



Schedule - A State Fund Allocations Revisions

| Date | Description |
|--------------------|---|
| May 12, 2023 | STSA2311A - Move \$1,200,000 from RBRP BD99 to BRP BD99 |
| April 14, 2023 | STSA2310A - Move \$3,200,000 from BRRP BD99 to BRP BD99 |
| March 28, 2023 | STSA2309B - Update DPTO district distribution for March REC Revenue Impacts per Stacy Bouie |
| March 28, 2023 | STSA2309B - Update for March REC Revenue Impacts per OPT2408 |
| March 24, 2023 | STSA2309B - Add \$130M to BNBR for Howard Frankland Bridge per OPT2408 |
| March 24, 2023 | STSA2309B - Update DS Rental Car Surcharge Fees due to March REC |
| March 24, 2023 | STSA2309B - Update DDR due to March REC |
| March 13, 2023 | STSA2309A - Update DPTO for update in target per Maya Bostwick |
| January 30, 2023 | STSA2307A - Move \$1.5M DITS from FY24 to FY23 as requested by Iman Ameen |
| January 25, 2023 | STSA2307A - Update DPTO for update in target per Maya Bostwick |
| December 6, 2022 | STSA2306A - Update DPTO for update in target per Maya Bostwick |
| November 10, 2022 | STSA2305A - Update DI per OPT2406 to cover I295 Expressway need |
| October 31, 2022 | STSA2304D - Update DPTO |
| October 28, 2022 | STSA2304D - Add BNIR in FY25 and FY28; Update to DSPC, DS and DI per OPT2405, Update DPTO |
| October 26, 2022 | STSA2304D - Move DDR from D31 to D5 |
| October 26, 2022 | STSA2304D - Update DPTO |
| October 20, 2022 | STSA2304C - Update DPTO |
| October 18, 2022 | STSA2304B - Update DI and DRA in FY33 per OPT2404 |
| October 14, 2022 | STSA2304A - Update PORT and DPTO |
| October 14, 2022 | STSA2304A - Update DIH, DIHT, and DS |
| September 29, 2022 | STSA2303F - Initial Upload |
| September 29, 2022 | STSA2303F - Update Resurfacing Link |
| September 28, 2022 | STSA2303E - Update per OPT2403, BRRP, BRRR, DSPC |
| September 27, 2022 | STSA2303D - Update Resurfacing Links |
| September 21, 2022 | STSA2303C - Update per OPT2402 |
| September 16, 2022 | STSA2303B - Update Resurfacing Links |
| August 24, 2022 | STSA2303A - Update per OPT2401 |
| August 24, 2022 | STSA2303A - Update DDR link |
| August 19, 2022 | STSA2303A - Update DS-Rental Car Fees |
| August 19, 2022 | STSA2302B - OPT2400 - Move \$6,687,800 from BNIR to BNBR; Pull in FY28 |
| August 18, 2022 | STSA2302A - Upload DSBC |
| August 9, 2022 | STSA2301B - Upload DSbx to PAR |
| July 25, 2022 | STSA2301B - Reverse fund swaps to DSB per new Toll PAR procedure |
| July 7, 2022 | STSA2301B - Update DS Resurfacing in FY27 and FY28 |
| June 22, 2022 | STSA2301A - Establish Baseline |



Schedule - A State Fund Allocations

| BD | Distribution Area | Description | unit | Current Year | Five Year Work Program | | | | | Five Year WP TOTAL | Current + 5Yr WP TOTAL |
|-------------------------------|-------------------|------------------------|------|--------------------|------------------------|--------------------|--------------------|--------------------|--------------------|-----------------------|---------------------------|
| | | | | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | | |
| State Primary Highways | | | | | | | | | | | |
| DS - Regular | | | | | | | | | | | |
| DS | 01 | - district regular DS | \$ K | 34,069.533 | 23,061.641 | 21,517.153 | 19,448.738 | 20,280.387 | 21,533.364 | 105,841.284 | 139,910.816 |
| DS | 02 | - district regular DS | \$ K | 24,392.440 | 14,979.454 | 13,758.289 | 12,132.199 | 12,745.619 | 15,945.079 | 69,560.640 | 93,953.080 |
| DS | 03 | - district regular DS | \$ K | 11,467.538 | 4,991.830 | 3,870.078 | 2,473.429 | 2,520.387 | 5,912.409 | 16,775.299 | 28,242.837 |
| DS | 04 | - district regular DS | \$ K | 36,673.207 | 23,060.367 | 20,644.805 | 17,567.212 | 18,027.644 | 19,359.249 | 98,659.276 | 135,332.484 |
| DS | 05 | - district regular DS | \$ K | 70,346.961 | 39,403.096 | 36,870.468 | 33,557.064 | 34,484.178 | 36,464.039 | 180,778.845 | 251,125.806 |
| DS | 06 | - district regular DS | \$ K | 25,055.749 | 14,897.346 | 14,337.655 | 12,344.766 | 12,671.469 | 13,569.897 | 67,821.134 | 92,876.883 |
| DS | 07 | - district regular DS | \$ K | 36,844.808 | 24,986.400 | 23,211.590 | 20,904.581 | 21,477.626 | 22,764.373 | 113,344.571 | 150,189.379 |
| Total | | | | 238,850.236 | 145,380.134 | 134,210.037 | 118,427.991 | 122,207.311 | 132,555.576 | 652,781.049 | 891,631.285 |
| DS - Rental Car Fees | | | | | | | | | | | |
| DS | 01 | - DS - rental car fees | \$ K | 15,344.347 | 15,510.716 | 15,638.693 | 15,779.466 | 15,907.443 | 16,022.621 | 78,858.939 | 94,203.286 |
| DS | 02 | - DS - rental car fees | \$ K | 6,914.313 | 6,989.281 | 7,046.948 | 7,110.382 | 7,168.050 | 7,219.950 | 35,534.611 | 42,448.924 |
| DS | 03 | - DS - rental car fees | \$ K | 5,662.123 | 5,723.514 | 5,770.738 | 5,822.684 | 5,869.908 | 5,912.409 | 29,099.253 | 34,761.376 |
| DS | 04 | - DS - rental car fees | \$ K | 25,639.594 | 25,917.588 | 26,131.429 | 26,366.655 | 26,580.496 | 26,772.954 | 131,769.122 | 157,408.716 |
| DS | 05 | - DS - rental car fees | \$ K | 30,351.072 | 30,680.150 | 30,933.286 | 31,211.736 | 31,464.873 | 31,692.696 | 155,982.741 | 186,333.813 |
| DS | 06 | - DS - rental car fees | \$ K | 20,163.588 | 20,382.209 | 20,550.379 | 20,735.366 | 20,903.537 | 21,054.890 | 103,626.381 | 123,789.970 |
| DS | 07 | - DS - rental car fees | \$ K | 15,824.962 | 15,996.542 | 16,128.527 | 16,273.710 | 16,405.694 | 16,524.481 | 81,328.953 | 97,153.915 |
| Total | | | | 119,900.000 | 121,200.000 | 122,200.000 | 123,300.000 | 124,300.000 | 125,200.000 | 616,200.000 | 736,100.000 |
| DS - Non-formula | | | | | | | | | | | |
