

Review of the Florida Department of Transportation Tentative Work Program

*Fiscal Years
2022/23 through 2026/27*



*A Report by the Florida
Transportation Commission*



Cover Page Photo Description

Jupiter US 1 Bridge Replacement

Construction began in September 2021 on this bridge replacement project in Palm Beach County. The existing four-lane S.R. 5/U.S. 1 Federal Highway Bridge over the Loxahatchee River/Atlantic Intracoastal Waterway (AICW) was built in 1958 with a 116-ft horizontal clearance over the main channel. The existing bridge includes two 11-foot inside travel lanes, two 12-foot outside travel lanes, and two-foot outside shoulders but does not have dedicated sidewalks or bicycle lanes. The new bridge will have 35 feet of vertical clearance and 125 feet of horizontal clearance, Seven-foot buffered bicycle lanes, and eight-foot sidewalks on both sides of the bridge.

**Review of the
Department of Transportation
Tentative Work Program**

**Fiscal Years 2022-23
Through 2026-27**

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I-275 at I-75 Northbound Overpass Deck Replacement (District 1)



Starke Road Overpass Project (District 2)

FLORIDA TRANSPORTATION COMMISSION

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



Ron DeSantis
Governor

January 21, 2022

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

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

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

Dear Governor DeSantis, President Simpson and Speaker Sprowls:

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 2022/23 through FY 2026/27. The Secretary of the Department of Transportation, assistant secretaries, district secretaries, Turnpike and Rail Enterprise executive directors 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, state laws and policies.

Ralph Yoder | Executive Director
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Governor DeSantis, President Simpson and Speaker Sprowls
January 21, 2022
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Furthermore, the Commission believes the projects in the Tentative Work Program will continue to support the Department's commitment to:

- Increasing Safety
- Enhancing Mobility
- Inspiring Innovation through the use of Technology
- Fostering Talent

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 Gayle Harrell, Chair, Senate Committee on Transportation
Honorable Kelli Stargel, Chair, Senate Committee on Appropriations
Honorable George Gainer, Chair, Senate Transportation, Tourism, and Economic Development
Appropriations Subcommittee
Honorable Jay Trumbull, Jr., Chair, House Appropriations Committee
Honorable Jayer Williamson, Chair, House Infrastructure & Tourism Appropriations Subcommittee
Honorable Brad Drake, Chair, House Tourism, Infrastructure & Energy Subcommittee
Mr. Kevin J. Thibault, P.E., Secretary, Florida Department of Transportation
Mr. James Uthmeir, Chief of Staff, Executive Office of the Governor
Ms. Anna DeCerchio, Deputy Chief of Staff, Executive Office of the Governor
Ms. Stephanie Kopelousus, 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

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SUNRAIL DELAND STATION

DELAND PLATFORM - RENDERING



Rendering of the SunRail Deland Station and Platform (District 5)



Gatlin Boulevard Park and Ride Lot (District 4)

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 2060 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



I-95 Express Phase 3B-1 (District 4)



U.S. 98 Widening Project in Okaloosa County (District 3)

Executive Summary

On January 10, 2022 the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for Fiscal Year 2022/23 through Fiscal Year 2026/27*. The Secretary of the Department of Transportation, assistant secretaries, district secretaries, Turnpike and Rail Enterprise executive directors 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, which is presented annually.

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 Review are especially noteworthy:

Finance: Programming Capacity and Cash Management

This Tentative Work Program totals approximately \$49.5 billion over the five-year period, \$3.3 billion (or 7.1%) larger than the previous one. Most of the funds, \$39.9 billion (or 80.6%) of the work program, are dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 572 new lane miles of roadway, resurface/reconstruct 9,250 lane miles of existing roadway, repair 176 bridges and replace 71 others. Approximately \$5.7 billion is dedicated to the Freight Logistics and Passenger Operations 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 \$245.1 million and occurs in December of 2024. The average annual low point cash balance is projected to be \$251.7 million, and the average annual outstanding obligation is projected to be \$11.7 billion. In other words, cash "on hand" is projected to average 2.2% of outstanding obligations.

Policies/Issues Impacting the Tentative Work Program

The \$49.5 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 22.8% 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. The Department had been operating under a full year extension of the FAST Act through September 30, 2021 and will continue to assume a flat-line receipt of federal funding until it knows how much it will receive under the new law.

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 \$1.3 billion 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 \$13.5 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 increased 3.1% when compared to last year's stability, with 89.7% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. For the 175 projects deferred, deleted, or moved out of the work program, 31.4% to external influences, 20.0% to district priority changes, 14.3% to estimate increases, 12.6% to production / right of way schedule changes, 8.6% were due to revenue adjustment, no reason was given for 6.9%, 2.3% to Department priority changes, and the remaining 4.0% for other reasons.

Linkage of 5-Year Work Program with Long Range Goals

Objectives contained in the 2016 Performance Report of the 2060 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

The Department of Economic Opportunity (DEO) reviews the Tentative Work Program for compliance with local government comprehensive plans and provides the Commission with a list of inconsistencies. DEO notified the Commission via a letter dated December 13, 2021 that it had completed its review of the Tentative Work Program. Based on its review, DEO 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 67 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 4, 2021 snapshot.)



I-395 / State Road 836 / I-95 Design-Build Project (District 6)

1. Overview of the Tentative Work Program for Fiscal Years 2022/23 through 2026/27

Although not required by statute, the Commission reviews the Tentative Work Program by individual program categories as part of its in-depth evaluation. This breakdown allows overall comparison of major components by product, product support, operations and maintenance and administration.

Commission Findings

This year's Tentative Work Program totals \$49.5 billion, approximately \$3.3 billion (or 7.1%) larger than that of the previous year.

The Tentative Work Program includes \$39.9 billion in the product and product support program categories and will let contracts to:

- Construct 572 additional lane miles of roadway;
- Resurface / reconstruct 9,250 lane miles of existing roadway;
- Repair 176 bridges; and
- Replace 71 bridges.

The Tentative Work Program includes \$5.7 billion for Freight Logistics and Passenger Operations.

Illustrative statistics on the Tentative Work Program:

- Number of active fund codes: 252
- Number of projects: 6,787
- Number of project phases: 13,724

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 exactly. 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 4, 2021 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 2025. Long-term projections, through 2040, are for a loss in State Transportation Trust Fund (STTF) revenue, primarily due to electric vehicle adoption.

Federal Regulations

Changes in federal regulations and the automobile manufacturing industry are having a profound effect on the state's ability to raise sufficient revenue from the sale of fuel to support the state's transportation infrastructure. In 2021, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) proposed robust new fuel economy standards. The new standards would increase fuel efficiency 8% annually for model years 2024-2026 and increase the estimated fleetwide average by 12 miles per gallon for model year 2026, relative to model year 2021.

Similarly, the U.S. Environmental Protection Agency recently established a new federal rule that continues to increase the fuel economy requirements of all new light-duty vehicles sold in the United States. The final rule revises current standards beginning in model year 2023 and increases in stringency year over year through model year 2026. The final rule significantly accelerates the rate of stringency increases to between 5 and 10 percent each year from 2023 through 2026 and is expected to result in average fuel economy label values of 40 mpg.

Electric Vehicles

Electric vehicles continue to comprise an ever-increasing share of the automobile market. Automobile manufacturers are rapidly moving toward alternatively fueled vehicles. Motor fuel tax revenues are projected to decline because of the influx of hybrid and electric vehicles into the statewide fleet.

In August 2021, President Joe Biden announced and signed an executive order that establishes a new target to make half of all new vehicles sold in 2030 zero-emissions vehicles, including battery electric, plug-in hybrid electric and fuel cell electric vehicles. President Biden also has a goal of building more than 500,000 electric vehicle (EV) chargers throughout the United States, which will provide manufacturing opportunities for charging infrastructure and battery technology.

In response to the above-referenced executive order, the Big Three Automakers – Ford, General Motors and Chrysler Stellantis — announced a joint pledge to achieve sales of 40-50% electric vehicles in the US by 2030.

As a result of the Infrastructure Investment and Jobs Act (IIJA) which passed by the 117th Congress in 2021 and was signed into law on November 15, 2021, the Department of Energy (DOE) and Department of Transportation (DOT) will establish a Joint Office of Energy and Transportation focused on deploying EV infrastructure. The IIJA makes significant investment in electric vehicle charging in U.S., establishing a network of 500,000 chargers and make EVs accessible to all Americas for both local and long-distance trips. The IIJA includes \$5 billion in formula funding for states with a goal to build a national charging network. It also provides \$2.5 billion for communities and corridors through a competitive grant program that will support innovative approaches and ensure that charger deployment meets the priorities such as supporting rural charging, improving local air quality and increasing EV charging access in disadvantaged communities.

To ensure Florida remains a national leader in addressing the needs of its transportation infrastructure to support its growing economy, we must continue to pay close attention to the impact all these factors will have on our ability to raise sufficient transportation revenue. We will continue to monitor national discussions about replacing the fuel tax with a more sustainable alternative.

Share of Federal Funding

The \$49.5 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 22.8% 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).

2021 Legislative Actions

SB 100 was signed into law by Governor DeSantis, effective July 1, 2021. The bill repealed the Multi-use Corridors of Regional Economic Significance (M-CORES) program and related provisions and instead created programs related to arterial highway projects.

Specifically, the bill:

- Authorizes the Florida Department of Transportation (FDOT) to upgrade existing arterial roadways with targeted improvements, such as adding new tolled or non-tolled limited access alignments to manage congestion points and retrofitting roadways with tolled or non-tolled grade separations that provide alternatives to a signalized intersection for through traffic.
- Prohibits a reduction of any non-tolled general use lanes of an existing facility, requires maintenance of existing access points, and limits the location of any tolling points such that a non-tolled alternative exists for local traffic.
- Provides that all existing applicable requirements relating to FDOT or turnpike projects apply to any projects undertaken. Further, the FDOT and the Florida Turnpike Enterprise (FTE) must take into consideration the guidance and recommendations of any previous studies or reports relevant to the projects.

- Directs the FDOT to develop, by December 31, 2035, and include in the work program, construction of controlled access facilities to achieve free flow of traffic on U.S. 19 and requires the facility to be developed using existing or portions of existing roadway by specified improvements.
- Directs the FDOT to identify and include in the work program projects to widen certain two lane arterial rural roads serving high volumes of truck traffic to four lanes.
- Directs the FDOT to begin the project development and environmental phase for a project to extend the Florida Turnpike from its current terminus in Wildwood to a terminus as determined by the FDOT, and to submit a summary report by December 31, 2022.

The revenue redirected to the State Transportation Trust Fund (STTF) as a result of the 2019 M-CORES legislation is retained in the STTF and is dedicated for purposes of funding the authorized controlled access facility projects and widening projects on arterial rural highways. Additionally, beginning July 1, 2023, the distribution of \$35 million to the Florida Turnpike Enterprise for feeder roads and related projects is discontinued; such funds will remain in the STTF to support statewide transportation priorities.

SB 1126 was signed into law by Governor DeSantis, effective July 1, 2021. The bill contained a number of revisions to current law relating to the Florida Department of Transportation (FDOT) including:

- Adds road and bridge maintenance or construction vehicles to the list of vehicles subject to the Move Over Law.
- Increases from \$275 to \$350 million the authorized dollar amount representing an alternative debt service cap on Right-of-Way Acquisition and Bridge Construction Bonds issued to finance or refinance the cost of acquiring real property for state roads or the cost of bridge construction.
- Removes the expiration date for the Legislative Budget Commission chair and vice chair's authority to approve amendments to the FDOT's work program that transfer fixed capital outlay appropriations between categories or increase an appropriation category.
- Clarifies that the Department of Revenue is the entity responsible for transferring a portion of documentary stamp tax revenues distributed to the State Treasury and credited to the State Transportation Trust Fund (STTF) from the State Treasury to the General Revenue Fund.
- Revises from October 1 to August 1 the date for metropolitan planning organization (MPO) annual submissions of project priorities to the FDOT districts for purposes of developing the FDOT's Tentative Work Program and MPO transportation improvement programs.
- Removes provisions requiring the FDOT to provide space and video conference capability at each FDOT district office for persons requesting a hearing before the Commercial Motor Vehicle Review Board, instead requiring the FDOT to allow such persons to appear remotely before the board via communications media technology already authorized by Administration Commission rule.
- Grants the FDOT rulemaking authority for the purpose of implementing statutory provisions relating to airport zoning.

- Revises provisions relating to a notice and hearing the FDOT is required to provide when a transportation project on the State Highway System modifies an existing access to an abutting property owner to provide clarity and improve readability.
- Removes obsolete references to a previously expired general service revenue service charge from specified collected revenue deposited into the STTF.

SB 1194 was signed into law by Governor DeSantis, effective July 1, 2021. The bill contained various transportation-related provisions, including the following:

- Authorizes a municipal or county governing body to abandon roads and rights of way dedicated in a recorded residential subdivision plat and to simultaneously convey the municipality's or the county's interest to a community development district under specified conditions.
- Precludes a governmental entity from prohibiting a bid relating to the entity's procurement of certain contractual services from vendors holding specified certificates or licenses.
- Provides that with respect to any port that has received or is eligible to apply for or receive certain state seaport funding, a local ballot initiative or referendum may not restrict maritime commerce in such port based on specified but unlimited factors. These provisions apply retroactively and prospectively, prohibiting, rendering void, and preempting to the state any conflicting initiative or referendum.
- Authorizes on roadways with a posted speed limit of 55 miles per hour or higher:
 - Construction equipment in a work zone to display a combination of flashing green, amber, and red lights during periods when workers are present.
 - Flashing lights on vehicles during periods of extremely low visibility.
- Increases the penalties for violations of a prohibition against modification of a motor vehicle exhaust system so that the noise emitted by the motor vehicle is above that emitted by the vehicle as originally manufactured.
- Substitutes an affidavit with an attestation on a form provided by the Florida Department of Highway Safety and Motor Vehicles (DHSMV) as a requirement for an insurance company to receive from the DHSMV a salvage certificate of title or certificate of destruction for motor vehicles and mobile homes.
- Clarifies that the types of vehicles authorized to elect a permanent registration period are rental vehicles, making clear that the authorization does not apply to leased vehicles.
- Requires motor vehicle dealer licensees to deliver to the DHSMV copies of renewed, continued, changed, or new insurance policies, surety bonds, or irrevocable letters of credit within 10 days after any renewal, continuation, change, or new issuance of the same, ensuring continuous insurance coverage.
- Removes a prohibition against the Miami-Dade County metropolitan planning organization (MPO) from assessing fees against governmental-entity members of the MPO.
- Dissolves the inactive Northwest Florida Transportation Corridor Authority and repeals part III of ch. 343, F.S., under which the authority was established.
- Authorizes a mayor to appoint a specified designee to attend a Tampa Bay Area Regional Transit Authority (TBARTA) meeting to act in his or her place with full voting rights on all issues, revising quorum requirements for the TBARTA board, revises the organization

of the Chair’s Coordinating Committee (CCC), removes the requirement for TBARTA to provide administrative support and direction to the CCC, and removes obsolete language.

- Increases the number of the Governor’s appointees to the Greater Miami Expressway Authority from three to four, one of which must be a member of the Miami-Dade County MPO, and providing for staggered terms.
- Prohibits the Central Florida Expressway Authority from constructing any extensions, additions, or improvements to the Central Florida Expressway System in Lake County without prior consultation with, rather than consent of, the Secretary of Transportation.
- Increases from 40 years to 99 years an existing limitation on the term of a lease into which the Jacksonville Transportation Authority may enter.
- Revises provisions relating to an annual cap on the Florida Department of Transportation’s (FDOT) authorization to enter into contracts for innovative transportation projects.
- Amends financial statement requirements relating to applications for certificates of qualification to bid on contracts for the performance of work for the FDOT under certain construction contracts.
- Excludes certain airports from the prohibition against the same entity performing design and performing construction engineering and inspection services on a project funded by the FDOT and administered by a local governmental entity.
- Substantially revises provisions relating to the State Arbitration Board, which hears claims for additional compensation arising out of construction and maintenance contracts between the FDOT and its contractors.
- Authorizes the FDOT to use surplus toll revenue to support public transportation projects that benefit the operation of high-occupancy toll lanes or express lanes on the State Highway System.
- Defines the term “borrow pit” and requires a borrow pit operator to provide a notice of intent to extract to the Florida Department of Environmental Protection; prohibits the FDOT, and its contractors and subcontractors, from purchasing or using specified substances extracted from a borrow pit unless conditions relating to compliance with existing statutory requirements and permitting are met; and requires the FDOT, if it determines substances are being obtained and used from a noncompliant borrow pit, to cease accepting any substances within 48 hours.
- Requires the FDOT to create and implement a publicly accessible electronic database for sign permit information; specifies requirements for the database; prohibits the department from furnishing permanent metal permit tags or replacement tags and from enforcing related provisions once the department creates and implements the database.

HB 1289 was signed into law by Governor DeSantis, effective July 1, 2021. The bill defines the term “low-speed autonomous delivery vehicle” as a fully autonomous vehicle that meets the current federal definition and authorizes such vehicles to operate only on streets or roads where the posted speed limit is 35 miles per hour or less. Such vehicles are not prohibited from crossing a road or street at an intersection where the road or street has a posted speed limit of more than 35 miles per hour. However, a low-speed autonomous delivery vehicle may operate on a street or road with a posted speed limit of more than 35 miles per hour, but no more than 45 miles per hour, if:

- The vehicle travels no more than one continuous mile, except that the entity with jurisdiction over the street or road may authorize travel in excess of that distance,

- The vehicle operates exclusively in the right lane, other than for the purpose of completing a turn; and
- On a two-lane street or road where overtaking and passing another vehicle is unsafe, and five or more vehicles are formed in a line behind the low-speed autonomous delivery vehicle, the delivery vehicle exits the roadway wherever sufficient space exists, to permit the following vehicles to proceed.

The bill sets out equipment requirements for such vehicles and provides that the new provisions are superseded by any conflicting federal regulations. The bill also establishes insurance coverage requirements for such vehicles and exempts them from specified provisions of law relating to authorized use of golf carts, low-speed vehicles, and utility vehicles.

The provisions of any motor vehicle equipment laws or regulations of this state, relating to or supporting motor vehicle operation by a human driver but not relevant for an automated driving system, are rendered inapplicable to fully autonomous vehicles designed to be operated exclusively by the automated driving system for all trips.

The bill also revises the definition of the terms:

- “Autocycle,” by clarifying that the required brakes on such autocycles must meet the requirements of a specified Federal Motor Vehicle Safety Standard relating to antilock brakes, and by revising the requirement for a steering “wheel” to a steering “mechanism.”
- “Personal delivery device,” by removing the current 80-pound weight limitation (excluding cargo) and replacing it with a weight that does not exceed the maximum established by rule by the Florida Department of Transportation (FDOT). The bill authorizes the FDOT to adopt rules to implement provisions of law relating to personal delivery devices.

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 \$1.3 billion 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.



Rendering of the NASA Causeway Bridge (District 5)

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 2022 - 2026	Fiscal 2023 - 2027	Difference	Percentage Difference
Product	\$29.5	\$32.1	\$2.6	8.8%
Product Support	\$7.9	\$7.8	-\$105.1 M	-2.4%
Operations & Maintenance	\$7.9	\$8.6	\$732.3 M	9.3%
Administration	\$794.5 M	\$852.3 M	\$57.8 M	7.3%
Fixed Capital Outlay	\$68.6 M	\$85.9 M	\$17.3 M	25.3%
Total	\$46.2	\$49.5	\$3.3	7.2%

Product

(Billions)	Fiscal 2022 - 2026	Fiscal 2023 - 2027	Difference	Percentage Difference
Construction	\$21.4	\$24.0	\$2.6	12.2%
Right of Way	\$1.7	\$1.4	-\$311.9 M	-17.9%
Freight Logistics / Passenger Ops	\$5.3	\$5.7	\$389.2 M	7.3%
Other*	\$1.1	\$1.0	-\$74.6 M	-6.9%
Total	\$29.5	\$32.1	\$2.6	8.8%

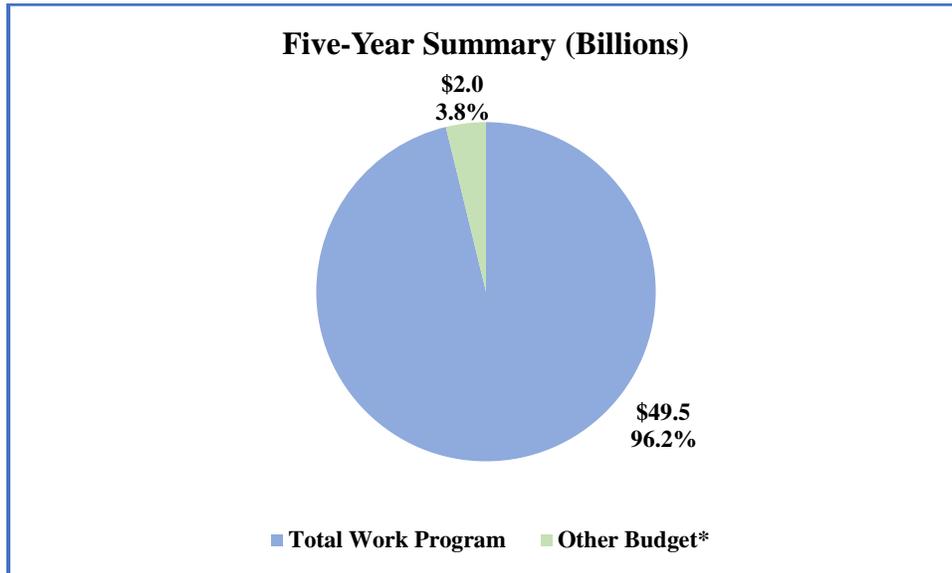
Construction

(Billions)	Fiscal 2022 - 2026	Fiscal 2023 - 2027	Difference	Percentage Difference
Capacity Improvements and Other Enhancements	\$12.5	\$13.6	\$1.1	8.8%
Resurfacing	\$5.8	\$6.8	\$1.0	17.9%
Bridge	\$1.6	\$1.7	\$193.1 M	12.5%
Safety Enhancement Initiatives	\$509.3 M	\$483.7 M	-\$25.6 M	-13.1%
Public Private Partnerships	\$976.6 M	\$1.3	\$292.1 M	29.9%
Total	\$21.4	\$24.0	\$2.6	12.2%

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

1c. Total Budget
\$51.4 Billion

The Tentative Work Program comprises approximately 96.2% of the Department’s total budget. The remainder consists of local government reimbursements and debt service related to various bond instruments.

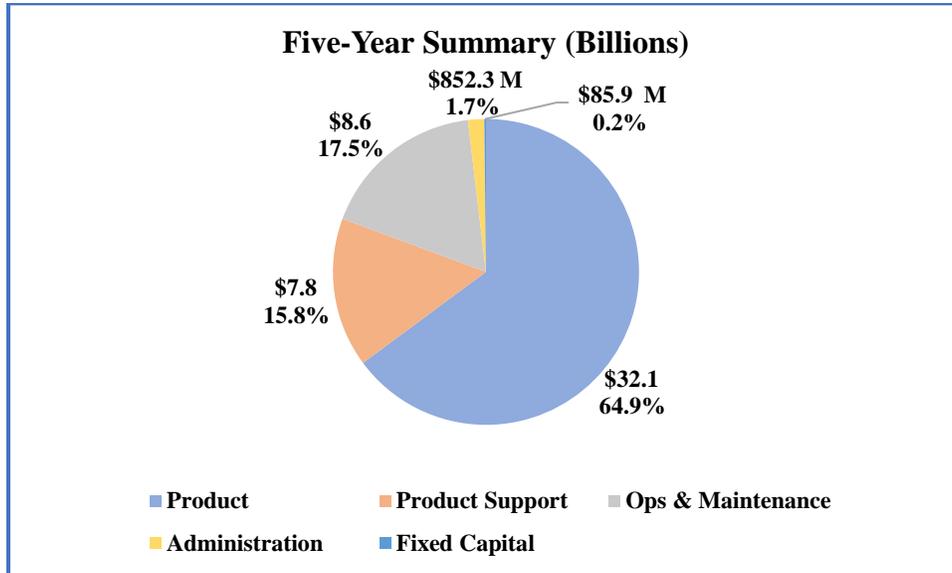


By Fiscal Year

(Billions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Total Work Program	\$11.6	\$10.0	\$9.3	\$9.5	\$9.1	\$49.5
Other Budget*	\$376.5 M	\$405.2 M	\$373.3 M	\$409.4 M	\$392.3 M	\$2.0
Total	\$12.0	\$10.4	\$9.7	\$9.9	\$9.5	\$51.4

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

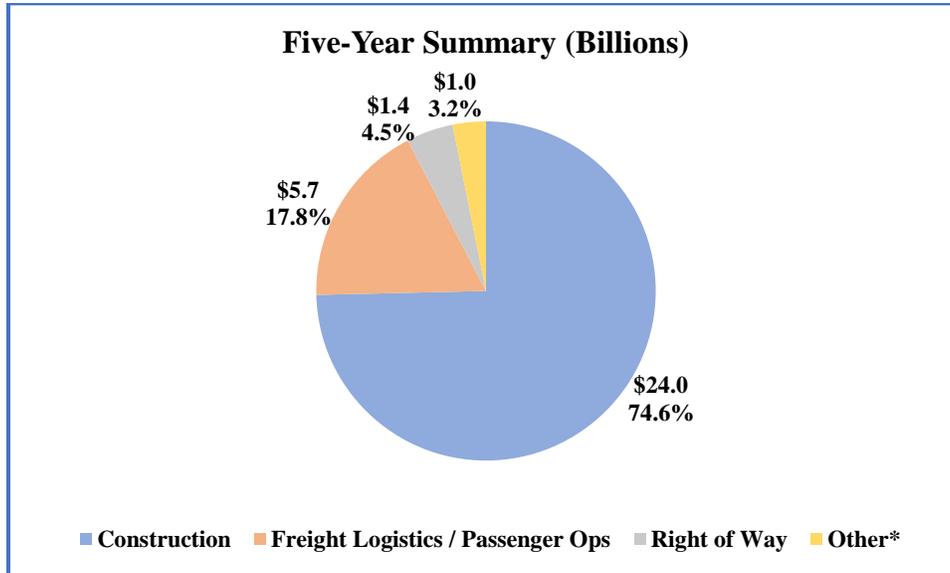
1d. Total Work Program
\$49.5 Billion



By Fiscal Year

(Billions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Product	\$7.6	\$6.6	\$5.9	\$6.1	\$5.8	\$32.1
Product Support	\$2.1	\$1.5	\$1.5	\$1.4	\$1.3	\$7.8
Operations & Maintenance	\$1.7	\$1.7	\$1.7	\$1.8	\$1.8	\$8.6
Administration	\$158.0 M	\$164.0 M	\$170.2 M	\$176.7 M	\$183.4 M	\$852.3 M
Fixed Capital	\$19.2 M	\$20.4 M	\$15.6 M	\$15.1 M	\$15.4 M	\$85.9 M
Total	\$11.6	\$10.0	\$9.3	\$9.5	\$9.1	\$49.5

1e. Product
\$32.1 Billion

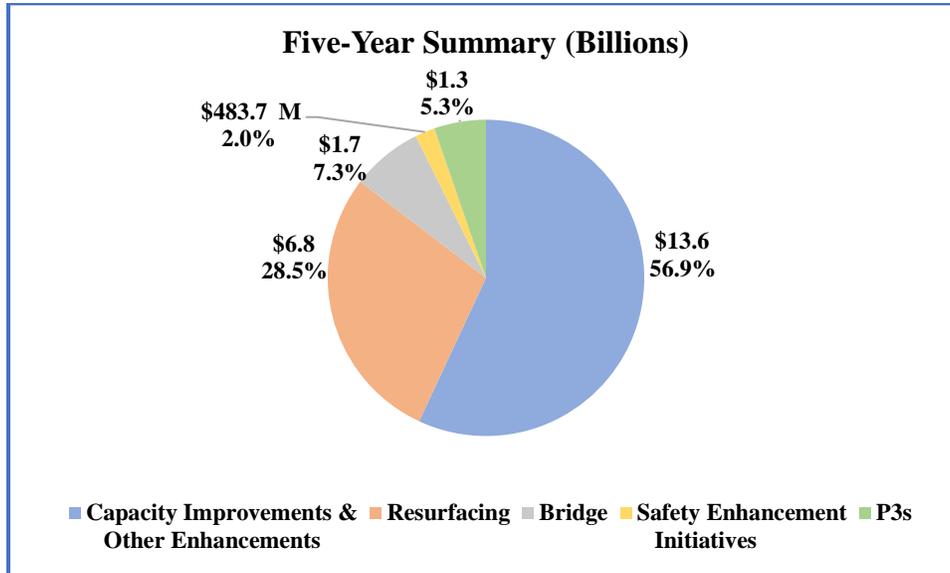


By Fiscal Year

(Billions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Construction	\$5.4	\$5.0	\$4.6	\$4.7	\$4.4	\$24.0
Freight Logistics / Passenger Ops	\$1.5	\$1.1	\$967.4 M	\$1.1	\$1.1	\$5.7
Right of Way	\$568.2 M	\$361.9 M	\$147.9 M	\$201.6 M	\$152.9 M	\$1.4
Other*	\$210.8 M	\$190.2 M	\$211.5 M	\$203.6 M	\$197.5 M	\$1.0
Total	\$7.6	\$6.6	\$5.9	\$6.1	\$5.8	\$32.1

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

1f. Product Construction
\$24.0 Billion

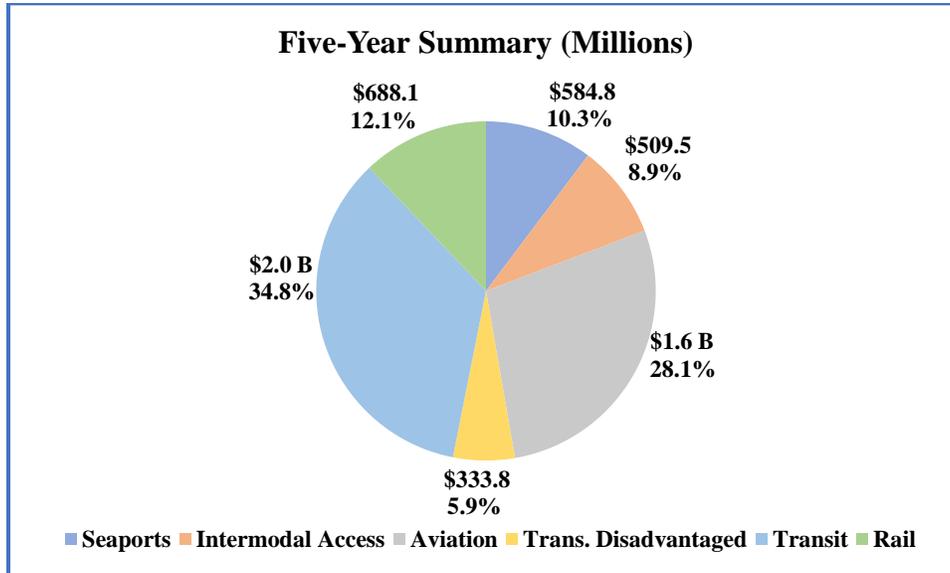


By Fiscal Year

(Billions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Capacity Improvements and Enhancements	\$3.3	\$3.1	\$2.8	\$2.5	\$2.0	\$13.6
Resurfacing	\$1.2	\$1.3	\$1.4	\$1.4	\$1.5	\$6.8
Bridge	\$230.9 M	\$348.0 M	\$165.2 M	\$435.1 M	\$564.9 M	\$1.7
Safety Enhancement Initiatives	\$111.8 M	\$97.7 M	\$85.3 M	\$90.7 M	\$98.3 M	\$483.7 M
Public Private Partnerships	\$572.7 M	\$170.6 M	\$171.3 M	\$175.7 M	\$178.4 M	\$1.3
Total	\$5.4	\$5.0	\$4.6	\$4.7	\$4.4	\$24.1

The \$483.7 million allocated to the Safety Program does not reflect the Department’s full commitment to improving safety. All Product categories include some measure of safety improvement due to current design standards which incorporate safety as a feature.

