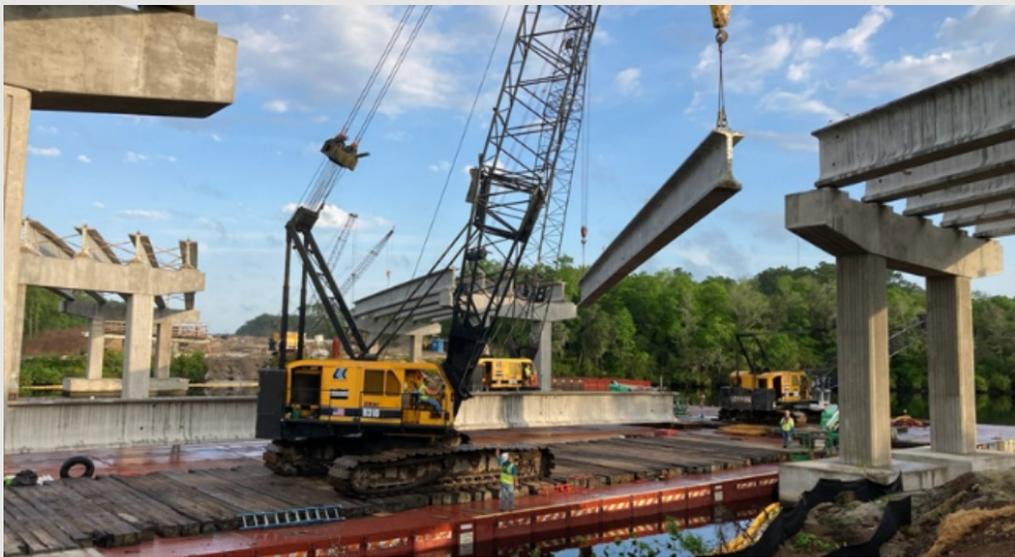


Review of the Florida Department of Transportation Tentative Work Program

Fiscal Years 2023-24 through 2027-28



*A Report
by the Florida
Transportation
Commission*



About the Cover

First Coast Expressway District 2

The First Coast Expressway (FCE, S.R. 23) is a multi-lane, limited access toll road that, once completed, will cross parts of Duval, Clay and St. Johns counties. The 46-mile expressway will reduce congestion on other major roadways in the region, important not only for daily commuters but also critically important during times of storm-related evacuation. The segment of the roadway from U.S. 90/Beaver Street to State Road 21/Blanding Boulevard has been open to traffic since 2018. The segment of the roadway from State Road 21 to the St. Johns River has been under construction since 2019 and is expected to be completed in 2025. Construction on a new St. Johns River bridge is expected to be completed in 2029, while the final segment of the roadway from the St. Johns River to I-95 in St. Johns County is expected to begin construction in summer 2023 and be completed by 2030.

FLORIDA TRANSPORTATION COMMISSION

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



Ron DeSantis
Governor

March 17, 2023

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

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

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

Dear Governor DeSantis, President Passidomo and Speaker Renner:

Consistent with Florida Statute, Section 339.135, the Florida Transportation Commission (Commission) conducted the annual Statewide Public Hearing and mandated review of the Florida Department of Transportation (FDOT) Tentative Work Program for FY 2023/24 through FY 2027/28. The Secretary of the Department of Transportation, assistant secretaries, district secretaries, leadership of the Turnpike and Rail Enterprise and key FDOT managers attended and participated in the review.

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

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

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

Respectfully,



Ronald S. Howse
Chairman

RH/rby

Enclosures

cc: Honorable Nick DiCeglie, Chair, Senate Transportation Committee
Honorable Ed Hooper, Chair, Senate Appropriations Committee on Transportation,
Tourism, and Economic Development
Honorable Doug Broxson, Chair, Senate Appropriations Committee
Honorable Bobby Payne, Chair, House Infrastructure Strategies Committee
Honorable Fiona McFarland, Chair, House Transportation and Modals Subcommittee
Honorable Alex Andrade, Chair, House Infrastructure & Tourism Appropriations
Subcommittee
Honorable Tom Leek, Chair, House Appropriations Committee
Mr. Jared W. Perdue, P.E., Secretary, Florida Department of Transportation
Mr. James Uthmeier, Chief of Staff, Executive Office of the Governor
Ms. Melissa Smith, 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



New Interchange at I-75 and Overpass Road (District 7)



NE 203 Street Intersection Enhancement Project (District 6)

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Gatlin Boulevard/St. Lucie County Jobs Express Terminal Park & Ride (District 4)



I-4 Ultimate and I-4 Express (District 5)

Florida Transportation Commission Review of the Tentative Work Program

The long-range policy framework for the transportation system of our state is established in the 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



Pensacola Bay Bridge Replacement Project, Escambia and Santa Rosa Counties (District 3)



I-75/SR 777 (River Road) (District 1)

Executive Summary

On March 6, 2023 the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for Fiscal Year 2023-24 through Fiscal Year 2027-28*. The Secretary of the Department of Transportation, assistant secretaries, district secretaries, leadership of the Turnpike and Rail Enterprise 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 \$57.3 billion over the five-year period, \$7.8 billion (or 15.8%) larger than the previous one. Most of the funds, \$46.6 billion (or 81.3%) of the work program, are dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 588 new lane miles of roadway, resurface/reconstruct 14,800 lane miles of existing roadway, repair 164 bridges and replace 85 others. Approximately \$6.0 billion is dedicated to the Modal Development program.

The Commission found this Tentative Work Program to be based on a balanced five-year financial plan and 36-month cash forecast of receipts and expenditures. The Department is required to maintain an available cash balance of not less than \$50 million, or five percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever is less) at the close of each quarter. The lowest end-of-quarter cash balance projected in the 36-month cash forecast is \$517.8 million and occurs in June of 2025. The average annual low point cash balance is projected to be \$661.2 million, and the average annual outstanding obligation is projected to be \$13.9 billion. In other words, cash "on hand" is projected to average 4.8% of outstanding obligations.

Policies/Issues Impacting the Tentative Work Program

The \$57.3 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 26.2% in this Tentative Work Program. On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58) into law providing long-term funding certainty for surface transportation infrastructure planning and investment. The IIJA has five years of funding (fiscal years 2022-2026) for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology, and various other programs.

Public-Private Partnerships (P3s)

Public-private partnerships are contractual agreements formed between a public entity and private sector entity that allow for greater private sector participation in the delivery of transportation projects. The Department's commitment to P3s in this Tentative Work Program totals approximately \$897.5 million in federal, state, and local funds.

Strategic Intermodal System (SIS) Assessment

The Commission is required to conduct an annual assessment of the progress that the Department and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the SIS. The SIS assessment is presented in Section Three, with District SIS maps and corresponding lists of projects in [Appendix B](#). The Tentative Work Program has a total of \$14.6 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 3.8% when compared to last year's stability, with 93.5% of project phases experiencing no change in schedule or being advanced to an earlier fiscal year. For the 102 project phases deferred, deleted, or moved out of the work program, 35.3% to external influences, 30.4% to district priority changes, 21.6% to production/right of way schedule changes, 6.9% to estimate increases, 2.9% were due to revenue adjustment, and 1.0% each for project combinations or phase substitutions, statewide priority changes or 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 February 10, 2023 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 71 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 January 19, 2023 snapshot.)



First Coast Expressway (District 2)

1. Overview of the Tentative Work Program for Fiscal Year 2023-24 through 2027-28

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 \$57.3 billion, approximately \$7.8 billion (or 15.8%) larger than that of the previous year.

The Tentative Work Program includes \$46.6 billion in the product and product support program categories and will let contracts to:

- Construct 588 additional lane miles of roadway;
- Resurface / reconstruct 14,800 lane miles of existing roadway;
- Repair 164 bridges; and
- Replace 85 bridges.

The Tentative Work Program includes approximately \$6.0 billion for Modal Development.

Illustrative statistics on the Tentative Work Program:

- Number of active fund codes: 277
- Number of projects: 6,951
- Number of project phases: 13,920

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 January 19, 2023 snapshot of the Tentative Work Program.

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

Transportation Revenue Challenges

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

Florida has continued to experience tremendous population growth, averaging nearly 1,000 people per day. Consequently, vehicle miles travelled on the State Highway System (SHS) continues to climb. However, fuel consumption in Florida has not grown proportionately, due in large part to increased fuel efficiency of automobiles, as well as the increased adoption of electric vehicles on Florida's roadways. Fuel consumption is predicted to essentially plateau by 2028. Long-term projections, through 2032, are for a loss in State Transportation Trust Fund (STTF) revenue, primarily due to electric vehicle adoption.

Federal Regulations

After reviewing the tens of thousands of public comments submitted on National Highway Traffic Safety Administration's (NHTSA) August 2021 Proposal for Model Years (MY) 2024-2026 Corporate Average Fuel Economy (CAFE) Standards and accompanying Draft Supplemental Environmental Impact Statement, NHTSA finalized CAFE Standards for MYs 2024-2026. The final rule establishes standards that would require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8% annually for model years 2024 and 2025, and 10% annually for model year 2026. The agency projects the final standards will save consumers nearly \$1,400 in total fuel expenses over the lifetimes of vehicles produced in these model years and avoid the consumption of about 234 billion gallons of gas between model years 2030 and 2050.

The Environmental Protection Agency (EPA) is finalizing a program to further reduce air pollution, including ozone and particulate matter (PM), from heavy-duty engines and vehicles across the United States. The final program includes new emission standards that are significantly more stringent and that cover a wider range of heavy-duty engine operating conditions compared to today's standards; further, the final program requires these more stringent emissions standards to be met for a longer period of when these engines operate on the road.

Electric Vehicles

On September 14th, 2022, the Federal Highway Administration (FHWA) approved FDOT's [Electric Vehicle Infrastructure Deployment Plan](#)¹. Florida's Plan is based on extensive community and stakeholder engagement including statewide virtual meetings, regional listening sessions, one-on-one stakeholder meetings, and a public comment period.

During the public comment period, the Department received more than 180 comments from a diverse group of stakeholders including state and local government agencies, metropolitan planning organizations, consultants, private industry, and the public.

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

Share of Federal Funding

The \$57.3 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 26.2% 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).

2022 Legislative Actions

SB 6A was signed into law by Governor DeSantis, effective December 15, 2022. It contained the following transportation–related provision:

- **Related to Toll Relief**
 - Directing the Florida Turnpike Enterprise (FTE) to establish a toll relief program, effective from January 1, 2023, through December 31, 2023, for all Florida toll facilities that use a Florida-issued transponder or are interoperable with the Florida Department of Transportation’s (FDOT’s) prepaid electronic transponder toll system (SunPass).
 - The bill defines terms and provides that an account that records 35 or more transactions per eligible transponder per calendar month is eligible for an account credit equal to 50 percent of the amount paid for the qualifying transactions.
 - The bill appropriates for the 2022-2023 fiscal year the nonrecurring sum of \$500 million from the General Revenue Fund to the State Transportation Trust Fund for use by the FDOT to reimburse the FDOT, the FTE, and other Florida toll facility entities for account credits issued.
 - The bill prohibits the use of such funds for administration, contracted services, or expenses.
 - The bill requires the FDOT to provide reimbursements to support compliance with bond covenants made with bondholders.
 - The bill requires the FDOT to submit quarterly reports to the Executive Office of the Governor and the chairs of the legislative appropriations committees documenting reimbursements to the FDOT, the FTE, and other Florida toll facilities and toll facility entities for the credits, with specified supporting documentation.
 - The FDOT must reconcile all disbursements and transfers for reimbursement by the end of the month following each quarter, transfer all interest earnings from the appropriated funds to the General Revenue Fund, and provide a reconciliation report.

SB 914 was signed into law by Governor DeSantis, effective July 1, 2022. It contained various transportation–related provisions including:

- Prohibits individuals who have registration stops associated with toll violations from either renewing their registrations or replacing their license plates until satisfying the toll violation.

HB 5001 was signed into law by Governor DeSantis, effective July 1, 2022. It contained various transportation–related provisions.

- **Related to SCOP and SCRAP**
 - The nonrecurring sum of \$50,000,000 from the General Revenue Fund is appropriated to the Department of Transportation in Fixed Capital Outlay for county transportation projects.
 - Of that amount, \$30,000,000 is allocated for the Small County Outreach Program under section 339.2818, Florida Statutes, and \$20,000,000 is allocated for the Small County Road Assistance Program under section 339.2816, Florida Statutes.
- **Related to Bridge Health Monitoring System**
 - From designated funds, the Department of Transportation shall implement real-time structural health monitoring systems on at least ten in-service bridges along major hurricane evacuation routes to ensure resiliency and structural integrity of the structures.
 - The monitoring system must be comprised of embedded and external sensors capable of measuring parameters including, but not limited to, linear polarization resistance, open circuit potential, resistivity, chloride ion concentration, temperature, strain, and acceleration of the bridge and its related elements, including the superstructure, substructure, and foundations.
 - These structural health monitoring systems are supplemental to the current bridge inspection and maintenance programs and activities.

HB 5003 was signed into law by Governor DeSantis, effective July 1, 2022. It contained various transportation-related provisions including:

- Delays a provision in current law that would have required Florida’s Turnpike Enterprise to adjust its toll rates to account for inflation and changes in the Consumer Price Index (CPI).
- Under current law, the Turnpike is required to adjust its toll rates every five years. The last time toll rates were adjusted was 2017, meaning that the toll rates would have been adjusted in 2022.

HB 7053 was signed into law by Governor DeSantis, effective July 1, 2022. It contained various transportation-related provisions including:

- The bill establishes the Statewide Office of Resilience within the Executive Office of the Governor, providing the appointment of a Chief Resilience Officer.
- The bill requires FDOT to develop a resilience action plan for the State Highway System based on current conditions and forecasted future events.
- Additionally, the bill identifies goals of the action plan and requires it to include certain components.
- It also requires FDOT to submit the action plan to the Governor and the Legislature by June 20, 2023, and a status report every third year on June 30 thereafter.

HB 7071 was signed into law by Governor DeSantis, effective July 1, 2022. It contained the following transportation-related provision:

- **Motor Fuel Tax Holiday**

- The bill creates the Florida Motor Fuel Tax Relief Act of 2022 to provide tax relief to consumers of motor fuel. During the holiday, the County Fuel Tax shall be reduced by 1 cent per gallon, the Municipal Fuel Tax shall be reduced by 1 cent per gallon, the State Comprehensive Enhanced Transportation System Tax shall be reduced by 8.3 cents per gallon, and the Fuel Sales Tax shall be reduced by 15 cents per gallon.

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 \$897.5 million in local, state, federal and Turnpike funds for existing projects.

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

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

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



U.S. 98 at County Road 30A Pedestrian Underpass, Walton County (District 3)

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 2023 - 2027	Fiscal 2024 - 2028	Difference	Percentage Difference
Product	\$32.1	\$37.5	\$5.4	16.8%
Product Support	\$7.8	\$9.1	\$1.3	16.7%
Operations & Maintenance	\$8.6	\$9.7	\$1.1	12.6%
Administration	\$852.3 M	\$902.6 M	\$50.3 M	5.9%
Fixed Capital Outlay	\$85.9 M	\$146.6 M	\$60.7 M	70.7%
Total	\$49.5	\$57.3	\$7.8	15.8%

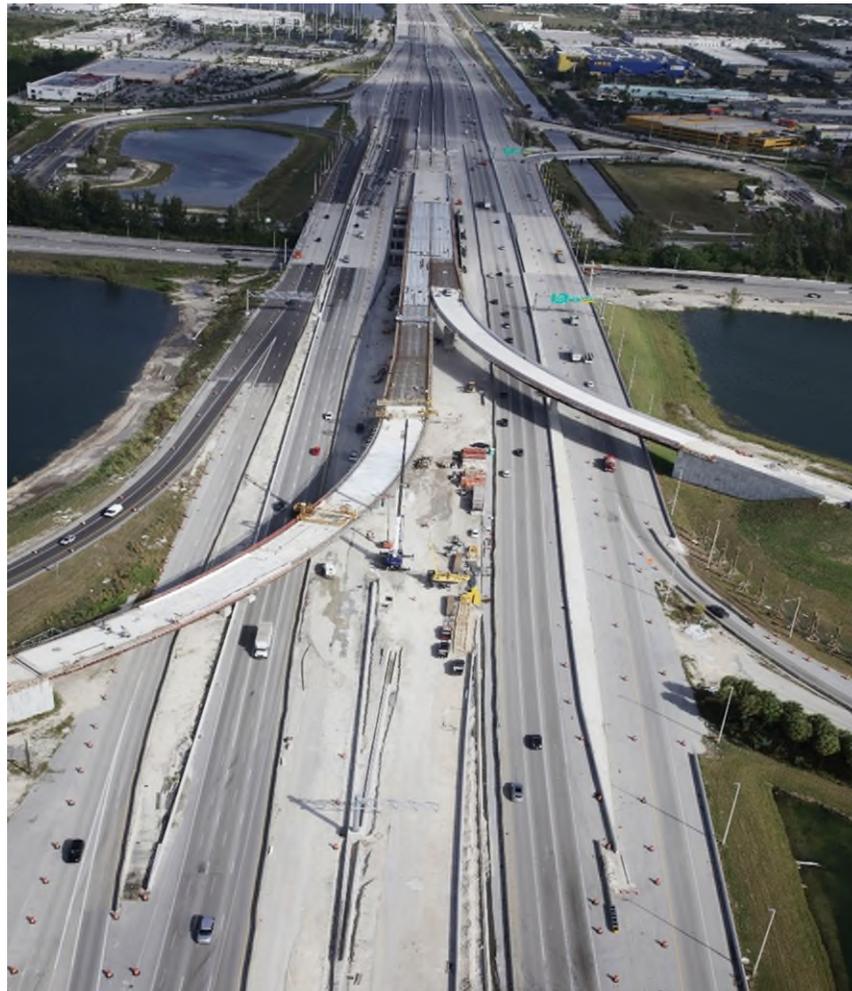
Product

(Billions)	Fiscal 2023 - 2027	Fiscal 2024 - 2028	Difference	Percentage Difference
Construction	\$24.0	\$28.8	\$4.8	20.1%
Right of Way	\$1.4	\$1.7	\$0.3	21.4%
Modal Development	\$5.7	\$6.0	\$0.3	5.3%
Other*	\$1.0	\$1.1	\$0.1	5.0%
Total	\$32.1	\$37.6	\$5.5	17.0%

Construction

(Billions)	Fiscal 2023 - 2027	Fiscal 2024 - 2028	Difference	Percentage Difference
Capacity Improvements and Other Enhancements	\$13.6	\$16.4	\$2.8	20.5%
Resurfacing	\$6.8	\$8.3	\$1.5	21.9%
Bridge	\$1.7	\$2.5	\$0.8	47.6%
Safety Enhancement Initiatives	\$483.7 M	\$717.9 M	\$234.2 M	48.4%
Public Private Partnerships	\$1.3	\$897.5 M	-\$402.5 M	-31.0%
Total	\$24.00	\$28.80	\$4.9	20.6%

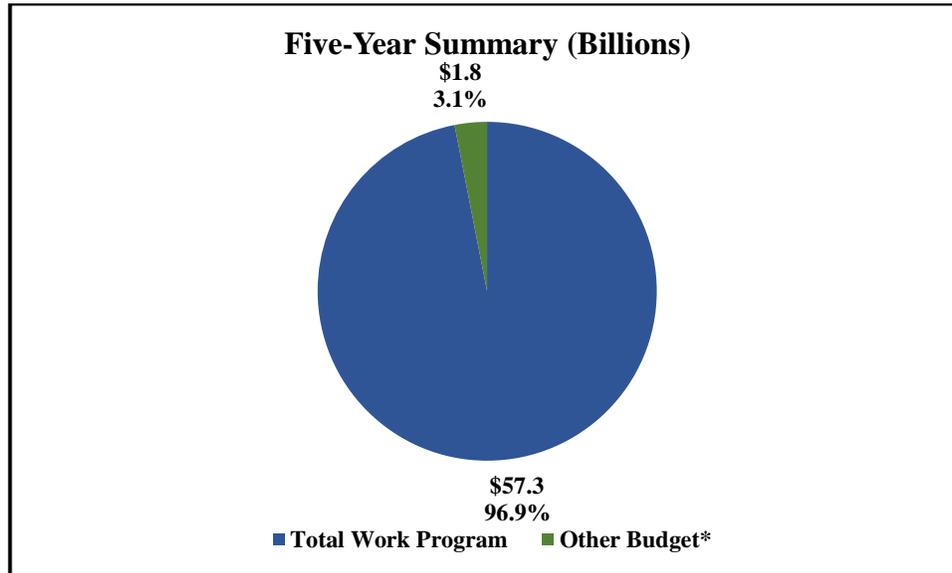
*Safety grants, County Incentive Grant Program, Small County Outreach Program, Small County Road Assistance Program, and economic development grants.



State Road 821 North of Dolphin Expressway (Florida’s Turnpike Enterprise)

1c. Total Budget
\$59.1 Billion

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

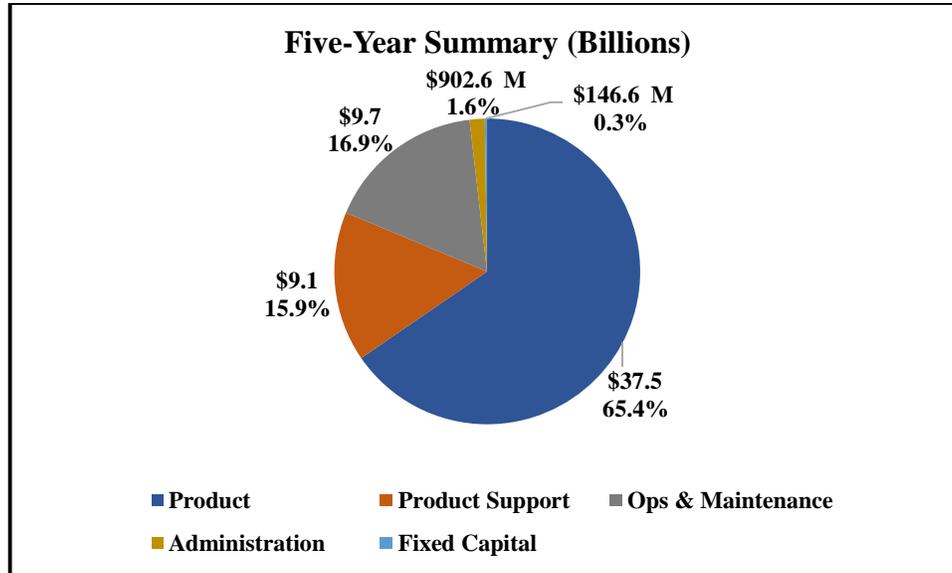


By Fiscal Year

(Billions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Total Work Program	\$14.3	\$11.3	\$10.9	\$10.3	\$10.5	\$57.3
Other Budget*	\$380.0 M	\$345.6 M	\$399.8 M	\$357.2 M	\$334.7 M	\$1.8
Total	\$14.7	\$11.7	\$11.3	\$10.6	\$10.9	\$59.1

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

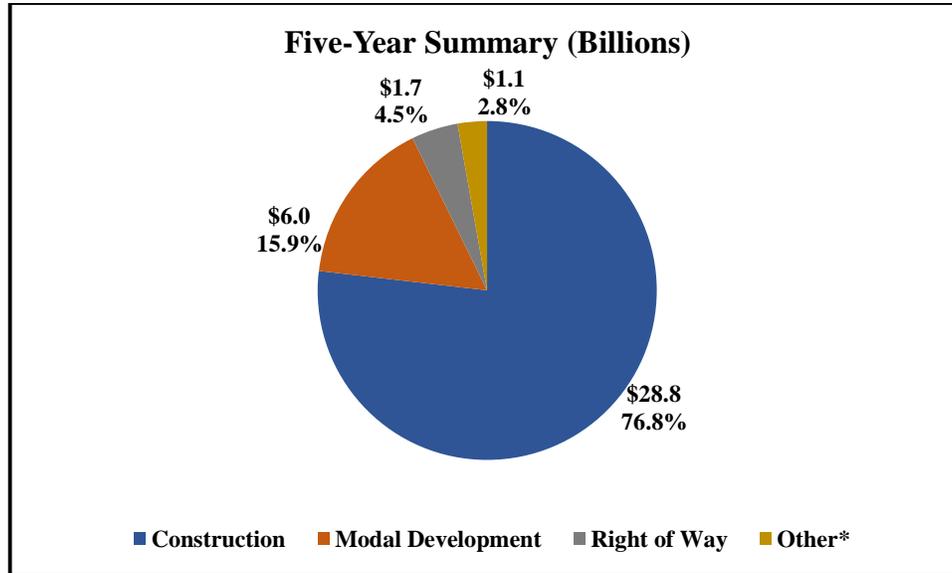
1d. Total Work Program
\$57.3 Billion



By Fiscal Year

(Billions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Product	\$9.6	\$7.3	\$7.1	\$6.6	\$6.8	\$37.5
Product Support	\$2.5	\$1.9	\$1.7	\$1.5	\$1.5	\$9.1
Operations & Maintenance	\$1.9	\$1.9	\$1.9	\$2.0	\$2.0	\$9.7
Administration	\$167.5 M	\$173.8 M	\$180.3 M	\$187.0 M	\$194.0 M	\$902.6 M
Fixed Capital	\$44.7 M	\$52.6 M	\$15.9 M	\$17.4 M	\$15.9 M	\$146.6 M
Total	\$14.3	\$11.3	\$10.9	\$10.3	\$10.5	\$57.3

1e. Product
\$37.5 Billion

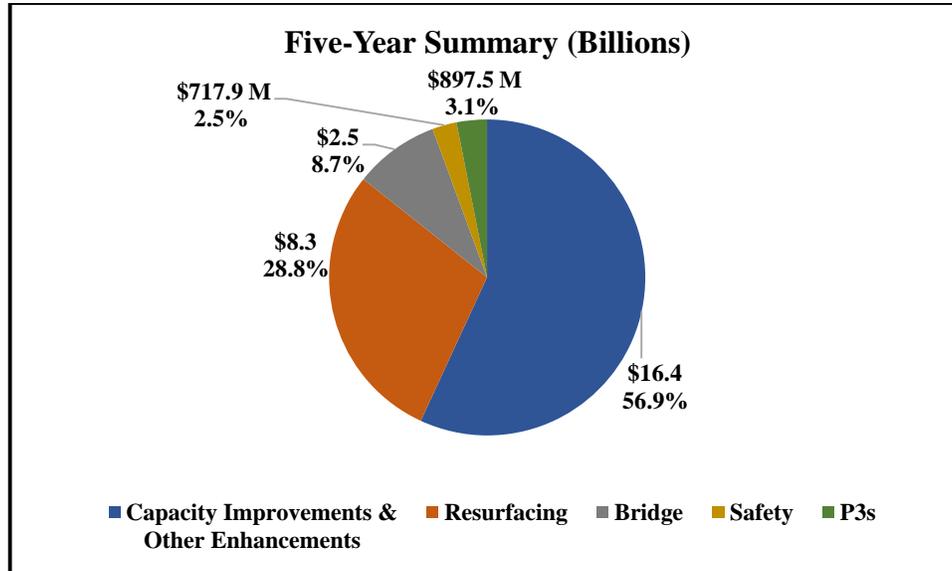


By Fiscal Year

(Billions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Construction	\$7.3	\$5.6	\$5.5	\$5.1	\$5.3	\$28.8
Modal Development	\$1.5	\$1.0	\$1.1	\$1.1	\$1.2	\$6.0
Right of Way	\$614.3 M	\$437.9 M	\$278.2 M	\$200.3 M	\$138.7 M	\$1.7
Other*	\$234.1 M	\$215.4 M	\$192.0 M	\$206.3 M	\$202.8 M	\$1.1
Total	\$9.6	\$7.3	\$7.1	\$6.6	\$6.8	\$37.5

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

1f. Product Construction
\$28.8 Billion

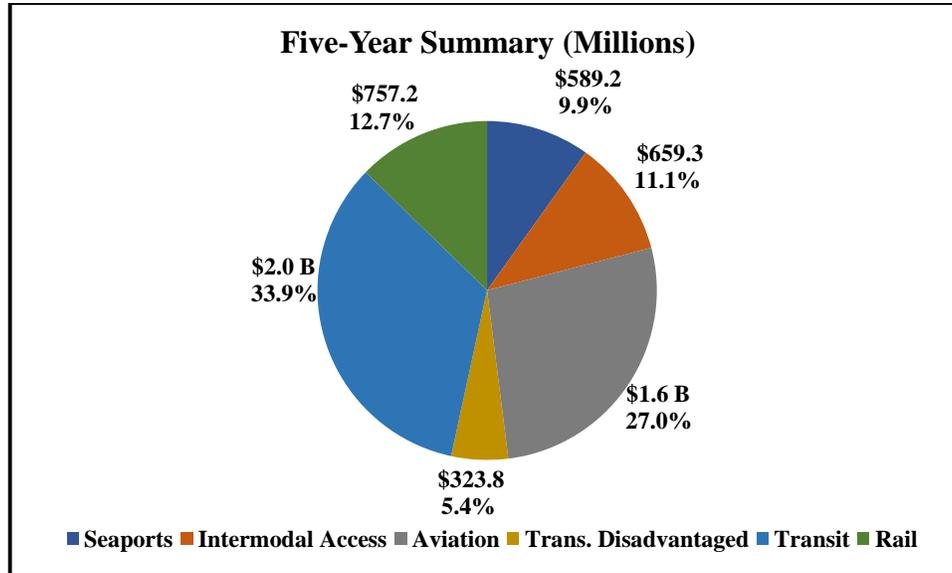


By Fiscal Year

(Billions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Capacity Improvements and Enhancements	\$4.8	\$3.4	\$2.8	\$2.4	\$2.9	\$16.4
Resurfacing	\$1.6	\$1.7	\$1.7	\$1.7	\$1.6	\$8.3
Bridge	\$553.2 M	\$221.7 M	\$629.5 M	\$713.2 M	\$391.5 M	\$2.5
Safety Enhancement Initiatives	\$179.3 M	\$118.1 M	\$133.6 M	\$140.7 M	\$146.3 M	\$717.9 M
Public Private Partnerships	\$191.1 M	\$170.5 M	\$175.6 M	\$178.4 M	\$182.0 M	\$897.5 M
Total	\$7.3	\$5.6	\$5.5	\$5.1	\$5.3	\$28.8

The \$717.9 million allocated to the Safety Program does not reflect the Department’s full commitment to improving safety. All Product categories include some measure of safety improvement due to current design standards which incorporate safety as a feature.