| DS | 01 | - DS - non-formula | \$ K | 375.049 | 2,253.866 | - | - | - | - | 2,253.866 | 2,628.914 |
| DS | 02 | - DS - non-formula | \$ K | 253.194 | 684.065 | - | - | - | - | 684.065 | 937.258 |
| DS | 03 | - DS - non-formula | \$ K | 368.252 | 178.497 | - | - | - | - | 178.497 | 546.749 |
| DS | 04 | - DS - non-formula | \$ K | 1,337.911 | 3,774.200 | 1,025.000 | 1,025.000 | 1,025.000 | 1,025.000 | 7,874.200 | 9,212.111 |
| DS | 05 | - DS - non-formula | \$ K | 1,362.856 | 753.958 | - | - | - | - | 753.958 | 2,116.813 |
| DS | 06 | - DS - non-formula | \$ K | 15,542.082 | 3,501.150 | - | - | - | - | 3,501.150 | 19,043.232 |
| DS | 07 | - DS - non-formula | \$ K | 2,257.697 | 2,525.273 | - | - | - | - | 2,525.273 | 4,782.971 |
| Total | | | | 21,497.040 | 13,671.008 | 1,025.000 | 1,025.000 | 1,025.000 | 1,025.000 | 17,771.008 | 39,268.048 |
| DS - Resurfacing | | | | | | | | | | | |
| DS | 01 | - DS - resurfacing | \$ K | 53,055.536 | 97,093.441 | 85,240.172 | 79,505.594 | 57,584.687 | 45,273.034 | 364,696.927 | 417,752.463 |
| DS | 02 | - DS - resurfacing | \$ K | 73,911.722 | 96,495.947 | 126,798.259 | 81,329.519 | 76,700.951 | 43,992.969 | 425,317.645 | 499,229.367 |
| DS | 03 | - DS - resurfacing | \$ K | 86,851.492 | 93,435.616 | 79,555.413 | 63,440.829 | 51,653.012 | 56,437.298 | 344,522.169 | 431,373.660 |
| DS | 04 | - DS - resurfacing | \$ K | 16,275.809 | 16,782.668 | 15,041.381 | 23,272.974 | 16,371.604 | 6,862.018 | 78,330.646 | 94,606.455 |
| DS | 05 | - DS - resurfacing | \$ K | 68,262.378 | 70,666.507 | 57,116.265 | 68,215.421 | 51,753.396 | 54,601.653 | 302,353.242 | 370,615.620 |
| DS | 06 | - DS - resurfacing | \$ K | 18,235.036 | 13,611.234 | 8,514.303 | 5,800.350 | 10,517.007 | 9,006.636 | 47,449.530 | 65,684.567 |
| DS | 07 | - DS - resurfacing | \$ K | 18,193.569 | 16,574.868 | 17,916.443 | 17,868.513 | 20,968.539 | 8,846.002 | 82,174.365 | 100,367.934 |
| DS | 89 | - DS - resurfacing | \$ K | - | - | 10,000.000 | - | - | - | 10,000.000 | 10,000.000 |
| Total | | | | 334,785.543 | 404,660.281 | 400,182.235 | 339,433.201 | 285,549.197 | 225,019.610 | 1,654,844.524 | 1,989,630.067 |
| DS - Combined | | | | | | | | | | | |
| DS | 01 | - DS - combined | \$ K | 102,844.465 | 137,919.664 | 122,396.017 | 114,733.799 | 93,772.517 | 82,829.019 | 551,651.016 | 654,495.480 |
| DS | 02 | - DS - combined | \$ K | 105,471.668 | 119,148.747 | 147,603.496 | 100,572.101 | 96,614.619 | 67,157.998 | 531,096.961 | 636,568.629 |
| DS | 03 | - DS - combined | \$ K | 104,349.405 | 104,329.457 | 89,196.229 | 71,736.943 | 60,043.306 | 65,269.283 | 390,575.217 | 494,924.622 |
| DS | 04 | - DS - combined | \$ K | 79,926.521 | 69,534.823 | 62,842.615 | 68,231.841 | 62,004.745 | 54,019.220 | 316,633.244 | 396,559.766 |
| DS | 05 | - DS - combined | \$ K | 170,323.267 | 141,503.710 | 124,920.019 | 132,984.221 | 117,702.448 | 122,758.388 | 639,868.786 | 810,192.053 |
| DS | 06 | - DS - combined | \$ K | 78,996.456 | 52,391.939 | 43,402.337 | 38,880.483 | 44,092.013 | 43,631.423 | 222,398.196 | 301,394.651 |
| DS | 07 | - DS - combined | \$ K | 73,121.036 | 60,083.083 | 57,256.559 | 55,046.804 | 58,851.859 | 48,134.856 | 279,373.162 | 352,494.198 |
| DS | 31 | - DS - combined | \$ K | - | - | - | - | - | - | - | - |
| DS | 89 | - DS - combined | \$ K | - | - | 10,000.000 | - | - | - | 10,000.000 | 10,000.000 |
| Total | | | | 715,032.818 | 684,911.423 | 657,617.272 | 582,186.192 | 533,081.508 | 483,800.186 | 2,941,596.581 | 3,656,629.399 |
| DIH - Direct In-House | | | | | | | | | | | |
| DIH | 01 | - DIH | \$ K | 14,678.234 | 14,825.016 | 14,973.266 | 15,122.999 | 15,274.229 | 15,732.456 | 75,927.965 | 90,606.198 |
| DIH | 02 | - DIH | \$ K | 14,140.000 | 14,281.400 | 14,424.214 | 14,568.456 | 14,714.140 | 12,836.287 | 70,824.497 | 84,964.497 |
| DIH | 03 | - DIH | \$ K | 13,619.035 | 14,027.606 | 14,448.434 | 14,881.887 | 15,328.344 | 15,788.194 | 74,474.465 | 88,093.500 |
| DIH | 04 | - DIH | \$ K | 22,738.158 | 23,420.303 | 24,122.912 | 24,846.600 | 25,591.998 | 26,359.758 | 124,341.570 | 147,079.729 |
| DIH | 05 | - DIH | \$ K | - | 16,162.398 | 16,647.270 | 17,146.688 | 17,661.088 | 18,190.921 | 85,808.365 | 85,808.365 |
| DIH | 06 | - DIH | \$ K | 15,113.266 | 15,566.664 | 15,003.664 | 15,453.774 | 15,917.387 | 16,394.909 | 78,336.399 | 93,449.665 |
| DIH | 07 | - DIH | \$ K | 12,402.001 | 12,774.061 | 13,157.283 | 13,552.002 | 13,958.562 | 14,377.319 | 67,819.227 | 80,221.228 |
| DIH | 99 | - DIH | \$ K | 5,000.000 | 5,000.000 | 5,000.000 | 5,000.000 | 5,000.000 | 5,000.000 | 25,000.000 | 30,000.000 |
| Total | | | | 97,690.694 | 116,057.448 | 117,777.044 | 120,572.405 | 123,445.748 | 124,679.843 | 602,532.487 | 700,223.182 |

| BD | Distribution Area | Description | unit | Current Year | Five Year Work Program | | | | | Five Year | Current + 5Yr | |
|--------------------------------------|-------------------|-----------------------------|-----------------------|--------------|------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| | | | | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | WP TOTAL | WP TOTAL | |
| District Dedicated Revenue | | | | | | | | | | | | |
| DDR - Regular | | | | | | | | | | | | |
| DDR | 01 | - | DDR - Regular | \$ K | 103,107.625 | 120,687.863 | 87,604.216 | 89,194.454 | 104,494.229 | 113,327.973 | 515,308.736 | 618,416.360 |
| DDR | 02 | - | DDR - Regular | \$ K | 92,544.784 | 107,838.206 | 94,371.790 | 109,302.624 | 110,543.534 | 123,550.309 | 545,606.461 | 638,151.245 |
| DDR | 03 | - | DDR - Regular | \$ K | 57,542.599 | 67,441.098 | 68,257.727 | 72,833.503 | 77,475.987 | 73,336.144 | 359,344.458 | 416,887.057 |