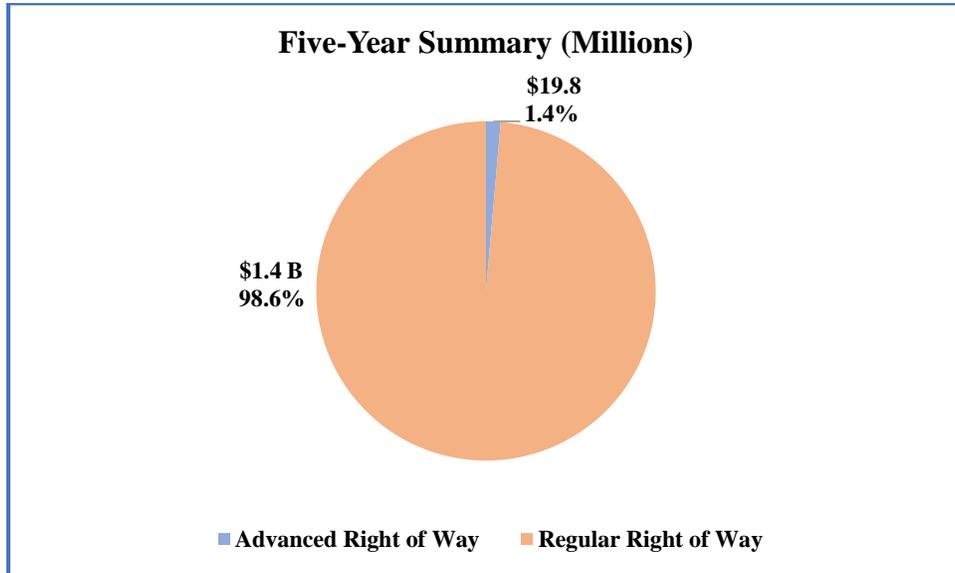
1g. Product
Freight Logistics and Passenger Operations
\$5.7 Billion



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Seaports	\$135.9	\$128.7	\$95.6	\$113.2	\$111.3	\$584.8
Intermodal Access	\$95.6	\$53.9	\$67.2	\$134.4	\$158.3	\$509.5
Aviation	\$313.4	\$358.1	\$298.8	\$325.7	\$302.6	\$1.6 B
Transportation Disadvantaged Comm.	\$74.4	\$64.9	\$64.9	\$64.9	\$64.9	\$333.8
Transit	\$674.3	\$333.9	\$318.1	\$323.9	\$332.1	\$2.0 B
Rail	\$194.3	\$128.5	\$122.8	\$102.6	\$139.9	\$688.1
Total	\$1.5 B	\$1.1 B	\$967.4	\$1.1 B	\$1.1 B	\$5.7 B

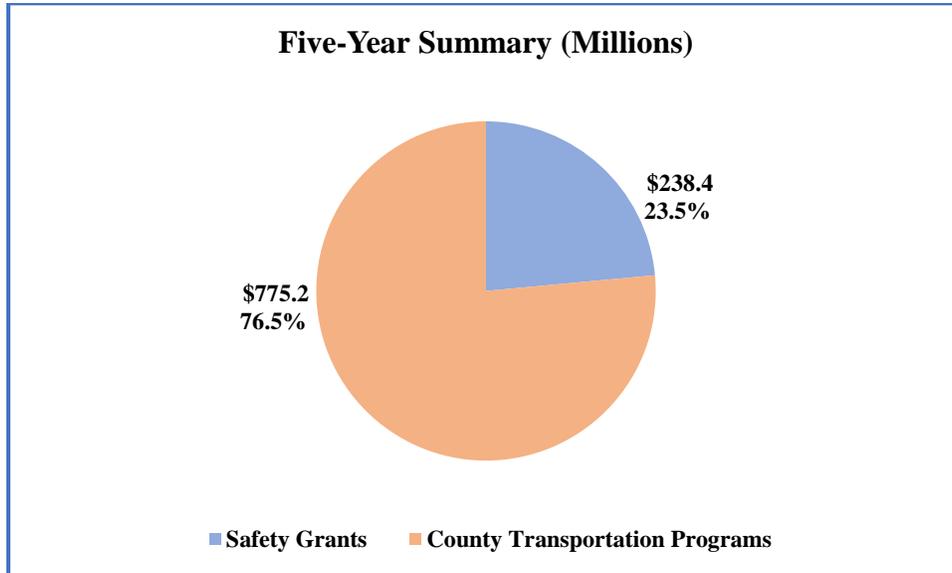
1h. Product
Right of Way
\$1.4 Billion



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Advanced Right of Way	\$15.5	\$0.1	\$1.5	\$2.8	\$0.0	\$19.8
Regular Right of Way	\$552.7	\$361.8	\$146.4	\$198.8	\$152.9	\$1.4 B
Total	\$568.2	\$361.9	\$147.9	\$201.6	\$152.9	\$1.4 B

1i. Product
Other
\$1.0 Billion

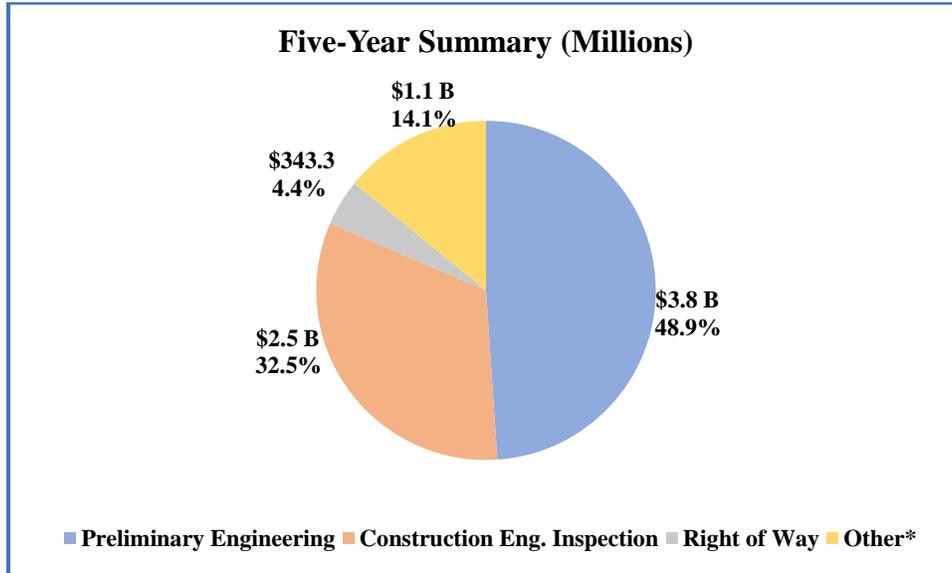


By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Safety Grants*	\$48.3	\$48.3	\$47.3	\$47.3	\$47.3	\$238.4
County Trans. Programs	\$162.5	\$141.9	\$164.2	\$156.4	\$150.2	\$775.2
Total	\$210.8	\$190.2	\$211.5	\$203.6	\$197.5	\$1.0 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
\$7.8 Billion

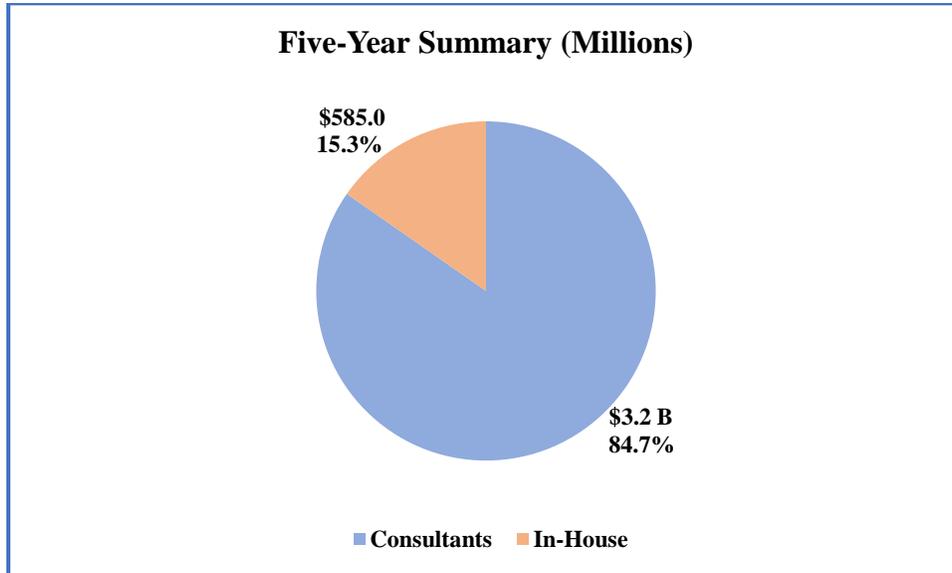


By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Preliminary Engineering	\$1.0 B	\$748.0	\$767.2	\$645.9	\$614.5	\$3.8 B
Construction Eng. Inspect	\$697.2	\$515.5	\$494.3	\$445.6	\$390.5	\$2.5 B
Right of Way Support	\$92.4	\$73.9	\$63.5	\$59.4	\$54.1	\$343.3
Other*	\$251.8	\$208.7	\$212.3	\$218.5	\$212.5	\$1.1 B
Total	\$2.1 B	\$1.5 B	\$1.5 B	\$1.4 B	\$1.3 B	\$7.8 B

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

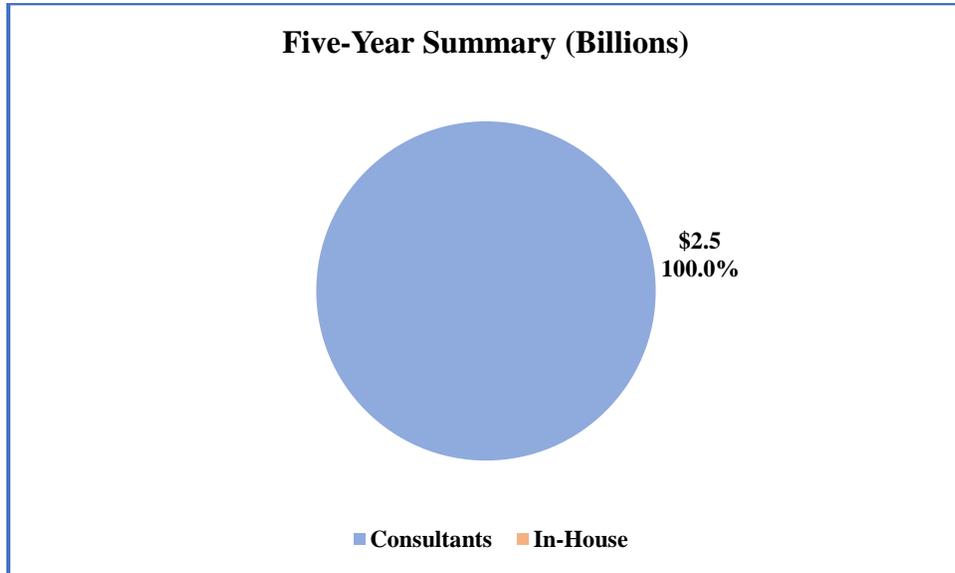
**1k. Product Support
Preliminary Engineering
\$3.8 Billion**



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Consultants	\$940.3	\$635.7	\$650.4	\$524.4	\$488.1	\$3.2 B
In-House	\$108.0	\$112.3	\$116.8	\$121.5	\$126.4	\$585.0
Total	\$1.0 B	\$748.0	\$767.2	\$645.9	\$614.5	\$3.8 B

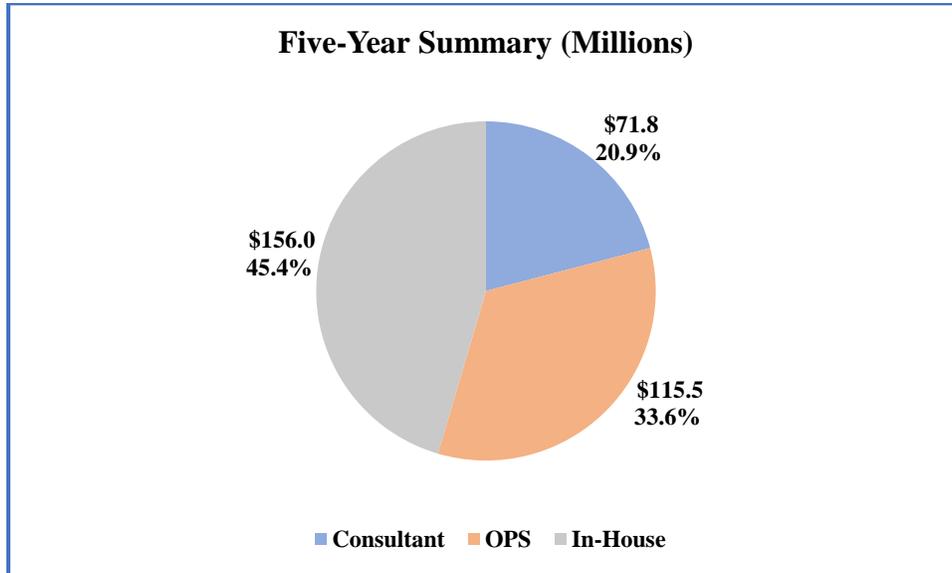
11. Product Support
Construction Engineering Inspection
\$2.5 Billion



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Consultants	\$697.2	\$515.5	\$494.3	\$445.6	\$390.5	\$2.5 B
In-House	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$697.2	\$515.5	\$494.3	\$445.6	\$390.5	\$2.5 B

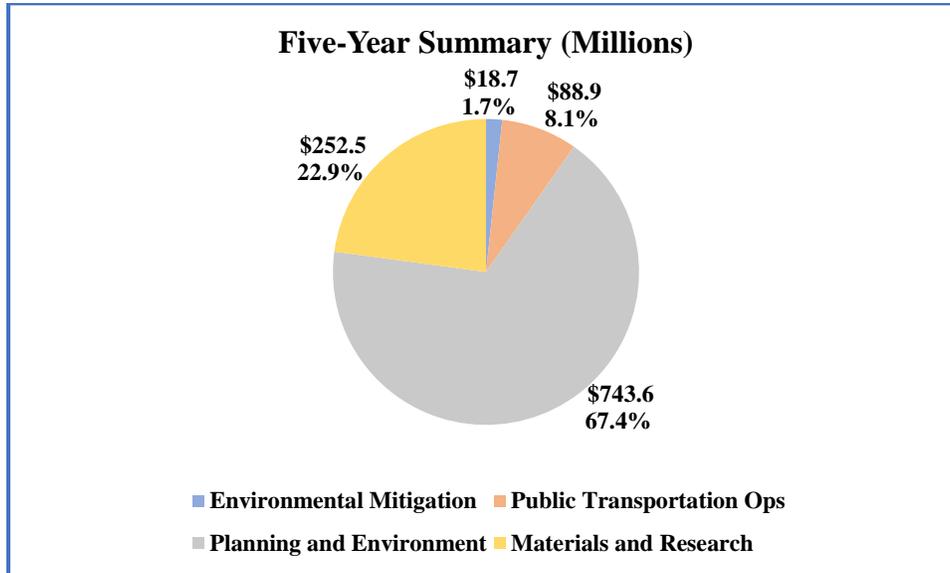
1m. Product Support
Right of Way Support
\$343.3 Million



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Consultant	\$23.6	\$16.7	\$14.1	\$9.3	\$8.2	\$71.8
OPS	\$40.1	\$27.2	\$18.3	\$17.8	\$12.2	\$115.5
In-House	\$28.8	\$30.0	\$31.2	\$32.4	\$33.7	\$156.0
Total	\$92.4	\$73.9	\$63.5	\$59.4	\$54.1	\$343.3

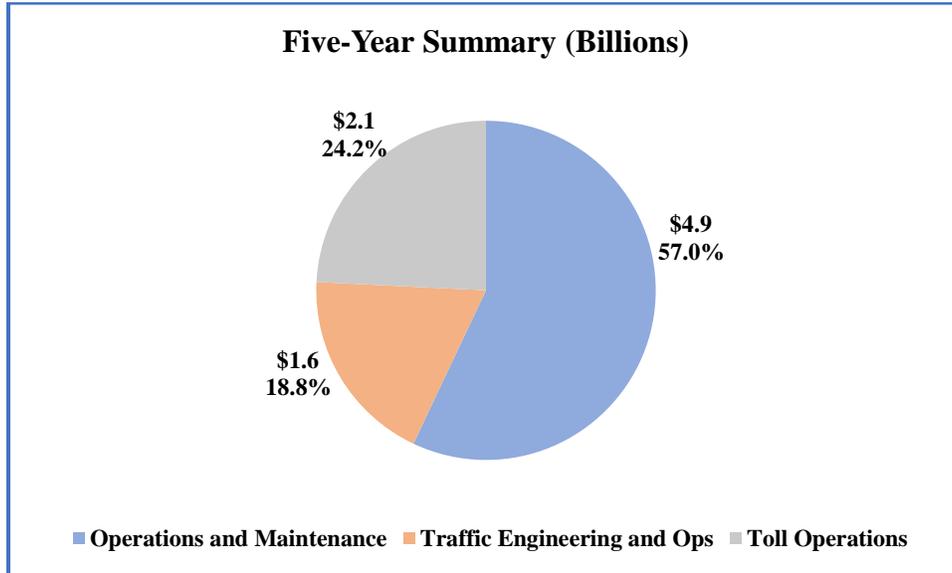
**1n. Product Support
Other
\$1.1 Billion**



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Environmental Mitigation	\$6.0	\$4.2	\$5.2	\$1.6	\$1.7	\$18.7
Public Transportation Ops.	\$16.4	\$17.1	\$17.7	\$18.5	\$19.2	\$88.9
Planning & Environment	\$175.5	\$139.9	\$140.4	\$148.1	\$139.7	\$743.6
Materials & Research	\$53.9	\$47.6	\$48.9	\$50.3	\$51.8	\$252.5
Total	\$251.8	\$208.7	\$212.3	\$218.5	\$212.5	\$1.1 B

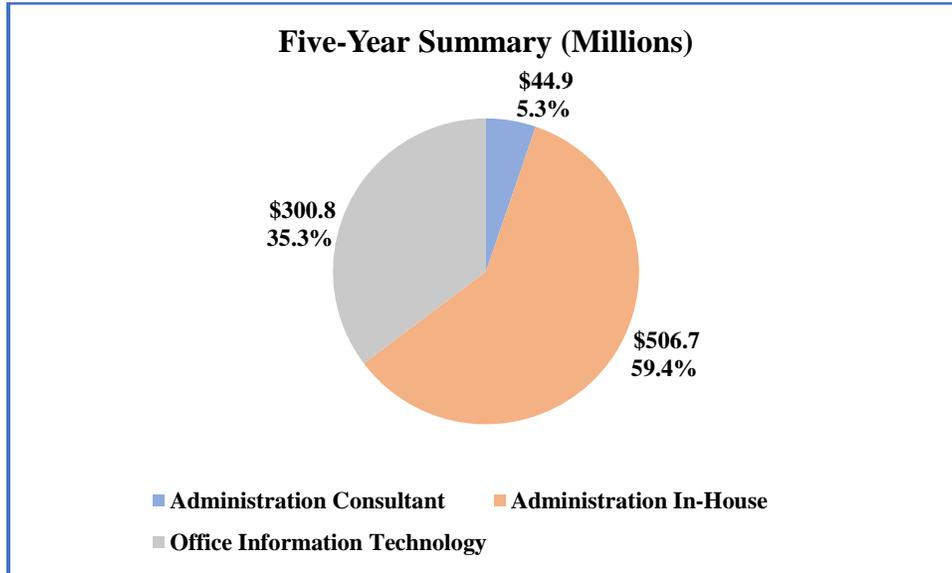
1o. Operations & Maintenance
\$8.6 Billion



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Operations & Maintenance	\$964.3	\$951.4	\$972.6	\$1.0 B	\$1.0 B	\$4.9 B
Traffic Engineer and Ops.	\$312.1	\$316.0	\$335.7	\$339.2	\$316.6	\$1.6 B
Toll Operations	\$429.7	\$415.8	\$411.8	\$423.3	\$410.8	\$2.1 B
Total	\$1.7 B	\$1.7 B	\$1.7 B	\$1.8 B	\$1.8 B	\$8.6 B

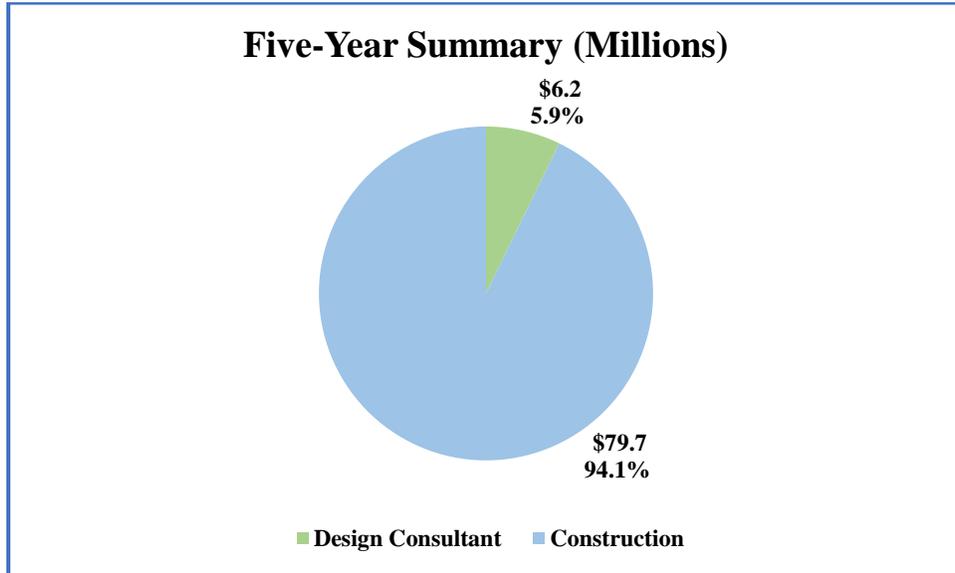
1p. Administration
\$852.3 Million



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Administration Consultant	\$9.0	\$9.0	\$9.0	\$9.0	\$9.0	\$44.9
Administration In-House	\$93.5	\$97.3	\$101.2	\$105.2	\$109.4	\$506.7
Office Information Systems	\$55.5	\$57.7	\$60.1	\$62.5	\$65.0	\$300.8
Total	\$158.0	\$164.0	\$170.2	\$176.7	\$183.4	\$852.3

1q. Fixed Capital Outlay
\$85.9 Million



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Design Consultant	\$2.8	\$0.5	\$0.3	\$0.2	\$2.4	\$6.2
Construction	\$16.4	\$20.0	\$15.3	\$14.9	\$13.0	\$79.7
Total	\$19.2	\$20.4	\$15.6	\$15.1	\$15.4	\$85.9

2. Financial Soundness

Key Statutory Requirements

The Tentative Work Program must include a balanced 36-month forecast of cash and expenditures and a five-year finance plan supporting the program. *[s. 339.135(4)(b)4, F.S.]*

The Tentative Work Program shall be based on a complete, balanced financial plan for the State Transportation Trust Fund (STTF) and other funds managed by the Department. *[s. 339.135(3)(a), F.S.]*

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

The budget for the turnpike system shall be so planned as to provide for a cash reserve at the end of each fiscal year of not less than five percent of the unpaid balance of all turnpike system contractual obligations, excluding bond obligations, to be paid from revenues. *[s. 338.241, F.S.]*

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

Commission Findings

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

According to the 36-month cash forecast used to develop this Tentative Work Program, the lowest end-of-quarter cash balance (in December of 2024) for the STTF is \$245.1 million, which complies with the statutory minimum. The average annual low point cash balance during the 36-month cash forecast period is \$251.7 million, which is 2.2% of an estimated average outstanding obligation of \$11.7 billion.

The lowest end-of-fiscal year cash balance (in June of 2025) for the Turnpike General Reserve Fund is \$543.8 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, over \$4.5 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 build the work program based on a complete and balanced financial plan, meaning project phases can begin before the total amount of cash to fund the entire project is available. This allows the Department to maximize the use of funds over time and cover 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 does not revert to the state at the end of the fiscal year.

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 that convert the Program and Resource Plan, which contains project estimates and commitment authority into projected cash disbursements and matches these 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 the data required to develop projected receipts and disbursements and are reconciled within a minimum tolerance. The Finance Plan and the Cash Forecast are used within the Department to demonstrate the financial soundness of the Five-Year Work Program. 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 due to 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 Revenue Estimating Conference forecast of August 2021.

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 Department had been operating under a full year extension of the FAST Act through September 30, 2021 and will continue to assume a flat-line receipt of federal funding until it knows how much it will receive under the new law.

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 2021.

Fiscal 2022/23	Fiscal 2023/24	Fiscal 2024/25
\$461.7	\$453.7	\$451.4
(Millions)		

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

Fiscal 2022/23	Fiscal 2023/24	Fiscal 2024/25
\$181.0	\$185.8	\$192.6

(Millions)

There are \$350 million in Grant Anticipation Revenue Vehicle (GARVEE) bonds projected to be issued in fiscal years 2022/23 through 2024/25.

The total operation and maintenance projections through fiscal 2024/25 is \$559.0 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 New Express, I-595 Express, I-75 Express (Palmetto & Broward), I-95 Express (Palm Beach, Broward, and Miami-Dade) and I-4 Ultimate.

The Advanced Construction (AC) program, wherein statewide AC projects are converted to federal funds as needed to fund the work program based on current and projected expenditure levels, conversions are anticipated to be:

Fiscal 2022/23	Fiscal 2023/24	Fiscal 2024/25
\$1.5	\$2.1	\$1.9

(Billions)

There are currently four federally funded State Infrastructure Bank (SIB) projects with a total loan amount of \$196.7 million scheduled to be disbursed from fiscal 2022/23 through fiscal 2024/25. There are currently five state funded SIB projects with a total loan amount of \$284.5 million scheduled to be disbursed from fiscal 2022/23 through fiscal 2024/25.

Public-Private Partnerships / SunRail

The work program period contains cash flows for major projects including SunRail and five existing Public-Private Partnerships (P3s). Combined, SunRail and P3 projects have anticipated expenditure payouts of \$460.3 million in fiscal 2022/23, \$435.0 million in fiscal 2023/24, and \$353.8 million in fiscal 2024/25. 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 planned construction start in fiscal 2021/22 and 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 open to traffic in August of 2014 and completed in November of that year. 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 of 2018. The expected completion date June of 2026.

SR 79 involves the widening of 20 miles of SR 79 in Washington County from an existing two-lane rural roadway to a divided four-lane rural roadway. This improvement will provide safety and mobility to the corridor by completing the final segment that will provide a four-lane facility from US 98 to Interstate 10. The contract was executed January 25, 2013 with Anderson Columbia Company and is expected to be completed in June 2022.

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 of 2014. Once completed, the concessionaire will be responsible for operations and maintenance of the facility.



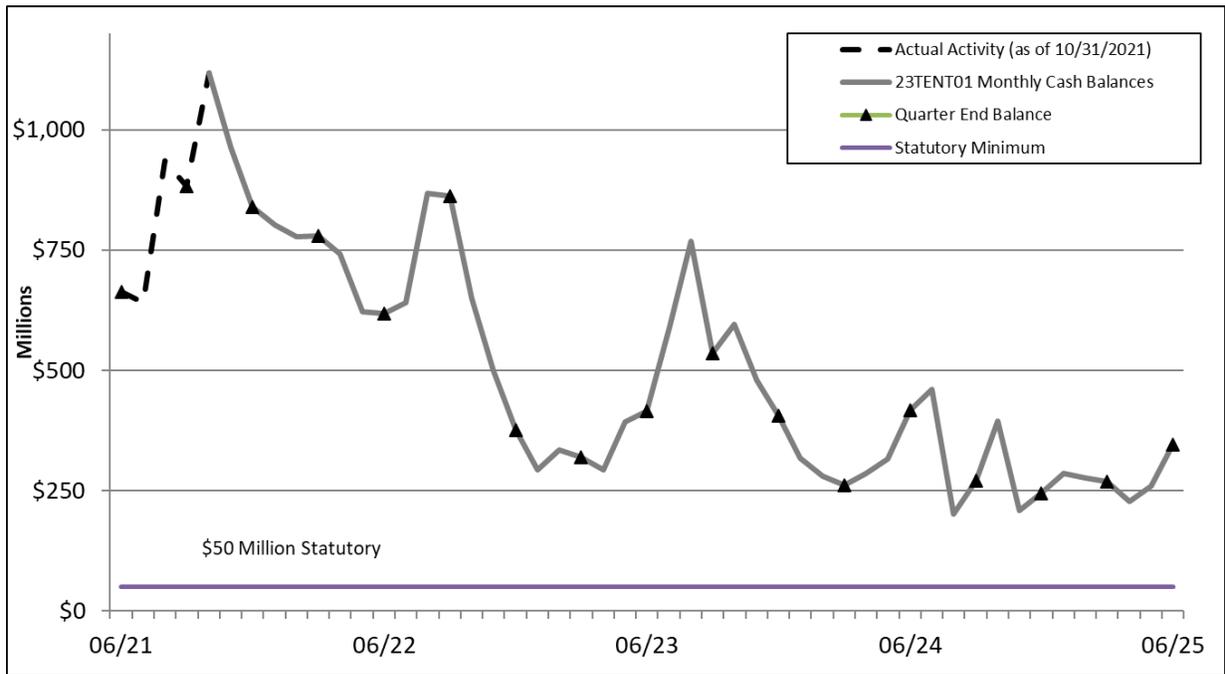
Pensacola Bay Bridge (District 3)

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 \$245.1 million and occurs in December of 2024.



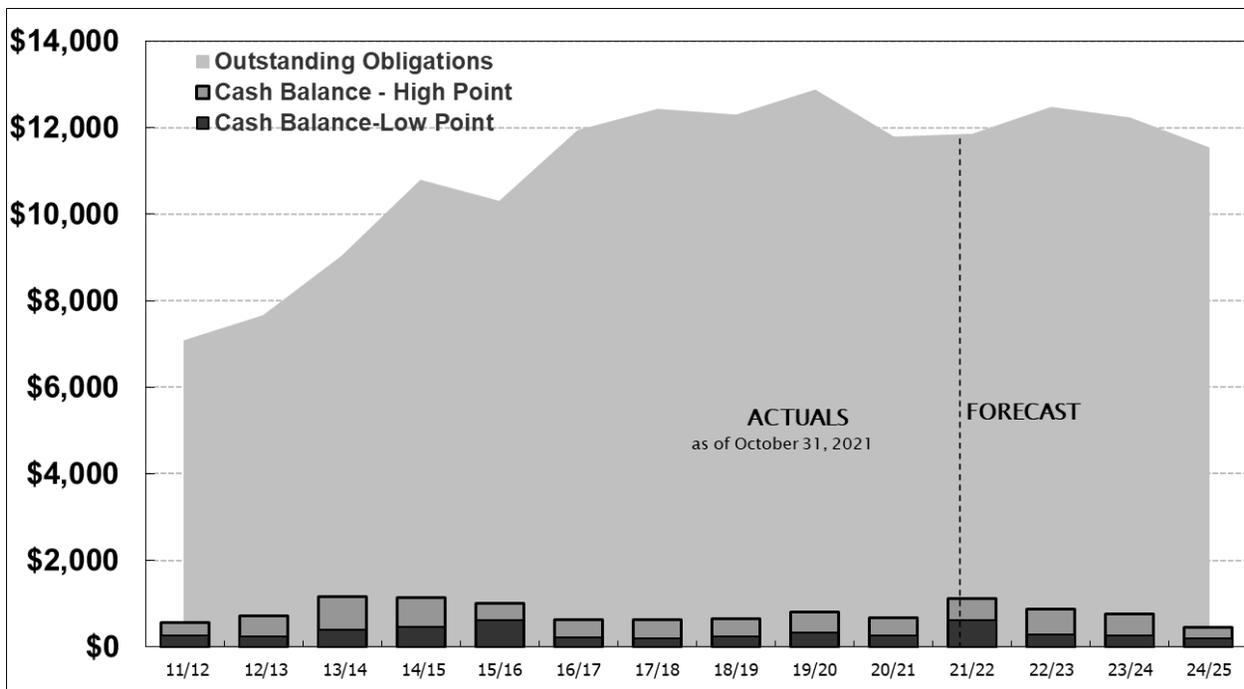
The forecast reflects a work program that has been leveraged to the maximum extent possible to take advantage of opportunities for investment in the state’s infrastructure that will stimulate the creation of jobs. The balances also reflect the current transportation financing environment, including public-private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

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 is not required to have funds “on hand” to cover all existing outstanding obligations. It may let contracts against revenue it expects to receive in the future. The chart below displays the 14-year period from fiscal 2011/12 through fiscal 2024/25, 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 2022/23 through fiscal 2024/25, the average annual low point cash balance is projected to be \$251.7 million, and the average annual outstanding obligation is projected to be \$11.7 billion. In other words, cash “on hand” is projected to average 2.2% of outstanding obligations.



Although the Commission is confident in the Department’s ability to manage its cash, it may not be able to sustain the level of project commitments in this Tentative Work Program should any reductions of cash occur that are outside of the Department’s control.

2d. Major Financial Assumptions

Turnpike Enterprise

Turnpike System General Reserve Fund Assumptions

The debt service coverage ratio averages 3.02 on a net basis over fiscal 2022/23 through 2024/25. The net basis over the three-year period is 3.12, 3.03 and 2.92, 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 \$3.1 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.

Turnpike projects to be bond-funded during the work program total \$2.7 billion and are comprised of a mix of widening, interchange, and expansion projects including widening of the Sawgrass Expressway from Oakland Park Boulevard (mile post 4) to Sample Road (mile post 12) in Broward County, new road construction of State Road 23 from east of County Road 209 to I-95 as a project in partnership with District 2, widening State Road 91 from O'Brien Road to US 27 in Lake County and from the West Palm Beach Service Plaza to State Road 710 in Palm Beach County.

