
| 4337961         | US 19 (SR 55) FROM S OF TIMBERLANE RD TO S OF LAKE ST                  |      |    |      | 2024                    |          |          | 2027         |           | \$220   |              |           |           |        |          |          | Add Lanes and Reconstruct      |
| 4340452         | I-275 (SR 93) FROM N OF LOIS AVE TO N OF HOWARD AVE                    |      |    |      | 2027                    | \$15,100 | \$2      |              |           |         |              |           |           |        |          |          | Add Lanes and Rehabilitate Pvm |
| 4357261         | I-4 (SR 400) FM W OF I-75 NB OFF RAMP TO E OF MANGO RD                 |      |    |      | 2026                    | \$1,629  |          | 2027         | \$15,309  |         |              |           |           |        |          |          | Interchange - Add Lanes        |
| 4461331         | I-4 WB AUXILIARY LANE FROM E OF WEIGH STATION TO W OF MCINTOSH RD      |      |    |      | 2024                    |          | \$5      |              |           |         | 2028         | \$3,687   |           |        |          |          | Add Auxiliary Lane(s)          |
| 4461341         | I-4 WB AUXILIARY LANE FROM E OF BETHLEHEM RD TO W OF BRANCH FORBES RD  |      |    |      | 2027                    | \$531    |          |              |           |         | 2028         | \$1,614   |           |        |          |          | Add Auxiliary Lane(s)          |
| 4461351         | I-4 EB AUXILIARY LANE FROM W OF BETHLEHEM RD TO W OF BRANCH FORBES RD  |      |    |      | 2024                    |          | \$18     |              |           |         | 2028         | \$3,620   |           |        |          |          | Add Auxiliary Lane(s)          |
| 2583721         | ITS ENGINEERING ANALYSIS & MINOR DESIGN- CONTINUING                    |      |    |      | 2029                    |          | \$4,007  |              |           |         |              |           |           |        |          |          | ITS Freeway Management MLD     |

#### LEGEND

#### Tentative Work Program

FY 2024/2025 thru 2028/2029  
As of 12/07/2023

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

#### NOTES

- All values in Thousands of "As-Programmed" Dollars.
- 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.
- Project costs are subject to change.
- Please refer to Appendix D of the Work Program Instructions for additional information regarding project Work Mix.



**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       |                              |
| 4387021        | ARTERIAL MANAGEMENT PROGRAM (AMP)                           |      |    |    | 2029                    |    | \$5,600 |              |    |    |              |    |    |        |          |          | Arterial Traffic Mgmt System |
| 4419351        | US 19/SR 55 FROM PASCO COUNTY LINE TO CITRUS COUNTY LINE    |      |    |    | 2029                    |    | \$487   |              |    |    |              |    |    |        |          |          | Arterial Traffic Mgmt System |
| 4419361        | US 41 FROM HILLSBOROUGH COUNTY LINE TO HERNANDO COUNTY LINE |      |    |    | 2029                    |    | \$644   |              |    |    |              |    |    |        |          |          | Arterial Traffic Mgmt System |
| <b>Seaport</b> |   |      |    |    |                         |    |         |              |    |    |              |    |    |        |          |          |                              |
| 4351301        | PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS                 |      |    |    |                         |    |         |              |    |    |              |    |    | 2027   | \$22,237 | \$35,488 | 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                   |      |    |    |                         |    |         |              |    |    |              |    |    | 2029   | \$42,993 | \$42,994 | Seaport Capacity Project     |

**LEGEND**

**Tentative Work Program**  
 FY 2024/2025 thru 2028/2029  
 As of 12/07/2023

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.

# SIS INVESTMENT PLAN





## District 7

State of Florida Department of Transportation  
Systems Implementation Office

### Tentative Work Program

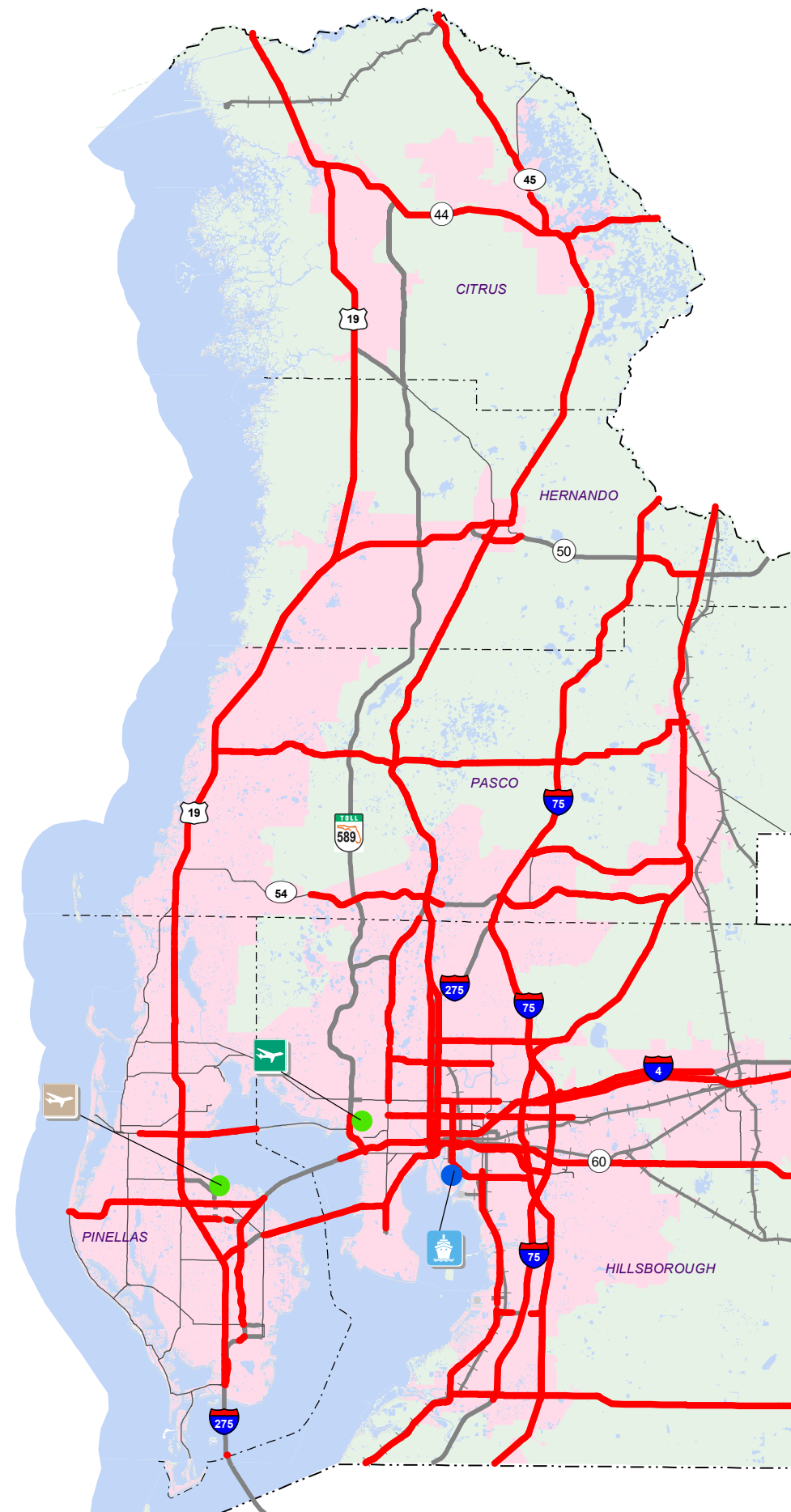
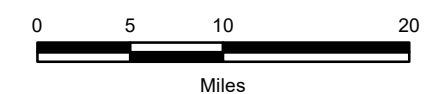
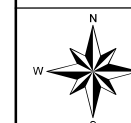
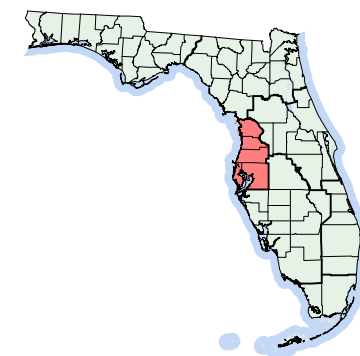
FY 2024/2025 thru 2028/2029  
as of December 7, 2023

#### 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 |                           |
| <b>Highway</b> |  |      |    |         |                         |    |          |              |    |          |              |    |           |        |    |    |                           |
| 4061435        | WIDEN TPK(SR91) WPB SERVICE PLAZA TO SOUTHERN BLVD (MP94-98)(4TO8LNS)  |      |    |         | 2024                    |    | \$1,930  |              |    |          | 2024         |    | \$294,232 |        |    |    | Add Lanes and Reconstruct |
| 4175451        | WIDEN SEMINOLE XWAY FROM ALOMA AVE TO SR 434 (MP 38 - 44) (4TO8 LANES) |      |    |         | 2024                    |    | \$437    |              |    |          | 2024         |    | \$289,162 |        |    |    | Add Lanes and Reconstruct |
| 4233742        | PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)          | 2024 |    | \$216   |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4233743        | PD&E FOR WIDEN TPK FROM N OF SR60 TO KISSIMMEE PARK RD (MP 193-238.5)  | 2024 |    | \$4,186 |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4336631        | SAND LAKE RD / TPK INTERCHANGE (SR482/SR91) (MP 257)                   |      |    |         | 2024                    |    | \$318    | 2024         |    | \$81     | 2024         |    | \$116,306 |        |    |    | Interchange (New)         |
| 4354611        | WIDEN SAWGRASS (SR869) ATLANTIC BLVD TO SAMPLE RD (MP 9-12)(6TO10 LNS) |      |    |         | 2024                    |    | \$542    | 2024         |    | \$7      | 2024         |    | \$125,186 |        |    |    | Add Lanes and Reconstruct |
| 4357631        | PD&E WIDEN SAWGRASS XWAY- S OF SUNRISE TO S OF US441 (MP 0.5 TO 18)    | 2024 |    | \$1     | 2024                    |    | \$136    |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4361941        | WIDEN TPK(SR91), PARTIN SETTLEMENT RD TO OSCEOLA PKWY(MP243.5-249)4TO8 | 2024 |    | \$1     | 2024                    |    | \$2,190  | 2024         |    | \$25,387 | 2024         |    | \$331,107 |        |    |    | Add Lanes and Reconstruct |
| 4370531        | GOLDEN GLADES INTERCHANGE IMPROVEMENTS (MAINLINE SPUR MP 0X)           |      |    |         | 2024                    |    | \$13     | 2024         |    | \$299    | 2024         |    | \$153,721 |        |    |    | Interchange - Add Lanes   |
| 4370533        | SR 9A/I-95 SOUTHBOUND FROM NW 135TH STREET TO BISCAYNE CANAL           |      |    |         | 2024                    |    | \$3      | 2024         |    | \$124    | 2024         |    | \$114,680 |        |    |    | Add Lanes and Reconstruct |
| 4370534        | SR 9A/I-95 NB FROM NW 143 ST TO JUST EAST OF NW 2ND AVENUE             |      |    |         | 2024                    |    | \$2      | 2024         |    | \$32     | 2024         |    | \$237,522 |        |    |    | Add Lanes and Reconstruct |
| 4370535        | GOLDEN GLADES INTERCHANGE IMPROVEMENTS - SPUR                          |      |    |         |                         |    |          |              |    |          | 2024         |    | \$113,104 |        |    |    | Add Lanes and Reconstruct |
| 4371531        | PD&E WIDEN SAWGRASS S OF US 441 TO POWERLINE (MP18-22)                 | 2024 |    | \$434   | 2024                    |    | \$3      |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4412241        | PD&E FOR WIDEN TPK FROM KISSIMMEE PARK RD TO US 192 (MP 238.5-242.5)   | 2024 |    | \$16    |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4412242        | KISSIMMEE PARK ROAD INTERCHANGE IMPROVEMENTS (MP 240)                  |      |    |         | 2024                    |    | \$1,130  | 2024         |    | \$9,236  | 2024         |    | \$5,126   |        |    |    | INTERCHANGE (MODIFY)      |
| 4412244        | WIDEN TPK (SR 91) (MP 239-242) & NEW NOLTE ROAD INTERCHANGE            |      |    |         | 2024                    |    | \$3      |              |    |          | 2024         |    | \$203,330 |        |    |    | Add Lanes and Reconstruct |
| 4422121        | PD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70)         | 2024 |    | \$93    |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4428761        | ITS REPLACEMENTS FOR BEACHLINE EAST (SR528),ORANGE & BREVARD,MP31-45.7 |      |    |         | 2024                    |    | \$54     |              |    |          | 2024         |    | \$27,070  |        |    |    | ITS Communication System  |
| 4439561        | ATLANTIC BLVD INTCHNG IMPROVEMENTS (SAWGRASS XWAY MP 8)                |      |    |         | 2024                    |    | \$4      | 2024         |    | \$2      | 2024         |    | \$823     |        |    |    | INTERCHANGE (MODIFY)      |
| 4440071        | PD&E WIDEN TPK(SR91) FROM S OF SR 408 TO SR 50 (MP 263 - 273)          | 2024 |    | \$28    |                         |    |          | 2024         |    | \$1      |              |    |           |        |    |    | PDE/EMO Study             |
| 4461641        | PD&E STUDY TO WIDEN WESTERN BELTWAY (SR429) FROM I-4 TO SEIDEL RD.     | 2024 |    | \$10    |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4462181        | WIDEN TPK(SR91) FROM SR706 TO MARTIN C/L (MP117-117.7)(4TO8 LNS)       |      |    |         | 2025                    |    | \$2,008  | 2024         |    | \$2      |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4462191        | WIDEN TPK(SR91), PALM BEACH C/L TO I-95 CONNECTOR (MP117.7-125) (4TO8) |      |    |         | 2025                    |    | \$14,553 | 2024         |    | \$2      |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4462231        | TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 47-51           |      |    |         | 2024                    |    | \$20     |              |    |          | 2024         |    | \$168,672 |        |    |    | Add Auxiliary Lane(s)     |
| 4462241        | TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 51-54           |      |    |         | 2024                    |    | \$32     |              |    |          | 2024         |    | \$127,653 |        |    |    | Add Auxiliary Lane(s)     |
| 4463321        | WIDEN TPK(SR91), I-95 CONNECTOR TO T.B.MANUEL BRIDGE (MP125-131)(4TO8) |      |    |         | 2025                    |    | \$10,760 | 2024         |    | \$2      |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4463341        | WIDEN TPK(SR91) FROM MARTIN C/L TO BECKER RD (MP138.08-138.5) (4TO8)   |      |    |         | 2025                    |    | \$4,551  | 2024         |    | \$2      |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4463351        | WIDEN TPK(SR91), SW BECKER RD TO CROSSTOWN PKWY (MP138.5-144.58)(4TO8) |      |    |         | 2025                    |    | \$11,148 | 2024         |    | \$2      |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4465791        | WIDEN NB TPK (SR91) FROM S. OF SR408 TO SR429 (MP265.3 -267.8)         |      |    |         | 2024                    |    | \$13,606 |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4465811        | PD&E FOR POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTCHG        | 2024 |    | \$13    |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study MLD         |
| 4465831        | WIDEN TPK(SR91) FROM CROSSTOWN PKWY TO SR70 (MP144.58-153.19)          |      |    |         | 2026                    |    | \$19,523 | 2024         |    | \$2      |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4469751        | TPK (SR91) AND I-95 INTERCHANGE (MP 125)                               | 2024 |    | \$158   |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4485351        | CORAL REEF MICROWAVE TOWER SITE ITS RELOCATION (SR 821, MP 16)         |      |    |         | 2024                    |    | \$1      |              |    |          | 2024         |    | \$60      |        |    |    | ITS Communication System  |
| 4494231        | DMS UPGRADE AND RETROFIT ON SR91 AND SR429                             |      |    |         | 2024                    |    | \$5      |              |    |          | 2024         |    | \$1,688   |        |    |    | ITS Dynamic Message Sign  |
| 4494232        | DMS UPGRADE AND RETROFIT ON SR589                                      |      |    |         | 2024                    |    | \$1      |              |    |          | 2024         |    | \$2,205   |        |    |    | ITS Dynamic Message Sign  |
| 4503941        | TSM&O STUDY FOR SR 821 FROM US-1/S OF PALM DR TO CAMPBELL DR           | 2024 |    | \$40    |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4514201        | CENTRAL POLK PARKWAY EAST - CR546 TO SOUTH OF US17/92 (4 LNS)          | 2024 |    | \$1     | 2028                    |    | \$31,501 | 2024         |    | \$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 | 2024         |    | \$2      |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4521171        | WESTERN BELTWAY (SR429)/LIVINGSTON RD INTERCHANGE (MP3.5-4.5)          |      |    |         | 2024                    |    | \$2      | 2024         |    | \$10     |              |    |           |        |    |    | Interchange (New)         |
| 4061438        | WIDEN TPK (SR91) SOUTHERN BLVD TO OKEECHOBEE BLVD (MP 98-101)(4TO8LNS) |      |    |         | 2024                    |    | \$278    |              |    |          | 2025         |    | \$294,692 |        |    |    | Add Lanes and Reconstruct |
| 4159274        | TPK (SR91) TSM&O ADD LANES N OF SAWGRASS TO PALM BEACH C/L (MP 71-73)  |      |    |         | 2025                    |    | \$106    |              |    |          | 2025         |    | \$51,148  |        |    |    | Add Auxiliary Lane(s)     |
| 4172182        | PD&E STIRLING ROAD AND SR 91 INTERCHANGE (MP 52)                       | 2025 |    | \$2,006 |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4182145        | TPK (SR91) TSM&O ADD LANES PALM BEACH C/L TO GLADES RD (MP 73.1-76.4)  |      |    |         | 2024                    |    | \$76     |              |    |          | 2025         |    | \$106,733 |        |    |    | Add Auxiliary Lane(s)     |
| 4371551        | WIDEN SAWGRASS(SR869) SUNRISE BLVD TO OAKLAND PARK(MP0.5-4.1)(6TO10LN) |      |    |         | 2025                    |    | \$1,330  | 2024         |    | \$51,358 | 2025         |    | \$377,529 |        |    |    | Add Lanes and Reconstruct |