| DDR | 04 | - | DDR - Regular | \$ K | 125,023.416 | 145,732.450 | 148,853.364 | 126,058.460 | 146,874.116 | 175,679.862 | 743,198.252 | 868,221.668 |
| DDR | 05 | - | DDR - Regular | \$ K | 148,972.101 | 199,263.961 | 196,730.263 | 188,686.953 | 201,649.622 | 194,131.746 | 980,462.546 | 1,129,434.647 |
| DDR | 06 | - | DDR - Regular | \$ K | 80,080.820 | 93,484.404 | 97,451.992 | 105,806.695 | 96,815.611 | 94,105.402 | 487,664.105 | 567,744.924 |
| DDR | 07 | - | DDR - Regular | \$ K | 94,399.723 | 110,826.226 | 102,519.128 | 101,505.286 | 88,179.767 | 126,058.398 | 529,088.806 | 623,488.529 |
| DDR | 30 | - | DDR - Regular | \$ K | 3,000.000 | 3,000.000 | 3,000.000 | 3,000.000 | 3,000.000 | 3,000.000 | 15,000.000 | 18,000.000 |
| DDR | 31 | - | DDR - Regular | \$ K | 22,000.000 | - | - | - | - | - | - | 22,000.000 |
| Total | | | | | 726,671.067 | 848,274.208 | 798,788.480 | 796,387.975 | 829,032.865 | 903,189.836 | 4,175,673.364 | 4,902,344.431 |
| DDR - Urban Resurfacing | | | | | | | | | | | | |
| DDR | 01 | X01 Cape Coral | urban resurfacing | \$ K | 5,785.659 | 6,283.284 | 15,193.682 | 15,906.807 | 13,608.151 | 12,680.984 | 63,672.908 | 69,458.566 |
| DDR | 01 | X02 Sarasota - Bradenton | urban resurfacing | \$ K | 9,444.085 | 10,256.372 | 23,393.783 | 24,491.784 | 20,952.533 | 19,524.970 | 98,619.442 | 108,063.527 |
| DDR | 01 | X12 Bonita Springs - Naples | urban resurfacing | \$ K | 2,888.587 | 3,137.035 | 7,189.094 | 7,526.519 | 6,438.879 | 6,000.177 | 30,291.704 | 33,180.292 |
| DDR | 01 | X15 Lakeland | urban resurfacing | \$ K | 4,707.884 | 5,112.810 | 11,686.458 | 12,234.969 | 10,466.922 | 9,753.777 | 49,254.937 | 53,962.821 |
| DDR | 01 | X16 Winter Haven | urban resurfacing | \$ K | 6,026.298 | 6,544.620 | 15,394.054 | 16,116.584 | 13,787.613 | 12,848.219 | 64,691.090 | 70,717.388 |
| DDR | 02 | X03 Jacksonville | urban resurfacing | \$ K | 17,275.048 | 18,863.075 | 39,280.722 | 28,280.103 | 30,636.199 | 21,416.282 | 138,476.381 | 155,751.429 |
| DDR | 03 | X04 Pensacola | urban resurfacing | \$ K | 8,293.531 | 8,969.935 | 11,260.726 | 10,079.341 | 8,660.873 | 12,553.289 | 51,524.164 | 59,817.695 |
| DDR | 03 | X13 Tallahassee | urban resurfacing | \$ K | 5,189.185 | 5,612.404 | 7,071.937 | 6,330.006 | 5,439.183 | 7,883.690 | 32,337.220 | 37,526.405 |
| DDR | 04 | X05 Ft. Laud,Hollywd,Pomp | urban resurfacing | \$ K | 13,812.984 | 15,300.142 | 18,478.889 | 32,092.730 | 24,448.472 | 13,247.522 | 103,567.755 | 117,380.740 |
| DDR | 04 | X06 W Palm Bch, Boca R, De | urban resurfacing | \$ K | 10,926.086 | 12,102.430 | 14,634.392 | 25,415.899 | 19,362.014 | 10,491.400 | 82,006.135 | 92,932.221 |
| DDR | 04 | X14 Port St. Lucie | urban resurfacing | \$ K | 4,239.989 | 4,696.482 | 5,694.787 | 9,890.273 | 7,534.481 | 4,082.595 | 31,898.619 | 36,138.608 |
| DDR | 05 | X07 Daytona B - Pt Orange | urban resurfacing | \$ K | 6,504.962 | 7,096.161 | 10,485.293 | 14,056.265 | 12,478.592 | 15,751.474 | 59,867.785 | 66,372.747 |
| DDR | 05 | X08 Palm Bay - Melbourne | urban resurfacing | \$ K | 6,446.126 | 7,031.978 | 10,384.110 | 13,920.623 | 12,358.174 | 15,599.473 | 59,294.358 | 65,740.485 |
| DDR | 05 | X09 Orlando | urban resurfacing | \$ K | 12,866.911 | 14,036.311 | 20,992.913 | 28,142.461 | 24,983.754 | 31,536.488 | 119,691.927 | 132,558.837 |
| DDR | 05 | X17 Kissimmee | urban resurfacing | \$ K | 2,570.612 | 2,804.241 | 4,251.881 | 5,699.943 | 5,060.182 | 6,387.366 | 24,203.613 | 26,774.225 |
| DDR | 06 | X10 Miami | urban resurfacing | \$ K | 16,317.677 | 17,868.034 | 20,056.548 | 15,336.559 | 27,242.532 | 33,339.906 | 113,843.579 | 130,161.256 |
| DDR | 07 | X11 Tampa - St. Petersburg | urban resurfacing | \$ K | 29,233.308 | 31,810.478 | 47,962.250 | 53,691.161 | 70,708.580 | 37,212.550 | 241,385.019 | 270,618.327 |
| Total | | | | | 162,528.933 | 177,525.792 | 283,411.520 | 319,212.025 | 314,167.135 | 270,310.164 | 1,364,626.636 | 1,527,155.569 |
| DDR - Non-Urban Resurfacing | | | | | | | | | | | | |
| DDR | 01 | - | non-urban resurfacing | \$ K | - | - | - | - | - | - | - | - |
| DDR | 02 | - | non-urban resurfacing | \$ K | - | - | - | - | - | - | - | - |
| DDR | 03 | - | non-urban resurfacing | \$ K | - | - | - | - | - | - | - | - |
| DDR | 04 | - | non-urban resurfacing | \$ K | - | - | - | - | - | - | - | - |
| DDR | 05 | - | non-urban resurfacing | \$ K | - | - | - | - | - | - | - | - |
| DDR | 06 | - | non-urban resurfacing | \$ K | - | - | - | - | - | - | - | - |
| DDR | 07 | - | non-urban resurfacing | \$ K | - | - | - | - | - | - | - | - |
| DDR | 30 | - | non-urban resurfacing | \$ K | - | - | - | - | - | - | - | - |
| Total | | | | | - | - | - | - | - | - | - | - |
| DDR - Combined | | | | | | | | | | | | |
| DDR | 01 | - | DDR - combined | \$ K | 131,960.137 | 152,021.984 | 160,461.287 | 165,471.117 | 169,748.327 | 174,136.101 | 821,838.817 | 953,798.954 |
| DDR | 02 | - | DDR - combined | \$ K | 109,819.832 | 126,701.281 | 133,652.511 | 137,582.726 | 141,179.732 | 144,966.591 | 684,082.842 | 793,902.674 |
| DDR | 03 | - | DDR - combined | \$ K | 71,025.315 | 82,023.437 | 86,590.390 | 89,242.850 | 91,576.043 | 93,773.123 | 443,205.842 | 514,231.157 |
| DDR | 04 | - | DDR - combined | \$ K | 154,002.476 | 177,831.504 | 187,661.432 | 193,457.361 | 198,219.084 | 203,501.380 | 960,670.762 | 1,114,673.238 |
| DDR | 05 | - | DDR - combined | \$ K | 177,360.712 | 230,232.652 | 242,844.461 | 250,506.245 | 256,530.324 | 263,406.548 | 1,243,520.229 | 1,420,880.941 |
