



# Work Program Instructions

FY 25/26 – 29/30

September 6, 2024



Work Program Instruction Changes				
Tentative Work Program FY26 - FY30				
Chapter No.	Chapter Name	DESCRIPTION	Date Revised	Supplement
Part II, Ch. 1	Managing the WP	Section C.2: Updated language in 2nd bullet for consistency	9/12/2024	1
Part II, Ch. 2	Development of the WP	Section A: Grammatical change	9/12/2024	1
Part II, Ch. 3	Responsibilities for Development	Section C: Removed the hyphen in Statewide; added Elizabeth Metcalf as the Statewide Planning Manager; added Stephen Marshall as the State Wide Weigh Station Manager; added Marie Tucker as the Statewide Intelligent Transportations Systems Manager Section E.3: Changed high speed rail to passenger rail	10/7/2024	1
Part II, Ch. 4	Responsibilities for Review	Section A, 3rd bullet: Replaced references to Central Office Review with references to Secretary's Review; Added a sentence stating districts must provide a Certificate of Conformity and overview of their respective Tentative Work Programs. Section B: Changed header title from Central Office Review to Secretary's Review Section; Removed bullets 7 & 8	10/7/2024	1
Part II, Ch. 5	Submission of Tentative WP	Section A, 4th bullet: Changed Intrastate Highway System report to "Strategic Intermodal System (SIS) Status Report" Section B, 3rd bullet: Updated the months that RECs are held, per discussion with Dan Cashin	10/7/2024	1
Part III, Ch. 3	Amendments	Section G: Removed wording that implies a Work Program Amendment is required for in-house planning and PE phases; Updated Primary/Support table to include phases 14/18/37, condensed some groups for legibility Section I: Added clarification regarding the deadline for program changes	10/23/2024	1
Part III, Ch. 4	Arterial Highways	Section C: Removed reference to outdated report in 2nd bullet	10/4/2024	1
Part III, Ch. 5	Bridges	Entire chapter: Added a section for ancillary structures repair and replacement with new funding (BRAS), this new section includes an overview, definitions, replacement and emergency replacement programming guidelines. Moved all previous ancillary structure references to new section.	2/14/2025	2
Part III, Ch. 7	CIGP	Section B.6: Replaced Xiomara Nunez with Jessica Beck-Galindo as D6 Local Program Administrator	9/12/2024	1
Part III, Ch. 9	Economic Development	Section B: Replaced Xiomara Nunez with Jessica Beck-Galindo as D6 Local Program Administrator	9/12/2024	1
Part III, Ch. 12	Fed Aid Off SHS	Section A: Changed the number of days from more than 180 to more than 270 for emergency relief funding.	10/10/2024	1
Part III, Ch. 16	LAP	Section I: Replaced Xiomara Nunez with Jessica Beck-Galindo as D6 Local Program Administrator	9/12/2024	1
Part III, Ch. 19	Maintenance	Section A.2: Added bullet to provide programming guidance for FC5 funds utilizing a maintenance contract	11/22/2024	1
Part III, Ch. 18	Location Info	Table of Contents, Section F: Updated name of WP23 screen to "Financial Project Location screen"	9/12/2024	1
Part III, Ch. 21	Modal Development	Entire chapter: Updated references of STP to STBG; removed references to MAP-21 and FAST Act to reflect the Infrastructure Investment and Jobs Act (IIJA) federal law; grammatical changes; updated references of Urbanized Area (UZA) to Urban Area (UA) Section G.5: Combined rows referencing Hazard Elimination and Protective Devices to reflect IIJA consolidation of RHP and RHH programs Section I.2: Updated language to reflect projects in 070 Contract Executed will not roll forward Section I.3: Added new first bullet with programming guidelines for the description of projects with FTA participation; clarified bullet regarding comment types in FM Section I.5.a: Updated National Highway to National Highway Performance Program; clarified that soft-matched Toll Development Credits are requested instead of automatic; updated explanation regarding comment type 1 appearing in public STIP/TIP documents; replaced reference to MAP-21 with 49 USC Chapter 53; clarified that FTA Section 5329(e) is a component to FTA Section 5539 Section I.5.b: Updated bullet regarding STBG allocation programming to reflect funds for STIP/TIP needing to roll forward until the project is obligated/advanced in TrAMs; clarified that recording Toll Development Credits as soft-matched is not automatic	11/8/2024	1
Part III, Ch. 25	Project Costing	Section C.3: Updated amendment threshold language to \$644,000 for PD&E or Design phase adds	11/7/2024	1
Part III, Ch. 27	Resurfacing	Section B: added a bullet to provide programming guidance for FC5 funds utilizing a construction	11/22/2024	1
Part III, Ch. 33	Special Contracting	Section F.1: Modified the IPC threshold from \$150M projects to \$100M projects Section F.2: The MEGA item group now reflects Individual or let together projects with a construction project phase (Phase 52) estimated at \$100M to \$499M	9/12/2024	1
Part III, Ch. 39	TRIP	Section B.6: Replaced Xiomara Nunez with Jessica Beck-Galindo as D6 Local Program Administrator	9/12/2024	1
Part III, Ch. 44	WPA Reports	Section E.15: Updated Edit #2 EDITALTY to include language reference exclusion of Fund Group CD%%, Updated Edit #55 EDITPGM to clarify purpose	11/7/2024	1
Append. D06	Definitions	Section 17: Removed inactive funds MU and BU; Updated wording to transportation management areas or other Surface Transportation Block Grant (STBG) funds suballocated for use in areas based on population.	10/10/2024	1





**Work Program Instruction Changes****Tentative Work Program FY26-FY30**

Part #	CH #	TITLE	Reviewer Notes
I	1	Organization of the WP Instructions	Updated links.
II	1	Developing, Adopting & Managing the WP	Section A.1. Updated FDOT's mission statement to conform to updated legislation (HB 1301).
II	2	Development of District & TPK Enterprise WP	Updated links.
II	3	Responsibilities for WP Development	Section B(1) bullet 2: Updated the formally named Production Management Office title to Financial Management and Strategic Operations Office, and revised the summary of office duties, per Erika Roth-Prado's request. Replaced Dawn Rudolph with Maya Bostwick as the contact for the Resurfacing Monitor. Minor addition to Project Finance responsibilities and wording changes. C: Updated point of contact for Materials/Testing and Emergency Bridge Repair.
II	4	Responsibilities for Review of the Tentative WP	Updated links.
II	5	Submission & Adoption of Tentative WP	No changes.
III	1	Administration	Section D.1(c)(6) added GFBZ to the list of fund codes used for the Bridge Program. Section D.1(e) updated the construction cost inflation factors approved at the June 2024 Program Planning Workshop. Removed reference to term "gamed."
III	2	Advanced Construction	Section D3: Updated arterial lane mile allocations
III	3	Amendments	Section A.2: Updated AC Allocation year and target. Updated screenshots of AC allocations and targets from FY20 to FY25.
III	4	Arterial Highway Construction	Updated links.
III	5	Bridge Repair & Replacement	Section A: Minor grammatical change. C.1 & C.2: Added GFBR to chapter. Added GFBZ to the programming guidelines.
III	6	CEI	D.1: Minor grammatical changes. Added Section B.3 "CEI - Cost Sharing": Added guidelines and clarification on CEI payments
III	7	CIGP	Updated links. Section D: Removed reference to procedure no longer in procedural document library, "District Administration of County Incentive Program."
III	8	Earmarks / Proviso Funds	Section A Overview: Modified wording to state that a contract execution is encouraged by June 30th of the appropriated year, removed the words "must be". Also clarified that if the contract is not executed and the funding is not committed, the local projects are subject to roll forward. Section C.3 Vetoed Appropriations: Adding wording to explain that these projects are appropriated in a specific budget category and therefore vetoes in this appropriation do not impact existing work program projects in other budget categories.
III	9	Economic Development	Updated links.
III	10	Emergencies/Disasters	Minor grammatical changes throughout.
III	11	Environmental	Section E: Updated to allow use of DEM funds for wildlife crossings. F.1: Updated cost per acre for wetlands per program planning workshop with the executive team.
III	12	Federal Aid off the SHS	Updated links.
III	13	FCO	Updated language regarding statutes.
III	14	Florida Highway Patrol	No changes.
III	15	Landscape Installation	Updated links.
III	16	LAP	Updated links.
III	17	Local Funds	Updated links.
III	18	Location Information	Updated links and screenshots.
III	19	Maintenance	Updated links.
III	20	Materials / Testing	No changes.

III	21	Modal Development	<p>Section D.1: Added new procedure.</p> <p>D.2: Deleted Orlando Sanford International as eligible for the airport discretionary capacity improvement program.</p> <p>D.2.b: Aviation Planning Administrator and procedure reference numbers.</p> <p>E.2: Updated section to conform to newly passed legislation.</p> <p>F.1: Added language to conform to newly passed legislation.</p> <p>F.2: Added new work mix 8408 (Seaport Intermodal Logistics Center) and added item group to chart. Added new section at bottom for ILC program.</p> <p>I.2: Update STIP/TIP requirements and district rolls and responsibilities.</p> <p>I.3: Added additional guidelines.</p> <p>I.4.A: Updated total project cost amount and deleted outdated newstart language.</p> <p>J.1: Added guidance per new legislation.</p> <p>J.2: Added additional guidance for aggregate program number.</p>
III	22	Planning	<p>Overview 1 and 2: Exceptions for Planning activities above the Schedule B Target are to be approved by the Chief Planner.</p> <p>Section 3.b.1: Updated amount MPOAC receives off-the-top and noted the effective date of July 1, 2024</p> <p>1.b.1/Non Federal Share Match: For STBG funds related to 80/20 – changes allocations to authorization in first bullet. Added a bullet to clarify 80/20 is calculated based on authorized PL in previous UPWP and provided clarification on when the calculation is completed. De-capitalized “department” throughout the chapter.</p>
III	23	PE	No changes.
III	24	PD&E	No changes.
III	25	Project Costing	Section 2.a: Minor grammatical and formatting changes.
III	26	Rest Areas	Minor formatting and grammatical changes throughout.
III	27	Resurfacing	<p>Sections A &amp; B: Updated statutes.</p> <p>A.1: bullet 4 clarified recipient for condition survey disagreements.</p> <p>A.2: Added “a minimum of” to language in first paragraph regarding lane mile allocations to clarify that we set targets to be no less than (rather than exactly meeting) statutory requirements. Updated year references in first paragraph.</p> <p>Updated bulleted list of arterial lane mile allocation percentages to match updates made to the same list in Part 1 Chapter 01. Added language to second bullet to clarify policy on fixing ride-only deficiencies. Updated arterial lane mile allocations. Added language regarding balancing of district lane mile allocations.</p> <p>A.3: Bullet 3 clarified recipient for justification of projects not meeting eligibility criteria.</p>
III	28	Right of Way	No changes.
III	29	REDI	<p>Section A: Added Office of Rural Initiatives to be more specific about Dept. of Commerce. Added Rural Area of Opportunity (RAO) FS 288.0656(2)(d). Small format changes.</p> <p>C: Clarified introduction about eligibility.</p> <p>C (RAO): Added section heading: Rural Areas of Opportunity. Clarified RAO eligibility by Executive Order &amp; updated Executive Order numbers and links.</p> <p>C (Rural County): Added section heading: Rural Counties Not Within a RAO. Added clarifying language about rural county eligibility.</p> <p>C (Communities): Added section heading: Rural Communities in Non-Rural Counties. Added statutory language defining rural counties. Deleted language about submission/application to Florida Dept. of Commerce for eligibility and deleted expired dates/language. Inserted new table of eligible communities with source language. Added the three communities that are still eligible until their expiration date but not identified in Florida Dept. of Commerce’s analysis. Deleted old contact info.</p> <p>D: Updated language about the OPP REDI representative notifying OWPB upon becoming aware of changes.</p> <p>E: Updated the language to reflect the three different classes of eligibility &amp; updated OPP REDI Representative to Jennifer Carver</p> <p>F: Updated District contact information.</p>
III	30	Safety	Section H: Removed reference to procedure no longer in the procedural document library, "Highway Safety Improvement Program."
III	31	SCOP	Removed Charlotte and Hernando from the list of eligible counties. Updated statute links/references.
III	32	SCRAP	Updated statute links.

III	33	Special Contracting Methods & Financing Alternatives	Section B.1.c: Increased the Fast Response amount to \$500,000. Added Section F: Independent Project Cost (IPC) to provide an overview of the requirement for IPC reviews on projects over \$150M and programming guidelines for the cost of the IPC review, including use of IPC, LT, MEGA and MEG5 group identifiers. G.2: Addition of ROW phase for use of FINC funds. Minor grammar and cosmetic changes.
III	34	SIB	Additions throughout related to the new Federal SIB account and the use of fund code SIBA. Additions related to Garcon transfer to Turnpike.
III	35	SIS	Section E: Re-worded section and updated bullet points based on executive leadership program updates. Updated language related to project approval requirements.
III	36	Surveying	Updated links.
III	37	TRAILS	Minor grammatical changes and added State Trails Coordinator to (STC)
III	38	TD Commission	Updated links.
III	39	TRIP	Updated links.
III	40	TSM&O	Minor grammatical changes throughout.
III	41	TPK / Tolls	Minor formatting and grammatical changes. Confirmed links. Added PKED to the list of turnpike funds. Section 1.A: Added Garcon Point Bridge to the list of Turnpike System Components. Sections B.5.b & B.6.a: Changed references of MDX to Greater Miami Expressway Agency to reflect legislative updates.
III	42	Utility Work	Section C: Removed reference to procedures no longer in procedural document library, "Utility Work Agreements and Certification Process" and "Utility Invoicing."
III	43	Weigh Stations	No changes.
III	44	WPA & Reports	Section E.15: EDITSIS – updated SISG to SISE. Updated language in EDITARPA to reflect all applicable ARPA fund codes. Updated Screenshots.
IV	1	Federal Aid-Overview of Major Programs	Section H.1: WPA Fund Codes: Minor clarification of formula program codes H.2: Program Purpose: Updated language to reflect program purpose from CFR. Removed language that related to eligible activities. H.4: Funding Features: Added overview language about formula funds and discretionary grants; minor clarifications to specify these codes are for formula funds. Removed paragraph about floodplains (moved to new section H9). H.5: Eligible Use of Funding: Modified language for clarification of eligibility. H.6: System Resilience Elements: new section to clarify ability to use funds for system resilience elements. H.7: Definitions: Added definitions for “emergency event,” “evacuation route,” and “natural infrastructure” for clarification. H.8: Federal Share: Added “Formula Funding” heading. H.9: Projects in Floodplains: New section of text moved from Section H4.
IV	2	Federal Aid-Financial Provisions	No changes.
IV	3	Federal Aid-Federal Stewardship	No changes.
IV	4	Federal Aid-Other Federal Prgm Characteristics	Section E: IJJA removed the requirement that a State must repay PE costs on a project that has not advanced to ROW acquisition or construction within 10 years. F: added link to Direct Recipients Grants for guidance on programming for TIP/STIP purposes when a non-FDOT applicant receives a discretionary award.
IV	5	Federal Aid-STIP and TIP	Updated links.
IV	6	Federal Aid-Authorizing Federal Projects with Federal Highway Administration	Updated links.
V	1	Production Management	Section B: Updated section to include Local Agency Programs (LAP) in the Lockdown Plan instructions. C.1: Corrected typo in regard to AE 280 letting date.
VI	1	State Fiscal Recovery Fund (SFRF)	Sections A & B: Reduced state highway system funding amount from \$1,750,000,000 to \$1,725,000,000. Sections D & E.1: Added the requirement of ARPA item group identifiers to SCOP and SCRAP. Section G: Updated statute and change log links.
App D01		Descriptions	No changes.
App D02		Fund Code Reference Guide	Updated links.

App D03		Fund Code Matrix	Minor changes to fund codes (removed CIGR, SCMC, SRMC).
App D04		Bridge Codes	Updated screenshots.
App D05		Budget Categories	No changes.
App D06		Definitions	Updated screenshots.
App D07		Fund Codes and Fund Groups	No changes.
App D08		Item Group	No changes.
App D09		Program Nos	No changes.
App D10		PSM	No changes.
App D11		Work Mix	No changes.

## **FY 26-30 Work Program Instructions**

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## **PART I - CHAPTER 1: ORGANIZATION OF THE WORK PROGRAM INSTRUCTIONS**

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## **PART I - CHAPTER 1: ORGANIZATION OF THE WORK PROGRAM INSTRUCTIONS**

### **A. OVERVIEW**

Annually, the Work Program Development and Operations Office publishes the Work Program Instructions. These instructions are based on funding and policy directives from the federal government, the Executive Office of the Governor, the Florida Legislature, and the Florida Department of Transportation's (department's) executive leadership. These instructions help guide personnel in the development of the department's work program.

Section [20.23\(3\)\(a\), F.S.](#), directs the central office to ensure district, turnpike enterprise, and central office unit compliance with relevant directives and maintain quality performance. The Work Program Instructions assist in the orderly dissemination of these directives and provide standards for quality performance.

The Work Program Instructions consist of five parts:

- **PART I INTRODUCTION**

Organizational structure and purpose of the instructions and the authority by which they are developed.

- **PART II GENERAL INSTRUCTIONS**

Overall responsibilities and processes for developing, reviewing and adopting the work program.

- **PART III PROGRAMMING GUIDELINES**

Provides programming guidelines and references for programs and funds.