**LEGEND**

**Tentative Work Program**

**FY 2024/2025 thru 2028/2029  
As of 12/07/2023**

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.

### 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 |                           |
| 4372241 | WIDEN SAWGRASS(SR869) FROM SR7 TO POWERLINE RD (MP18.4-22)(6TO10 LNS)  |      |    |          | 2027                    |    | \$16,580 |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4379521 | WIDEN SEMINOLE XWAY, SR434 TO N OF CR427 (MP44-49.4) (4TO8 LNS)        |      |    |          | 2029                    |    | \$13,453 | 2025         |    | \$791    |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4408973 | CENTRAL POLK PARKWAY - FROM US 17 (SR 35) TO SR 60                     |      |    |          | 2024                    |    | \$2,241  | 2024         |    | \$24,885 | 2025         |    | \$172,687 |        |    |    | New Road Construction     |
| 4427642 | SUNCOAST II-PHASE 3A (SR589)-CR 486 TO CR 495                          |      |    |          | 2025                    |    | \$5,859  | 2024         |    | \$57,890 | 2025         |    | \$286,908 |        |    |    | New Road Construction     |
| 4440061 | PD&E WIDEN TPK(SR91) FROM S OF SAND LAKE RD TO S OF SR 408 (MP257-263) | 2025 |    | \$4,203  |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4441111 | WIDEN TPK (SR821) CAMPBELL DR TO TALLAHASSEE RD (MP3-7)(4TO6LNS)       |      |    |          | 2024                    |    | \$1,019  |              |    |          | 2025         |    | \$128,800 |        |    |    | Add Lanes and Reconstruct |
| 4463331 | WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8) |      |    |          | 2025                    |    | \$10,716 |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4480681 | PD&E WIDEN SUNCOAST PKWY(SR589) - S OF VAN DYKE RD TO SR52 (MP13-29)   | 2025 |    | \$2,032  |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4520781 | WIDEN TPK (SR91) N OF SAMPLE RD TO WILES RD (MP 69-70)                 |      |    |          | 2025                    |    | \$1,712  |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4521201 | WIDEN WESTERN BELTWAY(SR429)- N OF US192 TO N OF WESTERN WAY (MP6-8.5) |      |    |          | 2025                    |    | \$8,108  |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4521211 | WIDEN WESTERN BELTWAY(SR429)- N OF WESTERN WAY TO SEIDEL RD(MP 8.5-11) |      |    |          | 2025                    |    | \$9,386  |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4061436 | WIDEN TPK(SR91) OKEECHOBEE BLVD TO SR 710 (4TO8 LNS)                   |      |    |          | 2025                    |    | \$10,939 |              |    |          | 2026         |    | \$155,081 |        |    |    | Add Lanes and Reconstruct |
| 4354614 | WIDEN SAWGRASS (SR869) SAMPLE TO UNIVERSITY DR (MP 12-14.8)(6TO10 LNS) |      |    |          | 2024                    |    | \$619    |              |    |          | 2026         |    | \$131,300 |        |    |    | Add Lanes and Reconstruct |
| 4354615 | WIDEN SAWGRASS (SR 869) UNIVERSITY DR TO SR7 (MP 14.8-18.4)(6TO10 LNS) |      |    |          | 2024                    |    | \$630    |              |    |          | 2026         |    | \$122,811 |        |    |    | Add Lanes and Reconstruct |
| 4357863 | WIDEN TPK(SR91) - OBRIEN RD TO US27 (MP 285.8-289.3) (4TO8 LNS)        |      |    |          | 2025                    |    | \$3,976  | 2024         |    | \$10,124 | 2026         |    | \$157,707 |        |    |    | Add Lanes and Reconstruct |
| 4371555 | WIDEN SAWGRASS(SR869) S OF NW8TH TO SUNRISE BLVD (MP0-0.5) (6TO10LNS)  |      |    |          | 2025                    |    | \$605    | 2024         |    | \$10,359 | 2026         |    | \$149,555 |        |    |    | Add Lanes and Reconstruct |
| 4371556 | WIDEN SAWGRASS (SR869) OAKLAND PARK BLVD TO ATLANTIC BLVD (MP 4.1-7.5) |      |    |          | 2025                    |    | \$952    | 2024         |    | \$2,777  | 2026         |    | \$173,512 |        |    |    | Add Lanes and Reconstruct |
| 4427643 | SUNCOAST II-PHASE 3B (SR589)-CR 495 TO US 19                           |      |    |          | 2026                    |    | \$4,716  | 2024         |    | \$34,497 | 2026         |    | \$277,276 |        |    |    | New Road Construction     |
| 4462242 | TSM&O TPK (SR91) GRIFFIN ROAD INTERCHANGE IMPROVEMENTS (MP 54)         |      |    |          | 2025                    |    | \$2,092  | 2025         |    | \$2,785  | 2026         |    | \$13,933  |        |    |    | INTERCHANGE (MODIFY)      |
| 4494651 | WIDEN EB SR 528 EXIT RAMP TO JOHN YOUNG PKWY (MP3)                     |      |    |          | 2024                    |    | \$1,251  |              |    |          | 2026         |    | \$11,935  |        |    |    | Interchange - Add Lanes   |
| 4514211 | CENTRAL POLK PARKWAY EAST - US27 TO CR546 (4 LNS)                      |      |    |          | 2028                    |    | \$32,002 | 2026         |    | \$20,001 |              |    |           |        |    |    | New Road Construction MLD |
| 4520771 | WIDEN TPK (SR91) ATLANTIC BLVD TO N OF SAMPLE RD (MP 66-69)            |      |    |          | 2026                    |    | \$26,822 |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4157484 | WIDEN TPK (SR91) FROM PGA BLVD TO W INDIANTOWN RD (MP 110-117) (4TO8)  |      |    |          | 2027                    |    | \$501    |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4171321 | WIDEN TPK(SR91) N OF GLADES RD TO N OF L-38 CANAL(MP76.8-80.2)W/MGD LN |      |    |          | 2025                    |    | \$14,741 | 2024         |    | \$936    | 2027         |    | \$291,699 |        |    |    | Add Lanes and Reconstruct |
| 4233735 | WIDEN SPUR(SR91), GOLDEN GLADES TP TO BROWARD CNTY (MP0.4-3.3)(6TO8LN) |      |    |          | 2025                    |    | \$1,356  | 2025         |    | \$17,276 | 2027         |    | \$160,187 |        |    |    | Add Lanes and Reconstruct |
| 4233736 | WIDEN SPUR(SR91) FROM BROWARD CNTY TO TPK EXT(SR821)(MP3.3-3.6) 6-8LNS |      |    |          | 2024                    |    | \$1      |              |    |          | 2027         |    | \$5,390   |        |    |    | Add Lanes and Reconstruct |
| 4426651 | WIDEN SUNCOAST PKWY(SR589), S OF VAN DYKE TO COUNTY LINE (MP 13-17.5)  |      |    |          | 2027                    |    | \$21,000 |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4449801 | NEW INTCHNG ON TPK MAINLINE (SR91) AT TAFT VINELAND RD (~MP 253)       |      |    |          | 2024                    |    | \$3,225  | 2024         |    | \$45,401 | 2027         |    | \$70,868  |        |    |    | Interchange (New)         |
| 4518581 | TPK (SR91) MIDWAY RD SOUTHERN RAMPS INTERCHANGE (MP 150) ST LUCIE CNTY |      |    |          | 2024                    |    | \$1,406  | 2025         |    | \$14,451 | 2027         |    | \$17,302  |        |    |    | Interchange Ramp (New)    |
| 4520861 | SOUTHERN TURNPIKE CCTV UPGRADES  |      |    |          | 2025                    |    | \$1,182  |              |    |          | 2027         |    | \$7,740   |        |    |    | ITS Surveillance System   |
| 4520862 | NORTHERN TURNPIKE CCTV UPGRADES  |      |    |          | 2025                    |    | \$1,726  |              |    |          | 2027         |    | \$11,264  |        |    |    | ITS Surveillance System   |
| 4521141 | WIDEN TPK (SR91) WILES RD TO PALM BEACH C/L (MP 70-73)                 |      |    |          | 2027                    |    | \$7,302  |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4157481 | WIDEN TPK (SR91) SR710 TO PGA BLVD (MP 106-110) (4 TO 8 LNS)           | 2024 |    | \$2      | 2029                    |    | \$1,894  | 2026         |    | \$5,463  | 2028         |    | \$262,684 |        |    |    | Add Lanes and Reconstruct |
| 4357871 | WIDEN TPK- US27 TO CR470 INTCHNG (MP289.3 - 297.3)(4TO8LNS)(LAKE CNTY) |      |    |          | 2028                    |    | \$33,701 | 2026         |    | \$8,196  | 2028         |    | \$354,387 |        |    |    | Add Lanes and Reconstruct |
| 4361943 | WIDEN TPK (SR91) FROM US 192 TO PARTIN SETTLEMENT RD (MP242-243.5)4TO8 |      |    |          | 2026                    |    | \$6,872  | 2024         |    | \$9,070  | 2028         |    | \$111,105 |        |    |    | 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                    |    | \$3,058  |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4379531 | WIDEN SEMINOLE XWAY N OF CR427 TO N OF RINEHART RD(49.4-55.1)(4TO8LNS) |      |    |          | 2028                    |    | \$11,072 |              |    |          |              |    |           |        |    |    | Add Lanes and Reconstruct |
| 4385472 | ORLANDO SOUTH ULTIMATE INTERCHANGE - PHASE I                           |      |    |          | 2025                    |    | \$3,469  | 2024         |    | \$13,325 | 2028         |    | \$317,855 |        |    |    | Interchange Just/Mod      |
| 4465821 | WIDEN TPK(SR91) (MP271.5-274) AND SR50/TPK(SR91) INTCHG IMPROVEMENTS   |      |    |          | 2027                    |    | \$10,778 | 2029         |    | \$26,202 | 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 |    | \$4,501  |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study             |
| 4514191 | PD&E FOR CENTRAL POLK PARKWAY EAST - SOUTH OF US17/92 TO SR538         | 2026 |    | \$4,509  | 2028                    |    | \$15,001 |              |    |          |              |    |           |        |    |    | PDE/EMO Study MLD         |
| 4514192 | PD&E FOR CENTRAL POLK PARKWAY EAST - SR 60 TO US17/92                  | 2028 |    | \$11,182 |                         |    |          |              |    |          |              |    |           |        |    |    | PDE/EMO Study MLD         |
| 4514221 | CENTRAL POLK PARKWAY EAST - SR60 TO US27 (4 LNS)                       |      |    |          | 2028                    |    | \$10,002 |              |    |          |              |    |           |        |    |    | New Road Construction MLD |
| 4171324 | WIDEN TPK(SR91) N OF L-38 CANAL TO N OF ATLANTIC AVE(MP80.2-82.6) W/ML |      |    |          | 2027                    |    | \$4,676  |              |    |          | 2029         |    | \$143,907 |        |    |    | Add Lanes and Reconstruct |
| 4357881 | WIDEN TPK- LAKE/SUMTER C/L TO US301 INTCHG (MP297.9-304.5)             | 2024 |    | \$1      | 2026                    |    | \$20,345 | 2026         |    | \$7,048  | 2029         |    | \$268,840 |        |    |    | Add Lanes and Reconstruct |
| 4357882 | WIDEN TPK FROM CR470 INTCHG TO LAKE/SUMTER C/L(MP297.3-297.9)(4TO8LNS) |      |    |          | 2029                    |    | \$2,347  | 2026         |    | \$1,058  | 2029         |    | \$29,297  |        |    |    | Add Lanes and Reconstruct |