| DDR | 06 | - | DDR - combined | \$ K | 96,398.497 | 111,352.437 | 117,508.540 | 121,143.254 | 124,058.143 | 127,445.309 | 601,507.684 | 697,906.180 |
| DDR | 07 | - | DDR - combined | \$ K | 123,633.031 | 142,636.704 | 150,481.378 | 155,196.447 | 158,888.347 | 163,270.948 | 770,473.825 | 894,106.856 |
| DDR | 30 | - | DDR - combined | \$ K | 3,000.000 | 3,000.000 | 3,000.000 | 3,000.000 | 3,000.000 | 3,000.000 | 15,000.000 | 18,000.000 |
| DDR | 31 | - | DDR - combined | \$ K | 22,000.000 | - | - | - | - | - | - | 22,000.000 |
| Total | | | | | 889,200.000 | 1,025,800.000 | 1,082,200.000 | 1,115,600.000 | 1,143,200.000 | 1,173,500.000 | 5,540,300.000 | 6,429,500.000 |
| Public Transportation | | | | | | | | | | | | |
| DPTO - Public Transportation | | | | | | | | | | | | |
| DPTO | 01 | - | PTO - funding | \$ K | 34,660.546 | 30,209.962 | 26,892.930 | 20,460.267 | 16,761.152 | 17,937.444 | 112,261.755 | 146,922.301 |
| DPTO | 02 | - | PTO - funding | \$ K | 13,993.045 | 13,001.759 | 18,134.851 | 13,948.969 | 12,357.006 | 12,518.007 | 69,960.591 | 83,953.636 |
| DPTO | 03 | - | PTO - funding | \$ K | 10,101.144 | 12,402.557 | 14,617.913 | 10,523.539 | 10,990.030 | 11,325.846 | 59,859.885 | 69,961.029 |
| DPTO | 04 | - | PTO - funding | \$ K | 60,851.755 | 39,396.928 | 41,603.008 | 35,852.704 | 31,787.966 | 31,405.341 | 180,045.947 | 240,897.702 |
| DPTO | 05 | - | PTO - funding | \$ K | 66,906.252 | 67,272.053 | 52,288.091 | 55,235.837 | 45,868.195 | 45,754.817 | 266,418.993 | 333,325.245 |
| DPTO | 06 | - | PTO - funding | \$ K | 41,896.037 | 41,484.066 | 40,457.774 | 36,707.930 | 35,153.157 | 36,577.086 | 190,380.013 | 232,276.050 |
| DPTO | 07 | - | PTO - funding | \$ K | 30,460.388 | 26,363.391 | 25,950.327 | 23,541.443 | 21,674.153 | 22,447.793 | 119,977.107 | 150,437.496 |
| DPTO | 30 | - | PTO - funding | \$ K | 47,767.292 | 61,834.257 | 94,866.680 | 162,456.928 | 194,468.685 | 198,160.265 | 711,786.815 | 759,554.108 |
| DPTO | 31 | - | PTO - funding | \$ K | 16,625.341 | 48,785.628 | 40,785.426 | 7,272.184 | 5,893.257 | 7,500.000 | 110,236.495 | 126,861.835 |
| Total | | | | | 323,261.800 | 340,750.600 | 355,597.000 | 365,999.800 | 374,953.600 | 383,626.600 | 1,820,927.600 | 2,144,189.401 |
| DL - Local Funds PTO Budgeted | | | | | | | | | | | | |
| DL | 31 | - | OPTI | \$ K | 8,304.119 | 5,881.062 | 5,881.062 | 5,881.062 | 5,881.062 | 5,881.062 | 29,405.310 | 37,709.429 |

| BD | Distribution Area | Description | unit | Current Year | Five Year Work Program | | | | Five Year | Current + 5Yr |
|--|-------------------|------------------------|------|-------------------|------------------------|--------------------|--------------------|-------------------|--------------------|--------------------|
| | | | | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | WP TOTAL |
| Seaports | | | | | | | | | | |
| POED - Seaport Investment | | | | | | | | | | |
| POED | 01 | - seaport - econ. dev. | \$ K | - | - | - | - | - | - | - |
| POED | 02 | - seaport - econ. dev. | \$ K | - | - | - | - | - | - | - |
| POED | 03 | - seaport - econ. dev. | \$ K | - | - | - | - | - | - | - |
| POED | 04 | - seaport - econ. dev. | \$ K | - | - | - | - | - | - | - |
| POED | 05 | - seaport - econ. dev. | \$ K | - | - | - | - | - | - | - |
| POED | 06 | - seaport - econ. dev. | \$ K | - | - | - | - | - | - | - |
| POED | 07 | - seaport - econ. dev. | \$ K | - | - | - | - | - | - | - |
| POED | 30 | - seaport - econ. dev. | \$ K | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 50,000.000 |
| Total | | | | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 50,000.000 |
| PORT - Seaports | | | | | | | | | | |
| PORT | 01 | - seaport - funding | \$ K | 2,500.000 | 2,500.000 | - | - | - | - | 2,500.000 |
| PORT | 02 | - seaport - funding | \$ K | 3,750.000 | 3,280.000 | - | - | - | - | 3,280.000 |
| PORT | 03 | - seaport - funding | \$ K | 2,000.000 | 2,100.000 | - | - | - | - | 2,100.000 |
| PORT | 04 | - seaport - funding | \$ K | 7,600.000 | 7,031.314 | - | - | - | - | 7,031.314 |
| PORT | 05 | - seaport - funding | \$ K | 3,215.911 | 3,280.000 | - | - | - | - | 3,280.000 |
| PORT | 06 | - seaport - funding | \$ K | 3,750.000 | 3,280.000 | - | - | - | - | 3,280.000 |
| PORT | 07 | - seaport - funding | \$ K | 1,930.403 | 3,280.000 | - | - | - | - | 3,280.000 |
| PORT | 30 | - seaport - funding | \$ K | 25,253.686 | 25,248.686 | 50,000.000 | 50,000.000 | 50,000.000 | 50,000.000 | 225,248.686 |
| Total | | | | 50,000.000 | 50,000.000 | 50,000.000 | 50,000.000 | 50,000.000 | 50,000.000 | 250,000.000 |
| PORB - Port Debt Service Refund | | | | | | | | | | |
| PORB | 30 | - OPTI | \$ K | 313.504 | 24.937 | 20.473 | 18.053 | 24.525 | 10.536 | 98.524 |
| Transportation Bridge Funds | | | | | | | | | | |
| BRP - Bridge Replacement Program | | | | | | | | | | |
| BRP | 99 | - OPTI | \$ K | 4,400.000 | 1,757.115 | - | - | - | - | 1,757.115 |
| RBRP - Reimbursable Bridge Replacement | | | | | | | | | | |
| RBRP | 99 | - OPTI | \$ K | 3,800.000 | 5,000.000 | 5,000.000 | 5,000.000 | 5,000.000 | 5,000.000 | 25,000.000 |
| BRRP - State Bridge Repair & Rehabilitation | | | | | | | | | | |
| BRRP | 01 | - allocation | \$ K | 6,929.662 | 6,582.341 | 7,202.167 | 7,565.247 | 7,565.247 | 7,586.164 | 36,501.166 |
| BRRP | 02 | - allocation | \$ K | 17,011.008 | 17,740.716 | 15,863.556 | 243,985.880 | 15,058.696 | 99,502.173 | 392,151.020 |
| BRRP | 03 | - allocation | \$ K | 11,812.754 | 12,227.392 | 11,098.603 | 10,664.500 | 10,664.500 | 9,700.189 | 54,355.185 |
| BRRP | 04 | - allocation | \$ K | 16,734.781 | 18,438.550 | 21,465.782 | 21,098.256 | 21,098.256 | 21,806.653 | 103,907.498 |