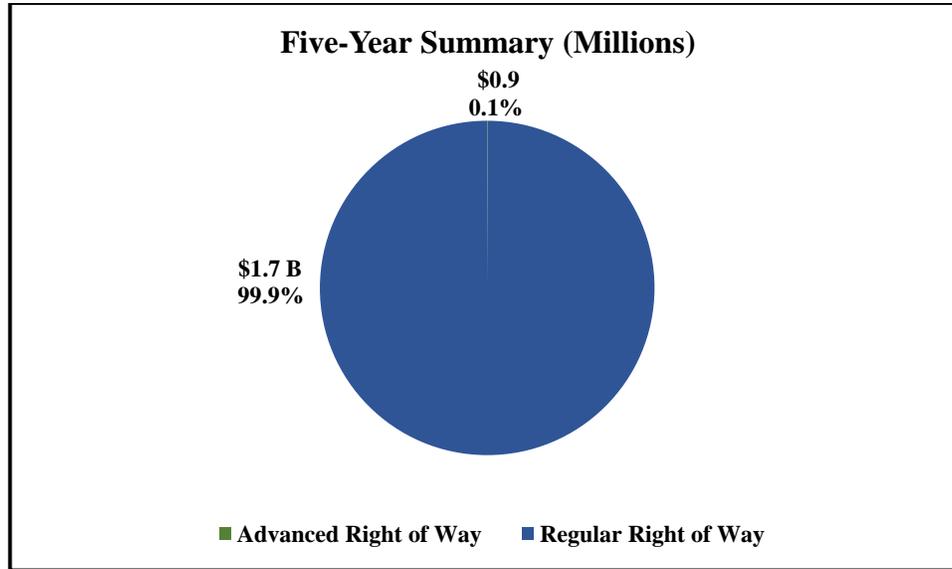
1g. Product
Modal Development Operations
\$6.0 Billion



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Seaports	\$150.5	\$100.8	\$113.2	\$113.3	\$111.3	\$589.2
Intermodal Access	\$44.2	\$45.2	\$172.2	\$193.9	\$203.9	\$659.3
Aviation	\$405.8	\$297.4	\$317.3	\$295.1	\$296.5	\$1.6 B
Transportation Disadvantaged Comm.	\$64.4	\$64.9	\$64.9	\$64.9	\$64.9	\$323.8
Transit	\$561.3	\$363.0	\$354.4	\$335.9	\$404.3	\$2.0 B
Rail	\$241.9	\$152.9	\$104.7	\$144.0	\$113.8	\$757.2
Total	\$1.5 B	\$1.0 B	\$1.1 B	\$1.1 B	\$1.2 B	\$6.0 B

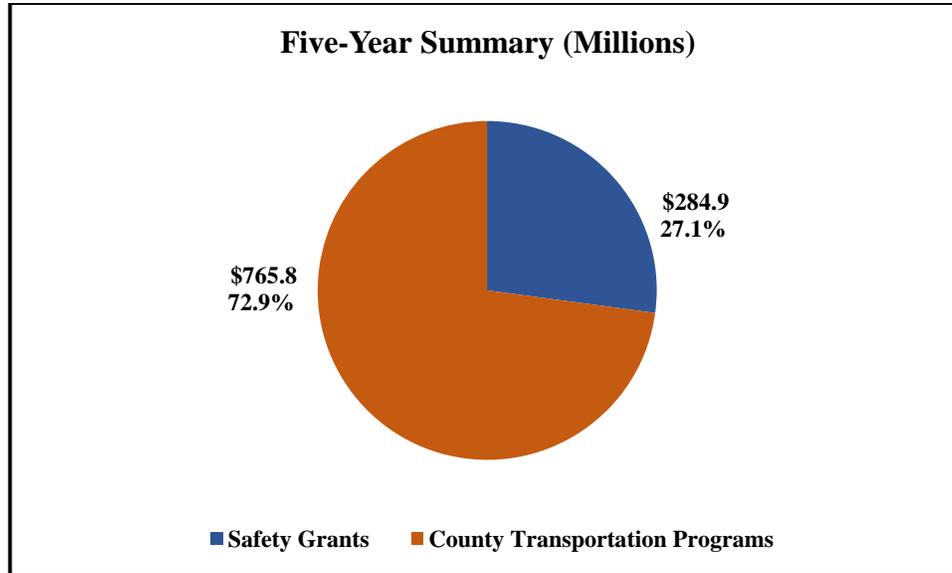
1h. Product
Right of Way
\$1.7 Billion



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Advanced Right of Way	\$0.1	\$0.0	\$0.8	\$0.0	\$0.0	\$0.9
Regular Right of Way	\$614.2	\$437.9	\$277.4	\$200.3	\$138.7	\$1.7 B
Total	\$614.3	\$437.9	\$278.2	\$200.3	\$138.7	\$1.7 B

1i. Product
Other
\$1.1 Billion

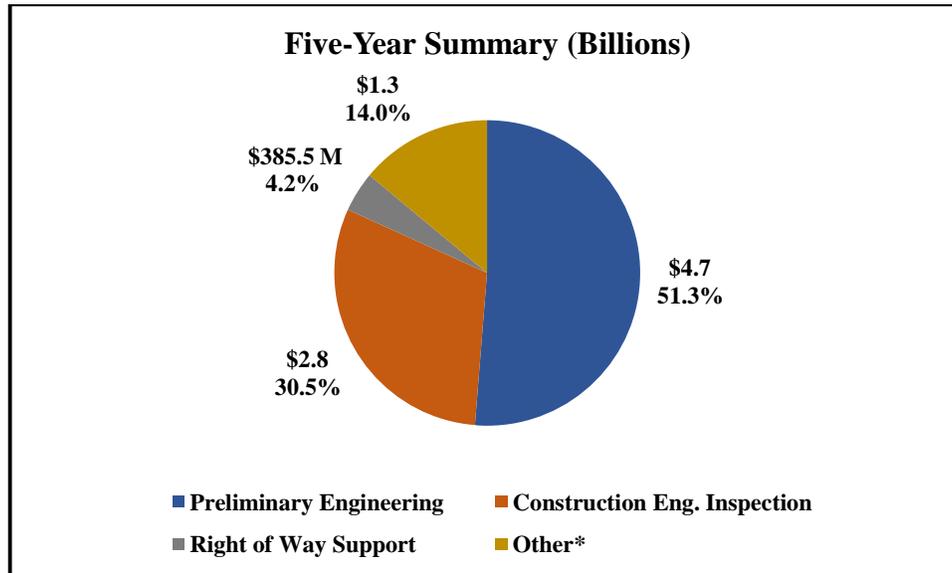


By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Safety Grants	\$57.1	\$57.0	\$57.0	\$57.0	\$57.0	\$284.9
County Trans. Programs	\$177.0	\$158.5	\$135.1	\$149.3	\$145.9	\$765.8
Total	\$234.1	\$215.4	\$192.0	\$206.3	\$202.8	\$1.1 B

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

1j. Product Support
\$9.1 Billion

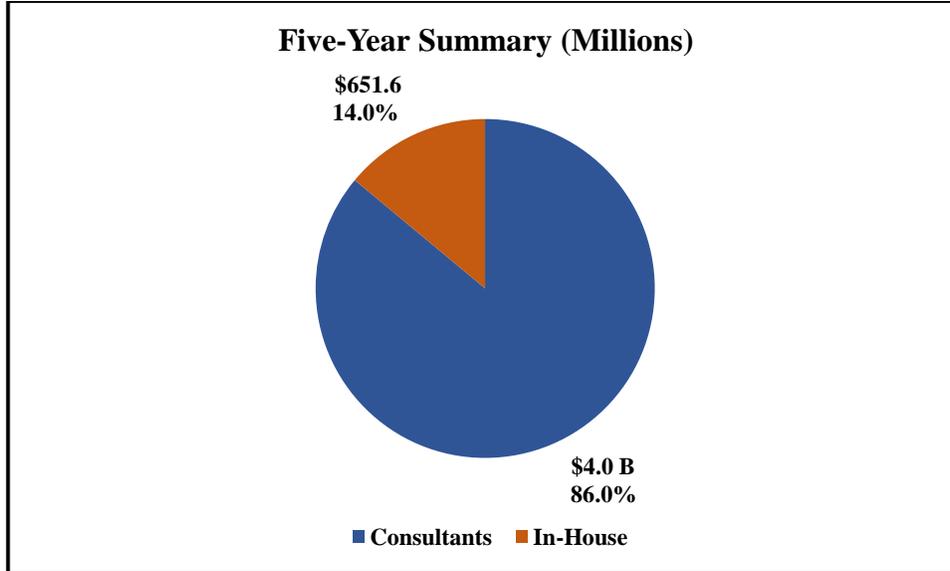


By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Preliminary Engineering	\$1.4 B	\$954.9	\$789.6	\$729.4	\$783.8	\$4.7 B
Construction Eng. Inspect	\$741.0	\$624.4	\$607.5	\$426.9	\$376.5	\$2.8 B
Right of Way Support	\$123.8	\$93.7	\$61.6	\$56.9	\$49.6	\$385.5
Other*	\$266.3	\$245.6	\$254.0	\$250.4	\$255.0	\$1.3 B
Total	\$2.5 B	\$1.9 B	\$1.7 B	\$1.5 B	\$1.5 B	\$9.1 B

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

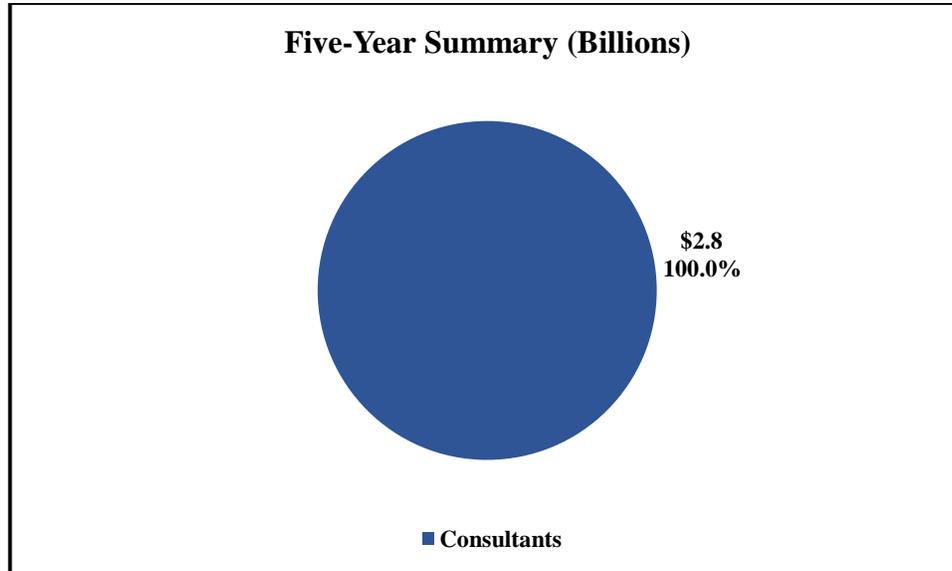
**1k. Product Support
Preliminary Engineering
\$4.7 Billion**



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Consultants	\$1.3 B	\$829.8	\$659.5	\$594.1	\$643.1	\$4.0 B
In-House	\$120.3	\$125.1	\$130.1	\$135.3	\$140.7	\$651.6
Total	\$1.4 B	\$954.9	\$789.6	\$729.4	\$783.8	\$4.7 B

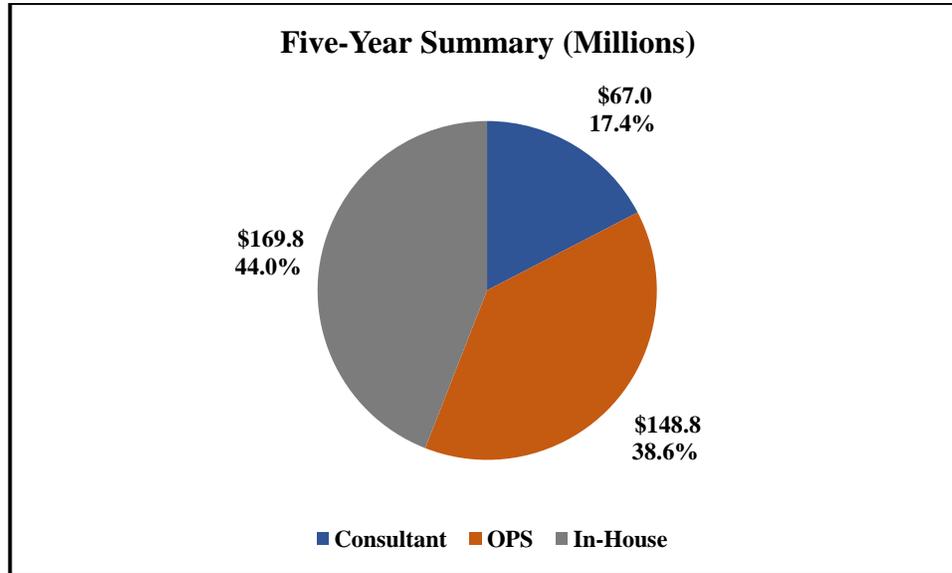
11. Product Support
Construction Engineering Inspection
\$2.8 Billion



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Consultants	\$741.0	\$624.4	\$607.5	\$426.9	\$376.5	\$2.8 B
In-House	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$741.0	\$624.4	\$607.5	\$426.9	\$376.5	\$2.8 B

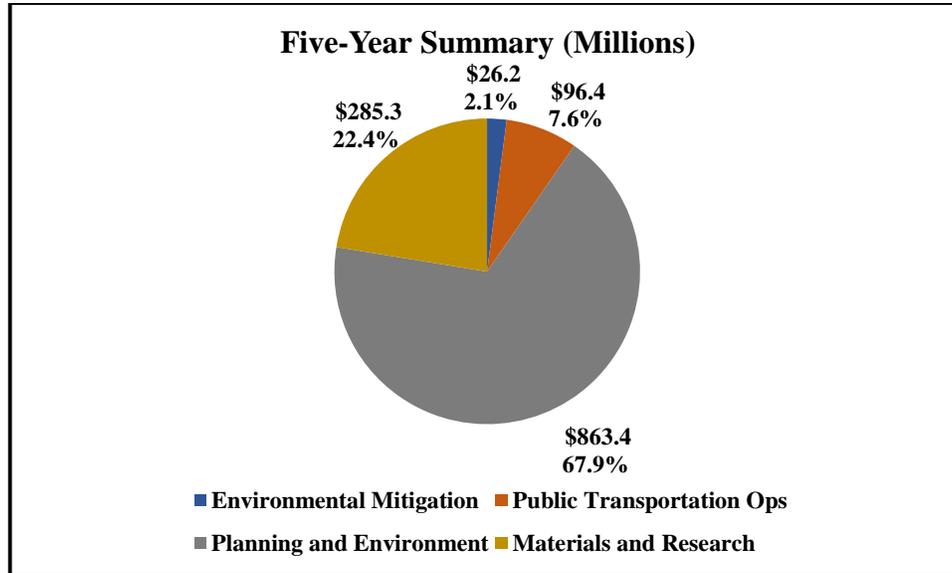
1m. Product Support
Right of Way Support
\$385.5 Million



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Consultant	\$26.8	\$19.8	\$9.1	\$8.0	\$3.4	\$67.0
OPS	\$65.7	\$41.3	\$18.6	\$13.7	\$9.6	\$148.8
In-House	\$31.3	\$32.6	\$33.9	\$35.3	\$36.7	\$169.8
Total	\$123.8	\$93.7	\$61.6	\$56.9	\$49.6	\$385.5

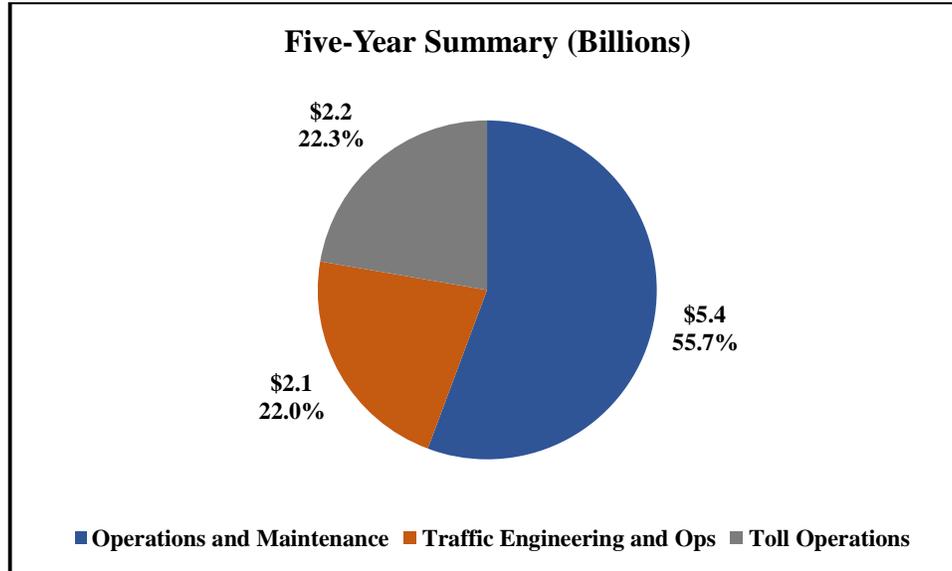
**1n. Product Support
Other
\$1.3 Billion**



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Environmental Mitigation	\$8.1	\$1.9	\$5.9	\$5.6	\$4.7	\$26.2
Public Transportation Ops.	\$17.8	\$18.5	\$19.2	\$20.0	\$20.8	\$96.4
Planning & Environment	\$185.8	\$170.1	\$171.9	\$166.3	\$169.2	\$863.4
Materials & Research	\$54.6	\$55.0	\$56.9	\$58.5	\$60.3	\$285.3
Total	\$266.3	\$245.6	\$254.0	\$250.4	\$255.0	\$1.3 B

1o. Operations & Maintenance
\$9.7 Billion

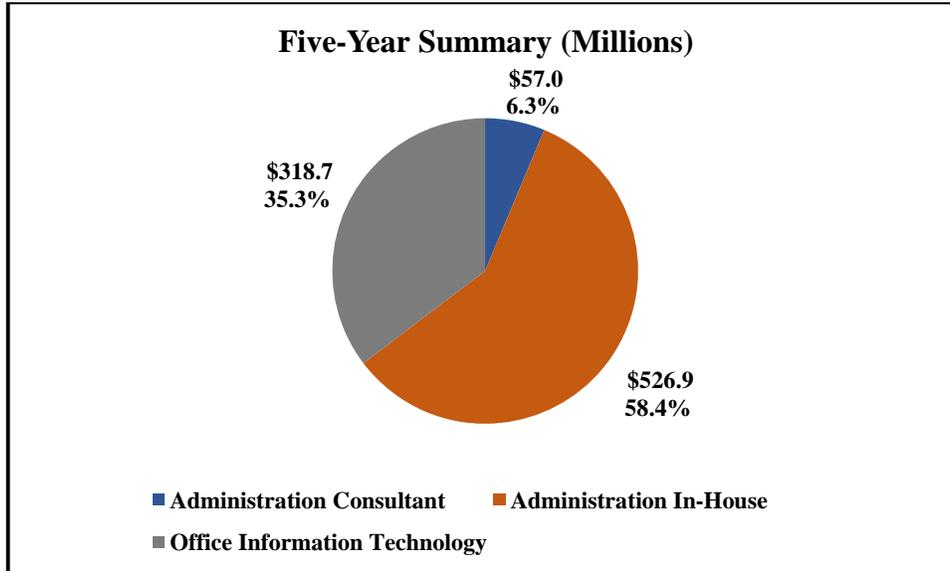


By Fiscal Year

(Billions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Operations & Maintenance	\$1.0	\$1.0	\$1.0	\$1.1	\$1.2	\$5.4
Traffic Engineer and Ops.	\$408.7 M	\$415.3 M	\$438.8 M	\$443.7 M	\$421.5 M	\$2.1
Toll Operations	\$493.9 M	\$415.7 M	\$431.5 M	\$417.0 M	\$401.8 M	\$2.2
Total	\$1.9	\$1.9	\$1.9	\$2.0	\$2.0	\$9.7

1p. Administration

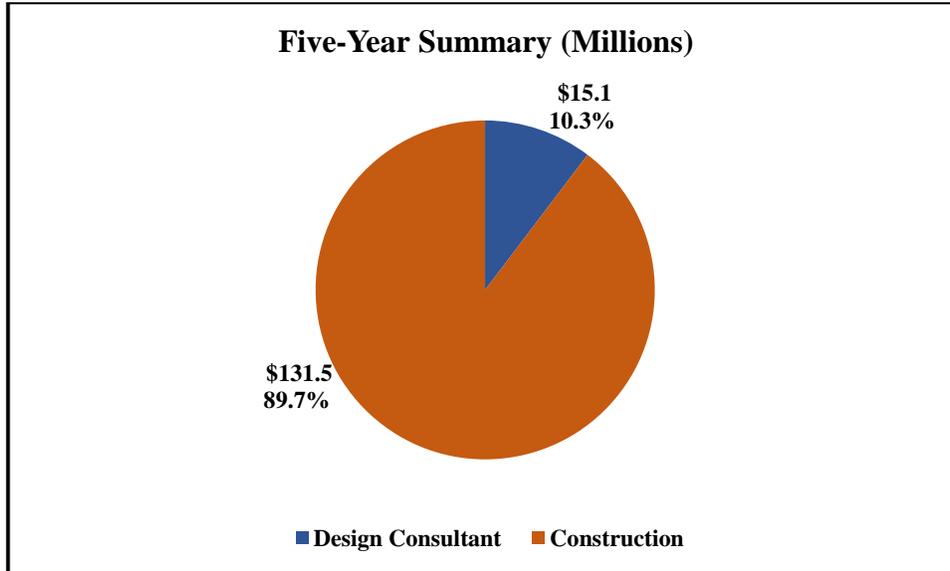
\$902.6 Million



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Administration Consultant	\$11.4	\$11.4	\$11.4	\$11.4	\$11.4	\$57.0
Administration In-House	\$97.3	\$101.2	\$105.2	\$109.4	\$113.8	\$526.9
Office Information Systems	\$58.8	\$61.2	\$63.6	\$66.2	\$68.8	\$318.7
Total	\$167.5	\$173.8	\$180.3	\$187.0	\$194.0	\$902.6

1q. Fixed Capital Outlay
\$146.6 Million



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Design Consultant	\$13.9	\$0.4	\$0.3	\$0.2	\$0.2	\$15.1
Construction	\$30.8	\$52.3	\$15.6	\$17.1	\$15.7	\$131.5
Total	\$44.7	\$52.6	\$15.9	\$17.4	\$15.9	\$146.6

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 June of 2025) for the STTF is \$517.8 million, which complies with the statutory minimum. The average annual low point cash balance during the 36-month cash forecast period is \$661.2 million, which is 4.8% of an estimated average outstanding obligation of \$13.9 billion.

The lowest end-of-fiscal year cash balance (in June of 2026) for the Turnpike General Reserve Fund is \$274.4 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, over \$5.0 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 2022.

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

The following amounts from documentary stamp tax receipts are projected to be deposited into the STTF as part of the growth management legislation passed in 2005. The numbers were updated based on the Revenue Estimating Conference forecast of August 2022.

Fiscal 2023-24	Fiscal 2024-25	Fiscal 2025-26
\$466.8	\$466.8	\$438.8
(Millions)		

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

Fiscal 2023-24	Fiscal 2024-25	Fiscal 2025-26
\$182.6	\$201.3	\$211.4
(Millions)		

There are no Grant Anticipation Revenue Vehicle (GARVEE) bonds projected to be issued in fiscal years 2023-24 through 2025-26.

The total operation and maintenance projections through fiscal 2025-26 is \$263.8 million, which include the following facilities: Garcon Point Bridge, Mid-Bay Bridge, Alligator Alley, Sunshine Skyway, Pinellas Bayway, I-275 Express, Gateway Expressway, Wekiva, I-295 Express, I-595 Express, I-75 Express (Palmetto & Broward), I-95 Express (Palm Beach, Broward, and Miami-Dade), I-4 Ultimate and TBNNext.

The Advanced Construction (AC) program, 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 2023-24	Fiscal 2024-25	Fiscal 2025-26
\$1.8	\$2.3	\$2.8
(Billions)		

There are currently four federally funded State Infrastructure Bank (SIB) projects with a loan amount of \$54.6 million scheduled to be disbursed from fiscal 2023-24 through fiscal 2025-26. There are currently six state funded SIB projects with a total loan amount of \$176.2 million scheduled to be disbursed from fiscal 2023-24 through fiscal 2025-26.

Public-Private Partnerships / SunRail

The work program period contains cash flows for major projects including SunRail and six existing Public-Private Partnerships (P3s). Combined, SunRail and P3 projects have anticipated expenditure payouts of \$352.2 million in fiscal 2023-24, \$315.6 million in fiscal 2024-25, and \$305.7 million in fiscal 2025-26. A brief description of the projects follows.

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

Westshore (Phased Design-Build with no financing) – This project is located in Hillsborough County and will reconstruct the existing interchange to a four-level interchange with express lanes and direct connect ramps. The project limits are: 1) I-275 from Howard Frankland Bridge to North of Lois Avenue, and 2) SR 60 from I-275 to north of Spruce Street. A typical section will have two express lanes and three to four general purpose lanes in each direction. The project includes 32 ramps, 36 new bridges, seven widened bridges, over three million cubic yards of embankment,

and six miles of retaining wall. While there is no private financing for this project, it is being procured under Section 334.40, Florida Statutes, that allows for multi-year funding. Construction is expected to begin in fall 2024 and to be completed by fall 2031.

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 the project was completed in October 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.

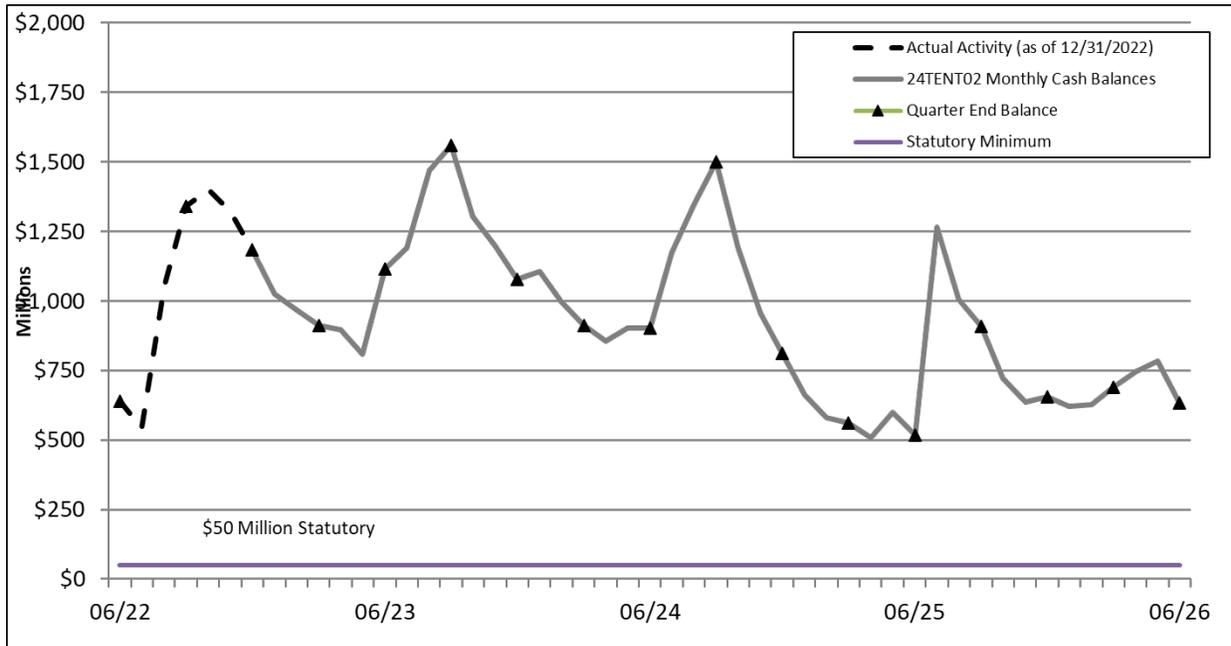


State Road 115 (Southside Boulevard) and Gate Parkway (District 2)

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 \$517.8 million and occurs in June of 2025.



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.



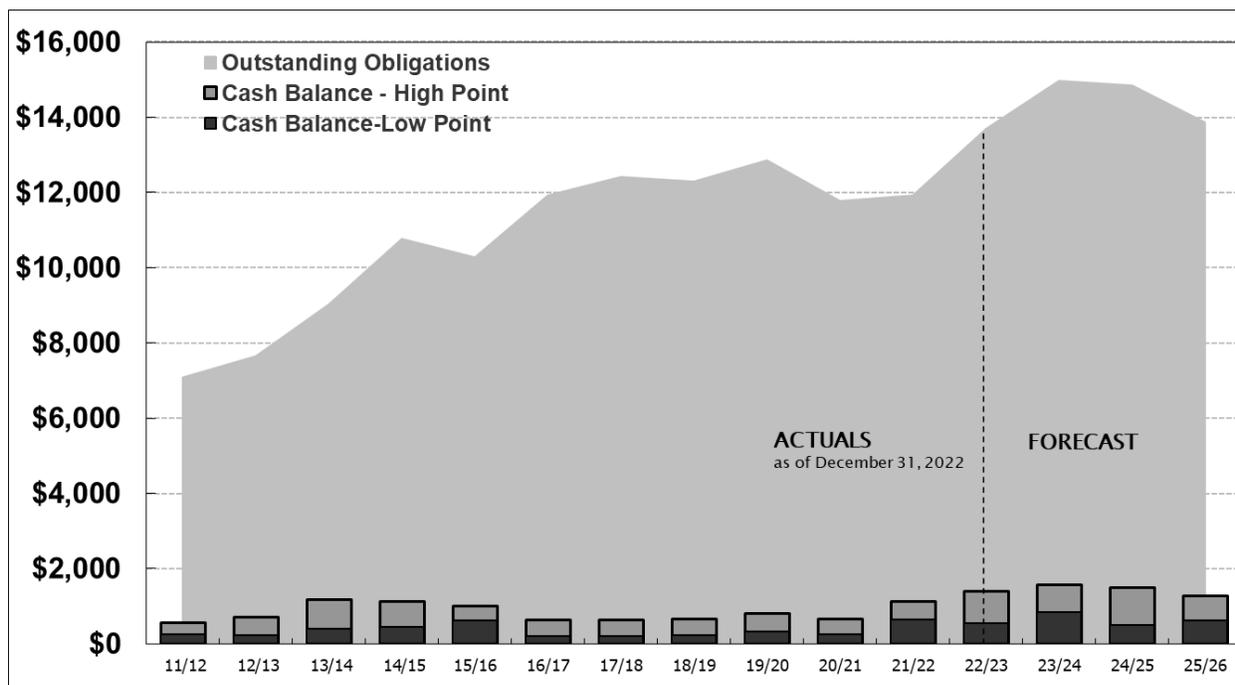
I-10 and US 301 (District 2)

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 2023-24 through fiscal 2025-26, the average annual low point cash balance is projected to be \$661.2 million, and the average annual outstanding obligation is projected to be \$13.9 billion. In other words, cash “on hand” is projected to average 4.8% 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 3.23 on a net basis over fiscal 2023-24 through 2025-26. The net basis over the three-year period is 3.36, 3.17 and 3.16, 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 \$3.2 billion in bonds outstanding. A maximum of \$10 billion in bonds may be outstanding to fund approved projects. There is sufficient bond cap available to fully fund the new Turnpike work program and to provide for future capital improvements beyond the work program period contingent on the availability of additional revenues.

By the end of the Tentative Work Program period, over \$5.0 billion of Turnpike bonds are projected to be outstanding.

Turnpike projects to be bond-funded during the work program total \$3.3 billion and are comprised of a mix of widening, interchange, and expansion projects including widening of the Sawgrass Expressway from NW 8th (mile post 0) to SR 7 (mile post 18.4) in Broward County, new road construction of State Road 23 from east of County Road 16A to I-95 as a project in partnership with District 2, new road construction of the Suncoast 3A and 3B to US 19 in Citrus County, new road construction of the Central Polk Parkway in Polk County, widening State Road 91 from O'Brien Road to CR 470 in Lake County from the West Palm Beach Service Plaza to PGA Boulevard in Palm Beach County, from US 192 to the Osceola Parkway in Osceola County and the Seminole Expressway from Aloma to SR 434. New interchanges are programmed for Sand Lake, Nolte, and Taft Vineland Roads in Orange County, and improvements are planned for the Golden Glades Interchange in Miami-Dade County.