#### LEGEND

#### Tentative Work Program

FY 2024/2025 thru 2028/2029  
As of 12/07/2023

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.



**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 |                           |
| 4357891 | WIDEN TPK(SR91) US301 INTCHG TO I-75 INTCHG (MP304.5-308.9)            | 2024 |    | \$1 | 2029                    |    | \$15,939 | 2028         |    | \$5,305  | 2029         |    | \$5,700 |        |    |    | Add Lanes and Reconstruct |
| 4371691 | WIDEN TPK(SR91) N OF ATLANTIC AVE TO N OF L-30 CANAL (MP82.6-85.3)W/ML |      |    |     | 2027                    |    | \$2,748  | 2029         |    | \$7,738  |              |    |         |        |    |    | Add Lanes and Reconstruct |
| 4461651 | SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)              |      |    |     | 2025                    |    | \$9,538  | 2029         |    | \$10,590 |              |    |         |        |    |    | Interchange - Add Lanes   |
| 4520751 | WIDEN TPK (SR 91) S OF OAKLAND PARK TO S OF COMMERICAL BLVD(MP 60-62)  |      |    |     | 2029                    |    | \$19,201 | 2029         |    | \$25,000 |              |    |         |        |    |    | Add Lanes and Reconstruct |
| 4520761 | WIDEN TPK (SR91) S OF COMMERCIAL BLVD TO ATLANTIC BLVD (MP 62-66)      |      |    |     | 2027                    |    | \$13,862 | 2029         |    | \$174    |              |    |         |        |    |    | Add Lanes and Reconstruct |

**LEGEND**

**Tentative Work Program**  
 FY 2024/2025 thru 2028/2029  
 As of 12/07/2023

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       |          |                        |     |
| <b>Aviation</b> |   |      |    |    |                         |    |          |              |    |    |              |    |    |        |      |          |          |                        |     |
| 4167863         | STRATEGIC AIRPORT CAPACITY IMPROVEMENTS - SIS |      |    |    |                         |    |          |              |    |    |              |    |    |        | 2029 | \$4,702  | \$5,025  | FUNDING ACTION         | MLD |
| <b>Highway</b>  |   |      |    |    |                         |    |          |              |    |    |              |    |    |        |      |          |          |                        |     |
| 4181951         | STATEWIDE ATIS                                |      |    |    | 2029                    |    | \$12,901 |              |    |    |              |    |    |        |      |          |          | ITS Information System | MLD |
| <b>Rail</b>     |   |      |    |    |                         |    |          |              |    |    |              |    |    |        |      |          |          |                        |     |
| 4167864         | RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS |      |    |    |                         |    |          |              |    |    |              |    |    |        | 2027 | \$23,445 | \$1,146  | FUNDING ACTION         | MLD |
| <b>Seaport</b>  |   |      |    |    |                         |    |          |              |    |    |              |    |    |        |      |          |          |                        |     |
| 4167865         | STRATEGIC SEAPORT INVESTMENTS - SIS           |      |    |    |                         |    |          |              |    |    |              |    |    |        | 2029 | \$6,642  | \$5,903  | FUNDING ACTION         | MLD |

**LEGEND**

**Tentative Work Program**  
 FY 2024/2025 thru 2028/2029  
 As of 12/07/2023

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.

# SIS INVESTMENT PLAN

## Turnpike Enterprise

State of Florida Department of Transportation  
Systems Implementation Office












## Tentative Work Program

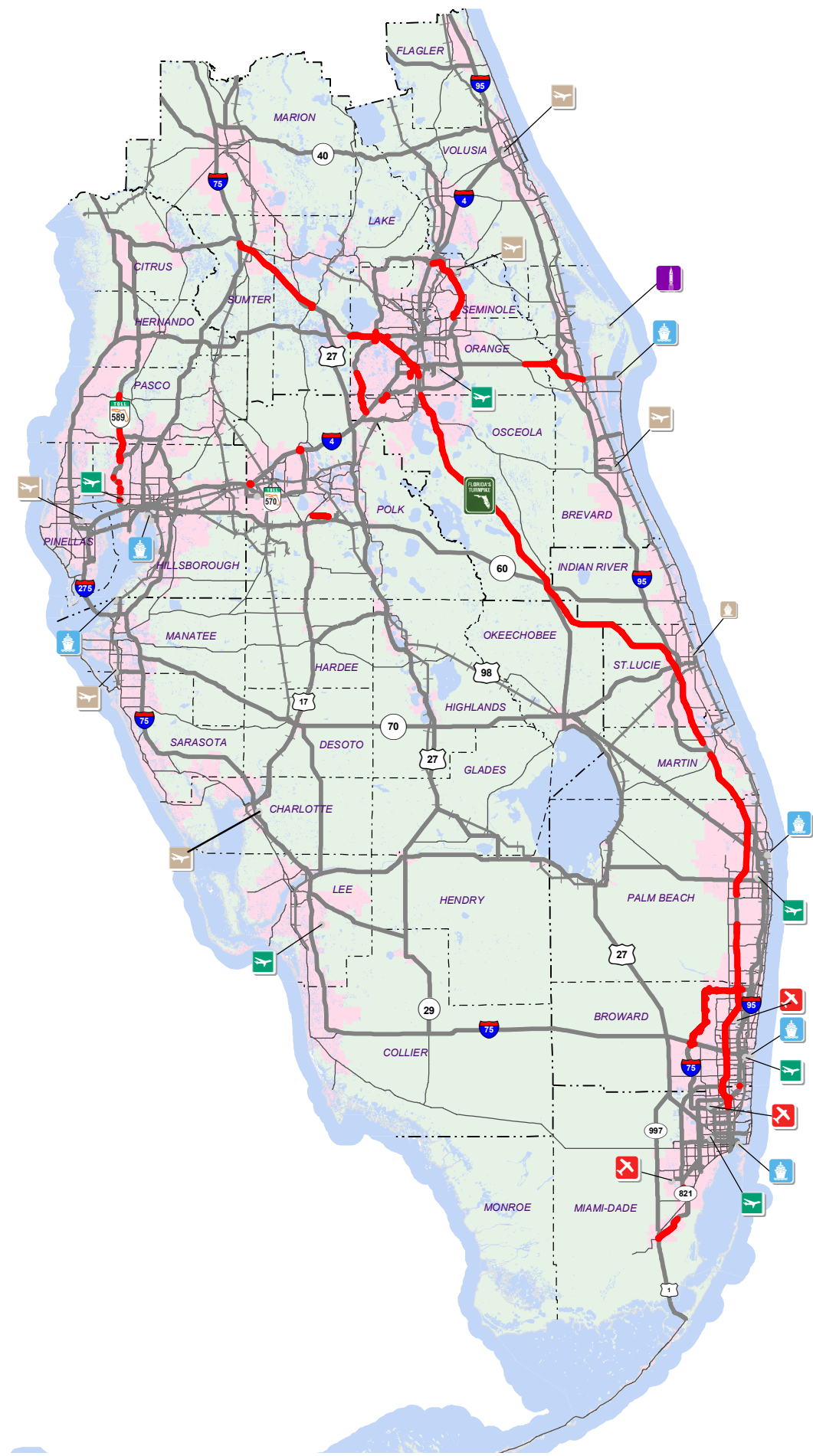
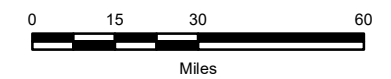
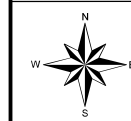
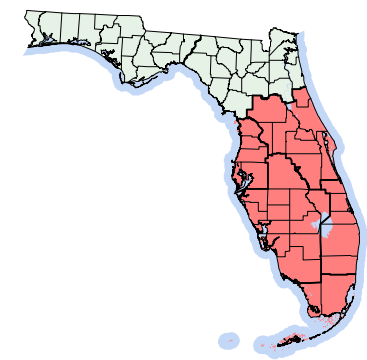
FY 2024/2025 thru 2028/2029  
as of December 7, 2023

### LEGEND

 Highway

### SIS Facilities

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



# Appendix C

## Project Phase Changes after Public Hearings

| District | Item Number | Description  | Action  |
|----------|-------------|--|---|
| 1        | 410119-1    | CHARLOTTE COUNTY TRANSIT FTA SECTION 5311 OPERATING ASSISTANCE   | Phase 84 added FY2029   |
| 1        | 410138-1    | CHARLOTTE COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE  | Phase 84 added FY2029   |
| 1        | 446391-1    | US 41 (SR 45) FROM KINGS HWY TO PEACE RIVER BRIDGE               | Phase 22 added in FY2025 - per D1 Executive Team and discussion with locals |
| 1        | 410120-1    | COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE             | Phase 84 added FY2029   |
| 1        | 410139-1    | COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE    | Phase 84 added FY2029   |
| 1        | 417540-2    | SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD               | Phase 32 FY2026 deleted - per SIS spreadsheet                               |
| 1        | 437908-1    | SR 45 (US 41) FROM GOLDEN GATE PARKWAY TO 5TH AVENUE SOUTH       | Phase 32 deferred from FY2025 to FY2027 - allow PD&E to be completed        |
| 1        | 452749-1    | COLLIER AREA TRANSIT OPERATING ASSISTANCE CORRIDOR US 41         | Phase 84 - added FY2026 - FY2029  |
| 1        | 445458-1    | CR 760 MUDDY CREEK REPLACEMENT STRUCTURE #040029                 | Phase 52 and 62 deleted from FY2026 - per Bridge Office                     |
| 1        | 445868-1    | CNTRL FL REGIONAL PLAN COUNCIL FTA SECTION 5311 OPERATING - DART | Phase 84 added FY2029   |
| 1        | 454125-1    | NW CR 661A FROM SR 70 TO NW COKER ST                             | Phase 54 added in FY2029 - SCOP/SCRA priority project                       |
| 1        | 454132-1    | NE TURNER AVE FROM SR 70 TO US 17                                | Phase 54 added in FY2029 - SCOP/SCRA priority project                       |
| 1        | 453432-1    | NW CR 769 TO SW CR 760   | Phase 54 added in FY2028 - SCOP/SCRA priority project                       |
| 1        | 449149-1    | SR 29 FROM SR 78 TO CR 74  | Phase 52 and 62 added in FY2029 - per SIS spreadsheet                       |
| 1        | 454135-1    | CR 721 FRIN SR 78 TO S TUCKER RIDGE RD                           | Phase 54 added in FY2029 - SCOP/SCRA priority project                       |
| 1        | 454136-1    | OLD US 27 FROM RIVER ROAD TO US 27                               | Phase 54 added in FY2026 - SCOP/SCRA priority project                       |
| 1        | 454126-1    | CLIFTON BRYAN ROAD RESURFACING                                   | Phase 54 added in FY2028 - SCOP/SCRA priority project                       |
| 1        | 447505-1    | HENDRY/GLADES CO HENDRY COUNTY BOCC FTA SECT 5311 OPERATING      | Phase 84 added in FY2029  |
| 1        | 448231-1    | HENDRY COUNTY BOCC (CLEW-BELLE) FTA SECTION 5311 OPERATING       | Phase 84 deleted FY2025 - FY2028  |
| 1        | 453578-1    | SR 29 BYPASS STUDY FROM CR 832 TO WHIDDEN RD                     | Phase 22 deferred from FY2024 to FY2029                                     |
| 1        | 454137-1    | FORT DENAUD ROAD OVER MARIA'S SLOUGH BRIDGE NO 074028            | Phase 54 added in FY2025 - SCOP/SCRA priority project                       |