| BRRP | 05 | - allocation | \$ K | 9,265.869 | 12,358.644 | 12,295.839 | 12,551.329 | 12,551.329 | 14,202.308 | 63,959.449 |
| BRRP | 06 | - allocation | \$ K | 10,275.530 | 13,113.384 | 28,538.265 | 28,095.289 | 10,041.289 | 10,196.161 | 89,984.387 |
| BRRP | 07 | - allocation | \$ K | 11,164.077 | 12,690.158 | 14,985.627 | 15,372.521 | 15,372.521 | 14,858.190 | 73,279.018 |
| BRRP | 31 | - allocation | \$ K | - | - | - | - | - | - | - |
| BRRP | 99 | - allocation | \$ K | 5,800.000 | 7,447.731 | 7,000.000 | 7,000.000 | 7,000.000 | 7,000.000 | 35,447.731 |
| Total | | | | 88,993.681 | 100,598.916 | 118,449.838 | 346,333.022 | 99,351.838 | 184,851.838 | 849,585.454 |
| BRRR - Railroad Bridge Repair | | | | | | | | | | |
| BRRR | 01 | - allocation | \$ K | - | - | - | - | - | - | - |
| BRRR | 02 | - allocation | \$ K | - | - | - | - | - | - | - |
| BRRR | 03 | - allocation | \$ K | - | - | - | - | - | - | - |
| BRRR | 04 | - allocation | \$ K | - | - | - | - | - | - | - |
| BRRR | 05 | - allocation | \$ K | - | - | - | - | - | - | - |
| BRRR | 06 | - allocation | \$ K | - | - | - | - | - | - | - |
| BRRR | 07 | - allocation | \$ K | - | - | - | - | - | - | - |
| BRRR | 31 | - allocation | \$ K | 250.000 | 2,694.850 | 3,916.167 | 4,214.486 | 5,488.486 | 3,700.035 | 20,014.024 |
| BRRR | 99 | - allocation | \$ K | - | - | - | - | - | - | - |
| Total | | | | 250.000 | 2,694.850 | 3,916.167 | 4,214.486 | 5,488.486 | 3,700.035 | 20,014.024 |
| Statewide Funds | | | | | | | | | | |
| DI - Statewide Inter/Intrastate Highway | | | | | | | | | | |
| DI | 99 | - OPTI | \$ K | 600,328.459 | 620,164.466 | 511,577.299 | 315,352.795 | 478,666.743 | 424,574.779 | 2,350,336.082 |
| STED - Strategic Economic Corridors | | | | | | | | | | |
| STED | 99 | - OPTI | \$ K | 135,000.000 | 170,000.000 | 170,000.000 | 170,000.000 | 170,000.000 | 170,000.000 | 850,000.000 |
| PKED - Turnpike Access | | | | | | | | | | |
| PKED | 99 | - OPTI | \$ K | 35,000.000 | - | - | - | - | - | 35,000.000 |
| DRA - Rest Areas | | | | | | | | | | |
| DRA | 99 | - OPTI | \$ K | 26,989.901 | 26,519.901 | 30,833.640 | 31,199.901 | 30,119.901 | 37,269.901 | 155,943.245 |
| DIS - Strategic Intermodal System | | | | | | | | | | |
| DIS | 99 | - OPTI | \$ K | 60,000.000 | 60,000.000 | 60,000.000 | 60,000.000 | 60,000.000 | 60,000.000 | 300,000.000 |
| DITS - Statewide ITS | | | | | | | | | | |
| DITS | 99 | - OPTI | \$ K | 118,089.952 | 147,665.843 | 159,554.090 | 117,011.823 | 137,994.623 | 132,388.313 | 694,614.692 |
| DWS - Weigh Stations | | | | | | | | | | |
| DWS | 99 | - OPTI | \$ K | 18,742.426 | 18,742.426 | 18,742.426 | 18,742.426 | 18,742.426 | 18,742.426 | 93,712.129 |
| DEM - Environmental Mitigation | | | | | | | | | | |
| DEM | 99 | - OPTI | \$ K | 6,000.000 | 6,000.000 | 6,000.000 | 6,000.000 | 6,000.000 | 6,000.000 | 30,000.000 |
| DC - State Primary PE Consultants | | | | | | | | | | |
| DC | 99 | - OPTI | \$ K | 30,934.897 | 40,614.197 | 42,114.197 | 42,234.197 | 43,928.197 | 33,928.197 | 202,818.984 |
| ART - Arterial Highways Program | | | | | | | | | | |
| ART | 99 | - OPTI | \$ K | 118,800.000 | 119,700.000 | 122,200.000 | 123,800.000 | 125,200.000 | 126,500.000 | 617,400.000 |
| ARTW - Arterial Widening Program | | | | | | | | | | |
| ARTW | 99 | - OPTI | \$ K | 20,000.000 | 20,000.000 | 20,000.000 | 20,000.000 | 20,000.000 | 20,000.000 | 100,000.000 |
| Transportation Bond Funds | | | | | | | | | | |
| BNIR - ROW & Bridge Bonds - ROW Acquisition | | | | | | | | | | |
| BNIR | 99 | - OPTI | \$ K | 143,312.200 | 100,000.000 | 50,000.000 | 92,000.000 | - | 50,000.000 | 292,000.000 |
| BNBR - ROW & Bridge Bonds - Bridge Construction | | | | | | | | | | |
| BNBR | 99 | - OPTI | \$ K | 7,687.800 | 280,000.000 | - | - | 115,517.000 | - | 395,517.000 |

| BD | Distribution Area | Description | unit | Current Year | Five Year Work Program | | | | | Five Year | Current + 5Yr | | |
|---|-------------------|-------------|------|---------------------------|------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|
| | | | | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | WP TOTAL | WP TOTAL | | |
| <u>FINC - Transportation Financing Corporation</u> | | | | | | | | | | | | | |
| FINC | 99 | 4BTU | | I-4 Beyond The Ultimate | \$ K | - | - | - | - | - | - | - | - |
| FINC | 99 | 95EL | | I-95 Express Lanes | \$ K | 1,300.000 | 5,100.000 | - | - | - | - | 5,100.000 | 6,400.000 |
| Total | | | | | | 1,300.000 | 5,100.000 | - | - | - | - | 5,100.000 | 6,400.000 |
| Special Programs | | | | | | | | | | | | | |
| <u>DSPC - Service Patrol Contract</u> | | | | | | | | | | | | | |
| DSPC | 01 | | | - service patrol contract | \$ K | 1,586.928 | 3,047.000 | 3,376.000 | 3,479.000 | 3,590.000 | 4,649.000 | 18,141.000 | 19,727.928 |
| DSPC | 02 | | | - service patrol contract | \$ K | 5,476.928 | 7,103.000 | 7,291.000 | 7,513.000 | 7,753.000 | 9,590.000 | 39,250.000 | 44,726.928 |
| DSPC | 03 | | | - service patrol contract | \$ K | 2,776.928 | 3,024.000 | 3,104.000 | 3,199.000 | 3,301.000 | 4,253.000 | 16,881.000 | 19,657.928 |
| DSPC | 04 | | | - service patrol contract | \$ K | 4,083.070 | 7,012.000 | 7,768.000 | 8,005.000 | 8,260.000 | 10,700.000 | 41,745.000 | 45,828.070 |
| DSPC | 05 | | | - service patrol contract | \$ K | 4,276.928 | 6,750.960 | 6,930.000 | 7,141.000 | 7,369.000 | 9,495.000 | 37,685.960 | 41,962.888 |
| DSPC | 06 | | | - service patrol contract | \$ K | 4,376.928 | 6,757.000 | 7,486.000 | 7,715.000 | 7,961.000 | 10,527.000 | 40,446.000 | 44,822.928 |