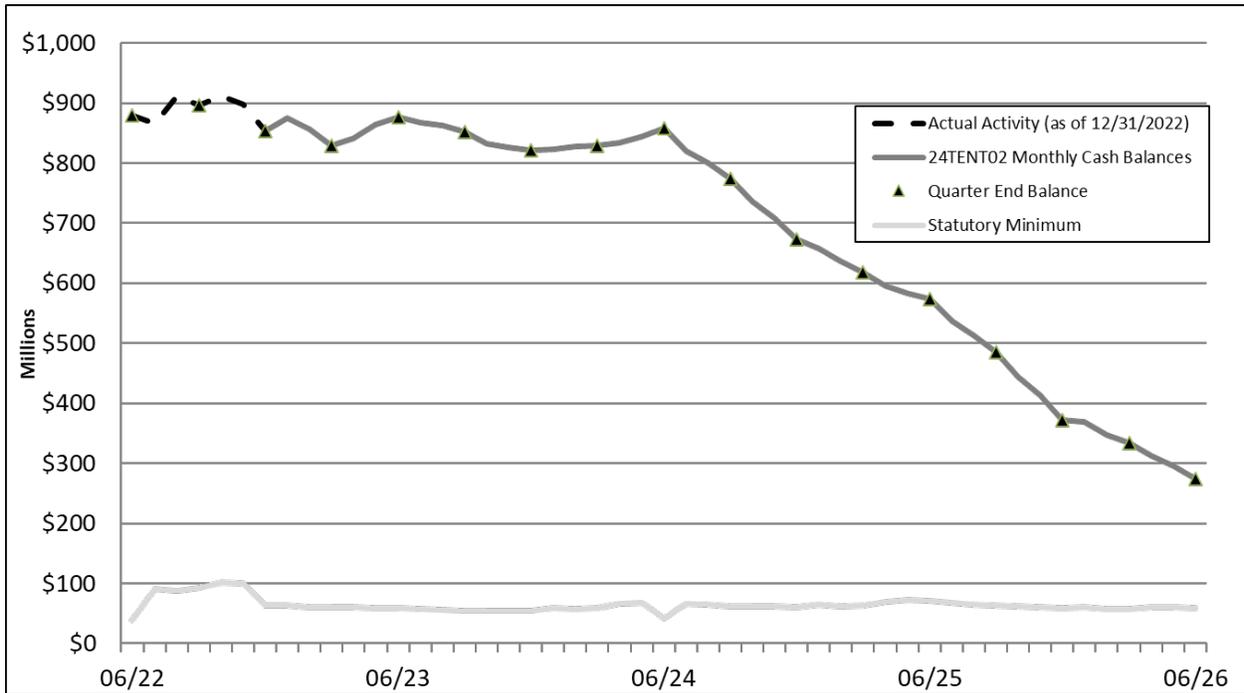


S.R. 388 Widening from S.R. 79 to NWF Beaches International Airport (District 3)

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 \$274.4 million and occurs in June of 2026. Five percent of unpaid Turnpike obligations at that time is estimated to be \$58.6 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.



Florida's Turnpike at CR 438 and West Orange Trail (Florida's Turnpike Enterprise)

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.

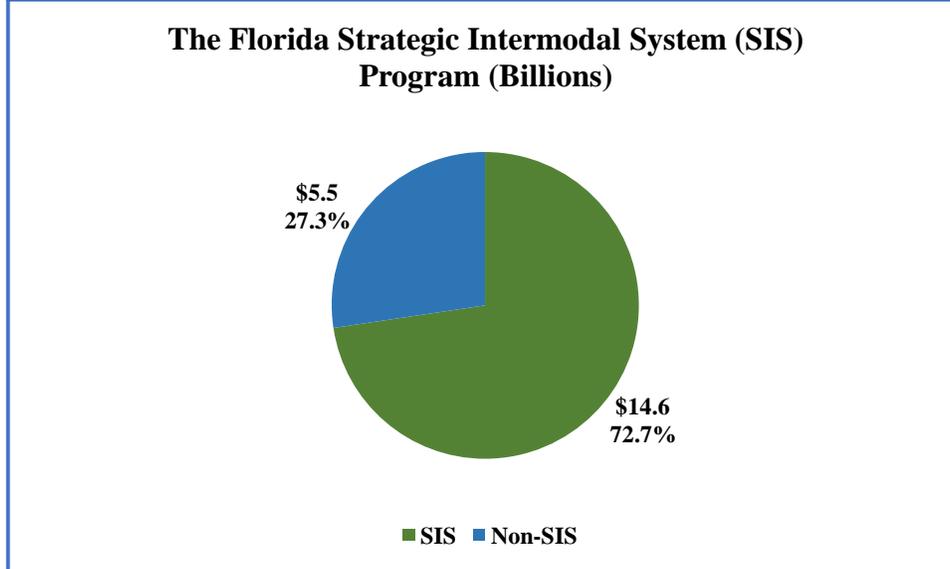
Section 339.135(4)(a)2, F.S., requires the Department allocate at least 50 percent of any *new* discretionary highway capacity funds to the SIS. In addition, the Department has adopted an enhanced investment policy, reflecting the Legislature's designation of the SIS as the state's highest transportation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

The Tentative Work Program has a total of \$14.6 billion programmed on the SIS for capacity improvements. Of this amount, \$13.8 billion (or 94.3%) is programmed for highway capacity improvements, \$488.3 million (or 3.3%) for aviation, \$282.6 million (or 1.9%) for seaports, \$44.1 million (or 0.3%) for intermodal capacity improvements, and \$17.4 million (or 0.1%) for rail. The charts on the following pages are based on programmed commitment levels over the five years of this Tentative Work Program. The Department operates on a *commitment budget*. That is, the appropriations received from the legislature each year are for the planned commitment of funds. The actual disbursement of the committed funds may occur over a period of months or years.

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

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

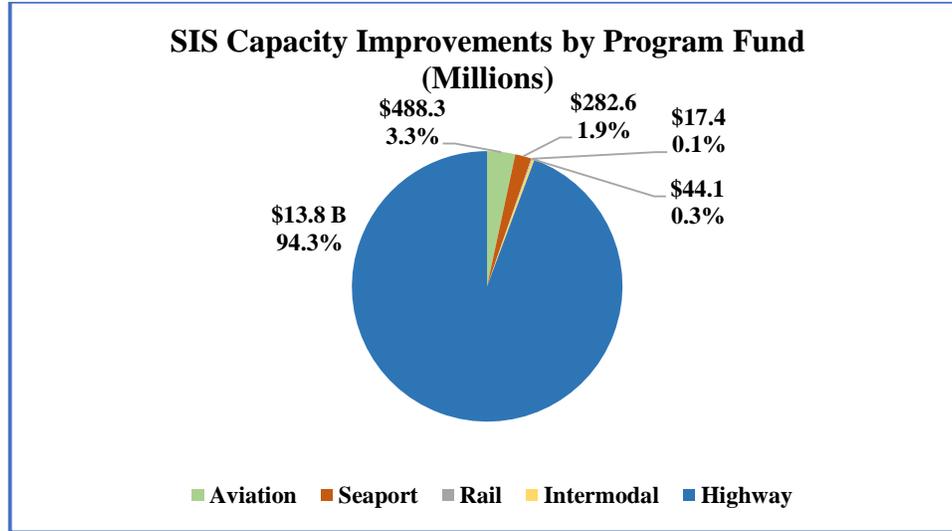
**3a. The Florida Strategic Intermodal System Program (SIS)
Total Capacity Improvements and Other Enhancements
\$20.1 Billion**



By Fiscal Year

(Billions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
SIS	\$4.9	\$3.2	\$2.4	\$1.9	\$2.2	\$14.6
Non-SIS	\$1.1	\$1.0	\$1.1	\$1.0	\$1.2	\$5.5
Total	\$6.0	\$4.3	\$3.5	\$2.9	\$3.4	\$20.1

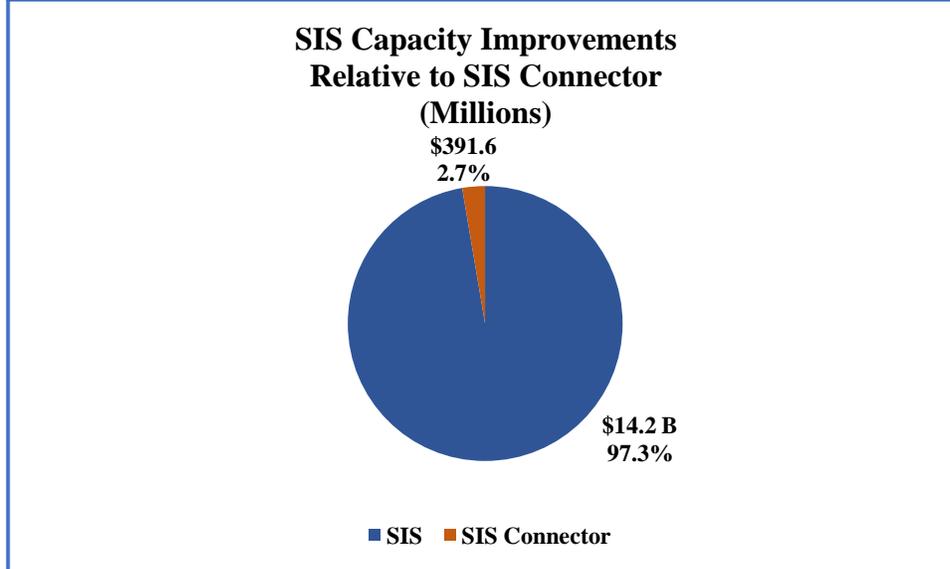
3b. The Florida Strategic Intermodal System Program (SIS)
SIS Capacity Improvements by Program Fund
\$14.6 Billion



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Aviation	\$180.5	\$108.2	\$105.2	\$56.7	\$37.6	\$488.3
Seaport	\$122.0	\$52.3	\$52.3	\$38.5	\$17.5	\$282.6
Rail	\$11.4	\$4.9	\$0.6	\$0.6	\$0.0	\$17.4
Intermodal	\$10.9	\$8.6	\$7.9	\$6.7	\$10.0	\$44.1
Highway	\$4.6 B	\$3.1 B	\$2.3 B	\$1.8 B	\$2.1 B	\$13.8 B
Transit New Starts	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$4.9 B	\$3.2 B	\$2.4 B	\$1.9 B	\$2.2 B	\$14.6 B

3c. The Florida Strategic Intermodal System Program (SIS)
SIS Capacity Improvements – SIS Relative to SIS Connector
\$14.6 Billion



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
SIS	\$4.8 B	\$3.2 B	\$2.3 B	\$1.8 B	\$2.1 B	\$14.2 B
SIS Connector	\$140.3	\$51.2	\$93.3	\$56.6	\$50.2	\$391.6
Total	\$4.9 B	\$3.2 B	\$2.4 B	\$1.9 B	\$2.2 B	\$14.6 B

4. Overview of the Intermodal Development Program

Key Statutory Requirements

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

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

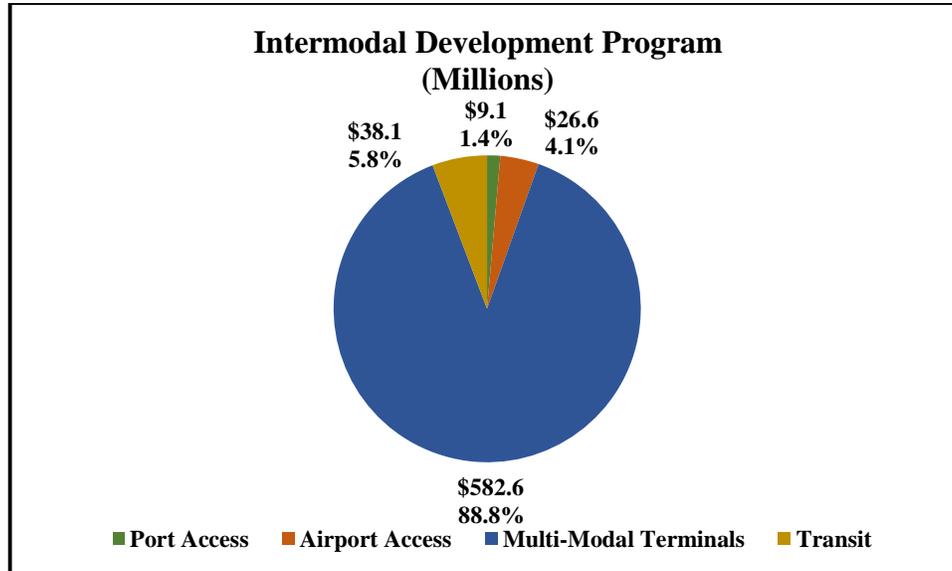
Commission Findings

The Tentative Work Program includes a total of \$656.3 million for the Intermodal Development Program. Of this amount, \$582.6 (or 88.8%) million for multimodal terminals, \$38.1 (5.8%) million for transit, \$26.6 (4.1%) million for airport access, and \$9.1 (1.4%) million for port access.



Lyons Road Mobility Improvement Project (District 4)

4a. Intermodal Development Program
\$509.5 Million



By Fiscal Year

(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Rail	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Future Projects	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Port Access	\$3.2	\$2.4	\$2.5	\$1.0	\$0.0	\$9.1
Airport Access	\$8.1	\$3.6	\$5.6	\$7.2	\$2.2	\$26.6
Multi-Modal Terminals	\$27.2	\$35.2	\$154.9	\$180.6	\$184.6	\$582.6
Transit	\$5.6	\$1.1	\$9.2	\$5.2	\$17.0	\$38.1
Total	\$44.1	\$42.2	\$172.2	\$193.9	\$203.9	\$656.3

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: 93.5% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (FDOT objective is at least 80%), 74 (or 4.7%) 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 2026-27, and 28 (1.8%) project phases were deleted. Stability of the individual districts and Turnpike/Rail Enterprise work programs ranged from 100% to 86.6%. *Note: The stability report includes construction, right of way land, and Modal Development operations product phases only.*

For the four common fiscal years, 1,158 (or 94.4%) 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, 320 (90.7%) Modal Development project phases experienced no change in schedule or were advanced to an earlier fiscal year.

Compared to last year's Tentative Work Program, stability of this Tentative Work Program increased 3.8% (from 89.7% last year to 93.5%).

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 95.7% of project phases experienced no change in schedule or were advanced to an earlier year. For the 102 projects deferred, deleted, or moved out of the work program, 35.3% to external influences, 30.4% to district priority changes, 21.6% to production/right of way schedule changes, 6.9% to estimate increases, 2.9% were due to revenue adjustment, and 1.0% each for project combinations or phase substitutions, statewide priority change or other reasons.

5a. Stability Report

Changes from Adopted Work Program to the Tentative Work Program

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

Summary Total

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes / Advances	1,478	93.5%
	Deferrals	74	4.7%
	Deletions	28	1.8%
	Moved Out	0	0.0%
Total		1,580	100.0%

Roads and Bridges

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes / Advances	1,158	94.4%
	Deferrals	51	4.2%
	Deletions	18	1.5%
	Moved Out	0	0.0%
Total		1,227	100.0%

Modal Development

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes / Advances	320	90.7%
	Deferrals	23	6.5%
	Deletions	10	2.8%
	Moved Out	0	0.0%
Total		353	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

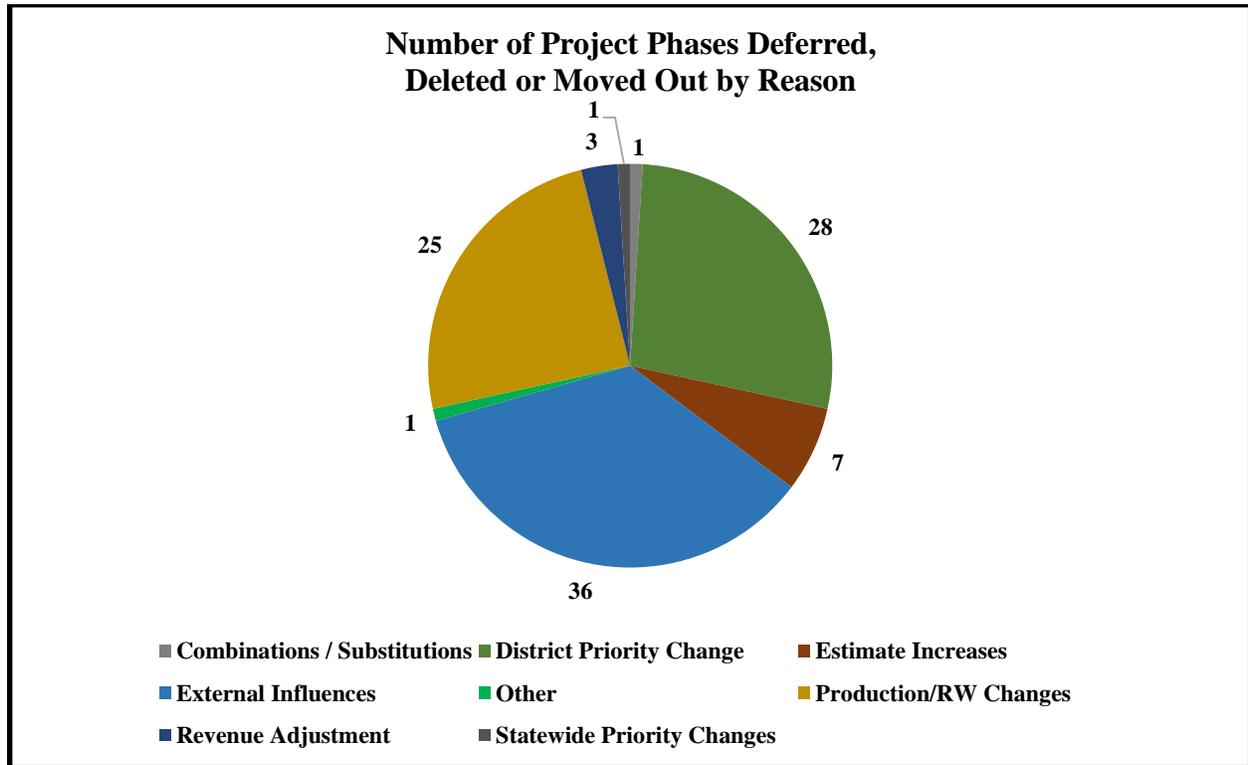
ADVANCES: Advanced to an earlier fiscal year.

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



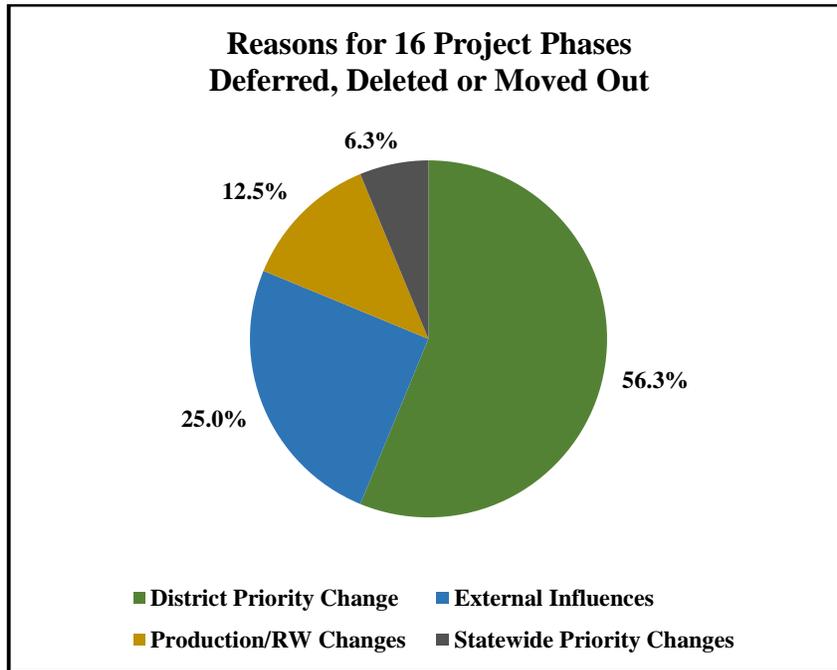
Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	1,411	89.3%
	Advances	67	4.2%
	Deferrals	74	4.7%
	Deletions	28	1.8%
	Moved Out	0	0.0%
Total		1,580	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	1,411	91.4%
	Advances	66	4.3%
	Deferrals	52	3.4%
	Deletions	14	0.9%
	Moved Out	0	0.0%
Total		1,543	100.0%

5c. Stability Report District 1 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	196	88.7%
	Advances	9	4.1%
	Deferrals	12	5.4%
	Deletions	4	1.8%
	Moved Out	0	0.0%
Total		221	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	196	90.3%
	Advances	9	4.1%
	Deferrals	12	5.5%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		217	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

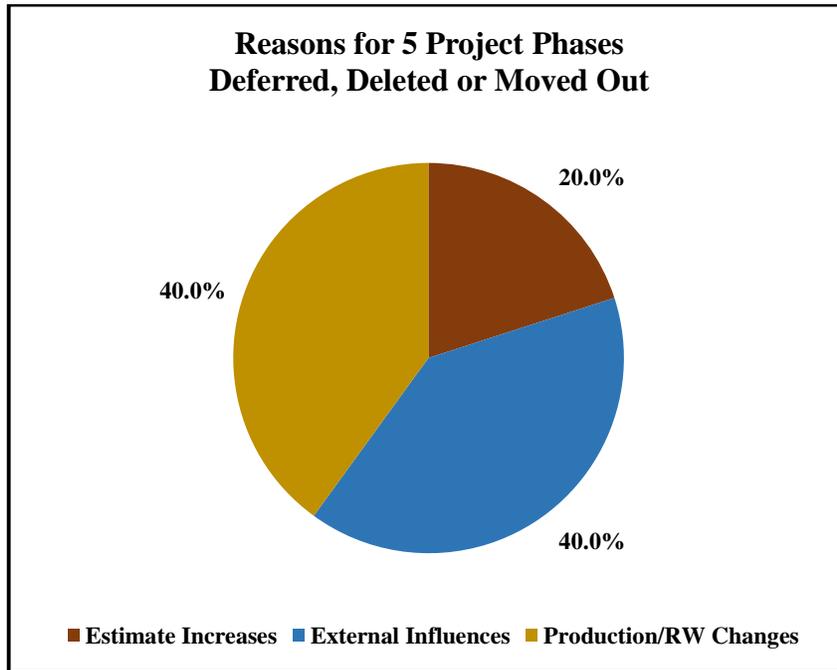
ADVANCES: Advanced to an earlier fiscal year.

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 2023-24 - 2026-27)	No Changes	221	93.6%
	Advances	10	4.2%
	Deferrals	3	1.3%
	Deletions	2	0.8%
	Moved Out	0	0.0%
Total		236	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	221	94.4%
	Advances	10	4.3%
	Deferrals	1	0.4%
	Deletions	2	0.9%
	Moved Out	0	0.0%
Total		234	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

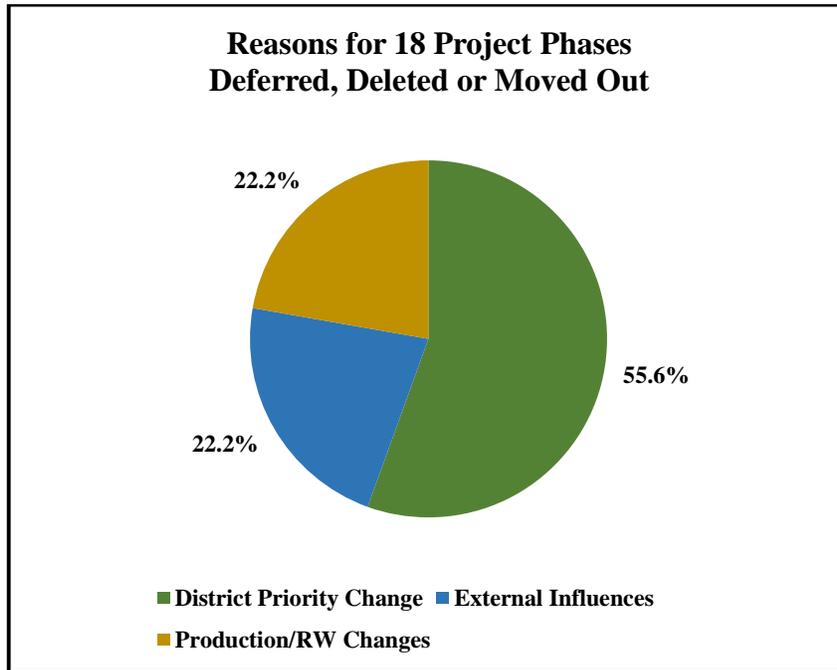
ADVANCES: Advanced to an earlier fiscal year.

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 2023-24 - 2026-27)	No Changes	206	88.4%
	Advances	9	3.9%
	Deferrals	10	4.3%
	Deletions	8	3.4%
	Moved Out	0	0.0%
Total		233	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	206	90.0%
	Advances	9	3.9%
	Deferrals	10	4.4%
	Deletions	4	1.7%
	Moved Out	0	0.0%
Total		229	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

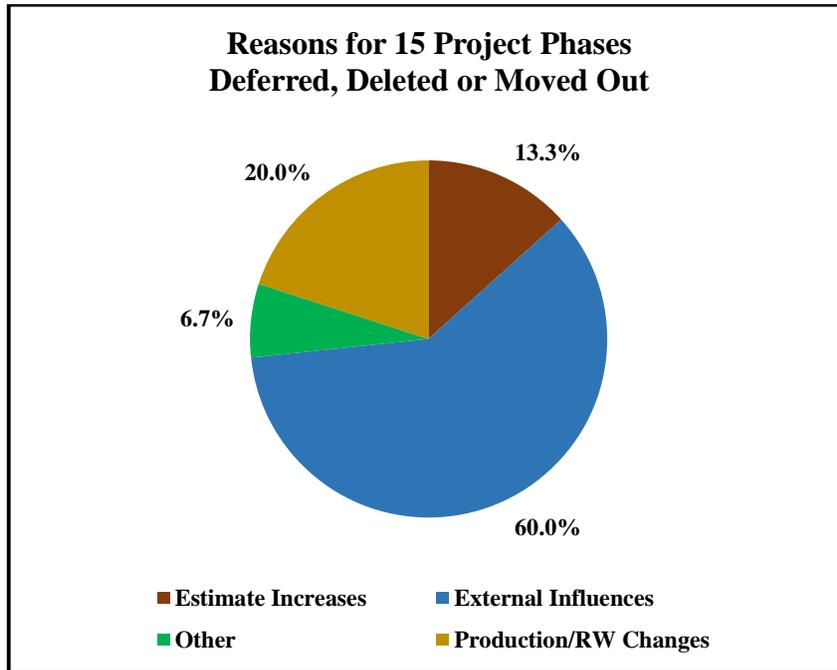
ADVANCES: Advanced to an earlier fiscal year.

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 2023-24 - 2026-27)	No Changes	257	89.9%
	Advances	14	4.9%
	Deferrals	9	3.1%
	Deletions	6	2.1%
	Moved Out	0	0.0%
Total		286	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	257	92.8%
	Advances	14	5.1%
	Deferrals	2	0.7%
	Deletions	4	1.4%
	Moved Out	0	0.0%
Total		277	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

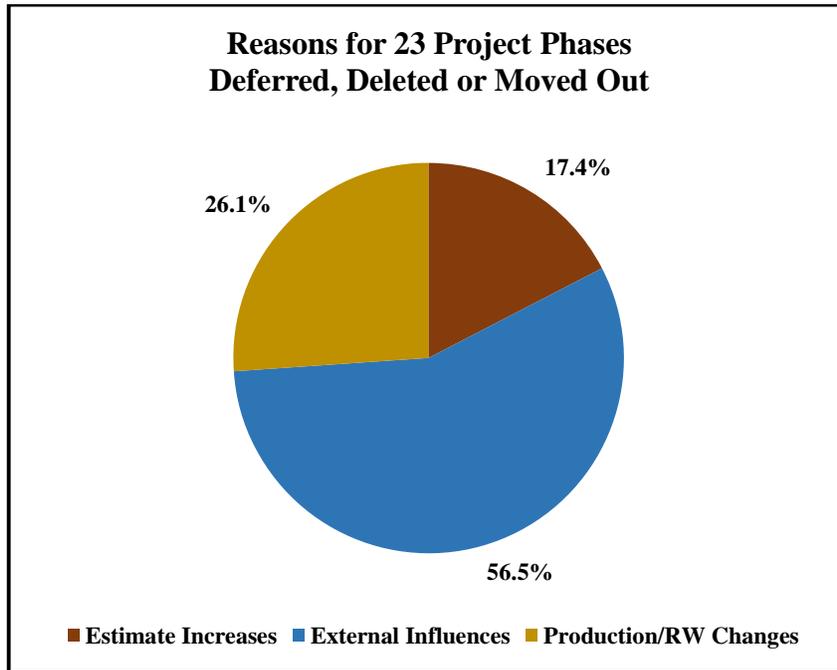
ADVANCES: Advanced to an earlier fiscal year.

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 2023-24 - 2026-27)	No Changes	154	85.6%
	Advances	3	1.7%
	Deferrals	22	12.2%
	Deletions	1	0.6%
	Moved Out	0	0.0%
Total		180	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	154	92.2%
	Advances	3	1.8%
	Deferrals	9	5.4%
	Deletions	1	0.6%
	Moved Out	0	0.0%
Total		167	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

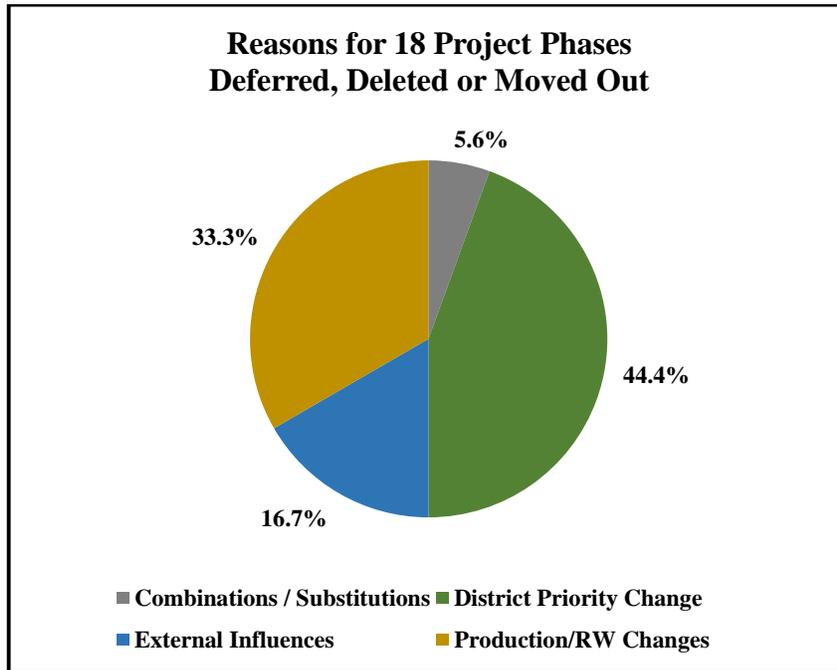
ADVANCES: Advanced to an earlier fiscal year.

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 2023-24 - 2026-27)	No Changes	106	80.3%
	Advances	8	6.1%
	Deferrals	15	11.4%
	Deletions	3	2.3%
	Moved Out	0	0.0%
Total		132	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	106	82.8%
	Advances	7	5.5%
	Deferrals	15	11.7%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		128	100.0%

Legend:

NO CHANGES: No change in scheduled fiscal year.

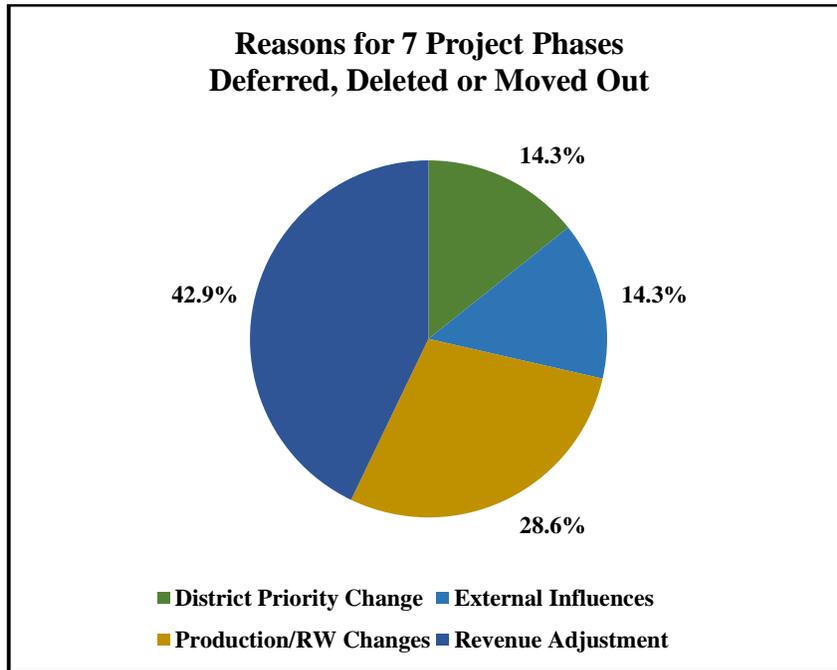
ADVANCES: Advanced to an earlier fiscal year.