| District | Item Number | Description  | Action   |
|----------|-------------|--|--|
| 1        | 410124-1    | CEN FL REGNL PLAN COUNCIL FTA SECTION 5311 OPERATING ASST              | Phase 84 added in FY2029   |
| 1        | 414511-3    | SR 700 (US 98) FROM BAY BLOSSOM DR TO E OF FLORAL DR                   | Phase 57 deferred from FY2025 to FY2026 (1-year before letting phase 52)   |
| 1        | 449851-2    | SR 70 FROM LONESOME ISLAND RD TO SOUTHERN LEG OF CR 721                | Phase 32 deferred from FY2029 to FY2035 - per SIS spreadsheet  |
| 1        | 454124-1    | CR731 (CLUBHOUSE RD) TO FISHEATING CREEK                               | Phase 54 added in FY2029 - SCOP/SCRA priority project  |
| 1        | 454127-1    | GRAND CONCOURSE - NW JOSEPHINE RD TO JOSEPHINE CREEK BRIDGE            | Phase 54 added in FY2028 - SCOP/SCRA priority project  |
| 1        | 410125-1    | LEE COUNTY FTA SECTION 5311 OPERATING ASSISTANCE                       | Phase 84 added FY2029  |
| 1        | 410140-1    | LEE COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE              | Phase 84 added FY2029  |
| 1        | 410141-1    | MANATEE COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE          | Phase 84 added FY2029  |
| 1        | 452222-1    | MANATEE COUNTY AREA TRANSIT OPERATING SERVICE DEVELOPMENT ROUTE 6      | Phase 84 added FY2027 - FY2029   |
| 1        | 201210-5    | I-4 AT US 27 (SR 25)   | Phase 32 added in FY2027, Phase 36 added in FY2025, Phase 5X and 6X added in FY2027 - Moving Florida Forward/MFF |
| 1        | 201210-6    | I-4 (SR 400) MANAGED LANES FROM WEST OF US 27 TO OSCEOLA               | Phase CX, 3X, 5X, and 6X added in FY2027 - Moving Florida Forward/MFF  |
| 1        | 435391-2    | OLD DIXIE TRAIL FROM AUBURNDALE TO HAINES CITY                         | Phase 38 added in FY2025   |
| 1        | 440258-1    | LAKELAND AREA MASS TRANSIT DISTRICT FTA SEC 5311 OPERATING ASSISTANCE  | Phase 84 added FY2029  |
| 1        | 440757-1    | LAKELAND AREA MASS TRANSIT FOR WH AND LKLD BLOCK GRANT OPER ASSISTANCE | Phase 84 added FY2029  |
| 1        | 201277-9    | I-75 AT SR 681 INTERCHANGE IMPROVEMENTS                                | Phase 32 added FY2029 - per SIS spreadsheet  |
| 1        | 410144-1    | SARASOTA COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE         | Phase 84 added in FY2029   |
| 1        | 448714-1    | CITY OF SARASOTA - OPERATING - CORRIDOR PILOT PRJECT                   | Phase 84 added in FY2025 - FY2027  |
| 1        | 453564-1    | SARASOTA COUNTY OPERATING ASSISTANCE CORRIDOR US41                     | Phase 84 added in FY2025 - FY2029  |
| 1        | 454130-1    | NE 304TH STREET (CEMETERY ROAD)  | Phase 54 added in FY2029 - SCOP/SCRA priority project  |
| 1        | 454129-1    | SE 126TH BOULEVARD   | Phase 54 added in FY2025 - SCOP/SCRA priority project  |
| 1        | 414078-1    | TRANSIT SECTION 5311 RURAL AREA OPERATING ASSISTANCE                   | Phase 84 deleted in FY2025 - FY2028  |

| District | Item Number    | Description   | Action  |
|----------|----------------|---|---|
| 1        | 453423-1       | PEDESTRIAN SAFETY IMPROVEMENTS TO AIRFIELD DR AND DON EMERSON             | Phase change from phase 32 to 94, project delivery changed to JPA   |
| 1        | 419344-3       | SR 710 FROM US 441 TO L-63 CANAL  | SIS - Advanced from FY2031 to FY2029  |
| 2        | 428271-2       | SR5A(A1A) FROM: BRIDGE OF LIONS TO: CHARLOTTE ST; Drainage Improvements   | Added Phase 52-construction and Phase 62-CEI in FY2026  |
| 2        | 447913-1       | SR5(US1) FROM MARION AVENUE TO FORT MOSS TRAIL; Landscaping               | Deleted Phase 58-LAP construction in FY2025; Added Phase 54-Joint Participation Agreement (JPA) construction in FY2025.   |
| 2        | 437422-2       | GRANGER DRIVE OVER STEINHATCHEE RIVER BRIDGE NO384096; Bridge Replacement | Deleted Phase 58-LAP construction in FY2026, Phase 62 and Phase 68-CEI in FY2026 at request of Taylor County Board of County Commissioners  |
| 3        | 450813-1-4B-01 | SR 85 EGLIN PKWY FROM SR 30 (US 98) TO RICHBourg AVE                      | Phase deleted. Determined that right of way was not needed to accomplish work associated with mast arm. Right of way phases deleted from the program. Resurfacing remains scheduled for FY26  |
| 3        | 450813-1-43-01 | SR 85 EGLIN PKWY FROM SR 30 (US 98) TO RICHBourg AVE                      | Phase deleted. Determined that right of way was not needed to accomplish work associated with mast arm. Right of way phases deleted from the program. Resurfacing remains scheduled for FY27  |
| 3        | 454179-1-52-01 | SR 8 (I-10) FROM MILLER BLUFF ROAD TO OKALOOSA COUNTY LINE                | Phase added. Project added for resurfacing as part of the statewide resurfacing program. Design funded in FY24.   |
| 3        | 454179-1-62-01 | SR 8 (I-10) FROM MILLER BLUFF ROAD TO OKALOOSA COUNTY LINE                | Phase added. Project added for resurfacing as part of the statewide resurfacing program. Design funded in FY24.   |
| 3        | 441185-2-58-01 | INDIAN PASS ROAD OVER INDIAN LAGOON BRIDGE NO. 510020                     | Phase added. Project was original scheduled to be a Department let project. County requested permission to manage as a payback, but then informed Department they would not be completing the project in advance of funding in FY26 so PH 58 was added. Project will be completed via LAP with Gulf County. |
| 3        | 441185-2-A8-01 | INDIAN PASS ROAD OVER INDIAN LAGOON BRIDGE NO. 510021                     | Phase deleted. County requested permission to manage as a payback, but then informed Department they would not be completing the project in advance of funding in FY26 so PH 58 was added. Project will be completed via LAP with Gulf County.  |
| 4        | 444405-2-58    | SR-714/ Monterey Rd/ Dixie Hwy/ Palm Beach Rd                             | Phases added to the first three (3) years of the Tentative Work Program - FY2025  |
| 4        | 449282-2-52    | SR-7/ US-441 at Royal Palm Blvd/ Copans Road                              | Phases added to the first three (3) years of the Tentative Work Program - FY2025  |
| 4        | 444405-1-58    | SR-714/ Monterey Rd/ Dixie Hwy/ Palm Beach Rd                             | Phase deleted from the five (5) years of the Tentative Work Program - Funds moved to 444405-2-58  |
| 4        | 449282-1-52    | SR-7/ US-441 at Royal Palm Blvd/ Copans Road                              | Phase deleted from the five (5) years of the Tentative Work Program - Funds moved to 449282-2-52  |

| District | Item Number    | Description   | Action  |
|----------|----------------|---|---|
| 5        | 410251-5-52-01 | SR15 (US17) FROM LAKE WINONA ROAD TO E 4TH AVE                        | Added in FY25: A widening project(410251-4) with similar limits is in design and unfunded for construction. The pavement condition is deteriorating, so this resurfacing project was programmed as an interim improvement until the widening is programmed.             |
| 5        | 437472-4-58-01 | CONNECT KISSIMMEE COMPLETE STREETS PHASE 2                            | Added in FY25: Funding moved from 437472-2-58-02 to better define the project phases  |
| 5        | 437508-2-58-01 | ORLANDO CITYWIDE PEDESTRIAN TRAFFIC SIGNALS                           | Added in FY25: New segment added due to expiration of contract under 437508-1-58-01 (FY24 deletion)   |
| 5        | 452177-1-52-01 | CFRC CROSSINGS AND SAFETY IMPROVEMENTS (CRISI)                        | Added in FY25: Discretionary CRISI grant award to SunRail   |
| 5        | 453453-2-52-01 | RAILROAD CROSSING SAFETY IMPROVEMENTS AND MONITORING SYSTEMS          | Added in FY26: CRISI grant application match  |
| 5        | 454157-1-84-01 | LAKE COUNTY EXPRESS 27 - SERVICE DEVELOPMENT                          | Added in FY25: Service Development Award  |
| 5        | 454112-1-94-01 | LAKE-UMATILLA APRON EXPANSION/BEACON                                  | Added in FY25: FAA Match  |
| 5        | 439238-2-52-01 | SR 25/500/US441/ FROM SE 102ND PLACE TO SR 200/SW 10TH STREET         | Deferred to FY27: Due to right-of-way activities for locations that involve a CSX railway bridge and DEP.   |
| 5        | 447593-1-52-01 | SR-50/COLONIAL DR AT MAGUIRE BLVD SIGNAL REBUILD                      | Deferred to FY27: To align with deferral of 437131-1-52-01 that occurred prior to Public Hearing. The projects are within the same limits and will be let together.   |
| 5        | 453453-1-52-01 | RAILROAD CROSSING SAFETY IMPROVEMENTS AND MONITORING SYSTEMS          | Deferred to FY26: To align with 453453-2-52-01 and potential CRISI grant  |
| 6        | 440837-1       | CITY OF MIAMI - MIAMI RIVER GREENWAY CURTIS PARK EAST                 | Phase 58 was deleted in Year 1 of the TWP after public hearing at the request of the local agency   |
| 6        | 446053-1       | CITY OF MIAMI - I-395 PEDESTRIAN BAYWALK CONNECTION                   | Phase 58 was deleted in Year 3 of the TWP after public hearing at the request of the local agency   |
| 7        | 449059-1-54-01 | CR 581/EMERSON RD FROM POWELL RD TO SR 50/CORTEZ BLVD                 | SCOP project advanced to FY2024 from FY2026. Was showing as dropped when Public Hearing took place as Hernando county is no longer eligible for SCOP in FY25 and beyond. County was able to come up with SCOP match in FY24 so project was advanced instead of dropped. |
| 8        | 44658135201    | POINCIANA PKWY EXT CONNECTOR, MODIFY / CONSTRUCT I-4 RAMPS WITH SR429 | Added phase 52-construction in FY2026 in the amount of \$38,500,000   |
| 8        | 45310815201    | RESURFACE TPK EXT (SR 821) (MP 12.5 - 13.3), MIAMI-DADE COUNTY        | Added phase 52-construction in FY2026 in the amount of \$2,625,832  |

#### 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

**I-4 State Road 577 Wildlife Crossing (District 1)** FDOT District One is constructing a wildlife underpass, which will be the first designated animal crossing on I-4 between Orlando and Tampa. The underpass, part of a \$71 million project to reconstruct the County Road 557 interchange, is being built about three-quarters of a mile east of the bridge. I-4 has been a barrier to wildlife for over 50 years. Over 100,000 vehicles travel per day on I-4 in that area, creating a barrier to wildlife movement. This project will reconnect currently isolated sections of the Hilochee Wildlife Management Area and reestablish the natural corridors for wildlife. In a 1998 study, the Federal Highway Administration recommended three wildlife crossings along the interstate in Polk County. In the years since, FDOT has coordinated with federal and state agencies to determine the best locations for the crossings. The Florida Legislature has since passed the Florida Wildlife Corridor Act, providing \$300 million specifically to protect the corridor. The CR 557 interchange project gave FDOT District One the chance to build an underpass by incorporating the crossing into the CR 557 project and extending the construction zone to the east and including the crossing (which consists of an underpass about 61 feet wide, with a vertical clearance of about 8 feet. The design also includes 10-foot-high chain-link fences that will extend at least a quarter mile on each side of the crossing entrance along I-4. These fences are intended to funnel animals toward the underpass. (Page 1)

**Wekiva Parkway (District 5)** The excitement is building as the Wekiva Parkway is anticipated to open the final connection between State Road (S.R.) 429, S.R. 417 and I-4 by the end of 2023 – completing Central Florida’s beltway. The Florida Department of Transportation continues to open new ramps to the final parkway interchange, known as Section 8. Work includes expanding two miles of I-4, replacing or widening more than 20 bridges, and building a local access interchange at International Parkway. FDOT, on July 25, opened the International Parkway on ramp to southbound S.R. 417. It was the third interchange ramp in its permanent configuration to open in as many months. (Page 5)