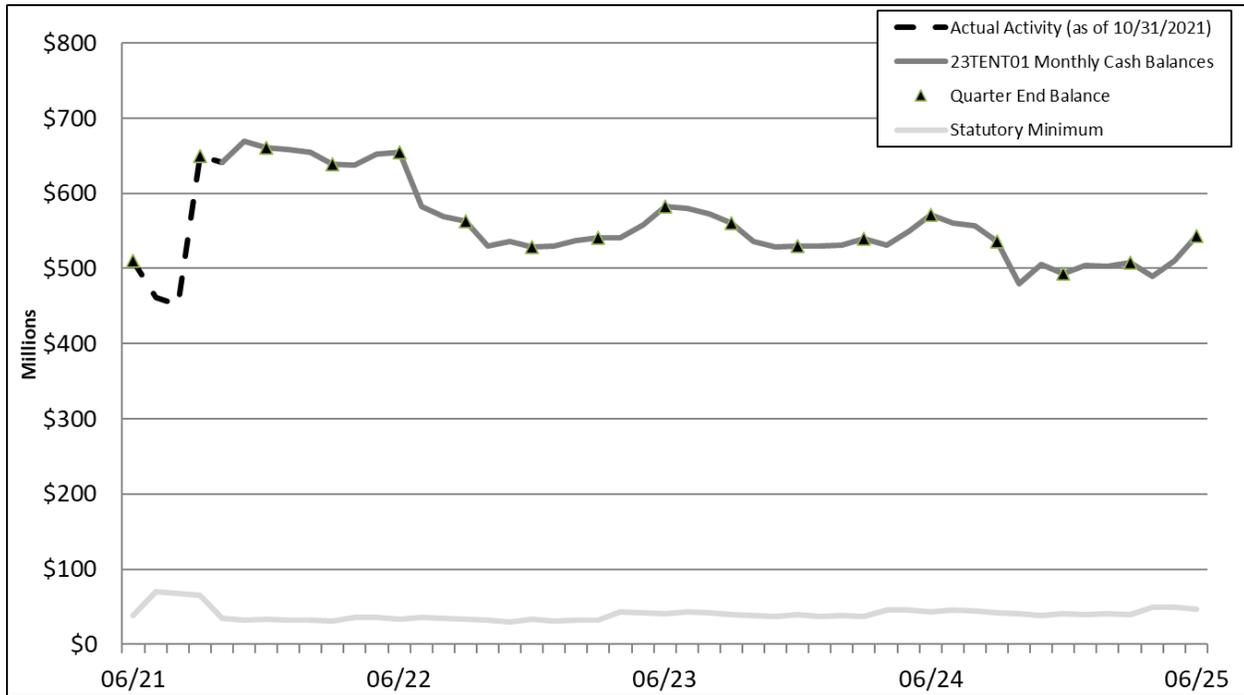


Kings Highway (State Road 713) from South of State Road 70 to North of the I-95 Overpass (District 4)

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 \$543.8 million and occurs in June of 2025. Five percent of unpaid Turnpike obligations at that time is estimated to be \$46.8 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 Findings

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.

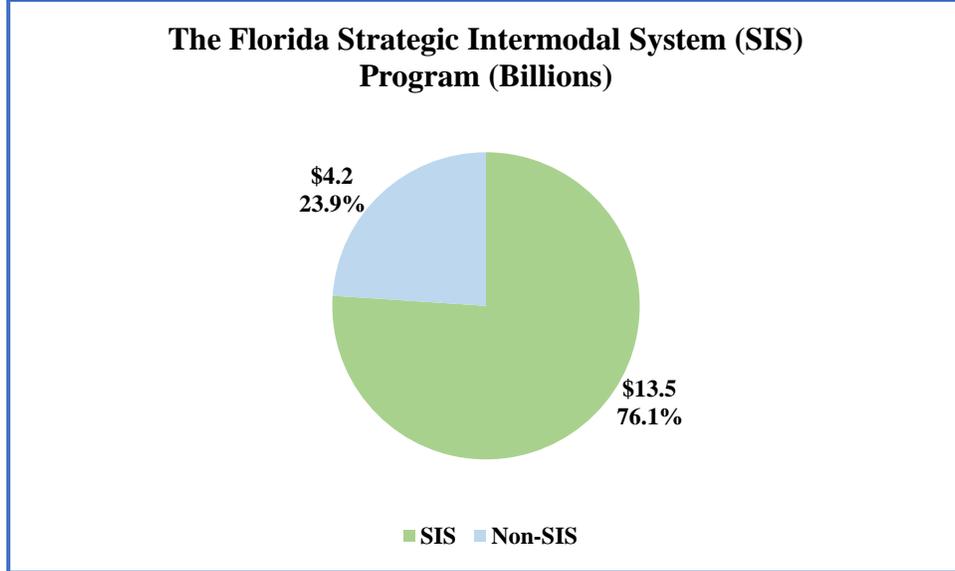
Section 339.135(4)(a)2, F.S., requires the Department allocate at least 50 percent of any *new* discretionary highway capacity funds to the SIS. In addition, the Department has adopted an enhanced investment policy, reflecting the Legislature's designation of the SIS as the state's highest transportation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

The Tentative Work Program has a total of \$13.5 billion programmed on the SIS for capacity improvements. Of this amount, \$12.5 billion (or 93.2%) is programmed for highway capacity improvements, \$486.2 million (or 3.6%) for aviation, \$300.1 million (or 2.2%) for seaports, \$54.3 million (or 0.4%) for rail, \$52.5 million (or 0.4%) for intermodal capacity improvements and \$16.6 million (or 0.1%) for transit new starts projects. 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 February of 2016, the Department released the Strategic Intermodal System Policy Plan which identifies objectives and approaches to guide future SIS planning and investments. The SIS Policy Plan and implementation guidance provides directions for updating the SIS First 5 Years Plan, the SIS Second 5 Years Plan, the SIS Cost Feasible Plan, and the SIS Multimodal Unfunded Needs Plan. The Department is currently in the process of updating the SIS Policy Plan, with formal adoption of the updated plan slated for early 2022.

Detailed district SIS maps and corresponding project lists are presented in Appendix B of this report.

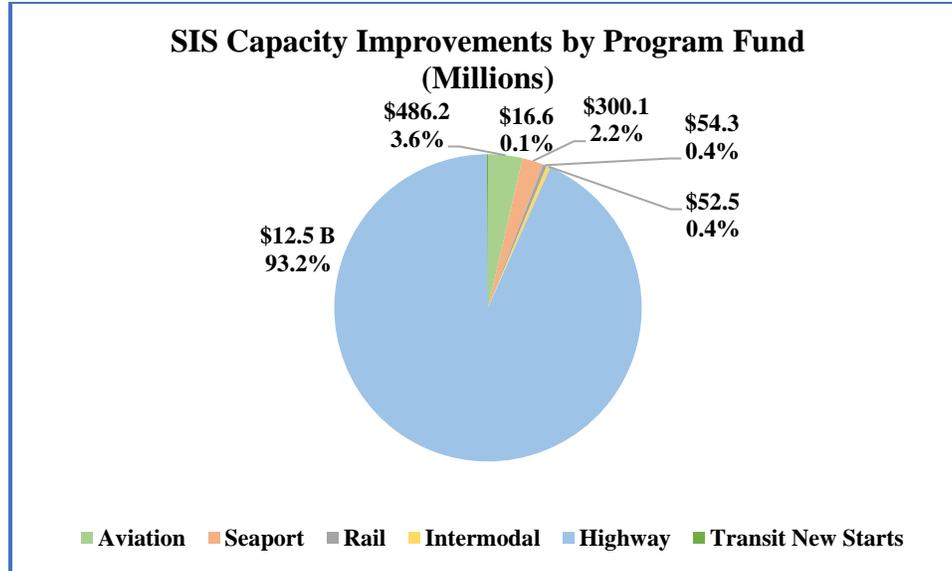
**3a. The Florida Strategic Intermodal System Program (SIS)
Total Capacity Improvements and Other Enhancements
\$17.7 Billion**



By Fiscal Year

(Billions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total	%
SIS	\$3.8	\$3.2	\$2.5	\$2.3	\$1.6	\$13.5	76.1%
Non-SIS	\$1.2	\$765.4 M	\$767.7 M	\$755.3 M	\$783.9 M	\$4.2	23.9%
Total	\$5.0	\$4.0	\$3.3	\$3.1	\$2.4	\$17.7	100.0%

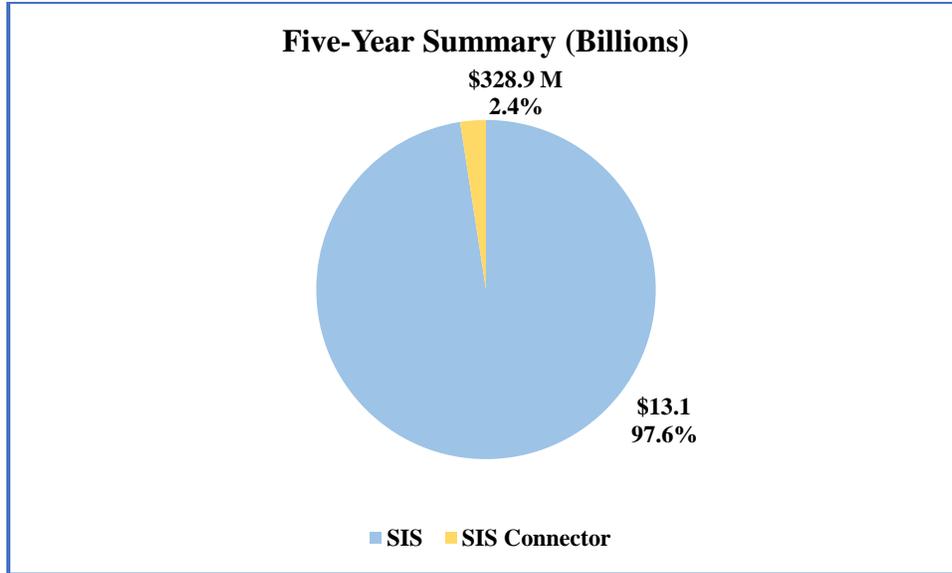
3b. The Florida Strategic Intermodal System Program (SIS)
SIS Capacity Improvements by Program Fund
\$13.5 Billion



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Aviation	\$108.1	\$141.6	\$94.4	\$86.9	\$55.2	\$486.2
Seaport	\$110.6	\$92.4	\$47.1	\$25.0	\$25.0	\$300.1
Rail	\$26.8	\$25.3	\$1.6	\$0.6	\$0.0	\$54.3
Intermodal	\$15.1	\$8.7	\$12.7	\$9.4	\$6.6	\$52.5
Highway	\$3.5 B	\$2.9 B	\$2.3 B	\$2.2 B	\$1.6 B	\$12.5 B
Transit New Starts	\$16.6	\$0.0	\$0.0	\$0.0	\$0.0	\$16.6
Total	\$3.8 B	\$3.2 B	\$2.5 B	\$2.3 B	\$1.6 B	\$13.5 B

3c. The Florida Strategic Intermodal System Program (SIS)
SIS Capacity Improvements – SIS Relative to SIS Connector
\$13.5 Billion



By Fiscal Year

(Billions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total	%
SIS	\$3.7	\$3.2	\$2.4	\$2.2	\$1.6	\$13.1	97.6%
SIS Connector	\$78.0 M	\$60.7 M	\$47.4 M	\$88.2 M	\$54.6 M	\$328.9 M	2.4%
Total	\$3.8	\$3.2	\$2.5	\$2.3	\$1.6	\$13.5	100.0%

4. Overview of the Intermodal Development Program

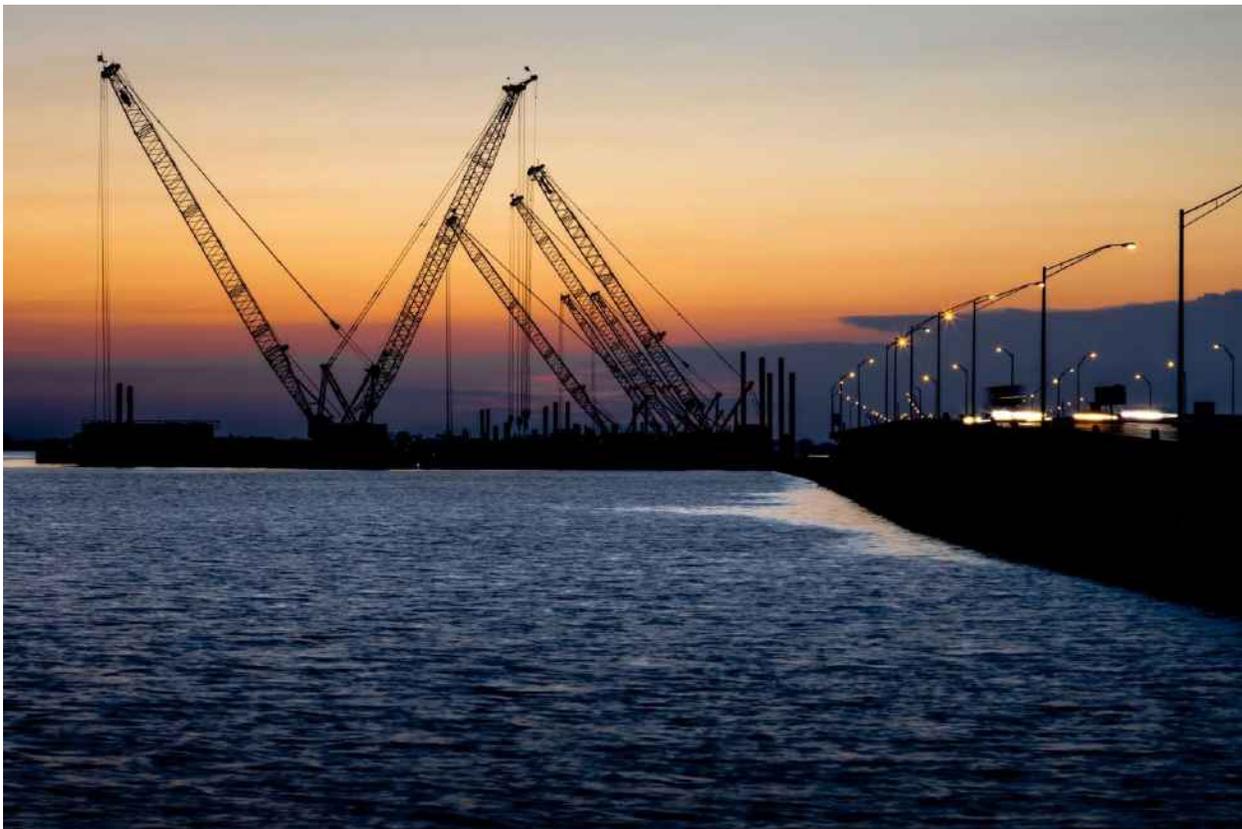
Key Statutory Requirements

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

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

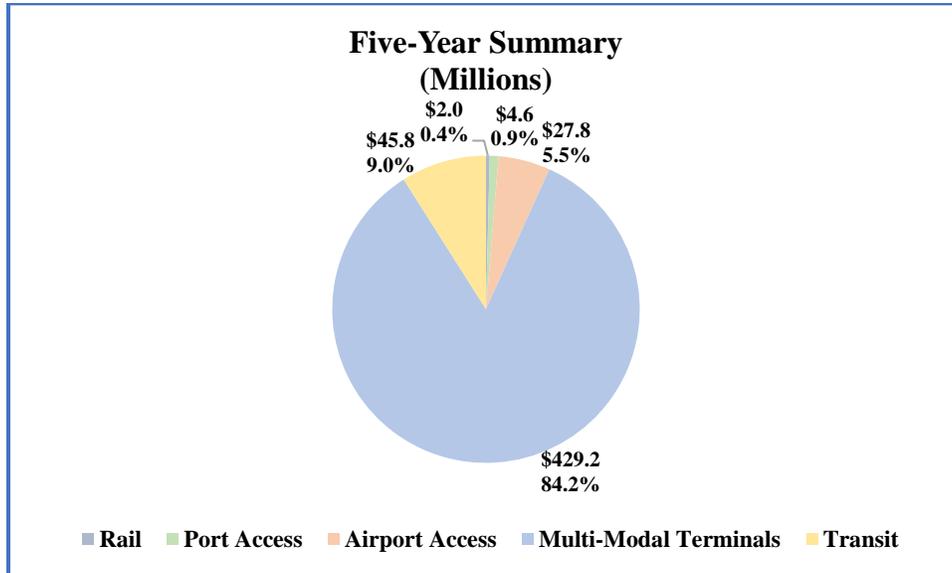
Commission Findings

The Tentative Work Program includes a total of \$509.5 million for the Intermodal Development Program. Of this amount, \$429.2 (or 84.2%) million for multimodal terminals, \$45.8 (9.0%) million for transit, \$27.8 (5.5%) million for airport access, \$4.6 (0.9%) million for port access, and \$2.0 (or 0.4%) million is set-aside for rail.



Howard Frankland Bridge (I-275) Replacement Project (District 7)

4a. Intermodal Development Program
\$509.5 Million



By Fiscal Year

(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Rail	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.0
Port Access	\$0.0	\$2.3	\$2.4	\$0.0	\$0.0	\$4.6
Airport Access	\$11.4	\$3.2	\$2.0	\$4.1	\$7.1	\$27.8
Multi-Modal Terminals	\$61.0	\$40.1	\$58.1	\$123.9	\$146.1	\$429.2
Transit	\$21.3	\$8.4	\$4.7	\$6.4	\$5.0	\$45.8
Total	\$95.6	\$53.9	\$67.2	\$134.4	\$158.3	\$509.5

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 Findings

For the four common fiscal years (2022/23 to 2025/26) changes from the Adopted Work Program to the Tentative Work Program were as follows: 89.7% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (FDOT objective is at least 80%), 132 (or 7.7%) 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 2025/26, and 43 (2.5%) project phases were deleted. Stability of the individual districts and Turnpike / Rail Enterprise work programs ranged from 83.5% to 98.0%. *Note: The stability report includes construction, right of way land, and freight logistics and passenger operations product phases only.*

For the four common fiscal years, 1,201 (or 91.5%) 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, 331 (83.8%) freight logistics and passenger operations 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 increased 3.1% (from 86.6% last year to 89.7%).

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 92.7% of project phases experienced no change in schedule or were advanced to an earlier year. For the 175 projects deferred, deleted, or moved out of the work program, 55 (31.4%) were due to external influences, 35 (20.0%) to district priority changes, 25 (14.3%) to estimate increases, 22 (12.6%) to production / right of way schedule changes, 15 (8.6%) were due to revenue adjustment, no reason was given for 12 (6.9%), 4 (2.3%) to Department priority changes, and the remaining 7 (4.0%) for other reasons.

5a. Stability Report

Changes from Adopted Work Program to the Tentative Work Program

(Construction, right of way land, and freight logistics and passenger operations phases only.)

Summary Total

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes / Advances	1,532	89.7%
	Defers	81	4.7%
	Deletions	43	2.5%
	Moved Out	51	3.0%
Total		1,707	100.0%

Roads and Bridges

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes / Advances	1,201	91.5%
	Defers	56	4.3%
	Deletions	15	1.1%
	Moved Out	40	3.0%
Total		1,312	100.0%

Freight Logistics and Passenger Operations

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes / Advances	331	83.8%
	Defers	25	6.3%
	Deletions	28	7.1%
	Moved Out	11	2.8%
Total		395	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

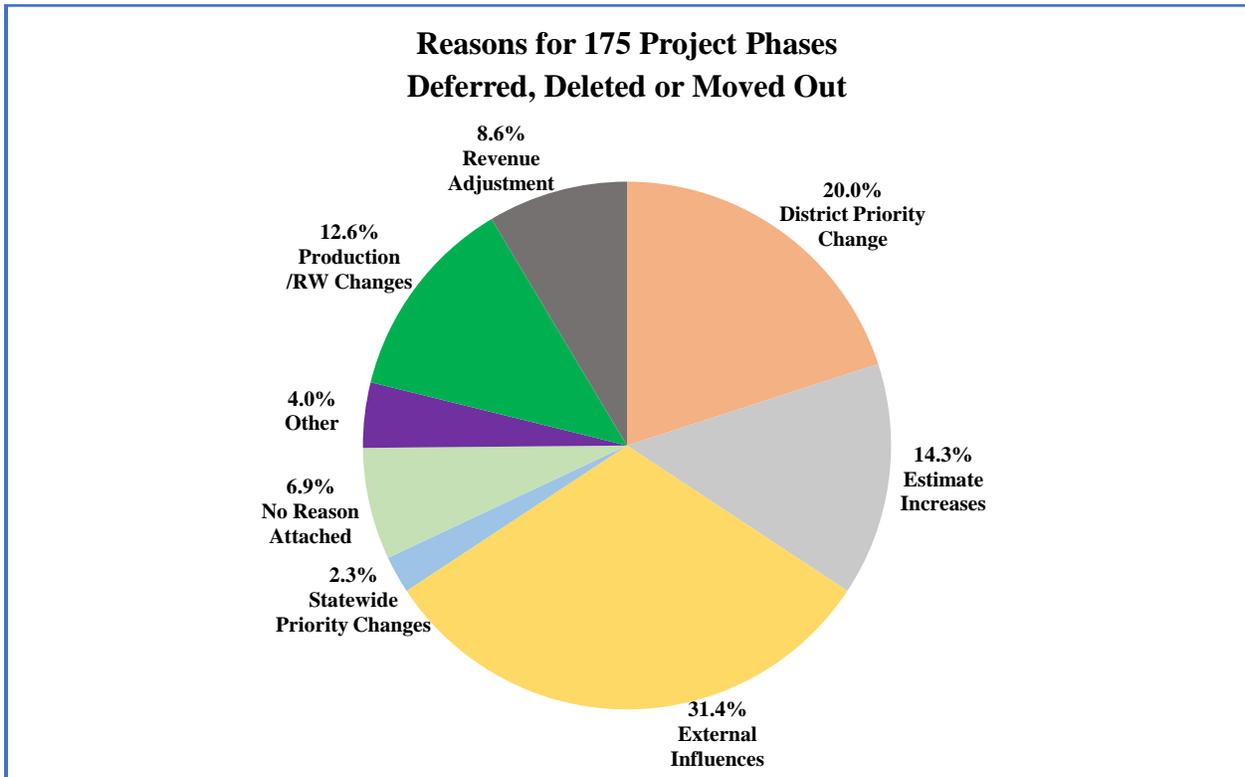
ADVANCES: Advanced to an earlier fiscal year.

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

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

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

5b. Stability Report Statewide Work Program



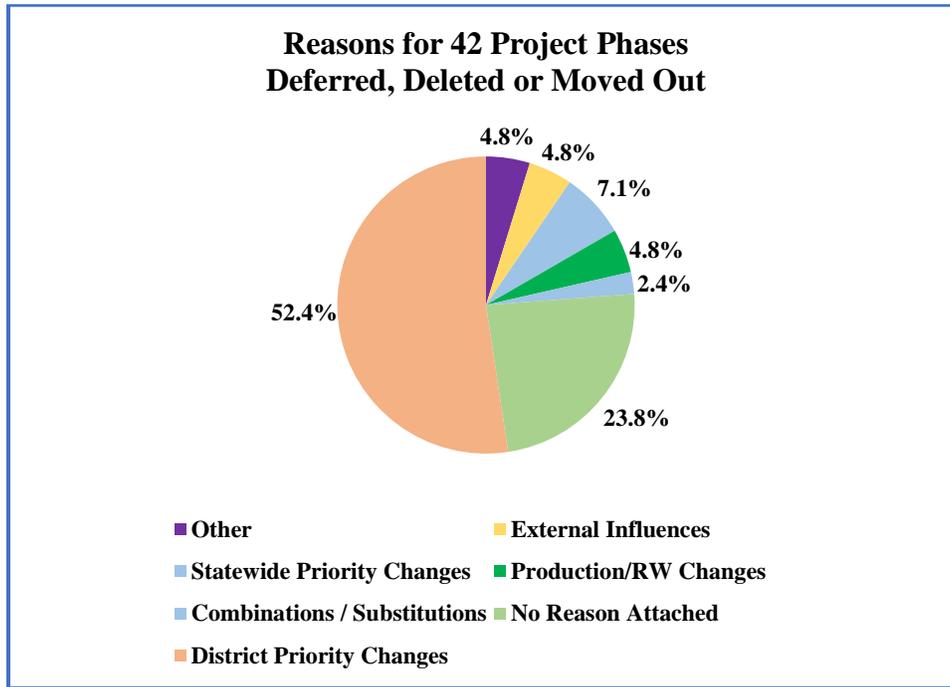
Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	1,436	84.1%
	Advances	96	5.6%
	Defers	81	4.7%
	Deletions	43	2.5%
	Moved Out	51	3.0%
Total		1,707	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	1,436	86.9%
	Advances	96	5.8%
	Defers	62	3.8%
	Deletions	16	1.0%
	Moved Out	42	2.5%
Total		1,652	100.0%

5c. Stability Report District 1 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	190	74.8%
	Advances	22	8.7%
	Defers	17	6.7%
	Deletions	6	2.4%
	Moved Out	19	7.5%
Total		254	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	190	75.4%
	Advances	22	8.7%
	Defers	16	6.3%
	Deletions	5	2.0%
	Moved Out	19	7.5%
Total		252	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

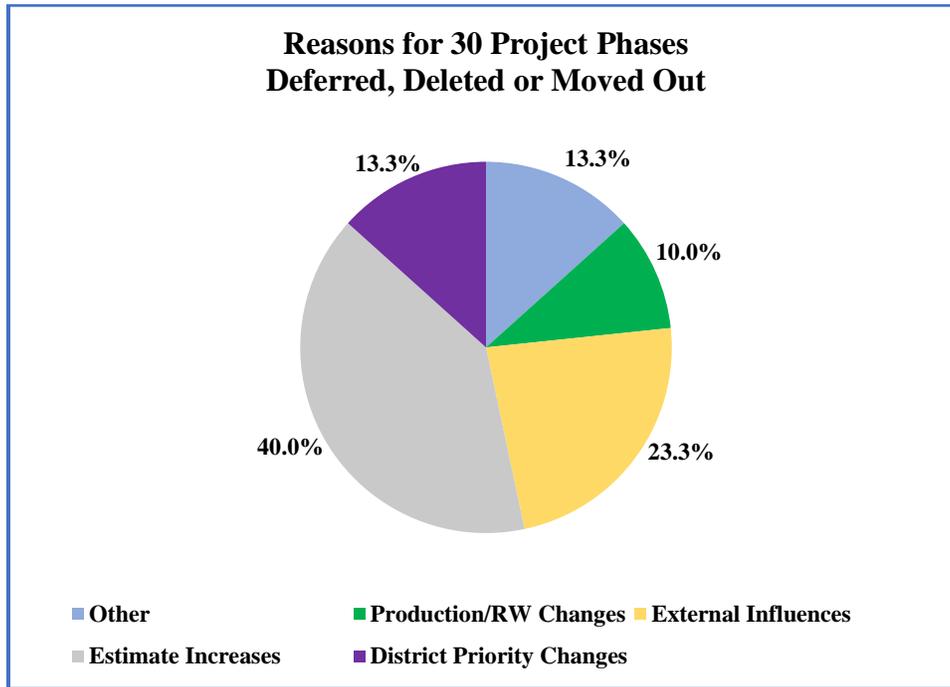
ADVANCES: Advanced to an earlier fiscal year.

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

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

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

**5d. Stability Report
District 2 Work Program**



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	226	82.2%
	Advances	19	6.9%
	Defers	11	4.0%
	Deletions	1	0.4%
	Moved Out	18	6.5%
Total		275	100.0%

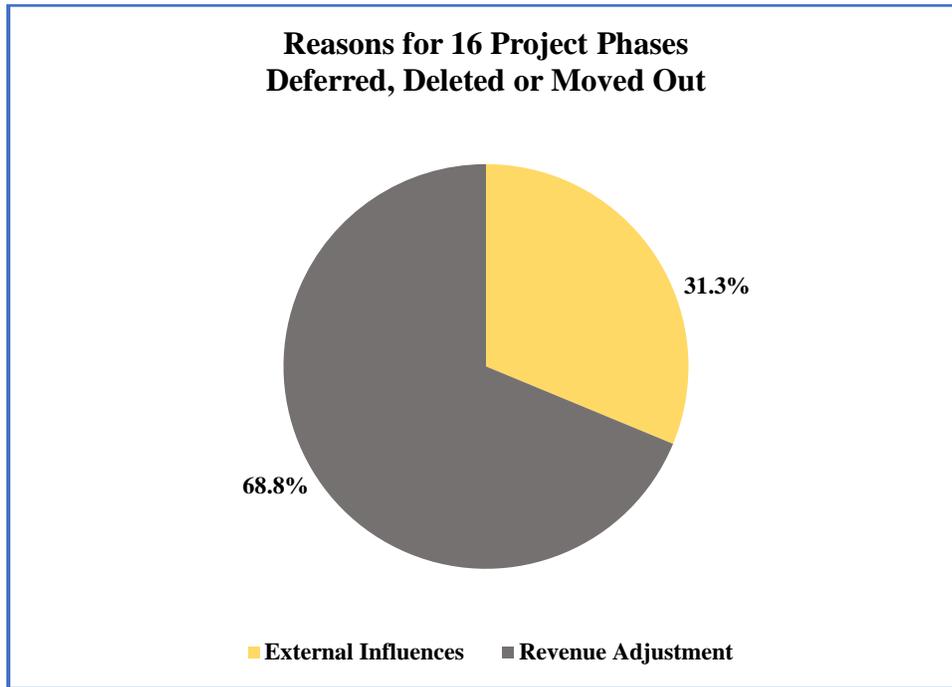
Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	226	84.3%
	Advances	19	7.1%
	Defers	10	3.7%
	Deletions	0	0.0%
	Moved Out	13	4.9%
Total		268	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.
 ADVANCES: Advanced to an earlier fiscal year.
 DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.
 DELETIONS: Deleted from Tentative Work Program or moved out to a year beyond the Tentative Work Program.
 MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

**5e. Stability Report
District 3 Work Program**



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	208	89.7%
	Advances	8	3.4%
	Defers	11	4.7%
	Deletions	5	2.2%
	Moved Out	0	0.0%
Total		232	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	208	91.6%
	Advances	8	3.5%
	Defers	11	4.8%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		227	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

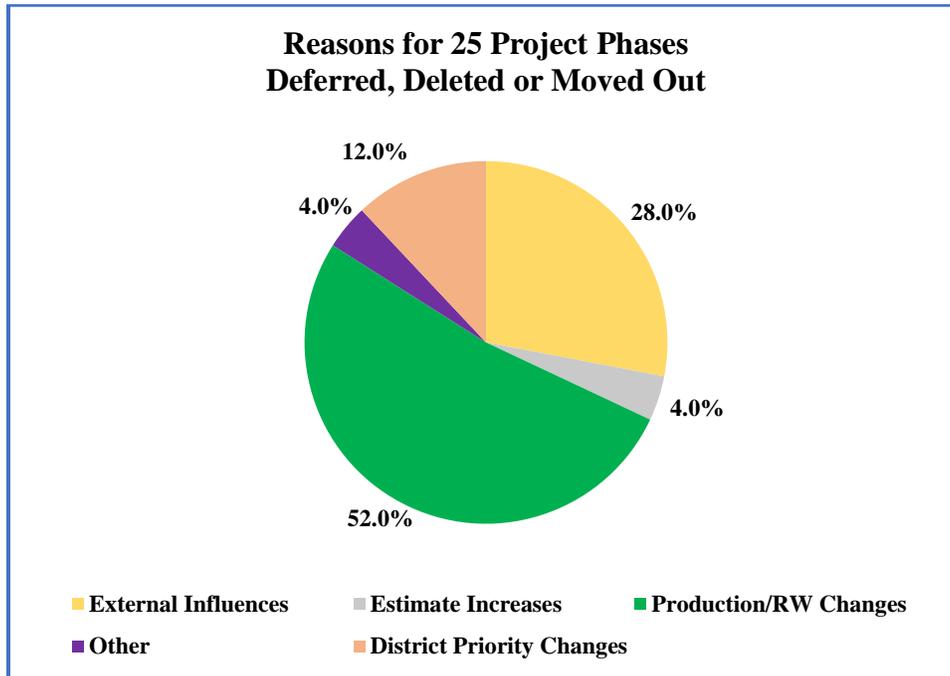
ADVANCES: Advanced to an earlier fiscal year.