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 2023-24 - 2026-27)	No Changes	153	90.5%
	Advances	9	5.3%
	Deferrals	3	1.8%
	Deletions	4	2.4%
	Moved Out	0	0.0%
Total		169	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	153	91.1%
	Advances	9	5.4%
	Deferrals	3	1.8%
	Deletions	3	1.8%
	Moved Out	0	0.0%
Total		168	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 2023-24 - 2026-27)	No Changes	63	92.6%
	Advances	5	7.4%
	Deferrals	0	0.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		68	100.0%

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	63	92.6%
	Advances	5	7.4%
	Deferrals	0	0.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		68	100.0%

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



Butler and San Pablo DDI (District 2)

5k. Stability Report

Florida Rail Enterprise Work Program

Results

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	0	N / A
	Advances	0	N / A
	Deferrals	0	N / A
	Deletions	0	N / A
	Moved Out	0	N / A
Total		0	N / A

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years (Fiscal 2023-24 - 2026-27)	No Changes	0	N / A
	Advances	0	N / A
	Deferrals	0	N / A
	Deletions	0	N / A
	Moved Out	0	N / A
Total		0	N / A

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

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 (January 19, 2023 snapshot)

Lane Miles	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28
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 (January 19, 2023 snapshot)

Bridges	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28
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 (January 19, 2023 snapshot)

Maintenance	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28
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, 2022, to consider the forecast of revenues flowing into the State Transportation Trust Fund (STTF). Including the estimates for FY 2022-23, overall revenues to the STTF during the work program period ending in FY 2027-28 were increased by \$695.1 million or about 2.5 percent. The revised estimates reflect actual revenue collections for the 2021-22 fiscal year and adjustments made for changes enacted during the 2022 Legislative Session which have now been embedded in the old and new forecasts. These legislative changes included lower current year collections from the motor fuel sales tax, SCETS tax, municipal fuel tax, and county fuel tax as those tax rates will be reduced to zero from October 1, 2022 through October 31, 2022. The old and new forecasts also include transfers made via appropriation from General Revenue to the impacted trust funds.

For revenues from fuel taxes, the overall forecast was shaped by recent developments in all of the following: changing consumption patterns of motor fuel and other fuels (diesel, aviation and offhighway fuel) related to the effects of the pandemic and the associated economic expectations going forward; projected fuel tax rates; technological advancements in fuel efficiency; and aviation fuel refund activity. The projection for revenues from all types of fuel was increased by \$674.7 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 \$652.6 million for the work program period which accounted for most of the overall forecast change. There were also increases to the forecasts for Aviation Fuel Tax of \$42.3 million, Off-Highway Fuel Tax of \$30.6 million, and Natural Gas Fuel Tax of \$0.1 million. Within the group of fuel taxes, Fuel Use Tax was reduced by -\$50.9 million based on the most recent collection pattern. A fallout of some of the other forecast changes, the Local Option Distribution over the work program was raised by \$0.1 million or less than 0.1 percent over the prior forecast.

Finally, the forecast for the Rental Car Surcharge was decreased by -\$53.2 million, or -6.0 percent. The new forecast reflects the changes to the tourism forecast made by the Florida Economic Estimating Conference in July. Over the longer run, the increased use of alternatives to rental cars such as ride sharing services, destination-provided shuttles, increased remote work options, and the frequency which consumers elect to lease vehicles instead of owning 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 28, 2022. In this work program period, receipts to the STTF from motor vehicle related licenses and fees were increased by \$73.5

million or 0.8 percent over the entire work program. Motor Vehicle Licenses are up \$32.7 million, Initial Registrations are up \$24.5 million, Title Fees are up \$19.9 million, and Motor Carrier Compliance Penalties are down by \$3.6 million over the work program period.

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.



Suncoast Trail (Florida’s Turnpike Enterprise)

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 a considerable expansion mode totaling a net increase of \$954.9 million for preliminary engineering consultants in the four common fiscal years of the Tentative Work Program and the Adopted Work Program.

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

Preliminary Engineering Consultant Funding Four Common Years Increase (Millions)

Fiscal 2023-24	Fiscal 2024-25	Fiscal 2025-26	Fiscal 2026-27	Total
\$564.8	\$172.8	\$120.1	\$97.2	\$954.9



Wekiva Parkway (District 5)

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 February 10, 2023 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.



SR 826/Sunny Isles Boulevard/NE 163 Street Bridge Rehabilitation (District 6)

9. Metropolitan Planning Organizations (MPOs) Objections and Requests

Key Statutory Requirements

A metropolitan planning organization (MPO) or board of county commissioners may file an objection with the Secretary to any project rescheduled or deleted from the district work program that was included in the MPO's Transportation Improvement Plan and is contained in the last four years of the Department's previous Adopted Work Program. *[s. 339.135(4)(c)3, F.S.]*

An MPO or board of county commissioners may issue a request to the district secretary for further consideration of any specific project not included or not adequately addressed in the district work program. *[s. 339.135(4)(d), F.S.]*

The district secretary shall acknowledge and review all such requests and forward copies to the Secretary and the Commission. The Commission shall include such requests in its evaluation of the Tentative Work Program. *[s. 339.135(4)(d), F.S.]*

Commission 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 nineteen comments and/or requests from twelve planning organizations and/or boards of county commissioners made for further consideration of projects not included or not adequately addressed in district work programs.

Through discussions with district and central office staff and review of correspondence, the Commission verified that the districts reviewed and acknowledged all comments and requests submitted by boards of county commissioners and/or planning agencies and took an appropriate course of action.

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

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

District	Objections	Reconsiderations / Comments
1	0	0
2	0	3
3	0	0
4	0	10
5	0	0
6	0	1
7	0	5
TPK	N / A	N / A
Rail Enterprise	N / A	N / A
Total	0	19

District	Commenting Organizations
1	N / A
2	Metropolitan Transportation Planning Organization
3	N / A
4	Indian River MPO Palm Beach MPO Martin County MPO Broward 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](#).



Withlacoochee-Dunnellon Trail Connector (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.]

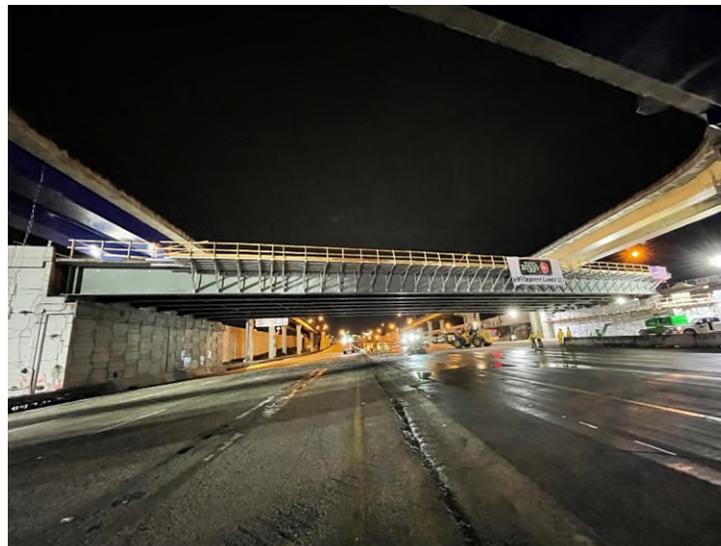
Commission Findings

Funds for fiscal 2023-24 through fiscal 2027-28 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 \$535.8 million.

Annual programmed amounts allocated for TRIP are reflected below:

Millions	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
District 1	\$7.4	\$7.3	\$6.5	\$6.7	\$7.0	\$34.8
District 2	\$5.7	\$5.7	\$5.0	\$5.2	\$5.4	\$26.9
District 3	\$3.7	\$3.7	\$3.3	\$3.4	\$3.5	\$17.5
District 4	\$9.0	\$9.0	\$8.0	\$8.2	\$8.6	\$42.7
District 5	\$10.8	\$10.7	\$9.5	\$9.8	\$10.3	\$51.1
District 6	\$5.9	\$5.9	\$5.2	\$5.4	\$5.6	\$28.0
District 7	\$7.3	\$7.3	\$6.5	\$6.7	\$7.0	\$34.7
Rail Enterprise	\$60.0	\$60.0	\$60.0	\$60.0	\$60.0	\$300.0
Total	\$109.8	\$109.5	\$103.9	\$105.2	\$107.4	\$535.8

Note: Figures are based on the January 19, 2023 snapshot of the Tentative Work Program.



I-95 Express Lanes Phase 3C (District 4)

11. County Transportation Programs

Key Statutory Requirements

Three programs have been established to assist counties.

County Incentive Grant Program (CIGP) The purpose of this program is to provide grants to counties to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System. To be eligible for consideration, a project must be consistent with local MPO plans and local government comprehensive plans. The Department must consider the following criteria for evaluating projects for CIGP:

- The extent to which the project will encourage, enhance, or create economic benefits;
- The likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed;
- The extent to which assistance would foster innovative public-private partnerships and attract private debt or equity investment;
- The extent to which the project uses new technologies, including intelligent transportation systems, which enhance the efficiency of the project;
- The extent to which the project helps to maintain or protect the environment; and
- The extent to which the project includes transportation benefits for improving intermodalism and safety. *[s. 339.2817, F.S.]*

Small County Outreach Program (SCOP) The purpose of this program is to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing, or reconstructing county roads, or constructing capacity or safety improvements to county roads. 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

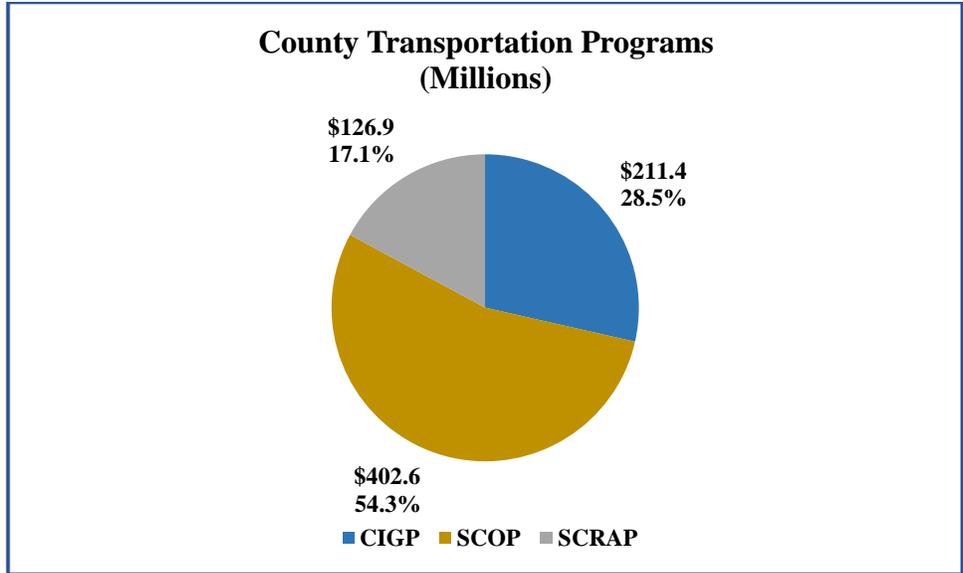
The County Incentive Grant Program and Small County Outreach Program were originally funded by an annual non-recurring general revenue appropriation of \$125 million. The service charge that had been collected on the proceeds from the local option fuel tax is no longer assessed as of July 1, 2006. The 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 \$211.4 million for the County Incentive Grant Program, \$402.6 million for the Small County Outreach Program and \$126.9 million for the Small County Road Assistance Program. This results in cumulative county transportation program funding of \$740.9 million.

Annual programmed amounts for CIGP, SCOP and SCRAP are:

Annual Amount Programmed (Millions)						
Program	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Five-Year Total
CIGP	\$48.9	\$42.6	\$39.9	\$40.0	\$40.0	\$211.4
SCOP	\$94.0	\$79.6	\$75.5	\$76.2	\$77.3	\$402.6
SCRAP	\$26.9	\$25.0	\$25.0	\$25.0	\$25.0	\$126.9

Note: Figures are based on the January 19, 2023 snapshot of the Tentative Work Program.



Since projects eligible for funding under the CIGP, SCOP and SCRAP programs may require a local match and the satisfaction of certain criteria, only some projects are included in the Tentative Work Program for funding from these sources. The remainder of the money is “boxed” through fiscal 2026-27 and will be awarded to projects as they become identified.



SR 826/Palmetto Expressway from south of NW 36 Street to north of NW 154 Street/Miami Lakes Drive (District 6)

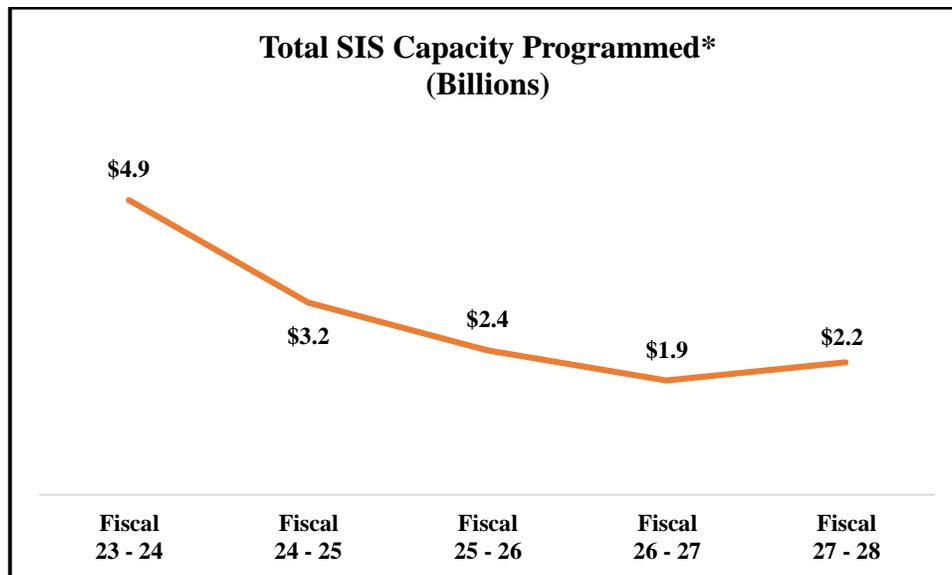
12. Strategic Intermodal System Funding

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 SIS funds in the Tentative Work Program for SIS capacity improvements which significantly exceed the statutorily required \$60 million for each of the five years and totals \$14.6 billion over the five-year period.



(Billions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28
Minimum Required Allocation	\$60.0 M				
Total SIS Capacity Programmed*	\$4.9	\$3.2	\$2.4	\$1.9	\$2.2

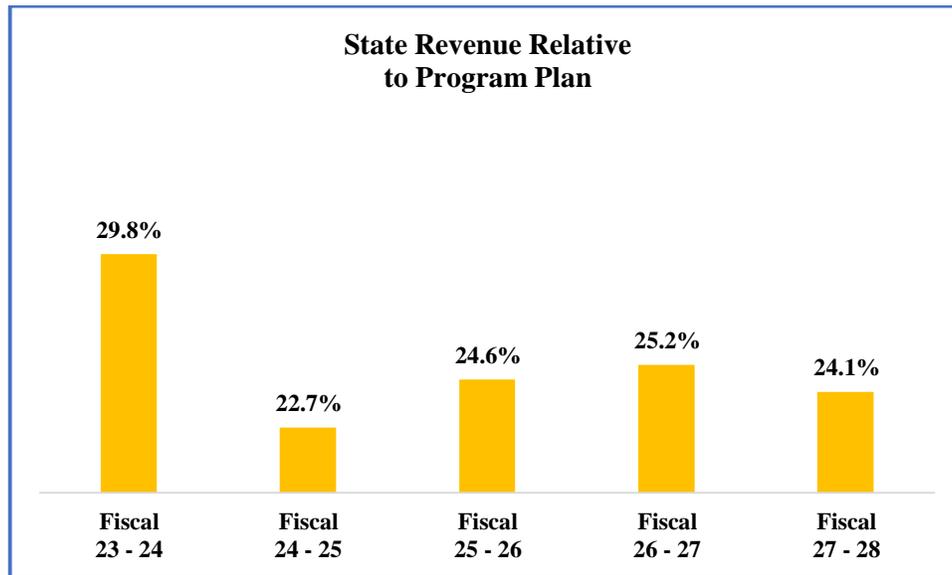
13. Public Transportation Funding

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 2023-24 through 2027-28, in which an average of 25.3% of State Transportation Trust Fund financing is programmed for public transportation projects.



(Millions)	Fiscal 23 - 24	Fiscal 24 - 25	Fiscal 25 - 26	Fiscal 26 - 27	Fiscal 27 - 28	Total
Annual Program						
(State Funded)	\$1.1 B	\$843.7	\$934.8	\$975.4	\$950.3	\$4.8 B
Total STTF Allocation	\$3.6 B	\$3.7 B	\$3.8 B	\$3.9 B	\$3.9 B	\$18.9 B
Program % of Allocation	29.8%	22.7%	24.6%	25.2%	24.1%	25.3%
15% Requirement	\$539.5	\$558.2	\$569.2	\$579.7	\$590.6	\$2.8 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 \$335 million, or 3.6%.

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
	23 - 24	24 - 25	25 - 26	26 - 27	27 - 28	
District 1	\$154.2	\$161.0	\$165.1	\$169.0	\$172.6	\$821.9
District 2	\$128.3	\$134.2	\$137.5	\$140.6	\$143.6	\$684.3
District 3	\$83.1	\$86.8	\$89.0	\$91.1	\$93.2	\$443.2
District 4	\$180.3	\$188.2	\$193.1	\$197.5	\$201.6	\$960.7
District 5	\$233.4	\$243.8	\$250.0	\$255.8	\$261.0	\$1.2 B
District 6	\$113.0	\$117.9	\$120.9	\$123.7	\$126.3	\$601.7
District 7	\$144.7	\$151.1	\$154.8	\$158.5	\$161.7	\$770.9
Public Transportation Operation	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$15.0
Florida Rail Enterprise	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$1.0 B	\$1.1 B	\$1.1 B	\$1.1 B	\$1.2 B	\$5.5 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 71 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 2023-24 through 2027-28 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.



The Gateway Expressway (District 7)

17. Public Comments

Key Statutory Requirements

The law requires that the Commission hold a statewide public hearing on the Tentative Work Program and that it shall advertise a time and place for the hearing, at which time it shall hear all questions, suggestions or comments offered by the public. [*s. 339.135(4)(g), F.S.*]

Commission Findings

The statewide public hearing to present the review of the Tentative Work Program for fiscal 2023-24 through 2027-28 was held in Tallahassee on March 6, 2023. At the conclusion of the meeting, there was an opportunity for the Commission to receive public comments. No comments were provided by those in attendance.

Appendix A

(Responses to the Florida Transportation Commission questions, based on the January 19, 2023 snapshot of the Tentative Work Program.)

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

QUESTIONS – CENTRAL OFFICE

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

ANSWER: Yes. Balanced finance plans for the State Transportation Trust Fund (STTF), the Right of Way Acquisition and Bridge Construction Trust Fund and Florida’s Turnpike Enterprise Funds will accompany the Tentative Work Program submitted to the Florida Transportation Commission, Governor, and Legislature.

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

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

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

ANSWER: The table below shows the change in the level of P.E. consultants programmed in the Tentative Work Program compared with the July 1, 2022, Adopted Work Program.

Four Common Years of Tentative (\$ in millions)

23/24	24/25	25/26	26/27	TOTAL
\$564.756	\$172.830	\$120.099	97.216	\$954.900

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

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

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

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

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

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

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

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

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

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

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

- 7: **Did the Department advance by one fiscal year all projects included in the second year of the previous Adopted Work Program? If not, then for those projects not advanced or those projects added, was there a determination by the Secretary that such adjustments were necessary? 339.135(4)(b)3, F.S.**

Does the Tentative Work Program clearly identify and reflect the effect of such changes and adjustments to such projects? 339.135(4)(b)3, F.S.

ANSWER: To the maximum extent feasible, the Department advanced projects from the second year of the previous Adopted Work Program (23/24) to the first year of the current Tentative Work Program (23/24). Where changes were made, the Secretary determined that such adjustments were necessary.

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

- 8: **Does the Tentative Work Program include a balanced 36-month forecast of cash and expenditures and a 5-year finance plan supporting the Tentative Work Program? 339.135(4)(b)4, F.S.**

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

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

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

- 10: **Were the individual district work programs reviewed for compliance with the work program instructions and did the central office ensure that the work program complied with the requirements of Sections 339.135(4)(b) and 339.135(4)(e), F.S.?**

ANSWER: Yes, the Central Office reviewed the individual work programs for compliance with the work program instructions, Florida Statutes, federal laws and regulations, and departmental policies and procedures. The FDOT Secretary, along with the Office of Work Program and Budget, reviewed the district work programs on February 6th, 2023.

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

ANSWER: Yes.

- 12: **Will the Department be submitting a preliminary Tentative Work Program to the Governor, legislative appropriations committees, the Transportation Commission**

and the Department of Economic Opportunity at least 14 days prior to the convening of the regular legislative session? 339.135(4)(f), F.S.

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

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

ANSWER: Planned contract lettings are distributed relatively evenly through quarters 1, 2 and 3. By comparison, quarter 4 shows a lower number of planned lettings. The reduced number of projects in the last quarter provides flexibility to accommodate changes in project letting timelines or any variance in scheduling over the course of the fiscal year.

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.

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

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

ANSWER: Yes. The 36-month cash forecast 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.

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

Does the Department's Tentative Work Program meet the above requirement? Please provide the forecasted monthly cash balances for the Turnpike General Reserve Fund and the statutory minimum through the Tentative Work Program period.

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

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

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

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

PROGRAM	Current Year 22/23	23/24	24/25	25/26	26/27	27/28
Aviation	393.3	368.7	289.7	317.3	295.1	296.5
Transit *	453.1	376.5	276.0	250.1	251.9	256.9
Rail	157.5	145.7	133.0	84.8	124.1	93.9
Intermodal Access	51.7	36.0	44.2	169.4	193.0	191.7
Seaport Development	<u>145.3</u>	<u>143.4</u>	<u>100.8</u>	<u>113.2</u>	<u>111.3</u>	<u>111.3</u>
Public Transportation Total	1,200.9	1,070.3	843.7	934.8	975.4	950.3
August 2022 REC **	3,206.2	3,597.0	3,721.6	3,794.5	3,864.4	3,937.5
15% of REC ***	480.9	539.5	558.2	569.2	579.7	590.6

* Does not include Transportation Disadvantaged - Commission commitments.

** State Transportation Revenue as forecast by the Revenue Estimating Conference (REC), excluding selected amounts as provided by Chapter 2000-257 Laws of Florida. August 2022 forecast used for allocating program funds.

*** For comparison of 15% minimum programmed.

Based on snapshot: FILE: 19-Jan-2023

- 18: **Does the Department’s Tentative Work Program provide for a minimum of \$50 million annually to fund the Florida Seaport Transportation and Economic Development Program, in accordance with 311.07(2) and 320.20(3) and (4), F.S. (\$25, \$15, and \$10 million allocations, respectively)?**

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

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

ANSWER: Yes. The Tentative Work Program contains \$580 million of strategic state funded seaport project investments. These projects support the state’s economic development goal of becoming a hub for trade, logistics and export-oriented activities.

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

Were the funds distributed accordingly?

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

- 21: **Section 337.025, F.S., authorizes the Department to establish a program for highway projects demonstrating innovative techniques of highway construction and finance which have the intended effect of controlling time and cost increases on construction projects. The Department may enter no more than \$120 million in such contracts annually. This cap does not apply to Turnpike Enterprise projects or low-bid design-build milling and resurfacing contracts.**

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

RESPONSE:

FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
78,983,593	88,135,613	14,987,230	8,636,381	0	0

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:

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	\$ -
1	Polk	4446272	SR 37 from Ariana St to Lime St (miscellaneous construction)	2026	\$ 7,417,000.00	\$ 7,417,000.00	\$ -	2028	\$ 7,417,000	\$ -
2	Putnam	4469441	CR310 over Deep Creek Bridge No. 764014 (bridge repair/rehab)	2020	\$ 1,584,945	\$ 1,584,945	\$ -	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 =					\$ 37,256,529	\$ 37,256,529			\$ 37,256,529	
TOTAL AUTHORIZED PER S. 339.12, F.S.						\$ 250,000,000				
AMOUNT REMAINING PRIOR TO PAYBACK						\$ 212,743,471				

23: **Title 23 U.S.C. allows transfers of highway funds between highway programs. Are any such fund transfers utilized in the Tentative Work Program? If so, for such transfer, please specify the highway programs involved, the purpose of the transfer and the dollar amount.**

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

NHPP transfer to:	
	<u>PROT</u>
FY 25/26	34,301,883
5 Year Total	34,301,883

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

- **Fixed capital expenditures for fixed guideway transit systems (s. 215.615, F.S.); and**
- **The construction, reconstruction, and improvement of projects that are eligible to receive federal-aid highway funds (s. 215.616, F.S.).**

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

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

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

- FY 23/24 = none
- FY 24/25 = none
- FY 25/26 = none
- FY 26/27 = \$100 million
- FY 27/28 = none

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

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

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

RESPONSE:

Tolled Facility	County	Project Description	2024	2025	2026	2027	2028
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	N/A	Contingency Programming	\$ 951,935				
Total			\$ 4,754,136	\$ 3,802,201	\$ 3,802,201	\$ 3,802,201	\$ 3,802,201

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 21/22	Current 22/23	Planned (\$ in millions)				
			23/24	24/25	25/26	26/27	27/28
Annual STTF State Revenue (REC August 2022)	4,733.4	4,645.6	5,064.9	5,199.9	5,254.7	5,340.3	5,433.3
Lower of 7% State Revenue or \$350M Debt Service Cap	331.3	325.2	350.0	350.0	350.0	350.0	350.0
Debt Service - Finance Plan	182.9	179.3	188.7	195.0	211.7	224.7	211.7
Debt Service as % of STTF State Revenue	3.9%	3.9%	3.7%	3.8%	4.0%	4.2%	3.9%

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

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

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

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

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

RESPONSE: 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 23/24 = 6.1%
- FY 24/25 = 5.4%
- FY 25/26 = 5.9%
- FY 26/27 = 6.6%
- FY 27/28 = 6.3%

29: **Section 338.227(2), F.S., requires that all revenues and bond proceeds from the Turnpike system received by the Department pursuant to s. 338.22-338.241 F.S., shall be used only for the cost of Turnpike projects and Turnpike improvements and for**

the administration, operation, maintenance, and financing of the Turnpike system. No revenues or bond proceeds from the Turnpike system shall be spent for the operation, maintenance, construction, or financing of any project which is not part of the Turnpike system.

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

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

- 30: **Section 338.223(4), F.S., authorizes the Department, with the approval of the Legislature, to use federal and state transportation funds to lend or pay a portion of the operating, maintenance, and capital cost of Turnpike projects. Operating and maintenance loans on Turnpike projects are limited to no more than 1.5 percent of the state transportation tax revenues for the same fiscal year.**

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

RESPONSE: The Tentative Work Program for FY 2024 – FY 2028 does not contain any Turnpike projects with loans from the State Transportation Trust Fund for operating, maintenance, or capital costs.

- 31: **Section 338.231(3)(a), F.S., requires that for the period July 1, 1998 through June 30, 2027 the Department program funds in the Tentative Work Program such that the percentage of Turnpike toll and bond financed commitments in Miami-Dade, Broward, and Palm Beach Counties, as compared to total Turnpike toll and bond financed commitments, be at least 90 percent of the share of net toll collections attributed to users of the Turnpike system in Miami-Dade, Broward, and Palm Beach Counties, as compared to total net total collections attributable to users of the Turnpike system.**

Are funds programmed so that at least 90 percent of net toll collections in Miami-Dade, Broward, and Palm Beach Counties are programmed in those counties?

ANSWER: Yes, the minimum calculated commitment is \$9,185 million. Florida's Turnpike has \$9,520 million programmed which exceeds the minimum requirement by \$335 million.

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

ANSWER: Yes. See attached.

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

ANSWER: See table below.

Executive Summary
Section 334.30, F.S.
15% Obligation Calculation
as of January 19, 2023

	FY 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total STTF State and Federal Revenue (millions)¹	\$7,814	\$8,751	\$9,483	\$9,535	\$8,762	\$8,719	\$8,805	\$8,910	\$9,016	\$9,109
Level 1 - Under Contract	\$273	\$224	\$230	\$233	\$238	\$244	\$250	\$255	\$259	\$261
Level 2 - Under Procurement	\$0	\$58	\$199	\$164	\$141	\$100	\$175	\$113	\$46	\$1
Level 3 - Under Consideration - Financed in STTF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Level 4 - Under Consideration - Not Financed in STTF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total P3 Obligations and Under Consideration² - Levels 1, 2, 3 & 4	\$273	\$282	\$429	\$397	\$379	\$344	\$425	\$368	\$305	\$262
Percent of Total STTF State and Federal Revenue³	3.5%	3.2%	4.5%	4.2%	4.3%	3.9%	4.8%	4.1%	3.4%	2.9%
Remaining Revenue available under 15% cap	\$899	\$1,030	\$993	\$1,034	\$936	\$964	\$896	\$968	\$1,048	\$1,105

Notes:

¹ Excludes Turnpike, Local funds and Deferred Payment Agreement Reimbursements

² Payment obligations are recognized in the year funding is obligated/forecasted and made available for payment. Payment obligations outside of Cash Availability Schedules are excluded.

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

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

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

Does the aviation and airport work program include all projects involving funds administered by the Department to be undertaken and implemented by the airport sponsor? 332.007(2)(b), F.S.

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

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

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

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

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

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

SPACEPORT IMPROVEMENT PROGRAM – FY2024-2028					
FY2024	FY2025	FY2026	FY2027	FY2028	TOTAL
\$47,378,816	\$40,998,075	\$79,000,000	\$74,000,000	\$69,000,000	\$310,376,891

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

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

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

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

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

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

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

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

RESPONSE: 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)	23/24	24/25	25/26	26/27	27/28
DIS Allocations	60.0	60.0	60.0	60.0	60.0

(\$ in millions)	23/24	24/25	25/26	26/27	27/28
Allocation of SIS funds (DI, DIS, GMR, & SIWR)	949.24	847.29	686.80	854.07	765.39

39: **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.

RESPONSE:

40:

(\$ in millions)	23/24	24/25	25/26	26/27	27/28	TOTAL
Calculated Minimum Target	\$737.0	\$754.5	\$767.1	\$783.2	\$800.1	\$3,841.9
Amount Programmed on SIS (all funds)	\$7,631.2	\$5,499.2	\$4,757.7	\$3,620.0	\$3,955.7	\$25,463.9

Section 339.135(4)(a)2, F.S., requires the Department to allocate at least 50 percent of any new discretionary highway capacity funds to the Florida SIS. In addition, FDOT has adopted an enhanced investment policy, reflecting the Legislature’s designation of the SIS as the state’s highest transportation capacity investment priority, which provides for the allocation of 75 percent of any new discretionary capacity funds to projects on the SIS. (Statutes define new discretionary highway capacity funds as “funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.”)

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

ANSWER: Since November 2021, the Revenue Estimating Conference (REC) has met two times to forecast transportation-related revenues. The January and August 2022 conferences forecasted increased revenues for transportation. Accordingly, discretionary highway capacity funds were increased by \$918M for the period of FY 2023 – FY 2027. The allocation adjustments were made in accordance with the department’s policy: 75% to the SIS and 25% to the districts via statutory formula. Please see the table below for the allocation adjustments.