**State Road 90 Tamiami Trail Phase 2 (District 6)** Construction continues along State Road (SR) 90/Tamiami Trail in western Miami-Dade County. The project includes building six new bridges and improving seven culverts. It will allow for an additional 75 to 80 billion gallons of water a year to flow south into the Everglades National Park and Florida Bay. Temporary asphalt was recently placed along Tamiami Trail to prepare for an upcoming traffic shift scheduled for fall 2023. The contractor is currently performing clearing and grubbing and removing subsoil to construct a section of new roadway. The project corridor extends from east of the ValuJet 592 Memorial structure S-333 (MP 13.85) to 1.5 miles west of Krome Avenue/east of structure S-334 (MP 24.42). (Page 6)

**Good Neighbor Trail Gap (District 7)** A 12-foot-wide paved multi-use trail in Brooksville is being built in this \$20.1 million project. This 2.2-mile segment of the Good Neighbor Trail is being constructed by SEMA Construction, Inc. from west of the intersection of SR 50 and SR 50A along SR 50A/Jefferson Street to and through Tom Varn Park, then along US 41/Broad Street to Main Street, and down Main Street to Russell Street. Construction should finish by fall 2024. (Page 9)

**Jupiter US 1 Bridge Replacement (District 4)** The US 1 Bridge Replacement Project will replace the existing bridge over the Loxahatchee River and Intracoastal Waterway in the Town of Jupiter from CR A1A to CR 707/Beach Road. The replacement bridge will consist of two 11-foot travel lanes, 7-foot bicycle lanes and 8-foot sidewalks in each direction. The new bridge will have up to 42 feet of vertical clearance, and the navigable channel width will be increased to 125 feet. Construction began in October 2021, and a full closure of the bridge began in March 2023. Management of detoured traffic during this 20-month closure includes a Smart Work Zone and intersection improvements along the detour route. Project completion is expected in 2026. (Page 16)

**Mainline Widening from Clermont/SR 50 to Minneola/Hancock Road (Florida’s Turnpike Enterprise)** Florida’s Turnpike Enterprise is widening the Mainline from Clermont/SR 50 (Milepost 272) to Minneola/Hancock Road (Milepost 279), from four to eight lanes in Orange and Lake counties. This \$162 million project is enhancing connectivity by constructing a new bridge at Fosgate Road over the Mainline, replacing the bridges at County Road (CR) 438, CR 455 and West Orange Trail, and widening the bridges over Jones Road, Old Highway 50, and Blackstill Lake Road. This project will also construct new electronic tolling gantries and buildings and demolish existing toll booths and canopies at the Clermont/SR 50 entrance and exit ramps.

Project benefits include:

- Roadway widening to accommodate the increased needs of commuters and the surrounding communities that rely on Florida’s Turnpike System
- New signage, pavement markings, signalization, lighting, and drainage throughout the project limits, ensuring longevity
- Enhancing pedestrian accessibility by replacing the West Orange Trail pedestrian bridge
- Installing newly constructed round-a-bouts in various locations, enhancing driver and pedestrian safety

The Enterprise, CEI and Contractor have been working together to ensure that impacts to the surrounding residents and travelers are minimized, commitments are met, and that the project is completed within contract time. The project team has kept an open line of communication with the surrounding communities, completing several outreach strategies and addressing all stakeholder inquiries. This project is scheduled to be completed by mid-2026 and the project team has completed phased construction activities ahead of schedule, reinforcing the fact that the Enterprise values safety and productivity. (Page 38)

**Beach Boulevard (SR 212) from Southside Boulevard (SR 115) to Eve Drive Improvements (District 2)** The Southside Boulevard at Beach Boulevard Intersection Improvements project is the second of three FDOT intersection projects planned along the Southside Boulevard corridor, which will reduce congestion and improve safety by implementing a displaced Median U-Turn Intersection concept. MUTs reroute left-turning vehicles away from the main intersection and direct them to a separate intersection, allowing more green time for the major traffic flows. Project improvements include the construction of a signal-controlled Median U-Turn Intersection (MUT) on eastbound Beach Boulevard to northbound Southside Boulevard; construction of a signal-controlled Median U-Turn Intersection (MUT) on westbound Beach Boulevard to southbound Southside Boulevard; construction of a stop-controlled median directional crossover on Beach Boulevard to Newell Boulevard; construction of a signal-controlled median directional crossover on Beach Boulevard to W. Eve Drive, widening Beach Boulevard to accommodate the MUTs and

directional crossovers; construction of traffic signals, pedestrian and bicycle facilities and driveway modifications; installation of overhead and post-mounted signs and pavement markings; and milling and resurfacing within the project limits. (Page 40)

**U.S. 98 Pedestrian Underpass at Inlet Beach (District 3)** Construction is underway on a \$5.6 million project to build a lighted pedestrian underpass beneath U.S. 98 in Inlet Beach. The project, located near the intersection of U.S. 98 and County Road (C.R.) 30A, is part of FDOT’s continuing efforts to increase safety on state roadways. This intersection is a major gateway to the beaches of South Walton and a densely developed commercial and residential corridor. Nearby lodging, restaurants, shopping areas, and other amenities create heavy pedestrian traffic in Inlet Beach. The new underpass will allow pedestrians to safely cross between U.S. 98 and C.R. 30A. The project is currently estimated for completion in early-2024. (Page 43)

**Gulfstream Roundabout (District 1)** Located at the intersection of Gulfstream Avenue and U.S. 41 in Sarasota, Florida, the Gulfstream Roundabout was a \$8.6 million project that began in March 2021. The project was expected to alleviate traffic woes along the critical gateway to Lido Key and address drainage problems that routinely occur on U.S. 41 between Gulfstream and Fruitville. The Gulfstream Avenue Roundabout was very complex from a traffic control standpoint. The intersection had an estimated 39,000 vehicles a day going to and from the 12.5 miles of barrier islands. Within the project area were high-end hotels like the Ritz Carlton, the Westin, and Embassy Suites, multiple affluent residential high-rise condominiums, businesses, and the entire barrier island communities of Bird Key, St. Armands Circle, Lido Key, and Longboat Key. As the intersection was the central point on and off the islands, constant coordination and communication were necessary to introduce the project, receive comments, and report lane closures, delays, and traffic pattern shifts during construction. During the construction phases of this project, a unique traffic control plan was used. Two “cross-over” intersections that placed traffic on the opposite side of the road. The intent was to increase the work zone while maintaining uninterrupted east and northbound left turns, which are the predominant movements within the work zone. The plan removed the through movements at the intersection, allowing traffic to only go on and off the barrier island. (Page 44)

**I-95 Express Phase 3B-2 (District 4)** 95 Express Lanes Phase 3B-2 will extend the existing Express Lanes north from just south of Glades Road to just south of Linton Boulevard in Palm Beach County. One lane will be added, and the High Occupancy Vehicle (HOV) lane will be converted to create two Express Lanes in each direction. The number of General Use lanes will remain the same. Access to the Express Lanes will be provided via two designated ingress and egress locations—between Glades Road and Spanish River Boulevard and between Yamato Road and Linton Boulevard. The scope of work also includes reconfiguration of the SR 808/Glades Road Interchange to a Diverging Diamond Interchange (DDI), which opened in January 2023. Reconstruction of the Clint Moore Road Bridge over I-95, which opened in October 2022, was also included in this project. Project completion is expected in late 2023. (Page 47)

### **Florida’s Turnpike Mainline/SR 91 Widening Projects (Florida’s Turnpike Enterprise)**

Florida continues to experience an increase in population and this upward trend is expected to remain over the next decade and into the future. The Enterprise is working to support this growth with projects that help increase traffic flow, ease congestion, and improve quality of life for

residents. The Enterprise is investing heavily in the expansion of the Turnpike’s Mainline, also known as “Florida’s Main Street,” in order to help meet the increasing transportation demands of the state. This major initiative will widen the existing Mainline sections that are currently four lanes to six or more lanes. This effort will provide the traveling public on the Mainline from Miami to Wildwood greater safety, convenience, and mobility. The widenings will also assist in emergency efforts by making evacuations smoother and quicker. Some of the major widening projects currently underway include from north of Boynton Beach Boulevard/SR 804 to north of Lake Worth Road/SR 802 in Palm Beach County and the widening from Clermont/SR 50 to US 27/SR 19 South in Lake and Orange counties. Future widening projects include Partin Settlement Road to Osceola Parkway (four to eight lanes) and south of Kissimmee Park Road to US 192 (four to eight lanes), in Osceola County, which are funded for construction in 2024. (Page 65)

**Northeast 203 Street (District 6)** In Summer 2023, a new ramp opened along southbound State Road 5/US 1/Biscayne Boulevard to westbound NE 203 Street/Ives Dairy Road in northeast Miami-Dade County. This new ramp marked a major milestone for the NE 203 Street Intersection Project. It improves safety by removing vehicular traffic from crossing the Florida East Coast railroad tracks and onto the new flyover bridge ramp. It will also ease traffic flow for vehicles traveling through this critical intersection. Bridge work is underway as the contractor continues preparations for the new vehicular ramp that will connect southbound SR 5/US 1/Biscayne Boulevard to westbound NE 203 Street/Ives Dairy Road traveling over the FEC corridor. The bridge opened earlier in the summer 2023. (Page 67)

**Brooks Bridge Replacement (District 3)** Work started in mid-2023 on a \$171 million design-build project to replace the John T. Brooks Bridge in Fort Walton Beach. The department’s proactive approach throughout the early phases of the project focused on developing strategic local partnerships and communications that connected community interests and needs to the final design. The project includes constructing two new parallel bridge structures for U.S. 98 traffic crossing the Santa Rosa Sound between downtown Fort Walton Beach and Okaloosa Island. The new Brooks Bridge will feature a total of six travel lanes (three eastbound and three westbound) versus the current four-lane structure that opened in 1966. The new travel lanes will be flanked by inside and outside shoulders for use by emergency vehicles, or as refuge lanes in the event of vehicle breakdowns. Both of the new structures will also include 12-foot-wide shared-use paths for pedestrians and bicyclists. Design work and pre-construction work began in mid-2022. The construction phase of this project began in early 2023 and is currently focused on land and water-based preparations to construct the eventual westbound structure. The project is currently estimated for completion in 2027. (Page 71)

**Mobility Projects in Broward County (District 4)** In 2016, the Broward Metropolitan Planning Organization (MPO) was awarded a TIGER (Transportation Investment Generating Economic Recovery) grant for five mobility improvement projects in Broward County. FDOT District Four managed all phases of these projects, which included accommodating bike lanes and constructing other improvements along Martin Luther King, Jr. Boulevard, NW 31<sup>st</sup> Avenue, and Riverland Road/SW 27<sup>th</sup> Avenue, and extending the existing Lauderdale Lakes Greenway. These projects won the FTBA award for Community Awareness. (Page 73)

**S.R. 77 Widening from the Bay County line to north of County Road (C.R.) 279 (Moss Hill Road) (District 3)** The \$27 million project will widen six miles of S.R. 77 from two to four lanes from the Bay County Line to north of C.R. 279 (Moss Hill Road). Additional improvements include adding an emergency signal at Spring Pond Road, upgrading the caution signal at C.R. 279, relocating the Park-Ride lot to Crystal Lake Drive, and adding drainage. A parallel MSE wall is being constructed on the east side of the highway just north of Crystal Lake Drive that allows the new roadway's footprint to take up a smaller space, making it environmentally friendly in an area where roadway elevation significantly changes. In addition, several stormwater ponds are being constructed to protect sensitive water ecosystems by holding excess stormwater long enough for natural processes to remove unwanted sediment and debris before the water is naturally delivered back into the ecosystem. This six-mile construction project is part of a larger 20-mile S.R. 77 widening project. It is also part of the continuing effort by FDOT to improve safety along this hurricane evacuation route, ease congestion on the S.R. 77 corridor, and encourage economic development opportunities in Washington County. The project is currently estimated for completion in fall 2024. (Page 76)

**Starke Railroad Overpass (District 2)** The City of Starke is divided in two by the CSX railroad that runs parallel to U.S. 301. With 29 trains traveling through the city each day, emergency vehicles and other traffic were faced with frequent delays, not to mention the expectation of an increase in train traffic. With the recent opening of the railroad overpass, congestion has been reduced, and emergency response times improved. In addition to the bridge stretching from east of U.S. 301 at Walnut Street and ending east of Church Street, the project includes one-way frontage roads that are under construction to allow local traffic to access Cherry, Church, Thompson and Walnut streets, resurfacing of multiple streets and additional parking. The project started in summer 2020 and is expected to be complete in late 2023, weather and unforeseen circumstances permitting. (Page 81)

**NASA Causeway Bridge (District 5)** Work on the new NASA Causeway Bridge in Brevard County reached a milestone this year as the first of two bridges was completed over 100 days ahead of schedule. A ribbon-cutting ceremony was held on June 9 before the bridge was opened to two-way traffic – the bridge will carry eastbound traffic once the entire project is complete. The second bridge for westbound traffic is expected to be completed in early 2026. The new twin high-level bridges across the Indian River will not only improve the flow of vehicle traffic over the bridge and maritime traffic under the bridge, but also boost the space industry by allowing for a higher payload to carry large machinery to launch sites. (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>.