- **PART IV FEDERAL AID PROGRAM AND PROCESSES**

Overview of major federal aid highway programs with respect to:

- Various financial provisions related to the use of federal funds
- Discussion of the Federal Aid Partnership (Stewardship) Agreement between the Federal Highway Administration (FHWA) and the department
- Descriptions of other federal program characteristics
- The statewide transportation improvement program and its relationship to the local metropolitan planning organizations' transportation improvement programs
- Information regarding authorizing individual federal aid eligible projects with FHWA

- **PART V PRODUCTION MANAGEMENT**

Information relating to project scheduling in the adopted work program.

- **PART VI STATE FISCAL RECOVERY FUND (SFRF)**

Chapter added in fiscal year 2023 with information relating to The American Rescue Plan Act (ARPA). This is a federal grant from the U.S. Treasury that provides a substantial infusion of resources to meet pandemic response needs and rebuild a stronger, more equitable economy as the country recovers.

- **APPENDICES**

- Appendix A – Program Allocation Guide (Schedule A)
- Appendix B – Program Targets (Schedule B)
- Appendix C – District Map
- Appendix D – WPA Code Definitions

## **B. LEGISLATION**

- Legislative implementation matrix - For the latest summary regarding implementation of legislation, see the Legislative Programs Office website at the following link:

<https://www.fdot.gov/legislative/default.shtm>

- General Appropriations Act - For the latest summary of the General Appropriation Act and related bills, see the Florida Fiscal Portal website at the following link:

<http://floridafiscalportal.state.fl.us/Home.aspx>

## **C. REFERENCES**

FDOT employees can access the program plan crosswalk by using the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx/>

[Section 20.23\(3\)\(a\)](#), F.S.



## **PART II - CHAPTER 1: DEVELOPING, ADOPTING AND MANAGING THE WORK PROGRAM**

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## PART II - CHAPTER 1: DEVELOPING, ADOPTING AND MANAGING THE WORK PROGRAM

### A. POLICY GUIDANCE

#### 1. THE FLORIDA DEPARTMENT OF TRANSPORTATION MISSION STATEMENT

Development of the work program is guided in the broadest sense by the Florida Department of Transportation's (department's) mission statement set forth below:

*"The department will provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities."*

#### 2. FLORIDA TRANSPORTATION PLAN (FTP) AND TRANSPORTATION PERFORMANCE MEASURES AND TARGETS

A statewide transportation plan that establishes and defines the department's long-range transportation goals and objectives, which must be established and defined within the context of the State Comprehensive Plan. These goals and objectives must be based upon:

- Preserving the existing transportation infrastructure
- Enhancing Florida's economic competitiveness
- Improving travel choices to ensure mobility
- Expanding the state's role as a hub for trade and investment (Section [339.155](#), F.S.).

The FTP has four elements:

- The Vision Element, released in May 2020, provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years.
- The Policy Element, released in December 2020, defines goals, objectives, and strategies for Florida's transportation future over the next 25 years. The Policy Element is the core

of the FTP and provides guidance to state, regional, and local transportation partners in making transportation decisions. The seven goals identified include:

- Safety and security for residents, visitors, and businesses.
  - Agile, resilient, and quality transportation infrastructure.
  - Connected, efficient and reliable mobility for people and freight.
  - Transportation choices that improve accessibility and equity.
  - Transportation solutions that strengthen Florida’s economy.
  - Transportation systems that enhance Florida’s communities.
  - Transportation solutions that enhance Florida’s environment.
- The Performance Element, released in December 2020, reports how our system performs on key measures of safety, asset condition, and mobility.
  - The Implementation Element, released in July 2022, defines the roles of state, regional, and local transportation partners in implementing the FTP, including specific short- and medium-term actions and performance measures.

Transportation Performance Management (TPM) is a strategic approach to connect investment and policy decisions to help achieve performance goals for Florida’s transportation system. Current federal rules require FDOT, Metropolitan Planning Organizations (MPOs), and transit providers to set data-driven performance targets. Transportation investments included in the work program are expected to result in achievement of the targets, in addition to performance measures and targets established by Florida law. The federal performance measures and targets are available at [Federal Performance Measures \(arcgis.com\)](https://arcgis.com).

Safety is the first goal of the FTP and the emphasis of the Strategic Highway Safety Plan (SHSP). The FTP and SHSP establish zero as the target for traffic fatalities and serious injuries. Safety needs should be considered in the identification, planning, and development of every project. Safety is the responsibility of everyone at FDOT.

The FTP and the [Performance Measures and Targets](#) provide the policy framework for the department’s Program and Resource Plan, legislative budget request and the work program. Federal measures are in addition to those established by Florida law.

**3. INVESTMENT POLICY (ALLOCATION OF FLEXIBLE CAPACITY FUNDS)**

The department has the principal responsibility for the safe statewide and interregional movement of people and goods. It also shares responsibility with other public and private interests in addressing overall system safety, the preservation and operation of transportation facilities, and local and metropolitan area mobility needs. Accordingly, the Strategic Intermodal System (SIS) is the department's highest transportation capacity investment priority. The department is also increasing its emphasis on regional travel and improving regionally significant facilities. Toward those ends, the department will allocate 75 percent of new discretionary capacity funds to the SIS.

**4. PROGRAM AND RESOURCE PLAN**

The Program and Resource Plan provides the link between the FTP, the department's numerous programs (as reflected in the project specific work program), and the department's legislative budget request. The Program and Resource Plan is essential to understanding the major programs of the department, the resources required and the product to be delivered. The Program and Resource Plan contains the specific long-range goals and objectives from the FTP, as well as selected operating policies and performance measures, which guide the development of each program in the department.

Fund allocations and program targets are published in Schedule A and Schedule B and are included as Appendix A and B in these instructions, respectively. These levels and targets are the result of the department's finance plan program and resource planning process, which produce a Program and Resource Plan balanced to anticipated revenues. Programs that are not included in Schedules A or B, such as non-allocated discretionary funds, must be programmed in accordance with the Federal Highway Administration (FHWA) apportionment notices and the program plan crosswalk (see link below).

The Program and Resource Plan establishes the programming framework by which the work program is developed. The work program instructions 'translate' the FTP through the Program and Resource Plan into specific guidelines for work program development consistent, to the maximum extent feasible, with metropolitan planning organizations and local government priorities.

FDOT employees can access the program plan crosswalk by using the following link:

[FDOT OWPB - Item Segment Reports; Program Plan Crosswalk](#)



## **B. DEVELOPING, ADOPTING AND MAINTAINING THE WORK PROGRAM**

The work program is a five-year plan developed and maintained to maximize the department's production and service capabilities. The work program capitalizes on the innovative use of resources, increased productivity, reduced cost, and strengthened organizational effectiveness and efficiency.

- **Adopted Work Program** - The five-year plan approved by the Secretary of Transportation on July 1 of each year. Certain project changes (additions, deletions, deferrals, etc.) within the first year of the adopted work program require approval by the Executive Office of the Governor (EOG) via an EOG Work Program Amendment request.
- **Preliminary Tentative Work Program** - The five-year plan encompassing the five years after the current work program year. Two weeks prior to the legislative session, the department submits the tentative work program to the Florida Legislature, the EOG, the Florida Transportation Commission (FTC) and the Department of Commerce for review.
- **Tentative Work Program** – The tentative work program submitted two weeks after the beginning of the legislative session to the Florida Legislature, the EOG, the FTC and the Department of Commerce.

On July 1, the tentative work program becomes the adopted work program. The first year of this adopted work program becomes the current work program year. The new tentative work program represents the last four years of the current adopted work program plus any project programming in the new fifth year.

For the department to maintain a viable work program, all modifications must reflect current, factual information. The work program and associated budget are subject to periodic reviews to ensure fiscal responsibility and compliance. These reviews must include the Program and Resource Plan, the 36-Month Cash Forecast and the 5-Year Finance Plan.

## **C. UPDATING THE WORK PROGRAM IN THE WORK PROGRAM ADMINISTRATION SYSTEM (WPA)**

### **1. STAGES OF WORK PROGRAM DEVELOPMENT**

The development of the tentative work program represents a collaborative effort between districts, central office, and the Turnpike Enterprise. It involves the use of the Work Program Administration (WPA) system and takes place in a staged approach called the Tentative Work Program Development Cycle.

- The tentative work program development cycle allows WPA users to program project scenarios, run reports to analyze their impacts, and determine their final plan. All programming adjusted in WPA during the tentative work program development cycle must comply with the funding levels established in the Program and Resource Plan.
- At the end of the tentative work program development cycle, central office restricts access to the WPA system in order to perform a snapshot of all established programming. This snapshot represents the new tentative work program.
- During the tentative work program development cycle, projects programmed in the last four years of the current adopted work program should receive higher priority.
- To ensure realistic scheduling and timely initiation of programmed phases, the Project Scheduling and Management (PSM) system must support project phases programmed within the WPA system.
- Programming changes require justification comments that include dollar amounts, funds used, and a brief summary of why the change is being made. These comments are critical and may be used in response to inquiries from the Florida Legislature, EOG, FTC, and the executive leadership team.

## **2. WPA SYSTEM VERSIONS/FILES**

WPA uses various versions of programming to provide a clear picture of additions, modifications, and approved programming throughout the development process.

- **Adopted (AD):** The adopted version/file of the work program is approved by the Secretary of Transportation on July 1 of each fiscal year. Current year programming, including fund code changes and estimate updates to projects in the adopted work program, may be programmed in the adopted version/file. Existing boxes must be updated in the adopted file.
- **Amended (AM):** The amended version/file is used to request the addition of completely new projects and/or the addition of new phases for existing projects in the current year of the adopted work program. The majority of programming changes made in the amended version must be submitted to the EOG for final approval (see the Amendments chapter). Once approved by the EOG, programmed changes in the amended version/file will be automatically or manually adopted and included in the adopted version/file of WPA. They will no longer be reflected in the amended version/file.

- Tentative Work Program Development Cycle (G1): The tentative work program development cycle version/file is used to make programming changes to the first four years and establish new fifth year projects in the tentative work program. The tentative work program development cycle version/file is not used to change current year programming. Programming changes in the tentative work program development cycle version/file do not require EOG approval. The tentative work program development cycle version/file displays the most current programming in the adopted, amended and G1 work program versions.
- Additional tentative work program development cycle versions (G2 - G9) are snapshot copies of current G1 programming. These versions/files are used to update G1 programming based on specific programming scenarios and analyze their financial impacts without actually making changes in the G1 version/file. These additional tentative work program development cycle versions/files provide static information and do not reflect any changes made to the G1 version/file since their creation.
- Candidate (CA): The candidate version/file is used to create new projects to be amended into the current year work program or added into the tentative work program. Items created in the candidate file do not impact the work program until they are either amended or added to the tentative work program.
- Reports can be run to include candidate items. This allows for analysis of impacts resulting from adding candidate projects, without actually impacting existing programming and funding levels.

## **D. USE OF STATE FUNDS**

Per Section, [339.08\(1\)](#)F.S., the following rules restrict the State Transportation Trust Fund (STTF) monies to the following purposes:

- To pay administrative expenses of the department, including administrative expenses incurred by the districts, but excluding administrative expenses of commuter rail authorities that do not operate rail services
- To pay the cost of construction of the State Highway System (SHS)
- To pay the cost of maintaining the SHS
- To pay the cost of public transportation projects in accordance with Chapter [341](#) and Sections [332.003](#) - [332.007](#), F.S.

- To reimburse counties or municipalities for expenditures made on projects in the SHS as authorized by Section [339.12\(4\)](#), F.S. upon legislative approval
- To pay the cost of economic development transportation projects in accordance with Section [339.2821, F.S.](#)
- To lend or pay a portion of the operating, maintenance, and capital costs of revenue-producing transportation projects that are located on the SHS or that is demonstrated to relieve traffic congestion on the SHS
- To match any federal-aid funds allocated for any other transportation purpose, including funds allocated to projects not located in the SHS
- To pay the cost of county road projects selected in accordance with the Small County Road Assistance Program as created in Section [339.2816](#), F.S.
- To pay the cost of county or municipal road projects selected in accordance with the County Incentive Grant Program created in Section [339.2817](#), F.S. the Small County Outreach Program created in Section, [339.2818](#), F.S., and the Enhanced Bridge Program for Sustainable Transportation created in Section [339.285](#), F.S.
- To provide loans and credit enhancements for use in constructing and improving highway transportation facilities selected in accordance with the state-funded infrastructure bank created in Section [339.55](#), F.S.
- To pay the cost of projects on the Florida Strategic Intermodal System created in Section [339.61](#), F.S.
- To pay the cost of transportation projects selected in accordance with the Transportation Regional Incentive Program created in Section [339.2819](#), F.S.
- To pay other lawful expenditures of the department

## **PART II - CHAPTER 2: DEVELOPMENT OF DISTRICT AND TURNPIKE ENTERPRISE WORK PROGRAMS**

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## **PART II - CHAPTER 2: DEVELOPMENT OF DISTRICT AND TURNPIKE ENTERPRISE WORK PROGRAMS**

### **A. REQUIREMENTS MANDATED BY FLORIDA STATUTES**

The tentative work program is a compilation of all district/turnpike enterprise work programs of the Florida Department of Transportation (department). Each district/turnpike enterprise work program is subject to (unless otherwise indicated) the following requirements indicated by Section [339.135](#), F.S.:

- Before submitting the district/turnpike enterprise work programs to the central office, each district/turnpike enterprise shall hold a public hearing in at least one urbanized area in the district. The districts/turnpike enterprise will place advertisements for public hearings.
- District/turnpike enterprise will meet with each Metropolitan Planning Organization (MPO) within the district and conduct a presentation determining the necessity for making changes to projects within the district/turnpike enterprise work program. The district/turnpike enterprise will hear requests for additions and/or deletions to the work program. For the purpose of work program development, the Board of County Commissioners will function as MPOs in those counties not located in an MPO (Section [339.135\(4\)\(c\)1](#), F.S.).
- Section [120.525](#), F.S., requires that advertisements for public hearings must be published in the Florida Administrative Register (FAR) at <https://www.flrules.org/> at least seven (7) days prior to the public hearing. The FAR is electronically published each business day of the week except on days that are observed as official state holidays designated by Section [110.117](#), F.S. The deadline for each issue is set under Department of State Rule [1-1.011](#), Florida Administrative Code. All notices must be submitted electronically by 3:00 p.m. each business day to be published the next business day (Section [120.525](#), F.S.).
- Section [120.525](#), F.S., also requires that advertisements for public hearings must be published on FDOT's public notices website at least seven (7) days prior to the hearing at <http://www2.dot.state.fl.us/publicsyndication/publicmeetings.aspx>. The District Public Information Office or Turnpike Enterprise Public Information Office (PIO) will assist with posting notifications on the website. Additional information related to notification methods and public hearing requirements can be found on the [Public Involvement Handbook](#).
- Throughout the public hearing process, the districts/turnpike enterprise will record changes made to the work program. Districts/turnpike will submit those changes to the central office

at the close of the tentative work program development cycle. Central office will provide a summary of these changes to the Florida Transportation Commission (FTC) for use during its annual statewide public hearing.

- By **August 1**, the MPOs must submit their annual transportation improvement program (TIP) list of project priorities and/or TIP priority changes to the district. The department and MPOs may, in writing, cooperatively agree on an alternate submittal date. More information can be found in the [FDOT MPO Program Management Handbook](#).
- Prior to district work program submittal, the district shall provide affected MPOs with a written justification for projects proposed for rescheduling or deletion from the district work programs. Caveats for the written justification requirement are the project is part of the MPO's TIP and is contained in the last four years of the previous adopted work program.
- No later than 14 calendar days after submittal of the district work program, affected MPOs may file an objection with the Secretary for rescheduling or deletions to the work program.
- The districts/turnpike enterprise and MPOs shall minimize changes, deletions, or adjustments to projects or phases contained in the four common years of the adopted work program and the tentative work program. The first three years of the adopted work program stand as the commitment of the state to undertake transportation projects. Local governments must be able to rely on these 3 years for planning, development, and amendment of the capital improvements elements of their local government comprehensive plans. Section [339.135\(4\)](#), F.S.
- The districts must provide the MPO with a written explanation for any project in the TIP that is not in the district work program. The MPO may request further consideration from the district secretary. District secretaries shall acknowledge and review these considerations prior to submitting their work program to the central office.
- Unless the Secretary approves rescheduling/deletions, all projects included in the second year of the adopted work program must be advanced into the first year of the developing tentative work program. Should rescheduling/deletions occur, central office will identify and document them for inclusion in the reports that accompany the tentative work program.
- Only by joint action between the MPOs and the department may projects included in MPO TIPs that have advanced to the design stage of preliminary engineering be removed or rescheduled in a subsequent TIP. The following exception applies:

- When recommended in writing by the district secretary or the executive director of Florida's Turnpike Enterprise-for good cause, any project removed from or rescheduled in a subsequent TIP shall not be rescheduled by the MPO in that subsequent TIP earlier than the fifth year of such TIP (Section [339.175\(8\)](#), F.S.).
- The department will amend the adopted work program if a project listed in the MPO's TIP should have a change in status and meet the criteria as provided in Section [339.135](#)(7), F.S. (see Part III, Chapter 3, Amendments). The district/turnpike enterprise will notify the affected MPO of the proposed work program amendment and provide a complete justification for the amendment. The district/turnpike enterprise is encouraged to develop amendments cooperatively with the MPOs by:
  - Notifying MPOs expeditiously of the need for a work program amendment.
  - Explaining how an amendment may affect the work program.
  - Allowing MPOs sufficient time for review and response to proposed amendments.
  - Allowing sufficient time for the MPO to amend the TIP to incorporate the project changes (the department's [MPO Program Management Handbook](#)) and requesting the Office of Policy Planning to amend the State Transportation Improvement Program (STIP) accordingly.