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

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

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

**5f. Stability Report
District 4 Work Program**



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	232	84.7%
	Advances	17	6.2%
	Defers	9	3.3%
	Deletions	12	4.4%
	Moved Out	4	1.5%
Total		274	100.0%

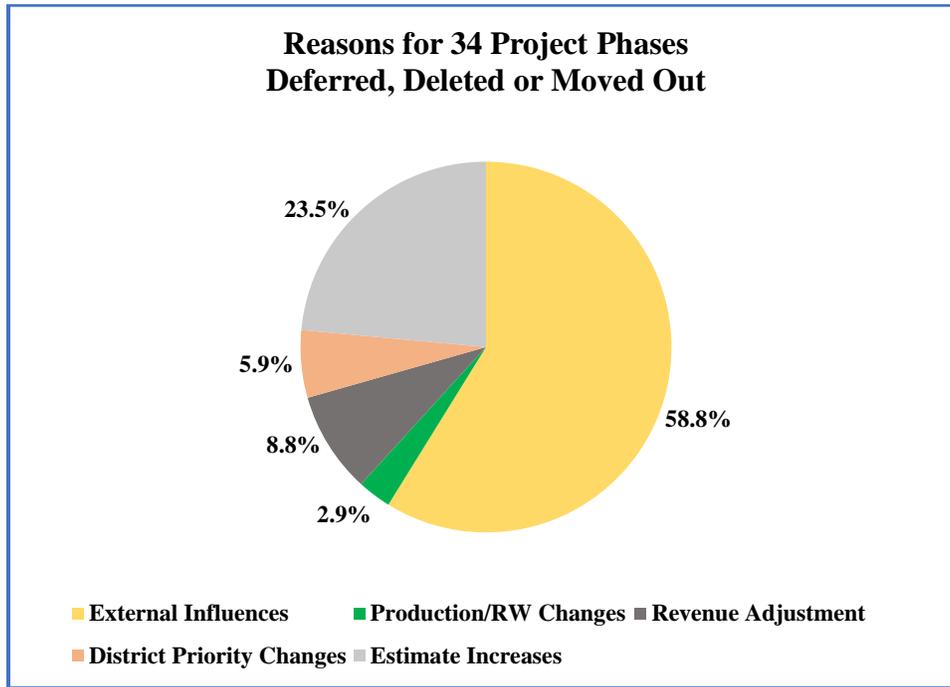
Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	232	86.9%
	Advances	17	6.4%
	Defers	9	3.4%
	Deletions	5	1.9%
	Moved Out	4	1.5%
Total		267	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.
 ADVANCES: Advanced to an earlier fiscal year.
 DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.
 DELETIONS: Deleted from Tentative Work Program or moved out to a year beyond the Tentative Work Program.
 MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

**5g. Stability Report
District 5 Work Program**



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	166	80.6%
	Advances	6	2.9%
	Defers	25	12.1%
	Deletions	2	1.0%
	Moved Out	7	3.4%
Total		206	100.0%

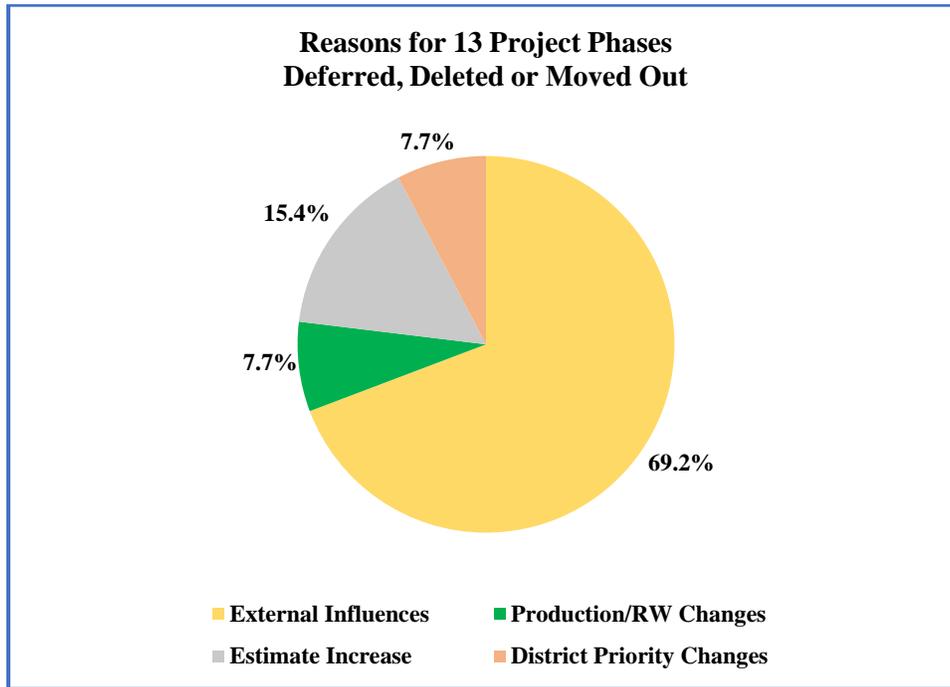
Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	166	89.2%
	Advances	6	3.2%
	Defers	10	5.4%
	Deletions	0	0.0%
	Moved Out	4	2.2%
Total		186	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.
 ADVANCES: Advanced to an earlier fiscal year.
 DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.
 DELETIONS: Deleted from Tentative Work Program or moved out to a year beyond the Tentative Work Program.
 MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5h. Stability Report District 6 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	145	87.3%
	Advances	8	4.8%
	Defers	2	1.2%
	Deletions	9	5.4%
	Moved Out	2	1.2%
Total		166	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	145	92.4%
	Advances	8	5.1%
	Defers	2	1.3%
	Deletions	0	0.0%
	Moved Out	2	1.3%
Total		157	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

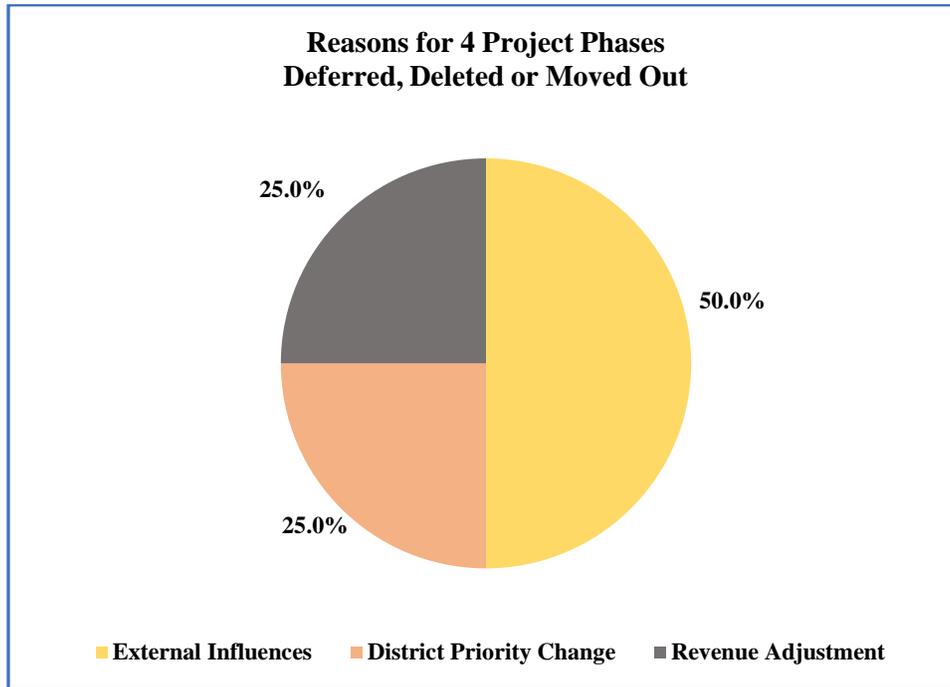
ADVANCES: Advanced to an earlier fiscal year.

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

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

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

5i. Stability Report District 7 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	184	92.0%
	Advances	12	6.0%
	Defers	2	1.0%
	Deletions	2	1.0%
	Moved Out	0	0.0%
Total		200	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	184	92.9%
	Advances	12	6.1%
	Defers	2	1.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		198	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

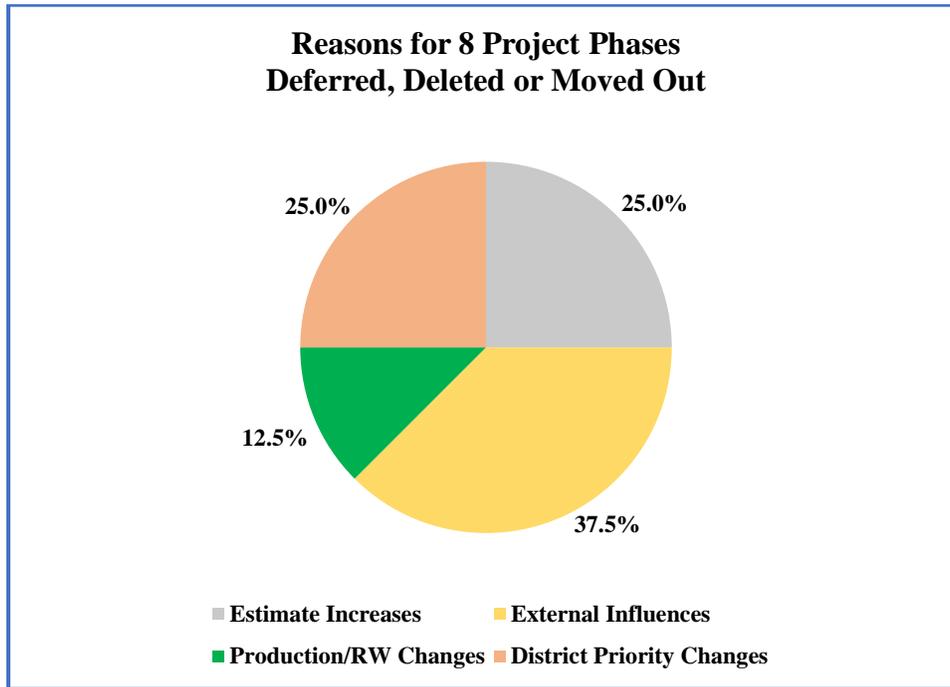
ADVANCES: Advanced to an earlier fiscal year.

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

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

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

5j. Stability Report Turnpike Enterprise Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	60	84.5%
	Advances	3	4.2%
	Defers	3	4.2%
	Deletions	4	5.6%
	Moved Out	1	1.4%
Total		71	100.0%

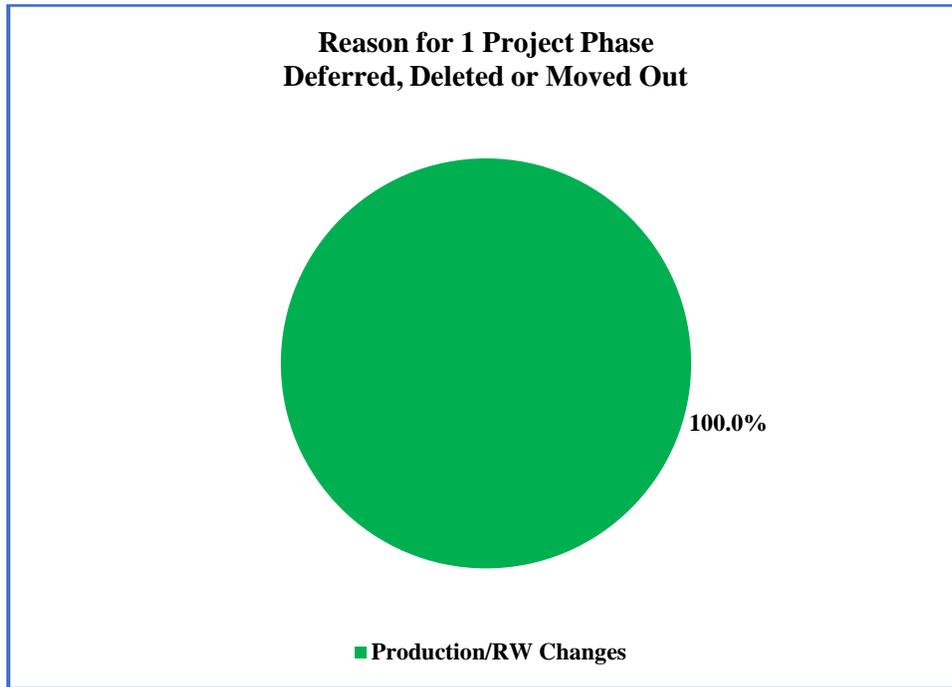
Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	60	88.2%
	Advances	3	4.4%
	Defers	1	1.5%
	Deletions	4	5.9%
	Moved Out	0	0.0%
Total		68	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.
 ADVANCES: Advanced to an earlier fiscal year.
 DEFERRALS: Deferred to a later fiscal year but remained in the four common fiscal years.
 DELETIONS: Deleted from Tentative Work Program or moved out to a year beyond the Tentative Work Program.
 MOVED OUT: Moved out to new fifth year of the Tentative Work Program.

5k. Stability Report Florida Rail Enterprise Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	0	0.0%
	Advances	0	0.0%
	Defers	1	100.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		1	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2022-23 - 2025-26)	No Changes	0	0.0%
	Advances	0	0.0%
	Defers	1	100.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		1	100.0%

Legend:

NO CHANGES: No change in 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.]*

Commission Findings

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 2016 Performance Report of the 2060 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 2060 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 4, 2021 snapshot)

Lane Miles	Fiscal 22 / 23	Fiscal 23 / 24	Fiscal 24 / 25	Fiscal 25 / 26	Fiscal 26 / 27
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 4, 2021 snapshot)

Bridges	Fiscal 22 / 23	Fiscal 23 / 24	Fiscal 24 / 25	Fiscal 25 / 26	Fiscal 26 / 27
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 4, 2021 snapshot)

Maintenance	Fiscal 22 / 23	Fiscal 23 / 24	Fiscal 24 / 25	Fiscal 25 / 26	Fiscal 26 / 27
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 2060 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, 2021, to consider the forecast of revenues flowing into the State Transportation Trust Fund (STTF). Including the estimates for FY 2021-22, overall revenues to the STTF during the work program period ending in FY 2026-27 were increased by \$897.8 million or about 3.5 percent. The revised estimates reflect actual revenue collections for the 2020-21 fiscal year and adjustments made for changes enacted during the 2021 Legislative Session which have now been embedded in the old and new forecasts. These legislative changes include:

1. The estimated collections of rental car surcharge that were increased beginning FY 2021-22 for changes made in CS/CS SB 566 which augmented the enforceability of collecting the surcharge from car sharing services.
2. The estimated collections of the lead acid battery fee that were increased beginning FY 2022-23 for changes made in CS/CS SB 50 which addressed fee collection by remote sellers.

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 off-highway fuel) related to the effects of the Coronavirus outbreak and the associated economic expectations going forward; projected fuel tax rates; technological advancements in fuel efficiency and the implementation of the Corporate Average Fuel Economy (CAFE) standards; increased expectations for the use of electric vehicles by the end of the forecast period; and aviation fuel refund activity.

The projection for revenues from all types of fuel was increased by \$619.2 million or 3.9 percent over the entire work program. Within the total for fuel-related taxes, Highway Fuel Sales Tax and the SCETS fuel tax were both raised in the new forecast, producing a combined increase of \$516.3 million for the work program period. There were also increases to the forecasts for Aviation Fuel Tax of \$54.1 million and Fuel Use Tax of \$49.3 million. The forecast for Off-Highway Fuel Tax was reduced by -\$0.5 million while the Natural Gas Fuel Tax forecast was not changed. A fallout of some of the other forecast changes, the Local Option Distribution over the work program was raised by \$4.5 million or 1.6 percent over the prior forecast. Finally, the forecast for the Rental Car Surcharge was decreased by \$1.2 million, or -0.1 percent. The forecast reflects the impact to tourism caused by the ongoing Coronavirus pandemic. Over the longer run, the increased use of

alternatives to rental cars such as ride sharing services, destination-provided shuttles, and increased remote work options come more into play.

The forecasts for motor vehicle license and registration-related fees were previously adopted by the Highway Safety Licenses and Fees Conference held July 29, 2021. In this work program period, receipts to the STTF from motor vehicle related licenses and fees were increased by \$275.3 million or 3.2 percent over the entire work program. Motor Vehicle Licenses are up \$278.7 million, Initial Registrations are up \$5.5 million, Title Fees are down -\$4.3 million, and Motor Carrier Compliance Penalties are up by \$3.1 million over the work program period. The related transfer to the General Revenue Fund during the 2021-22 fiscal year was increased from zero to \$7.7 million.

Statutory Guidance: Enhancing Mobility

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

Long Range Goal in 2060 Plan

Improve mobility and connectivity for people and freight.

Measures identifying performance in enhancing mobility are under development.



WheelRight (Turnpike)

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 Findings

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 are in an expansion mode totaling a net increase of \$206.9 million, or 6.9%, 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.



U.S. 17-92 in Sanford

8. Compliance with Approved Local Government Comprehensive Plans

Key Statutory Requirements

The Florida Department of Economic Opportunity (DEO) 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 Findings

The Department of Economic Opportunity notified the Commission via letter dated December 13, 2021 it had completed its review of the Tentative Work Program. Based on its review, DEO determined all projects were found to be consistent with local government comprehensive plans.



(Both) First Coast Expressway (District 2)

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 Findings

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 comments and / or requests from fifteen 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	Comments	Requests	Organizations
1	0	8	7	3
2	0	0	5	1
3	0	0	0	0
4	0	5	10	5
5	0	0	9	2
6	0	1	2	2
7	0	2	6	2
TP	N / A	N / A	N / A	N / A
Totals	0	16	39	15

District	Responding Organizations
1	Charlotte County / Punta Gorda MPO City of Naples Lee County MPO
2	Metropolitan Transportation Planning Organization
3	N / A
4	Broward MPO Indian River MPO Martin County MPO Palm Beach MPO St. Lucie TPO
5	Lake Sumter MPO MetroPlan Orlando
6	Miami-Dade MPO / TPO Governing Board Miami-Dade MPO / Transportation Planning Council
7	Forward Pinellas Hillsborough TPO
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 Findings

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.



State Road 52 Realignment from Uradco Place to Fort King Road (District 7)

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 Findings

Funds for fiscal 2022/23 through fiscal 2026/27 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 \$537.6 million.

Annual programmed amounts allocated for TRIP are reflected below:

Transportation Regional Incentive Program (TRIP)

Millions	Fiscal 22 / 23	Fiscal 23 / 24	Fiscal 24 / 25	Fiscal 25 / 26	Fiscal 26 / 27	Total
District 1	\$7.1	\$6.9	\$6.8	\$7.0	\$7.2	\$35.0
District 2	\$5.6	\$5.4	\$5.4	\$5.5	\$5.7	\$27.6
District 3	\$3.7	\$3.5	\$3.5	\$3.6	\$3.7	\$18.0
District 4	\$8.7	\$8.4	\$8.3	\$8.5	\$8.7	\$42.6
District 5	\$10.3	\$9.9	\$9.8	\$10.0	\$10.3	\$50.3
District 6	\$5.9	\$5.7	\$5.6	\$5.7	\$5.9	\$28.8
District 7	\$7.2	\$7.0	\$6.9	\$7.0	\$7.2	\$35.3
Rail Enterprise	\$60.0	\$60.0	\$60.0	\$60.0	\$60.0	\$300.0
Total	\$108.5	\$106.8	\$106.3	\$107.3	\$108.7	\$537.6

Note: Figures are based on the November 4, 2021 snapshot of the Tentative Work Program.



17th Avenue Interchange Construction (District 3)

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. 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 Findings

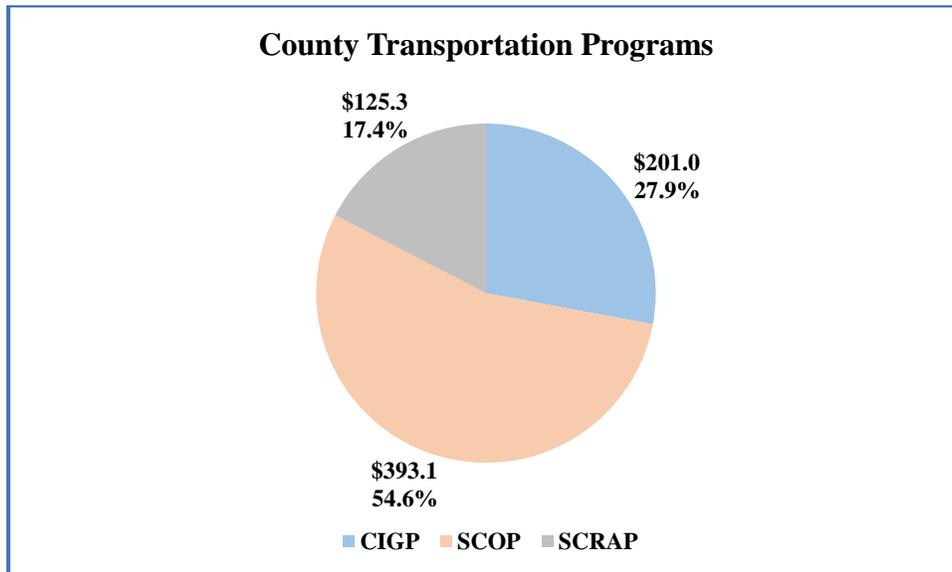
The County Incentive Grant Program and Small County Outreach Program were originally funded by an annual non-recurring general revenue appropriation of \$125 million. The service charge that had been collected on the proceeds from the local option fuel tax is no longer assessed as of July 1, 2006. The 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 \$201.0 million for the County Incentive Grant Program, \$393.1 million for the Small County Outreach Program and \$125.3 million for the Small County Road Assistance Program. This results in cumulative county transportation program funding of \$719.4 million.

Annual programmed amounts for CIGP, SCOP and SCRAP are:

Annual Amount Programmed (Millions)						
Program	Fiscal 22 / 23	Fiscal 23 / 24	Fiscal 24 / 25	Fiscal 25 / 26	Fiscal 26 / 27	Five-Year Total
CIGP	\$44.8	\$38.7	\$39.0	\$39.2	\$39.3	\$201.0
SCOP	\$85.0	\$76.7	\$76.6	\$77.1	\$77.8	\$393.1
SCRAP	\$25.3	\$25.0	\$25.0	\$25.0	\$25.0	\$125.3

Note: Figures are based on the December 9, 2021 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.



SR 836/I-395/I-95 Design Build Project (District 6)

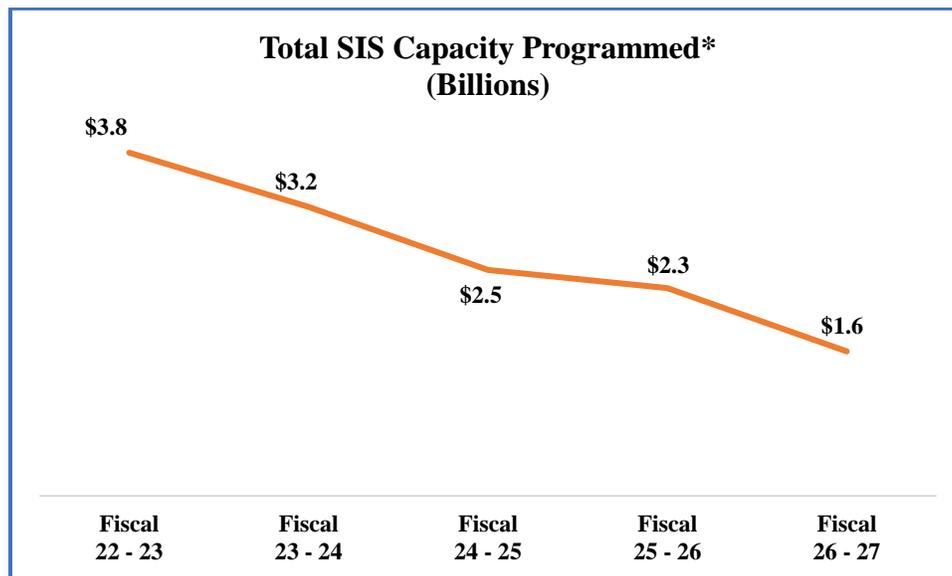
12. Strategic Intermodal System Funding

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 Findings

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 \$13.5 billion over the five-year period.



(Billions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27
Minimum Required Allocation	\$60.0 M				
Total SIS Capacity Programmed*	\$3.8	\$3.2	\$2.5	\$2.3	\$1.6

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

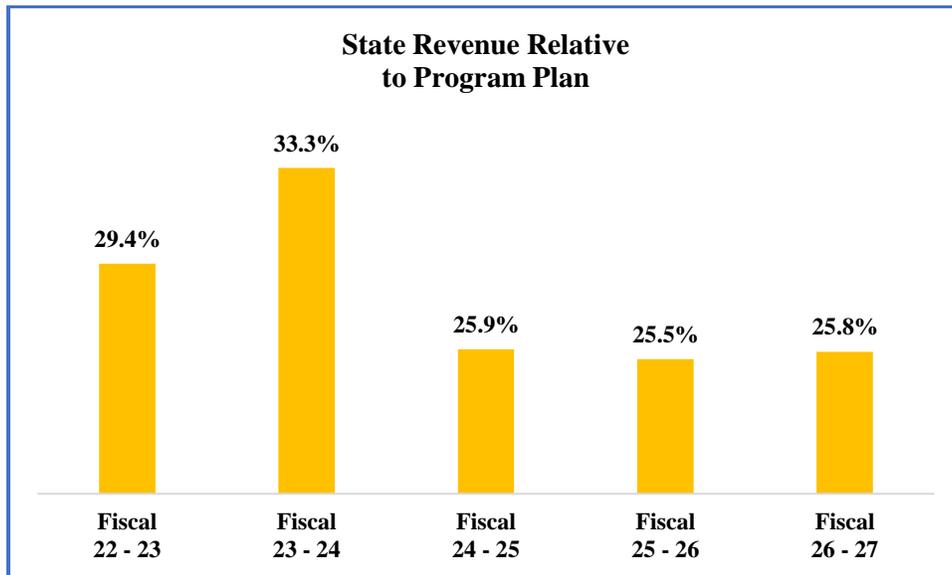
13. Public Transportation Funding

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 Findings

The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2022/23 through 2026/27, in which an average of 28.0% of State Transportation Trust Fund financing is programmed for public transportation projects.



(Millions)	Fiscal 22 - 23	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Total
Annual Program (State Funded)	\$940.4	\$1.1 B	\$879.6	\$892.6	\$929.9	\$4.7 B
Total STTF Allocation	\$3.2 B	\$3.3 B	\$3.4 B	\$3.5 B	\$3.6 B	\$17.0 B
Program % of Allocation	29.4%	33.3%	25.9%	25.5%	25.8%	28.0%
15% Requirement	\$473.2	\$492.8	\$507.3	\$530.5	\$541.9	\$2.5 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 Findings

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 \$591 million, or 7.2%.

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 Findings

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
	22 / 23	23 / 24	24 / 25	25 / 26	26 / 27	
District 1	\$138.4	\$143.3	\$147.5	\$151.0	\$153.8	\$734.1
District 2	\$121.2	\$125.5	\$129.4	\$132.3	\$134.9	\$643.4
District 3	\$77.6	\$80.4	\$82.7	\$84.9	\$86.3	\$411.9
District 4	\$159.0	\$164.7	\$169.7	\$173.8	\$177.0	\$844.2
District 5	\$181.8	\$211.7	\$217.9	\$223.4	\$227.4	\$1.1 B
District 6	\$100.0	\$103.6	\$106.8	\$109.3	\$111.3	\$530.9
District 7	\$131.9	\$136.6	\$140.6	\$144.0	\$146.7	\$699.8
Public Transportation Operation	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$15.0
Florida Rail Enterprise	\$22.5	\$0.0	\$0.0	\$0.0	\$0.0	\$22.5
Total	\$935.4	\$968.7	\$997.7	\$1.0 B	\$1.0 B	\$5.0 B

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 Findings

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 67 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 2022-23 through 2026-27 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.



Interstate 75 at Corkscrew Road Interchange Improvement Project (District 1)

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 Findings

The statewide public hearing to present the review of the Tentative Work Program for fiscal 2022-23 through 2026-27 was held in Tallahassee with a virtual option on January 10, 2022.

Prior to the public hearing on the Tentative Work Program review, the Commission received two e-mails referencing a potential Department project. These e-mails were placed on file with the Commission. At the conclusion of the meeting, there was an opportunity for the Commission to receive public comments. No comments were provided by those attending either virtually or in person.

Appendix A

(Responses to the Florida Transportation Commission questions, based on the November 4, 2021 snapshot of the Tentative Work Program.)

Central Office Questions.....A-2
District Office Questions.....A-30

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

QUESTION 1: Is the Tentative Work Program based on a complete, balanced financial plan for the State Transportation Trust Fund and the other funds managed by the Department? 339.135(3)(a), F.S.

ANSWER: Yes. Balanced finance plans for the State Transportation Trust Fund (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.

QUESTION 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.

QUESTION 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 of July 1, 2021 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, 2021 Adopted Work Program.

Four Common Years of Tentative (\$ in millions)

22/23	23/24	24/25	25/26	TOTAL
\$55.2	\$70.8	\$68.9	(\$10.1)	\$184.8

QUESTION 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.?

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

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.

QUESTION 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.

QUESTION 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.**

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

ANSWER: The Tentative Work Program was developed in accordance with the Program and Resource Plan of the Florida Transportation Plan. This has been done through issuance of Schedules A & B 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.

QUESTION 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 transferred projects from the second year of the previous Adopted Work Program (22/23) to the first year of the current Tentative Work Program (22/23). Where changes were made, the Secretary determined that such adjustments were necessary.

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

QUESTION 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.**

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

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.

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

ANSWER: Yes, the Department uses the Work Program Administration (WPA) system to develop the work program. The district work programs are segments of this automated system and form the basis of the statewide Tentative Work Program.

QUESTION 10: **Were the individual district work programs reviewed for compliance with the work program instructions and did the central office ensure that the work program complied with the requirements of 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, reviewed the district work programs on December 15 and 16, 2021.

QUESTION 11: **Was the Tentative Work Program for Charlotte, Collier, DeSoto, Glades, Hendry, and Lee Counties developed by the district director for the Fort Myers Urban Office? 20.23(4)(d), F.S.**

ANSWER: Yes

QUESTION 12: **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.**

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

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.

QUESTION 13: **Does the Department's Tentative Work Program provide for a minimum variance between contract lettings? 337.015(2), F.S.**

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

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

ANSWER: Yes, the Tentative Work Program, to the maximum extent possible, has been developed to ensure stability in the successful implementation of the program. The department has developed the Tentative Work Program to balance to the multi-year finance plans, cash forecast, forecast of state transportation revenues, forecast of receipt of federal aid, and forecasts of construction cost inflation factors.

QUESTION 15: **Section 339.135(6)(b), F.S., requires the Department, at the close of business (which closing shall not be later than the 10th calendar day of the month following the end of each quarter of the fiscal year), to maintain a cash balance of not less than \$50 million or five percent of the unpaid balance of all State Transportation Trust Fund (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.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

ANSWER: Yes. The 36-month cash forecast to be 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.

QUESTION 16: **Section 338.241, F.S., requires the budget for the Turnpike system to be so planned as to provide for a cash reserve at the end of each fiscal year of not less than five percent of the unpaid balance of all Turnpike system contractual obligations, excluding bond obligations, to be paid from revenues.**

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

QUESTION 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.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

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

PROGRAM	Current Year	22/23	23/24	24/25	25/26	26/27
	21/22					
Aviation	342.9	294.4	341.8	284.3	314.9	295.1
Transit *	283.0	471.7	264.2	241.9	249.5	248.0
Rail	131.0	134.3	106.4	100.8	80.6	117.8
Intermodal Access	34.9	59.1	49.2	66.5	134.4	157.6
Seaport Development	<u>148.7</u>	<u>127.4</u>	<u>117.9</u>	<u>95.6</u>	<u>113.2</u>	<u>111.3</u>
FLP Total	940.4	1,086.9	879.6	789.2	892.6	929.9
August 2021 REC **	3,154.5	3,285.3	3,382.0	3,460.3	3,536.7	3,612.5
15% of REC ***	473.2	492.8	507.3	519.0	530.5	541.9

* 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 2021 forecast used for allocating program funds.

*** For comparison of 15% minimum programmed.

Based on snapshot: FILE: 4-Nov-2021

QUESTION 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.

QUESTION 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?

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

ANSWER: Yes. The Tentative Work Program contains \$565 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.

QUESTION 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, \$35 million transferred to Florida's Turnpike Enterprise, \$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; \$35 million has been allocated for projects which facilitate access to the existing turnpike system; \$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.

QUESTION 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 \$120 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.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

ANSWER:

FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
\$12.1	\$7.8	\$14.1	\$10.7	\$8.0

QUESTION 22: Section 339.12(4)(c), F.S., authorizes the Department to accept and receive contributions from governmental entities and enter into agreements to reimburse the governmental entity for projects not included in the adopted work program. At no time shall the total amount of project agreements for projects not included in the adopted work program exceed \$250 million. However, project advances in inland counties meeting specific criteria are excluded from the calculation of the statewide limitation.

Does the Tentative Work Program contain any such projects? If so, identify each project, the fiscal year such funds are to be committed, the dollar amount of each commitment, and the year of reimbursement. Also, please identify and provide the same information for projects located in any inland county which is excluded from the calculation of the \$250 million limitation.