| DSPC | 07 | | | - service patrol contract | \$ K | 4,276.928 | 5,997.000 | 6,156.000 | 6,344.000 | 6,547.000 | 8,435.000 | 33,479.000 | 37,755.928 |
| DSPC | 08 | | | - service patrol contract | \$ K | - | - | - | - | - | - | - | - |
| DSPC | 99 | | | - service patrol contract | \$ K | - | - | - | - | - | - | - | - |
| Total | | | | | | 26,854.635 | 39,690.960 | 42,111.000 | 43,396.000 | 44,781.000 | 57,649.000 | 227,627.960 | 254,482.595 |
| <u>ROWR - ROW Lease Revenues</u> | | | | | | | | | | | | | |
| ROWR | 01 | | | - ROW Lease Revenues | \$ K | 0.005 | - | - | - | - | - | - | 0.005 |
| ROWR | 02 | | | - ROW Lease Revenues | \$ K | - | - | - | - | - | - | - | - |
| ROWR | 03 | | | - ROW Lease Revenues | \$ K | - | - | - | - | - | - | - | - |
| ROWR | 04 | | | - ROW Lease Revenues | \$ K | 33.884 | - | - | - | - | - | - | 33.884 |
| ROWR | 05 | | | - ROW Lease Revenues | \$ K | - | - | - | - | - | - | - | - |
| ROWR | 06 | | | - ROW Lease Revenues | \$ K | 0.356 | - | - | - | - | - | - | 0.356 |
| ROWR | 07 | | | - ROW Lease Revenues | \$ K | - | 11.141 | - | - | - | - | 11.141 | 11.141 |
| Total | | | | | | 34.245 | 11.141 | - | - | - | - | 11.141 | 45.386 |
| <u>SAFE - Secure Airports for Florida Economy</u> | | | | | | | | | | | | | |
| SAFE | 30 | | | - OPTI | \$ K | 366.600 | 366.600 | 366.600 | 366.600 | 366.600 | 366.600 | 1,832.998 | 2,199.597 |
| <u>SPN - Sponsorship Agreements</u> | | | | | | | | | | | | | |
| SPN | 01 | | | - sponsorships | \$ K | - | 159.600 | - | - | - | - | 159.600 | 159.600 |
| SPN | 02 | | | - sponsorships | \$ K | - | 296.187 | - | - | - | - | 296.187 | 296.187 |
| SPN | 03 | | | - sponsorships | \$ K | - | 45.000 | - | - | - | - | 45.000 | 45.000 |
| SPN | 04 | | | - sponsorships | \$ K | - | 156.683 | - | - | - | - | 156.683 | 156.683 |
| SPN | 05 | | | - sponsorships | \$ K | - | 317.623 | - | - | - | - | 317.623 | 317.623 |
| SPN | 06 | | | - sponsorships | \$ K | - | - | - | - | - | - | - | - |
| SPN | 07 | | | - sponsorships | \$ K | - | 329.588 | - | - | - | - | 329.588 | 329.588 |
| SPN | 63 | | | - sponsorships | \$ K | - | 351.718 | - | - | - | - | 351.718 | 351.718 |
| SPN | 67 | | | - sponsorships | \$ K | - | - | - | - | - | - | - | - |
| Total | | | | | | - | 1,656.399 | - | - | - | - | 1,656.399 | 1,656.399 |
| <u>TD - Transportation Disadvantaged</u> | | | | | | | | | | | | | |
| TDTF | 12 | | | - OPTI | \$ K | 45,174.338 | 53,174.338 | 53,174.338 | 53,174.338 | 53,174.338 | 53,174.338 | 265,871.690 | 311,046.028 |
| TDDR | 12 | | | - | \$ K | 3,000.000 | 3,000.000 | 3,000.000 | 3,000.000 | 3,000.000 | 3,000.000 | 15,000.000 | 18,000.000 |
| TDED | 12 | | | - OPTI | \$ K | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 50,000.000 | 60,000.000 |
| Transportation Small County Programs | | | | | | | | | | | | | |
| <u>SCED - Small County Outreach Program - Economic Development</u> | | | | | | | | | | | | | |
| SCED | 01 | | | - district allocation | \$ K | 1,707.317 | 1,707.317 | 1,707.317 | 1,707.317 | 1,707.317 | 1,707.317 | 8,536.585 | 10,243.902 |
| SCED | 02 | | | - district allocation | \$ K | 3,414.634 | 3,414.634 | 3,414.634 | 3,414.634 | 3,414.634 | 3,414.634 | 17,073.171 | 20,487.805 |
| SCED | 03 | | | - district allocation | \$ K | 3,170.732 | 3,170.732 | 3,170.732 | 3,170.732 | 3,170.732 | 3,170.732 | 15,853.659 | 19,024.390 |
| SCED | 04 | | | - district allocation | \$ K | 487.805 | 487.805 | 487.805 | 487.805 | 487.805 | 487.805 | 2,439.024 | 2,926.829 |
| SCED | 05 | | | - district allocation | \$ K | 487.805 | 487.805 | 487.805 | 487.805 | 487.805 | 487.805 | 2,439.024 | 2,926.829 |
| SCED | 06 | | | - district allocation | \$ K | 243.902 | 243.902 | 243.902 | 243.902 | 243.902 | 243.902 | 1,219.512 | 1,463.415 |
| SCED | 07 | | | - district allocation | \$ K | 487.805 | 487.805 | 487.805 | 487.805 | 487.805 | 487.805 | 2,439.024 | 2,926.829 |
| Total | | | | | | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 10,000.000 | 50,000.000 | 60,000.000 |

| BD | Distribution Area | Description | unit | Current Year | Five Year Work Program | | | | | Five Year | Current + 5Yr |
|--|-------------------|-----------------------|------|-------------------|------------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|
| | | | | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | WP TOTAL | WP TOTAL |
| SCOP - Small County Outreach Program | | | | | | | | | | | |
| SCOP | 01 | - district allocation | \$ K | 1,649.268 | 1,656.098 | 1,669.756 | 1,686.829 | 1,693.659 | 1,697.073 | 8,403.415 | 10,052.683 |
| SCOP | 02 | - district allocation | \$ K | 3,298.537 | 3,312.195 | 3,339.512 | 3,373.659 | 3,387.317 | 3,394.146 | 16,806.829 | 20,105.366 |
| SCOP | 03 | - district allocation | \$ K | 3,062.927 | 3,075.610 | 3,100.976 | 3,132.683 | 3,145.366 | 3,151.707 | 15,606.341 | 18,669.268 |
| SCOP | 04 | - district allocation | \$ K | 471.220 | 473.171 | 477.073 | 481.951 | 483.902 | 484.878 | 2,400.976 | 2,872.195 |
| SCOP | 05 | - district allocation | \$ K | 471.220 | 473.171 | 477.073 | 481.951 | 483.902 | 484.878 | 2,400.976 | 2,872.195 |
| SCOP | 06 | - district allocation | \$ K | 235.610 | 236.585 | 238.537 | 240.976 | 241.951 | 242.439 | 1,200.488 | 1,436.098 |
| SCOP | 07 | - district allocation | \$ K | 471.220 | 473.171 | 477.073 | 481.951 | 483.902 | 484.878 | 2,400.976 | 2,872.195 |
| Total | | | | 9,660.000 | 9,700.000 | 9,780.000 | 9,880.000 | 9,920.000 | 9,940.000 | 49,220.000 | 58,880.000 |
| SCRA - Small County Road Assistance Program | | | | | | | | | | | |