## **B. REQUIREMENTS MANDATED BY THE TITLE 23 UNITED STATES CODE**

[Title 23 USC](#) Section 135 requires the state to develop a statewide transportation improvement program (STIP) for all areas of the state. This is very similar to the requirements of Section [339.135](#), F.S., which require the state to develop a listing of transportation projects, by year, for implementation over a multi-year period of time. In the Florida statutes this is called a Five-Year Work Program. In [Title 23 USC](#) this is called a four-year STIP.

The Florida statutory requirements for the development of the Five-Year Work Program were in existence before the federal requirements for a four-year STIP were enacted. The Florida FHWA Division Office has given FDOT approval to consider the first four years of the Adopted Five Year Work Program as FDOT's four-year STIP.

[Title 23 USC](#) Section 134 requires each MPO to develop a transportation improvement program (TIP) in cooperation with the state (FDOT) and any affected public transportation operator. [23 CFR, Part 450](#), defines "cooperation" in this context to mean "*the parties involved in carrying out*



*the transportation planning and programming processes work together to achieve a common goal or objective”.*

The federal laws and regulations do not dictate the particular process a state DOT, MPOs and affected public transportation operators establish to develop their respective TIPs and statewide STIP. In Florida, this is accomplished by having each MPO prepare a list of project priorities which are submitted to the appropriate district of FDOT for inclusion in the new fifth year of the work program, in accordance with Florida Statutes.

Projects using federal funds that may only be spent in large urban areas of over 200,000 population are identified for inclusion in the TIPs and STIP by MPOs *in cooperation with FDOT*. Projects using all other federal funds are identified for inclusion in the TIPs and STIP by FDOT *in consultation with MPOs*. [23 CFR, Part 450](#), defines “consultation” in this context to mean “*the party confers with other identified parties in accordance with an established process and, prior to taking action, considers the views of the other parties and periodically informs them about action taken*”.

For a more extensive comparison of state and federal requirements regarding the identification of projects for inclusion in the Work Program/STIP and MPO TIPs, and selection of said projects for implementation, please refer to Federal Aid Technical Bulletin 16-01. Federal Aid Technical Bulletins may be found (behind FDOT’s firewall; not available on the internet) at the following link: [Federal Aid Technical Bulletins](#)



## **PART II - CHAPTER 3: RESPONSIBILITIES FOR WORK PROGRAM DEVELOPMENT**

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## **PART II - CHAPTER 3: RESPONSIBILITIES FOR WORK PROGRAM DEVELOPMENT**

### **A. DISTRICT SECRETARIES AND EXECUTIVE DIRECTOR OF FLORIDA'S TURNPIKE ENTERPRISE**

Responsibilities of the district secretaries and executive director of the Florida Turnpike Enterprise:

- Ensure district/turnpike enterprise work program compliance with work program instructions, department policies and procedures, federal rules and regulations, and Florida laws, statutes and administrative rules and regulations.
- Ensure proper conduct of local public hearing processes prescribed by law and the work program instructions.
- Provide a certification of conformity prior to the Secretary's review of the tentative work program. Certificate should state, to the best of their knowledge and belief:
  - District/turnpike enterprise work programs have been developed to ensure all project phases, to the maximum extent feasible, can be delivered as programmed.
  - District/turnpike enterprise work programs comply with work program instructions, the Florida Transportation Plan (FTP), Modal Systems Plan, departmental policies and procedures, applicable federal rules and regulations, and applicable Florida laws, statutes, and administrative rules and regulations.
  - District/turnpike enterprise developed their work programs cooperatively with the metropolitan planning organizations. Work programs are consistent, to the maximum extent feasible, with transportation improvement programs and local government comprehensive plans.
  - District/turnpike enterprise certify accurate review of estimates within the work program and their intent to meet specified production levels.

### **B. CENTRAL OFFICE**

Central office responsibilities for work program development fall into four categories:

- Promulgation of procedures, instructions, and other guidelines to assist in the orderly development of the five-year work program.

- Provide technical support and other assistance to district/turnpike enterprise offices during the development and management of the tentative/adopted work program.
- Development of transportation programs, which have not been decentralized and are managed on a statewide basis.
- Oversight of decentralized transportation programs managed by the district/turnpike enterprise. Facilitate the annual central office review and the department's quality assurance process.

The following offices have specific duties in work program development:

**1. OFFICE OF WORK PROGRAM & BUDGET:**

- Work Program Development and Operations Office – Responsible for developing the work program instructions and coordinating the development, review, and administration of the work program. Ensure work program development is consistent with these instructions, departmental policies and procedures, and federal and state laws.
- Financial Management and Strategic Operations Office including Production Management – Responsible for reviewing the five-year work program as it relates to the complete scheduling of all road and bridge projects in the tentative. This review focuses primarily on the first three years of the program. Review Lettings (phase 52s) for activity event dates, complete schedules, and proper alignment of project phasing. In addition, review the letting plan for the first year of the tentative from a statewide perspective looking for balanced lettings in terms of dollars, type of work and number of projects let each month. Review consultant phases (12, 22, 32, 42, and 62) in the first year of the tentative for proper schedules and commitment dates that support production.
- Federal Aid Management Office – Responsible for the management of the department's annual obligation authority plan and for the federal authorization of individual projects in the current year of the adopted five-year work program. This office promulgates instructions and guidelines pertaining to authorizing projects with the Federal Highway Administration (FHWA) and serves as primary liaison with FHWA on matters relating to the financial administration of federally funded projects.
- Financial Management Systems Support Office – Provides support for the generation of automated reports and other diagnostic tools used for analysis and review of project information retained in the Financial Management System (FM) and related systems. In

addition, the staff provides support and training to system users. Liaison to the Office of Information Systems to define enhancements and maintenance requirements.

- Finance, Program and Resource Allocation Office – Responsible for ensuring work program development within financial constraints imposed by the department’s Five-Year Finance Plan (includes developing federal aid forecasts and Bond Sale Plans). In addition, coordinates executive leadership workshops relating to program allocations, allocating funds for programs and districts, and establishing target levels for production. This office also monitors and reports on the use of the department’s programs, resources, and achievement of program targets. Additionally, this office prepares transportation revenue forecasts and represents the department at the state’s Revenue Estimating Conferences. This office also coordinates the preparation and submission of transportation finance related reports required by the FHWA as well as the calculation of toll credits earned and used by the department for federal soft match. Activities include development of the Program and Resource Plan, Program and Resource Plan Document, Schedule A – fund allocations, Schedule B – program targets, Resurfacing Monitor, Five Year Finance Plans, Program Objectives and Accomplishments Report, transportation revenue forecasts, preparation of FHWA reports, and calculation of toll credits earned and used.
- Budget Office – Responsible for preparing and submitting the department’s legislative budget request to the Executive Office of the Governor (EOG) and the Florida Legislature. The Budget Office requests spending authority to support the department’s operations and the first year of the work program. The Budget Office serves as the department’s primary interface with the EOG and the legislative appropriation committees during the consideration of the department’s budget request. The Budget Office submits budget amendments that impact current year appropriations.

## **2. OFFICE OF THE COMPTROLLER:**

- Financial Management Office – Responsible for ensuring the work program is developed within the financial constraints of the department’s 36-Month Cash Forecast. The Financial Management Office assists the district/turnpike enterprise in the processing and classification of financial transactions that affect the current year of the adopted work program.
- Project Finance (within the Financial Management Office) – Responsible for the oversight of major project financial plans, public-private partnerships (P3s) and legislative review of financial provisions of law. In this capacity, Project Finance

participates in project programming and funds management during the development of the work program. In addition, Project Finance is responsible for the operation and management of the State Infrastructure Bank (SIB) program, toll operations reporting and fund approval, and coordination of the Florida Department of Transportation Financing Corporation along with other innovative financing options.

- General Accounting Office – Responsible for developing forecasts of state revenues, bond planning & feasibility analyses, various bond programs, and analyzing various legislative packages.

### **C. STATEWIDE PROGRAM MANAGERS**

Statewide programs are managed by the offices responsible for each program. The Work Program Development and Operations Office provides support to other central office managers for these program areas.

The following statewide program managers are responsible for programming project phases in coordination with district/turnpike enterprise staff:

<b>PROGRAM AREA</b>	<b>STATEWIDE MANAGER</b>	<b>TELEPHONE</b>
Transportation Disadvantaged	David Darm	850-410-5706
Fixed Capital Outlay	Scott Cannard	850-414-4360
Bridge	Iman Ameen	850-414-4611
Safety	Lora Hollingsworth	850-414-4177
Statewide Planning	Elizabeth Metcalf	850-414-4202
Transportation Regional Incentive	Samantha Samford	850-414-4383
Weigh Stations	Stephen Marshall	850-410-5540
Rest Areas	Jon Heller	850-410-5638
Local Gov. Advance/Reimb.	Julie Adamson	850-414-4448
SIS/Interstate Construction	Stephanie Certain*	850-414-4588
Intelligent Transportation Systems	Marie Tucker	850-410-5619
*Intrastate Projects will be identified and prioritized by the Assistant Secretaries		

The following table provides other central office contacts for assistance in other program areas:

<b>PROGRAM AREA</b>	<b>CONTACT</b>	<b>TELEPHONE</b>
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Applied Research	Jennifer Clark	850-414-4614
Materials/Testing	Sue Zheng	352-955-6620
Equal Opportunity Office (EOO)	Victoria Smith	850-414-4749
State Infrastructure Bank	Kendall Thompson	850-414-4623
Emergency Bridge Repair	David Wagner	850-410-5690
Strategic Intermodal System	Chris Edmonston	850-414-4813
County Incentive Grant Program	Samantha Samford	850-414-4383
Resurfacing Monitor	Maya Bostwick	850-414-4256

## **D. DISTRICT/TURNPIKE ENTERPRISE WORK PROGRAM MANAGERS**

The following table provides contacts for the district/turnpike enterprise work programs:

<b>DISTRICT</b>	<b>WORK PROGRAM MANAGER</b>	<b>TELEPHONE</b>
District 1	Gerlinde Masters	863-519-2662
District 2	Teresa Thrasher	386-961-7447
District 3	Dustin Castells	850-330-1270
District 4	Mark Madgar	954-777-4624
District 5	Lisa Buscher	386-943-5452
District 6	Mike Lucero	305-470-5493
District 7	Steve Drum	813-975-6420
Turnpike Enterprise	Tim George	407-264-3131

## **E. DETAIL LISTING OF WORK PROGRAM RESPONSIBILITIES**

### **1. ASSISTANT SECRETARY FOR ENGINEERING AND OPERATIONS**

#### **a. Chief Engineer**

- Construction estimates of major projects
- Preconstruction production resources (in-house and consultant)
- Right of way requirements (right of way acquisition, advanced acquisition, estimates and manpower support)
- Construction requirements (in-house and consultant construction engineering inspection support)
- Materials and testing



- Resurfacing program including interstate, turnpike & arterial highways
- Bridge repair and maintenance
- Contract maintenance program (consultants, rest areas and bridge tenders)
- Motor carrier size and weight
- Routine maintenance and minor betterment program
- Highway beautification program
- Rest area program
- Interstate preservation and safety program
- Intelligent Transportation System
- Environmental management

**b. Chief Safety Officer**

- Highway safety improvement program
- Highway safety grant program
- High risk rural roads
- Safe routes to school
- Bicycle and pedestrian considerations

**2. ASSISTANT SECRETARY FOR INTERMODAL SYSTEMS DEVELOPMENT**

- Aviation
- Spaceport
- Transit
- Intermodal
- Rail
- Seaport development
- State transportation development administrator

- Transportation needs
- Metropolitan area long-range plans and transportation improvement programs
- Florida’s transportation planning process
- Work program consistent with policies, goals, and objectives of the FTP
- Consistency to the maximum extent feasible with local government comprehensive plans and the state transportation improvement program (STIP), which includes the first three years of the current adopted work program, the metropolitan planning organization transportation improvement programs, the Indian reservation roads transportation improvement program, and the public lands highway program
- Strategic Intermodal System (SIS), consistent with SIS cost feasible plan
- Interstate capacity improvement program, consistent with ten-year interstate plan
- Review of planning consultants and grants
- Air quality conformity in non-attainment and maintenance areas
- Coordination of regional planning with state transportation planning

### **3. FLORIDA RAIL ENTERPRISE**

- Passenger rail

### **4. ASSISTANT SECRETARY FOR FINANCE AND ADMINISTRATION**

#### **a. Office of Work Program & Budget Director**

- Compliance with work program instructions, federal and state laws, and departmental policies and procedures.
- Fund balances (including use of state and federal funds and federal aid obligating authority, in coordination with the Production Management Office)
- Contingencies (allowances, pending litigation)
- Work program and STIP amendments
- Reporting requirements (coordinating with districts/turnpike enterprise when necessary)
- Overall coordination of central office review

- HPR/PL federal program
- Bridge replacement program
- Production schedule versus project phasing
- Advance production targets/assessment of potential
- Contract letting schedules (balance and loading)
- Alternative contracting (scheduling and letting plans)
- Federal obligation authority plan (including advanced construction plan component)
- Federal authorization processing
- Finance Plans
- Bond Sale Plans
- Monitoring county allocations of the state comprehensive enhanced transportation system tax (use of District Dedicated Revenue [DDR] funds)
- Budget amendments
- Reporting requirements (coordinating with districts/turnpike enterprise when necessary)
- Reconciliation of the statewide planning program to the Program and Resource Plan
- Schedule A – fund allocations, Schedule B – program targets, and Resurfacing Monitor
- Program and Resource Plan
- Program Objectives and Accomplishments Report
- Fixed capital outlay

**b. Comptroller**

- 36-Month Cash Forecast
- Financial contingency levels pertaining to construction contracts
- Review of direct districtwide jobs

- SIB program
- P3s
- Florida Department of Transportation Financing Corporation
- Bonding programs

## **PART II - CHAPTER 4: RESPONSIBILITIES FOR REVIEW OF THE TENTATIVE WORK PROGRAM**

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## **PART II - CHAPTER 4: RESPONSIBILITIES FOR REVIEW OF THE TENTATIVE WORK PROGRAM**

### **A. OVERVIEW**

The Florida Department of Transportation (department) central office review ensures district/turnpike enterprise work program compliance with work program instructions, departmental policies and procedures, applicable federal rules and regulations, and applicable Florida law, statutes, and administrative rules and regulations. In addition to the review, the following also represent quality assurance processes and activities:

- Departmental Training Programs - Departmental training programs teach adherence to established procedures and guidelines, thereby reducing the number of exceptions noted during the various compliance reviews.
- System Controls - Implementation of enhancements and internal controls within computer applications utilized by the department. These enhancements and controls significantly reduce programming incompatibilities and inconsistencies.
- Annual Secretary's Review - The annual Secretary's review of the work program is a group effort drawing on expertise throughout the department. It is during this review that the District Secretaries each provide a Certification of Conformity to the department as well as provide an overview of their districts new Tentative Work Program to the Secretary. Major areas of compliance are examined, and any issues or exceptions resolved. Confirmation of these resolutions is obtained as part of the ongoing quality assurance conducted throughout the year by the various offices within the department.
- Quality Assurance Reviews - As part of the quality assurance review process, offices within the department are required to identify critical requirements for their areas, determine whether requirements are being carried out, and track noncompliance until corrected or resolved. A "critical requirement" is defined as one that could prevent or reveal significant problems or produce significant benefits to the department and the public. This comprehensive effort significantly improves compliance with applicable quality standards. Quality assurance reviews ensure proper accountability within the department.
- Periodically, the department and other entities conduct audits and run reports to check compliance with applicable standards.
  - The department's Inspector General performs audits of various areas within the department to check compliance with applicable departmental policies and procedures,

federal rules and regulations, and Florida law, statutes, administrative rules and regulations.

- The Office of the Auditor General conducts periodic financial compliance audits.
- The Office of Program Policy Analysis and Government Accountability performs reviews of selected departmental programs to make recommendations as to the future status of such programs.
- The Department of Commerce annually reviews the department's tentative work program for consistency with local government comprehensive plans.
- The FTC annually reviews the department's tentative work program for compliance with applicable laws and departmental policies.
- The department routinely prepares reports on its performance to the Florida Legislature, FTC, other organizations, and the general public to assure compliance with state goals and the program objectives defined in Florida Statutes.

## **B. ANNUAL SECRETARY'S REVIEW**

The Work Program Development and Operations Office conducts the annual Secretary's Review in a systematic approach as follows:

- Scheduling for the review
- Development of a compliance-oriented checklist
- Dissemination of information
- Agenda development
- Facilitating the review of work programs amongst entities involved throughout the districts and central office, and examining any exceptions noted and seeking resolution, documenting input from participants and recording actions taken to address and correct discrepancies
- Participants provide documentation to the Work Program Development and Operations Office of all exceptions noted, and any written responses or disposition exceptions, which the Work Program Development and Operations Office will summarize and provide during the Secretary's review

Every effort will be made to document and address for final resolution any outstanding findings prior to adoption of the tentative work program.