**REGION**  
Northwest Florida

**PROJECT LIMITS**  
U.S. 98 from Richard Jackson Boulevard to Hathaway Bridge

**FUNDING**  
\$98 Million

**CONSTRUCTION START**  
Spring 2026

**PROJECT DESCRIPTION**  
This project will widen U.S. 98 from R. Jackson Boulevard to Hathaway Bridge. The project will also include intersection improvements, bicycle and pedestrian accommodations, and safety enhancements. For additional project details, please visit <https://nwfdot.com/projects/217838-3>.

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



@MyFDOT  
@MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.





**REGION**  
Southeast Florida

**PROJECT LIMITS**  
Southwest 10th Street in Deerfield Beach

**FUNDING**  
\$178 Million

**CONSTRUCTION START**  
Summer 2024

**PROJECT DESCRIPTION**  
The SW 10th Street Connector Project will provide two roadways along SW 10th Street in Deerfield Beach. One roadway, the SW 10th Street Connector Lanes, will improve regional connectivity by connecting the Sawgrass Expressway with I-95. The other roadway, local SW 10th Street, will become a "Complete Street" that will incorporate a shared-use path and provide connectivity to all existing local properties and the local roadway network. The project also includes improvements for I-95 at the SW 10th Street and Hillsboro Boulevard interchanges, and completion of I-95 Express within the project limits. For additional project details, please visit <https://www.fdot.gov/projects/sr869-sw10st-i95/index.shtm>.

**2**

**SW 10th St.**



@MyFDOT  
@MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**  
Southwest Florida

**PROJECT LIMITS**  
Interstate 75 (I-75) at Pine Ridge Road Interchange

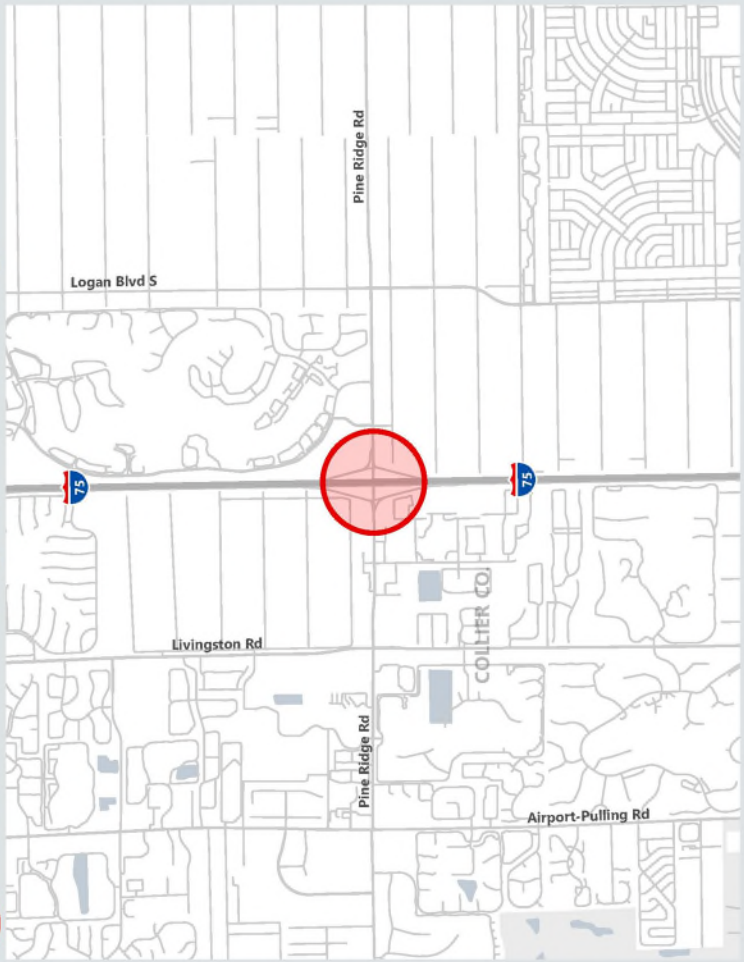
**FUNDING**  
\$23 Million

**CONSTRUCTION START**  
Early 2025

**PROJECT DESCRIPTION**  
I-75 at Pine Ridge Road interchange is one of the four interchanges along I-75 in Collier County. Improvements include reconstruction of the I-75 Pine Ridge interchange to a diverging diamond interchange. Proposed improvements are located within the right-of-way.

**3**

**I-75 at Pine Ridge Rd. Interchange**



@MyFDOT  
 @MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**

Southwest Florida

**PROJECT LIMITS**

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

**FUNDING**

\$578 Million

**CONSTRUCTION START**

Fall 2027

**PROJECT DESCRIPTION**

This project will provide capacity improvements to 18.5 miles of I-75 from Golden Gate Parkway to Corkscrew Road. The project will add one additional general use lane in the northbound and southbound directions (six- to eight-lane widening) and auxiliary lanes as needed. For additional project details, please visit <https://www.swflinterstates.com/I75-south-corridor/>.

**4**

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



@MyFDOT  
@MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**

Southwest Florida

**PROJECT LIMITS**

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

**FUNDING**

\$85 Million

**CONSTRUCTION START**

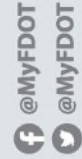
Spring 2027

**PROJECT DESCRIPTION**

This project will construct a new alignment of S.R. 29 as a four-lane divided roadway to serve as a loop around the downtown Immokalee area. The design will have four 12-foot travel lanes with curb and gutter on both sides, a 22-foot median, and 12-foot shared use paths on both sides for the first mile. For the remainder of the project the design will have a 30-foot median and outside paved shoulders and 12-foot shared-use paths on both sides. The project also includes drainage improvements along the entire length of the corridor. For additional project details, please visit <https://www.swfroads.com/project/417540-5>.

**5**

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



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**

Southwest Florida

**PROJECT LIMITS**

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

**FUNDING**

\$44 Million

**CONSTRUCTION START**

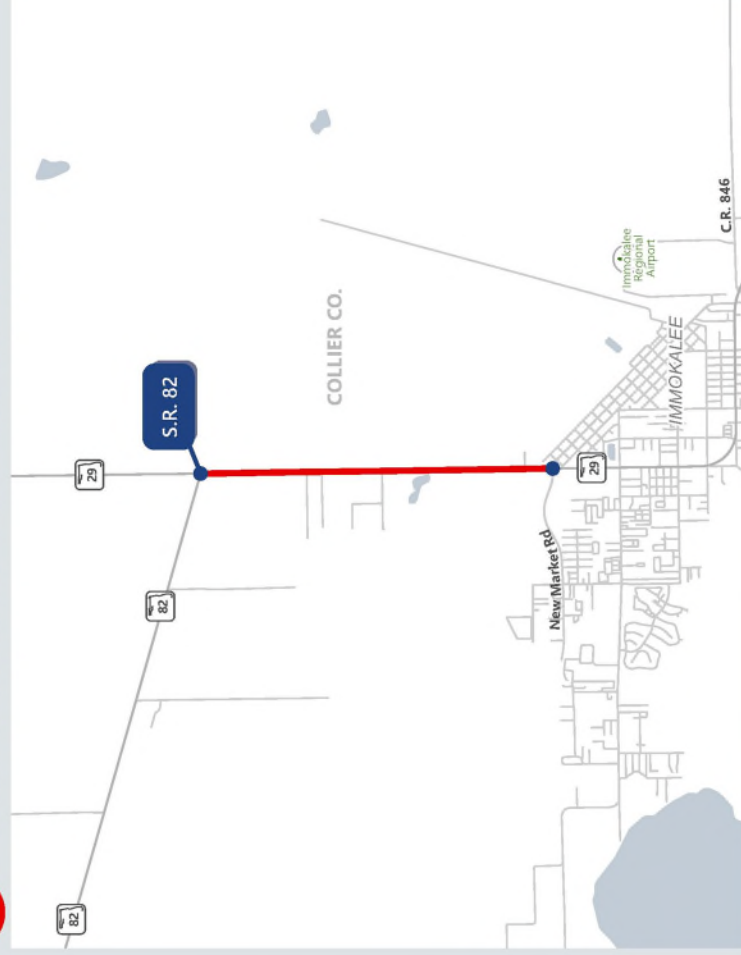
Spring 2027

**PROJECT DESCRIPTION**

This project consists of widening an approximately 3-mile-long segment of S.R. 29. The final roadway will consist of two 12-foot travel lanes in each direction with 4-foot paved inside shoulders, 10-foot (5-foot paved) outside shoulders, a 30-foot median, and a shared use path on each side of the roadway. Intersection improvements are proposed for the intersection of S.R. 29 at New Market Road/Westclox Street. For additional project details, please visit <https://www.swfroads.com/project/417540-6>.

**6**

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



**@MyFDOT**  
**@MyFDOT**



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**  
North Florida

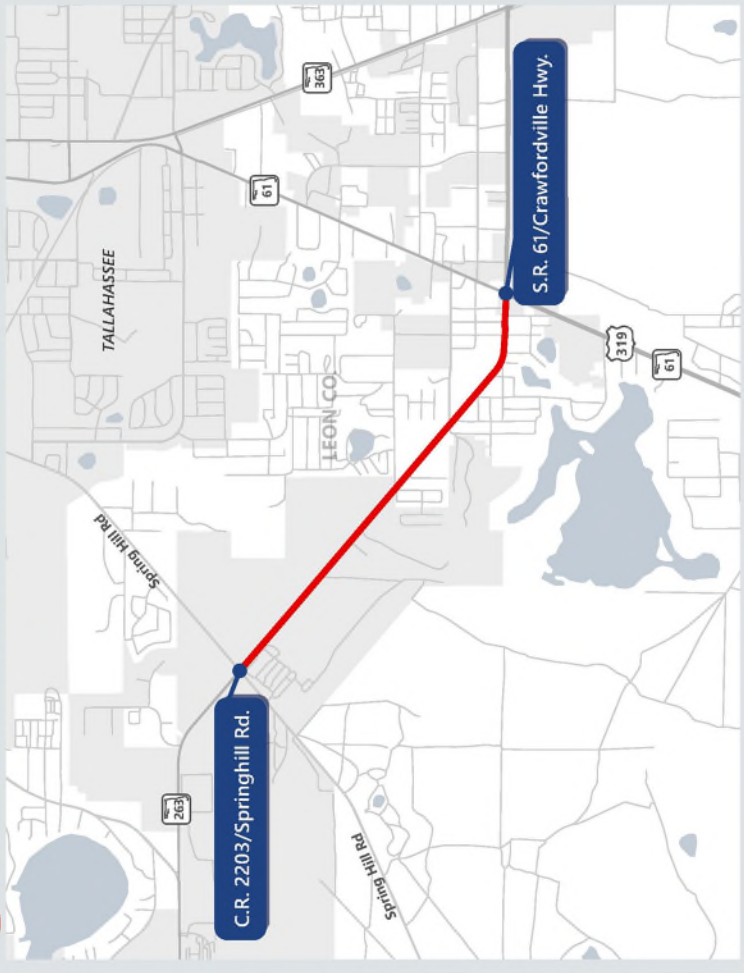
**PROJECT LIMITS**  
State Road (S.R.) 263 from S.R. 61 to  
County Road (C.R.) 2203

**FUNDING**  
\$90 Million

**CONSTRUCTION START**  
Summer 2026

**PROJECT DESCRIPTION**  
This project will widen the existing roadway, add lighting, construct stormwater management facilities, and implement intersection improvements. A 10-foot multi-use path will be constructed on the east side of the roadway and a 5-foot sidewalk will be constructed on the west side of the roadway. For additional project details, please visit <https://mwfiroads.com/projects/219749-2>.

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



@MyFDOT  
@MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**

Southwest Florida

**PROJECT LIMITS**

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

**FUNDING**

\$53 Million

**CONSTRUCTION START**

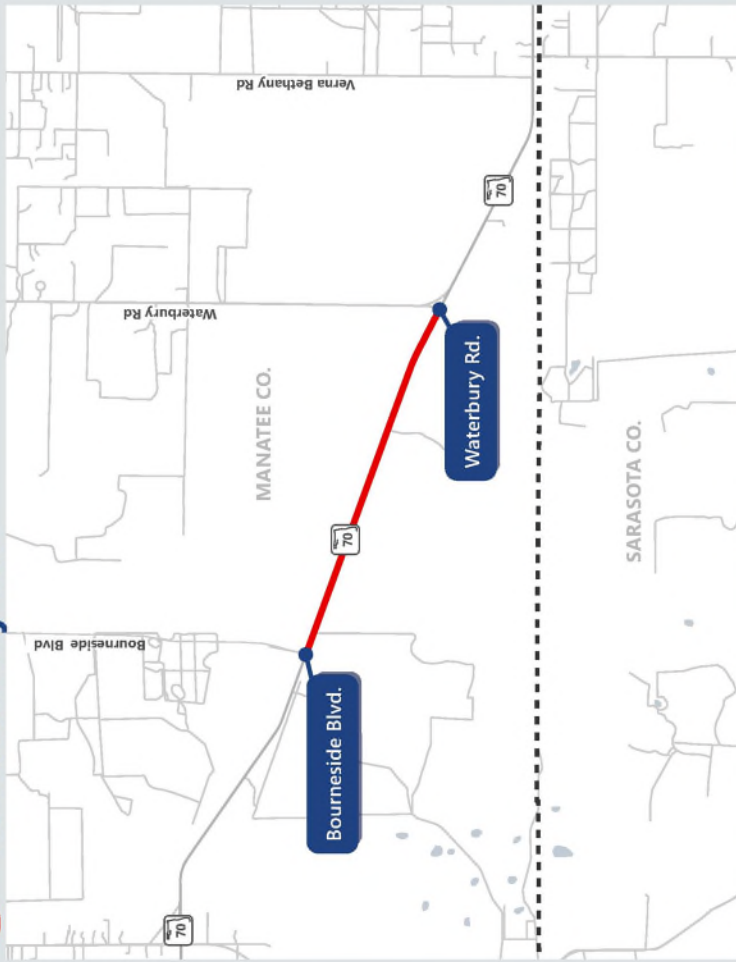
Fall 2024

**PROJECT DESCRIPTION**

This project will widen S.R. 70 from Bourneside Boulevard to Waterbury Road from a two-lane undivided facility to a four-lane divided roadway. S.R. 70 is a principal arterial and a primary east-west highway for Manatee County and provides regional access to employment centers, agricultural lands, and residential areas across the state. SR 70 is also an east-west evacuation route. The project will include intersection improvements as well as bicycle and pedestrian enhancements.