ANSWER:

SUMMARY OF USE - LFRF FUND FOR FY 2022-2027 ADOPTED WORK PROGRAM Updated as of 11/04/2021 Snapshot										
DISTRICT	COUNTY	ITEM & SEGMENT NUMBER	PROJECT NAME	FISCAL YEAR	AGREEMENT AMOUNT	LFRF PROGRAMMED AMOUNT	REMAINING AMOUNT (PAYBACK AND/OR REFUND)	PAYBACK YEAR	AMOUNT RELEASED AS OF FY 2023	BALANCE AFTER FY 2023
1	Lee	4453231	Big Carlos Bridge Replacement (bridge replacement)	2023	\$25,000,000.00	\$25,000,000.00	\$ -	2026 2027 2028	\$25,000,000	\$ -
2	Putnam	4469441	CR310 over Deep Creek Bridge No. 764014 (bridge repair/rehab)	2020	\$ 1,584,945.00	\$ 1,584,945.00	\$ -	2023	\$ 1,584,945	
2	Putnam	4469451	CR309D over Etonia Creek Bridge No. 764007 (bridge repair/rehab)	2020	\$ 3,254,584	\$ 3,254,584	\$ -	2023	\$ 3,254,584	\$ -
TOTALS =					\$ 29,839,529	\$ 29,839,529			\$29,839,529	
TOTAL AUTHORIZED PER S. 339.12, F.S.						\$ 250,000,000				
AMOUNT REMAINING PRIOR TO PAYBACK						\$ 220,160,471				

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

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

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

ANSWER:

Federal-aid is transferred from the Highway Safety Improvement Program (HSP) to the Safe Routes to School – Infrastructure Program (SR2T) to permit the use of funds for Safe Routes to School activities as a part of the Department’s continued commitment to safety for schools with grades K through 8. Federal-aid is also transferred from the Highway Safety Improvement Program (HSP) to the Safety Educational - Transfer (HSPT) to permit the use of funds for Safe Educational activities as a part of the Department’s continued commitment to safety.

(Millions)	HSP Transfer to:	
	<u>SR2T</u>	<u>HSPT</u>
FY 22/23	\$7.0	\$10.0
FY 23/24	\$7.0	\$10.0
FY 24/25	\$7.0	\$10.0
FY 25/26	\$7.0	\$10.0
FY 26/27	\$7.0	\$10.0
5 Year Total	\$35.0	\$50.0

QUESTION 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.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

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 22/23 = none
FY 23/24 = none
FY 24/25 = none
FY 25/26 = \$150 million
FY 26/27 = none

QUESTION 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.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

ANSWER:

Tolled Facility	County	Project Description	2023	2024	2025	2026	2027
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	Manatee	SR 684	\$ 1,492,592				
Sunshine Skyway	N/A	Contingency Programming	\$ 405,794	\$ 247,071			
Total (including Contingency)			\$5,700,587	\$ 4,049,272	\$3,802,201	\$3,802,201	\$3,802,201
Total (excluding Contingency)			\$5,294,793	\$ 3,802,201	\$3,802,201	\$3,802,201	\$3,802,201

QUESTION 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 \$350 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	Current	Planned (\$ in millions)				
			20/21	21/22	22/23	23/24	24/25
Annual STTF State Revenue (REC August 2021)	\$4.3 B	\$4.6 B	\$4.7 B	\$4.8 B	\$4.9 B	\$5.0 B	\$5.1 B
Lower of 7% State Revenue or \$350M Debt Service Cap	\$303.7	\$319.3	\$330.4	\$337.7	\$343.9	\$350.0	\$350.0
Debt Service - Finance Plan	\$183.9	\$184.2	\$188.6	\$196.0	\$201.4	\$217.2	\$216.3
Debt Service as % of STTF State Revenue	4.2%	4.0%	4.0%	4.1%	4.1%	4.3%	4.2%

**Questions Submitted by the Florida Transportation Commission
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Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

QUESTION 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.

QUESTION 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 22/23 = 7.5%
FY 23/24 = 6.4%
FY 24/25 = 6.2%
FY 25/26 = 7.2%
FY 26/27 = 7.2%

QUESTION 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,

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QUESTIONS - CENTRAL OFFICE

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.

QUESTION 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 2023 – FY 2027 does not contain any Turnpike projects with loans from the State Transportation Trust Fund for operating, maintenance, or capital costs.

QUESTION 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.

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QUESTIONS - CENTRAL OFFICE

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 \$8.2 billion. Florida’s Turnpike has \$8.8 billion programmed which exceeds the minimum requirement by \$591 million.

QUESTION 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: The Department does not have any new public-private partnership projects funded in the Tentative Work Program or planned funding from the STTF beyond the 5-year Tentative Work Program period.

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

ANSWER:

**Executive Summary
Section 334.30, F.S., Public Private Partnership
15% Obligation Calculation
as of June 30, 2021**

	FY 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Total STTF State and Federal Revenue (millions)¹	\$7,055	\$7,837	\$8,065	\$7,404	\$7,133	\$7,549	\$7,691	\$7,691	\$7,797	\$7,905
Level 1 - Under Contract	\$654	\$268	\$218	\$223	\$227	\$232	\$237	\$243	\$248	\$253
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	\$41	\$125	\$193	\$240	\$257
Level 4 - Under Consideration - Not Financed in STTF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total P3 Obligations and Under Consideration² - Levels 1, 2, 3 & 4	\$654	\$268	\$218	\$223	\$227	\$272	\$363	\$436	\$488	\$510
Percent of Total STTF State and Federal Revenue³	9.3%	3.4%	2.7%	3.0%	3.2%	3.6%	4.7%	5.7%	6.3%	6.4%
Remaining Revenue available under 15% cap	\$405	\$907	\$992	\$887	\$843	\$860	\$791	\$717	\$682	\$676

Notes:

¹ Excludes Turnpike funds, Local funds and Deferred Payment Agreement Reimbursements.

² Payment obligations are recognized in the year funding is obligated/forecasted and made available for payment to the P3 contractor. Excludes Turnpike and local funds programmed for making P3

³ Per s. 334.30 (12), Florida Statutes, the statutory limitation is 15 percent. "The department shall ensure that no more than 15 percent of total federal and state funding in any given year for the State Transportation Trust Fund shall be obligated collectively for all projects under this section."

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

QUESTION 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.

QUESTION 35: 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.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

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.

QUESTION 36: **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. 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.

QUESTION 37: **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.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

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)	22/23	23/24	24/25	25/26	26/27
DIS Allocations	\$60.0	\$60.0	\$60.0	\$60.0	\$60.0

(\$ in millions)	22/23	23/24	24/25	25/26	26/27
Allocation of SIS funds (DI, DIS, GMR, & SIWR)	\$875.0	\$865.5	\$806.8	\$728.0	\$866.0

QUESTION 38: Section 339.65(6), F.S., states that for the purposes of developing the proposed Strategic Intermodal System highway corridors, beginning in fiscal year 2012-2013 and for each fiscal year thereafter, the minimum amount allocated shall be based on the fiscal year 2003-2004 allocation of \$450 million adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 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)	22/23	23/24	24/25	25/26	26/27	TOTAL
Calculated Minimum Target	\$673.2	\$686.8	\$701.1	\$715.9	\$731.1	\$3.5 B
Amount Programmed on SIS (all funds)	\$6.3 B	\$5.2 B	\$4.5 B	\$4.1 B	\$3.3 B	\$23.4 B

QUESTION 39: 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

**Questions Submitted by the Florida Transportation Commission
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QUESTIONS - CENTRAL OFFICE

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 2021, the Revenue Estimating Conference (REC) has met two times to forecast transportation-related revenues. The March and August 2021 conferences forecasted increased revenues for transportation. The allocation adjustments were made in accordance with the Department’s policy: 75% to the SIS and 25% to the districts via statutory formula.

QUESTION 40: **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):

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Fiscal Years 2022/23 through 2026/27**

QUESTIONS - CENTRAL OFFICE

(\$ in Millions)	22/23	23/24	24/25	25/26	26/27	Total
District 1	7.10	6.88	6.82	6.96	7.16	34.92
District 2	5.62	5.43	5.39	5.50	5.66	27.60
District 3	3.66	3.54	3.51	3.58	3.69	17.97
District 4	8.66	8.38	8.31	8.48	8.73	42.56
District 5	10.25	9.92	9.84	10.04	10.34	50.39
District 6	5.85	5.67	5.62	5.73	5.90	28.77
District 7	7.18	6.95	6.89	7.03	7.24	35.28
Rail Enterprise (District 31)	60.00	60.00	60.00	60.00	60.00	300.00
Total	108.31	106.76	106.36	107.33	108.73	537.48

QUESTION 41: Section 133, of Title 23 U.S.C., requires that after apportionment to the state, Surface Transportation Block Grant Program funds shall be allocated according to a scale which changes for each year of the Act. For FY 2020, 55 percent is to be divided by population in proportion to their relative shares: in areas with over 200,000 in population, in areas with greater than 5,000 in population but no more than 200,000 population, and in areas of the state with population of 5,000 or less. The remaining 45 percent may be used in any area of the state.

Is this requirement implemented in the Tentative Work Program? If not, please explain.

ANSWER: 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 15% of the state's FFY 2009 bridge program (\$21.1M). The applicable dollar amounts for each of the required percentages are shown in Schedule A of the Work Program Instructions, which have been provided.

QUESTION 42: 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?

**Questions Submitted by the Florida Transportation Commission
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QUESTIONS - CENTRAL OFFICE

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

ANSWER:

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

Type of Facility 22/2 23/2 24/2 25/2 26/2

Arterials	\$484	\$499	\$475	NA	NA
Interstate	\$527	\$501	\$491	NA	NA
Turnpike	\$348	\$536	\$385	NA	NA

Lane Miles Programmed for Resurfacing

Type of Facility 22/2 23/2 24/2 25/2 26/2

On-System	2,21	2,28	2,78	2,78	2,76
Off-System	-	-	-	-	-

QUESTION 43: **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.

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QUESTIONS - CENTRAL OFFICE

ANSWER:

Pavement Meeting or Exceeding Department Standards

Lane Miles	22/23	23/24	24/25	25/26	26/27
% Planned to meet standards	≥80%	≥80%	≥80%	≥80%	≥80%

Lane Miles Added

Type of Facility	22/23	23/24	24/25	25/26	26/27
On-System	170	80	129	112	50
Off-System	6	4	9	4	6

QUESTION 44: Section 334.046(4)(a)2, F.S., requires the Department to protect the state’s transportation infrastructure investment by ensuring that 90 percent of Department-maintained bridges meet Department standards.

What is the percentage of FDOT-maintained bridges forecast to meet or exceed standards in each fiscal year?

ANSWER:

Bridges Forecast to Meet or Exceed Department Standards

Bridges	22/23	23/24	24/25	25/26	26/27
% Planned to meet standards	≥90%	≥90%	≥90%	≥90%	≥90%

QUESTION 45: 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)?

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QUESTIONS - CENTRAL OFFICE

ANSWER:

Bridges in Need of Replacement

	22/23	23/24	24/25	25/26	26/27
% FDOT Bridges in Need of Replacement	0.6%	0.6%	0.6%	0.6%	0.6%

Bridges Programmed for Replacement

Type of Facility	22/23	23/24	24/25	25/26	26/27
On-System	3	6	4	4	5
Off-System	13	10	6	9	9

QUESTION 46: 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	22/23	23/24	24/25	25/26	26/27
% Planned to meet standards	≥100%	≥100%	≥100%	≥100%	≥100%

QUESTION 47: 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.

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QUESTIONS - CENTRAL OFFICE

ANSWER:

Intermodal Development Program (\$ in millions)

Program	22/23	23/24	24/25	25/26	26/27	Total
Rail	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.0
Future Projects	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Port Access	\$0.0	\$2.3	\$2.4	\$0.0	\$0.0	\$4.6
Airport Access	\$11.4	\$3.2	\$2.0	\$4.1	\$7.1	\$27.8
Multi-Modal Terminals	\$61.0	\$40.1	\$58.1	\$123.9	\$146.1	\$429.2
Transit	\$21.3	\$8.4	\$4.7	\$6.4	\$5.0	\$45.8
Total	\$95.6	\$53.9	\$67.2	\$134.4	\$158.3	\$509.5

QUESTION 48: 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)	22/23	23/24	24/25	25/26	26/27	Total
District 1	\$18.4	\$19.0	\$19.5	\$19.9	\$20.2	\$97.0
District 2	\$8.5	\$8.8	\$9.1	\$9.3	\$9.4	\$45.1
District 3	\$6.9	\$7.2	\$7.4	\$7.5	\$7.6	\$36.6
District 4	\$33.7	\$34.8	\$35.8	\$36.5	\$37.1	\$177.8
District 5	\$28.8	\$29.7	\$30.6	\$31.2	\$31.7	\$152.0
District 6	\$22.5	\$23.2	\$23.8	\$24.3	\$24.7	\$118.6
District 7	\$17.6	\$18.2	\$18.7	\$19.1	\$19.4	\$92.9
Total	\$136.4	\$140.9	\$144.8	\$147.8	\$150.1	\$720.0

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QUESTIONS - CENTRAL OFFICE

QUESTION 49: 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:

Programming of Documentary Stamp Tax Proceeds						
(\$ in millions)	21/22	22/23	23/24	24/25	25/26	Total
A-STATE HIGHWAY SYSTEM (SHS)	\$271.1	\$152.8	\$195.1	\$130.0	\$141.1	\$890.2
B-OTHER ROADS	\$48.5	\$46.1	\$40.6	\$45.7	\$45.6	\$226.5
C-RIGHT-OF-WAY LAND	\$2.0	\$1.6	\$0.0	\$0.0	\$0.0	\$3.6
D-AVIATION	\$25.0	\$74.2	\$18.0	\$100.7	\$80.0	\$297.9
E-TRANSIT	\$204.2	\$58.6	\$49.1	\$50.6	\$46.3	\$408.8
F-RAIL	\$88.4	\$72.9	\$88.3	\$60.0	\$90.0	\$399.7
G-INTERMODAL ACCESS	\$3.5	\$1.5	\$0.0	\$26.0	\$24.5	\$55.5
H-SEAPORT DEVELOPMENT	\$27.8	\$33.2	\$10.4	\$33.8	\$25.0	\$130.2
L-PRELIMINARY ENGINEERING	\$0.8	\$1.6	\$32.2	\$0.0	\$0.0	\$34.7
M-CONST ENGINEERING & INSPECTION	\$14.4	\$2.2	\$8.7	\$0.0	\$1.3	\$26.6
Total	\$686.0	\$444.7	\$442.4	\$446.9	\$453.8	\$2.5 B

**Questions Submitted by the Florida Transportation Commission
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QUESTIONS - CENTRAL OFFICE

Allocation of the TRIP portion of Documentary Stamp Tax Proceed						
(\$ in millions)	22/23	23/24	24/25	25/26	26/27	Total
District 1	\$4.8	\$4.5	\$4.5	\$4.6	\$4.8	\$23.1
District 2	\$3.8	\$3.6	\$3.5	\$3.6	\$3.8	\$18.3
District 3	\$2.4	\$2.3	\$2.3	\$2.4	\$2.5	\$11.9
District 4	\$5.8	\$5.5	\$5.4	\$5.6	\$5.8	\$28.2
District 5	\$6.9	\$6.5	\$6.4	\$6.6	\$6.9	\$33.3
District 6	\$3.9	\$3.7	\$3.7	\$3.8	\$3.9	\$19.0
District 7	\$4.8	\$4.6	\$4.5	\$4.6	\$4.8	\$23.3
District 31 - Florida Rail Enterprise	\$60.0	\$60.0	\$60.0	\$60.0	\$60.0	\$300.0
Total	\$92.3	\$90.7	\$90.3	\$91.2	\$92.6	\$457.1

QUESTION 50: 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.

QUESTION 51: 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 \$25 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

**Questions Submitted by the Florida Transportation Commission
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QUESTIONS - CENTRAL OFFICE

**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 2021 Revenue Estimating Conference, the following allocations have been made for FY 2023: \$25 million has been allocated for the Florida Shared-Use Non-motorized Trail Network (TLWR); \$7.9 million has been allocated for the New Starts Transit Program (NSWR); \$11.6 million has been allocated for the Small County Outreach Program (SCWR); \$47.7 million has been allocated for the Strategic Intermodal System (SIWR); and \$16.0 million has been allocated for the Transportation Regional Incentive Program (TRWR).

QUESTION 52: **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.**

**Has the Department assumed direct NEPA decision making authority?
If not, what is the projected timeframe when the Department will
assume authority?**

ANSWER: Yes, the Department has assumed direct NEPA decision making authority on the highway projects described in the Memorandum of Understanding, dated December 14, 2016.

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QUESTIONS - CENTRAL OFFICE

QUESTION 53: 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 2021 Revenue Estimating Conference, the SCETS Tax is allocated to the district in which the tax proceeds are projected to be collected.

(\$ in millions)	22/23	23/24	24/25	25/26	26/27	Total
District 1	\$138.4	\$143.3	\$147.5	\$151.0	\$153.8	\$734.1
District 2	\$121.2	\$125.5	\$129.4	\$132.3	\$134.9	\$643.4
District 3	\$77.6	\$80.4	\$82.7	\$84.9	\$86.3	\$411.9
District 4	\$159.0	\$164.7	\$169.7	\$173.8	\$177.0	\$844.2
District 5	\$181.8	\$211.7	\$217.9	\$223.4	\$227.4	\$1.1 B
District 6	\$100.0	\$103.6	\$106.8	\$109.3	\$111.3	\$530.9
District 7	\$131.9	\$136.6	\$140.6	\$144.0	\$146.7	\$699.8
Public Transportation Operation	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$15.0
FL Rail Enterprise	\$22.5	\$0.0	\$0.0	\$0.0	\$0.0	\$22.5
Total	<u>\$935.4</u>	<u>\$968.7</u>	<u>\$997.7</u>	<u>\$1.0 B</u>	<u>\$1.0 B</u>	<u>\$5.0 B</u>

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
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QUESTIONS - DISTRICT OFFICE

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

ANSWER:

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

QUESTION 2: Did the District receive a list of project priorities from each MPO by October 1, 2021? 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		

QUESTION 3A: 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 2021-22/2024-25? If yes, does the district intend to provide the MPO with written justification?

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QUESTIONS - DISTRICT OFFICE

ANSWER:

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

QUESTION 3B: 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/Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 4: Were any MPO files an objection of such rescheduling or deletion with the Secretary by November 22, 2021? 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	Yes
2	N/A	6	N/A
3	No	7	No
4	N/A	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.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - DISTRICT OFFICE

QUESTION 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		

QUESTION 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		

QUESTION 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.

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - DISTRICT OFFICE

ANSWER:

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

QUESTION 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	Yes	5	Yes
2	Yes	6	Yes
3	No	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

QUESTION 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	Yes	5	Yes
2	Yes	6	Yes
3	N/A	7	Yes
4	Yes	Turnpike	N/A
Rail Enterprise	N/A		

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - DISTRICT OFFICE

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

ANSWER:

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

QUESTION 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		

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - DISTRICT OFFICE

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

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

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		

QUESTION 12B: 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		

QUESTION 13: The Department of Economic Opportunity 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

**Questions Submitted by the Florida Transportation Commission
Regarding the TENTATIVE WORK PROGRAM
Fiscal Years 2022/23 through 2026/27**

QUESTIONS - DISTRICT OFFICE

program unless such inconsistency has been previously reported to the affected MPO. 339.135(4)(f), F.S.

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

ANSWER:

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

QUESTION 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? (Please provide a copy of each Certification of Conformity to the Florida Transportation Commission.)

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

State Intermodal System Maps

District 1 **First Five Years Plan** **Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Aviation																		
4498641	PUNTA GORDA AIRPORT ROADWAY NETWORK IMPROVEMENTS													2022	\$275	\$275	Aviation Capacity Project	MLD
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I													2026		\$20,959	Aviation Capacity Project	
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION													2027	\$20,706	\$79,707	Aviation Capacity Project	
Highway																		
2010326	I-75 AT SR 64												2022	\$142	\$459		INTERCHANGE (MODIFY)	
2012153	I-4 (SR 400) AT SR 557				2022		\$50						2022	\$542			INTERCHANGE (MODIFY)	
2012775	I-75 (SR 93) AT BEE RIDGE ROAD				2022		\$24	2022	\$23,557	\$120							Interchange - Add Lanes	
4062254	I-75 (SR 93) FROM S OF CORKSCREW ROAD TO S OF DANIELS PARKWAY							2022	\$1,185								Add Lanes and Reconstruct	
4145062	SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD	2022		\$4	2022		\$700	2022		\$10,201							PDE/EMO Study	
4145065	SR 70 FROM CR 29 TO LONESOME ISLAND ROAD	2022		\$29													PDE/EMO Study	
4175401	SR 29 FROM OIL WELL ROAD TO SR 82	2022		\$162													PDE/EMO Study	
4175403	SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY				2022		\$39										Add Lanes and Reconstruct	
4175404	SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E				2022		\$27										Add Lanes and Reconstruct	
4178784	SR 29 FROM SR 82 TO HENDRY C/L				2023		\$50		\$1								Add Lanes and Reconstruct	
4178787	SR 29 FROM CR 832 (KERI RD) TO F RD				2022		\$16										Add Lanes and Reconstruct	
4178788	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)				2024		\$203	\$129	2022	\$9,363							Add Lanes and Reconstruct	
4192433	SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE				2024		\$500	\$171	2022	\$6,502	\$60						Add Lanes and Reconstruct	
4193443	SR 710 FROM US 441 TO L-63 CANAL				2022		\$4	2022	\$5,986	\$59							New Road Construction	
4193445	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)				2022		\$90										Add Lanes and Reconstruct	
4258432	I-75 (SR 93) AT SR 951	2022		\$51	2023		\$1,042	2022		\$4,665	2022		\$87,478				INTERCHANGE (MODIFY)	
4289171	SR 31 FROM SR 78 TO CR 78	2022		\$26													PDE/EMO Study	
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION				2027		\$20	2022	\$12,684	\$94							Interchange - Add Lanes	
4338562	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD				2022		\$118	\$1									Add Lanes and Reconstruct	
4338563	SR 60 FROM GRAPE HAMMOCK ROAD TO EAST OF KISSIMMEE RIVER BRIDGE				2022		\$350	\$1									Add Lanes and Reconstruct	
4344901	SR 29 FROM I-75 TO OIL WELL RD	2022		\$17													PDE/EMO Study	
4349861	US 27 AT SR 64										2022		\$92				INTERSECTION (MODIFY)	
4419421	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)	2022		\$274													PDE/EMO Study	
4420273	STATE SIB LOAN FOR SR 31 (BABCOCK RANCH)							2022		\$4,482							Add Lanes and Reconstruct	
4420274	STATE SIB LOAN FOR SR 31 (BABCOCK RANCH) FROM SR 78 (BAYSHORE RD)							2022		\$4,482	2022		\$4,000				Add Lanes and Reconstruct	
4425122	I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHANGE	2022		\$37													PDE/EMO Study	
4425183	I-75 (SR 93) FROM N RIVER RD TO N OF UNIVERSITY PARKWAY	2022		\$20													PDE/EMO Study	
4425192	I-75 (SR 93) FROM E OF SR 951 TO COLLIER/LEE COUNTY LINE	2022		\$12													PDE/EMO Study	
4425193	I-75 (SR 93) FROM COLLIER/LEE COUNTY LINE TO SR 78 (BAYSHORE RD)	2022		\$38													PDE/EMO Study	
4462961	I-75 (SR 93) AT CR 876/DANIELS PARKWAY	2022		\$2,834													INTERCHANGE (MODIFY)	
4145067	SR 70 FROM LORRAINE ROAD TO BOURNSIDE BLVD							2023		\$73,774	\$2,285						Add Lanes and Reconstruct	
4192432	SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 630A				2024		\$1,100	2023	\$3,784	\$330							Add Lanes and Reconstruct	
4197143	ITS FIBER OPTIC LOCATES				2023		\$1,000										ITS Communication System	MLD
4308481	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE				2022		\$975	2022	\$2,823	\$243	2023		\$38,356	\$505			Add Lanes and Reconstruct	
4420981	I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE				2026		\$430				2023		\$2,052				ITS Dynamic Message Sign	
4424031	SR 25 (US 27) FROM SOUTH OF SUN 'N LAKE TO NORTH OF SUN 'N LAKE				2023		\$200										Add Left Turn Lane(s)	
4453623	1-4/SR 400 FROM HILLSBOROUGH COUNTY LINE TO OSCEOLA/LAKE COUNTY LINE										2023		\$8,594				ITS Communication System	
4495031	US 27 CORRIDOR ALTERNATIVE STUDY	2023		\$6,500													PDE/EMO Study	
4495041	REGIONAL PLANNING STUDY	2023		\$5,000													PDE/EMO Study	

LEGEND

Tentative Work Program

**FY 2022/2023 thru 2026/2027
As of 12/09/2021**

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	
4498511	SR 70 FROM LONESOME ISLAND RD TO SOUTHERN LEG OF CR 721	2023	\$2,000														PDE/EMO Study
4503341	SR 70 FROM CR 721 S TO CR 559/128 AVE	2023	\$2,999		2023	\$1,001											PDE/EMO Study
4175402	SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD				2024	\$7,440											Add Lanes and Reconstruct
4175405	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W				2024		\$311	2024	\$6,564								New Road Construction
4419422	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)				2024	\$9,600	\$350										Add Lanes and Reconstruct
4448861	SR 15 (US 441) AT POTTER RD (NE 144TH ST)				2024		\$55										Add Left Turn Lane(s)
4449581	SR 15 (US 441) AT CR 68 (NW 160TH ST)				2024		\$41										Add Left Turn Lane(s)
4419501	SR 31 FROM CR 74 TO CR 74				2022		\$164	2022		\$938	2025	\$7,033	\$1				Roundabout
4420971	I-75 (SR 93) ADMS FROM SARASOTA COUNTY LINE TO I-275				2025		\$430				2025		\$3,908				ITS Dynamic Message Sign
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY				2025	\$248					2025	\$18,096					INTERCHANGE (MODIFY)
2012105	I-4 AT US 27 (SR 25)	2023	\$10	\$1,100	2027	\$2,571	\$4,588	2022	\$3,577	\$2,320	2027	\$151,665					Interchange - Add Lanes
4175406	SR 29 FROM N OF NEW MARKET RD TO SR 82				2023		\$720	2022	\$158	\$803	2027	\$33,752	\$376				Add Lanes and Reconstruct
4206132	I-75 (SR 93) AT FRUITVILLE ROAD/CR 780				2023	\$750	\$804	2022		\$259	2027	\$106,389	\$2,006				Interchange - Add Lanes
4425211	INTERSTATE PROGRAM MANAGER - GEC	2027	\$2,000	\$6,800													PDE/EMO Study
Rail																	
4365601	SR655/RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO	2022		\$6	2022	\$225	\$85	2022		\$5,166	2024	\$22,400	\$1,560				Rail Capacity Project
4365591	SR 60 GRADE SEPARATION OVER CSX RAILROAD				2022	\$75	\$5	2023	\$1,000	\$1,328	2026	\$600	\$30				Rail Capacity Project
Seaport																	
4442511	PORT MANATEE INTERMODAL CARGO YARD IMPROVMENTS													2025	\$1,813	\$11,124	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2022/2023 thru 2026/2027
As of 12/09/2021

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

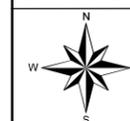
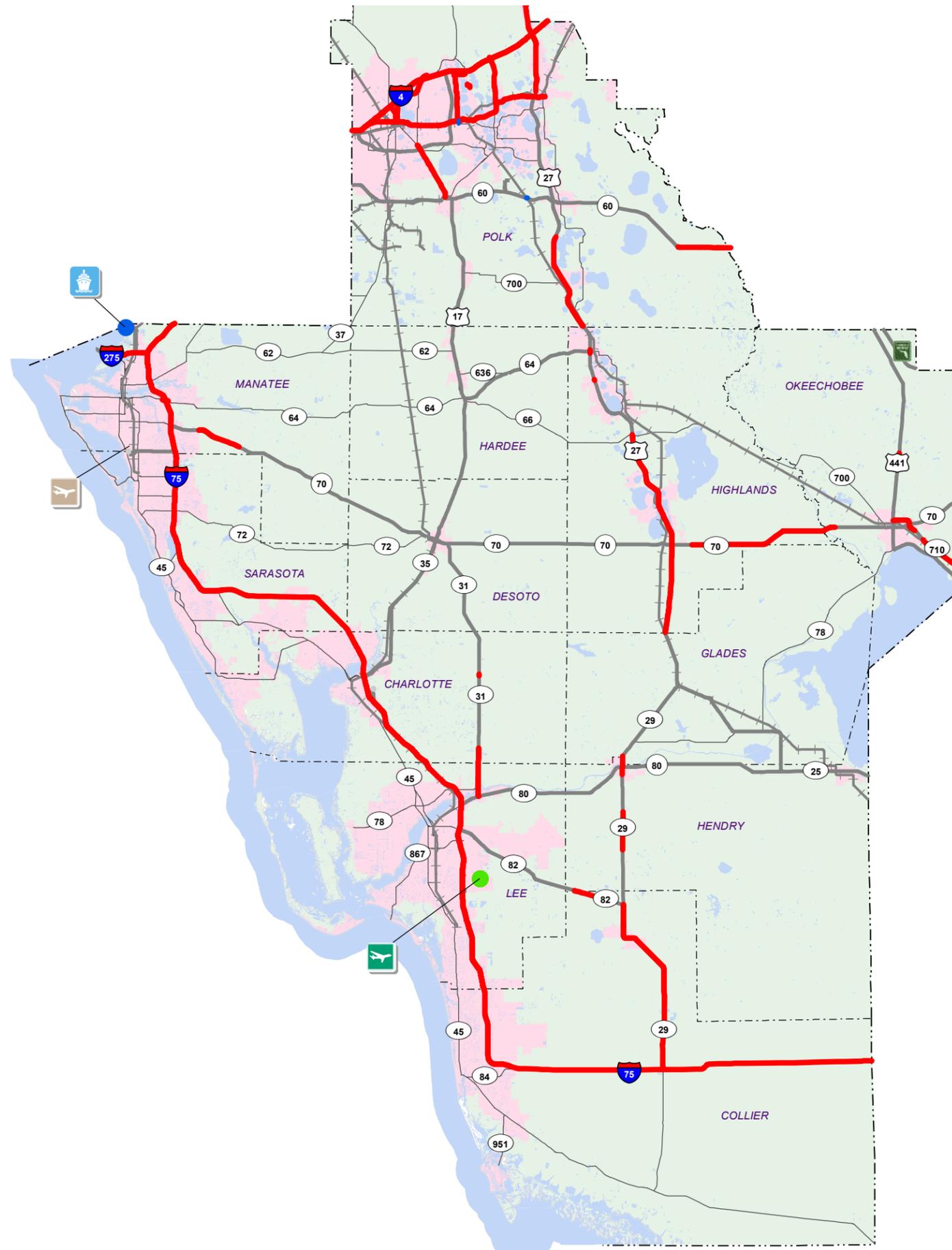
(FY 2022/2023 thru 2026/2027)
as of December 9, 2021