## **C. FLORIDA TRANSPORTATION COMMISSION**

The FTC is required by statute to review the tentative work program and conduct a statewide public hearing. As part of the public hearing, the FTC must conduct an in-depth evaluation of the tentative work program for compliance with all applicable laws and departmental policies. Part of the FTC's work program review process is 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 Strategic Intermodal System. The FTC will also evaluate and monitor the implementation of the 2005 Growth Management Legislation. If the FTC determines that the work program is not in compliance, it must report its findings and recommendations to the Florida Legislature and the Executive Office of the Governor. The FTC will appoint a time and place for the statewide public hearing on the tentative work program pursuant to Section [339.135](#), F.S., prior to submittal of the final tentative work program to the Legislature.

Each district secretary and the executive director of Florida's Turnpike Enterprise, or their designee, will be required to be in attendance at the statewide public hearing.

No later than 14 days after the regular legislative session begins, the FTC must submit to the Executive Office of the Governor and the legislative appropriations committees a report that evaluates the tentative work program for:

- Financial soundness
- Stability
- Production capacity
- Accomplishments (including program objectives)
- Objections and requests by metropolitan planning organizations
- Policy changes and effects thereof
- Identification of statewide and/or regional projects
- Compliance with all other applicable laws

In addition, Section [20.23\(4\)\(a\)](#), F.S., notes that major transportation policy initiatives or revisions will be submitted to the FTC for review.



## **PART II - CHAPTER 5: SUBMISSION AND ADOPTION OF TENTATIVE WORK PROGRAM**

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## **PART II - CHAPTER 5: SUBMISSION AND ADOPTION OF TENTATIVE WORK PROGRAM**

### **A. OVERVIEW**

Florida Statutes outline specific criteria for submittal of the tentative work program to the Governor for review and approval, as follows:

- 14 days prior to commencement of the regular legislative session, FDOT submits a preliminary copy of the tentative work program to the Executive Office of the Governor (EOG), the legislative appropriations committees, and the Florida Transportation Commission (FTC). Following evaluation by the FTC, the FDOT submits the final tentative work program to the EOG and the legislative appropriation committees no later than 14 days after the regular legislative session begins.
- The Department of Commerce reviews the tentative work program for consistency with the local government comprehensive plans and provides the commission with a list of inconsistent projects. The list cannot include projects in a metropolitan planning organization (MPO)'s transportation improvement program unless the MPO is notified of that inconsistency during Department of Commerce's review.
- Per Florida Statute, the FTC reviews the tentative work program and conducts a statewide public hearing prior to recommending the tentative work program to the legislature.
- The final tentative work program must include a Strategic Intermodal System (SIS) Status Report, a balanced 36-Month Cash Forecast, and a Five-Year Finance Plan. The central office generates all reports.
- In conjunction with submitting the tentative work program, each district/turnpike enterprise and the central office respond to statute related questions posed by the FTC.

### **B. LEGISLATIVE BUDGET REQUEST**

- The original approved budget for the department is the General Appropriations Act (GAA) and any other act containing appropriations that include the first year of the tentative work program.
- The legislative budget request must include a balanced 36-month forecast of cash and expenditures and a Five-Year Finance Plan.

- The legislative budget request shall be amended to conform to the tentative work program, and may be amended, along with the tentative work program, based on the most recent revenue estimates (Revenue Estimating Conferences are typically held in the fall, and again before session begins and prior to session ending) and the most recent federal aid apportionments (received in October).

### **C. ADOPTION OF TENTATIVE WORK PROGRAM**

- Immediately following the conclusion of the legislative session each year, the tentative work program is adjusted as required to comply with legislative intent and to conform to the General Appropriations Act and any other act containing applicable appropriations.
- Prior to the beginning of the fiscal year (July 1), the Secretary formally adopts the tentative work program, and it becomes the department's official adopted five-year work program.
- Project phases not certified forward may be part of the roll forward for the next fiscal year of the adopted work program. Any phases certified forward but with subsequent bid rejections may become part of the roll forward. Spending authority associated with the phases is advanced through the budget amendment process.
- The adopted work program is the approved tentative work program plus any roll forward.



## PART III - CHAPTER 1: ADMINISTRATION

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## **PART III - CHAPTER 1: ADMINISTRATION**

### **A. OVERVIEW**

The administration program includes central office and district staff, buildings, equipment, and materials required to perform information management development (data processing), fiscal, budget, minority programs, personnel, executive leadership team direction, document reproduction, internal audit, and contract functions of the Florida Department of Transportation (department).

### **B. GENERAL PROGRAMMING GUIDELINES**

- Administrative program function costs are operating in nature (overhead costs) and are not programmed as line items in the department's work program. An exception to this is when human resource development (HRD) or consultant budget is appropriated for specific activities requiring the execution of a contract. These consultant activities are programmed in the department's work program to facilitate the recording of encumbrances in the accounting system.
- Budget coordinators for the program areas of finance and administration, engineering and operations, and district intermodal systems development coordinate with the applicable work program manager to program consultant fees budget (category 100686 - operating budget) and HRD budget for consultants. The department's legislative budget request provides the basis for the levels programmed. Specify the original LAS/PBS issue number in the extra description field of the item in the Work Program Administration system (WPA).
- Program consultant fees (operating category 100686) for central office planning, engineering, finance and administration (excluding equal opportunity programs) under transportation systems 13, 03; phase A2 and program number 00 (administration consultants) using D funds.
- Program equal opportunity programs under transportation system 13, phase A2 and program number 00 using either SSM or D funds. SSM funds are unmatched federal funds made available by the Federal Highway Administration. The department uses these funds to develop, conduct, and administer training and assistance programs. These programs allow minority and woman owned businesses to achieve proficiency and compete, on an equal basis, for contracts and sub-contracts. Set up D funds to comply with budget to contract with surety companies to bond the Disadvantaged Business Enterprises (DBEs) for the department's construction projects. This guarantees successful completion of projects initiated by a participant in the DBE program.
- In April 2016, the Governor signed House Bill 7027 to include the establishment of a Business Development Program to assist small businesses in obtaining contracts with the department. The Business Development Initiative (BDI) is designed to support the department's efforts to boost competition, lower prices, and increase support to meet its contracting needs. The BDI is designed to provide more opportunities and support for small businesses to move from a subcontracting role to the role of prime contractor. Construction and maintenance contracts reserved for BDI must have an estimated contract amount of \$1,500,000 or less and receive approval from the Equal Opportunity Office. Use the item group identifier of BDI when programming these projects. See the Equal

Opportunity Office website for additional information:

<http://www.fdot.gov/equalopportunity/bdi.shtm>

- In-house projects may be programmed to support and identify use of staff and resources according to management objectives. Use program number 00 and phase A1 to program in-house administrative activities.

## **C. HUMAN RESOURCE DEVELOPMENT**

### **1. OVERVIEW**

HRD activities are appropriated in a special budget category to be expended for expense items, equipment purchases and contracted training programs. The use of HRD budget for in-house activities is included in the in-house targets required to be programmed. However, when this budget is used for contractual purposes, a separate financial project must be established to facilitate the department's contractual and fiscal processes.

### **2. PROGRAMMING GUIDELINES**

Program consultant contracts for trainers using HRD budget under transportation systems 03, 13; phase A2 and program number 00. Use D funds if the HRD budget is appropriated in the administration, planning, public transportation, Gainesville materials and testing, or maintenance program areas. Use DIH or available federal funds if HRD budget is appropriated in the production or construction program areas.

## **D. FINANCIAL CONSIDERATIONS**

### **1. BOXES (CONTINGENCY, RESERVE AND TARGET)**

#### **a. Overview**

Box items are programmed in each year of the work program and are identified as contract class 8 along with box codes. Their purpose is to hold funds to be used to protect the adopted work program and to ensure the priorities of the department are met. No expenditures may be made from a box item. There are three types of box items: targets (TG), reserves (RV) and contingencies (CN).

- Targets are defined as financial resources established to ensure certain work program levels are identified in program areas. Only use TG box code if all years are for targets. No target boxes should be programmed in the current year of the adopted work program and the first two years of the tentative work program.
- Reserves are divided into project reserves and program area reserves.
  - Program reserves are defined as items that should be programmed in the tentative work program for future needs where specifics are not known but a future need has been identified. These amounts are manually identified by the program managers based on

executive leadership team direction and will be used for specific projects/programs in the future.

- Project reserves are defined as items that should be programmed in the tentative work program for a future need where specifics are not known or for which funds are being gathered, e.g., a federal earmark for construction dollars on a specific project but not enough to fully fund construction. Project reserves must be approved by central office. Only use RV box code if all years are for reserves.
- Contingencies represent the amount for cost overruns, claims in litigation, estimate changes and supplemental agreements. Use CN box code for all contingencies. Contingency funds for all federal funds should be programmed and maintained at a minimum acceptable level to cover ongoing work and ensure contingency needs for projects off the State Highway System are covered. Federal boxed funds must be adjusted frequently to ensure they are fully utilized each federal fiscal year. State or other funds should be boxed in lieu of federal funds to protect projects on the State Highway System.

**b. Programming Guidelines**

- All box items are to be coded as contract class 8.
- Use box code TG for target boxes, CN for contingency boxes and RV for reserve boxes.
- Supplemental agreements, cost overruns, and other types of potential financial impacts that are eligible for federal reimbursement shall be programmed with federal funds.
- Program box items for each budget category and each fund in each year of the tentative work program, as appropriate. ACXX funds may be programmed in contingency box items.

**c. Methodology for Box Item Analyses**

The system generated box analyses relate only to the highway and bridge programs. Programs for public transportation (including intermodal); planning; maintenance and operations; fixed capital outlay (FCO); and administration are not included in the box analyses due to their nature. These programs relate to grant categories, consultant agreements with fixed amounts or routine/scheduled operational expenditures, which normally do not require supplemental agreements or litigation. The individual program offices for the non-highway and bridge programs will be responsible for identifying, documenting, and establishing criteria for boxed amounts.

**1) Criteria for District Targets**

- In-House: Phase type 1; Based on box codes
- Resurfacing: Program plan J; Current year plus first two years of the tentative are contingencies; Last four years of the tentative are based on the box code of CN for contingencies, TG for target (years three to five) and RV for reserves



- Advanced Construction (ACSA, ACSU, ACSL, ACSN, ACSM, ACCM): This is a minimum target; The review is cumulative and consists of prior year programming plus current year and the first year of the tentative work program

**2) Criteria for District Reserves**

- Bridge Repair: Program plan K01; based on box codes
- Safety: Program plan I01; based on box codes
- Advance Acquisition: Program plan C03 and C04; based on box codes
- Utilities: Phase 56 with LF funds; current year plus all five years of the tentative are reserves
- Project specific: Current year plus all five years of the tentative are reserves

**3) Criteria for Statewide Reserves**

- PE reserve: Bridge program – current year plus all five years of the tentative; the Strategic Intermodal System (SIS) is current year plus all years of the tentative and SIS Plan
- Bridge inspection: Current year plus all five years of the tentative
- ITS, weigh stations, rest areas: Current year plus all years of the tentative and SIS Plan
- Operational quick fixes: Current year plus all years of the tentative and SIS Plan
- Advance acquisition: Current year plus all years of the tentative and SIS Plan
- Rail/highway crossing program 53: Current year plus first two years of the tentative are contingencies; last three years of tentative are reserves

**4) Criteria for Highway and Bridge Programs Contingency Analysis**

When reports are generated with instructions for “all phases and program numbers,” the following program numbers are excluded: 37 (FCO), 39 (local government advance reimbursement), 52 (AC conversion), 61 (repayment to SIB), 69 (transfer to SIB), SB (SIB Loan Repayment), SD (stipends), 26 (disaster recovery), and all budget categories tied to 088041 (major disasters).

**5) SIS Program (Statewide Funds)**

Use fund codes ACFP, ACNP, BNIR, DI, GFNP, GMR, NFP, NHPP, STED, SIWR; include all phases and program numbers using these fund codes on transportation systems 01 (intrastate interstate), 02 (intrastate turnpike), 03 (intrastate state highway), 04 (intrastate toll), 13 (non-system specific). Use fund code DIS; include all phases and program numbers using this fund code on transportation systems 01 (intrastate interstate), 02 (intrastate turnpike), 03

(intrastate state highway), 04 (intrastate toll), 13 (non-system specific). Contingencies and reserves are determined by reports with IN.. funds, and program level is determined as IN01 (including all funds on items) excluding boxes.

**6) Bridge Program (Statewide Funds)**

Use fund codes NHBR, ACBR, BRT, BRTZ, ACBZ, BNBR, GFBR, GFBZ, ACEP, RBRP, and BRP; include all phases and program numbers using these fund codes. Contingencies and reserves are determined by reports with BR++ funds, and program level is determined as BR++ excluding boxes.

**7) Intelligent Transportation System (ITS) Program (Statewide Funds)**

Use fund code DITS, include all phases and program numbers using these fund codes. Contingencies and reserves are determined by reports with DITS funds and program level is determined as DITS excluding boxes.

**8) Rest Area Program (Statewide Funds)**

Use fund code DRA, include all phases and program numbers using these fund codes. Contingencies and reserves are determined by reports with DRA funds and program level is determined as DRA excluding boxes.

**9) Weigh Station Program (Statewide Funds)**

Use fund code DWS, include all phases and program numbers using these fund codes. Contingencies and reserves are determined by reports with DWS funds and program level is determined as DWS excluding boxes.

**10) Safety Program**

Safety is the department's number one priority. Therefore, all safety funds (e.g., HSP) are to be used. Contingencies for unforeseen conditions or cost overruns on safety related projects are to be programmed with state funds (DDR for on-system) or flexible federal funds (other STP funds) if a safety box item is needed. Safety contingencies are to be calculated as a part of the districts' contingency beginning in fiscal year 2024.

**11) District Programs**

Use all district fund codes, excluding the statewide fund codes noted above. ACXX funds and the funds listed below in the General Assumptions section, include all phases and program numbers using these fund codes, on transportation systems 01 (intrastate interstate), 03 (intrastate state highway), 04 (intrastate toll), 06 (non-intrastate off state highway). Contingencies are determined by reports of all district funds with contract class 8, and program level is determined as all programs excluding transportation system 01, both dependent upon criteria listed above.

**12) Turnpike Enterprise Programs**

The turnpike enterprise analysis should include all turnpike funds and transportation system 02 (intrastate turnpike). Contingencies are determined by reports with turnpike funds only, and program level is determined as transportation system 02 (intrastate turnpike) excluding statewide funds (bridge and SIS described above).

**d. General Assumptions**

- Amounts included for contingency analyses only address contract class 8.
- 30% of district projects programmed using statewide funds for SIS and/or bridge will be considered as part of the district programmed level for contingency analysis.
- RBRP, SCOP, SCED, SCRC, SCWR, ARSC, SCRA, ARSR, GRSC, CIGP, CIGR, and TRIP will not be included in the box analysis.
- Earmark funds will be excluded if programmed as a contract class 5 or if programmed as a transportation system 06 or 16.
- SE funds will be excluded if programmed as a contract class 5.
- Boxed items for the Miami Intermodal Center (MIC) are not included in the box analysis, regardless of the funds programmed.
- LF funds on a contract class 8 will be included as a reserve account, regardless of box code.

**e. Construction Cost Inflation Factors**

Inflation factors for construction costs will be utilized in the development of the tentative work program as indicated below. These inflation factors will automatically generate the new estimates for anything proposed in the WPA tentative file by applying these factors to the present day costs (PDC's) in WPA. All estimate changes must be made in the adopted file; do not make estimate changes in the proposed file (tentative work program development cycle). Shaded areas beginning in fiscal year 30/31 cover the 10-year period for the SIS program.

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
25/26	3.0%	1.030	30/31	3.3%	1.208
26/27	3.1%	1.062	31/32	3.3%	1.248
27/28	3.2%	1.096	32/33	3.3%	1.289
28/29	3.3%	1.132	33/34	3.3%	1.332
29/30	3.3%	1.169	34/35	3.3%	1.376

Note: Base year is 24/25.

**2. TARGETS (SCHEDULE B)****a. Overview**

Schedule B defines district targets for programming in selected program categories. Any acceptable fund code (LFB is excluded from all targets) may be used to achieve these required program levels. These targets must be met within the tolerance allowed as defined below. Targets in product categories result from decisions of the executive leadership team for distribution of resources to support policy and program objectives of the department. Targets in product support categories are established to ensure sufficient levels for in-house staff direct charges.

For the latest target guidelines, click on the following link:

[Program and Resource Allocation - Target Guidelines](#)

**b. Target Definition and Review Criteria****1) Strategic Intermodal System Highway Corridors**

This is a **minimum** target reviewed on an annual basis based on statutory requirements. Target is reviewed at the statewide level.

**2) In-House (AINH)**

- AINH consist of a rollup of PE, CEI, R/W, Traffic Operations-DPIN

DPIN Target includes: preliminary engineering (PE), combined construction engineering inspection (CEI) and materials and research (MR), right of way support (R/W), and traffic operations (TO). The basis for these targets is the program component operating budget amount by district from the General Appropriations Act (GAA). The target value equals the program component budget (net of administered funds) reduced by estimated indirect cost. The remaining direct cost portions should be programmed as productive labor on specific project phases. These are **minimum** programming levels evaluated in work program reviews on a cumulative basis of the five year tentative work program. Five year totals for the four targets taken as a whole is the basis for evaluation criteria. Emphasis should be made to program to direct projects. Over-programming of this target is encouraged with reductions in corresponding indirect charges.

**3) Planning and Environmental**

These Targets are composed of Federal HP (Federal Highway Planning) Funds and State D (Unrestricted State Primary) Funds. Targets HPPC, PLHP, and PLEM for the 1<sup>st</sup> and 2<sup>nd</sup> year of the tentative may be overprogrammed. The 3<sup>rd</sup> – 5<sup>th</sup> year of the tentative are zero tolerance targets and must be balanced annually for each year of the tentative. Targets PLNI and PLNC have a **zero tolerance** and must be balanced annually for each of the five years of the

tentative work program. Other funds may be programmed but will not be counted towards the Schedule B Target.