(\$ in millions)	23/24	24/25	25/26	26/27	27/28	TOTAL
SIS Allocations (DI)	\$225.00	\$137.25	\$140.25	\$93.00	\$93.00	\$688.50
District Allocations (DS)	\$75.00	\$45.75	\$46.75	\$31.00	\$31.00	\$229.50

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

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

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

(\$ in Millions)	23/24	24/25	25/26	26/27	27/28	Total
District 1	7.35	7.31	6.48	6.68	7.01	34.84
District 2	5.68	5.65	5.01	5.16	5.41	26.90
District 3	3.69	3.67	3.26	3.35	3.52	17.49
District 4	9.02	8.97	7.96	8.19	8.60	42.74
District 5	10.78	10.72	9.51	9.80	10.28	51.09
District 6	5.91	5.88	5.21	5.37	5.63	28.01
District 7	7.33	7.29	6.46	6.66	6.98	34.72
Rail Enterprise (District 31)	60.00	60.00	60.00	60.00	60.00	300.00
Total	109.77	109.48	103.89	105.21	107.43	535.79

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

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

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

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

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

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

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

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

- 44: **Of the resurfacing projects contained in the Tentative Work Program what is the average cost to resurface a lane mile of roadway on the State Highway System in each fiscal year?**

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

RESPONSE:

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

Type of Facility	23/24	24/25	25/26	26/27	27/28
Arterials	\$697	\$605	\$601	NA	NA
Interstate	\$550	\$579	\$664	NA	NA
Turnpike	\$531	\$423	\$386	NA	NA

Lane Miles Programmed for Resurfacing (\$000)

Type of Facility	23/24	24/25	25/26	26/27	27/28
On-System	2,202	2,745	2,828	2,783	2,678
Off-System	2	-	-	-	-

- 45: Section 334.046(4)(a)1, F.S., requires the Department to protect the state’s transportation infrastructure investment by ensuring that 80 percent of the pavement on the State Highway System meets Department standards.

What is the percentage of the State Highway System (lane miles) planned to meet or exceed Department standards in each fiscal year?

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

ANSWER:

Pavement Meeting or Exceeding Department Standards

Lane Miles	23/24	24/25	25/26	26/27	27/28
% Planned to meet standards	≥80%	≥80%	≥80%	≥80%	≥80%

Lane Miles Added

Type of Facility	23/24	24/25	25/26	26/27	27/28
On-System	103	145	114	55	119
Off-System	20	9	14	6	3

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

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

ANSWER: Bridges Forecast to Meet or Exceed Department Standards

Bridges	23/24	24/25	25/26	26/27	27/28
% Planned to meet standards	≥90%	≥90%	≥90%	≥90%	≥90%

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

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

ANSWER:

Bridges in Need of Replacement

	23/24	24/25	25/26	26/27	27/28
% FDOT Bridges in Need of Replacement	0.5%	0.5%	0.5%	0.4%	0.4%

Bridges Programmed for Replacement

Type of Facility	23/24	24/25	25/26	26/27	27/28
On-System	8	3	6	7	-
Off-System	11	8	13	15	14

48: **Section 334.046(4)(a)3, F.S., requires the Department to protect the state’s transportation infrastructure investment by ensuring that it achieves 100 percent of the acceptable maintenance standard on the State Highway System.**

What is the maintenance rating planned to be achieved on the State Highway System in each fiscal year?

ANSWER:

Maintenance	23/24	24/25	25/26	26/27	27/28
% Planned to meet standards	100%	100%	100%	100%	100%

49: **Section 341.053, F.S. created the Intermodal Development Program. What dollar amount is contained in the Tentative Work Program for this program for each fiscal year? Please provide the dollar amount broken down by rail, port access, airport access, multi-modal terminals, transit, and future projects.**

ANSWER:**Intermodal Development Program (\$ in millions)**

Program	23/24	24/25	25/26	26/27	27/28	Total
Rail	0.000	0.000	0.000	0.000	0.000	0.000
Future Projects	0.000	0.000	0.000	0.000	0.000	0.000
Port Access	3.195	2.363	2.500	1.000	0.000	9.058
Airport Access	8.094	3.553	5.587	7.150	2.214	26.598
Multi-Modal Terminals	27.242	35.165	154.938	180.579	184.626	582.549
Transit	5.569	1.098	9.160	5.181	17.046	41.144
Total	44.189	45.178	172.185	193.909	203.886	659.347

- 50: **Section 212.0606(3)(b), F.S., states that the proceeds deposited in the STTF from the rental car surcharge shall be allocated on an annual basis in the work program to each district, except the Turnpike Enterprise. The amount allocated for each district shall be based upon the amount of proceeds collected in the counties within each respective district.**

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

RESPONSE: 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)	23/24	24/25	25/26	26/27	27/28	Total
District 1	17.302	17.699	18.032	18.301	18.531	89.865
District 2	7.797	7.975	8.125	8.246	8.350	40.494
District 3	6.385	6.531	6.654	6.753	6.838	33.160
District 4	28.911	29.574	30.130	30.579	30.964	150.159
District 5	34.224	35.009	35.667	36.199	36.654	177.752
District 6	22.737	23.258	23.695	24.048	24.351	118.089
District 7	17.844	18.253	18.597	18.874	19.111	92.680
Total	135.200	138.300	140.900	143.000	144.800	702.200

- 51: **Section 201.15(4)(a), F.S., provides an annual investment into the STTF of the lesser of 20.5453% of the remainder or \$466.75 million of documentary stamp revenue after other required payments. Out of such funds, \$75 million for each fiscal year shall be transferred to the General Revenue Fund. The remainder is to be allocated accordingly, 10% to the New Starts Transit Program, 10% to the Small County Outreach Program, 75% of the remainder after the allocation to the New Starts and Small County Outreach Programs to the SIS, and 25% of the remainder to the Transportation Regional Incentive Program (TRIP) (the first \$60 million of the TRIP portion shall be allocated to the Florida Rail Enterprise).**

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

ANSWER:

Programming of Documentary Stamp Tax Proceeds						
(\$ in millions)	23/24	24/25	25/26	26/27	27/28	Total
A-STATE HIGHWAY SYSTEM (SHS)	174.8	209.7	113.2	128.9	139.8	766.4
B-OTHER ROADS	68.6	39.3	42.8	41.5	49.3	241.4
C-RIGHT-OF-WAY LAND	5.0	1.7	1.4			8.1
D-AVIATION	75.7	18.0	100.7	80.0	79.0	353.5
E-TRANSIT	122.7	53.3	47.8	46.6	45.7	316.0
F-RAIL	80.2	88.3	60.0	90.0	60.0	378.5
G-INTERMODAL ACCESS			26.0	24.5	32.7	83.2
H-SEAPORT DEVELOPMENT	49.2	10.4	33.8	25.0	30.0	148.5
L-PRELIMINARY ENGINEERING	3.9	33.8	0.0	0.0	0.6	38.4
M-CONST ENGINEERING & INSPECTION	1.4	1.0			10.4	12.7
Total	\$581.5	\$455.4	\$425.7	\$436.4	\$447.5	\$2,346.6

Allocation of the TRIP portion of Documentary Stamp Tax Proceed						
(\$ in millions)	23/24	24/25	25/26	26/27	27/28	Total
District 1	4.9	4.9	4.1	4.3	4.6	22.9
District 2	3.8	3.8	3.2	3.3	3.6	17.7
District 3	2.5	2.5	2.1	2.2	2.3	11.5
District 4	6.0	6.0	5.0	5.3	5.7	28.1
District 5	7.2	7.2	6.0	6.3	6.8	33.6
District 6	4.0	4.0	3.3	3.5	3.7	18.4
District 7	4.9	4.9	4.1	4.3	4.6	22.8
District 31 - Florida Rail Enterprise	60.0	60.0	60.0	60.0	60.0	300.0
Total	\$93.3	\$93.3	\$87.8	\$89.1	\$91.3	\$454.8

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

the effort to identify and implement such an alternate dedicated local funding source before July 1, 2019.

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

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

- 53: **Section 320.072(4), F.S., directs that 85.7 percent of the “New Wheels Fee” be deposited into the State Transportation Trust Fund with \$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 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 2022 Revenue Estimating Conference, the following allocations have been made for FY 2024: \$25 million has been allocated for the Florida Shared-Use Non-motorized Trail Network (TLWR); \$8.0 million has been allocated for the New Starts Transit Program (NSWR); \$11.9 million has been allocated for the Small County Outreach Program (SCWR); \$49.0 million has been allocated for the Strategic Intermodal System (SIWR); and \$16.4 million has been allocated for the Transportation Regional Incentive Program (TRWR).

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

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

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

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

Please provide a brief update as to any planning or actions undertaken by the Department in response to these requirements.

RESPONSE: The development of a resilience action plan is underway and will be submitted to the Governor and Legislature by June 30, 2023. We have completed an assessment of Department policies, procedures, manual, tools, and guidance documents and are close to completing a vulnerability assessment on the State Highway System. An internal technical advisory team meets monthly to review progress and discuss potential strategies. In addition, the Department works with other state agencies, including the State's Chief Resilience Officer and the Department of Environmental Protection, and with other partners, including the metropolitan planning organizations, the regional planning councils, and regional climate and resilience collaboratives, to gather input on the development of the plan. For more information, please visit www.fdot.gov/planning/policy/resilience.

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

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

RESPONSE:**Completed Tasks:**

- FDOT has developed the [Electric Vehicle Infrastructure Deployment Plan](#) for implementing the National Electric Vehicle Infrastructure (NEVI) program in Florida. FDOT has coordinated with industry partners, utility stakeholders, and the public to gather feedback and input in developing the Plan. In September of 2022, FHWA approved the FDOT's NEVI Plan.
- In June 2022, FDOT released a Request for Information (RFI) and received 29 responses from EV charging companies, power companies, EV charging suppliers, private landowners, etc. FDOT has met with each respondent to gather feedback on FDOT's NEVI deployment process.
- FDOT has held an Industry Forum on November 18, 2022, to inform the industry how FDOT plans to implement its NEVI Plan and how FDOT will competitively seek applicants to deploy NEVI chargers in Phase I.
- FDOT identified multiple Phases the NEVI implementation will take place: Phase I will include installing chargers along major interstate Alternative Fuel Corridors (AFC) gap corridors and a future phase(s) will implement NEVI chargers along non-interstate AFC gap corridors. In Phase I, FDOT identified 15 potential locations and for a future phase(s) FDOT identified 71 potential locations that will be equipped with the Direct Current Fast Chargers (DCFC) EV chargers.

In-Progress:

- FDOT is currently working on developing the RFA documents, grant agreement templates, and other relevant documents that will be used to select applicants competitively who will deploy the NEVI chargers.
- FDOT is working on developing NEVI program guidelines, developing grant processes, and other related documentation.

Future:

- FDOT plans to implement the agreement with potential applicants by Fall 2023 for Phase I locations (15 sites).
 - The agreement implementation will be followed by the installation and buildout of the sites and operations and maintenance once the buildout is completed and the sites are operational.
- After the successful execution of Phase I sites, FDOT will initiate a similar process for a future phase(s).

Utilization of Funding by Year:

- FDOT has programmed funds for Phase I (15 sites) deployment and Operations and Maintenance so far, while future phase(s) funds are partially programmed for 15 sites so far with the expectation that additional funds will be programmed for remaining sites in the future.

- 57: **Section 206.608(2) requires the Department use State Comprehensive Enhanced Transportation System (SCETS) Tax proceeds “only for projects in the adopted work program in the district in which the tax proceeds are collected and, to the maximum extent feasible, such money shall be programmed for use in the county where collected.”**

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

ANSWER: Yes, in accordance with section 206.608(2), F.S., and based on revenue estimates from the August 2022 Revenue Estimating Conference, the SCETS Tax is allocated to the district in which the tax proceeds are projected to be collected.

(\$ in millions)	23/24	24/25	25/26	26/27	27/28	Total
District 1	154.216	160.954	165.113	169.047	172.587	821.917
District 2	128.318	134.178	137.529	140.595	143.644	684.263
District 3	83.069	86.781	89.012	91.123	93.187	443.172
District 4	180.310	188.220	193.088	197.498	201.629	960.744
District 5	233.376	243.826	250.017	255.770	260.983	1,243.972
District 6	112.974	117.857	120.900	123.681	126.336	601.748
District 7	144.736	151.084	154.842	158.487	161.733	770.883
Public Transportation Operation	3.000	3.000	3.000	3.000	3.000	15.000
FL Rail Enterprise	-	-	-	-	-	-
Total	<u>1,040.000</u>	<u>1,085.900</u>	<u>1,113.500</u>	<u>1,139.200</u>	<u>1,163.100</u>	<u>5,541.700</u>

QUESTIONS – DISTRICT OFFICES

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

ANSWER:

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

- 2: **Did the District receive a list of project priorities from each MPO by October 1, 2022? 339.135(4)(c)2 and 339.175(8)(b), F.S.**

ANSWER:

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

- 3: **Did the District reschedule or delete any project(s) from the District Work Program which is part of the MPO's transportation improvement program and is contained in the last four years of the Department's Adopted Work Program for Fiscal Years 2023-24/2026-27? If yes, does the District intend to provide the MPO with written justification?**

ANSWER:

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

Did the Secretary approve the rescheduling or deletion?

ANSWER:

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

- 4: **Did any MPO file an objection of such rescheduling or deletion with the Secretary by November 22, 2022? If so, please provide a copy of such objection and the District response. 339.135(4)(c)3, F.S.**

ANSWER:

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

Note: The Commission shall include such objections in its evaluation of the Tentative Work Program only when the Secretary has approved the rescheduling or deletion. 339.135(4)(c)3, F.S.

- 5: **Was a public hearing held on the District Work Program in at least one urbanized area in the District prior to its submission to the central office? 339.135(4)(d), F.S.**

ANSWER:

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

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

ANSWER:

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

- 7: **Did the District provide the appropriate MPO with written explanation for any project which is contained in the MPO's transportation improvement program, and which is not included in the District Work Program? 339.135(4)(d), F.S.**

ANSWER:

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

- 8: **Did the District receive any written requests from MPOs for further consideration of any specific project not included or not adequately addressed in the District Work Program? If yes, provide a copy of such written request. 339.135(4)(d), F.S.**

ANSWER:

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

- 9: **Did the District acknowledge and review all such requests prior to the submission of the District Work Program to the central office? If yes, provide a copy of such acknowledgment. 339.135(4)(d), F.S.**

ANSWER:

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

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

ANSWER:

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

- 11: **Section 134 of Title 23, U.S.C., is amended to require that in transportation management areas (TMAs), i.e., areas with over 200,000 population, federal-aid highway and transit projects are to be selected by the MPO in consultation with the state, consistent with the transportation improvement program (TIP). However, projects within the TMA that are on the National Highway System or pursuant to the bridge and interstate maintenance programs are to be selected by the state in cooperation with the MPOs, consistent with the TIP.**

Were projects in the Tentative Work Program within TMAs selected in accordance with the above requirements? If not, please explain.

ANSWER:

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

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

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

Were projects included in the Tentative Work Program selected in accordance with the above requirements for smaller urbanized and non-urbanized areas? If not, please explain.

ANSWER:

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

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

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

ANSWER:

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

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

ANSWER:

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

Appendix B

Strategic Intermodal System Maps



District 1 First Five Years Plan Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4498641	PUNTA GORDA AIRPORT ROADWAY NETWORK IMPROVEMENTS													2024	\$1,126	\$1,126	Aviation Capacity Project MLD
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I													2026		\$16,067	Aviation Capacity Project
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION													2028	\$26,089	\$81,344	Aviation Capacity Project
Highway																	
2010326	I-75 AT SR 64												2023	\$142	\$459		INTERCHANGE (MODIFY)
2012153	I-4 (SR 400) AT SR 557				2023		\$23						2023	\$589	\$291		INTERCHANGE (MODIFY)
2012775	I-75 (SR 93) AT BEE RIDGE ROAD				2023		\$291	2023	\$26,735	\$334							Interchange - Add Lanes
4062254	I-75 (SR 93) FROM S OF CORKSCREW ROAD TO S OF DANIELS PARKWAY							2023	\$1,185								Add Lanes and Reconstruct
4145062	SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD	2023			2023	\$786	\$1,967	2023		\$15,829							PDE/EMO Study
4145065	SR 70 FROM CR 29 TO LONESOME ISLAND ROAD	2023				\$29											PDE/EMO Study
4145067	SR 70 FROM LORRAINE ROAD TO BOURNESIDE BLVD				2023	\$100						2023	\$76,615	\$1,198			Add Lanes and Reconstruct
4178784	SR 29 FROM SR 82 TO HENDRY C/L				2023	\$50	\$1										Add Lanes and Reconstruct
4178788	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)				2024	\$203	\$164	2023	\$9,481								Add Lanes and Reconstruct
4192432	SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 630A				2024		\$1,000	2023	\$3,784	\$226							Add Lanes and Reconstruct
4192433	SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE				2024		\$73	2023	\$3,596	\$1							Add Lanes and Reconstruct
4193443	SR 710 FROM US 441 TO L-63 CANAL				2023		\$826	2023	\$12,384	\$225							New Road Construction
4193445	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)				2023	\$84											Add Lanes and Reconstruct
4197143	ITS FIBER OPTIC LOCATES				2023		\$500										ITS Communication System MLD
4258432	I-75 (SR 93) AT SR 951	2023			2023		\$220	2023	\$3	\$64	2023		\$20,922				INTERCHANGE (MODIFY)
4289171	SR 31 FROM SR 78 TO CR 78	2023				\$23											PDE/EMO Study
4308481	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE				2023		\$950	2023	\$326	\$221	2023	\$39,575	\$14,516				Add Lanes and Reconstruct
4338562	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD				2023	\$110											Add Lanes and Reconstruct
4344901	SR 29 FROM I-75 TO OIL WELL RD	2023				\$17											PDE/EMO Study
4349861	US 27 AT SR 64										2023	\$97					INTERSECTION (MODIFY)
4419421	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)	2023				\$21											PDE/EMO Study
4419423	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)							2023		\$30,150							Add Lanes and Reconstruct
4420273	STATE SIB LOAN FOR SR 31 (BABCOCK RANCH)							2023		\$4,482							Add Lanes and Reconstruct
4420274	STATE SIB LOAN FOR SR 31 (BABCOCK RANCH) FROM SR 78 (BAYSHORE RD)				2023		\$1	2023	\$4,482		2023	\$59	\$5				Add Lanes and Reconstruct
4420981	I-75 (SR 93) ADMS FROM LEE COUNTY LINE TO SARASOTA COUNTY LINE				2026		\$305				2023		\$5				ITS Dynamic Message Sign
4424031	SR 25 (US 27) FROM SOUTH OF SUN 'N LAKE TO NORTH OF SUN 'N LAKE				2023		\$40										Add Left Turn Lane(s)
4425122	I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHANGE	2023				\$30											PDE/EMO Study
4425182	I-75 (SR 93) FROM N UNIVERSITY PKWY TO MOCCASIN WALLOW	2023				\$10											PDE/EMO Study
4425193	I-75 (SR 93) FROM COLLIER/LEE COUNTY LINE TO SR 78 (BAYSHORE RD)	2023				\$38											PDE/EMO Study
4453623	1-4/SR 400 FROM HILLSBOROUGH COUNTY LINE TO OSCEOLA/LAKE COUNTY LINE										2023		\$8,599				ITS Communication System
4462961	I-75 (SR 93) AT CR 876/DANIELS PARKWAY	2023				\$10											INTERCHANGE (MODIFY)
4463511	US 441/PARROTT AVE FROM NE 4TH ST TO NE 13TH ST	2023	\$750														PDE/EMO Study MLD
4463871	SR60/MOSAIC FROM BONNIE MINE RD TO MOSAIC ENTRANCE RD	2023	\$1,500														PDE/EMO Study
4464021	SR 60/NICHOLS RD FROM N OF CR676(NICHOLS) TO JENKINS RD	2023				\$4,000											PDE/EMO Study
4495041	REGIONAL PLANNING STUDY	2023				\$5,000											PDE/EMO Study
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 599/128 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
4419422	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)				2024	\$9,600	\$350										Add Lanes and Reconstruct

LEGEND

Tentative Work Program
FY 2023/2024 thru 2027/2028
As of 01/19/2023

PD&E = Project Development & Environment
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NOTES

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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	
4419501	SR 31 FROM CR 74 TO CR 74				2023		\$160	2023		\$920	2024	\$9,794	\$1				Roundabout
4448861	SR 15 (US 441) AT POTTER RD (NE 144TH ST)				2024	\$70											Add Left Turn Lane(s)
4449581	SR 15 (US 441) AT CR 68 (NW 160TH ST)				2024	\$40	\$20										Add Left Turn Lane(s)
4463872	SR60/MOSAIC FROM BONNIE MINE RD TO MOSAIC ENTRANCE RD				2024	\$1,750											PDE/EMO Study
4495031	US 27 CORRIDOR ALTERNATIVE STUDY	2024		\$14,755													PDE/EMO Study
4523771	I-75 REST AREA NS	2024		\$1,500													PDE/EMO Study
4175405	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W				2024		\$312	2025	\$7,413								New Road Construction
4420971	I-75 (SR 93) ADMS FROM SARASOTA COUNTY LINE TO I-275				2025		\$640				2025		\$4,648				ITS Dynamic Message Sign
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY				2025	\$248					2025	\$38,686					INTERCHANGE (MODIFY)
4524081	I-75 NORTHBOUND/SOUTHBOUND REST AREA - TPAS INSTALLATION				2024		\$250				2025		\$1,212				ITS Freeway Management
2012105	I-4 AT US 27 (SR 25)	2023	\$10		2027	\$2,571	\$1,469	2025	\$5,921		2027	\$154,645					Interchange - Add Lanes
4175406	SR 29 FROM N OF NEW MARKET RD TO SR 82				2023		\$718	2025	\$2,376		2027	\$37,209					Add Lanes and Reconstruct
4206132	I-75 (SR 93) AT FRUITVILLE ROAD/CR 780				2026		\$604				2027	\$128,063	\$2,025				Interchange - Add Lanes
4145064	SR 70 FROM US 27 TO CR 29				2028	\$4,186											Add Lanes and Reconstruct
4145068	SR 70 FROM BOURNSIDE BLVD TO WATERBURY RD				2024		\$563				2028	\$53,812	\$2				Add Lanes and Reconstruct
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION							2023	\$4,895	\$40	2028	\$136,369	\$4,265				Interchange - Add Lanes
4425211	INTERSTATE PROGRAM MANAGER - GEC	2028		\$8,800													PDE/EMO Study

Rail

4365601	SR655/RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO	2023		\$20	2023	\$225	\$15	2023	\$3,976	\$4,101							Rail Capacity Project
4521241	SEAPORT MANATEE RAIL TERMINAL													2024	\$2,475	\$825	Rail Capacity Project
4365591	SR 60 GRADE SEPARATION OVER CSX RAILROAD				2023		\$5	2025		\$2,327	2027	\$1,200					Rail Capacity Project

Seaport

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

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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	
Aviation																	
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													2028	\$34,817	\$64,317	Aviation Capacity Project
Highway																	
2093014	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB	2023		\$64	2023		\$3,673	2023	\$19,184	\$78							Add Lanes and Reconstruct
2093018	I-295(SR9A) FROM SR212(BEACH BLVD) TO SR202(JTB)	2023		\$17	2023		\$41				2023		\$19,507				Add Lanes and Reconstruct
2096584	I-295(SR9A) FROM: S OF SR105(HECKSCHER DR.) TO N OF PULASKI RD				2023		\$45	2023	\$7,731	\$606							Add Lanes and Rehabilitate Pvmnt
2096586	I-295(SR9A) FROM S OF SR105(HECKSCHER DR) TO N OF PULASKI RD	2023		\$75	2023		\$122										Add Lanes and Rehabilitate Pvmnt
4229381	SR23(FIRST COAST XWAY) FROM: I-95 TO: I-10				2023		\$6,688										New Road Construction
4229382	SR23(FIRST COAST XWAY) FROM: I-95(SR9) TO: SR15(US17)							2023	\$57,537	\$5,375							New Road Construction
4229383	SR23(FIRST COAST XWAY) FROM: SR15(US17) TO: SR21							2023	\$220	\$446							New Road Construction
4229387	SR23(FIRST COAST XWAY) FROM EAST OF CR16A (SPUR) TO EAST OF CR209				2023	\$2,515	\$463				2023	\$369,308	\$285,357				New Road Construction
4229388	SR23(FIRST COAST XWAY) FROM I-95(SR9) TO EAST OF CR16A SPUR				2023	\$2,969	\$64				2023	\$180,121	\$215,504				New Road Construction
4229389	I-95(SR9) FROM S OF INTERNATIONAL GOLF PKWY TO S OF SR23 INTERCHANGE				2023	\$959	\$22				2023	\$116,463					Add Lanes and Reconstruct
4230713	I-75(SR93) @ SR121				2023		\$199	2023	\$4,546	\$1,618							Interchange - Add Lanes
4230716	I-75(SR93) FROM: S OF SR121(WILLISTON RD) TO: NORTH OF SR222(39 AVE)	2023		\$96	2023		\$2,847										Add Lanes and Reconstruct
4246965	US17 N OF POMONA PARK CR309(SATSUMA)	2023		\$49													Add Lanes and Reconstruct
4322592	I-95(SR9) FROM SOUTH OF SR126(EMERSON ST) TO ATLANTIC BLVD				2023	\$2,187	\$20	2023	\$11,332	\$131	2023	\$192,663	\$82,221				Add Lanes and Reconstruct
4322593	I-95(SR9) FROM SOUTH OF SR202(JT BUTLER) TO SOUTH OF SR126(EMERSON ST)				2023	\$516					2023	\$56,079					Add Lanes and Reconstruct
4338992	I-95(SR9) @ SR115(US1)/ML KING/20TH STREET				2023		\$89				2023	\$15,720	\$55,407				Interchange - Add Lanes
4355771	I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)	2023		\$18	2023		\$185										Add Lanes and Reconstruct
4357451	I-10(SR8) @ SR121 OPERATIONAL IMPROVEMENTS	2023		\$10	2023		\$406	2023	\$100	\$18	2023		\$10,715				Interchange - Add Lanes
4357561	SR115(US1) MLK EXPY FROM BOULEVARD STREET TO BEACH BOULEVARD				2023		\$6				2023	\$3,933	\$714				ITS Communication System
4358211	SR200(US301) @ CRAWFORD ROAD				2023		\$1	2023	\$128	\$455							Interchange (New)
4358441	I-295(SR9A) @ SR228(NORMANDY BLVD) OPERATIONAL IMPROVEMENTS				2023		\$49				2023	\$2,897	\$170				Interchange - Add Lanes
4380821	SR105 FROM: I-95 TO: SOMERS RD										2023		\$33				ITS Communication System
4424141	I-95(SR9) FROM I-10(SR8) TO SR115(US1)(MLK)	2023		\$25													Add Lanes and Reconstruct
4457241	SR26(WADE AVE) @ SR49(US129)				2023		\$11	2023		\$3	2023		\$2,399				Add Turn Lane(s)
4461231	SR105(HECKSHER DR) @ I-295(SR9A) TURN LANE				2023		\$15				2023		\$4,626				Add Right Turn Lane(s)
4461531	I-95(SR9) WIDENING FROM: BAYMEADOWS ROAD TO: S OF JTB(SR202)				2023	\$445	\$50				2023	\$38,323	\$263				Add Lanes and Reconstruct
4463861	SR202(JTB) AT BELFORD ROAD INTERCHANGE				2023		\$26	2023	\$3,467	\$181	2023	\$14,993					Interchange - Add Lanes
4473651	I-295(SR9A) BUCKMAN BRIDGE WIDENING				2023		\$84										Bridge - Rehab and Add Lanes
2100283	SR15(US17) FROM: CR309 IN SATSUMA TO: W.OF DUNN CREEK BRIDGE				2023	\$514	\$263				2024	\$4,809	\$40,813				Add Lanes and Reconstruct
4355772	I-95(SR9) FROM I-295(SR9A) TO SR152(BAYMEADOWS RD)				2024		\$50	2023	\$1,842	\$15	2024	\$187,143	\$293				Add Lanes and Reconstruct
2133459	I-295(SR9A) FROM SOUTH OF US17 TO SR21(BLANDING BLVD)	2023		\$60	2023	\$82	\$2	2025	\$6,750	\$910							Add Lanes and Reconstruct
4240264	I-95(SR9) FROM NORTH OF THE FCE INTERCHANGE TO THE DUVAL COUNTY LINE				2025	\$2,290	\$496	2023	\$512	\$55	2025	\$301,677	\$3,780				Add Lanes and Reconstruct
4240265	I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)				2024		\$754	2023	\$454	\$29	2025	\$247,123	\$1,313				Add Lanes and Reconstruct
4288652	SR200(US301) @ I-10 IMPROVEMENTS	2023		\$10	2024		\$264	2023		\$880	2025		\$6,888				Interchange Ramp (New)
4357581	ARLINGTON EXPWAY FROM ATLANTIC BLVD TO ML KING				2024		\$635				2025		\$50				ITS Communication System
4432391	I-10(SR8) @ SR51(US129)	2023		\$2	2023		\$156				2025	\$12,917	\$166				Interchange - Add Lanes
4389282	SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG RD				2023		\$245				2026		\$26,422				Add Lanes and Reconstruct
2078502	SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY	2023		\$39	2023	\$2,159	\$424	2023	\$2,939	\$8,490	2027		\$52,508				Add Lanes and Reconstruct
4230715	I-75(SR93) FROM: SOUTH OF CR234 TO: SOUTH OF SR121(WILLISTON ROAD)	2027		\$1,550													Add Lanes and Reconstruct
4461221	SR200(US301) @ SR223(US301A) NORTH OF STARKE				2027		\$3,663										Interchange - Add Lanes

LEGEND

Tentative Work Program

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District 2 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	
4471991	SR200(US301) @ SR223(US301A) SOUTH OF STARKE	2023		\$800	2025		\$3,273				2027		\$23,330				Interchange - Add Lanes
2132601	I-295(SR9A) FROM N OF NEW KINGS RD TO S OF I-95 N INTERCHANGE	2023	\$1,000	\$50	2028	\$14,447											Add Lanes and Reconstruct
2132611	I-295(SR9A) FROM N OF COMMONWEALTH TO N OF NEW KINGS RD	2023	\$1,000	\$49	2028	\$11,028											Add Lanes and Reconstruct

Rail

4468272	JACKSONVILLE FREIGHT IMPROVEMENTS - FEC													2023	\$6,146		Rail Capacity Project
4521261	KINSLEY CREEK / INTERCOASTAL CANAL SWING SPAN BRIDGE													2024	\$1,875	\$625	Rail Capacity Project
4521271	TALLEYRAND MARINE TERMINAL SIDING													2024	\$750	\$750	Rail Capacity Project

Seaport

4402643	BLOUNT ISLAND BERTH IMPROVEMENTS													2023	\$5,300		Seaport Capacity Project
4468201	JAXPORT TALLEYRAND TERMINAL CARGO IMPROVEMENTS													2024		\$14,060	Seaport Capacity Project
4402641	BLOUNT ISLAND BERTH IMPROVEMENTS													2025	\$34,650	\$11,550	Seaport Capacity Project
4373561	JAXPORT CHANNEL DEEPENING & WIDENING													2026	\$17,550	\$27,550	Seaport Capacity Project

LEGEND

Tentative Work Program
FY 2023/2024 thru 2027/2028
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SIS INVESTMENT PLAN