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

SIS Facilities

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





District 2 First Five Years Plan Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4420461	GAINESVILLE REGIONAL APT INSTALL IN LINE BAGGAGE SYSTEM PFL0011987													2022	\$2,450	\$2,450	Aviation Capacity Project
4326402	JAX INTL AIRPORT DESIGN & CONST CARGO RAMP EXPANSION PFL0013609													2023	\$400	\$4,600	Aviation Capacity Project
2169784	JACKSONVILLE INTL AIRPORT DESIGN & RECONST CONCOURSE B MOD PFL000175													2027	\$25,998	\$45,499	Aviation Capacity Project
Highway																	
2093014	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB	2022		\$51	2023	\$26	\$3,729	2022	\$18,800	\$133							Add Lanes and Reconstruct
2093018	I-295(SR9A) FROM SR212(BEACH BLVD) TO SR202(JTB)	2022		\$25	2022		\$885										Add Lanes and Reconstruct
2096584	I-295(SR9A) FROM: S OF SR105(HECKSCHER DR.) TO N OF PULASKI RD	2022		\$85	2022		\$5	2022	\$7,723	\$618							Add Lanes and Rehabilitate Pvmt
2096586	I-295(SR9A) FROM S OF SR105(HECKSCHER DR) TO N OF PULASKI RD	2022		\$25	2022		\$1,880										Add Lanes and Rehabilitate Pvmt
4229381	SR23(FIRST COAST XWAY) FROM: I-95 TO: I-10				2022		\$1,207										New Road Construction
4229382	SR23(FIRST COAST XWAY) FROM: I-95(SR9) TO: SR15(US17)							2022	\$60,134	\$4,922							New Road Construction
4229383	SR23(FIRST COAST XWAY) FROM: SR15(US17) TO: SR21							2022	\$221	\$446							New Road Construction
4230713	I-75(SR93) @ SR121				2022		\$514	2022	\$8,271	\$1							Interchange - Add Lanes
4230716	I-75(SR93) FROM: S OF SR121(WILLISTON RD) TO: NORTH OF SR222(39 AVE)	2022		\$124	2022		\$869										Add Lanes and Reconstruct
4246965	US17 N OF POMONA PARK CR309(SATSUMA)	2022		\$49													Add Lanes and Reconstruct
4355751	I-295(SR9A) @ US17 TO SOUTH OF WELLS ROAD	2022			2022	\$14	\$26	2022		\$1,037	2022		\$22,146				Interchange - Add Lanes
4355771	I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)	2022		\$31	2022		\$218										Add Lanes and Reconstruct
4357451	I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS	2022		\$35	2022		\$42	2022	\$1,350	\$18							Interchange - Add Lanes
4358211	SR200(US301) @ CRAWFORD ROAD				2022		\$1	2022	\$128	\$431							Interchange (New)
4380821	SR105 FROM: I-95 TO: MAIN ST				2022	\$48	\$14				2022		\$1,969				ITS Communication System
4424141	I-95(SR9) FROM I-10(SR8) TO SR115(US1)(MLK)	2022		\$18													Add Lanes and Reconstruct
4457241	SR26(WADE AVE) @ SR49(US129)				2022		\$25	2022		\$13							Add Turn Lane(s)
4473651	I-295(SR9A) BUCKMAN BRIDGE WIDENING				2022		\$4,085										Bridge - Rehab and Add Lanes
2078502	SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY	2022		\$28	2022		\$580	2023	\$5,249	\$1,804	2023		\$80				Add Lanes and Reconstruct
2132611	I-295(SR9A) FROM N OF COMMONWEALTH TO N OF NEW KINGS RD	2023	\$1,000	\$50													Add Lanes and Reconstruct
4229387	SR23(FIRST COAST XWAY) FROM EAST OF CR16A (SPUR) TO EAST OF CR209				2023	\$3,354	\$602				2023	\$265,607	\$204,788				New Road Construction
4229388	SR23(FIRST COAST XWAY) FROM I-95(SR9) TO EAST OF CR16A SPUR				2023	\$2,999					2023	\$168,371	\$215,796				New Road Construction
4229389	I-95(SR9) FROM S OF INTERNATIONAL GOLF PKWY TO S OF SR23 INTERCHANGE				2023	\$988	\$20				2023	\$107,612					Add Lanes and Reconstruct
4322592	I-95(SR9) FROM SOUTH OF SR202(JT BUTLER) TO ATLANTIC BLVD				2023	\$3,470	\$16	2022	\$27,607	\$780	2023	\$363,466	\$3				Add Lanes and Reconstruct
4338992	I-95(SR9) @ SR115(US1)/ML KING/20TH STREET				2022		\$52	2022		\$3	2023		\$54,325				Interchange - Add Lanes
4357561	SR115(US1) MLK EXPY FROM BOULEVARD STREET TO BEACH BOULEVARD				2022		\$28				2023	\$2,819					ITS Communication System
4358441	I-295(SR9A) @ SR228(NORMANDY BLVD) OPERATIONAL IMPROVEMENTS				2022		\$18				2023	\$3,587	\$54				Interchange - Add Lanes
4461531	I-95(SR9) WIDENING FROM: BAYMEADOWS ROAD TO: S OF JTB(SR202)				2023	\$445	\$51				2023	\$38,323	\$263				Add Lanes and Reconstruct
2100283	SR15(US17) FROM: CR309 IN SATSUMA TO: W.OF DUNN CREEK BRIDGE				2022		\$269				2024	\$35,504	\$4,482				Add Lanes and Reconstruct
2133459	I-295(SR9A) FROM SOUTH OF US17 TO SR21(BLANDING BLVD)	2022		\$71	2022	\$93	\$2	2025	\$5,036	\$1,624							Add Lanes and Reconstruct
4240264	I-95(SR9) FROM NORTH OF THE FCE INTERCHANGE TO THE DUVAL COUNTY LINE				2025	\$1,614	\$1,645	2022	\$13,771	\$61	2025	\$206,079	\$3,781				Add Lanes and Reconstruct
4240265	I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)				2024		\$1,125	2022	\$498	\$17	2025	\$148,844	\$1,313				Add Lanes and Reconstruct
4288652	SR200(US301) @ I-10 IMPROVEMENTS	2022		\$4	2022		\$135	2022		\$6,037	2025		\$4,855				Interchange Ramp (New)
4355772	I-95(SR9) FROM I-295(SR9A) TO SR152(BAYMEADOWS RD)							2023	\$1,699		2025	\$123,694					Add Lanes and Reconstruct
4357581	ARLINGTON EXPWAY FROM ATLANTIC BLVD TO ML KING				2024		\$635				2025		\$50				ITS Communication System
4432391	I-10(SR8) @ SR51(US129)	2022		\$16	2022		\$835				2025	\$7,522	\$133				Interchange - Add Lanes
4461231	SR105(HECKSHER DR) @ I-295(SR9A) TURN LANE										2025		\$3,637				Add Right Turn Lane(s)
4389282	SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG RD	2022		\$2	2022		\$245				2026		\$30,115				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

LEGEND

Tentative Work Program

**FY 2022/2023 thru 2026/2027
As of 12/09/2021**

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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	
4471991	SR200(US301) @ SR223(US301A) SOUTH OF STARKE	2023		\$800	2025		\$2,814				2027		\$22,213				Interchange - Add Lanes
Rail																	
4422501	FEC BOWDEN YARD TRACK CAPACITY IMPROVEMENTS													2022	\$1,000	\$1,000	Rail Capacity Project
4449761	FEC JACKSONVILLE BRIDGE IMPROVEMENTS & TRACK UPGRADE													2022	\$3,000	\$1,000	Rail Capacity Project
4468271	JACKSONVILLE FREIGHT IMPROVEMENTS - CSX													2022	\$2,697	\$9,991	Rail Capacity Project
4468272	JACKSONVILLE FREIGHT IMPROVEMENTS - FEC													2022	\$4,629	\$18,464	Rail Capacity Project
Seaport																	
4373561	JAXPORT CHANNEL DEEPENING & WIDENING													2022	\$24,707	\$24,707	Seaport Capacity Project
4402643	BLOUNT ISLAND BERTH IMPROVEMENTS													2023	\$25,800		Seaport Capacity Project
4402641	BLOUNT ISLAND BERTH IMPROVEMENTS													2025	\$34,650	\$11,550	Seaport Capacity Project

LEGEND

Tentative Work Program
 FY 2022/2023 thru 2026/2027
 As of 12/09/2021

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SIS INVESTMENT PLAN

District 2

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

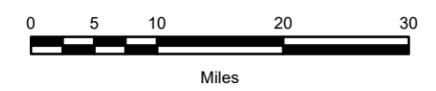
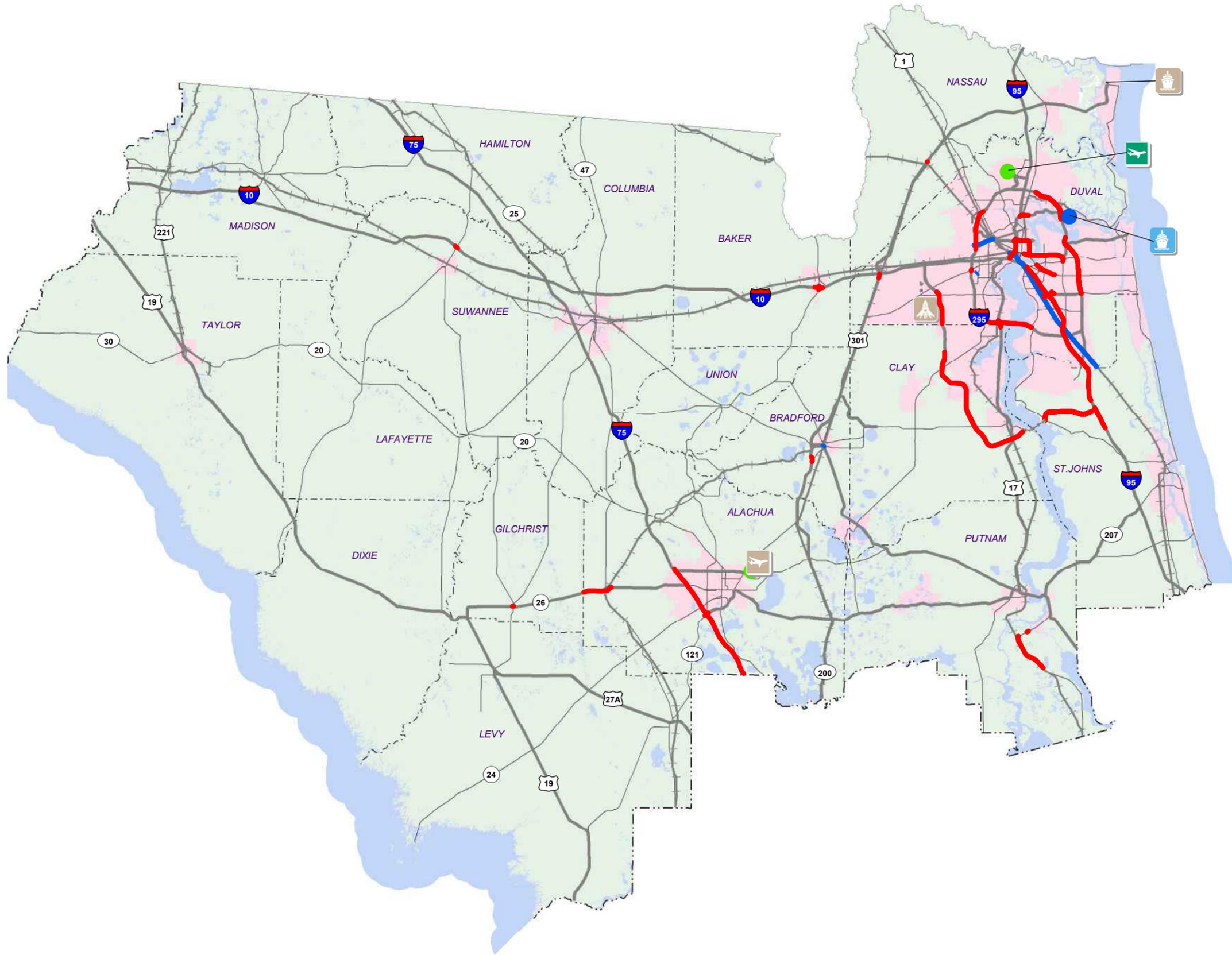
(FY 2022/2023 thru 2026/2027)
as of December 9, 2021

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 Strategic Growth Spaceport
-  SIS Seaport
-  SIS Strategic Growth Seaport



District 3

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
2267928	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION													2022	\$1,113	\$1,112	Aviation Capacity Project
Highway																	
2178384	SR 30A (US98) PC BCH PKWY FROM E OF NAUTILUS ST TO E OF R JACKSON BLVD				2022		\$443	2022		\$6,000							Add Lanes and Reconstruct
2178385	SR 30A (US 98) PC BCH PKWY FROM E OF R JACKSON BLVD TO HATHAWAY BRIDGE				2022		\$300	2022		\$15,782							Add Lanes and Reconstruct
2179103	SR 75 (US 231) FROM NORTH OF PIPE LINE RD TO NORTH OF PENNY ROAD				2022	\$190	\$1	2022	\$100	\$1	2022		\$25				Add Lanes and Reconstruct
2179104	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD				2022	\$49	\$1	2022	\$379	\$409	2022		\$25				Right of Way - Future Capacity
2179107	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET							2022	\$115,426	\$11,580							Add Lanes and Reconstruct
2179108	SR 75 (US 231) FROM SR 368 23RD STREET TO NORTH OF PIPE LINE ROAD							2022	\$38,216	\$1,098							Add Lanes and Reconstruct
2201712	SR 85 S FERDON BLVD FROM SR 123 ROGER J CLARY HWY TO MIRAGE AVE	2022		\$17													PDE/EMO Study
2201714	SR 85 FROM SR 123 TO SR 210 MCWHORTER AVE				2022	\$4,500	\$450										Add Lanes and Reconstruct
2201715	SR 85 FROM SR 210 MCWHORTER AVE TO PJ ADAMS PKWY				2022	\$6,064	\$680										Add Lanes and Reconstruct
2201716	SR 85 S FERDON BLVD FROM PJ ADAMS PKWY TO SR 8 (I-10)				2022	\$3,160											Add Lanes and Reconstruct
2201963	SR 30 (US 98) FROM SANTA ROSA COUNTY LINE TO E OF CODY AVE				2022	\$637											Add Lanes and Reconstruct
2201964	SR 30 (US 98) FROM E OF CODY AVE TO MARY ESTHER BLVD				2022	\$206	\$1										Add Lanes and Reconstruct
2206633	SR 83 (US 331) FROM EDGEWOOD CIRCLE TO SR 8 (I-10)							2022		\$1,144							Right of Way - Future Capacity
2225305	SR 8 (I-10) FROM W OF SR 10 (US 90) TO LEON CO LINE/OCHLOCKONEE RIVER	2022		\$13													PDE/EMO Study
2225306	SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE	2022		\$134	2022		\$213										Add Lanes and Reconstruct
4065853	SR 8 (I-10) FROM E OF SR 261 CAPITAL CIRCLE TO SR 59 GAMBLE RD	2022		\$75													PDE/EMO Study
4130624	SR 8 (I-10) FROM SR 281 AVALON BLVD TO OKALOOSA COUNTY LINE	2022		\$212													PDE/EMO Study
4130625	SR 8 (I-10) FROM SANTA ROSA COUNTY TO W OF CR 189 LOG LAKE ROAD	2022		\$10	2022		\$187										PDE/EMO Study
4141327	SR 30 (US 98) HARBOR BLVD FROM CR 30A CALHOUN AVENUE TO AIRPORT ROAD	2022		\$252													PDE/EMO Study
4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE				2022	\$86	\$6				2022	\$50,846	\$15,042				Add Lanes and Reconstruct
4210121	SR 173 BLUE ANGEL PW FROM SR 292 SORRENTO ROAD TO SR 30 (US 98)				2022			2022	\$5,063	\$5,010							Add Lanes and Reconstruct
4212252	SR 390 E 14TH STREET FROM SR 77 OHIO AVENUE TO SR 75 (US 231)	2022		\$1	2024		\$6,600	2022		\$2							Add Lanes and Reconstruct
4284032	SR 8 (I-10) FROM SANTA ROSA COUNTY TO GADSDEN COUNTY ITS/TMC													2022		\$3,756	Traffic Management Centers
4371792	SR 30 (US 98) FROM W OF PHILLIPS INLET BRIDGE TO SR 79 S ARNOLD RD	2022	\$94														PDE/EMO Study
4379051	SR 8 (I-10) E OF ALABAMA STATE LINE TO W OF SR 95 (US 29)	2022		\$111													PDE/EMO Study
4379054	SR 8 (I-10) @ PINE FOREST INTERCHANGE IMPROVEMENTS				2022		\$183										Add Lanes and Reconstruct
4398921	SR 75 (US 231) @ CR 2327 TRANSMITTER ROAD INTERSECTION				2022		\$9				2022	\$2,203	\$52				Add Turn Lane(s)
4403003	SR 389 EAST AVE FROM SR 30 (US 98B) 5TH ST TO S OF CR 2337 SHERMAN AVE	2022		\$22													PDE/EMO Study
4410381	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO E OF SR 85 FERDON BLVD	2022		\$62													PDE/EMO Study
4410382	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO 2MI W WILKERSON BLUFF RD				2022		\$292										Add Lanes and Reconstruct
4410562	SR 297 PINE FOREST RD FROM S OF SR 8 (I-10) TO N OF SR 10 (US 90A) 9MI	2022		\$98													PDE/EMO Study
2178383	SR 30A (US 98) PC BEACH PKWY FROM MANDY LANE TO EAST OF NAUTILUS ST				2022		\$1,141	2022		\$7,407	2023		\$6,000				Add Lanes and Reconstruct
2179096	SR 77 FROM NORTH OF ROGERS ROAD TO SOUTH OF CANE MILL ROAD				2023		\$314	2022	\$25	\$1,457	2023	\$49,257					Add Lanes and Reconstruct
2202603	SR 30 (US 98) FROM SR 189 BEAL PKWY TO WEST END OF BROOKS BRIDGE	2023	\$470	\$1,000													PDE/EMO Study
2204265	SR 30 (US 98) GULF BREEZE PKWY FROM E OF ORTEGA ST TO OKA CO LINE				2023		\$4,524										Add Lanes and Reconstruct
2224761	SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE				2023	\$304	\$1	2022	\$17,375	\$1,137	2023	\$140,921					Interchange - Add Lanes
4210123	SR 173 BLUE ANGEL PKWY FROM SR 30 (US 98) TO SR 297 PINE FOREST RD	2023	\$1,575														PDE/EMO Study
4331131	SR 8 (I-10) @ SR 99 BEULAH ROAD	2022		\$26	2022	\$190	\$1	2023	\$9,500								Interchange Just/Mod
4335902	SR 79 WAUKESHA ST FROM SOUTH OF SR 8 (I-10) TO SR 10 (US 90)				2023	\$579	\$213										Add Lanes and Reconstruct
4410371	SR 368 23RD STREET FROM US 98 FLYOVER TO SR 390 ST ANDREWS BLVD	2023		\$1,550													PDE/EMO Study
4410383	SR 8 (I-10) FROM 2 MILES W OF WILKERSON BLUFF RD TO E OF YELLOW RIVER				2023		\$2,150										Add Lanes and Reconstruct

LEGEND

Tentative Work Program

FY 2022/2023 thru 2026/2027
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District 3 **First Five Years Plan** **Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4410384	SR 8 (I-10) FROM EAST OF YELLOW RIVER TO EAST OF SR 85 FERDON BLVD				2023		\$2,041										Add Lanes and Reconstruct
4475961	SR 30 (US 98) FROM WALTON COUNTY LINE TO GULF COUNTY LINE				2022		\$770							2023		\$5,108	ITS Communication System
4134492	SR 30 (US 98) EMERALD COAST PKWY ARTERIAL DYNAMIC MESSAGE SIGNS													2024		\$968	ITS Dynamic Message Sign
4440571	BAY COUNTY ITS FULL DEPLOYMENT				2022		\$385							2024		\$1,969	ITS Communication System
4440573	WALTON COUNTY ITS FULL DEPLOYMENT				2022		\$1,210							2024		\$7,509	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				2022	\$56								2025	\$2,063		Add Turn Lane(s)
4379052	SR 8 (I-10) FROM E OF EB WEIGH STATION TO E OF SR 10 (US 90A) 9MI ROAD				2025		\$5,500	2026	\$250								Add Lanes and Reconstruct
4371791	SR 30 (US 98) FROM COUNTY ROAD 30A TO W OF PHILLIPS INLET BRIDGE	2023	\$2,800	\$140	2027	\$15,035	\$1,504										Add Lanes and Reconstruct

Rail

4449691	PORT OF PANAMA CITY EAST TERMINAL RAIL IMPROVEMENTS													2022	\$700	\$700	Rail Capacity Project
4498931	BAY HARBOR SPUR													2023	\$889	\$888	Rail Capacity Project
4498941	FGA TALLAHASSEE YARD CAPACITY EXPANSION													2023	\$1,502	\$501	Rail Capacity Project
4408171	APALACHICOLA NORTHERN RAILROAD IMPROVEMENTS													2024	\$6,000	\$6,000	Rail Capacity Project

Seaport

4387631	PORT OF PANAMA CITY TERMINAL IMPROVEMENTS													2023		\$9,400	Seaport Capacity Project
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LEGEND

Tentative Work Program
 FY 2022/2023 thru 2026/2027
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District 3

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

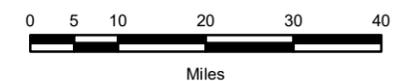
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LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

SIS Facilities

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



District 4 **First Five Years Plan** **Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM			
Aviation																			
4348322	FT. LAUDERDALE/ HOLLYWOOD INT'L AIRPORT. AIRPORT ACCESS ROADWAY SYSTEM															2023	\$29,000	\$29,000	Aviation Capacity Project
4400972	FT.LAUDERDALE/HOLLYWOOD INT'L ADDITIONAL TERMINAL GATE DESIGN															2024	\$14,623	\$50,397	Aviation Capacity Project
4448441	FT. LAUDERDALE/HOLLYWOOD INT'L AIRPORT AUTOMATED PEOPLE MOVER															2027	\$86,605	\$154,852	Aviation Capacity Project
Highway																			
4127331	SR-9/I-95 @ 10TH AVE NORTH	2022			2022		\$100												Interchange - Add Lanes
4132651	SR-9/I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD				2022		\$192	2022	\$13,888										Interchange Just/Mod
4155295	ITS TECHNICAL SUPPORT SERVICES													2022		\$1,400			ITS Surveillance System MLD
4208093	I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95				2027		\$294				2022	\$311,881	\$96,578	2027		\$7,817	\$87,764	Add Lanes and Reconstruct	
4215481	SR-93/I-75 INTRCHNG @ ROYAL PALM BLVD FR GRIFFIN RD TO N OF SW 14 ST				2022		\$678												Add Lanes and Reconstruct
4331096	SR-9/I-95 FROM BROWARD/PALM BEACH COUNTY LINE TO NORTH OF LINTON BLVD.										2022	\$1,500	\$6						Prelim Eng for Future Capacity
4351581	SR-80/SOUTHERN BLVD AT SANSBURY WAY/LYONS RD.										2022		\$349						INTERSECTION (MODIFY)
4353371	SR-9/I-95 AT ST LUCIE WEST BLVD				2022		\$16				2022		\$18,312						Interchange - Add Lanes
4353841	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE							2022	\$4	\$3,928	2022		\$67						INTERCHANGE (MODIFY)
4358082	SR-9/I-95 FROM S OF COMMERCIAL BLVD. TO CYPRESS CREEK ROAD							2022		\$882									Interchange Just/Mod
4369031	SR-9/I-95 FR MD/BROW LINE TO N OF SR-820/HOLLYWOOD BLVD	2022		\$24	2022	\$20,756	\$88												PDE/EMO Study
4369641	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2022	\$20	\$44	2022	\$18,168	\$62									Interchange - Add Lanes
4397611	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.				2022	\$29	\$6				2022		\$5,553						Interchange - Add Lanes
4435901	SR-9/I-95 SOUTH BOUND ON-RAMP FROM PGA BLVD - ADD AUXILIARY LANE				2022		\$10				2022		\$7,618						Add Special Use Lane
4192511	SR-710/BEELINE HWY FROM NORTHLAKE BLVD TO SR-708/BLUE HERON BLVD				2022	\$2,039	\$27	2022		\$3,454	2023	\$110,210	\$31,910						Add Lanes and Reconstruct
4353842	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE				2023		\$1,500												INTERCHANGE (MODIFY)
4358081	SR-9/I-95 FROM S. OF SR-870/COMMERCIAL BLVD. TO N. OF CYPRESS CREEK RD				2023		\$2,994												PDE/EMO Study
4369581	SR-9/I-95 @ SR-834/SAMPLE RD FR S OF NB EXIT RAMP TO N OF NB ENT. RAMP				2022		\$151	2022		\$267	2023	\$21,083	\$400						Interchange Just/Mod
4369631	SR-9/I-95 @ 6TH AVENUE SOUTH	2022		\$5	2022		\$51	2022	\$2,841	\$46	2023	\$14,170							Interchange - Add Lanes
4378324	SR-93/I-75 FROM SHERIDAN STREET TO GRIFFIN RD. AUX LANES				2022	\$116					2023	\$8,298	\$3,936						Add Auxiliary Lane(s)
4397591	SR-9/I-95 @ BELVEDERE RD NB OFF-RAMP				2022		\$6				2023		\$1,689						Interchange Just/Mod
4398915	SR-869/SW 10TH STREET CONNECTOR TSM&O SMART WORK ZONE				2023	\$770	\$220				2023	\$28,240	\$7,981						ITS Communication System
4442021	SR-9/I-95 FROM SOUTH OF LINTON BLVD/CR-782 TO 6TH AVE SOUTH	2023		\$2,500															PDE/EMO Study
4483971	SR-710/SW WARFIELD BLVD TURN LANE AT TOMMY CLEMENTS STREET				2023		\$344				2023		\$1,621						Add Left Turn Lane(s)
4327091	I-75/SR-93 EAST SIDE RAMP IMPROVEMENTS AT GRIFFIN ROAD				2024		\$340												INTERCHANGE (MODIFY)
4331088	SR-9/I-95 FR MIAMI-DADE/BROWARD COUNTY LINE TO PALM BEACH COUNTY LINE										2024	\$1,280	\$972						Prelim Eng for Future Capacity
4369642	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2023	\$5,526					2024	\$716,195	\$3,000						Interchange - Add Lanes
4419441	SR-870/COMMERCIAL BLVD FROM ROCK ISLAND ROAD TO SR-5/US-1				2022		\$675				2024		\$4,119						Arterial Traffic Mgmt System
4442022	SR-9/I-95 FROM 6TH AVE SOUTH TO NORTH OF SR-704/OKEECHOBEE BLVD	2024		\$5,400															PDE/EMO Study
4465511	SR-710/BEELINE HWY FR MARTIN/PB CO LINE TO OLD DIXIE HWY- CAV FREIGHT				2023		\$528				2024		\$2,107						Arterial Traffic Mgmt System
4132522	I-95 FROM INDIANTOWN ROAD TO MARTIN/PALM BEACH COUNTY LINE	2025	\$1,125																PDE/EMO Study
4132532	I-95 FROM MARTIN/PALM BEACH COUNTY LINE TO CR-708/BRIDGE ROAD	2025	\$2,150	\$50															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										2025	\$13,442							Add Lanes and Reconstruct
4215487	SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST										2025	\$4,867							Add Auxiliary Lane(s)
4226815	I-95 FROM HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE	2025	\$2,750																PDE/EMO Study
4226816	I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70	2025	\$2,660																PDE/EMO Study
4355131	SR-9/I-95 @ SR-842/BROWARD BOULEVARD	2022		\$11	2023	\$2,027		2025	\$1,000	\$11,011									Interchange - Add Lanes
4355141	SR-9/I-95 @ SUNRISE BLVD. INTERCHANGE IMPROVEMENT				2022	\$103	\$21	2022		\$4,572	2025	\$29,020							INTERCHANGE (MODIFY)

LEGEND

Tentative Work Program

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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	
4358041	SR-9/I-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE	2022			2022	\$54		2022	\$20,194	\$342	2025	\$37,890	\$148				Interchange Just/Mod
4398911	SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95	2022		\$1	2024	\$4,124	\$20	2022	\$44,639	\$3,562	2025	\$163,714	\$109,838				Add Lanes and Reconstruct
4417231	SR-9/I-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-595				2024		\$697				2025		\$3,003				Add Lanes and Rehabilitate Pvmnt
4441211	SR-9/I-95 AT BELVEDERE RD; SOUTHBOUND OFF RAMP				2022	\$5	\$37				2025	\$1,913	\$58				Interchange Just/Mod
4456731	I-595 EASTBOUND TO NORTHBOUND RAMP AT SR-7/US-441				2022		\$443				2025	\$873	\$1,460				Interchange - Add Lanes
4461681	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	2022		\$310	2025		\$576	2025		\$528							Interchange - Add Lanes
4130482	SR-9/I-95 @ OSLO ROAD INTERCHANGE				2022	\$20	\$353	2022	\$5,699	\$10,866	2026	\$56,711	\$2,000				Interchange (New)
4132581	SR-9/I-95 @ LANTANA ROAD				2023		\$607	2023	\$13,222	\$109	2026	\$200					Interchange Just/Mod
4151521	SR-93/I-75 INTRCHG @SR-820/PINES BLVD F N OF MIRAMAR PKWY T N OF PINES				2022		\$942				2026	\$100					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	2022		\$5	2022	\$278		2022	\$5,378	\$19	2026	\$44,462	\$182				Interchange - Add Lanes
4358083	SR-9/I-95 E OF 95 RAMPS T/FR COMMERCIAL BLVD N ANDREWS AV FRONTAGE RD							2026	\$273	\$3,973							PDE/EMO Study
4365191	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST				2022		\$100	2024	\$7,264		2026	\$1,272	\$12,468				Interchange - Add Lanes
4378681	SR-80/SOUTHERN BLVD. RAMPS AND SR-7/US-441				2022	\$127	\$5				2026	\$6,012					Add Turn Lane(s)
4391701	SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	2023	\$6,265	\$235	2026	\$50,040											Interchange Just/Mod
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE				2022	\$84	\$15	2023	\$1,907	\$7,049	2027	\$87,484					Interchange - Add Lanes
4132571	SR-9/I-95 @ HYPOLUXO ROAD	2022		\$5	2022	\$136	\$2,226	2023	\$3,106		2027	\$78,049					Interchange - Add Lanes
4132601	SR-9/I-95 @ PALM BEACH LAKES BLVD	2022		\$105	2024	\$1,084	\$148				2027	\$10,869	\$47				Interchange Just/Mod
4372791	SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD	2022		\$15	2027	\$1,445		2023	\$1,458		2027	\$12,526					Interchange - Add Lanes
4391711	SR-9/I-95 AT DAVIE BOULEVARD	2024	\$2,510	\$75	2027	\$3,408		2027	\$11,292								Interchange - Add Lanes
4391721	SR-9/I-95 AT SR-816/OAKLAND PARK BOULEVARD	2024	\$2,510	\$75	2027	\$5,166											Interchange - Add Lanes
4493321	SR-9/I-95 AT CR-512 FROM I-95 TO WEST OF 106TH AVENUE				2024		\$378				2027		\$1,318				Interchange Just/Mod

Rail

4170315	SFECC CORRIDOR TRANSIT ALT, FROM MIAMI TO BROWARD	2023		\$3,020	2022		\$100										Rail Capacity Project
4170316	SFECC CORRIDOR TRANSIT ALT, BROWARD TO PALM BEACH	2023		\$3,150													Rail Capacity Project
4170317	SFECC CORRIDOR TRANSIT ALT, FOR PALM BEACH COUNTY	2025		\$1,350													Rail Capacity Project

Seaport

4305961	PORT EVERGLADES SOUTHPORT TURNING NOTCH EXPANSION													2022		\$13,034	Seaport Capacity Project
4334141	PORT EVERGLADES DREDGING AND WIDENING													2023	\$8,200	\$8,200	Seaport Capacity Project
4407051	PORT OF PALM BEACH UPLAND CARGO IMPROVEMENTS													2023	\$1,881	\$8,981	Seaport Capacity Project
4301231	PORT EVERGLADES NEW BULKHEAD AT BERTHS 9 AND 10													2024	\$46,500	\$15,500	Seaport Capacity Project
4448541	PORT EVERGLADES CARGO BERTH IMPROVEMENTS													2024	\$10,866	\$2,716	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2022/2023 thru 2026/2027
As of 12/09/2021

PD&E = Project Development & Environment
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MLD = Missing Location Data (Project not on Maps)

NOTES

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SIS INVESTMENT PLAN

District 4

State of Florida Department of Transportation
Systems Implementation Office

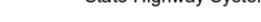
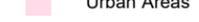
Tentative Work Program

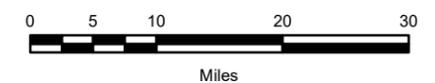
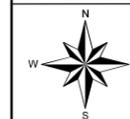
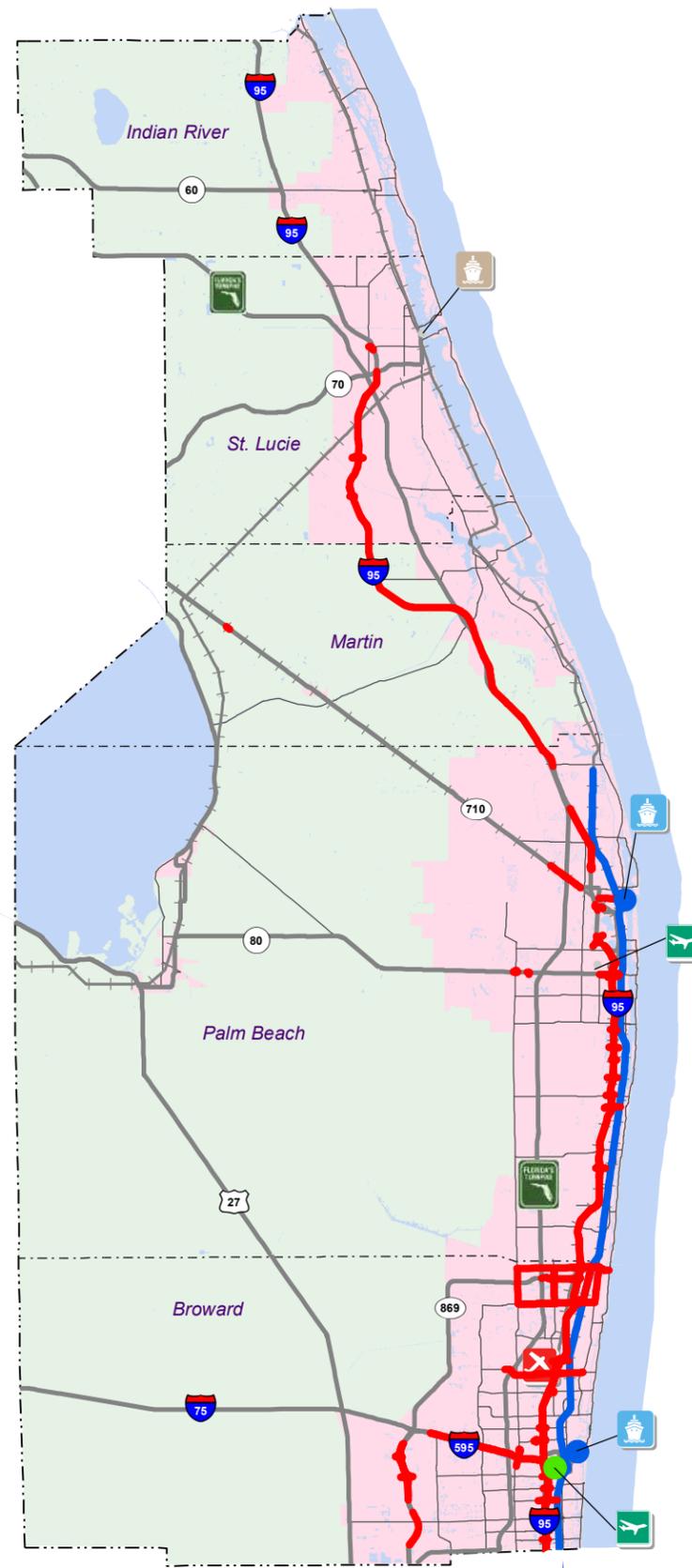
(FY 2022/2023 thru 2026/2027)
as of December 9, 2021