The Planning Targets are composed of five programming targets identified from the Program Plan Q01 (In-House) and Q02 (Consultant Grants): Operating Budget for Planning and Environment Consultants, (HPPC) with Federal HP funds

- Operating Budget for Planning and Environment Consultants and Expenses, (PLNI) with State D funds for non-federal activities
- Operating Budget for Planning and Environment, (PLHP) with Federal HP funds – Statewide Planning and Research Program
- Work Program Planning Consultants, (PLEM) with Federal HP funds
- Work Program Planning Consultants, (PLNC) with State D funds

#### **4) Transportation Systems Management and Operations (TSM&O)**

Intelligent Transportation Systems Operations (**TOTI**) and Replacements (**TOTR**) are **zero tolerance** targets reviewed on an annual basis using statewide DITS, TOxx, ACNH, ACNP, DI, NH, NHAC and NHPP funds. Beginning in FY23 through FY26, ITS Replacements (TOTR) are to be programmed in accordance with the target guidelines. Beginning in FY27, equipment replacement projects are to be programmed in accordance with the Maintenance ITS Contracts (MITS) guidelines.

Other district funds may be programmed but will not be counted towards the Schedule B target. No over- or under-programming is allowed.

ITS Service Patrol Contract (**TOSP**) is a **zero tolerance** target reviewed on an annual basis and established to ensure programming of non-allocated D, DSPC, TMxx, TOxx, and turnpike district funded maintenance program are at the level approved by the executive leadership team. Programming using D and TMxx funds **are not allowed** to be programmed on new contracts. No over- or under-programming is allowed.

#### **5) Maintenance**

Maintenance Highway M&O Contract (**MHWY**), Maintenance Department of Corrections M&O Contract (**MDOC**), Maintenance Highway Beautification (**MHWB**), National Pollutant Discharge Protection System (**MNPD**), Maintenance Contract Bridge Inspection Non-Federal (**MCNF**), Maintenance Contract Bridge Inspection Federal (**MCCF**), Maintenance ITS Contracts (**MITS**), Maintenance In-House (**MNTI**), and Maintenance Traffic Signal Agreements (**MSCA**).

These are **zero tolerance** targets reviewed on an annual basis and established to ensure programming of non-allocated D, TMxx, and turnpike district funded maintenance program are at the level approved by the executive leadership team. Target **MSCA** using only D funds for ITS Signal Agreements. Target **MNTI** is set based on 100% of in-house budget from GAA program component. No over- or under-programming is allowed.

**6) Advanced Construction (ACSA, ACSU, ACSL, ACSM, ACSN, ACCM)**

This is a **minimum** target. The review is cumulative and consists of prior year programming plus current year and the first year of the tentative work program.

**7) Modal Development**

These are **minimum** targets reviewed on an annual basis and established to comply with the Florida Statutes' direction to program 15% of non-exempt state transportation trust fund revenues for public transportation projects. These targets must be balanced annually in current as well as the tentative years of the five-year work program. Over-programming is allowed.

See instructions on submitting a projection analysis report (also known as the target analysis report) in the WPA Screens and Reports chapter of these instructions.

**3. PAVEMENT CONDITION ALLOCATIONS**

These are minimum allocations which must be met annually from current year through the last year of the tentative work program.

Statewide arterial lane mile allocations are based on the following:

- FY 2025: 5.89% of the estimated system size
- FY 2026: 4.83% of the estimated system size
- FY 2027: 4.86% of the estimated system size
- FY 2028: 5.03% of the estimated system size
- FY 2029: 5.02% of the estimated system size
- FY 2030: 5.02% of the estimated system size

For more information regarding resurfacing requirements, districts and statewide program managers should refer to the Resurfacing chapter of these instructions and use the resurfacing monitor to manage their resurfacing program and compare the tentative work program to approved lane mile and funding allocations.

Resurfacing Monitor:

<https://owpb.fdot.gov/fmreports/ResurfacingMonitor.aspx>

**4. RIGHT OF WAY AND BRIDGE BONDS**

Section 17 of Article VII of the Florida Constitution provides that the state may sell bonds for "the cost of acquiring real property or the rights to real property for state roads as defined by law, or to finance or refinance the cost of state bridge construction, and purposes incidental to such property acquisition or state bridge construction." Section [337.276](#), F.S., gives the authority to sell the bonds.

Per Section [206.46\(2\)](#), F.S., notwithstanding any other provisions of law, from the revenues deposited into the State Transportation Trust Fund, a maximum of seven percent in each fiscal year shall be transferred into the Right of Way Acquisition and Bridge Construction Trust Fund to pay for debt service coverage of right of way 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 \$275 million.

Schedule A contains allocations of right of way and bridge bond proceeds for the acquisition of right of way in the following programs:

- Non-turnpike: BNDS funds
- Intrastate: BNIR funds
- Bridge construction: BNBR funds

Bond funds may be used for right of way acquisition, bridge construction, operations working on right of way activities and consultants supporting acquisition or construction. Bond funds may not be used for in-house support phases. Bond funds may not be used for payments to the Department of Environmental Protection for wetlands mitigation except when associated with a bridge construction project.

## **E. ESTIMATES**

Phases need to be programmed to the full amount of the department's estimate.

Note: Programming of minor amounts (\$1-\$100) as placeholders is not allowed.

## **F. LEGAL EXPENSES DIRECTLY RELATED TO A SPECIFIC FINANCIAL PROJECT**

### **1. OVERVIEW**

Legal expenses directly related to a construction project are considered part of the overall cost of construction management of the project. Legal expenses, e.g., expert witness or outside attorney fees, will be programmed and managed by central office staff in the Office of the General Counsel, with assistance from the Office of Work Program and Budget. These expenses may occur prior to construction or after construction begins.

### **2. PROGRAMMING GUIDELINES**

A central office (managing district 10) work program item number 405877-1-62-01 has been established and is administered by the Office of General Counsel. DC funds will be programmed on the item. The transportation system is 13. General type legal services not directly related to a specific financial project should be paid from an operating category and not charged directly to the above work program item. Examples of these types of expenditures are defending a patent, personnel issues, claims filed due to traffic accidents (except those occurring during construction), etc.

**G. RURAL ECONOMIC DEVELOPMENT INITIATIVE**

All projects specifically programmed in rural areas of opportunity (RAO) counties, as well as the rural counties of Flagler, Nassau, Wakulla, and Walton, shall include “REDI” as an item group identifier. See the Rural Economic Development Initiative (REDI) chapter of these instructions for additional details and a listing of RAO counties.

**H. CONCRETE PAVEMENT INITIATIVES**

Funding for concrete pavement shall be provided “off the top”. Concrete project candidates are reviewed annually by the Chief Engineer, Assistant Secretary of Engineering and Operations, and the Secretary. Recognizing concrete costs more than asphalt, the Department must plan for the increased costs as part of the new fifth year to minimize disruptions to capacity allocations. Projects are evaluated to determine whether the project makes good engineering sense to pursue rehabilitating as concrete through the Resurfacing Program. See the Resurfacing Chapter of these instructions.



## PART III - CHAPTER 2: ADVANCED CONSTRUCTION

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## **PART III - CHAPTER 2: ADVANCED CONSTRUCTION**

### **A. OVERVIEW**

#### **1. GENERAL INFORMATION**

Advanced construction (AC) is used to program project phases that will eventually be reimbursed with federal funds. These are state funds used to finance projects in anticipation of future federal funds. AC funds are authorized with Federal Highway Administration (FHWA) in the same manner as regular federal funds. This will allow the Florida Department of Transportation to convert the AC funds to federal funds and then bill FHWA for accumulated costs.

Projects funded as AC will be converted as needed to facilitate the use of obligating authority, the cash management process and to maximize production. The AC capacity will be restored as conversions occur for approved levels of revolving AC.

#### **2. DISTRICT REVOLVING ADVANCED CONSTRUCTION – ACRE (ACXX)**

AC funds allocated to the districts will be managed on a revolving fund basis annually to maximize the obligation of federal aid within all district allocated categories (SA, SU, SL, SM, SN, CM, etc.).

Revolving AC (ACRE) must be programmed for each district allocated federal fund.

The AC inventory of projects (for the district allocated funds) should have a sufficient mix of federal funds to enable future AC conversions as needed in each category to consume the district allocated federal funds and obligating authority (OA). It is recommended that district programming be modified to accommodate a variety of future AC conversions as needed to consume the annual OA.

Each district should have projects in the AC inventory which qualify for each of the five major categories of district allocated federal funds upon conversion. Target guidelines are provided below to assist the districts in achieving the appropriate mix of funding. The Targets are 80% of AC Allocation and also are based on 2024 federal apportionments for qualified AC funds Targets.

FY 2025 Districts Revolving Advanced Construction (AC) Allocations							
District	ACCM**	ACSA**	ACSL**	ACSM**	ACSN**	ACSU**	Total Target*
1	2,799,309	53,896,253	6,548,878	3,387,492	5,843,398	46,069,338	118,544,667
2	1,031,389	18,895,828	1,342,933	1,200,597	4,931,275	13,751,590	41,153,610
3	1,186,857	27,038,321	2,702,112	1,300,836	6,658,791	14,484,753	53,371,671
4	2,213,834	26,717,835	2,091,592	447,810	606,265	48,795,126	80,872,463
5	2,907,249	41,120,315	9,052,229	547,187	5,201,916	47,440,780	106,269,677
6	1,435,407	19,772,341	0	906,545	430,542	33,697,709	56,242,544
7	1,622,013	29,604,245	3,660,522	610,758	1,992,235	31,920,387	69,410,160
<b>Totals</b>	<b>13,196,058</b>	<b>217,045,139</b>	<b>25,398,266</b>	<b>8,401,225</b>	<b>25,664,423</b>	<b>236,159,682</b>	<b>525,864,793</b>

\*AC Target based on 80% of district's total AC allocation

FY 2025 ACSU Target Levels by Urban Area						
District	Dist. Area	Urban Area	Allocation	%	Total "Target"	
1	X01	Fort Myers - Cape Coral	9,431,827	26%	11,822,190	
1	X02	Sarasota - Bradenton	12,262,326	33%	15,370,039	
1	X12	Bonita Springs - Naples	6,699,953	18%	8,397,961	
1	X15	Lakeland	4,374,270	12%	5,482,867	
1	X16	Winter Haven	3,986,069	11%	4,996,282	
2	X03	Jacksonville	19,633,164	85%	11,739,865	
2	x52	Gainesville	3,364,307	15%	2,011,724	
3	X04	Pensacola	5,955,218	44%	6,391,135	
3	X13	Tallahassee	3,981,079	29%	4,272,491	
3	X51	Navarre - Miramar Bch - Destin	3,560,501	26%	3,821,127	
4	X05	Ft. Lauderdale	30,601,286	51%	24,725,772	
4	X06	West Palm	22,898,957	38%	18,502,307	
4	X14	Fort Pierce - Stuart - Port St. Lucie	6,889,930	11%	5,567,048	
5	X07	Daytona Beach - Port Orange	6,329,301	12%	5,617,851	
5	X08	Palm Bay - Melbourne - Cocoa	8,037,819	15%	7,134,321	
5	X09	Orlando	29,179,576	55%	25,899,622	
5	X17	Kissimme	6,585,510	12%	5,845,260	
5	x50	Deltona	3,316,522	6%	2,943,726	
6	X10	Miami Dade	42,157,503	100%	33,697,709	
7	X11	Tampa - St. Pete - Clearwater	43,804,006	100%	31,920,387	
			<b>273,049,124</b>		<b>236,159,682</b>	

### 3. TEMPORARY ADVANCED CONSTRUCTION

Temporary AC for all district allocated federal funds includes any federal fund which is authorized as ACXX that exceeds the available balance on the ACRE PAR. This excludes ACNP, ACBR, ACSS, ACNR, ACFP, ACPR and ACBZ. For temporary AC, the following rules apply:

Any use/increase in temporary AC in any year must be approved in writing by the Office of Work Program and Budget (OWPB). District ACXX funds that exceed the district revolving allocation must have an A8 conversion phase programmed with the same funds that are authorized as AC.

Temporary conversions programmed in the current state fiscal year (SFY) must be converted before SFY ends (June 30<sup>th</sup>).

**B. PROGRAMMING AND BALANCING GUIDELINES**

- Advanced construction for district programs:

Revolving ACXX funds are allocated to the districts, and their use is tracked on the ACRE production accomplishment report (PAR). Revolving ACXX funds may be programmed when project phases are initially added to the program. Conversion phases are not required if there is a zero or positive PAR balance on the ACRE PAR. Districts may not program ACXX funds on projects in excess of the available balances on the ACRE PAR without the approval of the OWPB.

- Conversion phases are programmed as phase A8, program number 52, allocation type 1 for approved amounts that exceed the ACRE PAR balances.
- Advanced construction for district programs – payback for local advanced funds (LFR/LFRF/LRSC) and state infrastructure bank funds (SIB):

If federal funds are programmed in a future year as the payback of local funds (LFR, LFRF or LRSC), the project must be authorized and approved through the Federal Aid Management Office and FHWA as an advanced construction (AC) project. This must be done prior to work starting on the project. AC funds must be programmed in the year of the planned payback as phase A8, program number 39 for LFR/LFRF/LRSC or program numbers 61 or SB for SIB, and allocation type 1. The federal funds to be used for the future conversion must be programmed in the same fiscal year as the payback for temporary AC. A conversion phase should not be programmed when ACNP is programmed for the payback. A federal aid number will be assigned authorizing the project as AC. See the Local Funds chapter of these instructions for further information.

- Advanced construction for statewide programs:

Any existing projects that are authorized with ACBR will be converted to NHBR. Any exceptions have to be approved by the OWPB.

The Federal Highway Safety Improvement Program funds (HSP) are part of the Statewide AC program even though HSP will be allocated to districts beginning in FY 2024. Initial programming should be done using ACSS and the conversion will be to the HSP fund code.

AC will not be authorized for HP, HR, PL, TALL, TALM, TALN, TALT, TALU, CARB, CARL, CARM, CARN and CARU Exceptions will be reviewed on a case by case basis with the OWPB.

AC Inventory reports will provide project level detail for all projects programmed with AC and will provide the amount of conversion programmed on the project. The report should be run starting in the earliest year that non-revolving AC is still programmed (not yet converted). Every project must be balanced. Another balancing tool can be found on the Work Program and Budget SharePoint site link for Support Applications. Under the monitoring tools, there is the Phase A8/Program 52 and the “AC” funds report. This report will also provide the detail for all projects programmed with AC in the amount of conversion programmed on the project.

ACXX funds must be programmed on projects to maximize the use of these funds. Any remaining ACXX funds may be programmed in contingency box items.

## **PART III - CHAPTER 3: AMENDMENTS**

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## **PART III - CHAPTER 3: AMENDMENTS**

### **A. OVERVIEW**

The Florida Department of Transportation (department) may amend the adopted work program at any time during the fiscal year. The official amendment process accommodates major changes to the current year of the work program in accordance with Section [339.135\(7\)](#), F.S. In order to translate statutory provisions into practical guidelines, the department must make certain assumptions when dealing with actual situations encountered in work program administration. Refer to the Clarifications for Determining When an Executive Office of the Governor (EOG) Amendment Is Required section when making the determination of when to apply the statutory provisions of the work program amendment process.

For purposes of defining a project or project phase as referenced in the Florida Statutes, a project in the Work Program Administration (WPA) system is an item/segment. Work program phase is a project phase. However, WPA relates data elements for project cost amount and fiscal year to work program sequence. Therefore, amendments must be consistent with changes at the item/segment/phase level.

Modifications to the work program will be in accordance with the instructions outlined below.

### **B. WORK PROGRAM AMENDMENT THRESHOLDS**

- Cost estimate changes will be allowed as office changes and are not subject to the statutory work program amendment process.

In accordance with Section [339.135\(7\)\(c\)](#), F.S., the amendments below require approval of the EOG:

- To ADVANCE or DEFER the following project phases:
  - A right of way, construction or public transportation phase costing over \$1,931,000 appropriated funds
  - A project development and environmental (PD&E), preliminary engineering (PE), environmental consultant, or design phase costing over \$644,000 appropriated funds
  - No amendment required, regardless of amount, for advancement of a phase by one year to the current fiscal year, or deferral of a phase for a period of 90 days (within the first quarter of year one of the tentative).

Note: For the purposes of determining if an amendment requires EOG approval, exclude non-budgeted funds in the computation of cost. Include only funds appropriated by the Legislature in computing the threshold amounts.

- To ADD a project or project phase costing over \$644,000 appropriated funds

Note: For the purposes of determining if an amendment requires EOG approval, exclude non-budgeted funds in the computation of cost. Include only funds appropriated by the Legislature in computing the threshold amounts.

- With the exception of amendments related to emergency repairs, per [339.135\(7\)\(h\)](#), F.S., any work program amendment that also adds a new project or phase to the adopted work program in excess of \$3 million is subject to approval by the Legislative Budget Commission. Any work program amendment submitted must include, as supplemental information, a list of projects or phases in the current 5-year adopted work program which are eligible for the funds within the appropriation category being used for the proposed amendment. The department shall provide a narrative with the rationale for not advancing an existing project or phase in lieu of the proposed amendment.
- To DELETE a project or project phase costing over \$193,000

Note: For the purposes of determining if an amendment requires EOG approval, exclude non-budgeted funds in the computation of cost. Include only funds appropriated by the Legislature in computing the threshold amounts.