| SCRA | 01 | - district allocation | \$ K | 4,545.455 | 4,545.455 | 4,545.455 | 4,545.455 | 4,545.455 | 4,545.455 | 22,727.273 | 27,272.727 |
| SCRA | 02 | - district allocation | \$ K | 10,606.061 | 10,606.061 | 10,606.061 | 10,606.061 | 10,606.061 | 10,606.061 | 53,030.303 | 63,636.364 |
| SCRA | 03 | - district allocation | \$ K | 8,333.333 | 8,333.333 | 8,333.333 | 8,333.333 | 8,333.333 | 8,333.333 | 41,666.667 | 50,000.000 |
| SCRA | 04 | - district allocation | \$ K | - | - | - | - | - | - | - | - |
| SCRA | 05 | - district allocation | \$ K | 1,515.152 | 1,515.152 | 1,515.152 | 1,515.152 | 1,515.152 | 1,515.152 | 7,575.758 | 9,090.909 |
| SCRA | 06 | - district allocation | \$ K | - | - | - | - | - | - | - | - |
| SCRA | 07 | - district allocation | \$ K | - | - | - | - | - | - | - | - |
| Total | | | | 25,000.000 | 25,000.000 | 25,000.000 | 25,000.000 | 25,000.000 | 25,000.000 | 125,000.000 | 150,000.000 |
| CIGP - County Incentive Grant Program | | | | | | | | | | | |
| CIGP | 01 | - district allocation | \$ K | 5,681.391 | 5,732.398 | 5,779.676 | 5,838.772 | 5,862.411 | 5,874.231 | 29,087.488 | 34,768.879 |
| CIGP | 02 | - district allocation | \$ K | 4,490.829 | 4,427.281 | 4,463.794 | 4,509.436 | 4,527.693 | 4,536.822 | 22,465.026 | 26,955.855 |
| CIGP | 03 | - district allocation | \$ K | 2,923.757 | 2,877.714 | 2,901.448 | 2,931.115 | 2,942.982 | 2,948.915 | 14,602.175 | 17,525.932 |
| CIGP | 04 | - district allocation | \$ K | 6,924.198 | 7,032.706 | 7,090.707 | 7,163.209 | 7,192.210 | 7,206.711 | 35,685.543 | 42,609.741 |
| CIGP | 05 | - district allocation | \$ K | 8,198.706 | 8,407.275 | 8,476.613 | 8,563.286 | 8,597.955 | 8,615.290 | 42,660.418 | 50,859.124 |
| CIGP | 06 | - district allocation | \$ K | 4,681.566 | 4,609.323 | 4,647.338 | 4,694.857 | 4,713.864 | 4,723.368 | 23,388.749 | 28,070.315 |
| CIGP | 07 | - district allocation | \$ K | 5,739.553 | 5,713.304 | 5,760.424 | 5,819.324 | 5,842.884 | 5,854.664 | 28,990.601 | 34,730.154 |
| Total | | | | 38,640.000 | 38,800.000 | 39,120.000 | 39,520.000 | 39,680.000 | 39,760.000 | 196,880.000 | 235,520.000 |

Growth Management Funds

| | | | | | | | | | | | |
|---|----|-----------------------|------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|
| GMR - Strategic Intermodal System | | | | | | | | | | | |
| GMR | 99 | - OPTI | \$ K | 275,340.000 | 216,600.000 | 248,760.000 | 271,080.000 | 278,700.000 | 280,050.000 | 1,295,190.000 | 1,570,530.000 |
| GRSC - Small County Outreach Program | | | | | | | | | | | |
| GRSC | 01 | - district allocation | \$ K | 6,298.293 | 4,626.829 | 5,541.951 | 6,177.073 | 6,393.902 | 6,432.317 | 29,172.073 | 35,470.366 |
| GRSC | 02 | - district allocation | \$ K | 12,596.585 | 9,253.659 | 11,083.902 | 12,354.146 | 12,787.805 | 12,864.634 | 58,344.146 | 70,940.732 |
| GRSC | 03 | - district allocation | \$ K | 11,696.829 | 8,592.683 | 10,292.195 | 11,471.707 | 11,874.390 | 11,945.732 | 54,176.707 | 65,873.537 |
| GRSC | 04 | - district allocation | \$ K | 1,799.512 | 1,321.951 | 1,583.415 | 1,764.878 | 1,826.829 | 1,837.805 | 8,334.878 | 10,134.390 |
| GRSC | 05 | - district allocation | \$ K | 1,799.512 | 1,321.951 | 1,583.415 | 1,764.878 | 1,826.829 | 1,837.805 | 8,334.878 | 10,134.390 |
| GRSC | 06 | - district allocation | \$ K | 899.756 | 660.976 | 791.707 | 882.439 | 913.415 | 918.902 | 4,167.439 | 5,067.195 |
| GRSC | 07 | - district allocation | \$ K | 1,799.512 | 1,321.951 | 1,583.415 | 1,764.878 | 1,826.829 | 1,837.805 | 8,334.878 | 10,134.390 |
| Total | | | | 36,890.000 | 27,100.000 | 32,460.000 | 36,180.000 | 37,450.000 | 37,675.000 | 170,865.000 | 207,755.000 |
| SCRC - Small County Outreach Program - Rural Communities | | | | | | | | | | | |
| SCRC | 99 | - OPTI | \$ K | 9,000.000 | 9,000.000 | 9,000.000 | 9,000.000 | 9,000.000 | 9,000.000 | 45,000.000 | 54,000.000 |
| NSTP - New Starts Transit Program | | | | | | | | | | | |
| NSTP | 99 | - OPTI | \$ K | 45,890.000 | 36,100.000 | 41,460.000 | 45,180.000 | 46,450.000 | 46,675.000 | 215,865.000 | 261,755.000 |
| TRIP - Transportation Regional Incentive Program | | | | | | | | | | | |
| TRIP | 01 | - district allocation | \$ K | 4,672.738 | 1,802.455 | 3,386.252 | 4,485.454 | 4,860.719 | 4,927.203 | 19,462.082 | 24,134.820 |
| TRIP | 02 | - district allocation | \$ K | 3,693.544 | 1,392.083 | 2,615.291 | 3,464.233 | 3,754.060 | 3,805.407 | 15,031.074 | 18,724.618 |
| TRIP | 03 | - district allocation | \$ K | 2,404.684 | 904.848 | 1,699.928 | 2,251.737 | 2,440.124 | 2,473.499 | 9,770.137 | 12,174.821 |
| TRIP | 04 | - district allocation | \$ K | 5,694.902 | 2,211.315 | 4,154.371 | 5,502.911 | 5,963.299 | 6,044.864 | 23,876.760 | 29,571.663 |
| TRIP | 05 | - district allocation | \$ K | 6,743.139 | 2,643.524 | 4,966.359 | 6,578.476 | 7,128.849 | 7,226.356 | 28,543.564 | 35,286.703 |
| TRIP | 06 | - district allocation | \$ K | 3,850.418 | 1,449.323 | 2,722.827 | 3,606.676 | 3,908.421 | 3,961.879 | 15,649.126 | 19,499.545 |
| TRIP | 07 | - district allocation | \$ K | 4,720.574 | 1,796.451 | 3,374.972 | 4,470.513 | 4,844.528 | 4,910.791 | 19,397.256 | 24,117.831 |
| TRIP | 31 | - statutory set aside | \$ K | 60,000.000 | 60,000.000 | 60,000.000 | 60,000.000 | 60,000.000 | 60,000.000 | 300,000.000 | 360,000.000 |
| Total | | | | 91,780.000 | 72,200.000 | 82,920.000 | 90,360.000 | 92,900.000 | 93,350.000 | 431,730.000 | 523,510.000 |
| SB-2514A Wheels on the Road | | | | | | | | | | | |
| SIWR - Strategic Intermodal System | | | | | | | | | | | |
| SIWR | 99 | - OPTI | \$ K | 60,069.600 | 55,846.600 | 53,786.600 | 53,209.800 | 53,209.801 | 53,209.801 | 269,262.603 | 329,332.203 |