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	
Aviation																	
4485781	ORANGE-ORLANDO INTL TERMINAL COMPLEX													2025	\$33,767	\$86,916	Aviation Capacity Project
4353221	BREVARD-SPACE FL PROCESSING & RANGE FACILITY IMPROVEMENTS													2027	\$60,668	\$122,075	Spaceport Capacity Project
4368631	BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE													2027	\$35,000	\$67,428	Spaceport Capacity Project
4370691	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/CARGO													2027	\$53,080	\$98,627	Spaceport Capacity Project
4370701	BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES													2027	\$55,000	\$98,627	Spaceport Capacity Project
Highway																	
2424844	I-4 FROM S OF US 441 (OBT) TO S. OF IVANHOE BLVD.				2022		\$79				2022		\$150				Add Lanes and Reconstruct
2424847	SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD				2023	\$491	\$830				2022	\$13,681	\$5,200				Add Lanes and Reconstruct
2424848	SR 400 (I-4) E OF CR 522 (OSCEOLA PKWY) TO WEST OF SR 528				2022	\$751	\$1,194				2022	\$176,215	\$12				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	\$785	\$614				2022	\$34,901	\$500				Add Lanes and Reconstruct
4084642	SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472				2022		\$3,169										Add Lanes and Reconstruct
4102511	SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40				2023		\$2,975				2022		\$1,247				Add Lanes and Reconstruct
4106741	SR 40 FROM END OF 4 LN SECTION TO LAKE CO LINE	2022		\$10													PDE/EMO Study
4106742	SR 40 FROM END OF 4 LANES TO EAST OF CR 314				2022		\$968				2022		\$739				Add Lanes and Reconstruct
4106743	SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A				2022		\$893				2022		\$30,773				Prelim Eng for Future Capacity
4106744	SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD				2022		\$2,704										Prelim Eng for Future Capacity
4136721	I-4 FROM POLK CO LINE TO SAXON BLVD										2022	\$1,547	\$4				ITS Freeway Management MLD
4269054	ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN RHODES BLVD TO W OF WICKHAM										2022		\$20,151				Add Lanes and Reconstruct
4270561	SR 50/SR 33 FROM CR 565 (VILLA CITY) TO CR 565A (MONTEVISTA)	2022		\$9	2022		\$171				2022	\$12,000	\$26,419				New Road Construction
4314561	SR 400 (I-4) WEST OF CR 532 TO EAST OF CR 522 (OSCEOLA PARKWAY)				2022		\$900				2022	\$12,100	\$4				Add Lanes and Reconstruct
4321931	I-4 MANAGED LANES FROM KIRKMAN TO SR 434				2027	\$1,724	\$864				2022	\$216,276	\$174,232	2027	\$6,006	\$137,014	Add Lanes and Reconstruct
4321935	HICKS AVENUE (FORMERLY TERRY AVENUE) EXTENSION										2022	\$5,788	\$26				Roundabout
4358594	SR 50 FROM EAST OF CR 478A TO EAST OF THE SUMTER/LAKE COUNTY LINE				2023		\$983				2022		\$37,640				Add Lanes and Reconstruct
4361251	WICKHAM RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS				2022		\$15				2022		\$3,869				Add Left Turn Lane(s)
4411131	I-4 (SR 400) AT DARYL CARTER PARKWAY INTERCHANGE				2022	\$44					2022	\$59,858	\$8,712				Interchange (New)
4436231	I-75 (SR 93) FROM TURNPIKE (SR 91) TO SR 200	2022		\$77													PDE/EMO Study
4436241	I-75 (SR 93) FROM SR 200 TO CR 234	2022		\$82													PDE/EMO Study
4443153	SR 400 FROM WEST OF CENTRAL FL PKWY TO WEST OF SR 528										2022		\$3,052				Add Managed Lanes
4447871	SR 401 BRIDGE REPLACEMENT	2022		\$18	2022	\$2,000											PDE/EMO Study
4497711	SR 400 FROM WEST OF SR 536 TO WEST OF DARYL CARTER PARKWAY				2022		\$1,500				2022		\$25,000				Add Managed Lanes
2408361	SR 40 FROM SR 15 US 17 TO SR 11										2023	\$4,512	\$216				Add Lanes and Reconstruct
2408371	SR 40 FROM W OF SR 11 TO W OF CONE ROAD										2023	\$2,527	\$210				Add Lanes and Reconstruct
4102513	SR-15/US-17 FROM DELEON SPRINGS BLVD TO LAKE WINONA RD				2023		\$7				2023	\$15,258	\$312				Add Lanes and Reconstruct
4336551	SR 500/US 192 AT HOLLYWOOD BLVD				2022		\$235				2022		\$3,684	2023		\$3,394	Add Turn Lane(s)
4358595	SR 50 FROM EAST OF THE SUMTER/LAKE COUNTY LINE TO CR 33				2023		\$1,511				2023		\$11,670				Add Lanes and Reconstruct
4453624	I-4/SR 400 FROM POLK COUNTY LINE TO DOWNTOWN ORLANDO										2023		\$3,936				ITS Communication System
4458581	NASA BOULEVARD FROM WICKHAM ROAD TO US-1				2022		\$185				2023		\$2,267				ITS Communication System
4497641	I-75 MILE MARKER 325 TO MILE MARKER 349				2022		\$150				2023		\$806				ITS Communication System
4497651	I-95 FROM MILE MARKER 274 TO MILE MARKER 294				2022		\$170				2023		\$933				ITS Communication System
4074023	SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF SR 3				2022		\$2,159	2024	\$9,823	\$230							Add Lanes and Reconstruct
4074024	SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE				2022		\$4,066	2024	\$2,860	\$60							Add Lanes and Reconstruct
4362921	I-95 INTERCHANGE AT PIONEER TRAIL	2022		\$16	2022		\$7,361	2022		\$13,739	2024		\$750	\$5,493			Interchange (New)
4468261	I-95 (SR 9) @ MAYTOWN ROAD NEW INTERCHANGE	2024		\$2,550													PDE/EMO Study

LEGEND

Tentative Work Program

FY 2022/2023 thru 2026/2027
As of 12/09/2021

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District 5 **First Five Years Plan** **Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
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				2022		\$170				2024		\$1,202				ITS Communication System
4289471	SR 40 FROM BREAKAWAY TRAIL TO WILLIAMSON BLVD				2023	\$3,000	\$1,120	2025	\$4,450	\$120							Add Lanes and Reconstruct
4352091	I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST	2022		\$22	2022		\$2,559	2022		\$10,200	2025		\$42,934				Interchange (New)
4269052	ST JOHNS HERITAGE PKWY @ ELLIS RD FROM JOHN RHODES TO W OF WICKHAM RD				2022		\$45				2026		\$19,344				Add Lanes and Reconstruct
4197722	I-95 INTERCHANGE AT SR 5 (US 1)	2022		\$2,851	2022		\$3,350	2027		\$3,350							PDE/EMO Study
4484561	LPGA BLVD FROM US 92 (SR 600) TO WILLIAMSON BLVD	2022		\$3,665	2022		\$7,050	2027		\$7,050							PDE/EMO Study
Rail																	
4129945	CENTRAL FLORIDA COMMUTER RAIL SYSTEM POSITIVE TRAIN CONTROL (PTC)										2022		\$41				Intermodal Capacity Project
4487021	FEC - FRONTENAC TO COCOA DOUBLE TRACK													2023	\$4,793	\$4,794	Rail Capacity Project
4129948	CENTRAL FLORIDA COMMUTER RAIL SYSTEM OPERATIONS AND MAINTENANC													2024		\$136,718	Intermodal Capacity Project
Seaport																	
4403232	BREVARD-PORT CANAVERAL NORTH CARGO BERTH 3 IMPROVEMENTS													2023	\$8,000	\$10,667	Seaport Capacity Project
4403231	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS													2024	\$8,660	\$28,508	Seaport Capacity Project

LEGEND

Tentative Work Program
FY 2022/2023 thru 2026/2027
As of 12/09/2021

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SIS INVESTMENT PLAN

District 5

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

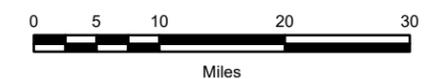
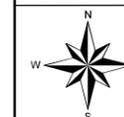
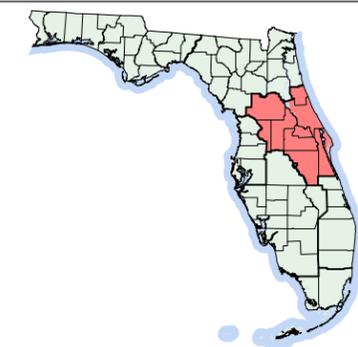
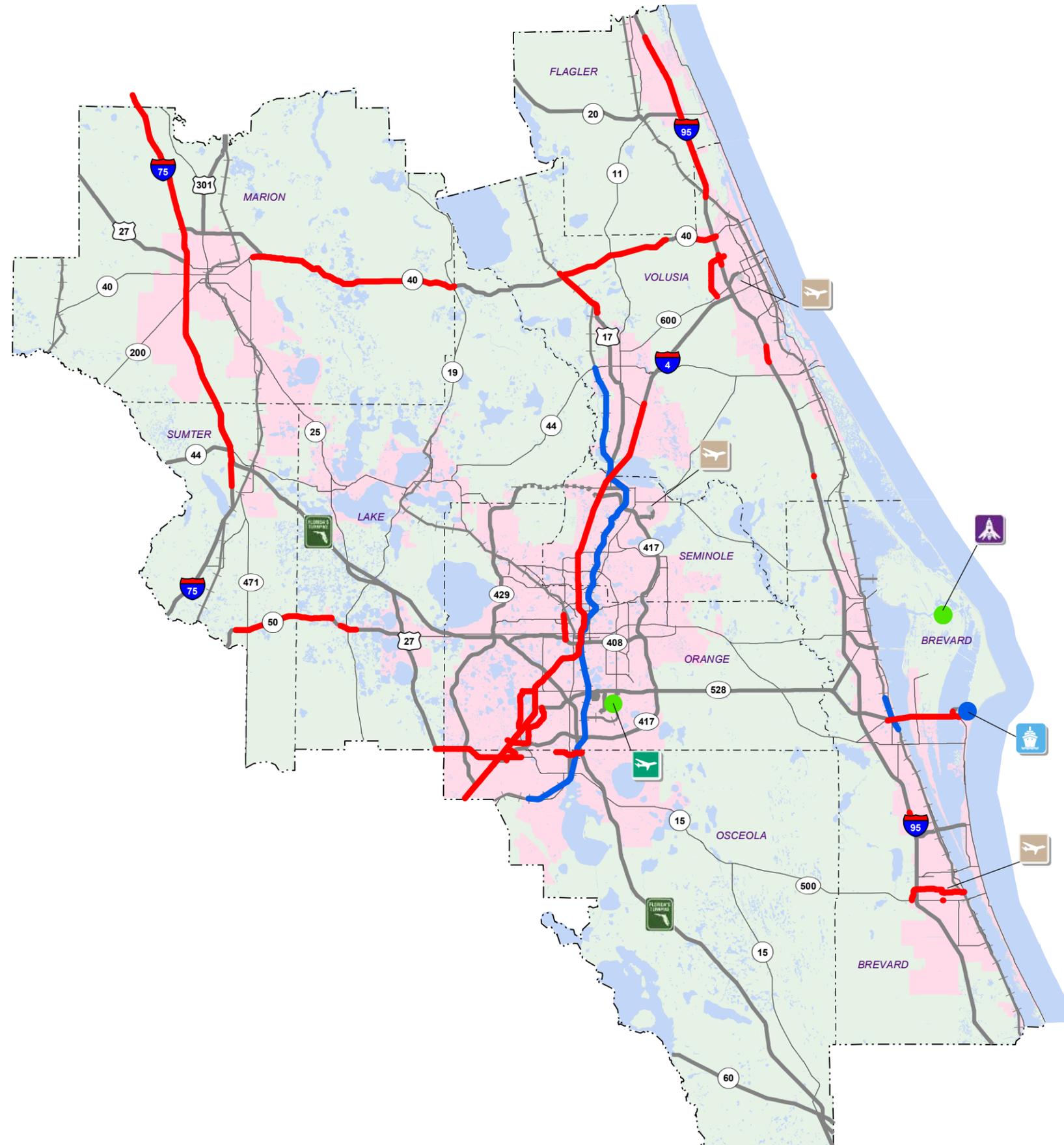
(FY 2022/2023 thru 2026/2027)
as of December 9, 2021

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 6 First Five Years Plan Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4292715	MIAMI INT'L AIRPORT PERIMETER ROAD BRIDGE REPLACEMENT													2026	\$10,500	\$11,498	Aviation Capacity Project
4486871	MIAMI INTERNATIONAL AIRPORT - SOUTH TERMINAL EXPANSION EAST													2026	\$8,000	\$8,000	Aviation Capacity Project
Highway																	
2511563	PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395										2022	\$157,879	\$19,554	2027	\$133,754		New Road Construction
4184235	SR 826/PALMETTO EXPY FROM I-75 TO GOLDEN GLADES INTERCHANGE							2022	\$1,224								Add Special Use Lane
4231261	SR 836/I-95 INTERCHANGE RAMPS FROM NW 17 AVE TO I-95 (MDX)										2022		\$2,419				INTERCHANGE (MODIFY)
4232512	SR 25/OKEECHOBEE RD FROM BROWARD COUNTY LINE TO WEST OF HEFT				2022		\$17	2022	\$2,961	\$166	2022	\$52,286	\$69				Add Lanes and Reconstruct
4232515	SR 25/OKEECHOBEE RD FROM E. OF NW 107 AVE TO E. OF NW 116 WAY(CNCRETE)				2022		\$44	2022	\$4,995	\$146	2022	\$121,282	\$1,434				Add Lanes and Rehabilitate Pvmt
4283581	SR 826/PALMETTO EXPY - SR 826 EASTBOUND RAMP TO SR 9A/I-95 NORTHBOUND				2022		\$34	2022	\$225	\$2,178	2022		\$1,530				Interchange Ramp (New)
4283584	GOLDEN GLADES INTERCHANGE VARIOUS RAMP IMPROVEMENTS				2023	\$1,325	\$75	2022		\$283							Interchange Ramp (New)
4283585	SR 9A/I-95 FROM N. OF BISCAYNE CANAL TO SR 860/MIAMI GARDEN DR				2023	\$1,575	\$40	2022									Add Lanes and Reconstruct
4283588	SR 826 CONNECTOR AT GOLDEN GLADES INTERCHG AND VARIOUS RAMPS				2023	\$284	\$21	2022									Add Lanes and Reconstruct
4283589	GOLDEN GLADES INTERCHANGE ENGINEERING SUPPORT				2022		\$73										Prelim Eng for Future Capacity
4357602	SR 826/PALMETTO EXPY FROM N.OF CANAL C-8 BRDG(162ST) TO E.OF NW 67 AVE				2022		\$19	2022		\$1							Add Lanes and Reconstruct
4357603	SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE				2022		\$12										Add Lanes and Reconstruct
4357604	SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE				2022		\$19										Add Lanes and Reconstruct
4357605	SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE				2022		\$19										Add Lanes and Reconstruct
4357606	SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE				2022		\$17										Add Lanes and Reconstruct
4402282	I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD	2022		\$4,400													PDE/EMO Study
4469471	WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS				2022		\$71				2022		\$3,453				ITS Freeway Management
4471651	SR 826/PALMETTO EXPRESSWAY FROM SOUTH OF NW 36 ST TO N OF NW 154 ST	2022		\$32	2022		\$89				2022	\$25,310	\$40,728				Add Lanes and Reconstruct
4184236	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET	2023		\$6,600													PDE/EMO Study
4231262	SR 9A/I-95 SOUTHBOUND RAMP TO WESTBOUND SR 836										2023	\$2,339	\$1				INTERCHANGE (MODIFY)
4357601	SR 826/PALMETTO EXPY FROM I-75 TO N.OF CANAL C-8 BRDG(APPROX NW 162ST)				2022		\$13	2023	\$1,448	\$6							Add Lanes and Reconstruct
4149641	SR 9A/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	2022	\$480	\$2	2024		\$20,140										PDE/EMO Study
4232513	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)				2024		\$40	2022	\$20,390	\$4,459	2025	\$43,665	\$30				Add Lanes and Reconstruct
4326397	SR 90/SW 8 ST/SW 7 ST AND I-95 INTERCHANGE				2023		\$4,100	2025	\$50,826								Prelim Eng for Future Capacity
4358431	SR 112/I-195 FRONTAGE RD & RAMP REALIGNMENT (MIAMI DESIGN DISTRICT)				2022						2025	\$6,081	\$177				New Road Construction
4365651	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY INTERCHANGE	2022		\$4	2022	\$259	\$30	2022	\$3,006	\$220	2025	\$146,744	\$1,421				Interchange Ramp (New)
4232514	SR 25/OKEECHOBEE RD FROM E. OF NW 116 WAY TO E. OF NW 87 AVE(CONCRETE)				2023		\$103	2022	\$55,498	\$3,856	2026	\$288,643	\$1,545				Add Lanes and Rehabilitate Pvmt
4326391	SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO SR 836/DOLPHIN XWAY	2022		\$12	2025	\$30,165		2026	\$66,850								Prelim Eng for Future Capacity
2511565	PORT OF MIAMI TUNNEL OVERSIGHT CONSULTANT				2027		\$47										INSPECT CONSTRUCTION PROJS.
4149647	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET	2024		\$6,700	2027		\$10,340										PDE/EMO Study
4149648	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET	2024		\$3,700	2027		\$5,720										PDE/EMO Study
Rail																	
4294872	SFRC DOUBLE-TRACKING FROM HIALEAH MARKET TO MIC				2022		\$709	2022	\$2,317	\$10,163	2025		\$500				Rail Capacity Project

LEGEND

Tentative Work Program

FY 2022/2023 thru 2026/2027
As of 12/09/2021

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District 7

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM			
Aviation																			
4387531	TAMPA INTERNATIONAL AIRPORT - PHASE 2 AND 3 MASTER PLAN PROJECTS															2026	\$130,746	\$179,904	Aviation Capacity Project
4444711	ST PETE-CLEARWATER INTERNATIONAL AIRPORT - PASSENGER TERMINAL IMPROV.															2027	\$21,400	\$50,746	Aviation Capacity Project
Highway																			
2567742	US 19 (SR 55) FROM N OF SR 580 (MAIN ST) TO NORTHSIDE DR				2022		\$386	2022	\$618	\$344	2022	\$51,678	\$42,375						Add Lanes and Reconstruct
2567743	US 19 (SR 55) FROM NORTHSIDE DR TO NORTH OF CR 95				2023		\$104				2022	\$88,455	\$8,045						Add Lanes and Reconstruct
2570861	SR 694/GANDY BLVD FROM E OF US 19 TO E OF I-275 (SR 93)				2022	\$514	\$934												Add Lanes and Reconstruct
4125311	I275/SR 93 FM S OF SR60 TO N OF HILLS. RVR, SR60 FM S OF I275 TO SR589				2022	\$1,226	\$97				2022		\$1						Interchange (New)
4125312	I-275 (SR 93)/SR 60 INTERCHANGE							2022	\$152,190	\$14,107									Interchange - Add Lanes
4192352	I-75 (SR 93A) FROM MOCCASIN WALLOW RD TO S OF US 301	2022	\$105	\$10															PDE/EMO Study
4192353	I-75 (SR 93A) FROM S OF US 301 TO N OF BRUCE B DOWNS BLVD	2022	\$150	\$9															PDE/EMO Study
4245015	I-275 (SR 93) FROM 54TH AVE S TO N OF 4TH ST. N				2022		\$10	2022	\$43	\$1,308									Add Lanes and Reconstruct
4245017	I-275/SR 93 FROM N OF 54TH AVE S TO I-375				2022	\$5,100	\$1												Add Lanes and Reconstruct
4300562	US 41 FROM S OF PENDOLA POINT/MADISON AVE TO HARTFORD ST				2022		\$1,420												Add Lanes and Reconstruct
4303381	I-4 EB FM EAST OF ORIENT ROAD TO W OF I-75 (SR 93A)				2022		\$276												New Road Construction
4317463	I-4/SR 400 FROM I-4/SELMON CONNECTOR TO E OF BRANCH FORBES RD							2022	\$33	\$3									Add Lanes and Reconstruct
4318211	I-275 FROM N OF MLK BLVD TO N OF BEARSS AVE	2022	\$190	\$2															PDE/EMO Study
4330712	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE				2022		\$4	2022	\$2,093	\$6	2022	\$3,134	\$230						Add Turn Lane(s)
4338211	I-275 @ I-4 I-275 FM ROME TO MLK I-4 FM I-275 TO CONNECTOR	2022		\$20															PDE/EMO Study
4338212	I-275/SR 93 FM S OF WILLOW TO N OF MLK;I-4 FM I-275 TO W OF CONNECTOR				2022	\$100													Add Lanes and Reconstruct
4357502	SR 60 FROM E OF DOVER RD TO E OF SR 39				2022		\$28												Add Lanes and Reconstruct
4360411	SR 60/BRANDON BLVD FROM BRANDON TOWN CTR TO GORNTO LAKE RD				2022		\$2				2022		\$278						Add Turn Lane(s)
4366781	I-175/I-375/BAYSHORE DR DOWNTOWN ST PETERSBURG										2022		\$3,600						ITS Communication System
4407491	US 41/SR 45 AT CSX GRADE SEPARATION FR S OF SR 676 TO N OF SR 676	2022		\$5	2022	\$446	\$5	2022	\$32,470	\$1,074									Bridge New Structure
4412501	US 92/SR 600/GANDY BLVD FROM 4TH ST TO WEST SHORE BLVD	2022		\$11															PDE/EMO Study
4433201	I-4/SR 400 FROM EAST OF MANGO RD TO W OF WB WEIGH STATION ON-RAMP				2022		\$7				2022		\$1,392						Add Auxiliary Lane(s)
4434443	US 41/SR 45/NEBRASKA AVE FROM KENNEDY BLVD TO BEARSS AVE										2022		\$5,197						ITS Communication System
4434454	US 92/SR 580/SR 600/HILLSBOROUGH AVE FROM VETERANS EXPY TO WEST OF I-4										2022		\$5,542						ITS Communication System
4438591	I-275/SR 93 FROM COLUMBUS DR TO PASCO COUNTY LINE				2022		\$296												ITS Communication System
4450561	I-4/SR 400 WB TO I-275/SR 93 NB FR W OF 14TH TO FLORIBRASKA AVE				2022		\$247	2022		\$3,207	2022		\$22,209						Interchange - Add Lanes
4450562	I-275/SR 93 SB/I-4/SR 400 WB FROM N OF MORGAN ST TO W OF N 12TH ST				2022	\$11	\$246				2022		\$67,464						Interchange - Add Lanes
4450571	I-275/SR 93 SB OFF RAMP TO I-4 FR N OF FLORIBRASKA TO W OF 21ST				2022		\$1,908	2022		\$16	2022		\$66,557						Interchange - Add Lanes
4453622	I-4/SR 400 FROM DOWNTOWN TAMPA TO POLK COUNTY LINE										2022		\$10,175						ITS Communication System
4461331	I-4 WB AUXILARY LANE FROM E OF WEIGH STATION TO W OF MCINTOSH RD				2022		\$544												Add Auxiliary Lane(s)
4461351	I-4 EB AUXILARY LANE FROM E OF BETHLEHEM RD TO W OF BRANCH FORBES RD				2022		\$533												Add Auxiliary Lane(s)
4470121	SR 60 FROM CHANNELSIDE DR TO DOVER RD										2022		\$1,042						ITS Communication System
4471071	SR 60 WB FROM N OF SPRUCE ST/TIA INTERCHANGE TO N OF MEMORIAL HWY				2022		\$806				2022		\$32,586						Add Lanes and Rehabilitate Pvmnt
4491091	I-275 (SR 93) FROM N OF 38TH AVE N TO N OF 4TH ST N				2022	\$5,600	\$1												Add Lanes and Reconstruct
4491092	I-275 (SR 93) FROM N OF I-375 TO N OF 38TH AVE N				2022	\$4,700	\$1												Add Lanes and Reconstruct
2569314	US 92/SR 600/SR687/SR694/GANDY BLVD FROM 4TH ST TO W OF GANDY BRIDGE				2023		\$5,653												Add Lanes and Reconstruct
4167332	SR 50/CORTEZ BLVD FROM COBB RD TO W OF BUCK HOPE RD				2022		\$204	2022		\$20	2023	\$12,853	\$197						Add Lanes and Reconstruct
4413201	SR 56/54 FROM GUNN HWY TO CR 581				2023		\$246				2023		\$8,845						Arterial Traffic Mgmt System
4453171	I-75/SR 93 FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE				2023	\$2,777		2023	\$156		2023	\$20,506							Add Lanes and Reconstruct
4453172	I-75/SR 93A NB FROM S OF TAMPA BYPASS CANAL TO N OF US 301				2023	\$2,768		2023	\$156		2023	\$19,740							Add Lanes and Reconstruct

LEGEND

Tentative Work Program

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District 7 First Five Years Plan Tentative Work Program

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4471072	I275/SR93 FM S OF SR60 TO S OF LOIS,SR60 FM S OF I275 TO N OF SPRUCE				2024	\$6,720	\$294				2024	\$470,732					Add Lanes and Reconstruct
4376502	I-75/SR 93A AT GIBSONTON DRIVE				2025		\$5,293										Interchange - Add Lanes
4444341	I-4/SR 400 FROM W OF COUNTY LINE ROAD TO COUNTY LINE ROAD				2025		\$1,058										Add Turn Lane(s)
4456681	US92/SR 600 FROM W END OF EB GANDY BRIDGE TO DALE MABRY HWY										2025		\$3,029				ITS Communication System
4461311	I-4 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD				2022		\$535				2025		\$4,827				Add Auxiliary Lane(s)
4167351	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET				2022		\$132	2022		\$304	2026	\$41,323					Add Lanes and Rehabilitate Pvmt
4191822	US 41(SR45) AT SR54 FROM W OF WILSON RD TO E OF OSPREY LN				2024		\$5,001	2026	\$28,616								Interchange (New)
4305732	I75/I275 FROM COUNTY LINE ROAD TO SR 56 (PHASE II)				2023		\$5,665	2025		\$2,189	2026	\$49,123	\$655				New Road Construction
4305733	I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)				2023		\$3,645				2026	\$30,351					New Road Construction
4337971	US 19 (SR 55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD				2022		\$18	2026	\$10,852								Add Lanes and Reconstruct
4337991	US 19 (SR 55) FROM S OF CR 95 TO S OF PINE RIDGE WAY W				2022		\$20	2026	\$28,661								Interchange (New)
4357501	SR 60 FROM VALRICO RD TO E OF DOVER RD				2022		\$2	2026	\$12,586	\$759							Add Lanes and Reconstruct
4461321	I-4 EB EXIT RAMP TO I-75 FROM E OF TAMPA BYPASS CANAL TO W OF I-75				2023		\$762				2026		\$4,955				Add Auxiliary Lane(s)
4471073	I-275/SR 93 FM S OF SR 60 TO S OF LOIS										2026	\$209,037					Add Lanes and Reconstruct
2583721	GENERAL ENGINEERING CONSULTANT FOR ITS				2027		\$3,930										ITS Freeway Management MLD
4337961	US 19 (SR 55) FROM S OF TIMBERLANE RD TO S OF LAKE ST				2022		\$25	2027	\$13,088	\$320							Add Lanes and Reconstruct
4340452	I-275 (SR 93) FROM N OF LOIS AVE TO N OF HOWARD AVE				2027	\$100	\$1										Add Lanes and Rehabilitate Pvmt
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
4387021	ARTERIAL MANAGEMENT PROGRAM (AMP)				2027		\$5,600										Arterial Traffic Mgmt System
4461341	I-4 WB AUXILARY LANE FROM E OF FRITZKE RD TO W OF BRANCH FORBES RD				2027	\$514											Add Auxiliary Lane(s)

Seaport

4332401	PORT TAMPA BAY - EASTPORT BERTH DEVELOPMENT													2022		\$3,000	Seaport Capacity Project
4351301	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS													2023	\$6,000	\$6,000	Seaport Capacity Project

LEGEND

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SIS INVESTMENT PLAN

District 7

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

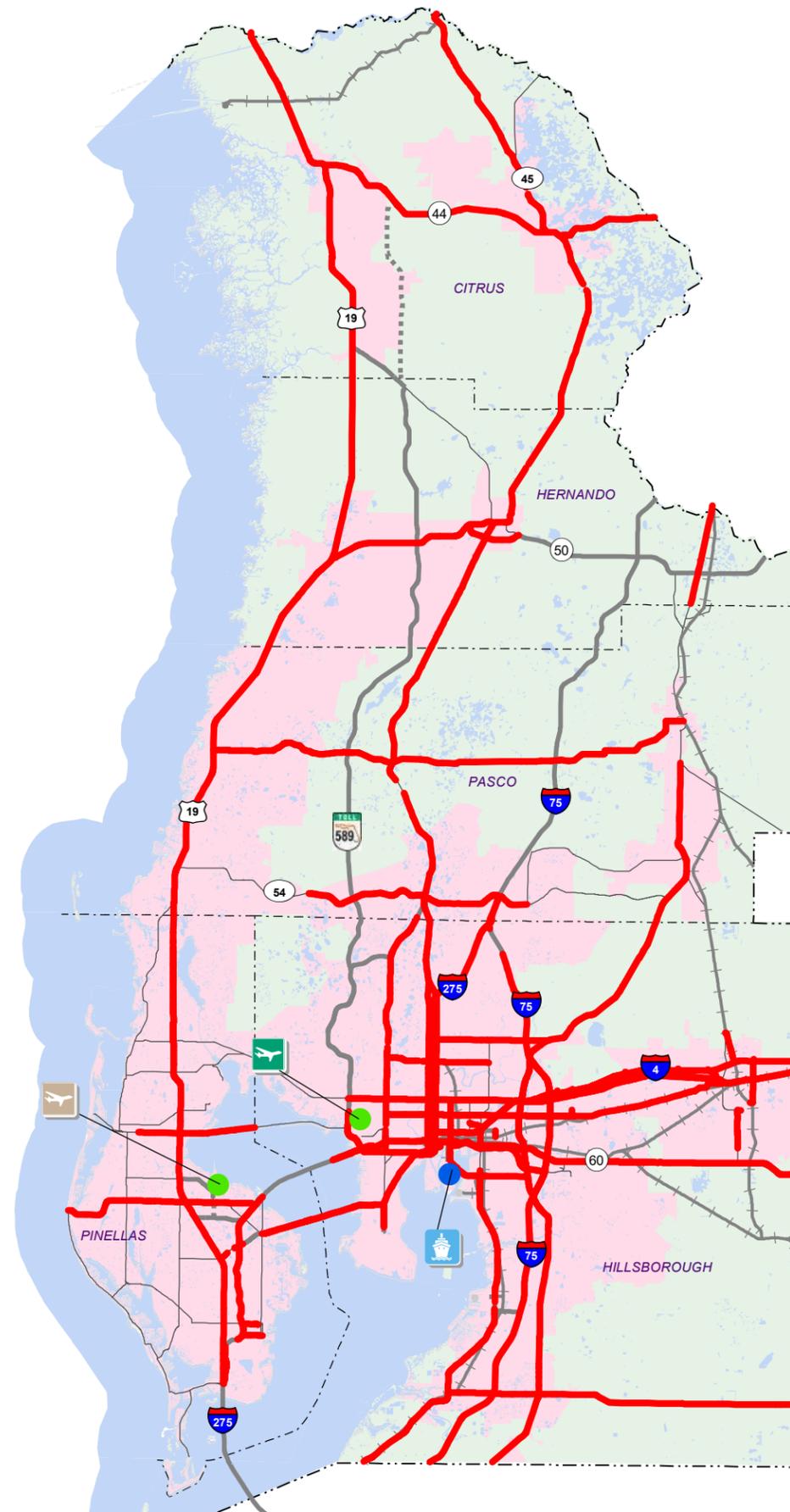
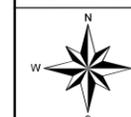
(FY 2022/2023 thru 2026/2027)
as of December 9, 2021