- To LOAN funds (three years max) to maximize use or amount of funds available to the state

Pursuant to Section [339.135\(7\)c](#), F.S., starting July 1, 2013, the department shall index the amendment threshold amounts to the Consumer Price Index or similar inflation indicators no more than once a year. The Office of Work Program and Budget will review the Consumer Price Index annually for major changes. If there are no major adjustments, the thresholds will be updated every five years.

## **C. WORK PROGRAM AMENDMENT NOTIFICATIONS**

### **1. PRIOR TO SUBMITTAL TO THE OFFICE OF WORK PROGRAM AND BUDGET**

Prior to presenting proposed EOG work program amendments to the Office of Work Program and Budget (OWPB) for deferrals or deletions of construction phases on capacity projects, the requesting district office must provide written notification (including copies of the notifications in the proposed EOG work program amendment package) of proposed

amendments to the chief elected official of each affected county, each municipality in the county, and the chair of each affected metropolitan planning organization (MPO).

Affected counties, municipalities, and MPOs shall have 14 days to provide written comments to the district regarding how the proposed amendments will impact its respective concurrency management systems, including whether any development permits were issued upon the capacity improvements, if applicable. Include all written comments in the amendment package. Districts should note in the amendment package if no response(s) was/were received.

Districts should review programmed work mixes and item group identifiers to determine if construction phase deferrals/deletions are for capacity projects.

The following is suggested language for the district pre-notification cover letter/memo:

Pursuant to Section [339.135\(7\)\(f\)](#), Florida Statutes, attached/enclosed is a proposed work program amendment for the deferral/deletion of item # \_\_\_\_\_ (***insert project item & segment #***) from the current year of the Florida Department of Transportation's adopted work program. Each affected county and each municipality in the county are encouraged to coordinate with each other to determine how the amendments affect local concurrency management and regional transportation planning efforts.

Please provide \_\_\_\_\_ (***insert name and email address for assigned district staff***) with any written comments by \_\_\_\_\_ (***enter a date 14 days after notification issuance***). Thank you.

## **2. UPON SUBMITTAL TO THE EXECUTIVE OFFICE OF THE GOVERNOR**

Send out notification(s) when proposed amendments are sent to the EOG. Per Section [339.135\(7\)](#), F.S., the Governor may not approve a proposed amendment until 14 days after receipt. Therefore, the minimum time it will take for the Governor's approval, following notification is 14 days. The 14-day clock begins when EOG receives the amendment package and puts the package in a status of "on consultation."

Work Program Development and Operations Office notify:

- Chairmen of both legislative appropriations committees
- Chairmen of both legislative transportation committees

District Work Program Offices notify:



- Each legislator who represents a district/turnpike enterprise affected by the proposed amendment
- Each metropolitan planning organization (MPO) affected by the proposed amendment
- Each local government affected by the proposed amendment

The Work Program Development and Operations Office will notify the districts when their amendments are submitted to the EOG. The districts may forward this notification to their legislators, affected MPOs and affected local governments.

Within 14 days of notification, the Senate President or House Speaker may object in writing to the proposed amendment. If this occurs, the Governor shall disapprove the proposed amendment.

## **D. FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT COUNCIL**

Submit Florida Seaport Transportation and Economic Development Council (FSTED) work program amendments (Section [311.09\(09\)](#), F.S.), to the EOG within 10 days after either the FSTED's request is received by the department or the effective date of the amendment, termination, or closure of the applicable funding agreement between the department and the affected seaport, as required to release the funds from the existing commitments – whichever is the later of the two dates.

Transfers of budget relating to any FSTED work program amendment cannot occur until after the work program amendment is approved by EOG.

## **E. BUDGET AMENDMENTS AND THE LEGISLATIVE BUDGET COMMISSION**

In accordance with Section [216.181](#), F.S., the department may request a budget adjustment through the EOG and approved by the Governor and the Legislative Budget Commission (LBC). Per 339.135(7)(g) F.S., if the LBC does not meet within 30 days of the amendment submittal, then the chair and vice chair of the LBC may authorize amendment approval as per Section [216.177](#), F.S.

Budget amendments are required to:

- Realign budget within the fiscal year (between entities, appropriation categories, or both)

- Roll forward budget (from one fiscal year to the next)
- To increase approved level of budget (limited circumstances)

Budget amendments require the standard EOG Budget Amendment Processing System (BAPS) amendment form. The form must be completed with all the appropriate signatures, and project detail pages. The signed amendment forms are not subject to the notification process normally required for EOG work program amendments. EOG uses budget amendments to assess impacts to the associated work program. For further information on the budget process, see the Budget Office SharePoint site at the following link: [Work Program – Budget](#).

## **F. PROCESSING WORK PROGRAM AMENDMENTS**

### **1. CREATING AN AMENDMENT**

- Submit amendments to central office within 30 days of proposal.
- Write the justification in plain English. Amendment form justification is derived from the Amendment Definition (WP24) screen under comments. If an outside agency requests an EOG action (defer, delete, add, or advance), include a copy of the request in the submittal package.
  - Include in the justification:
    - **What** is being done?
    - **Why** is it being done? Also provide reason(s) why the project was not included in the adopted work program and why it must be added now versus the normal tentative work program development cycle.
    - **Where** is the budget coming from?
    - **Who** requested the amendment? Provide the name of the local government (county, city, MPO, etc.). Do NOT use specific names of people.

### **2. STATUS DESIGNATIONS**

EOG amendments require the following status designations in WPA:

- Status 01-03: District creates, prints and submits the amendment(s) to central office.
  - Prior to submittal to central office, districts must ensure:
    - Signature of the district secretary or his/her delegate.

- Note: It is strongly recommended that the district representative (rep) in the Work Program Development and Operations Office review the proposed amendment prior to obtaining the district secretary's signature to avoid having him or her re-sign it if corrections are needed.
- Proposed action is checked.
- Check consistency of the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). See STIP and TIPs section of Part IV, Federal Overview of these instructions for further information.
- Signature of the contact person.
- An accurate budget summary for Adds or Advances only. Lack of summary will result in rejection for corrections.

Note: When preparing multiple amendments from the same budget category, print each amendment form immediately after placing a project in amended status, so the budget summary section clearly shows the change in available budget. Otherwise, the budget summaries will be identical, and the development of the budget amounts will be difficult to explain to the EOG. Amendments received without separate budget summaries will be rejected for corrections.

- Applicable supporting documentation:
  - Responses received from affected counties, municipalities and MPOs on deferrals or deletions of construction phases on capacity projects.
  - Statement that no responses were received (See Work Program Amendment Notifications section above).
  - Letters from outside agencies requesting additions, advances, deferrals, deletions, or termination agreements for deletions when a letter is not available.
- Status 04: Received by central office (OWPB).
  - District reps and/or the work program manager will review amendments prior to packaging.
  - Once packaged, the work program manager will review package for approval.
  - A typical package contains at least four or five amendments; therefore, some amendments are held until there are enough for a package.

- Status 05-06: Sent to and approved by the Budget Office. This step may be skipped if a budget amendment is not required.
- Status 07-08: Sent to and approved by the comptroller or deputy comptroller verifying amendments are balanced to cash flow.
- Status 09-10: Work program amendment package sent to and approved by the director of OWPB. A form is then generated reflecting approval by the manager of work program development and operations, the budget officer (if a budget amendment is required), the comptroller and the director of OWPB.
- Status 11: Work program amendment package sent to the EOG, Legislature, MPO and local government entities.
- Status 12: Amendments approved by the EOG after a minimum of 14 days (required by Florida Statute).

The following are alternate statuses that may be used in WPA:

- Status 13: Amendment is rejected by EOG.
- Status 14: Amendment is being cancelled after submission. It is determined that the amendment will no longer be pursued.
- Status 15: It is decided that the amendment process should be stopped. This is used when there is a possibility that the amendment may be resubmitted at a later time.

## **G. CLARIFICATIONS FOR DETERMINING WHEN A WORK PROGRAM AMENDMENT IS REQUIRED**

Because of the complex, dynamic nature of the work program, the provisions within Section [339.135](#), F.S., cannot address every situation. Assessments must be made as to the applicability of statutory provisions pertaining to amending the adopted work program. With concurrence from the EOG and legislative staff, the department makes the following assumptions when applying statutory provisions.

- When statutory provisions refer to "deleting any project or project phase costing over \$193,000" or "adding a project estimated to cost over \$644,000," this refers to only primary phases for the highway and bridge components (Statutory provisions apply to all phases of public transportation projects). Primary phases mostly include contract phases for planning, preliminary engineering, right of way land acquisition, environmental consultants/contracts and construction. In addition, payments to local governments (phase x8) are considered

primary if there is not an existing primary phase for the phase group. When the addition or deletion of support phases to existing primary phases do not alter the scope or timing of primary phases, no amendment is required. In-house phases are considered support phases.

- The following table itemizes those support phases to which this assumption refers:

Primary Phase	Support Phase
12 - Planning Consultant/Contractor 14 - Planning Grant 18 - Planning Other Agency	11 - In-House
22 - PD&E Consultant/Contractor 28 - PD&E Other Agency	21 - In-House
32 - Preliminary Engineering Consultant 38 - PE Other Agency	31 - In-House 36 - PE Utilities 37 - PE Railroad
43 - Right of Way Purchase 48 - Right of Way Other Agency	41 - In-House 42 - Consultant/Contractor 48 - Service Contract 45 - Right of Way Relocate 46 - Right of Way Utility
52 - Construction Contractor 58 - Construction Other Agency	61 - In-house 53 - Construction Purchase 56 - Utility 57 - Railroad 5A - Contract Incentive 62 - Consultant/Contractor 68 - CEI-Other Agency C8 - Environmental Other Agency
54 - Construction Grant	
72 - Maintenance Consultant/Contractor	71 - In-House
78 - Maintenance Other Agency	71 - In-House
7B - Maintenance Service Contract	71 - In-House
82 - Operations Consultant/Contractor	81 - In-House
84 - Operations Grant	81 - In-House
88 - Operations Other Agency	81 - In-House
93 - Capital Purchase	
94 - Capital Grant	
B2 - Research Consultant/Contractor	B1 - In-House
B4 - Research Grant	B1 - In-House
C2 - Environmental Consultant/Contractor	C1 - In-House
C4 - Environmental Grant	C1 - In-House

All support phases are considered primary phases if there is not a primary phase.

- The general assumption is that any change to the adopted work program, which is essentially transparent to the public, should not be subject to the statutory provisions. For example, a preliminary engineering phase is programmed as in-house, but in order to balance workloads, a proposal is made to contract this work with consultants. This change has no effect on project scope or the timing of when this work is to be accomplished. Therefore, this is not the type of change subject to the statutory provisions for amendments. This same logic applies to merging or splitting projects when the overall scope of work does not change.
- Adjustments to box items (targets, reserves, or contingency) with contract class 8 do not require work program amendments. Box adjustments should be internal office changes only. No commitments are made against boxes.
- The following table provides additional descriptions of specific situations encountered in managing the adopted work program that need clarification relative to the work program/budget amendment process. Determination of the applicability of statutes to these situations is based upon the assumptions listed above.

Situation	WP Amendment requiring EOG approval	Statutory notifications required	Budget Amendment required	Comments
Proposal to advance or defer a right of way, construction, FLP over \$1,931,000 or a PE or construction, engineering and inspection (CEI) (primary) consultant phase over \$644,000.	Yes.	Yes.	Yes, if advancing a project or phase and budget is not available.	
Proposal to add or delete a support phase to an existing primary phase, regardless of the dollar value of the support phase.	No.	N/A.	No, if a box item in the same budget category can be reduced for the amount of budget needed.	Support phases that traditionally accompany primary phases (PE, right of way, and construction) do not require EOG amendments. This applies to both additions and deletions of support phases, <u>as long as these actions do not adversely affect the accomplishment of the work specified in the primary phase.</u>
Proposal to delete a support phase that does not have an associated primary phase costing over \$193,000.	Yes.	Yes.	Yes, if the budget is to be taken from another budget category.	
Proposal to defer a support phase over \$644,000 that does not have an associated primary phase.	Yes.	Yes.		

## Work Program Instructions

### Tentative Work Program – FY 25/26-29/30

September 6, 2024

Situation	WP Amendment requiring EOG approval	Statutory notifications required	Budget Amendment required	Comments
Proposal to reduce a phase 52 by a certain amount, then add a new item number & phase 52 in the same amount as the reduction. Scope of work and limits for the sum of both phase 52s remain the same as the original phase 52.	No. Viewed as technical adjustment to split the project into two parts. The same applies to all primary phases.	N/A.	No, if the total amount of budget used and the category used remain the same.	Total scope of work has not changed. This type of change is transparent to parties outside the department. The work will be accomplished regardless of how the project is technically programmed.
Proposal to merge (delete) an existing phase 52 into another phase 52 on another item number. The combined scope and limits for the remaining phase remains the same as the sum of the two original phase 52s.	No. Viewed as technical correction to accomplish the work in a more efficient manner. The same applies to all primary phases.	N/A	No. Total amount of budget used, and the category used is the same either way.	Total scope of work has not changed. This type of change is transparent to parties outside the department. The work will be accomplished regardless of how the project is technically programmed.
Proposal to change from in-house to consultant and vice versa.	No. This is viewed as a technical adjustment to balance the workload of in-house forces. The same applies to right of way in-house, operations/consultant and CEI phases.	N/A.	No, if going from a consultant category to an in-house category.  No, if going from an in-house category to a consultant budget category, and budget is available from a box item in that same consultant category.	Total scope of work has not changed. This type of change is transparent to parties outside the department. The work will still be accomplished whether performed by in-house forces or by consultants. This also applies to proposals that go from in-house or consultant to a phase 38 where a local government will do the PE work.
Proposal to split out (create) a new item number and phase from an existing "program" box. (Example: Seaports Program where a statewide box is programmed until such time as individual projects can be identified).	Yes, if over \$644,000.	Yes, if over \$644,000.	No.	This applies to all programs where box items are programmed until such time as individual projects are identified.
Proposal to add a current year phase to a prior year project.	No.	N/A.	No, if a box item in the same budget category can be reduced for the amount of budget needed.  Yes, if the budget is to be taken from another budget category.	Total scope of work has not changed. This type of change is transparent to parties outside the department. The work will be accomplished regardless of how the project is technically programmed. The phase added must be same phase as prior year phase.
Proposal to add, delete, defer, or advance a fixed capital outlay (FCO) project.	N/A.	N/A.	Yes, if increasing or decreasing an existing FCO appropriation category.	Work program amendments are not required on DOT FCO facilities.
Proposal to delete a support phase in current year with primary phase adopted in next year.	No.	No.	No.	
Proposal to delete prior year phase.	Yes, if primary phase costing over \$193,000.	Yes.	No.	

Situation	WP Amendment requiring EOG approval	Statutory notifications required	Budget Amendment required	Comments
Fund loans between districts.	Yes, if loan is in current year.	Yes, if loan is in current year.	Yes, if budget crosses appropriation categories. No, if budget stays in the same category.	
Proposal to change from allocation type 1 to 4.	Yes, if over \$193,000. This is viewed as a delete since we don't know if the local agency will be performing the same scope of work.	Yes, if over \$193,000	No.	A local agency initially enters into a LAP or JPA agreement with FDOT in order to receive government funding. Project was initially programmed as an allocation type 1. The local agency later elects to do the project on their own outside of the work program thereby necessitating a programming change to an allocation type 4.

## **H. EMERGENCY SITUATIONS**

If an emergency situation exists where, as a result of the 14-day period for required notifications, it would be detrimental to the interests of the state to comply with the statutory work program amendment provisions, the Secretary may request a waiver of the notification period. Section [339.135\(7\)\(e\)](#), F.S., provides detailed language on the procedure that must be followed. An amendment will be needed if the item meets the amendment criteria as discussed above, within three days after the declaration of emergency is signed by the Secretary.

## **I. CHANGES TO THE TENTATIVE WORK PROGRAM**

When the tentative work program is completed, it is submitted to the EOG, the Legislature, and the Florida Transportation Commission. This program represents what the department plans to do for the next 5 fiscal years. No changes should be made to this program after submission of the Amended Final Tentative Work Program unless absolutely necessary.

**In the event a change is absolutely necessary, it must be submitted to the Work Program Development and Operations Office for review and approval.** Change is defined as any action that affects the budget, adds or deletes a project/phase(s), or advances/defers a project/phase(s). If the budget will be impacted in the first year of the tentative work program, a work program amendment is required, regardless of the work program amendment thresholds. These amendments will be processed the same as current year work program amendments. If a change is approved, a work program amendment must be manually prepared with all applicable parties notified. Amendments are required for **any** year of the tentative work program. The changes must be made in the tentative (G1) file.

When estimate changes are required, it is necessary to update the file and keep the program current. In these cases, a boxed item must be reduced to keep the funds and budget balanced.



Amendments are not required for estimate changes (as long as an equal offset is made to an existing box).

## **J. REFERENCES**

Section [339.135\(7\)](#), F.S.

Procedure [340-000-001](#), Legislative Budget Preparation, Allocation and Administration

Section [311.09\(09\)](#), F.S.



## PART III - CHAPTER 4: ARTERIAL HIGHWAY CONSTRUCTION

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## **PART III - CHAPTER 4: ARTERIAL HIGHWAY CONSTRUCTION**

### **A. OVERVIEW**

Projects in the arterial highway appropriation category add capacity, improve highway geometry, provide grade separations, and improve turning movements through signalization improvements and storage capacity within turn lanes and other enhancements not on the state highway system.