| NSWR - New Starts Transit Program | | | | | | | | | | | |
| NSWR | 99 | - OPTI | \$ K | 9,914.400 | 9,217.400 | 8,877.400 | 8,782.200 | 8,782.200 | 8,782.200 | 44,441.400 | 54,355.800 |
| TLWR - Trail Network | | | | | | | | | | | |
| TLWR | 99 | - OPTI | \$ K | 25,000.000 | 25,000.000 | 25,000.000 | 25,000.000 | 25,000.000 | 25,000.000 | 125,000.000 | 150,000.000 |

| BD | Distribution Area | Description | unit | Current Year | Five Year Work Program | | | | | Five Year | Current + 5Yr |
|---|-------------------|------------------------------|------|--------------------|------------------------|--------------------|--------------------|--------------------|--------------------|----------------------|----------------------|
| | | | | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | WP TOTAL | WP TOTAL |
| TRWR - Transportation Regional Incentive Program | | | | | | | | | | | |
| TRWR | 01 | - district allocation | \$ K | 2,958.382 | 2,763.651 | 2,661.709 | 2,633.165 | 2,633.165 | 2,633.165 | 13,324.856 | 16,283.237 |
| TRWR | 02 | - district allocation | \$ K | 2,338.439 | 2,134.440 | 2,055.707 | 2,033.662 | 2,033.662 | 2,033.662 | 10,291.134 | 12,629.572 |
| TRWR | 03 | - district allocation | \$ K | 1,522.442 | 1,387.377 | 1,336.201 | 1,321.872 | 1,321.872 | 1,321.872 | 6,689.195 | 8,211.637 |
| TRWR | 04 | - district allocation | \$ K | 3,605.529 | 3,390.544 | 3,265.477 | 3,230.459 | 3,230.459 | 3,230.459 | 16,347.397 | 19,952.926 |
| TRWR | 05 | - district allocation | \$ K | 4,269.183 | 4,053.238 | 3,903.727 | 3,861.864 | 3,861.864 | 3,861.864 | 19,542.558 | 23,811.741 |
| TRWR | 06 | - district allocation | \$ K | 2,437.758 | 2,222.204 | 2,140.234 | 2,117.283 | 2,117.283 | 2,117.283 | 10,714.288 | 13,152.046 |
| TRWR | 07 | - district allocation | \$ K | <u>2,988.667</u> | <u>2,754.446</u> | <u>2,652.843</u> | <u>2,624.394</u> | <u>2,624.394</u> | <u>2,624.394</u> | <u>13,280.472</u> | <u>16,269.139</u> |
| Total | | | | 20,120.400 | 18,705.900 | 18,015.900 | 17,822.700 | 17,822.700 | 17,822.700 | 90,189.899 | 110,310.299 |
| SCWR - Small County Outreach Program | | | | | | | | | | | |
| SCWR | 01 | - district allocation | \$ K | 2,489.268 | 2,314.268 | 2,228.903 | 2,205.000 | 2,205.000 | 2,205.000 | 11,158.171 | 13,647.439 |
| SCWR | 02 | - district allocation | \$ K | 4,978.537 | 4,628.537 | 4,457.805 | 4,410.000 | 4,410.000 | 4,410.000 | 22,316.342 | 27,294.878 |
| SCWR | 03 | - district allocation | \$ K | 4,622.927 | 4,297.927 | 4,139.390 | 4,095.000 | 4,095.000 | 4,095.000 | 20,722.317 | 25,345.244 |
| SCWR | 04 | - district allocation | \$ K | 711.220 | 661.220 | 636.829 | 630.000 | 630.000 | 630.000 | 3,188.049 | 3,899.268 |
| SCWR | 05 | - district allocation | \$ K | 711.220 | 661.220 | 636.829 | 630.000 | 630.000 | 630.000 | 3,188.049 | 3,899.268 |
| SCWR | 06 | - district allocation | \$ K | 355.610 | 330.610 | 318.415 | 315.000 | 315.000 | 315.000 | 1,594.024 | 1,949.634 |
| SCWR | 07 | - district allocation | \$ K | <u>711.220</u> | <u>661.220</u> | <u>636.829</u> | <u>630.000</u> | <u>630.000</u> | <u>630.000</u> | <u>3,188.049</u> | <u>3,899.268</u> |
| Total | | | | 14,580.000 | 13,555.000 | 13,055.000 | 12,915.000 | 12,915.000 | 12,915.000 | 65,355.001 | 79,935.001 |
| Toll Funds | | | | | | | | | | | |
| DSB1 | 99 | - Sunshine Skyway | \$ K | 21,682.250 | 22,598.000 | 23,482.000 | 24,300.750 | 25,077.750 | 25,815.500 | 121,274.000 | 142,956.250 |
| DSB2 | 99 | - Alligator Alley | \$ K | 33,434.250 | 34,303.750 | 35,119.750 | 35,883.500 | 36,615.000 | 40,117.000 | 182,039.000 | 215,473.250 |
| DSB3 | 99 | - Pinellas Bayway | \$ K | 5,473.000 | 5,571.000 | 5,660.000 | 5,740.000 | 5,814.000 | 5,884.000 | 28,669.000 | 34,142.000 |
| DSBC | 99 | - Garcon Point Bridge | \$ K | 2,893.253 | 2,162.655 | - | - | - | - | 2,162.655 | 5,055.908 |
| DSBD | 99 | I-95 Express Lanes - Broward | \$ K | 9,846.000 | 16,497.000 | 18,252.000 | 27,864.000 | 39,096.000 | 41,869.000 | 143,578.000 | 153,424.000 |
| DSBD | 99 | I-95 Express Lanes - Miami D | \$ K | 37,160.000 | 30,851.000 | 32,322.000 | 33,810.000 | 34,995.000 | 35,917.000 | 167,895.000 | 205,055.000 |
| DSBD | 99 | I-95 Express Lanes - Palm Bc | \$ K | - | 6,710.000 | 7,087.000 | 10,854.000 | 15,359.000 | 16,182.000 | 56,192.000 | 56,192.000 |
| DSBF | 99 | - I-595 | \$ K | 1,773.000 | 1,957.000 | 2,107.000 | 2,290.000 | 2,483.000 | 2,657.000 | 11,494.000 | 13,267.000 |
| DSBG | 99 | I-75 Express Lanes - Broward | \$ K | 5,538.000 | 6,135.000 | 6,665.000 | 7,636.000 | 8,764.000 | 10,100.000 | 39,300.000 | 44,838.000 |
| DSBG | 99 | I-75 Express Lanes - Miami D | \$ K | 1,565.000 | 1,866.000 | 2,243.000 | 2,715.000 | 3,293.000 | 4,017.000 | 14,134.000 | 15,699.000 |
| DSBH | 99 | - I-4 Ulitimate | \$ K | 17,296.000 | 19,867.000 | 21,805.000 | 25,294.000 | 28,961.000 | 32,726.000 | 128,653.000 | 145,949.000 |
| DSBI | 99 | - Palmetto Express Lanes | \$ K | 5,434.000 | 13,306.000 | 21,623.000 | 23,422.000 | 25,382.000 | 27,519.000 | 111,252.000 | 116,686.000 |
| DSBJ | 99 | - I-295 Express Lanes | \$ K | 1,598.000 | 1,734.000 | 1,802.000 | 1,870.000 | 1,955.000 | 2,023.000 | 9,384.000 | 10,982.000 |
| DSBK | 99 | - Tampa Bay Next Express Lar | \$ K | 2,152.000 | 3,309.000 | 4,498.000 | 6,037.000 | 6,507.000 | 6,956.000 | 27,307.000 | 29,459.000 |
| DSBW | 99 | - Wekiva Parkway | \$ K | 8,717.000 | 13,169.000 | 14,839.000 | 15,830.000 | 16,474.000 | 17,144.000 | 77,456.000 | 86,173.000 |
| Total | | | | 154,561.753 | 180,036.405 | 197,504.750 | 223,546.250 | 250,775.750 | 268,926.500 | 1,120,789.655 | 1,275,351.408 |