**9**

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



@MyFDOT  
 @MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**

Central Florida

**PROJECT LIMITS**

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

**FUNDING**

\$479 Million

**CONSTRUCTION START**

Spring 2025

**PROJECT DESCRIPTION**

This project involves adding auxiliary lanes to I-75 in each direction between S.R. 44 and S.R. 326. It will include interchange modifications and right-of-way acquisition for future widening.

**10**

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



@MyFDOT



@MyFDOT



09/22/2023

Subject to change.

Listed alphabetically by county.





**REGION**

Southeast Florida

**PROJECT LIMITS**

Interstate 95 (I-95) at Golden Glades Interchange

**FUNDING**

\$150 Million

**CONSTRUCTION START**

Spring 2024

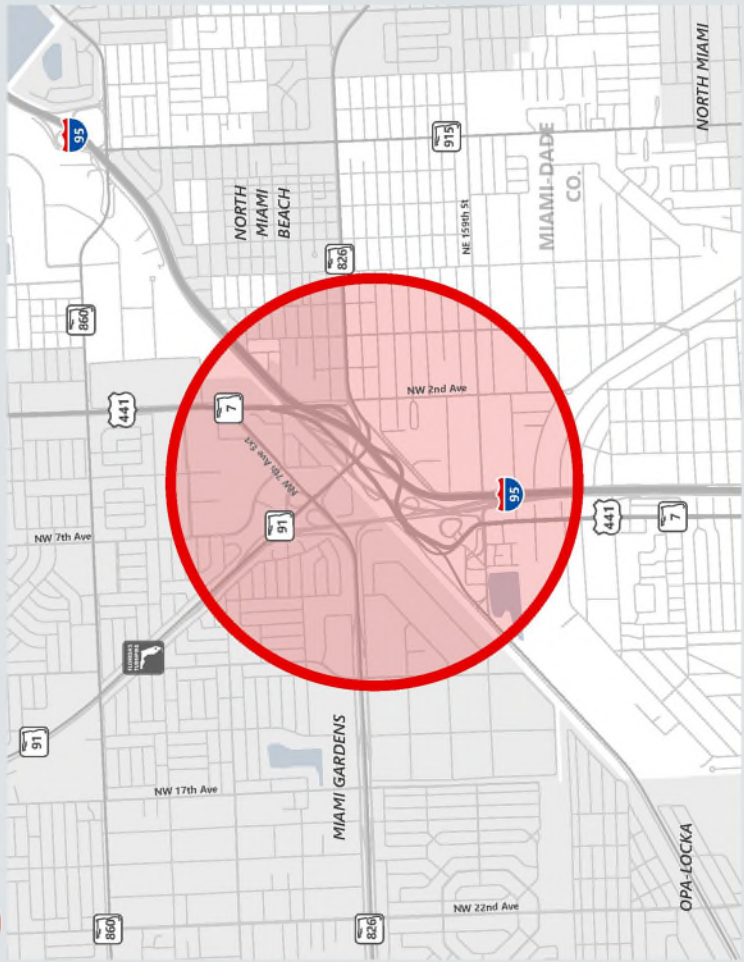
**PROJECT DESCRIPTION**

The proposed enhancements to the Golden Glades Interchange include several miles of roadway and ramps.

The project area consists of the following five major facilities: I-95, State Road (S.R.) 826/Palmetto Expressway, Florida's Turnpike, S.R. 9, and S.R. 7. For additional project details, please visit <https://www.fdotmiamidade.com/design-projects/expressways/golden-glades-interchange-enhancement-projects.html>

**11**

**Golden Glades Interchange**



@MyFDOT  
@MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**

Central Florida

**PROJECT LIMITS**

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

**FUNDING**

\$1,451 Million

**CONSTRUCTION START**

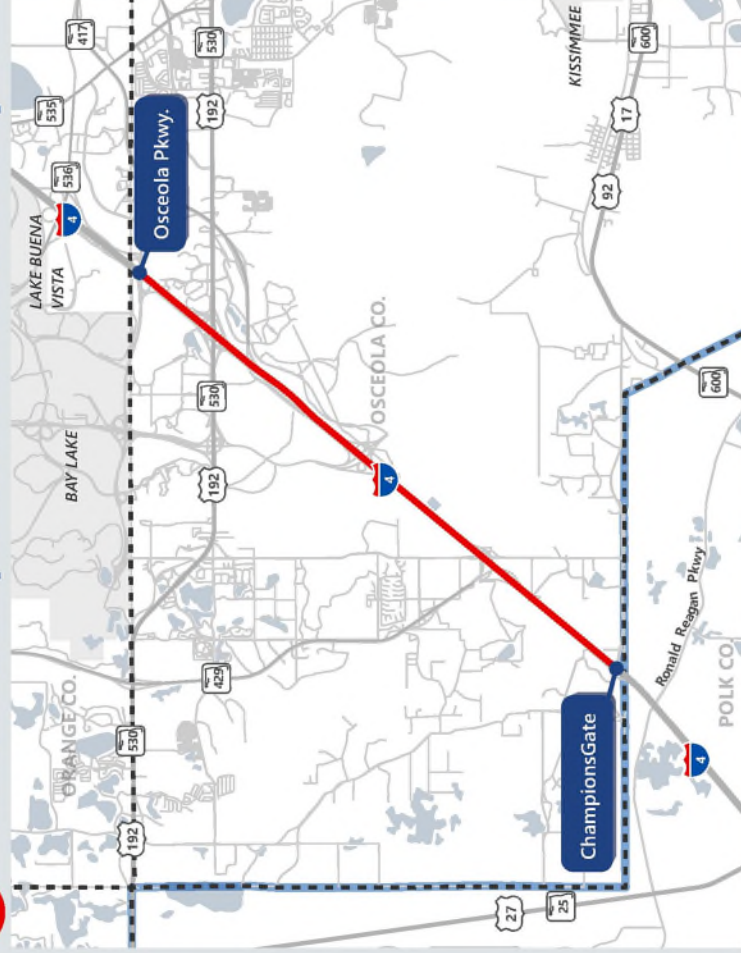
Late 2024

**PROJECT DESCRIPTION**

This project will reconstruct I-4 to accommodate three general use lanes, auxiliary lanes, and two express lanes in the eastbound and westbound directions from west of County Road (C.R.) 532 / ChampionsGate to east of C.R. 522 / Osceola Parkway. Reconstruction of existing interchanges is also part of this project. For additional project details, please visit <https://i4beyond.com>.

**12**

**I-4 from ChampionsGate to Osceola Pkwy.**



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**

West Central Florida

**PROJECT LIMITS**

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

**FUNDING**

\$354 Million

**CONSTRUCTION START**

Summer 2025

**PROJECT DESCRIPTION**

This project will widen I-275 from 38th Avenue N to 4th Street N in Pinellas County to provide two tolled express lanes in each direction. A new multi-use trail will also be built along Ulmerton Road from I-275 to Feather Sound Drive. The roadway and trail improvements will tie into the Gateway Expressway and Howard Frankland Bridge projects that are currently in construction. For additional project details, please visit <https://www.fdotampabay.com/project/920/449109-1-52-01>.

**14**

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



@MyFDOT  
 @MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**

Central Florida

**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**

\$197 Million

**CONSTRUCTION START**

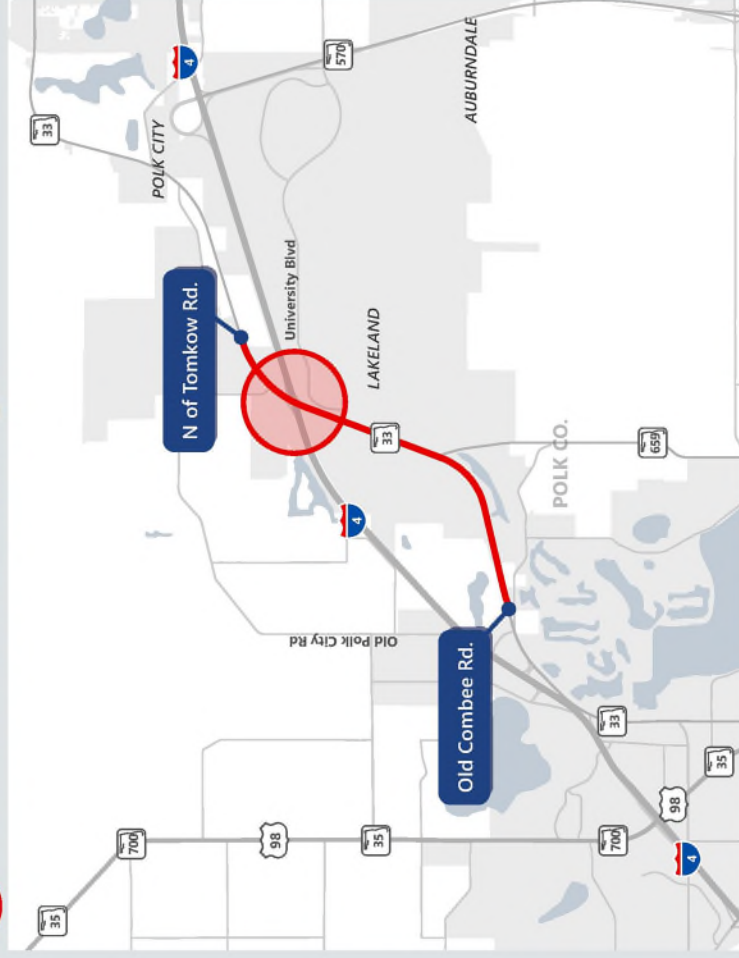
Late 2024

**PROJECT DESCRIPTION**

The I-4 at S.R. 33 interchange is located within the City of Lakeland in the northwest portion of Polk County. The interchange is a rural diamond interchange configuration that has single lane on- and off-ramps and two unsignalized ramp terminal intersections. This project will make modifications to the interchange including new roundabout intersections, add lanes on S.R. 33 from Old Combee Road to North Tomkow Road, and improve wildlife crossings. For additional project details, please visit <https://fip.fdot.gov/Studies/Details/23>.

**15**

**I-4 at S.R. 33 Interchange**



**@MyFDOT**  
**@MyFDOT**



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**  
Central Florida

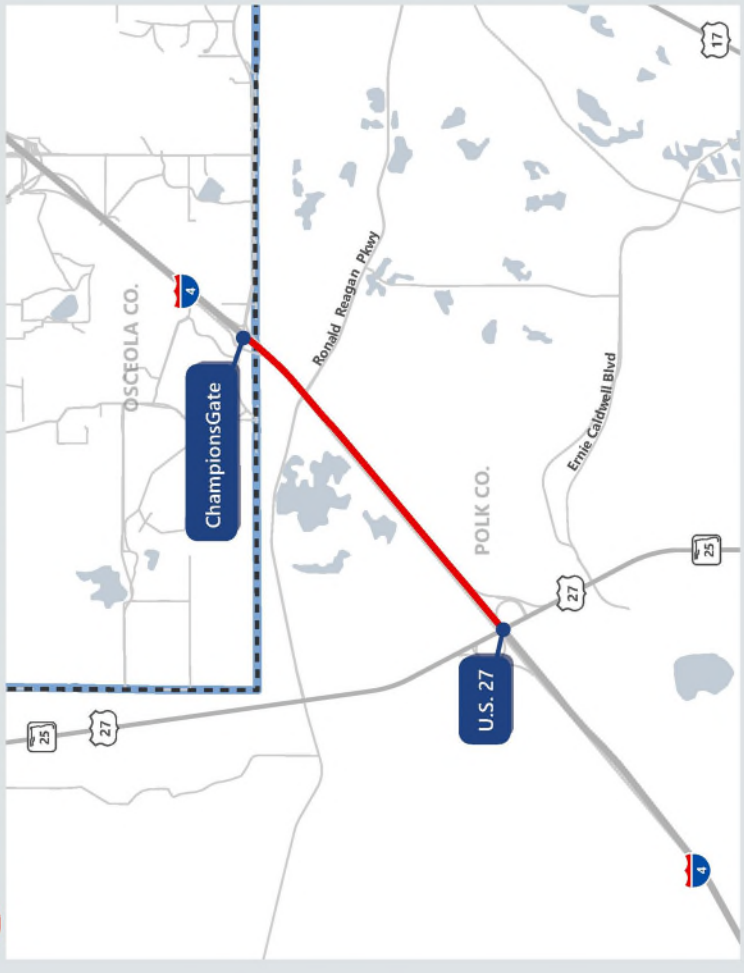
**PROJECT LIMITS**  
Interstate 4 (I-4) from U.S. 27 to  
ChampionsGate

**FUNDING**  
\$635 Million

**CONSTRUCTION START**  
Fall 2026

**PROJECT DESCRIPTION**  
This project will reconstruct I-4 to  
accommodate three general use lanes,  
auxiliary lanes, and two express lanes in  
the eastbound and westbound directions  
from west of U.S. 27 to west of County  
Road (C.R.) 532 / ChampionsGate. For  
additional project details, please visit  
<https://i4beyond.com>.