### **B. REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

A key element of the Florida Department of Transportation's (department's) investment policy (see Part II, Investment Policy of these instructions) is increasing the department's emphasis on regional travel. Projects on regionally significant facilities should have a higher priority for state funding than facilities that primarily serve local travel. It is expected that districts, metropolitan planning organizations (MPOs), and local government partners will also place high priority on some projects that, while not on regionally significant facilities, represent sound business decisions.

In the development of the district work program and use of funds allocated to the districts, the districts shall give priority to regionally significant facilities when programming project priorities identified by MPOs or counties in areas not represented by MPOs. In determining those facilities that are regionally significant, the following guidance shall be used (this would include both SIS and other arterial projects):

- Regionally significant transportation facilities include:
  - Regional transportation corridors such as highway, waterway, rail, and regional transit corridors serving major regional commercial, industrial, or medical facilities.
  - Regional transportation hubs such as passenger terminals (e.g., commuter rail, light rail, intercity transit, intermodal transfer centers, etc.), commercial service and major reliever airports, deepwater and special generator seaports, and major regional freight terminals and distribution centers.
- All facilities on the SIS are regionally significant. Other regionally significant facilities serve as an integral part of an interconnected regional network and exhibit one or more of the following characteristics:
  - The facility connects to the SIS.

- The facility crosses county boundaries and planned capacity improvements require the coordination of jurisdictions in multiple counties.
  - The facility serves as a hurricane evacuation route that traverses more than one county.
  - The facility or service is used by a significant number of people who live or work outside the county in which the facility or service is located.
  - The facility or service is a fixed guideway transit facility that offers a significant alternative to regional highway travel.
  - The facility has logical termini that connect to the SIS, or to a regionally significant facility within the region or in an adjacent region.
  - The facility is on the strategic highway network (STRAHNET) or the strategic rail corridor network (STRACNET) or is a connector between a military installation and the STRAHNET or STRACNET, as designated by the U.S. Department of Defense and the Federal Highway Administration.
- Nothing contained in this guidance should be construed to automatically result in a determination that a roadway is regionally significant simply because it is a component of the State Highway System. The districts shall give full consideration to regionally significant transportation facilities identified in a regional long-range transportation plan adopted by two or more contiguous MPOs.

## **C. ARTERIAL HIGHWAYS PROGRAM**

In 2021 the Governor and Legislature repealed the Multi-use Corridors of Regional Economic Significance (M-CORES) program and created programs related to arterial highway projects (Sections [339.0803](#) and [339.65](#) – [339.68](#) F.S.). The Statutes direct the department to:

- evaluate, in coordination with the Florida Turnpike Enterprise, existing roadways or portions thereof for development of specific controlled access facilities and include such projects as identified in the work program.
- develop by December 31, 2035, and include in the work program, construction of controlled access facilities to achieve free flow of traffic on U.S. 19 and requires the facility to be developed using existing or portions of existing roadway by specified improvements. Pursuant to Section 25, Chapter 2021-186 law of Florida, the department shall begin the project development and environmental phase for a project to extend

the Florida Turnpike from its current terminus in Wildwood to a terminus as determined by the FDOT.

- identify and include in the work program projects to widen certain two lane arterial rural roads serving high volumes of truck traffic to four lanes. To be included in a work program project, the road must be classified as an arterial rural road, and truck traffic using the road must amount to at least 15 percent of all such traffic, as determined by the department. The department shall fund at least \$20 million annually for such projects.

## **D. PROGRAMMING GUIDELINES**

To program a regionally significant project in the arterial highway construction appropriation category or the arterial highways program (using fund codes ART (Arterial Highway Programs) and ARTW (Arterial Widening Program), refer to the program plan crosswalk for acceptable system/program/phase combinations.

To access the program plan/work program/budget crosswalk, use the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>

## **E. REFERENCES**

[Section 339.0803, F.S.](#)

[Section 339.65, F.S.](#)

[Section 339.66, F.S.](#)

[Section 339.67, F.S.](#)

[Section 339.68, F.S.](#)

Section 25, Chapter 2021-186

**PART III - CHAPTER 5: BRIDGE REPAIR & REPLACEMENT****Table of Contents**

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## **PART III - CHAPTER 5 SECTION 1: BRIDGE REPAIR & REPLACEMENT**

### **A. OVERVIEW**

The state bridge program is governed in part by statutes designed to preserve Florida's existing transportation infrastructure. With this in mind, certain goals are set forth in [334.046\(4\)\(a\)\(2\)](#), F.S., delineating preservation standards for department-maintained bridges. The bridge program includes construction of new bridges as a replacement for pre-existing deficient structures and the repair and rehabilitation of existing bridges. The addition of any new replacement projects is approved by the executive leadership team. The statewide bridge program manager is responsible for approving any funding changes to replacement projects funded with statewide funds. This is necessary to ensure the program remains balanced and addresses the highest priority bridge needs. Structurally sound bridges, which are to be widened or replaced to address highway capacity issues or raised to meet clearance requirements, or new bridge construction on new alignments are to be programmed using other statewide or district allocated funds. Maintenance of bridges is included in the district maintenance program. Instructions for bridge inspection and maintenance programming can be found in the Maintenance chapter of these instructions.

When programming projects for either repair or replacement, regardless of funding, input the applicable roadway identification (ID), beginning and ending mile points, roadway side, and lane information on the Item Segment Location-Road (WP07) screen. Then select the bridges included within the project limits on the Item Segment Location - Bridge (WP10) screen. For further instructions, see the Location Information for Roadways and Bridges chapter of these instructions.

For Fiscal Year 2023, [HB 5001 Specific Appropriation 1989](#) specifies that the department shall implement real-time structural health monitoring systems on at least ten in-service SHS bridges along major hurricane evacuation routes. The goal of this initiative is to ensure resiliency and structural integrity of the selected structures with embedded and external sensors. These systems will be supplemental to the current bridge inspection and maintenance program and activities.

### **B. DEFINITIONS**

- Bridge - A structure, including supports, erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments, spring lines of



arches, or extreme ends of openings for multiple boxes; it includes multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

- Bridge Culvert - A type of structure that conveys water or forms a passageway through an embankment that meets the definition of a bridge and is designed to support superimposed loads of earth or other fill material plus live load.
- Construction - The erection of a new structure at a general location where no previous structure exists.
- Culvert - A type of structure that conveys water or forms a passageway through an embankment and is designed to support superimposed loads of earth or other fill material plus live load.
- Maintenance - The preservation and upkeep of a structure, including all its appurtenances, in its original condition (or as subsequently improved). Maintenance includes any activity intended to “maintain” an existing condition or to prevent deterioration. Examples include cleaning, lubricating, painting, and application of protective systems.
- Periodic Maintenance - The activities that are large in scope and require a major work effort to restore deteriorated elements or components of the bridge to a satisfactory and serviceable condition.
- Routine Maintenance - The minor repair and preventative maintenance activities necessary to maintain a satisfactory and efficient structure.
- Repair - The restoration of a structure, including all its appurtenances, to its original condition (or as subsequently improved) insofar as practicable. Repair includes any activity intended to correct the effects of material deterioration by restoring or replacing in-kind any damaged member.
- Rehabilitation - The improvement or betterment of a structure, including all its appurtenances, to a condition which meets or exceeds current design standards. Examples of rehabilitation include widening a bridge to meet lane/shoulder width requirements, raising a bridge to meet clearance requirements, replacement of substandard bridge rails, strengthening a bridge to increase load carrying capacity to accepted limits, replacement of deck, rehabilitation of deck, and rehabilitation of superstructure. Only the last four actions are valid bridge rehabilitation program projects. Bridge widening, raising, and bridge railing replacement do not qualify for use of any bridge program funds, and must be funded from other programs.

- Replacement - The erection of a new structure at or near an existing structure, with the new structure intended to receive the service loads from the existing structure which is eventually abandoned, relocated, or demolished.

## **C. BRIDGE REPLACEMENT**

### **1. OVERVIEW**

The bridge replacement program is a statewide program managed by the Work Program Development and Operations Office. Bridge replacement projects are identified through a review process conducted by the Office of Maintenance (OOM). This review includes input from the districts and resulting projects are presented to the executive leadership team for approval. Bridges programmed for replacement should originate from the Bridge Work Plan developed annually by OOM unless approved by exception. They are identified by one of the following qualifying definitions:

- Strength replacement - Structurally deficient bridges or bridges posted for weight restriction.
- Economy replacement - Bridges requiring structural repair but which are more cost effective to replace.

The statewide bridge replacement program is comprised of four sub-programs as follows:

- On-SHS/On-FHS – Replacement of bridges on the SHS and on the FHS (transportation systems 01 through 04, see Appendix D for specifics)
- On-SHS/off-FHS – Replacement of bridges on the SHS and off the FHS (transportation system 01 through 04)
- Off-SHS/On-FHS – Replacement of bridges off the SHS, but on the FHS (transportation system 06)
- Off-SHS/Off-FHS – Replacement of bridges off the SHS and off the FHS (transportation system 16)

The federal aid bridge program funds (NHBR, ACBR, BRTZ, ACBZ, GFBR) are allocated for statewide bridge program priorities. Any public bridge that has been inventoried and inspected in accordance with the National Bridge Inspection Standards (NBIS), and meets the minimum qualifying criteria established by the Federal Highway Administration (FHWA), is qualified for replacement funding.

Department policy for funding bridge replacements:

- Bridges on the SHS and on the FHS - Projects will be funded using state, federal and/or bond funds. Strength (Structurally deficient) replacement bridges will be programmed for construction within six (6) years of deficiency identification. Economy replacement bridges will be programmed for construction within nine (9) years of deficiency identification.
- Bridges on the SHS and off the FHS – Projects will be funded using state, federal and/or bond funds. Strength (Structurally deficient) replacement bridges will be programmed for construction within six (6) years of deficiency identification. Economy replacement bridges will be programmed for construction within nine (9) years of deficiency identification.
- Bridges off the SHS and on the FHS – Projects will be funded using federal and/or local funds.

Up to \$15 million in federal funds are set-aside annually for replacement and rehabilitation projects which have been prioritized for funding on the statewide local bridge replacement ranking formula listing. Below are the policies for use of the \$15 million set-aside.

- Bridges in Rural Areas of Opportunity or in counties eligible for SCOP or SCRAP will be funded 100% from the set-aside with no match required. Note: Once a programmed project is eligible it will remain eligible (even if the county became not eligible for SCOP or SCRAP later). These bridges are to be tagged with the WAIV item group identifier.
- For bridges that do not qualify for the above funding, all phases (excluding in-house phases) are to be split 75% Federal (from the set-aside) and 25% owner up to a total cost of \$5 million (limiting federal participation on each project to \$3.75 million). This limitation excludes in-house phases. If a design phase is programmed 100% owner, the amount above 25% will be credited towards their match required for the other phases.
- Example – Off-SHS and On-FHS: To program a \$1,000,000 bridge replacement that does not qualify for 100% federal funding and the work is to be done by the department, use transportation system 06 - Non-Intrastate Off State Highway/On Federal Highway System, fund code 75% ACBR and 25% LF on all phases except in-house, and the appropriate construction phase with program number 03. All other phases will follow normal programming conventions.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	03	ACBR	\$750,000	1	20XX

52            01                    03            LF    \$250,000            1            20XX

- Bridges on toll roads do not qualify for funding under this program.
- Exception requests may be directed to the Chief Engineer for consideration by the Secretary.

Other district managed federal funds may be used to fund bridges which are not funded with the \$15 million set-aside with the approval from Work Program Development and Operations Office.

- Bridges off the SHS and off FHS - [Title 23 United States Code, Section 133](#), requires an amount not less than twenty percent of the State's FY 2009 Highway Bridge Program apportionment be set-aside. These funds are allocated on a statewide basis using the ACBZ/BRTZ fund code. First priority for funds will be bridge inspection programs. The department will use any remaining funds for replacement projects prioritized for funding on the statewide local bridge replacement ranking formula listing.

Below are the policies for use of the federal funds which are set-aside for this purpose.

- Bridges in Rural Areas of Opportunity or in counties eligible for SCOP or SCRAP will be funded 100% from the set-aside with no match required. Note: Once a programmed project is eligible it will remain eligible (even if the county became not eligible for SCOP or SCRAP later). These bridges are to be tagged with the WAIV item group identifier.
- For bridges that do not qualify for the above funding, all phases (excluding in-house phases) are to be split 75% Federal (from the set-aside) and 25% owner up to a total cost of \$5 million (limiting federal participation on each project to \$3.75 million). This limitation excludes in-house phases. If a design phase is programmed 100% owner, the amount above 25% will be credited towards their match required for the other phases.
- Example – Off-SHS and off-FHS: To program a \$1,000,000 bridge replacement that does not qualify for 100% federal funding and the work is to be done by the local, use transportation system 16 - Non-Intrastate Off State Highway/Off Federal Highway System, fund code 75% ACBZ and 25% LF on all phases except in-house, and the appropriate construction phase with program number 03. All other phases will follow normal programming conventions.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
58	01	03	ACBZ	\$750,000	1	20XX
58	01	03	LF	\$250,000	4	20XX

- Bridges on toll roads do not qualify for funding under this program.
- Exception requests may be directed to the Chief Engineer for consideration by the Secretary.

Other district managed federal funds may be used to fund bridges which are not funded with the set-aside with the approval from the Work Program Development and Operations Office. However, this would be an extreme circumstance and the district should be prepared to explain why district managed federal funds are being used to cover what should be the responsibility of the local government which owns the bridge.

- The Infrastructure Investment and Jobs Act of 2021 (IIJA) allocates funds through the Bridge Formula Program (BFP) for states to replace, rehabilitate, preserve, protect, and construct highway bridges. The department is the recipient of approximately \$263 million of BFP funding over 5 years throughout the program. These funds are allocated on a statewide basis using either the GFBR (off the SHS and on the FHS) or GFBZ (off the SHS and off the FHS) fund codes.

Below are the policies for use of the federal funds which are set-aside for this purpose.

- Bridges in Rural Areas of Opportunity or in counties eligible for SCOP or SCRAP will be funded 100% from the set-aside with no match required. Note: Once a programmed project is eligible it will remain eligible (even if the county became not eligible for SCOP or SCRAP later). These bridges are to be tagged with the WAIV item group identifier.
- For bridges that do not qualify for the above funding, all phases (excluding in-house phases) are to be split 75% Federal (from the set-aside) and 25% owner up to a total cost of \$15 million (limiting federal participation on each project to \$11.25 million). This limitation excludes in-house phases. If a design phase is programmed 100% owner, the amount above 25% will be credited towards their match required for the other phases.

## **2. PROGRAMMING GUIDELINES**

- State fund use: The following statewide funds may be used for replacement. Use of these funds must be approved by the Office of Work Program and Budget. These funds may be used on all phases except in-house. In-house phases on state funded (BRP or BNBR) projects must be funded with DIH.

BRP – State funds used for on the SHS for bridge replacement

BNBR – State bond funds used for on the SHS for bridge replacement

- Federal fund use: The following federal funds may be used for replacement.

ACBZ and BRTZ – Federal funds used for off the SHS and off the FHS for bridge replacement

ACBR and NHBR – Federal funds used for on or off the SHS and on the FHS for bridge replacement

GFBR and GFBZ – Federal funds used for on and off system bridge replacement

Note: Based on FHWA Guidelines, only the existing structure (structure to be replaced) is required to be a “qualified structure” in accordance with FHWA definitions. The replacement structure is not required to be a “qualified structure”. If a qualified bridge structure is replaced with a non-qualifying structure (for example “less than 20 feet culvert”), the new structure will no longer qualify for federal bridge replacement funds.

(For further information see Part IV Federal Aid Programs section of these instructions.)

- Turnpike fund use: The turnpike bridge program includes the replacement of bridges on the Turnpike Enterprise System.

PKYI and PKYR – Turnpike funds used for replacement

- Phase and program numbers: When programming construction, use appropriate construction phase and program number 03 (Bridge Replacement) for construction. All other phases will follow normal programming conventions.

- Work mix:

0020 Bridge - New Bridge Construction

0022 Bridge – Replacement

0023 Bridge – Replace and Add Lanes

0427 Replace or Widen Bridge Culvert

Refer to Appendix D of these instructions for additional work mixes.

- Example - On-SHS and On-FHS: To program replacement of a US 27 bridge, use transportation system 03 – Intrastate State Highway, the appropriate fund code and the appropriate construction phase with program number 03. All other phases will follow normal programming conventions.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	03	ACBR	\$1,500,000	1	20XX
62	01	00	ACBR	\$100,000	1	20XX

- Bridges that are on off-system roadways but owned and maintained by FDOT shall be coded with item group BWAV. The Office of Work Program and Budget will tag all BWAV item group identifiers after confirming with the Central Office Bridge Engineer. District work program staff should add a comment on the WP01 screen in the FM system to note that the bridge is owned and maintained by FDOT.

## **D. BRIDGE REPAIR AND REHABILITATION**

### **1. OVERVIEW**

The bridge repair and rehabilitation program, managed by the district, addresses routine maintenance, periodic maintenance and specified rehabilitation work activities on bridges for which the department has maintenance responsibilities. Projects under the structure repair program should reflect the district's most critical needs that can be production ready for letting within the funded year. Repair and rehabilitation to off system bridges is primarily the responsibility of the local government. Exceptions to this may be considered on a case-by-case basis. Exceptions must be submitted through OOM and Office of Work Program and Budget for fund use approval.