District 2

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

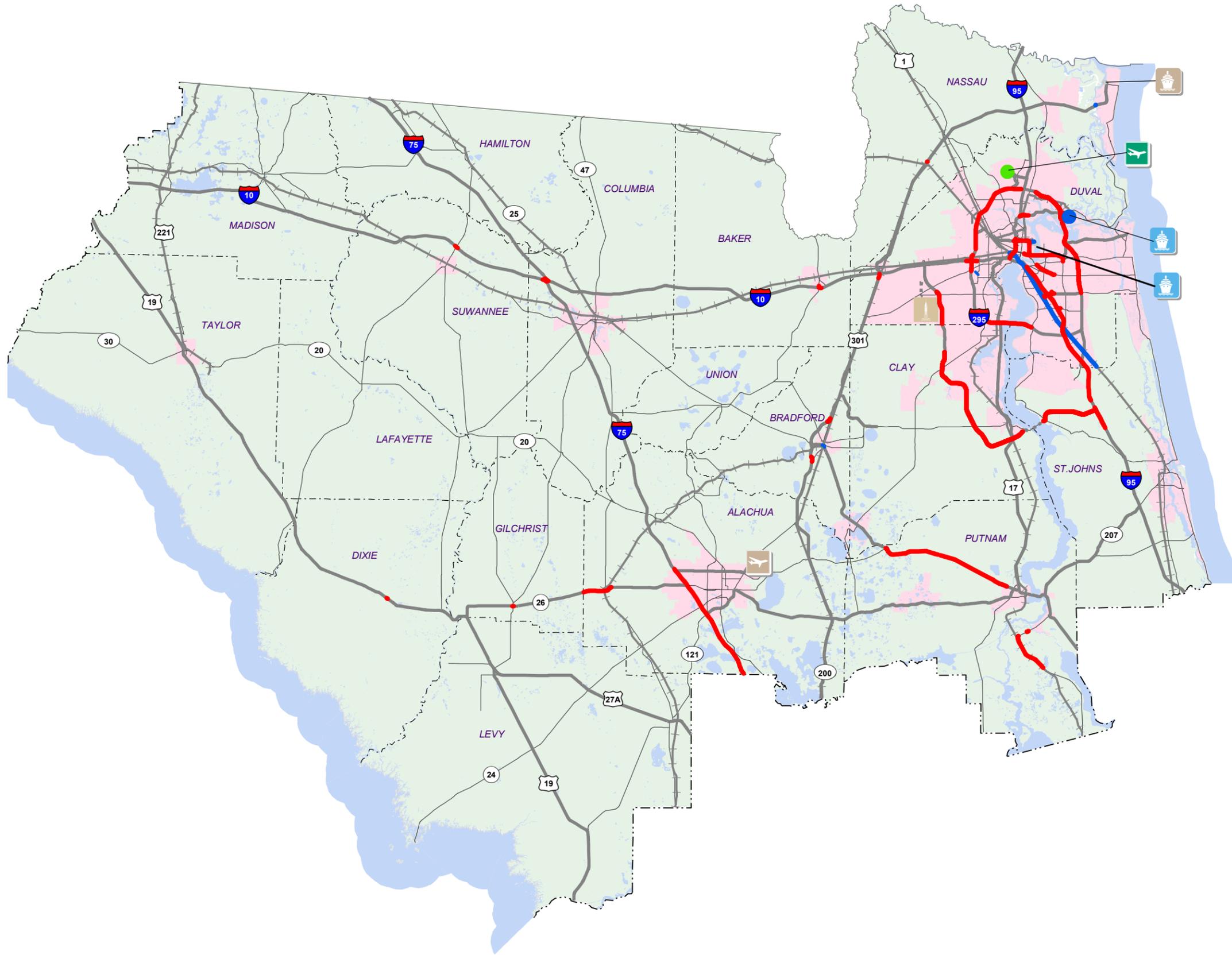
FY 2023/2024 thru 2027/2028
as of January 19, 2023

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

SIS Facilities

-  SIS Highway
-  SIS Highway Future
-  SIS Railway
-  State Highway System
-  Urban Areas
-  SIS Airport
-  SIS Strategic Growth Airport
-  SIS 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	
Highway																	
2178382	SR 30A (US 98) PC BEACH PKWY FROM MANDY LN TO CR 3031 THOMAS DRIVE	2023		\$33													PDE/EMO Study
2178383	SR 30A (US 98) PC BEACH PKWY FROM MANDY LANE TO EAST OF NAUTILUS ST				2023		\$55	2023		\$9,159	2023	\$29,225	\$23,481				Add Lanes and Reconstruct
2178384	SR 30A (US98) PC BCH PKWY FROM E OF NAUTILUS ST TO E OF R JACKSON BLVD				2023		\$371	2023		\$2,767	2023	\$26,711	\$39,390				Add Lanes and Reconstruct
2179096	SR 77 FROM NORTH OF ROGERS ROAD TO SOUTH OF CANE MILL ROAD				2023		\$361	2023	\$25	\$904	2023	\$67,310					Add Lanes and Reconstruct
2179103	SR 75 (US 231) FROM NORTH OF PIPE LINE RD TO NORTH OF PENNY ROAD				2023	\$190	\$12	2023	\$40	\$2,437							Add Lanes and Reconstruct
2179104	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD				2023	\$164	\$7	2023	\$61	\$19							Right of Way - Future Capacity
2179107	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET							2023	\$155,002	\$1,320							Add Lanes and Reconstruct
2179108	SR 75 (US 231) FROM SR 368 23RD STREET TO NORTH OF PIPE LINE ROAD							2023	\$10,230	\$1,449							Add Lanes and Reconstruct
2201712	SR 85 S FERDON BLVD FROM SR 123 ROGER J CLARY HWY TO MIRAGE AVE	2023		\$17													PDE/EMO Study
2201714	SR 85 FROM SR 123 TO SR 210 MCWHORTER AVE				2023		\$99										Add Lanes and Reconstruct
2201715	SR 85 FROM SR 210 MCWHORTER AVE TO PJ ADAMS PKWY				2023	\$12	\$102										Add Lanes and Reconstruct
2201716	SR 85 S FERDON BLVD FROM PJ ADAMS PKWY TO NORTH OF SR 8 (I-10)				2023	\$378	\$1										Add Lanes and Reconstruct
2201963	SR 30 (US 98) FROM SANTA ROSA COUNTY LINE TO E OF CODY AVE				2023	\$708	\$6										Add Lanes and Reconstruct
2201964	SR 30 (US 98) FROM E OF CODY AVE TO MARY ESTHER BLVD				2023	\$204	\$6										Add Lanes and Reconstruct
2202603	SR 30 (US 98) FROM SR 189 BEAL PKWY TO WEST END OF BROOKS BRIDGE	2023	\$478	\$1,007													PDE/EMO Study
2204265	SR 30 (US 98) GULF BREEZE PKWY FROM E OF ORTEGA ST TO OKA CO LINE				2023		\$631										Add Lanes and Reconstruct
2206633	SR 83 (US 331) FROM EDGEWOOD CIRCLE TO SR 8 (I-10)							2023		\$1,144							Right of Way - Future Capacity
2224761	SR 8 (I-10) @ SR 95 (US 29) INTERCHANGE				2023	\$367	\$48	2023	\$12,393	\$111	2023	\$186,343	\$46				Interchange - Add Lanes
2225306	SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE	2023		\$150	2023		\$648										Add Lanes and Reconstruct
4065853	SR 8 (I-10) FROM E OF SR 261 CAPITAL CIRCLE TO SR 59 GAMBLE RD	2023		\$57													PDE/EMO Study
4130624	SR 8 (I-10) FROM SR 281 AVALON BLVD TO OKALOOSA COUNTY LINE	2023		\$182													PDE/EMO Study
4130625	SR 8 (I-10) FROM SANTA ROSA COUNTY TO W OF CR 189 LOG LAKE ROAD	2023		\$18	2023		\$187										PDE/EMO Study
4210121	SR 173 BLUE ANGEL PW FROM SR 292 SORRENTO ROAD TO SR 30 (US 98)				2023		\$1	2023	\$4,897	\$4,741							Add Lanes and Reconstruct
4210123	SR 173 BLUE ANGEL PKWY FROM SR 30 (US 98) TO SR 297 PINE FOREST RD	2023	\$1,575														PDE/EMO Study
4212252	SR 390 E 14TH STREET FROM SR 77 OHIO AVENUE TO SR 75 (US 231)	2023		\$1	2024		\$6,600	2023		\$2							Add Lanes and Reconstruct
4331131	SR 8 (I-10) @ SR 99 BEULAH ROAD	2024		\$955	2023	\$210	\$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	\$1,150	\$137										Add Lanes and Reconstruct
4371792	SR 30 (US 98) FROM W OF PHILLIPS INLET BRIDGE TO SR 79 S ARNOLD RD	2023	\$70	\$5													PDE/EMO Study
4379051	SR 8 (I-10) E OF ALABAMA STATE LINE TO W OF SR 95 (US 29)	2023		\$111													PDE/EMO Study
4379054	SR 8 (I-10) @ PINE FOREST INTERCHANGE IMPROVEMENTS				2023		\$16										Add Lanes and Reconstruct
4403003	SR 389 EAST AVE FROM SR 30 (US 98B) 5TH ST TO S OF CR 2337 SHERMAN AVE	2023		\$20													PDE/EMO Study
4410371	SR 368 23RD STREET FROM US 98 FLYOVER TO SR 390 ST ANDREWS BLVD	2023		\$1,650													PDE/EMO Study
4410381	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO E OF SR 85 FERDON BLVD	2023		\$25													PDE/EMO Study
4410382	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO 2MI W WILKERSON BLUFF RD				2023		\$287										Add Lanes and Reconstruct
4410383	SR 8 (I-10) FROM 2 MILES W OF WILKERSON BLUFF RD TO E OF YELLOW RIVER				2023		\$2,133										Add Lanes and Reconstruct
4410384	SR 8 (I-10) FROM EAST OF YELLOW RIVER TO EAST OF SR 85 FERDON BLVD				2023		\$1,905										Add Lanes and Reconstruct
4410562	SR 297 PINE FOREST RD FROM S OF SR 8 (I-10) TO SR 10 (US 90A) 9MI	2023		\$140	2023		\$1,605										PDE/EMO Study
4475961	SR 30 (US 98) FROM WALTON COUNTY LINE TO GULF COUNTY LINE				2023		\$120				2023		\$5,587				ITS Communication System
4134492	SR 30 (US 98) EMERALD COAST PKWY ARTERIAL DYNAMIC MESSAGE SIGNS				2023		\$55				2024		\$1,062				ITS Dynamic Message Sign
4440571	BAY COUNTY ITS FIBER DEPLOYMENT				2023		\$33				2024		\$3,329				ITS Communication System
4440573	WALTON COUNTY ITS FIBER DEPLOYMENT				2023		\$109				2024		\$10,707				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				2023	\$50	\$3				2025	\$2,786					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

LEGEND

Tentative Work Program
FY 2023/2024 thru 2027/2028
As of 01/19/2023

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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	
4130628	SR 8 (I-10) FROM EAST OF SR 87 TO MILLER BLUFF ROAD				2027		\$4,950										Add Lanes and Reconstruct
4371791	SR 30 (US 98) FROM COUNTY ROAD 30A TO W OF PHILLIPS INLET BRIDGE	2023	\$2,795	\$143	2027	\$15,035	\$1,504										Add Lanes and Reconstruct
2178385	SR 30A (US 98) PC BCH PKWY FROM E OF R JACKSON BLVD TO HATHAWAY BRIDGE				2028	\$50	\$285	2023		\$26,266	2028	\$60,132	\$8,616				Add Lanes and Reconstruct
4284032	SR 8 (I-10) FROM SANTA ROSA COUNTY TO GADSDEN COUNTY ITS/TMC													2028		\$5,776	Traffic Management Centers
Rail																	
4498931	BAY HARBOR SPUR													2023	\$1,194	\$397	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																	
4348283	PORT OF PANAMA CITY BULK STORAGE EXPANSION													2023	\$750	\$750	Seaport Capacity Project
4387631	PORT OF PANAMA CITY TERMINAL IMPROVEMENTS													2027	\$10,940	\$17,200	Seaport Capacity Project

LEGEND

Tentative Work Program
 FY 2023/2024 thru 2027/2028
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SIS INVESTMENT PLAN

District 3

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

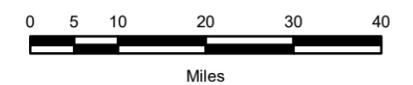
FY 2023/2024 thru 2027/2028
as of January 19, 2023

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

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





District 4 First Five Years Plan Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4348322	FT. LAUDERDALE/ HOLLYWOOD INT'L AIRPORT. AIRPORT ACCESS ROADWAY SYSTEM													2023	\$10,000	\$10,000	Aviation Capacity Project
4400972	FORT LAUDERDALE/HOLLYWOOD INT'L ADDITIONAL TERMINAL GATE DESIGN													2024	\$12,423	\$26,423	Aviation Capacity Project
4448441	FORT LAUDERDALE/HOLLYWOOD INT'L AIRPORT AUTOMATED PEOPLE MOVER													2028	\$87,027	\$167,432	Aviation Capacity Project
Highway																	
4127331	SR-9/I-95 @ 10TH AVE NORTH				2023	\$271	\$91										Interchange - Add Lanes
4130482	SR-9/I-95 @ OSLO ROAD INTERCHANGE				2024	\$20	\$452	2023	\$5,640	\$16,137	2023	\$2,637	\$68,980				Interchange (New)
4132651	SR-9/I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD				2023		\$199	2023	\$13,068	\$3							Interchange Just/Mod
4192511	SR-710/BEELINE HWY FROM NORTHLAKE BLVD TO SR-708/BLUE HERON BLVD				2023	\$1,000	\$45	2023		\$2,615	2023	\$112,129	\$44,893				Add Lanes and Reconstruct
4208093	I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95				2028	\$294					2023	\$365,198	\$57,820	2028	\$7,913	\$95,235	Add Lanes and Reconstruct
4215481	SR-93/I-75 INTRCHNG @ ROYAL PALM BLVD FR GRIFFIN RD TO N OF SW 14 ST				2023		\$178										Add Lanes and Reconstruct
4351581	SR-80/SOUTHERN BLVD AT SANSBURY WAY/LYONS RD.										2023		\$99				INTERSECTION (MODIFY)
4353841	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE							2023	\$4	\$1,456	2023		\$67				INTERCHANGE (MODIFY)
4358081	SR-9/I-95 FROM S. OF SR-870/COMMERCIAL BLVD. TO N. OF CYPRESS CREEK RD				2023		\$423										PDE/EMO Study
4369031	SR-9/I-95 FR MD/BROW LINE TO N OF SR-820/HOLLYWOOD BLVD	2023		\$6	2023		\$77										PDE/EMO Study
4369631	SR-9/I-95 @ 6TH AVENUE SOUTH	2023		\$8	2023		\$60	2025	\$1,491	\$1	2023	\$18,023	\$148				Interchange - Add Lanes
4369641	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2023		\$21	2023	\$41,168	\$52							Interchange - Add Lanes
4378324	SR-93/I-75 FROM SHERIDAN STREET TO GRIFFIN RD. AUX LANES				2023		\$86				2023	\$12,554	\$5,273				Add Auxiliary Lane(s)
4397591	SR-9/I-95 @ BELVEDERE RD NB OFF-RAMP				2023		\$10				2023		\$2,809				Interchange Just/Mod
4398915	SR-869/SW 10TH STREET CONNECTOR TSM&O SMART WORK ZONE				2023	\$722	\$61				2023	\$30,442	\$13,947				ITS Communication System
4441211	SR-9/I-95 AT BELVEDERE RD; SOUTHBOUND OFF RAMP				2023		\$66				2023		\$2,615				Interchange Just/Mod
4442021	SR-9/I-95 FROM SOUTH OF LINTON BLVD/CR-782 TO 6TH AVE SOUTH	2023		\$3,116													PDE/EMO Study
4442022	SR-9/I-95 FROM 6TH AVE SOUTH TO NORTH OF SR-704/OKEECHOBEE BLVD	2023		\$4,824													PDE/EMO Study
4483971	SR-710/SW WARFIELD BLVD TURN LANE AT TOMMY CLEMENTS STREET				2023		\$46				2023		\$2,468				Add Left Turn Lane(s)
4132581	SR-9/I-95 @ LANTANA ROAD				2023		\$451	2024	\$13,714	\$113							Interchange Just/Mod
4192523	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD	2023		\$4	2024		\$2,463										Add Turn Lane(s)
4331088	SR-9/I-95 FR MIAMI-DADE/BROWARD COUNTY LINE TO PALM BEACH COUNTY LINE										2024		\$1,002				Prelim Eng for Future Capacity
4369642	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2023	\$9,895					2024	\$883,681	\$6,979				Interchange - Add Lanes
4419441	SR-870/COMMERCIAL BLVD FROM SR-817/UNIVERSITY DRIVE TO SR-5/US-1										2024		\$5,132				Arterial Traffic Mgmt System
4465511	SR-710/BEELINE HWY FR N CONGRESS AVE TO PS BARACK OBAMA HWY-CAV & TSM&O				2023		\$19				2024		\$2,051				Arterial Traffic Mgmt System
4495201	ADVANCED WWD DETECTION SYSTEM PALM BEACH COUNTY										2024		\$3,342				ITS Communication System
4495231	ADVANCED WWD DETECTION SYSTEMS BROWARD COUNTY										2024		\$3,100				ITS Communication System
4132522	I-95 FROM INDIANTOWN ROAD TO MARTIN/PALM BEACH COUNTY LINE	2025	\$1,125														PDE/EMO Study
4132532	SR-9/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				2023		\$8				2025	\$19,096					Add Lanes and Reconstruct
4215487	SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST				2023		\$4				2025	\$5,406					Add Auxiliary Lane(s)
4226815	SR-9/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				2023	\$162		2025	\$1,000	\$11,011							Interchange - Add Lanes
4355141	SR-9/I-95 @ SUNRISE BLVD. INTERCHANGE IMPROVEMENT				2023	\$90	\$361	2023		\$4,444	2025	\$32,369					Interchange Just/Mod
4358041	SR-9/I-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE	2023		\$3	2023	\$241		2023	\$22,205	\$308	2025	\$41,682	\$143				Interchange Just/Mod
4398911	SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95	2023		\$1	2024	\$2,946	\$9	2023	\$44,630	\$3,534	2025	\$155,860	\$106,143				Add Lanes and Reconstruct
4417231	SR-9/I-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-595				2024		\$617				2025		\$2,951				Add Lanes and Rehabilitate Pvm

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	
4456731	I-595 EASTBOUND TO NORTHBOUND RAMP AT SR-7/US-441				2023		\$7				2025	\$2,086	\$1,810				Interchange - Add Lanes
4461681	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	2023		\$10	2025		\$649	2025		\$528							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	2023		\$10	2023	\$56	\$196	2023	\$5,121	\$22	2026	\$51,079	\$453				Interchange - Add Lanes
4358083	SR-9/I-95 E OF 95 RAMPS T/FR COMMERCIAL BLVD N ANDREWS AV FRONTAGE RD							2026	\$259	\$4,690							PDE/EMO Study
4365191	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST				2023		\$258	2024	\$6,728		2026	\$3,975	\$12,566				Interchange - Add Lanes
4378681	SR-80/SOUTHERN BLVD. RAMPS AND SR-7/US-441				2023	\$70	\$1				2026	\$6,740					Add Turn Lane(s)
4391701	SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	2023	\$6,010	\$2	2027	\$50,040											Interchange Just/Mod
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE				2023	\$66	\$84	2023	\$1,475	\$11,187	2027	\$124,015					Interchange - Add Lanes
4132571	SR-9/I-95 @ HYPOLUXO ROAD				2023	\$110	\$55	2023	\$1,808		2027	\$73,862					Interchange - Add Lanes
4132601	SR-9/I-95 @ PALM BEACH LAKES BLVD	2023		\$5	2024	\$1,179	\$766				2027	\$11,105	\$93				Interchange Just/Mod
4372791	SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD	2023			2028	\$502	\$24	2024	\$2,242		2027	\$26,815					Interchange - Add Lanes
4391711	SR-9/I-95 AT DAVIE BOULEVARD	2024	\$2,510	\$75	2027	\$3,408		2027	\$18,942								Interchange - Add Lanes
4391721	SR-9/I-95 AT SR-816/OAKLAND PARK BOULEVARD	2024	\$2,510	\$75	2027	\$5,166											Interchange - Add Lanes
4512241	SR-80/JOG ROAD IMPROVEMENTS				2024	\$293					2027	\$1,338	\$69				Add Left Turn Lane(s)
4151521	SR-93/I-75 INTRCHG@SR-820/PINESBLVD F N OF MIRAMARPKWY T N OF PINESBLV				2023		\$558				2028	\$152,058					Interchange - Add Lanes
4327091	I-75/SR-93 EAST SIDE RAMP IMPROVEMENTS AT GRIFFIN ROAD				2025		\$339				2028		\$20,944				Interchange Just/Mod
4353842	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE				2023		\$705				2028		\$17,050				Interchange Just/Mod
4358082	SR-9/I-95 FROM S OF COMMERCIAL BLVD. TO CYPRESS CREEK ROAD				2023		\$9	2023		\$762	2028	\$60					Interchange Just/Mod

Rail

4170315	SFECC CORRIDOR TRANSIT ALT, FROM MIAMI TO BROWARD	2024	\$1,321	\$13,548													Rail Capacity Project
4170317	SFECC CORRIDOR TRANSIT ALT, FOR PALM BEACH COUNTY	2025		\$1,350													Rail Capacity Project
4521751	SFRC - OVERPASS FEASIBILITY STUDIES AT VARIOUS LOCATIONS	2026	\$1,333														PTO Studies MLD

Seaport

4334141	PORT EVERGLADES DREDGING AND WIDENING	2023	\$250	\$250										2023	\$7,700	\$7,700	Seaport Capacity Project
4407051	PORT OF PALM BEACH UPLAND CARGO IMPROVEMENTS													2023		\$3,330	Seaport Capacity Project
4301231	PORT EVERGLADES NEW BULKHEAD AT BERTHS 9 AND 10													2024	\$43,500	\$14,500	Seaport Capacity Project
4448541	PORT EVERGLADES CARGO BERTH IMPROVEMENTS													2024	\$10,866	\$2,716	Seaport Capacity Project

LEGEND

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SIS INVESTMENT PLAN

District 4

State of Florida Department of Transportation
Systems Implementation Office

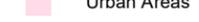
Tentative Work Program

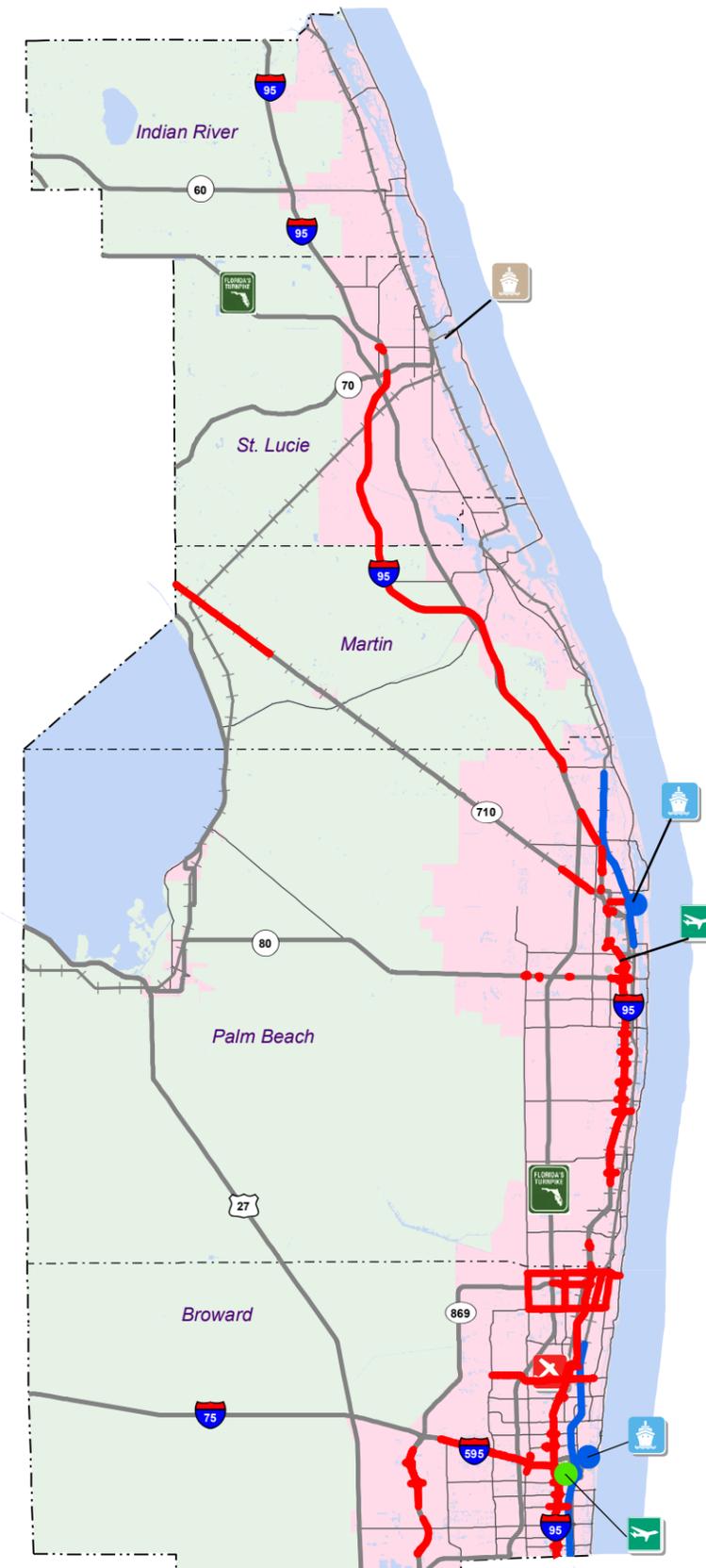
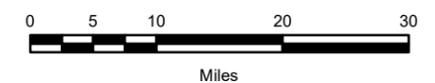
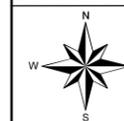
FY 2023/2024 thru 2027/2028
as of January 19, 2023

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

SIS Facilities

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|  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	\$27,255	\$167,299	Aviation Capacity Project
4353221	BREVARD-SPACE FL PROCESSING & RANGE FACILITY IMPROVEMENTS													2028	\$56,250	\$115,192	Spaceport Capacity Project
4368631	BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE													2028	\$49,250	\$43,222	Spaceport Capacity Project
4370691	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/CARGO													2028	\$56,250	\$89,431	Spaceport Capacity Project
4370701	BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES													2028	\$56,250	\$89,627	Spaceport Capacity Project
Highway																	
2408361	SR 40 FROM SR 15 US 17 TO SR 11				2023		\$86	2023	\$6,359	\$217							Add Lanes and Reconstruct
2408371	SR 40 FROM W OF SR 11 TO W OF CONE ROAD				2023		\$51	2023	\$3,696	\$210							Add Lanes and Reconstruct
2424844	I-4 FROM S OF US 441 (OBT) TO S. OF IVANHOE BLVD.				2023		\$79				2023		\$4				Add Lanes and Reconstruct
2424847	SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD				2023	\$30	\$1	2023	\$20,151	\$3,458							Add Lanes and Reconstruct
2424848	SR 400 (I-4) E OF CR 522 (OSCEOLA PKWY) TO WEST OF SR 528				2028	\$5,353	\$473	2023	\$95,793	\$49,928							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	\$1,182	\$32	2023	\$45,560	\$21,517							Add Lanes and Reconstruct
4102511	SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40				2023		\$1,281	2023		\$920							Add Lanes and Reconstruct
4102513	SR15 (US17) FROM SOUTH OF SPRING ST TO LAKE WINONA RD				2023		\$7				2023	\$15,038	\$20,269				Add Lanes and Reconstruct
4106742	SR 40 FROM END OF 4 LANES TO EAST OF CR 314				2023		\$44	2023									Add Lanes and Reconstruct
4106743	SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A				2023		\$17	2023		\$34,056							Prelim Eng for Future Capacity
4106744	SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD				2024		\$205										Prelim Eng for Future Capacity
4197722	I-95 INTERCHANGE AT SR 5 (US 1)	2023		\$33	2023		\$816	2027		\$3,350	2023		\$100				Interchange - Add Lanes
4269054	ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN RHODES BLVD TO W OF WICKHAM							2023		\$36,709							Add Lanes and Reconstruct
4270561	SR 50/SR 33 FROM CR 565 (VILLA CITY) TO CR 565A (MONTEVISTA)	2023		\$12	2023		\$5	2023	\$20,463	\$16,404							New Road Construction
4314561	SR 400 (I-4) WEST OF CR 532 TO EAST OF CR 522 (OSCEOLA PARKWAY)				2023		\$831	2023	\$39,110	\$3							Add Lanes and Reconstruct
4321931	I-4 MANAGED LANES FROM KIRKMAN TO SR 434				2028		\$1,226				2023	\$196,560	\$165,051	2028	\$6,006	\$126,771	Add Lanes and Reconstruct
4336551	SR 500/US 192 AT HOLLYWOOD BLVD				2023		\$6	2023		\$2,301	2023		\$3,949				Add Turn Lane(s)
4358594	SR 50 FROM EAST OF CR 757 TO EAST OF THE SUMTER/LAKE COUNTY LINE				2023		\$1,277	2023		\$38,150							Add Lanes and Reconstruct
4358595	SR 50 FROM EAST OF THE SUMTER/LAKE COUNTY LINE TO CR 33				2023		\$1,118	2023		\$37,278							Add Lanes and Reconstruct
4362921	I-95 INTERCHANGE AT PIONEER TRAIL	2023		\$26	2023		\$5,351	2023		\$27,928	2023	\$9,882	\$92,206				Interchange (New)
4404242	SPACE COMMERCE WAY				2023		\$6				2023	\$12,170	\$16,500				Add Lanes and Rehabilitate Pvmt
4436231	I-75 (SR 93) FROM TURNPIKE (SR 91) TO SR 200	2023		\$52													PDE/EMO Study
4436241	I-75 (SR 93) FROM SR 200 TO CR 234	2023		\$57													PDE/EMO Study
4443153	SR 400 FROM WEST OF SR 536 TO WEST OF SR 528										2023	\$11,576	\$3,062				Add Managed Lanes
4447871	SR 401 BRIDGE REPLACEMENT	2023		\$27	2023		\$30										PDE/EMO Study
4453624	I-4/SR 400 FROM POLK COUNTY LINE TO DOWNTOWN ORLANDO										2023		\$2,744				ITS Communication System
4458581	NASA BOULEVARD FROM WICKHAM ROAD TO US-1				2023		\$4				2023		\$2,098				ITS Communication System
4489141	I-4/SR-400 FROM EAST OF SR-535 TO WEST OF SR-535				2023	\$230	\$906				2023		\$74,635				Interchange Just/Mod
4497641	I-75 MILE MARKER 325 TO MILE MARKER 349				2023		\$5				2023		\$1,419				ITS Communication System
4497651	I-95 FROM MILE MARKER 274 TO MILE MARKER 294				2023		\$5				2023		\$1,343				ITS Communication System
4497711	SR 400 FROM WEST OF SR 536 TO WEST OF DARYL CARTER PARKWAY				2023		\$1,500				2023		\$62,922				Add Managed Lanes
4505061	MARION COUNTY I-75 TWO DYNAMIC MESSAGE SIGNS										2023		\$1,058				ITS Surveillance System
4505071	SUMTER COUNTY I-75 THREE DYNAMIC MESSAGE SIGNS / DMS										2023		\$1,473				ITS Surveillance System
4513321	I-4 ITS COMPONENTS FROM E OF SANDLAKE RD TO EE WILLIAMSON										2023		\$176				ITS Freeway Management
4074023	SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF SR 3				2023		\$1,866	2024	\$9,650	\$230							Add Lanes and Reconstruct
4074024	SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE				2023		\$1,528	2024	\$1,163	\$180							Add Lanes and Reconstruct
4136721	I-4 FROM POLK CO LINE TO SAXON BLVD										2024	\$3,094	\$4				ITS Freeway Management MLD

LEGEND

Tentative Work Program
FY 2023/2024 thru 2027/2028
As of 01/19/2023

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

NOTES

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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				2023		\$15					2024		\$1,226			ITS Communication System
4502271	I-4 & I-95 WRONG WAY DRIVING BUNDLE #1 (VOLUSIA & FLAGLER)											2024		\$2,116			ITS Surveillance System
4352091	I-75(SR 93) AT NW 49TH ST FROM END OF NW 49TH ST TO END OF NW 35TH ST	2023		\$17	2023		\$33	2023		\$7,363	2025		\$35,360				Interchange (New)
4269052	ST JOHNS HERITAGE PKWY @ ELLIS RD FROM JOHN RHODES TO W OF WICKHAM RD				2023		\$25				2026		\$30,758				Add Lanes and Reconstruct
4289471	SR 40 FROM BREAKAWAY TRAIL TO WILLIAMSON BLVD				2023	\$3,000	\$1,120	2026	\$5,462	\$160							Add Lanes and Reconstruct
4372002	US 17/92 FROM IVY MIST LANE TO AVENUE A				2026		\$7,000										Add Lanes and Reconstruct
4468261	I-95 (SR 9) @ MAYTOWN ROAD NEW INTERCHANGE	2026		\$2,550													PDE/EMO Study
4484561	LPGA BLVD FROM US 92 (SR 600) TO WILLIAMSON BLVD	2023		\$18	2023		\$887	2027		\$7,050							PDE/EMO Study
4084642	SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472				2028	\$2,323	\$3,169										Add Lanes and Reconstruct
Rail																	
4129945	CENTRAL FLORIDA COMMUTER RAIL SYSTEM POSITIVE TRAIN CONTROL (PTC)										2023		\$16				Intermodal Capacity Project
4129948	CENTRAL FLORIDA COMMUTER RAIL SYSTEM OPERATIONS AND MAINTENANC													2024		\$111,821	Intermodal Capacity Project
Seaport																	
4403232	BREVARD-PORT CANAVERAL NORTH CARGO BERTH 3 IMPROVEMENTS													2023	\$8,000	\$2,667	Seaport Capacity Project
4403231	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS													2027	\$34,370	\$36,301	Seaport Capacity Project