**16** I-4 from U.S. 27 to ChampionsGate



@MyFDOT  
 @MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**REGION**

Southwest Florida

**PROJECT LIMITS**

Interstate 75 (I-75) at Fruitville Road Interchange

**FUNDING**

\$192 Million

**CONSTRUCTION START**

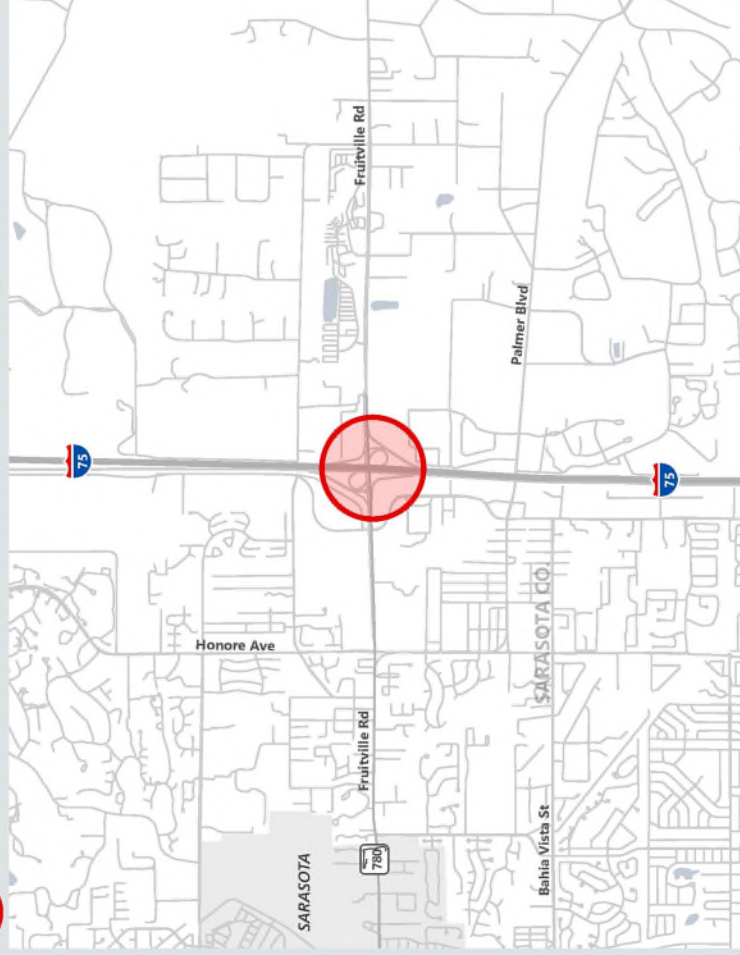
Fall 2024

**PROJECT DESCRIPTION**

This project includes the reconstruction of the I-75 interchange at Fruitville Road from the existing cloverleaf configuration to a diverging diamond interchange (DDI). The project will also widen approximately two miles of I-75, from Palmer Boulevard to north of Fruitville Road, which will include the replacement of the existing bridges over Fruitville Road and the southbound bridge over Palmer Boulevard. Additionally, auxiliary lanes will be constructed between the Bee Ridge Road and Fruitville interchanges in both directions. The project will also include the widening of approximately 1.6 miles east of Coburn Road. For additional project details, please visit <https://www.swflroads.com/project/420613-2>.

**17**

**I-75 at Fruitville Rd. Interchange**



**@MyFDOT**  
**@MyFDOT**



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**18**

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

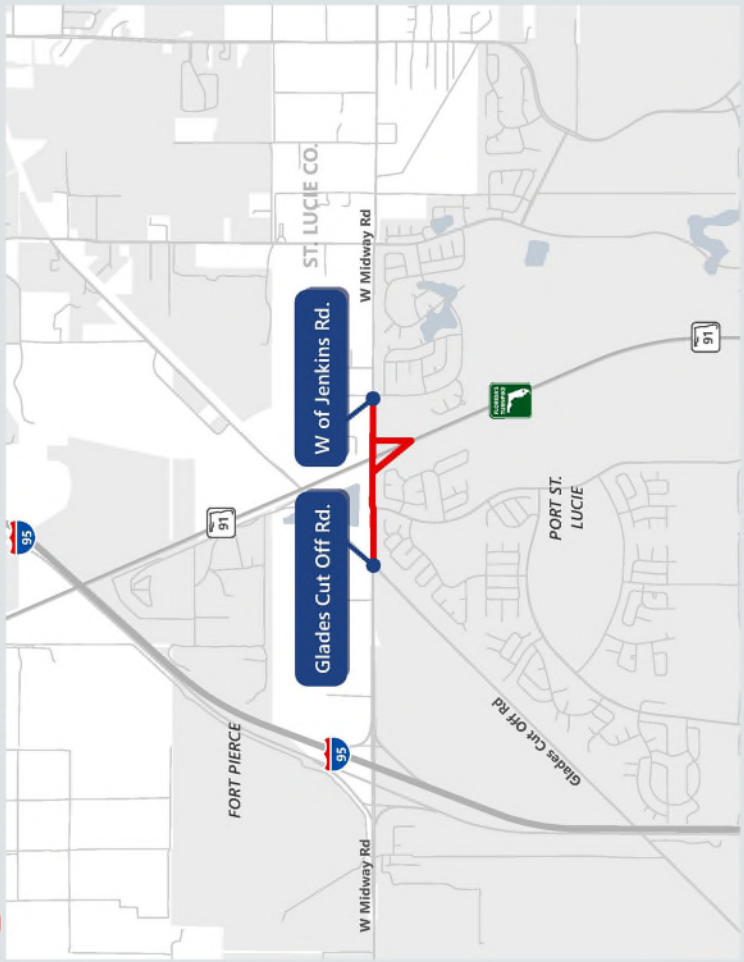
**REGION**  
Southeast Florida

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

**FUNDING**  
\$58 Million

**CONSTRUCTION START**  
Summer 2027

**PROJECT DESCRIPTION**  
This project will widen the existing two-lane road to a four-lane divided road, add a 7-foot buffered bike lane on both sides of the roadway, and add a 12-foot bicycle/pedestrian path on the south side of the project. The project also proposes to add a new partial interchange with Florida's Turnpike providing ramps connecting to and from the south. For additional project details, please visit <http://www.midwayrd.com>.



@MyFDOT  
 @MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.



**MOVING FLORIDA  
FORWARD**  
Infrastructure Initiative

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

**REGION**  
Central Florida

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

**FUNDING**  
\$26 Million

**CONSTRUCTION START**  
Fall 2025

**PROJECT DESCRIPTION**  
The project will reconstruct U.S. 301 from C.R. 470 to Florida's Turnpike between the cities of Sumterville and Wildwood to increase the roadway capacity, respond to future travel demand, improve overall safety, and accommodate pedestrians and bicyclists. The project includes realigning the roadway around the City of Coleman to avoid impacts to the City's downtown businesses. For additional project details, please visit <https://www.cflroads.com/project/430132-1>.



@MyFDOT  
@MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.





**REGION**  
East Central Florida

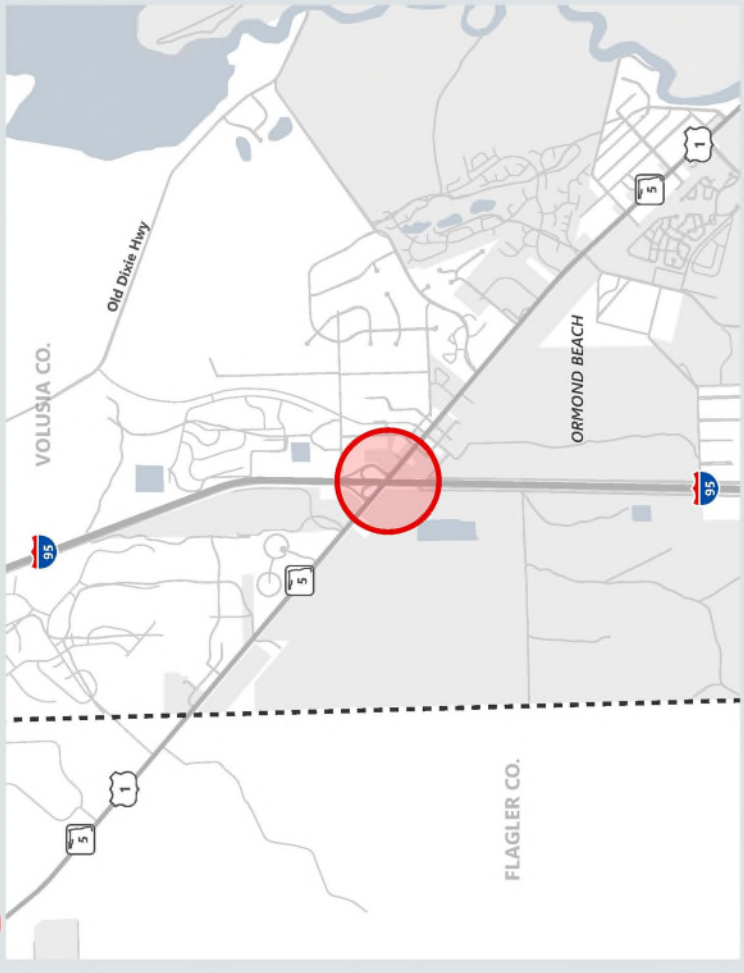
**PROJECT LIMITS**  
Interstate 95 (I-95) at U.S. 1 Interchange in Volusia County

**FUNDING**  
\$340 Million

**CONSTRUCTION START**  
Fall 2027

**PROJECT DESCRIPTION**  
Improvements will be made to the I-95 interchange at U.S. 1 in Ormond Beach. Approximately one-mile segment of U.S. 1 between Plantation Oaks Boulevard/ Broadway Avenue and Destination Daytona Lane will be widened from two lanes in each direction to three. This widening includes the addition of shared use paths to serve bicyclists, pedestrians, and other users. For additional project details, please visit <https://www.cfroads.com/project/419772-2>.

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



@MyFDOT  
@MyFDOT



09/22/2023  
Subject to change.  
Listed alphabetically by county.



# Bringing Projects to Life

## 2024

## 2025

### PHASES TOWARDS CONSTRUCTION

- Preliminary Design
- Permitting
- Right-of-Way Acquisition
- Phase In Progress
- Phase Complete

SW 10th St.

I-4 from ChampionsGate to Osceola Pkwy.

I-75 at Pine Ridge Rd. Interchange

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

I-4 at S.R. 33 Interchange

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

Golden Glades Interchange

I-75 at Fruitville Rd. Interchange

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



# Bringing Projects to Life

## 2026

## 2027

### PHASES TOWARDS CONSTRUCTION

- Preliminary Design
- Permitting
- Right-of-Way Acquisition
- Phase In Progress
- Phase Complete

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



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



I-4 from U.S. 27 to ChampionsGate



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



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



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



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



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



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



### Preliminary Design

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



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



**Project Lead:**

Bill Cobb, Special Projects Coordinator

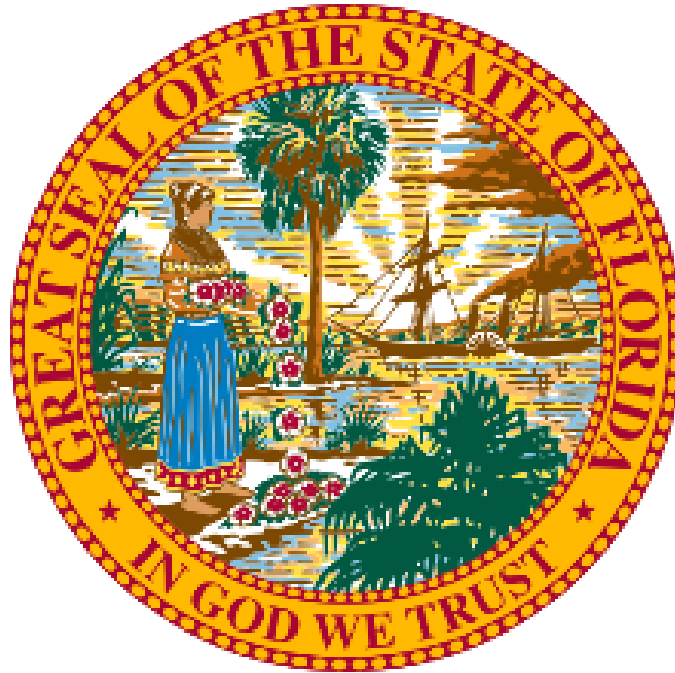
**Project Support:**

Sonya Morris, Assistant Executive Director

Karen Peddie, Administrative Assistant

**Executive Director**

Ralph Yoder



**Copies of this analysis may be obtained by contacting:**

**Florida Transportation Commission**

**605 Suwannee Street**

**Mail Station 9**

**Tallahassee, Florida 32399-0450**

**850-414-4105**

**[ftc.state.fl.us](http://ftc.state.fl.us)**