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

SIS Facilities

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



Turnpike Enterprise

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Highway																	
4060967	SR821/SR874 INTERCHANGE RAMP MODIFICATIONS, IN MIAMI-DADE CNTY (MP 18)				2022		\$22				2022		\$300			Interchange Just/Mod	
4233741	PD&E WIDEN MAINLINE FROM JUPITER TO FT PIERCE (MP 116-152)	2022		\$47												PDE/EMO Study	
4357861	WIDEN TPK(SR91)- MINNEOLA INTCHG TO OBRIEN RD (MP279.2-285.8)(4TO8LNS)	2022		\$4	2022		\$2,291	2022		\$9,701	2022		\$216,200			Add Lanes and Reconstruct	
4371531	PD&E WIDEN SAWGRASS S OF US 441 TO POWERLINE (MP18-22)	2022		\$455	2022		\$1									PDE/EMO Study	
4371662	TURNPIKE MAINLINE AT I-4 (MP 259 - DIRECT CONNECT RAMPS)				2022		\$2				2022		\$3,070			INTERCHANGE (MODIFY)	
4395451	PD&E FOR WIDEN HEFT FROM US-1/SOUTH OF PALM DR TO CAMPBELL DR (MP 0-2)	2022		\$273												PDE/EMO Study	
4422121	PD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70)	2022		\$212												PDE/EMO Study	
4439561	ATLANTIC BLVD INTCHNG IMPROVEMENTS (SAWGRASS XWAY MP 8)				2022		\$24	2022		\$2	2022		\$72,011			INTERCHANGE (MODIFY)	
4440071	PD&E WIDEN TPK(SR91) FROM S OF SR 408 TO SR 50 (MP 263 - 273)	2022		\$365												PDE/EMO Study	
4443011	ADD ONE LANE TO NB OFF RAMP AT SAMPLE RD / TPK INTCHNG, (SR 91, MP 69)				2022		\$20				2022		\$2,236			Interchange - Add Lanes	
4449811	PD&E FOR SW120ST / HEFT (SR821) INTCHG IMPROVEMENT & WIDENING SW120ST	2022		\$310												PDE/EMO Study	
4460191	PD&E STUDY OF INTCHG IMPROVEMENTS FOR TPK(SR91) AT GLADES RD (SR808)	2022		\$237												PDE/EMO Study	
4461641	PD&E STUDY TO WIDEN WESTERN BELTWAY (SR429) FROM I-4 TO SEIDEL RD.	2022		\$158												PDE/EMO Study	
4465811	PD&E FOR POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTCHG	2022		\$165												PDE/EMO Study MLD	
4485351	CORAL REEF MICROWAVE TOWER SITE ITS RELOCATION (SR 821, MP 16)				2022		\$1				2022		\$510			ITS Communication System	
4503941	TSM&O STUDY FOR SR 821 FROM US-1/S OF PALM DR TO CAMPBELL DR	2022		\$76												PDE/EMO Study	
4357862	US27 NORTH INTCHG (MP 289)- RAMP & SIGNAL IMROVEMENTS				2022						2023		\$1,465			Interchange - Add Lanes	
4370531	GOLDEN GLADES INTERCHANGE IMPROVEMENTS (MAINLINE SPUR MP 0X)				2023		\$525	2022	\$500	\$167	2023		\$92,335			Interchange - Add Lanes	
4408972	CENTRAL POLK PARKWAY - FROM POLK PKWY (SR 570) TO US 17 (SR 35)				2022		\$14,172	2022		\$18,254	2023		\$237,363			New Road Construction	
4427641	SUNCOAST II (SR589) - SR 44 TO CR 486				2022		\$777	2022		\$10,495	2023		\$96,485			New Road Construction	
4453625	I-4/SR 400 FROM DOWNTOWN TAMPA TO DOWNTOWN ORLANDO										2023		\$2,273			ITS Communication System	
4469751	TPK (SR91) AND I-95 INTERCHANGE (MP 125)	2023		\$851												PDE/EMO Study	
4480681	PD&E WIDEN SUNCOAST PKWY(SR589) - S OF VAN DYKE RD TO SR52 (MP13-27)	2023		\$3,002												PDE/EMO Study	
4061435	WIDEN TPK(SR91) WPB SERVICE PLAZA TO SOUTHERN BLVD (MP94-98)(4TO8LNS)				2023		\$795				2024		\$209,887			Add Lanes and Reconstruct	
4175451	WIDEN SEMINOLE XWAY FROM ALOMA AVE TO SR 434 (MP 38 - 44) (4TO8 LANES)				2024		\$5,237	2022		\$192	2024		\$158,811			Add Lanes and Reconstruct	
4233742	PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)	2024		\$201												PDE/EMO Study	
4336631	SAND LAKE RD / TPK INTERCHANGE (SR482/SR91) (MP 257)				2022		\$955	2022		\$1,964	2024		\$95,917			Interchange (New)	
4354611	WIDEN SAWGRASS (SR869) ATLANTIC BLVD TO SAMPLE RD (MP 9-12)(6TO10 LNS)				2022		\$240	2022		\$66	2024		\$69,510			Add Lanes and Reconstruct	
4361941	WIDEN TPK(SR91), PARTIN SETTLEMENT RD TO OSCEOLA PKWY(MP243.5-249)4TO8				2023		\$3,147	2022		\$8,369	2024		\$218,957			Add Lanes and Reconstruct	
4412242	KISSIMMEE PARK ROAD INTERCHANGE IMPROVEMENTS (MP 240)				2024		\$1,362	2022		\$25,665	2024		\$3,073			INTERCHANGE (MODIFY)	
4412244	WIDEN TPK (SR 91) (MP 239-242) & NEW NOLTE ROAD INTERCHANGE				2024		\$1,403				2024		\$154,774			Add Lanes and Reconstruct	
4428761	ITS REPLACEMENTS FOR BEACHLINE EAST (SR528),ORANGE & BREVARD,MP31-45.7	2022		\$50	2022		\$304				2024		\$24,489			ITS Communication System	
4462231	TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 47-51				2023		\$328				2024		\$61,995			Add Auxiliary Lane(s)	
4462241	TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 51-54				2023		\$280				2024		\$65,458			Add Auxiliary Lane(s)	
4494231	DMS UPGRADE AND RETROFIT ON SR91 AND SR429				2023		\$852				2024		\$6,744			ITS Dynamic Message Sign	
4494232	DMS UPGRADE AND RETROFIT ON SR589				2023		\$652				2024		\$5,320			ITS Dynamic Message Sign	
4061438	WIDEN TPK (SR91) SOUTHERN BLVD TO OKEECHOBEE BLVD (MP 98-101)(4TO8LNS)				2024		\$501				2025		\$245,933			Add Lanes and Reconstruct	
4159274	TPK (SR91) TSM&O ADD LANES N OF SAWGRASS TO PALM BEACH C/L (MP 71-73)				2025		\$355				2025		\$42,806			Add Auxiliary Lane(s)	
4182145	TPK (SR91) TSM&O ADD LANES PALM BEACH C/L TO GLADES RD (MP 73.1-76.4)				2022		\$451				2025		\$84,974			Add Auxiliary Lane(s)	
4371551	WIDEN SAWGRASS(SR869) SUNRISE BLVD TO OAKLAND PARK(MP0.5-4.1)(6TO10LN)				2025		\$1,207	2022		\$29,810	2025		\$247,741			Add Lanes and Reconstruct	
4372111	HEFT & SURFACE STREET IMPROVEMENTS FROM HAINLIN MILLS TO US 1(MP11-12)				2023		\$405				2025		\$48,145			Interchange Just/Mod	
4372241	WIDEN SAWGRASS(SR869) FROM SR7 TO POWERLINE RD (MP18.4-22)(6TO10 LNS)				2025		\$25,921									Add Lanes and Reconstruct	
4372243	EXTEND AUX LANE ALONG TPK SB ENTRANCE RAMP FROM SAWGRASS(MP 70.7-71.2)				2025		\$22				2025		\$1,237			Add Auxiliary Lane(s)	
4408973	CENTRAL POLK PARKWAY - FROM US 17 (SR 35) TO SR 60				2022		\$3,563	2022		\$20,155	2025		\$152,422			New Road Construction	

LEGEND

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4427643	SUNCOAST II (SR589) - CR 495 TO US 19				2022		\$498	2025		\$34,433							New Road Construction
4061436	WIDEN TPK(SR91) OKEECHOBEE BLVD TO SR 710 (4TO8 LNS)				2025		\$1,603				2026		\$135,138				Add Lanes and Reconstruct
4354614	WIDEN SAWGRASS (SR869) SAMPLE TO UNIVERSITY DR (MP 12-14.8)(6TO10 LNS)				2026		\$251				2026		\$84,755				Add Lanes and Reconstruct
4354615	WIDEN SAWGRASS (SR 869) UNIVERSITY DR TO SR7 (MP 14.8-18.4)(6TO10 LNS)				2022		\$258				2026		\$95,636				Add Lanes and Reconstruct
4357863	WIDEN TPK(SR91) - OBRIEN RD TO US27 (MP 285.9-289.6) (4TO8 LNS)				2022		\$2	2024		\$7,566	2026		\$114,037				Add Lanes and Reconstruct
4361943	WIDEN TPK (SR91) FROM US 192 TO PARTIN SETTLEMENT RD (MP242-243.5)4TO8				2025		\$1,022				2026		\$86,349				Add Lanes and Reconstruct
4371555	WIDEN SAWGRASS(SR869) S OF NW8TH TO SUNRISE BLVD (MP0-0.5) (6TO10LNS)				2026		\$240	2024		\$3,858	2026		\$94,703				Add Lanes and Reconstruct
4371556	WIDEN SAWGRASS (SR869) OAKLAND PARK BLVD TO ATLANTIC BLVD (MP 4.1-7.5)				2024		\$61	2024		\$1,792	2026		\$109,735				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		\$2,751	2026		\$5,986							Add Lanes and Reconstruct
4379521	WIDEN SEMINOLE XWAY, SR434 TO N OF CR427 (MP44-49.4) (4TO8 LNS)				2027		\$13,471	2026		\$663							Add Lanes and Reconstruct
4427642	SUNCOAST II (SR589) - CR 486 TO CR 495				2022		\$10,337	2024		\$31,296	2026		\$195,127				New Road Construction
4462242	TPK (SR91) GRIFFIN ROAD INTERCHANGE IMPROVEMENTS (MP 54)				2022		\$2				2026		\$10,215				INTERCHANGE (MODIFY)
4171321	WIDEN TPK(SR91) N OF GLADES RD TO N OF L-38 CANAL(MP76.8-80.2)W/MGD LN				2025		\$5,537	2024		\$575	2027		\$194,610				Add Lanes and Reconstruct
4171324	WIDEN TPK(SR91) N OF L-38 CANAL TO N OF ATLANTIC AVE(MP80.2-82.6) W/ML				2027		\$3,884										Add Lanes and Reconstruct
4233735	WIDEN SPUR(SR91), GOLDEN GLADES TP TO BROWARD CNTY (MP0.4-3.3)(6TO8LN)				2024		\$701	2025		\$1,375	2027		\$94,618				Add Lanes and Reconstruct
4233743	PD&E FOR WIDEN TPK FROM N OF SR60 TO KISSIMMEE PARK RD (MP 193-238.5)	2027		\$4,152													PDE/EMO Study
4426651	WIDEN SUNCOAST PKWY(SR589), VAN DYKE RD TO SR 54 (MP13.5-19.75) (4TO6)				2027		\$4,560										Add Lanes and Reconstruct
4440061	PD&E WIDEN TPK(SR91) FROM S OF SAND LAKE RD TO S OF SR 408 (MP257-263)	2027		\$4,201													PDE/EMO Study
4441111	WIDEN TPK EXT - CAMPBELL DR TO TALLAHASSEE RD (MP4-6)(MANAGED LANES)				2027		\$3,660										Add Lanes and Reconstruct
4449801	NEW INTCHNG ON TPK MAINLINE (SR91) AT TAFT VINELAND RD (~MP 253)				2025		\$3,429	2023		\$22,687	2027		\$56,191				Interchange (New)

LEGEND

Tentative Work Program

FY 2022/2023 thru 2026/2027
As of 12/09/2021

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

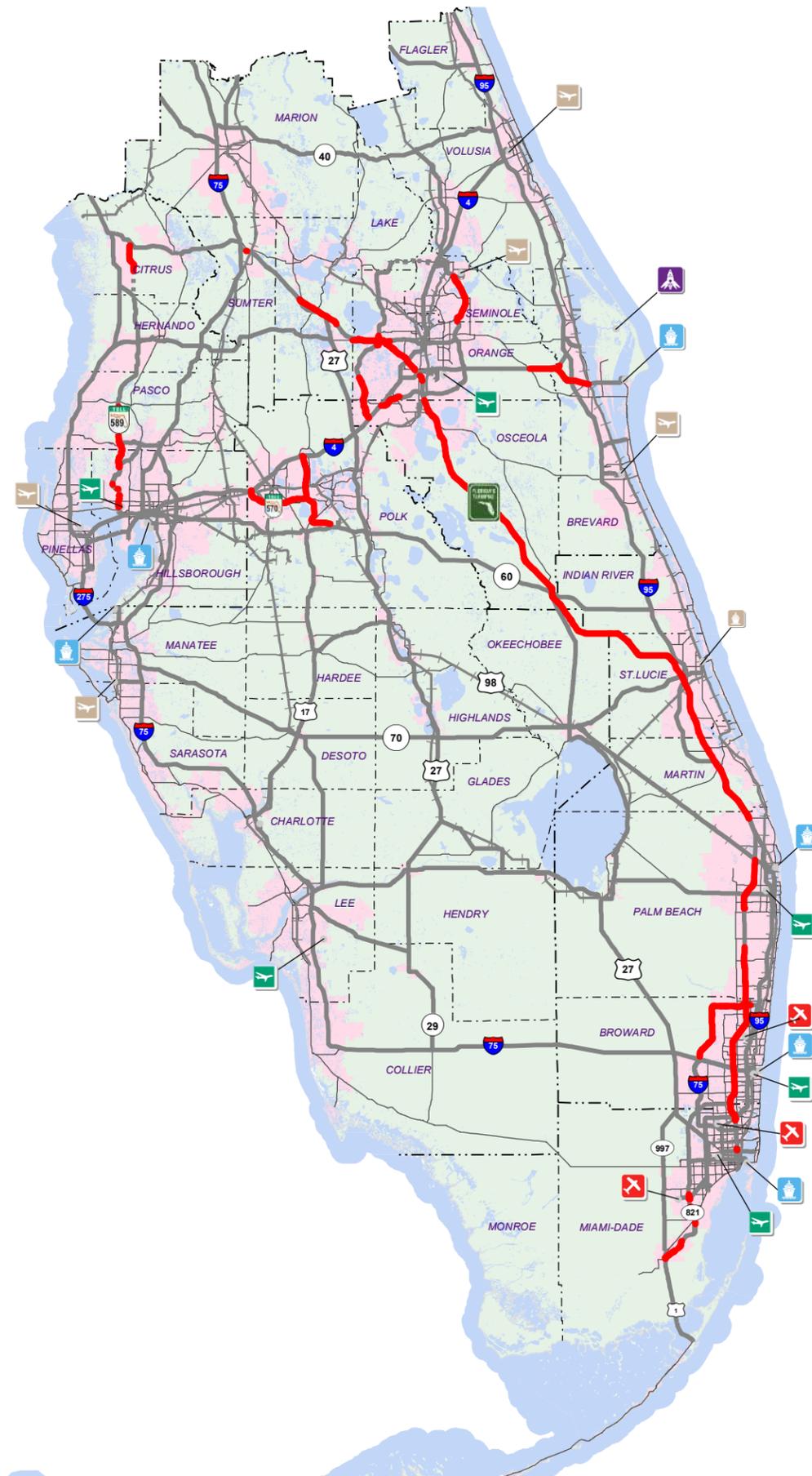
(FY 2022/2023 thru 2026/2027)
as of December 9, 2021

LEGEND

— Highway

SIS Facilities

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





Statewide Improvement

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM			
Aviation																			
4167863	STRATEGIC AIRPORT CAPACITY IMPROVEMENTS - SIS														2023	\$1,648	\$3,852	FUNDING ACTION	MLD
Highway																			
4181951	STATEWIDE ATIS				2027		\$13,089											ITS Information System	MLD
Rail																			
4167864	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS														2027	\$99,929	\$3,752	FUNDING ACTION	MLD
Seaport																			
4167865	STRATEGIC SEAPORT INVESTMENTS - SIS														2027	\$102,252	\$4,188	FUNDING ACTION	MLD

LEGEND

Tentative Work Program
 FY 2022/2023 thru 2026/2027
 As of 12/09/2021

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

NOTES

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- (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.

Appendix C

Project Phase Changes after District Public Hearings

District	Item Number	Description	Action
1	430185-4-43-01	SR 33 from Old Combee Rd to S of Firstpark Blvd S	Added in Year 1.
2	213260-1	I-295(SR 9A) from N. of New Kings Rd to S. of I-95 N. Interchange	Phase 22 added in Year 1.
2	449286-1	SR 55(Us19/98) arterial corridor development from Levy C/L to SR 24	Phase 12, 32 and 43 added in Year 1.
2	449286-2	SR 55(Us19/98) arterial corridor development from SR 24 to CR 347	Phase 12, 32 and 43 added in Year 1.
2	449286-3	SR 55(Us19/98) Young Blvd arterial corridor development from CR 347 to CR 341	Phase 12, 32 and 43 added in Year 1.
2	449286-4	SR 55(Us19/98) arterial corridor development from CR 341 to NE 592nd Street	Phase 12, 22, 32 and 42 added in Year 1.
2	207850-2-57-01	SR 26 Corridor from Gilchrist C/L to CR 26A E of Newberry	Added in Year 1.
2	449286-1-43-01	SR 55(Us19/98) arterial corridor development from Levy C/L to SR 24	Added in Year 1.
2	449286-2-43-01	SR 55(Us19/98) arterial corridor development from SR 24 to CR 347	Added in Year 1.
2	449286-3-43-01	SR 55(US19/98)Young Blvd arterial corridor development from CR 347 to CR 341	Added in Year 1.
2	449286-4-42-01	SR 55(US19/98) arterial corridor development from CR 341 to NE 592nd St	Added in Year 1.
5	430202-5-43-01	SR A1A from S of International Drive to Long Point Rd	Added in Year 1: Necessary to support FY26 construction. (Should not have been deleted prior to WPPH).
5	437575-1-43-01	Orange Blossom Trail Phase 2A from 30th Street to Gore Street	Deleted from Year 1 and Year 2: Parcels have been voided.
5	410251-3-52-01	SR-15/US-17 from Deleon Springs Blvd to Lake Winona Rd	Added in Year 1: SIS funds received.
5	437114-8-52-01	SR 46 from Orange Blvd to I-4 (Sr400)	Deferred from FY 22 to FY 23: Additional coordination with local agency required.
5	448520-1-52-01	I-4/SR 400 from SR 482/Sand Lake Road to the Seminole County line	Added in Year 1: Wrong way driving - identified as priority need after review of tentative.
5	448876-1-52-01	SR 19 from Florida Ave to Lakeview Ave	Added in Year 2: Project intended to go with 432332-1-52-01. Identified as missing after review of tentative.
5	410251-3-56-01	SR 15/US-17 from Deleon Springs Blvd to Lake Winona Rd	Added in Year 1.
5	427056-1-4B-01	SR 50/SR 33 from CR 565 (Villa City) to CR 565A (Montevista)	Added in Year 1.
5	427056-1-43-01	SR 50/SR 33 from CR 565 (Villa City) to CR 565A (Montevista)	Added in Year 1.
5	427056-1-45-01	SR 50/SR 33 from CR 565 (Villa City) to CR 565A (Montevista)	Added in Year 1.

District	Item Number	Description	Action
5	435859-5-4B-01	SR 50 from East of the Sumter/Lake County line to CR 33	Added in Year 1.
5	435859-5-43-01	SR 50 from East of the Sumter/Lake County line to CR 33	Added in Year 1.
5	435859-5-43-01	SR 50 from East of the Sumter/Lake County line to CR 33	Added in Year 1.
5	435859-5-45-01	SR 50 from East of the Sumter/Lake County line to CR 33	Added in Year 1.
6	432639-1	SR 826/Palmetto Expy from Us-1/S. Dixie Hwy to SR 836/Dolphin Xway	Phase 43 was in Year 2 of the tentative at the Miami-Dade public hearing and was subsequently deferred to year 4 due to change in statewide priority.
6	440873-1	City of Miami - Miami River Greenway Curtis Park East	Phase 58 was in Year 1 of the tentative at the Miami-Dade public hearing and was subsequently deferred to year 2 due to change in statewide priority.
6	441643-1	Town of Miami Lakes – 59th Avenue Transportation Improvements Project	Phase 58 was in Year 2 of the tentative at the Miami-Dade public hearing and was subsequently deleted at the request of the local agency.
6	441647-1	Town of Mia Lakes - NW 79th Court Transportation Improvements Project	Phase 58 was in Year 1 of the tentative at the Miami-Dade public hearing and was subsequently deleted at the request of the local agency.
7	445317-1	I-75/SR 93 from S of Tampa Bypass Canal to S of Fowler Ave	Added ROW and construction to Year 1.
7	445317-2	I-75/SR 93A Northbound from S of Tampa Bypass Canal to N of Us 301	Added ROW and construction to Year 1.
7	256423-3-52-01	US 98 from US 301 South to US 301 North	Added in Year 1.

Report 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-275 at I-75 Northbound Overpass Deck Replacement (District 1) The I-275 at I-75 NB Overpass Bridge Deck Replacement involved replacing the concrete bridge deck of the southbound I-275 ramp to northbound I-75 in Manatee County. Improvements include removing and replacing approximately 1,600 LF of concrete decking with new barrier walls and guardrails. The project also added new signing and pavement markings. Benefits of the project included the superior structural integrity and longevity of the structure and greater driver safety. (Page 2)

Starke Road Overpass (District 2) The Starke Railroad Overpass project seeks to ease congestion and improve emergency response time in downtown Starke, divided by a railroad parallel to U.S. 301. With 29 trains traveling through the city each day, on average, emergency vehicles and other traffic experience frequent delays, and train traffic are expected to increase in the future. Located on State Road 100, the \$23.6 million overpass will provide a reliable alternative for traffic on the roadway and include newly constructed one-way frontage roads for local traffic on side streets. (Page 3)

Rendering of the SunRail Deland Station and Platform (District 5) SunRail is Central Florida's commuter rail system connecting Orange, Osceola, Seminole, and Volusia counties. Currently, the system spans 49 miles with 16 stations. The addition of the DeLand Station, which opens in 2024, will add 12.2 miles for a total of 61.2 miles in the SunRail service area. In addition, the aesthetic appearance of the station will align with nearby historic DeLand, feature a unique center platform design, and bring additional rail enhancements, including six miles of double tracking for increased capacity. (Page 7)

Gatlin Boulevard Park and Ride Lot (District 4) The project aims to support regional commuter trips to and from the greater St. Lucie County area. The project is known locally as the St. Lucie Jobs Express and has been a high priority for the St. Lucie Transportation Planning Organization (TPO), City of Port St. Lucie, and Palm Tran. The project includes constructing a park and ride lot to hold 162 vehicles and build a connection to the existing access road. In addition, the installing bus shelters for six simultaneous buses for drop-off or pick-up, installing pedestrian level lighting and landscaping, and installing drainage with on-site stormwater detention. (Page 7)

I-95 Express Phase 3B-1 (District 4) Work on this 4.8-mile 95 Express project includes widening and converting the existing I-95 HOV lanes to managed lanes, resulting in two toll-managed lanes in each direction. The number of general use lanes will remain the same. Other project improvements include bridge widenings at Palmetto Park Road and Camino Real. In addition, it will consist of a complete bridge replacement at the Hillsboro Canal, noise wall construction, portable traffic monitoring sites, toll gantry installation, Intelligent Transportation System (ITS) installation. As well as a ramp signaling at the I-95 entrance ramps from Palmetto Park Road managed lane markers and landscape relocation. As of summer 2021, project activities underway consist of final punch list work, Intelligent Transportation System (ITS) testing, and toll equipment testing. (Page 9)

U.S. 98 Widening Project in Okaloosa County (District 3) In March 2021, the Florida Department of Transportation completed a \$36 million effort to widen and improve U.S. 98 between Airport Road and the Okaloosa/Walton County line in Destin. The roadway has been widened from four to six travel lanes and now includes bicycle lanes and sidewalks on both sides

of the roadway. Additional improvements include signalization upgrades and an enhanced drainage infrastructure along this busy corridor. (Page 9)

I-395/SR 836/I-95 Design-Build Project (District 6) The I-395/SR 836/I-95 Design-Build Project is in partnership with the Miami-Dade Expressway Authority. It includes building a viaduct (double-deck) on SR 836 from NW 17 Avenue to I-395, widening the eastbound SR 836 ramp to northbound I-95 from one to two lanes, and replacing concrete pavement on I-95 from NW 8 Street to NW 29 Street. In addition, I-395 will be completely reconstructed and will feature an iconic “signature bridge” spanning the roadway from NW 2 Avenue to SR 5/Biscayne Boulevard in Downtown Miami. The project also features a unique “Underdeck” area beneath I-395, which is being developed in coordination with the City of Miami to provide open community spaces. The project began in October 2018 and will last until the end of fiscal 2026 at an estimated cost of \$818 million. The project will increase capacity to ease current and future congestion; improve safety by eliminating existing deficiencies and improve access at the I-95 Interchange. (Page 12)

NASA Causeway Bridge (District 5) The replacement of the Indian River Bridge over the NASA Causeway will support future growth and improve public and commercial mobility, including oversized space industry vehicles to launch sites. The design plans include replacing the existing twin bascule bridges constructed in 1964 with new twin high-level bridges. (Page 20)

Pensacola Bay Bridge Replacement (District 3)

The Pensacola Bay Bridge replacement project is an approximately \$434-million effort to replace a four-lane structure constructed in 1960. The previous bridge was deemed structurally deficient, and efforts to maintain and repair it were no longer cost-effective. When completed, the new bridge will consist of two parallel structures, each with three east and three westbound travel lanes, inside and outside shoulders, and adjacent multiuse paths for pedestrians and bicyclists. The eastbound bridge is currently complete and temporarily configured to serve two east and westbound traffic lanes. The adjacent westbound structure remains under construction. (Page 40)

Kings Highway (State Road 713) from South of State Road 70 to North of the I-95 Overpass (District 4) The improvements on this project include: reconstructing the existing two-lane undivided Kings Highway with a newly constructed four-lane divided roadway, relocating Canal No. 40 and Canal No. 32E to accommodate widening to the west, realigning Kings Highway at the intersection with Okeechobee Road, which will improve the existing connection with the Turnpike, replacing existing culverts/swales and installing a closed drainage system and retention ponds, installing a new highway lighting system, and upgrading signalization with vehicle detection devices and ITS cameras. Features of the new roadway will include a 30-foot wide median with Type E Curb and Gutter (22-foot-wide raised plus two four-foot-wide paved inside shoulders), 6.5-foot-wide outside shoulders, which will also serve as buffered bicycle lanes, a 12-foot-wide shared-use path along the west side, and a 6-foot-wide sidewalk along the east side. (Page 43)

Howard Frankland Bridge (I-275) Replacement Project (District 7) The new bridge will be built to the north of the current southbound bridge and will consist of eight lanes:

- Four general-purpose lanes
- Two northbound express lanes

- Two southbound express lanes
- A bicycle/pedestrian path

The existing southbound bridge will be converted to become northbound I-275, and the existing northbound I-275 bridge will be removed. The new Howard Frankland Bridge will also include a bicycle/pedestrian shared-use path that will connect Pinellas and Hillsborough counties. The shared-use path will consist of four overlooks and aesthetic features located at each end of the bridge and on the overlooks. The new design will also improve transit operations, including Express Bus Service in the express lanes. (Page 50)

WheelRight (Turnpike) Florida's Turnpike Enterprise unveiled new technology designed to increase safety for drivers through the WheelRight tire management system. WheelRight, which measures tire pressure and tire tread depth in real-time, was installed at Turkey Lake Service Plaza along Florida's Turnpike Mainline. This innovative system provides drivers information about the health of their tires by using high-definition cameras, strobe lighting, and pressure sensors to perform real-time readings. This system is a quick and convenient way to provide drivers with information that can help prevent tire issues and, potentially, crashes. According to the Florida Highway Safety and Motor Vehicles Division of Florida Highway Patrol, there were 3,069 tire-related crashes in Florida in 2020, resulting in 184 serious bodily injuries and 61 fatalities. Should drivers add air to their tires, it is provided at all Turnpike Service Plazas free of charge. Regular tire checks are recommended to prolong tire life and increase safety. Knowing the tread on a vehicle's tire provides the driver with information on whether there are any defects that could lead to flats or blowouts and how long the tire will last. Turkey Lake Service Plaza is only the second location in the United States, offering drivers of passenger vehicles this safety feature. This project is a testament to how the department inspires employees to be innovative. The move to install WheelRight came from a Turnpike employee who submitted the idea for consideration in 2018 through the Turnpike Innovator Team. After research, Turnpike leadership helped to bring it to fruition. (Page 67)

U.S. 17-92 in Sanford (District 5) A widening and resurfacing project along U.S. 17-92 in Sanford is now wrapping up. The project, which runs from Shepard Road to Lake Mary Boulevard, reconstructed U.S. 17-92 from a rural four-lane roadway to an urban six-lane roadway. (Page 68)

First Coast Expressway (District 2) The First Coast Expressway (FCE) results from a partnership between the Florida Department of Transportation (FDOT) District Two and Florida's Turnpike Enterprise. The FCE is a multi-lane, limited access, all-electronic toll road that will ultimately span 46 miles connecting Duval, Clay, and St. Johns counties. The FCE will drive economic development in Northeast Florida and create a new regional evacuation route during hurricanes and other emergencies. Construction on the first segment of the FCE (Blanding Boulevard/SR 21 in Clay County north to I-10/U.S. 90 in Duval County) began in 2013. It was completed in summer 2019 at approximately \$208 million, with toll collection starting in July 2019. The second segment of the FCE involves the construction of a new roadway from Blanding Boulevard in Middleburg running south and then east through Green Cove Springs and includes a new bridge over Black Creek. This segment is divided into a north project (north of SR 21 to north of SR 16) and a south project (north of SR 16 to the east of CR 209). Sacyr Construction began construction on the \$229 million north project in March 2019. Superior construction began construction on the \$180 million south projects in April 2019. Both projects are estimated for completion in early 2025. The third and final segment of the FCE includes a new four-lane bridge over the St. Johns River just south

of where the Shands Bridge currently stands, scheduled to begin construction in late 2022, and construction of a new roadway connecting to I-95 in St. Johns County, scheduled to begin construction in 2023. The vertical clearance height of the new bridge will be 65 feet from the waterline, compared to the existing 45 feet of clearance, and is an improvement for marine commerce in the region. (Page 69)

SR 52 Realignment from Uradco Place to Fort King Road (District 7) This project realigns SR 52 from east of I-75 towards the east along Clinton Avenue in Pasco County. The \$81.4 million project is 7 miles long and will construct a four-lane, divided roadway consisting of four, 11-foot lanes and a seven-foot bike lane in each direction. The new SR 52 alignment will provide signalized intersections at Curley Road (CR 577) and Prospect Road (CR 579). The existing 2-lane SR 52 that traverses through the City of San Antonio and into Dade City will be transferred to Pasco County and become CR 52. (Page 73)

17th Avenue Interchange Construction (District 3) The new 17th Avenue interchange sits at the foot of the new Pensacola Bay Bridge in the city’s historic East Hill neighborhood. The project opened to traffic in October 2021, and improved mobility and safety for drivers are entering or exiting the city via the Pensacola Bay Bridge. Primary components of the new interchange include a flyover ramp that allows westbound traffic on the bridge to connect directly to Gregory Street and Bayfront Parkway. In addition, a slip ramp from the bridge connects drivers to 17th Avenue northbound, and a single-lane roundabout beneath the flyover ramp accommodates travel between the bridge, 17th Avenue, Gregory Street, and Bayfront Parkway. (Page 75)

SR 836/I-395/I-95 Design Build Project (District 6) The State Road (SR) 836/I-395/I-95 Design-Build Project includes building a viaduct (double-deck) on SR 836 from NW 17 Avenue to the MacArthur Causeway, building a “signature bridge” over Biscayne Boulevard in Downtown Miami and replacing concrete pavement on I-95 from NW 8 Street to NW 29 Street. The project will increase capacity to ease current and future congestion; improve safety by eliminating existing deficiencies; and improve access at the I-95 Interchange. Construction began in October 2012 and is anticipated to last until the end of fiscal 2026. (Page 79)

Interstate 75 at Corkscrew Road Interchange Improvement (District 1) FDOT’s crews begin work to improve the Interstate 75 (I-75) at Corkscrew Road Interchange. The improvements include the construction of one additional left turn in each direction, creating dual left-turn lanes along Corkscrew Road for eastbound and westbound left-turn movements to access the I-75 on-ramps. Further improvements include extending the I-75 on and off ramps approximately 1,500 feet to improve acceleration and deceleration to and from I-75. New signals will replace the existing signals at the ramp terminals, and the high mast lighting will be replaced. Additionally, the sidewalk will be raised from the northbound ramps eastward. The project area is identified on the project location map below. (Page 84)

Project Lead:

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Project Support:

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