LEGEND

Tentative Work Program
FY 2023/2024 thru 2027/2028
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SIS INVESTMENT PLAN

District 5

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

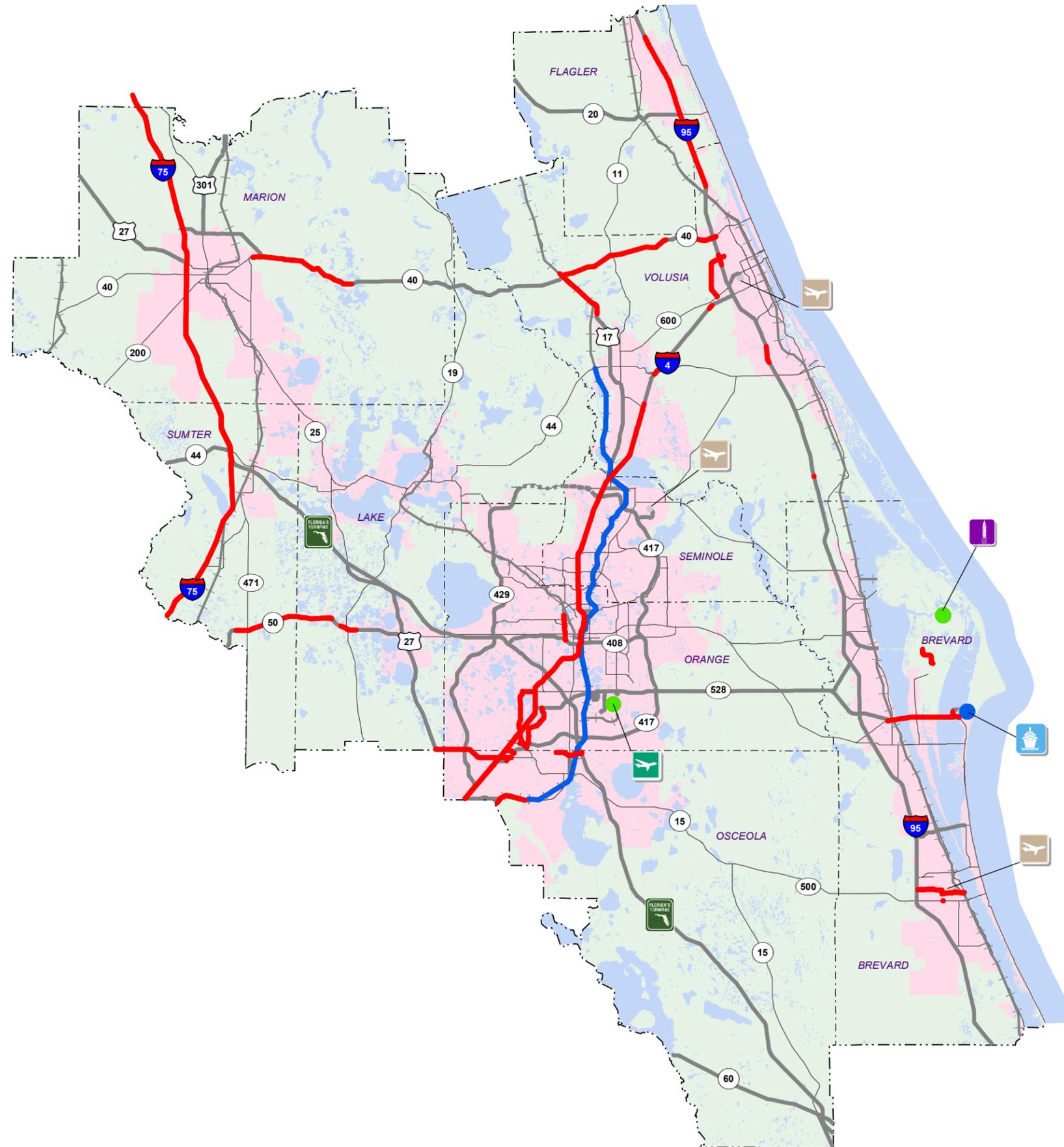
FY 2023/2024 thru 2027/2028
as of January 19, 2023

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

SIS Facilities

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





District 6 First Five Years Plan Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Aviation																		
4292715	MIAMI INT'L AIRPORT PERIMETER ROAD BRIDGE REPLACEMENT													2026	\$10,500	\$11,462	Aviation Capacity Project	
4486871	MIAMI INTERNATIONAL AIRPORT - SOUTH TERMINAL EXPANSION EAST													2026	\$8,000	\$8,000	Aviation Capacity Project	
Highway																		
2511563	PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395												2023	\$161,930	\$20,328	2028	\$138,264	New Road Construction
2511565	PORT OF MIAMI TUNNEL OVERSIGHT CONSULTANT				2028		\$47						2023	\$4,200				INSPECT CONSTRUCTION PROJ.
4106465	SR 934/NE/NW 79 ST FROM WEST OF I-95(13 CT.) TO END OF SR 934/1 WAY PR				2023		\$968											Add Lanes and Reconstruct
4231261	SR 836/I-95 INTERCHANGE RAMP FROM NW 17 AVE TO I-95 (MDX)												2023		\$1,865			INTERCHANGE (MODIFY)
4231262	SR 9A/I-95 SOUTHBOUND RAMP TO WESTBOUND SR 836												2023	\$2,339	\$1			INTERCHANGE (MODIFY)
4357602	SR 826/PALMETTO EXPY FROM N.OF CANAL C-8 BRDG(162ST) TO E.OF NW 67 AVE				2026		\$16	2023		\$1								Add Lanes and Reconstruct
4402282	I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD	2023		\$65														PDE/EMO Study
4469471	WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS				2023		\$5						2023		\$640			ITS Freeway Management
4149641	SR 9A/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	2023	\$1,459	\$5,147	2024		\$20,140											PDE/EMO Study
4184235	SR 826/PALMETTO EXPY FROM I-75 TO GOLDEN GLADES INTERCHANGE							2024	\$1,158									Add Special Use Lane
4184236	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET	2024		\$6,600														PDE/EMO Study
4283581	SR 826/PALMETTO EXPY - SR 826 EASTBOUND RAMP TO SR 9A/I-95 NORTHBOUND				2023		\$193	2023	\$153	\$1,769	2024	\$4,090	\$77,039					Interchange Ramp (New)
4283584	SR 7 AND SR 9/GOLDEN GLADES INTERCHANGE VARIOUS RAMP IMPROVEMENTS				2023		\$107	2023		\$13	2024		\$90,115					Interchange Ramp (New)
4283588	SR 826 CONNECTOR AT GOLDEN GLADES INTERCHG AND VARIOUS RAMP				2024		\$57	2023			2024		\$84,088					Add Lanes and Reconstruct
4326397	SR 90/SW 8 ST/SW 7 ST AND I-95 INTERCHANGE				2024		\$100											Prelim Eng for Future Capacity
4469472	WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS - PHASE 2				2023		\$57				2024		\$9,421					ITS Freeway Management
4232513	SR 25/OKEECHOBEE RD FROM EAST OF NW 87 AVE TO NW 79 AVE (CONCRETE)				2024		\$30	2023	\$2,899	\$19,871	2025	\$44,701	\$552					Add Lanes and Reconstruct
4365651	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY INTERCHANGE	2023		\$1	2023		\$23	2023	\$3,027	\$173	2025	\$150,040	\$680					Interchange Ramp (New)
4232514	SR 25/OKEECHOBEE RD FROM E. OF NW 116 WAY TO E. OF NW 87 AVE(CONCRETE)				2023		\$57	2023	\$51,392	\$6,616	2026	\$273,442	\$2,532					Add Lanes and Rehabilitate Pvmt
4326391	SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST	2023	\$961	\$99	2025	\$30,165		2026	\$99,307									Prelim Eng for Future Capacity
4357603	SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE				2026		\$16											Add Lanes and Reconstruct
4357604	SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE				2026		\$26											Add Lanes and Reconstruct
4357605	SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE				2026		\$26											Add Lanes and Reconstruct
4357606	SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE				2026		\$26											Add Lanes and Reconstruct
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
4149647	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET	2025		\$6,700	2028		\$10,340											PDE/EMO Study
4149649	SR 9A/I-95 FROM NORTH OF NW 143 STREET TO SOUTH OF SR 860/MIA GDNS DR	2028	\$5,500															PDE/EMO Study
4283589	GOLDEN GLADES INTERCHANGE ENGINEERING SUPPORT				2023		\$2				2028		\$1,100					Prelim Eng for Future Capacity
Rail																		
4294872	SFRC DOUBLE-TRACKING FROM HIALEAH MARKET TO MIC				2023		\$15	2023	\$2,315	\$10,169	2025		\$500					Rail Capacity Project

LEGEND

Tentative Work Program
 FY 2023/2024 thru 2027/2028
 As of 01/19/2023

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- (3) Project costs are subject to change.
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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	\$110,641	\$138,009	Aviation Capacity Project
4444711	ST PETE-CLEARWATER INTERNATIONAL AIRPORT - PASSENGER TERMINAL IMPROV.														2027	\$21,400	\$37,464	Aviation Capacity Project
Highway																		
2567742	US 19 (SR 55) FROM N OF SR 580 (MAIN ST) TO NORTHSIDE DR				2023		\$104	2023	\$4,567	\$413	2023	\$76,145	\$45,989				Add Lanes and Reconstruct	
2567743	US 19 (SR 55) FROM NORTHSIDE DR TO NORTH OF CR 95				2023		\$106				2023	\$107,825	\$26,129				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	
2569951	SR 686 FROM N OF SR 688/ULMERTON TO E OF 40TH ST				2023		\$1	2023		\$276							New Road Construction	
2570861	SR 694/GANDY BLVD FROM E OF US 19 TO E OF I-275 (SR 93)				2023	\$514	\$933										Add Lanes and Reconstruct	
4125311	I275/SR 93 FM S OF SR60 TO N OF HILLS. RVR, SR60 FM S OF I275 TO SR589				2023	\$434	\$113										Interchange (New)	
4167332	SR 50/CORTEZ BLVD FROM COBB RD TO W OF BUCK HOPE RD				2023		\$54				2023	\$17,251	\$192				Add Lanes and Reconstruct	
4191822	US 41(SR45) AT SR54 FROM W OF WILSON RD TO E OF OSPREY LN				2024	\$4,000	\$1,012	2023	\$28,616	\$180							Interchange (New)	
4192352	I-75 (SR 93A) FROM MOCCASIN WALLOW RD TO S OF US 301	2023	\$102	\$8													PDE/EMO Study	
4192353	I-75 (SR 93A) FROM S OF US 301 TO N OF BRUCE B DOWNS BLVD	2023	\$150	\$6													PDE/EMO Study	
4245015	I-275 (SR 93) FROM 54TH AVE S TO N OF 4TH ST. N				2023		\$9	2023	\$1,332	\$1,127							Add Lanes and Reconstruct	
4245017	I-275/SR 93 FROM N OF 54TH AVE S TO I-375				2023		\$29										Add Lanes and Reconstruct	
4303381	I-4 EB FM EAST OF ORIENT ROAD TO W OF I-75 (SR 93A)				2023		\$29										New Road Construction	
4317461	I-4 FROM E OF 50TH ST TO THE POLK PARKWAY	2023	\$40	\$11													PDE/EMO Study	
4317463	I-4/SR 400 FROM I-4/SELMON CONNECTOR TO W OF THONOTOSASSA RD							2023	\$33								Add Lanes and Reconstruct	
4330712	N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE				2023		\$66	2023	\$43	\$1	2023	\$118	\$13				Add Turn Lane(s)	
4338211	I-275 @ I-4 I-275 FM ROME TO MLK I-4 FM I-275 TO CONNECTOR	2023		\$16													PDE/EMO Study	
4357502	SR 60 FROM E OF DOVER RD TO E OF SR 39				2023		\$26										Add Lanes and Reconstruct	
4366781	I-175/I-375/BAYSHORE DR DOWNTOWN ST PETERSBURG										2023		\$6,471				ITS Communication System	
4407491	US 41/SR 45 AT CSX GRADE SEPARATION FR S OF SR 676 TO N OF SR 676	2023	\$306	\$13	2023	\$140	\$99	2023	\$31,106	\$140							Bridge New Structure	
4412501	US 92/SR 600/GANDY BLVD FROM 4TH ST TO WEST SHORE BLVD	2023		\$19													PDE/EMO Study	
4413201	SR 56/54 FROM GUNN HWY TO CR 581				2023		\$205				2023		\$8,796				Arterial Traffic Mgmt System	
4433201	I-4/SR 400 FROM EAST OF MANGO RD TO W OF WB WEIGH STATION ON-RAMP				2023		\$2				2023		\$279				Add Auxiliary Lane(s)	
4434443	US 41/SR 45/NEBRASKA AVE FROM KENNEDY BLVD TO BEARSS AVE										2023		\$159				ITS Communication System	
4434454	US 92/SR 580/SR 600/HILLSBOROUGH AVE FROM VETERANS EXPY TO WEST OF I-4										2023		\$212				ITS Communication System	
4437701	I-275/SR 93 FROM N OF I-4 TO N OF MLK										2023	\$332	\$1,985				Add Lanes and Reconstruct	
4438591	I-275/SR 93 FROM COLUMBUS DR TO PASCO COUNTY LINE				2023		\$14										ITS Communication System	
4453626	THEA AND I-4 FRAME CONNECTIONS										2023		\$1,901				ITS Communication System	
4491091	I-275 (SR 93) FROM N OF 38TH AVE N TO N OF 4TH ST N				2023	\$21	\$625										Add Lanes and Reconstruct	
4491092	I-275 (SR 93) FROM N OF I-375 TO N OF 38TH AVE N				2023	\$56	\$40				2023		\$50				Add Lanes and Reconstruct	
4376502	I-75/SR 93A AT GIBSONTON DRIVE				2024		\$5,301										Interchange - Add Lanes	
4453171	I-75/SR 93A SB FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE				2023	\$2,316	\$39	2023	\$156		2024	\$40,976					Add Lanes and Reconstruct	
4453172	I-75/SR 93A NB FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE				2023	\$2,278	\$22	2023		\$67	2024	\$47,939					Add Lanes and Reconstruct	
4471072	I275/SR93 FM N OF HFB TO N OF LOIS,SR60 FM KENNEDY TO N OF SPRUCE/TIA				2024	\$12,500	\$572				2024	\$476,592					Add Lanes and Reconstruct	
4489851	BIG BEND RD FROM US41 TO COVINGTON GARDEN & SIMMONS LOOP TO US301										2024		\$27,770				Add Lanes and Reconstruct	
4125312	I-275 (SR 93)/SR 60 INTERCHANGE							2023	\$177,850	\$13,769	2025		\$1,543				Interchange - Add Lanes	
4456681	US92/SR 600 FROM W END OF EB GANDY BRIDGE TO DALE MABRY HWY										2025		\$4,240				ITS Communication System	
4461311	I-4 WB AUXILIARY LANE FROM E OF 50TH ST T W OF MLK JR BLVD				2023		\$47				2025		\$4,702				Add Auxiliary Lane(s)	
4523761	I-75 NORTHBOUND/SOUTHBOUND SKYWAY REST AREA - TPAS INSTALLATION				2024		\$251				2025		\$1,031				ITS Freeway Management	
4167351	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET				2023		\$117	2023		\$15	2026	\$43,457					Add Lanes and Rehabilitate Pvmt	

LEGEND

Tentative Work Program
FY 2023/2024 thru 2027/2028
As of 01/19/2023

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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	
4305732	I75/I275 FROM COUNTY LINE ROAD TO SR 56 (PHASE II)				2023	\$4,841	\$27	2024		\$1,804	2026	\$43,298	\$720				INTERCHANGE (MODIFY)
4305733	I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)				2023	\$3,255	\$7				2026	\$29,894					New Road Construction
4337971	US 19 (SR 55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD				2024		\$17	2026	\$13,359								Add Lanes and Reconstruct
4337991	US 19 (SR 55) FROM S OF CR 95 TO PINE RIDGE WAY W				2023		\$23	2026	\$28,661								Interchange (New)
4357501	SR 60 FROM VALRICO RD TO E OF DOVER RD				2023		\$1	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		\$1,028				2026		\$5,713				Add Auxiliary Lane(s)
4471073	I275/SR93 FM N OF HFB TO N OF LOIS,SR60 FM KENNEDY TO N OF SPRUCE/TIA.				2023						2026	\$209,037					Add Lanes and Reconstruct
4337961	US 19 (SR 55) FROM S OF TIMBERLANE RD TO S OF LAKE ST				2023		\$1	2027	\$19,846	\$220							Add Lanes and Reconstruct
4340452	I-275 (SR 93) FROM N OF LOIS AVE TO N OF HOWARD AVE				2027	\$100	\$4										Add Lanes and Rehabilitate Pvmnt
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
2583721	ITS ENGINEERING ANALYSIS & MINOR DESIGN- CONTINUING				2028		\$3,982										ITS Freeway Management MLD
4303371	I-4/SR 400 WB FM E OF ORIENT RD TO WEST OF I-75 (SR 93A)				2023		\$13	2028	\$2,602								Add Auxiliary Lane(s)
4387021	ARTERIAL MANAGEMENT PROGRAM (AMP)				2028		\$5,600										Arterial Traffic Mgmt System
4461331	I-4 WB AUXILARY LANE FROM E OF WEIGH STATION TO W OF MCINTOSH RD				2023		\$625				2028	\$3,789					Add Auxiliary Lane(s)
4461341	I-4 WB AUXILARY LANE FROM E OF BETHLEHM RD TO W OF BRANCH FORBES RD				2027	\$531					2028	\$1,664					Add Auxiliary Lane(s)
4461351	I-4 EB AUXILARY LANE FROM E OF BETHLEHM RD TO W OF BRANCH FORBES RD				2023		\$404				2028	\$3,146					Add Auxiliary Lane(s)
4471074	I275/SR93 FM N OF HFB TO N OF LOIS,SR60 FM KENNEDY TO N OF SPRUCE/TIA				2028	\$101	\$5				2028	\$390,910					Add Lanes and Reconstruct

Seaport

4351301	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS													2027	\$18,676	\$14,785	Seaport Capacity Project
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LEGEND

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SIS INVESTMENT PLAN

District 7

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

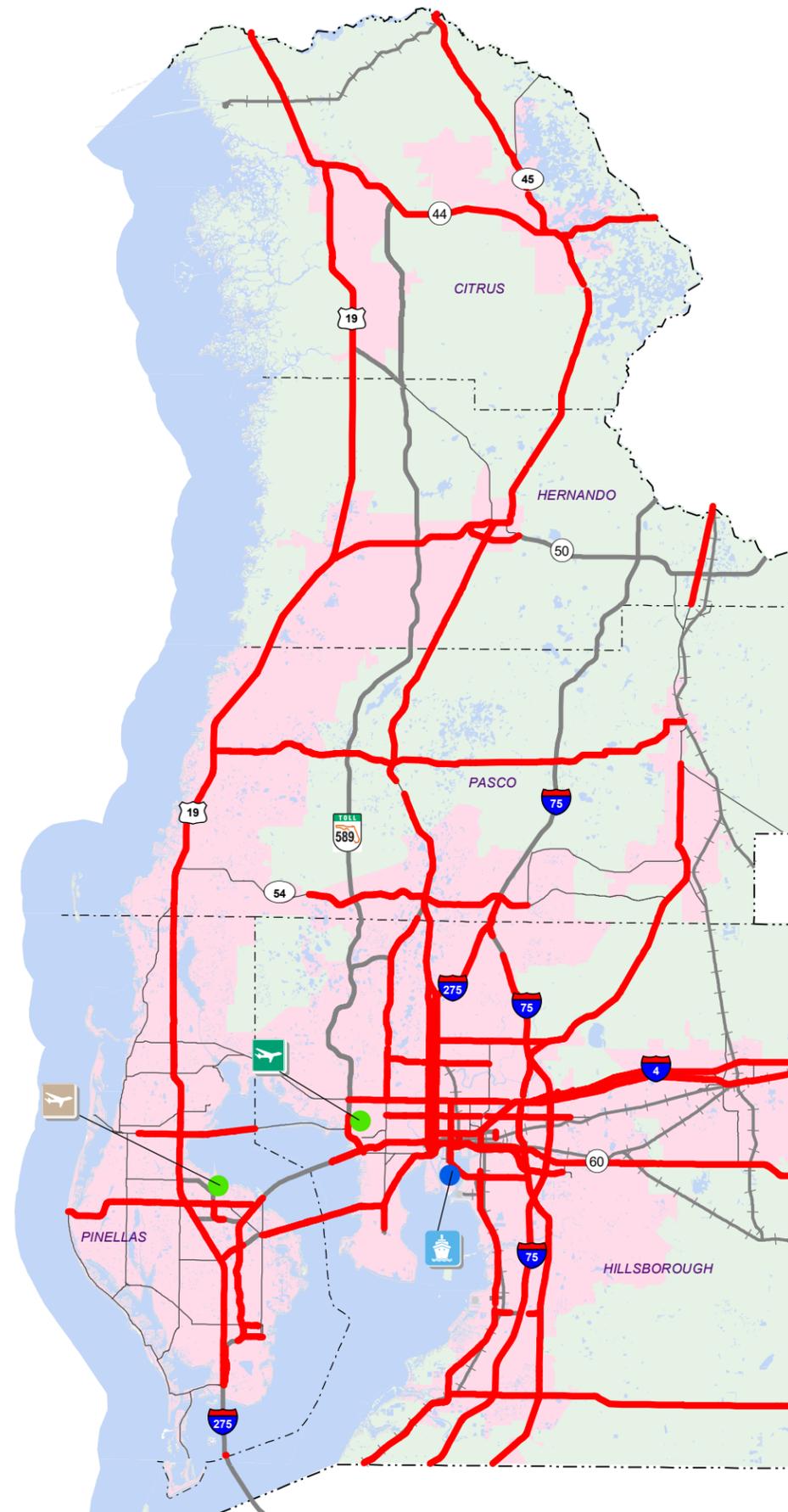
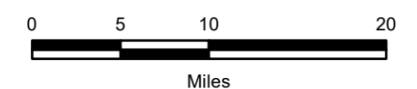
FY 2023/2024 thru 2027/2028
as of January 19, 2023

LEGEND

-  Highway
-  Railway
-  Airport
-  Seaport

SIS Facilities

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





Turnpike Enterprise

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Highway																	
4233741	PD&E WIDEN MAINLINE FROM JUPITER TO FT PIERCE (MP 116-152)	2023		\$15												PDE/EMO Study	
4357631	PD&E WIDEN SAWGRASS XWAY- S OF SUNRISE TO S OF US441 (MP 0.5 TO 18)	2023		\$1	2023		\$67									PDE/EMO Study	
4371531	PD&E WIDEN SAWGRASS S OF US 441 TO POWERLINE (MP18-22)	2024		\$960	2023		\$3									PDE/EMO Study	
4371662	TURNPIKE MAINLINE AT I-4 (MP 259 - DIRECT CONNECT RAMPS)				2023		\$1				2023		\$47			INTERCHANGE (MODIFY)	
4395451	PD&E FOR WIDEN HEFT FROM US-1/SOUTH OF PALM DR TO CAMPBELL DR (MP 0-2)	2023		\$13												PDE/EMO Study	
4408972	CENTRAL POLK PARKWAY - FROM POLK PKWY (SR 570) TO US 17 (SR 35)				2023		\$5,319	2023		\$14,175	2023		\$283,887			New Road Construction	
4427641	SUNCOAST II (SR589) - SR 44 TO CR 486				2023		\$726	2023		\$9,993	2023		\$115,781			New Road Construction	
4439561	ATLANTIC BLVD INTCHNG IMPROVEMENTS (SAWGRASS XWAY MP 8)				2023		\$5	2023		\$2	2023		\$835			INTERCHANGE (MODIFY)	
4440071	PD&E WIDEN TPK(SR91) FROM S OF SR 408 TO SR 50 (MP 263 - 273)	2023		\$415												PDE/EMO Study	
4453625	I-4/SR 400 FROM DOWNTOWN TAMPA TO DOWNTOWN ORLANDO										2023		\$244			ITS Communication System	
4460191	PD&E STUDY OF INTCHG IMPROVEMENTS FOR TPK(SR91) AT GLADES RD (SR808)	2023		\$133												PDE/EMO Study	
4461641	PD&E STUDY TO WIDEN WESTERN BELTWAY (SR429) FROM I-4 TO SEIDEL RD.	2023		\$194												PDE/EMO Study	
4465811	PD&E FOR POINCIANA PKWY EXT FROM CR532 TO N OF I-4/SR429 INTCHG	2023		\$291												PDE/EMO Study MLD	
4469751	TPK (SR91) AND I-95 INTERCHANGE (MP 125)	2023		\$853												PDE/EMO Study	
4485351	CORAL REEF MICROWAVE TOWER SITE ITS RELOCATION (SR 821, MP 16)				2023		\$1				2023		\$358			ITS Communication System	
4485352	MCARTHUR/SUNRISE TOWER SITE ITS RELOCATION (SR91 MP59)				2023		\$64									ITS Communication System	
4503941	TSM&O STUDY FOR SR 821 FROM US-1/S OF PALM DR TO CAMPBELL DR	2023		\$101												PDE/EMO Study	
4512421	FEMA FLOODPLAIN REVIEW (SYSTEMWIDE)	2023		\$181												PDE/EMO Study	
4061435	WIDEN TPK(SR91) WPB SERVICE PLAZA TO SOUTHERN BLVD (MP94-98)(4TO8LNS)				2024		\$3,017				2024		\$217,564			Add Lanes and Reconstruct	
4175451	WIDEN SEMINOLE XWAY FROM ALOMA AVE TO SR 434 (MP 38 - 44) (4TO8 LANES)				2024		\$2,760	2023		\$161	2024		\$288,329			Add Lanes and Reconstruct	
4233742	PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)	2024		\$209												PDE/EMO Study	
4233743	PD&E FOR WIDEN TPK FROM N OF SR60 TO KISSIMMEE PARK RD (MP 193-238.5)	2024		\$4,152												PDE/EMO Study	
4336631	SAND LAKE RD / TPK INTERCHANGE (SR482/SR91) (MP 257)				2024		\$1,096	2023		\$149	2024		\$126,191			Interchange (New)	
4354611	WIDEN SAWGRASS (SR869) ATLANTIC BLVD TO SAMPLE RD (MP 9-12)(6TO10 LNS)				2024		\$471	2023		\$8	2024		\$88,359			Add Lanes and Reconstruct	
4361941	WIDEN TPK(SR91), PARTIN SETTLEMENT RD TO OSCEOLA PKWY(MP243.5-249)4TO8	2023		\$10	2024		\$4,284	2023		\$11,721	2024		\$279,065			Add Lanes and Reconstruct	
4370531	GOLDEN GLADES INTERCHANGE IMPROVEMENTS (MAINLINE SPUR MP 0X)				2023		\$38	2023	\$500	\$154	2024		\$117,645			Interchange - Add Lanes	
4370533	SR 9A/I-95 SOUTHBOUND FROM NW 135TH STREET TO BISCAYNE CANAL				2023		\$28	2023		\$168	2024		\$69,716			Add Lanes and Reconstruct	
4370534	SR 9A/I-95 NB FROM NW 143 ST TO JUST EAST OF NW 2ND AVENUE				2023		\$275	2023		\$231	2024		\$163,046			Add Lanes and Reconstruct	
4370535	GOLDEN GLADES INTERCHANGE IMPROVEMENTS - SPUR				2023		\$174				2024		\$87,305			Add Lanes and Reconstruct	
4412242	KISSIMMEE PARK ROAD INTERCHANGE IMPROVEMENTS (MP 240)				2024		\$1,353	2023		\$48,310	2024		\$5,126			INTERCHANGE (MODIFY)	
4412244	WIDEN TPK (SR 91) (MP 239-242) & NEW NOLTE ROAD INTERCHANGE				2024		\$1,613				2024		\$185,211			Add Lanes and Reconstruct	
4422121	PD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70)	2024		\$643												PDE/EMO Study	
4428761	ITS REPLACEMENTS FOR BEACHLINE EAST (SR528),ORANGE & BREVARD,MP31-45.7				2024		\$1,342				2024		\$25,723			ITS Communication System	
4462231	TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 47-51				2023		\$123				2024		\$101,028			Add Auxiliary Lane(s)	
4462241	TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 51-54				2023		\$119				2024		\$73,228			Add Auxiliary Lane(s)	
4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.5-138.08) (4TO8)				2024		\$10,702									Add Lanes and Reconstruct	
4463351	WIDEN TPK(SR91), SW BECKER RD TO CROSSTOWN PKWY (MP138.5-144.58)(4TO8)				2024		\$11,438									Add Lanes and Reconstruct	
4480681	PD&E WIDEN SUNCOAST PKWY(SR589) - S OF VAN DYKE RD TO SR52 (MP13-29)	2024		\$4,044												PDE/EMO Study	
4494231	DMS UPGRADE AND RETROFIT ON SR91 AND SR429				2023		\$424				2024		\$5,014			ITS Dynamic Message Sign	
4494232	DMS UPGRADE AND RETROFIT ON SR589				2023		\$467				2024		\$5,116			ITS Dynamic Message Sign	
4514201	CENTRAL POLK PARKWAY (SR570B)-CR546 TO US17/92 (6 LNS)				2026		\$31,502	2024		\$20,000						New Road Construction MLD	
4521171	WESTERN BELTWAY (SR429)/LIVINGSTON RD INTERCHANGE (MP3.5-4.5)				2023		\$2	2024		\$9,000						Interchange (New)	
4521211	WIDEN WESTERN BELTWAY (SR429)- N OF WESTERN WAY TO SEIDEL RD (MP 8-11)				2024		\$6,002									Add Lanes and Reconstruct	
4061438	WIDEN TPK (SR91) SOUTHERN BLVD TO OKEECHOBEE BLVD (MP 98-101)(4TO8LNS)				2024		\$607				2025		\$283,471			Add Lanes and Reconstruct	

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Turnpike Enterprise

First Five Years Plan

Tentative Work Program

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4159274	TPK (SR91) TSM&O ADD LANES N OF SAWGRASS TO PALM BEACH C/L (MP 71-73)				2025		\$143				2025		\$47,797				Add Auxiliary Lane(s)
4182145	TPK (SR91) TSM&O ADD LANES PALM BEACH C/L TO GLADES RD (MP 73.1-76.4)				2023		\$160				2025		\$89,494				Add Auxiliary Lane(s)
4371551	WIDEN SAWGRASS(SR869) SUNRISE BLVD TO OAKLAND PARK(MP0.5-4.1)(6TO10LN)				2024		\$5,830	2023		\$31,524	2025		\$277,671				Add Lanes and Reconstruct
4372241	WIDEN SAWGRASS(SR869) FROM SR7 TO POWERLINE RD (MP18.4-22)(6TO10 LNS)				2027		\$16,601										Add Lanes and Reconstruct
4379521	WIDEN SEMINOLE XWAY, SR434 TO N OF CR427 (MP44-49.4) (4TO8 LNS)				2025		\$12,941	2025		\$879							Add Lanes and Reconstruct
4408973	CENTRAL POLK PARKWAY - FROM US 17 (SR 35) TO SR 60				2023		\$2,026	2023		\$30,939	2025		\$153,781				New Road Construction
4427642	SUNCOAST II-PHASE 3A (SR589)-CR 486 TO CR 495				2025		\$4,744	2024		\$51,255	2025		\$254,512				New Road Construction
4440061	PD&E WIDEN TPK(SR91) FROM S OF SAND LAKE RD TO S OF SR 408 (MP257-263)	2025		\$4,201													PDE/EMO Study
4441111	WIDEN TPK (SR821) CAMPBELL DR TO TALLAHASSEE RD (MP3-7)(4TO6LNS)				2024		\$1,451				2025		\$62,151				Add Lanes and Reconstruct
4462181	WIDEN TPK(SR91) FROM SR706 TO MARTIN C/L (MP117-117.7)(4TO8 LNS)				2025		\$2,008										Add Lanes and Reconstruct
4462191	WIDEN TPK(SR91), PALM BEACH C/L TO I-95 CONNECTOR (MP117.7-125) (4TO8)				2025		\$14,553										Add Lanes and Reconstruct
4463321	WIDEN TPK(SR91), I-95 CONNECTOR TO T.B.MANUEL BRIDGE (MP125-131)(4TO8)				2025		\$10,760										Add Lanes and Reconstruct
4465791	WIDEN TPK(SR91) FROM SR408 TO SR429 (MP265-267A)				2024		\$13,602	2025		\$10,700							Add Lanes and Reconstruct
4520781	WIDEN TPK (SR91) N OF SAMPLE RD TO WILES RD (MP 69-70)				2025		\$1,712										Add Lanes and Reconstruct
4520811	WIDEN SB TPK (SR91) SR429 TO SOUTH OF SR408 (MP 266.3-269)				2023		\$2	2025		\$29,100							Add Lanes and Reconstruct
4520861	SOUTHERN TURNPIKE CCTV UPGRADES				2025		\$102										ITS Surveillance System
4520862	NORTHERN TURNPIKE CCTV UPGRADES				2025		\$662										ITS Surveillance System
4521201	WIDEN WESTERN BELTWAY (SR429)- N OF US192 TO N OF WESTERN WAY (MP6-8)				2024		\$4,802	2025		\$500							Add Lanes and Reconstruct
4061436	WIDEN TPK(SR91) OKEECHOBEE BLVD TO SR 710 (4TO8 LNS)				2025		\$10,934				2026		\$143,070				Add Lanes and Reconstruct
4354614	WIDEN SAWGRASS (SR869) SAMPLE TO UNIVERSITY DR (MP 12-14.8)(6TO10 LNS)				2024		\$821				2026		\$103,313				Add Lanes and Reconstruct
4354615	WIDEN SAWGRASS (SR 869) UNIVERSITY DR TO SR7 (MP 14.8-18.4)(6TO10 LNS)				2024		\$452				2026		\$101,063				Add Lanes and Reconstruct
4357863	WIDEN TPK(SR91) - O'BRIEN RD TO US27 (MP 285.9-289.6) (4TO8 LNS)				2025		\$902	2023		\$7,556	2026		\$139,715				Add Lanes and Reconstruct
4357882	WIDEN TPK FROM CR470 INTCHG TO LAKE/SUMTER C/L(MP297.3-297.9)(4TO8LNS)				2026		\$927	2026		\$521							Add Lanes and Reconstruct
4361943	WIDEN TPK (SR91) FROM US 192 TO PARTIN SETTLEMENT RD (MP242-243.5)4TO8				2026		\$1,171	2024		\$11,289	2026		\$96,290				Add Lanes and Reconstruct
4371555	WIDEN SAWGRASS(SR869) S OF NW8TH TO SUNRISE BLVD (MP0-0.5) (6TO10LNS)				2026		\$601	2024		\$6,265	2026		\$115,793				Add Lanes and Reconstruct
4371556	WIDEN SAWGRASS (SR869) OAKLAND PARK BLVD TO ATLANTIC BLVD (MP 4.1-7.5)				2026		\$700	2024		\$2,315	2026		\$136,302				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		\$21							Add Lanes and Reconstruct
4427643	SUNCOAST II-PHASE 3B (SR589)-CR 495 TO US 19				2027		\$14,671	2024		\$51,810	2026		\$211,789				New Road Construction
4462242	TSM&O TPK (SR91) GRIFFIN ROAD INTERCHANGE IMPROVEMENTS (MP 54)				2024		\$1,020	2025		\$1,000	2026		\$10,694				INTERCHANGE (MODIFY)
4463341	WIDEN TPK(SR91) FROM MARTIN C/L TO BECKER RD (MP138.08-138.5) (4TO8)				2024		\$4,556	2026		\$425							Add Lanes and Reconstruct
4465831	WIDEN TPK(SR91) FROM CROSSTOWN PKWY TO SR70 (MP144.58-153.19)				2026		\$18,662										Add Lanes and Reconstruct
4514191	PD&E FOR CENTRAL POLK PARKWAY EAST - SOUTH OF US17/92 TO SR538 (4LNS)	2024		\$4,002	2026		\$12,000										PDE/EMO Study MLD
4514211	CENTRAL POLK PARKWAY (SR570B)-US27 TO CR546 (6 LNS)				2025		\$32,002	2026		\$20,000							New Road Construction MLD
4520771	WIDEN TPK (SR91) ATLANTIC BLVD TO N OF SAMPLE RD (MP 66-69)				2026		\$26,822										Add Lanes and Reconstruct
4157484	WIDEN TPK (SR91) FROM PGA BLVD TO W INDIANTOWN RD (MP 110-117) (4TO8)				2027		\$501										Add Lanes and Reconstruct
4171321	WIDEN TPK(SR91) N OF GLADES RD TO N OF L-38 CANAL(MP76.8-80.2)W/ML				2025		\$6,541	2024		\$822	2027		\$215,922				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		\$3,784										Add Lanes and Reconstruct
4233735	WIDEN SPUR(SR91), GOLDEN GLADES TP TO BROWARD CNTY (MP0.4-3.3)(6TO8LN)				2025		\$1,355	2025		\$19,211	2027		\$148,901				Add Lanes and Reconstruct
4357881	WIDEN TPK- LAKE/SUMTER C/L TO US301 INTCHG (MP297.9-304.5)	2023		\$1	2025		\$15,081	2026		\$4,986	2027		\$4,000				Add Lanes and Reconstruct
4426651	WIDEN SUNCOAST PKWY(SR589), VAN DYKE RD TO SR 54 (MP13.5-19.75) (4TO6)				2027		\$21,000										Add Lanes and Reconstruct
4449801	NEW INTCHNG ON TPK MAINLINE (SR91) AT TAFT VINELAND RD (~MP 253)				2027		\$3,322	2023		\$43,139	2027		\$61,134				Interchange (New)
4514221	CENTRAL POLK PARKWAY (SR570B)-SR60 TO US27 (6 LNS)				2027		\$10,002										New Road Construction MLD
4518581	TPK (SR91) MIDWAY RD SOUTHERN RAMPS INTERCHANGE (MP 150) ST LUCIE CNTY				2024		\$1,602	2025		\$5,500	2027		\$12,853				Interchange Ramp (New)
4521141	WIDEN TPK (SR91) WILES RD TO PALM BEACH C/L (MP 70-73)				2027		\$7,302										Add Lanes and Reconstruct
4357871	WIDEN TPK- US27 TO CR470 INTCHNG (MP289.3 - 297.3)(4TO8LNS)(LAKE CNTY)				2028		\$24,354	2026		\$4,442	2028		\$330,617				Add Lanes and Reconstruct
4357891	WIDEN TPK(SR91) US301 INTCHG TO I-75 INTCHG (MP304.5-308.9)	2023		\$1	2026		\$4,539	2028		\$1,694							Add Lanes and Reconstruct

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Turnpike Enterprise

First Five Years Plan

Tentative Work Program

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4371694	WIDEN TPK (SR 91) N L-30 CANAL TO N BOYNTON BCH BLVD (MP85.3-87.3)W/ML				2028		\$2,978										Add Lanes and Reconstruct
4379531	WIDEN SEMINOLE XWAY N OF CR427 TO N OF RINEHART RD(49.4-55.1)(4TO8LNS)				2028		\$11,103										Add Lanes and Reconstruct
4385472	ORLANDO SOUTH ULTIMATE INTERCHANGE - PHASE I				2025		\$2,745	2024		\$15,985	2028		\$239,291				Interchange Just/Mod
4497091	PD&E WIDEN TPK (SR 91) FROM TPK EXT TO I-595 (MP 47.5-54.5)	2028		\$4,502													PDE/EMO Study
4520761	WIDEN TPK (SR91) S OF COMMERCIAL BLVD TO ATLANTIC BLVD (MP 62-66)				2027		\$13,862	2028		\$1,400							Add Lanes and Reconstruct

LEGEND

Tentative Work Program
 FY 2023/2024 thru 2027/2028
 As of 01/19/2023

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

NOTES

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



Statewide Improvement

First Five Years Plan

Tentative Work Program

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX		
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM			
Aviation																			
4167863	STRATEGIC AIRPORT CAPACITY IMPROVEMENTS - SIS														2028	\$22,419	\$5,500	FUNDING ACTION	MLD
Highway																			
4181951	STATEWIDE ATIS				2028		\$17,456											ITS Information System	MLD
Rail																			
4167864	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS														2028	\$109,375		FUNDING ACTION	MLD
Seaport																			
4167865	STRATEGIC SEAPORT INVESTMENTS - SIS														2028	\$105,813	\$6,000	FUNDING ACTION	MLD

LEGEND

Tentative Work Program
 FY 2023/2024 thru 2027/2028
 As of 01/19/2023

PD&E = Project Development & Environment
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NOTES

- (1) All values in Thousands of "As-Programmed" Dollars.
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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.

SIS INVESTMENT PLAN

Turnpike Enterprise

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

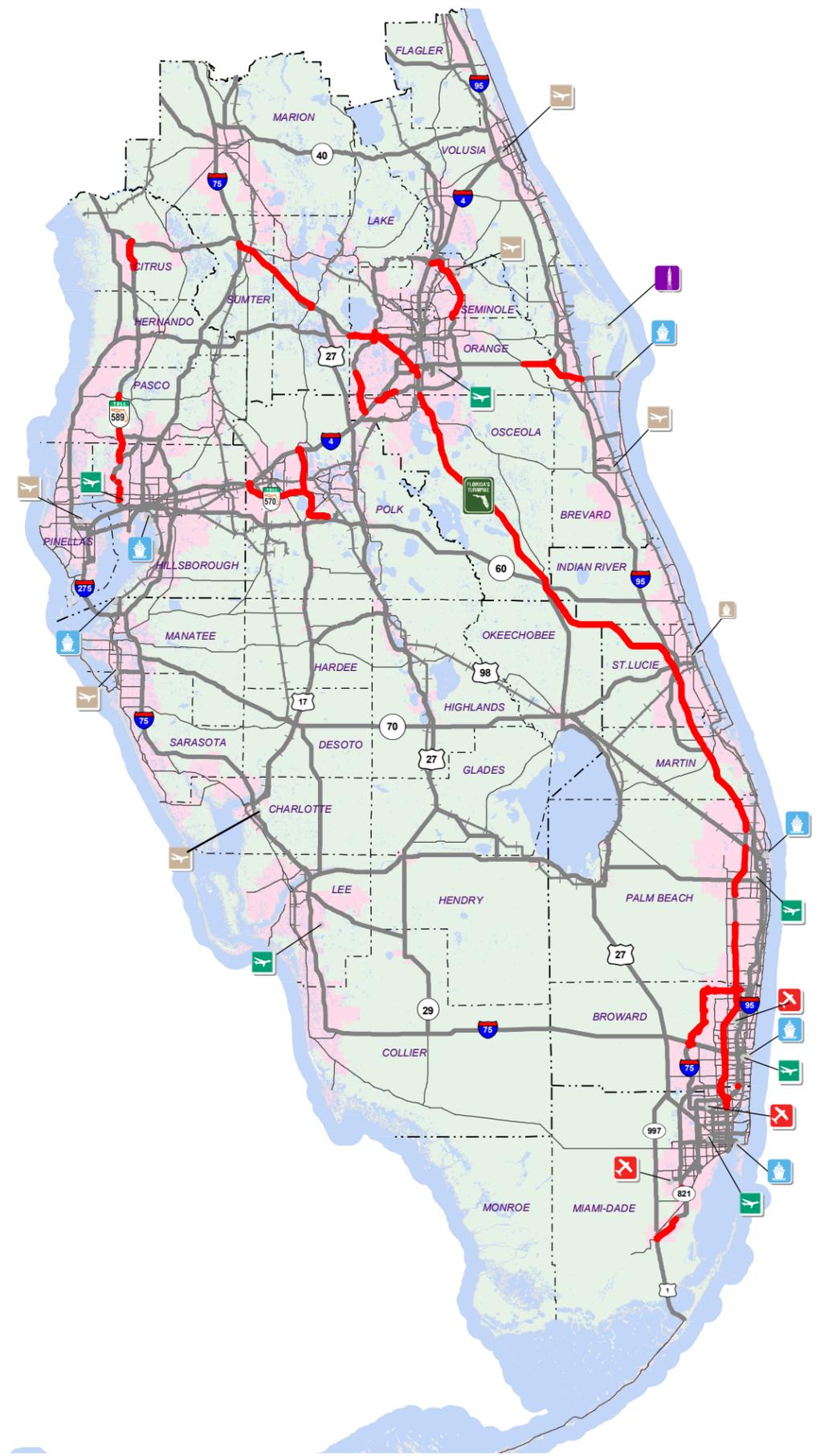
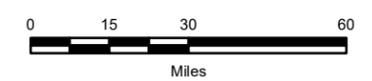
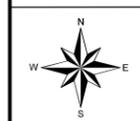
FY 2023/2024 thru 2027/2028
as of January 19, 2023

LEGEND

 Highway

SIS Facilities

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



Appendix C

Project Phase Changes after District Public Hearings

District	Item Number	Description	Action
1	433142-2	10TH AVE FROM RIVERSIDE DRIVE TO 17TH STREET	Added phase 32-design in FY2024 in the amount of \$1,500,000
1	440272-1	FORT FRASER TRAIL OVER SR 60	Deleted phase 52-construction, phase 62 CEI total \$7,897,880 LF funded in FY2025
3	452606-1-A8-01	PENSACOLA INTERNATIONAL AIRPORT - TERMINAL EXPANSION	Added new project to FY26
5	450209-1-58-01	SR434/SR50-SEM. CL. FROM SR 50 TO MCCULLOCH ROAD	Added in FY2024: Roadway Illumination Services Agreement (RISA) for lighting
5	239422-1-58-01	SR 434 FOREST CITY FROM SR 424 EDGEWATER DR TO SEMINOLE CO LINE	Added in FY2024: SR434 at Kennedy Blvd. Intersection Improvement to be constructed by Orange County using plans developed by District 5
5	452080-1-52-01	REPLACE HEMPEL AVENUE OVERPASS IN ORANGE COUNTY (#750387)	Added in FY2025: Turnpike managed bridge replacement
6	4523711	WRONG WAY DRIVING ENHANCED PAVEMENT INITIATIVE	Phase 52 was subsequently added to Year 1 of the Tentative Work Program after the Public Hearing to implement the safety program initiative for wrong way driving enhanced pavement.
6	4522031	DISTRICT 6 ELECTRIC VEHICLE CHARGING PROGRAM	Phase 52 was subsequently added to Year 2 of the Tentative Work Program after the Public Hearing to implement the electric vehicle charging program.
7	452487-1	RUMBLE STRIP INITIATIVE PASCO COUNTY	Added to FY2024; added as part of federal safety initiative
7	452487-2	RUMBLE STRIP INITIATIVE HILLSBOROUGH COUNTY	Added to FY2024; added as part of federal safety initiative
7	452487-3	RUMBLE STRIP INITIATIVE PINELLAS COUNTY	Added to FY2024; added as part of federal safety initiative
7	452487-4	RUMBLE STRIP INITIATIVE CITRUS COUNTY	Added to FY2024; added as part of federal safety initiative
7	452487-5	RUMBLE STRIP INITIATIVE HERNANDO COUNTY	Added to FY2024; added as part of federal safety initiative
7	437819-1	US 92/BAKER ST AT RAIL CROSSING 624409-E W OF N MICHIGAN AVE	PH32/52 Deleted; work being done on PH57
7	437821-1	SR 580/BUSCH BLVD @ RR CROSSING 626507-C E OF N 14TH ST	PH32 Deleted; work being done on PH57

District	Item Number	Description	Action
7	437824-1	SR 45 AT RAILROAD CROSSING 626925-T N OF E LONG STREET	PH32 Deleted; work being done on PH57
7	437824-1	SR 45 AT RAILROAD CROSSING 626925-T N OF E LONG STREET	PH32 Deleted; work being done on PH57
7	444264-1	US 92/E REYNOLDS ST AT CSX NCGN:624411F	PH32/52 Deleted; work being done on PH57
7	444434-1	I-4/SR 400 FROM W OF COUNTY LINE ROAD TO COUNTY LINE ROAD	Project Deleted; Work is being done on 448698-1 after INFRA Grant received
7	451434-1	FAIRWOOD AVE AT RAILROAD NCGN: 624419S	Project Deleted; CSX determined project is not needed at this time.

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

New Interchange at I-75 and Overpass Road (District 7) The Middlesex Corporation is currently building a new \$64.6 million interchange on I-75 at Overpass Road between SR 54 and SR 52 at mile marker 282. The design-build project is a joint effort between Pasco County and the Florida Department of Transportation. The new diamond interchange is projected to open by the end of 2022 and will include a flyover ramp for westbound Overpass Road access onto southbound I-75. To accommodate the new interchange, Overpass Road will be widened from two lanes to four lanes between the interstate and Old Pasco Road and six lanes between the interstate and Boyette Road. Changes to the local roadway network in this area also included in the project. (Page 1)

NE 203 Street Intersection Enhancement Project (District 6) In the fall of 2021, the Florida Department of Transportation (FDOT) District Six began construction on a safety improvement project along NE 203 Street/Ives Dairy Road between SR 5/US 1/Biscayne Boulevard and West Dixie Highway. The project will increase safety and ease traffic flow through this busy intersection by adding a new westbound bridge over the FEC Railway, adding a pedestrian bridge over the railroad tracks and adding new turn lanes to the eastbound bridge. The project is estimated to cost \$41.3 million and is expected to be completed by late 2024. (Page 1)

Gatlin Boulevard/St. Lucie County Jobs Express Terminal Park & Ride (District 4) The Gatlin Boulevard Park and Ride Lot (Jobs Express Bus Terminal) opened in September 2021. Located just east of the I-95/Gatlin Boulevard interchange in Port St. Lucie, between Brescia Street and Edgarcie Street, the lot supports regional commuter trips to and from the greater St. Lucie County area. The terminal features 162 parking spaces, 6 bus shelters and pick-up / drop-off areas, and EV charging stations. (Page 5)

I-4 Ultimate and I-4 Express (District 5) The I-4 Ultimate project – the largest highway infrastructure project in Florida history – recently reached substantial completion, transforming a key corridor in Central Florida. The \$2.3 billion project reconstructed 21 miles of Interstate 4 (I-4) in Orange and Seminole counties through the heart of downtown Orlando, including 15 major interchanges and more than 140 bridges. The most significant of these reconstructed interchanges sits at the heart of the project – the I-4 and State Road (S.R.) 408 interchange in Orlando (pictured here). Central Florida motorists were also given a new transportation option with the completion of I-4 Express (pictured here) – two managed lanes in each direction, accessible via 28 entry and exit ramps. These new lanes run along the center of the I-4 Ultimate project, which goes from west of Kirkman Road (S.R. 435) to east of S.R. 434. (Page 5)

Pensacola Bay Bridge Replacement Project, Escambia and Santa Rosa Counties (District 3) The Pensacola Bay Bridge replacement project is an approximately \$440-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 eventual

eastbound bridge is currently complete and temporarily configured to serve two lanes of both east and westbound traffic. The multi-use path for the eventual eastbound bridge is also open and being used daily by bicyclists and pedestrians. The 1960-era structure has been demolished with much of the debris placed offshore to contribute to fishing reefs managed by Escambia County. The adjacent westbound bridge remains under construction. The contractor's schedule currently estimates completion for early 2023. (Page 7)

I-75 / SR 777 (River Road) (District 1) This Design-Build project widens River Road (a major evacuation route) from north of US 41 to south of I-75. The project limits fall within Sarasota County. The project length is approximately 5.06 miles. Under construction now, the roadway is being widened from two lanes to six lanes between US 41 and Center Road, and from two lanes to four lanes between Center Road and I-75. Work will include drainage and safety improvements. Shared use paths, raised medians, wildlife crossings, signing and pavement markings, lighting, signalization, and Intelligent Transportation System (ITS) features will also be part of the project. Construction began in February 2022. (Page 7)

First Coast Expressway (District 2) The First Coast Expressway (FCE, S.R. 23) is a multi-lane, limited access toll road that, once completed, will cross parts of Duval, Clay and St. Johns counties. The 46-mile expressway will reduce congestion on other major roadways in the region, important not only for daily commuters but also critically important during times of storm-related evacuation. The segment of the roadway from U.S. 90/Beaver Street to State Road 21/Blanding Boulevard has been open to traffic since 2018. The segment of the roadway from State Road 21 to the St. Johns River has been under construction since 2019 and is expected to be completed in 2025. Construction on a new St. Johns River bridge is expected to begin construction in fall 2022 and be completed in 2029, while the final segment of the roadway from the St. Johns River to I-95 in St. Johns County is expected to begin construction in summer 2023 and be completed by 2030. (Page 10)

U.S. 98 at County Road 30A Pedestrian Underpass, Walton County (District 3) Construction is underway on a \$5.6 million project to build a lighted pedestrian underpass beneath U.S. 98 in Inlet Beach. The project, located near the intersection of U.S. 98 and County Road 30A, is part of FDOT's continuing efforts to increase safety on state roadways. This intersection is a major gateway to the beaches of South Walton and a densely developed commercial and residential corridor. Nearby lodging, restaurant, shopping areas, and other amenities create heavy pedestrian traffic in Inlet Beach, and the new underpass will allow pedestrians to safely cross between U.S. 98 and County Road 30A. The project is currently estimated for completion in early 2023. (Page 16)

State Road 821 North of Dolphin Expressway (Florida's Turnpike Enterprise) Florida's Turnpike Enterprise is expanding a five-mile section of roadway from six-eight lanes to 10 lanes in Miami-Dade County. This project, on Florida's Turnpike Mainline/State Road (SR) 821 from Dolphin Expressway/SR 836 to Flagler Station Boulevard/NW 106 Street, entails major modifications at the Turnpike Extension and Dolphin Expressway interchange, including the construction of flyover ramps from eastbound and westbound Dolphin Expressway to the northbound Turnpike Extension, and from the southbound Turnpike Extension to eastbound and

westbound Dolphin Expressway. The construction cost for this project is estimated at \$246.2 million and the project is anticipated to be completed in late 2024. (Page 17)

State Road 115 (Southside Boulevard) and Gate Parkway (District 2) The Southside Boulevard at Gate Parkway Intersection Improvements Project will modernize and reconfigure the intersection to improve reduce congestion and improve safety through the implementation of a Displaced Left-Turn (DLT) intersection concept. DLT intersections reroute left-turning vehicles away from the main intersection and directs them to a separate intersection allowing more green time for the major traffic flows and reducing conflict points. Southside Boulevard is an important corridor to promote economic growth and development in Jacksonville. Traffic volume is expected to increase significantly over the next two decades. Re-configuring the interchange will encourage growth and alleviate traffic issues in years ahead. (Page 37)

I-10 and US 301 (District 2) The \$107 million interchange improvements project at I-10 and U.S. 301 will facilitate more efficient movements for heavy truck traffic transporting billions of dollars in goods to and from Florida’s seaports, rail centers, warehouses and distribution centers. (Page 38)

S.R. 388 Widening from S.R. 79 to NWF Beaches International Airport (District 3) The \$51-million S.R. 388 widening project began in February 2019 to construct a four-lane roadway from S.R. 79 to east of Northwest Florida Beaches International Airport. Improvements along the four-mile project include a new traffic signal at the new S.R. 388 and S.R. 79 intersection alignment, a multi-lane roundabout at the entrance to Northwest Florida Beaches International Airport, twin 720-foot bridges over Crooked Creek, a twelve-foot shared-use path along the south side, and buffered bike lanes. Currently work is focused on roundabout construction and opening the Crooked Creek Bridge westbound lanes to motorists. FDOT plans to shift S.R. 388 eastbound traffic going to the airport onto a portion of the new roundabout in September to allow roundabout construction to continue. Next, S.R. 388 westbound lanes from S.R. 77 to S.R. 79 are scheduled to shift onto a portion of the new S.R. 388 roadway late October 2022:

- Westbound traffic will travel through the roundabout, proceed over the new Crooked Creek Bridge and continue to S.R. 79. (See map 2)
- Westbound traffic will also travel through the roundabout to enter the airport. (See map 3)

The project is currently estimated for completion in Spring 2023. (Page 40)

Florida’s Turnpike at CR 438 and West Orange Trail (Florida’s Turnpike Enterprise) Florida’s Turnpike Enterprise is widening Florida’s Turnpike/State Road (SR) 91 from Clermont/SR 50 to Minneola/Hancock Road from two to four lanes in each direction. As part of this project, the Enterprise is enhancing connectivity by constructing a new bridge at Fosgate Road over Florida’s Turnpike, replacing the bridges at County Road (CR) 438, CR 455 and West Orange Trail, and widening the bridges over Jones Road, Old Highway 50 and Blackstill Lake Road. This project will also construct new electronic tolling gantries and buildings and demolish existing toll booths and canopies at the Clermont/SR 50 entrance and exit ramps. New signage, pavement markings, signalization, lighting, and drainage will also be included throughout the project,

enhancing driver safety. This project also includes constructing two roundabouts on either side of the CR 455 bridge and will increase pedestrian access on the CR 438 and CR 455 bridges with the installation of pedestrian walkways. The new Fosgate Road bridge will provide access to the new communities being built near the northern end of the project. The construction cost for this project is estimated at \$162 million and the project is anticipated to be completed in late 2025. (Page 41)

Lyons Road Mobility Improvement Project (District 4) The Lyons Road Mobility Improvement Project from South of the C-14 Canal to the Sawgrass Expressway, completed in May 2022, was an off-system project designed and constructed by District 4 for the City of Coconut Creek, Broward County. Work consisted of widening the roadway to accommodate new bike lanes. Improvements also included signalization upgrades, sidewalks, miscellaneous signage, paving, restriping, drainage, lighting, bus shelters, curb and gutter, and driveways to meet Americans with Disabilities Act (ADA) standards. Overall, this project addressed mobility improvements by implementing bike lanes and reconstructing sidewalks. (Page 47)

Butler and San Paulo DDI (District 2) This \$12 million interchange improvement project at Butler Boulevard (State Road 202) and San Pablo Road will convert the existing diamond interchange into a diverging diamond interchange, significantly improving safety and traffic flow. (Page 59)

Suncoast Trail (Florida's Turnpike Enterprise) This 13-mile trail features the stunning nearby Jay B. Starkey Wilderness Preserve, which showcases gorgeous waterways and scenic views. It provides for conservation of native habitats and species while affording the benefits of outdoor recreation for Floridians of all ages and experience levels. The trail is part of the Florida Greenways and Trails System, which provides for conservation of native habitats and species in addition to outdoor recreation. The expanded trail opened to the public on May 2, 2022. (Page 64)

Wekiva Parkway (District 5) The Wekiva Parkway project is well on its way to completion. The \$1.6 billion Wekiva Parkway (State Road (S.R.) 429) will connect to S.R. 417, completing the beltway around Central Florida, while helping to protect the natural resources surrounding the Wekiva River. Nearly 23 miles of the 25-mile project is complete. This year, Section 6 and Section 7B were opened up to traffic, along with a portion of Section 7A. At the far east end of the project, work is progressing at Section 8, which is estimated to be complete in early 2023. This will be the final link that connects S.R. 429 to Interstate 4 (I-4) and S.R. 417. A new full-service interchange will also be constructed at International Parkway, allowing quick access to and from all directions of the beltway from this growing area of Seminole County. (Page 65)

SR 826/Sunny Isles Boulevard/NE 163 Street Bridge Rehabilitation (District 6) In the fall of 2021, the Florida Department of Transportation (FDOT) District Six began a bridge rehabilitation and roadway project along SR 826/Sunny Isles Boulevard/NE 163 Street over the Intracoastal Waterway (bridge numbers 870592 and 870593) and from NE 35 Avenue to SR A1A/Collins Avenue. Bridge repairs include replacing structural, mechanical, and electrical bridge components, replacing the steel surface deck grating and painting the structural steel. Enhancements along SR A1A/Collins Avenue include resurfacing and restriping the roadway and ramps, pedestrian and bicyclist railing enhancements, guardrail improvements and replacing the traffic signal at the intersection of SR 826 and NE 35 Avenue. The project is estimated to cost \$10.8 million and is expected to be completed by early 2023. (Page 66)

Withlacoochee-Dunnellon Trail Connector (District 7) Commercial Industrial Corporation constructed a one-mile paved multi-use trail connecting the Withlacoochee State Trail to the Dunnellon Trail. The new trail includes a pedestrian crossing at US 41 near CR 39 in Citrus County. Based on public input, the crossing at US 41 was built as an underpass, rather than an overpass. The underpass allows pedestrians and bicyclists to continue safely on an uninterrupted route between the Withlacoochee State Trail and the Dunnellon Trail. The \$5.4 million project was completed on March 2, 2022 and a well-attended grand opening ceremony was held inside the underpass on March 24, 2022. (Page 69)

I-95 Express Lanes Phase 3C (District 4) Work on this 9-mile 95 Express project includes extending the existing Express Lanes north from just south of Hollywood Boulevard to just south of Broward Boulevard in Broward County. Other project improvements include construction of I-95/I-595 Direct Connectors between 95 Express Lanes and I-595, as well as reconstruction, milling, resurfacing and widening of I-595 from SR-7 to I-95 and along I-95 from south of Hollywood Boulevard to south of Broward Boulevard. Major Accomplishment: Crews placed the newly built SR 84 westbound bridge over the I-95 interchange overnight Saturday, April 2, 2022. I-95 in each direction and the entrance ramps from SR 84 were closed to safely perform the operation. I-95 and the ramps were re-opened to traffic 5 hours ahead of schedule. (Page 71)

SR 826/Palmetto Expressway from south of NW 36 Street to north of NW 154 Street / Miami Lakes Drive (District 6) In April 2022, the Florida Department of Transportation (FDOT) District Six began the SR 826/Palmetto Expressway Capacity Project from south of NW 36 Street to north of NW 154 Street/Miami Lakes Drive in Miami-Dade County. The Design-Build will add non-tolled capacity improvements within the project limits. Responding to the community's request to reduce congestion on the southbound lanes of the Palmetto Expressway in the Miami Lakes and Hialeah area, FDOT launched the project to widen the southbound roadway, resurface the access roads and provide express lane modifications. The project includes temporarily converting one southbound express lane to a non-tolled lane at SR 932/NW 103 Street/W 49 Street, extending the auxiliary lane between Okeechobee Road and SR 934/NW 74 Street, widening the SR 826 southbound bridges over SR 934/NW 74 Street, Miami-Dade Metrorail and Florida East Coast Railway (FEC), widening the northbound SR 826 bridge over SR 932/NW 103 Street/W 49 Street, relocating the express lane entrance access at NW 154 Street to SR 932/NW 103 Street/W 49 Street to allow access to the express lanes from NW 154 Street and NW 122 Street/W 68 Street, modifying the flyover from westbound SR 932/NW 103 Street/W 49 Street to southbound SR 826, widening the southbound SR 826 bridge over SR 932/NW 103 Street/W 49 Street to create a permanent additional general-purpose lane, and resurfacing the frontage roads from SR 25/US 27/Okeechobee Road to SR 932/NW 103 Street/W 49 Street and from SR 932/NW 103 Street/W 49 Street to NW 122 Street/W 68 Street. The estimated project cost is \$66 million, and the project schedule is spring 2022 to summer 2024. (Page 75)

The Gateway Expressway (District 7) This \$594 million Design Build contract was awarded to the Archer Western/DeMoya Joint Venture and is scheduled to be completed in 2023. This project will create two new 2-lane elevated tolled roadways that will provide direct connections between US 19 and I-275 and between the Bayside Bridge (north of 49th Street N) and I-275. Additionally, I-275 will be widened to add toll lanes in each direction along the median next to the existing lanes

from south of Gandy Boulevard to 4th Street North. Other improvements under this contract include rebuilding existing Roosevelt Boulevard from the Bayside Bridge to Ulmerton Road as generally two one-way surface roads including a new access configuration and roads for the St. Pete-Clearwater International (PIE) Airport terminal. (Page 80)

Project Lead:

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