Bridge repair funds (BRRP) are used for rehabilitation and periodic maintenance on the SHS. Maintenance funds are used for routine maintenance.

For railroad bridge repair & rehabilitation, please refer to the Modal Development chapter of these instructions.

### **2. BRIDGE REPAIR OPERATING POLICIES AND QUALIFYING DEFINITIONS**

Deficient bridges needing repair should originate from the annual Bridge Work Plan developed by OOM with input from the districts and which is published in early April of each year. They are identified by one of the following qualifying definitions.

- Rehabilitation – To rebuild a bridge to current design standards. Activities include strengthening a bridge to increase its load carrying capacity, deck replacement, deck rehabilitation, or superstructure rehabilitation.
- Periodic Maintenance - To restore bridge to original condition. Activities include moveable rebuild, deck major repair, superstructure major repair, paint system

replacement, deck joint replacement, deck overlay, scour countermeasures, or fender repair/replacement.

- Routine Maintenance – Maintenance and repair activities that are prescheduled. Activities include deck joint maintenance and repair, deck maintenance and repair, railing maintenance and repair, superstructure maintenance and repair, substructure maintenance and repair, channel maintenance and repair, electrical maintenance and repair, mechanical maintenance and repair, or movable structural maintenance and repair.

### **3. PROGRAMMING GUIDELINES**

- The highest priority repair/rehabilitation projects, as listed on the Bridge Work Plan, should be programmed within the first two years of the work program. Priorities are determined by the district Bridge Maintenance Office.
- Program for construction in the last three years of the work program, if determined necessary by the district Bridge Maintenance Office.
- Contingency boxes should be programmed to the required level after programming the highest priority repair/rehabilitation projects within the five years of the work program. Any remaining funds should be programmed in reserve boxes.
- Projects not funded for construction (candidate projects) should not be programmed earlier than the third year of the tentative work program.
- Program for construction all structurally deficient bridges needing repair within six years of deficiency identification.
- Annually monitor the trend for number of bridges identified as needing repair to determine adequacy of funding.
- The project description of all bridge repair projects entered into the Financial Management (FM) system shall be maintained by the district to contain an accurate list of all bridges that have been or will be receiving work under the project number. The district maintenance office shall ensure the entry of all bridge identification numbers into the FM system is accomplished within 30 days of assigning the bridge to the particular project.
- Repair/rehabilitation performed on a toll bridge is to be accomplished using funds normally distributed by need. These funds (DSBx) will come from offsets to district



allocated funds (BRRP). See Turnpike Enterprise and Other Toll Facilities chapter of these instructions for more detail about programming DSBx funds.

- BRRP funds are designated as the primary source of funds for periodic maintenance and rehabilitation. The funds are allocated to each district based on factors quantifying their portion of the total state bridge inventory. These factors include each district's inventory of movable bridges, fender systems, tonnage of structural steel for painting, and the district's total quantity of deck area for bridges with a national bridge inventory (NBI) overall structural appraisal rating of 6 or less. These funds are programmed and managed by each district.
- BRRP funds are not allocated to the turnpike enterprise. The turnpike bridge program includes the repair of bridges on the turnpike system which are funded by turnpike funds (PKYI and PKYR).
- BRRP funds should not be used for routine maintenance work. This work should be programmed using routine maintenance program funds. The use of BRRP funds is intended for preventative maintenance work and structural repairs that generally require multi-phase planning such as preliminary engineering and preparation of design plans. Other uses may be allowed with written approval from OOM. Work is generally performed by consultant contract. BRRP funds may be used only on bridge repair projects. With prior approval from the central office engineer of structures maintenance, BRRP funds may be used for minor widening that is incidental to a structural repair project.
- When programming construction, use appropriate construction phase and program number 04 - Bridge Repair for construction. On other phases, follow normal programming conventions. Bridge inspection and maintenance instructions are contained in the Maintenance chapter of these instructions.

**Work Mix:**

- 0025 Rehabilitate and Add Lanes
- 0315 Fender Work
- 0429 Bridge Rehabilitation
- 0925 Bridge Painting

Refer to Appendix D of these instructions for additional work mixes.

When work mix 0429 - Bridge Rehabilitation is used, a description of the scope of the rehabilitation should be added to the Item Segment Definition (WP01) screen comment field in the Work Program Administration system (WPA). The scope of work description could follow this format: ACTION (e.g., clean, protect/maintain, repair/restore, rehab/improve, replace), followed by MATERIAL (e.g., timber, concrete, steel), followed by ELEMENT (e.g., compression seal, slab, beam, piling), followed by COMPONENT (i.e., joint, deck, railing, superstructure, substructure, waterway, electrical, or mechanical).

- Example: To program the painting of a US 27 bridge, use transportation system 03 – Intrastate State Highway, work mix 0925, the fund code BRRP, and the appropriate construction phase with program number 04. All other phases will follow normal programming conventions.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	04	BRRP	\$1,500,000	1	20XX
62	01	00	BRRP	\$100,000	1	20XX

- Bridges located on off-system roadways but owned and maintained by FDOT shall be coded with item group BWAV. The Office of Work Program and Budget will tag all BWAV item group identifiers after confirming with the Central Office Bridge Engineer. District work program staff should add a comment on the WP01 screen in the FM system to note that the bridge is owned and maintained by FDOT.

## **E. EMERGENCY REPAIRS**

### **1. OVERVIEW**

The statewide bridge repair program is used for emergency structural repairs to bridges damaged by impacting marine or vehicular traffic. Since these projects cannot be identified in advance, they will be programmed as necessary.

- To initiate an emergency repair project, the district bridge inspection office must submit an “Alert” form to OOM in conformance with the following:

Procedure [850-005-001](#), Reporting Incidents and Management of Damage Repair

Bridge Construction Budget

- Upon approval by OOM, the district work program office will then enter the bridge project as a candidate item in the WPA.

- OOM, in cooperation with the department’s Office of General Counsel, prepares a declaration of emergency for approval by the Secretary. OOM provides an approved copy of the declaration of emergency to the Work Program Development and Operations Office.
- The Work Program Development and Operations Office will then adopt the work program item and advise the district of the adoption.
- OOM will coordinate with the district work program office for funds approval and associated budget allotment transfer forms.
- Pursuant to requirements of Section [339.135\(7\)\(e\)](#), F.S., the district must prepare a work program amendment if the amendment thresholds are exceeded. This amendment must be received in central office no later than three working days following the signed declaration of emergency.

## **2. PROGRAMMING GUIDELINES**

- Fund codes: Use fund code RBRP for all emergency bridge projects, except for turnpike enterprise projects. The Turnpike Enterprise will use Turnpike funds for emergency repairs.
- Contract Class: Use Contract Class 4 for emergency bridge repair projects.
- Phases: When programming construction, use the appropriate emergency construction phase for the type of work being accomplished with the program number 44 (Emergency Repair). All other phases will follow normal programming conventions.
- Emergency event code: The appropriate emergency event code must be entered in the WP01 screen for all emergency repair projects. See Emergency Event List (WP64) screen for list of emergency event codes.
- Example: To program an emergency bridge repair on any department maintained bridge, use the transportation system appropriate for the roadway, the fund code RBRP and the appropriate emergency construction phase with program number 44. All other phases will follow normal programming conventions.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
H2	01	44	RBRP	\$800,000	1	20XX

## **PART III - CHAPTER 5 SECTION 2: ANCILLARY STRUCTURE REPAIR & REPLACEMENT**

### **A. OVERVIEW**

Ancillary structures are defined as non-bridge structures supporting devices such as overhead signs, traffic signals, lighting, tolling equipment, and ITS equipment.

Beginning in FY 26, this program includes construction of new ancillary structures as a replacement for pre-existing deficient ancillary structures reaching the end of service life. The program will also fund the repair or replacement of existing ancillary structures damaged by a third-party crash or a storm event.

The Office of Maintenance (OOM) is responsible for approving any funding changes to replacement projects. This is necessary to ensure the program addresses the highest priority ancillary structure needs. Replacement or relocation of ancillary structures that are not damaged or not at the end of their service life are to be funded with pother statewide or district allocated funds.

When programming projects for either repair or replacement, input the applicable roadway identification (ID), beginning and ending mile posts, and roadway side on the Item Segment Location-Road (WP07) screen. Then select the ancillary structures included within the project limits on the Item screen. For further instructions, see the Location Information for Roadways and Bridges chapter of these instructions.

Inspection of ancillary structures is included in the district maintenance program. Instructions for ancillary structure inspection programming can be found in the Maintenance chapter of these instructions.

### **B. DEFINITIONS**

- **Construction** - The erection of a new structure at a general location where no previous structure exists.
- **Maintenance** - The preservation and upkeep of a structure, including all its appurtenances, in its original condition (or as subsequently improved). Maintenance includes any activity intended to “maintain” an existing condition or to prevent deterioration. Examples include cleaning, lubricating, painting, and application of protective systems.
- **Repair** - The restoration of a structure, including all its appurtenances, to its original condition (or as subsequently improved) insofar as practicable. Repair includes any activity

intended to correct the effects of material deterioration by restoring or replacing in-kind any damaged member.

- Replacement - The erection of a new structure at or near an existing structure, with the new structure intended to receive the devices and equipment from the existing structure which is removed.

## **C. ANCILLARY STRUCTURE REPLACEMENT PROGRAM**

### **1. OVERVIEW**

The Ancillary Structure Replacement Program (ARP) projects are identified through a process conducted by Traffic Engineering and Operations (TEO) and the Office of Maintenance (OOM). The funding for this program is managed statewide by the Work Program Development and Operations Office.

TEO develops and maintains a GIS-based Ancillary Structures Program Dashboard (ASPD) to track and prioritize deficient structures and funding utilization. The OOM provides condition updates based on ancillary structure inspections to the TEO for input into the ASPD. Ancillary structures programmed for replacement should originate from the ASPD unless approved by exception by the OOM.

District Traffic Engineering and Operations will coordinate with District Design to prioritize ancillary structures and remove those from the program that will be replaced as part of another project within the current 5-year Work Program (e.g., RRR project, Safety Project, Reconstruction Project).

The funding request will be prepared by TEO for each fiscal year, to be presented by OOM during the Program Planning Workshop for approval.

OOM allocates approved ARP funding to each District Design Office to incorporate the ancillary structure replacements into various projects as determined by available mechanisms.

Ancillary structures qualifying for this program must have an inspection with a national bridge inventory (NBI) overall structural appraisal rating of 4 or less.

Exception requests may be directed to the OOM.

### **2. PROGRAMMING GUIDELINES**

- Ancillary Structures on tolled facilities do not qualify for funding under this program.

- The highest priority ancillary structure end-of-service-life replacements, as listed in the ASPD, should be programmed for design within the first two years of the work program. Priorities are determined by the district Traffic Operations Office.
- Program for construction in the last three years of the work program, if determined necessary by the district Traffic Operations Office.
- Contingency boxes should be programmed to the required level in central office.
- Program for construction all structurally deficient ancillary structures needing replacement within six years of deficiency identification.
- TEO and OOM will annually monitor the trend for the number of ancillary structures identified as needing replacement to determine adequacy of funding and make recommendations at Program Planning Workshops as necessary.
- The project description of all ancillary structures end-of-service-life replacement projects entered into the Work Program Administration (WPA) system shall be maintained by the district to contain an accurate list of all ancillary structures associated with the project number. The district Traffic Operations Office shall ensure the entry of all ancillary structures identification numbers into WPA is accomplished within 30 days of assigning the ancillary structures to the particular project.
- Fund code: BRAS
- Work Mix: 0029 Miscellaneous Structure
- Example: To program the replacement of an ancillary structure, use transportation system 03 – Intrastate State Highway, work mix 0029, the fund code BRAS, and the appropriate construction phase with program number 02. All other phases will follow normal programming conventions.

PHASE YEAR	SEQUENCE	PROGRAM NO.	FUND	AMOUNT	ALLOC TYPE	FISCAL
52	01	02	BRAS	\$1,000,000	1	20XX
62	01	00	BRAS	\$100,000	1	20XX

## **D. EMERGENCY ANCILLARY STRUCTURE REPLACEMENT PROGRAM**

### **1. OVERVIEW**

The statewide Reimbursable Ancillary Structures Replacement Program is used to repair or replace ancillary structures damaged by storm events or third-party vehicular impacts. Since these projects cannot be identified in advance, they will be programmed as necessary.

## **2. PROGRAMMING GUIDELINES**

- Ancillary Structures on tolled facilities do not qualify for funding under this program.
- The district Maintenance Office must notify the OOM when an ancillary structure has been damaged.
- Upon approval by OOM, the district work program office will then enter the project as a candidate item in the WPA.
- Repairs to damaged ancillary structures typically do not require a Declaration of Emergency, therefore a declaration is not required to program funds. In instances where the needed repair necessitates an Emergency Declaration, OOM in cooperation with the department's Office of General Counsel, prepares a Declaration of Emergency for approval by the Secretary. OOM provides an approved copy of the Declaration of Emergency to the Work Program Development and Operations Office.
- The affected District may complete the repairs using its own forces, select a contractor to complete the repairs or use an existing contract. Whichever mechanism is used, Districts must track all costs associated with the repair for potential recovery from a responsible party using **Form No. 850-005-01, Report of Repair and Certification of Funds Expenditure** and/or **Form No. 850-005-02, State Force and Contract Cost Documentation**.
- The Work Program Development and Operations Office will then adopt the work program item and advise the district of the adoption.
- OOM will coordinate with the district work program office for funds approval and associated budget allotment transfer forms.
- Pursuant to requirements of Section 339.135 (7)(e), F.S., the district must prepare a work program amendment if the amendment thresholds are exceeded. This amendment must be received in central office no later than three working days following the signed Declaration of Emergency.
- Contract Class: Use Contract Class 4 for ancillary structure projects.

- Phases: When programming construction associated with a Declaration of Emergency, use the appropriate emergency construction phase for the type of work being accomplished with the program number 44 (Emergency Repair). All other phases will follow normal programming conventions.
- Emergency event code: When repairs are associated with a Declaration of Emergency, the appropriate emergency event code must be entered in the WP01 screen. See Emergency Event List (WP64) screen for list of emergency event codes.
- Upon completion of the repair or replacement, the OOM provides an ancillary structure condition update to the TEO. The TEO then updates the ASPD.
- Fund code: (BRAS)
- Work Mix: 0029    Miscellaneous Structure
- Example: To program the replacement of an ancillary structure, use transportation system 03 – Intrastate State Highway, work mix 0029, the fund code BRAS, and the appropriate construction phase with program number 44. All other phases will follow normal programming conventions.

PHASE YEAR	SEQUENCE	PROGRAM NO.	FUND	AMOUNT	ALLOC TYPE	FISCAL
H2	01	44	BRAS	\$1,000,000	1	20XX
62	01	00	BRAS	\$100,000	1	20XX

## **E. REFERENCES**

[Title 23 U.S.C. Section 144](#)



## PART III - CHAPTER 6: CONSTRUCTION ENGINEERING AND INSPECTION

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## **PART III - CHAPTER 6: CONSTRUCTION ENGINEERING AND INSPECTION**

### **A. OVERVIEW**

The construction engineering and inspection (CEI) program includes the activities and resources required to review and inspect highway and bridge construction projects. Inspection of these projects includes review of plans, specifications, and working drawings; control of materials used and review of material testing reports; supervision of utility relocation; supervision of contract subletting; control of contract time and time extensions; and maintenance of a project diary. The Florida Department of Transportation utilizes Consultant CEI services on all construction projects using in-house Project Administrators or Project Managers in charge of the construction.

Post design occurs during construction where the engineer-of-record will modify, add, delete or change the original plan to meet field conditions or address construction changes requested by the contractor. It is programmed on a construction inspection engineering phase.

### **B. PROGRAMMING GUIDELINES**

#### **1. CONSTRUCTION ENGINEERING INSPECTION**

- Use phase 62, program number 00 for consultant construction engineering inspection.
- Phase 62 consultants should be programmed based on estimates of project engineering requirements.
- Use phase 62 for the inspections from the Department of Management Services, Division of Building Construction. For further information, see Procedure [425-020-001](#), Building Code Compliance.
- When CEI consultants are required, program a sufficient amount on phase 61 for in-house construction management.
- Example: To program in-house and consultant CEI on a state funded project.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
61	01	00	DIH	\$1,000	1	20XX
62	01	00	DS	\$9,000	1	20XX

#### **a. On State Highway System**

- State-funded: In-house phases for state funded projects on the State Highway System (SHS) must be programmed with DIH, DSBX, PKXX funds, as appropriate. See Turnpike Enterprise and Other Toll Facilities chapter of these instructions for more detail about programming DSBx funds.
- Example: To program in-house CEI on a state-funded project:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
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52	01	06	DS	\$250,000	1	20XX
61	01	00	DIH	\$38,700	1	20XX
62	01	00	DS	\$34,830	1	20XX

- Federal-funded: In-house phases for projects on the SHS using federal funds may be programmed using DIH, DSBX or PKXX funds, but may also be programmed with any eligible federal fund. See Turnpike Enterprise and Other Toll Facilities chapter of these instructions for more detail about programming DSBx funds.
- Example: To program CEI on a federal-funded project:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	06	SA	\$250,000	1	20XX
61	01	00	DIH	\$38,700	1	20XX
62	01	00	DS	\$34,830	1	20XX

## **b. Off State Highway System**

- Phases for projects off the SHS must be programmed with any eligible federal fund.
- Example: To program CEI on a federal funded project:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	06	SA	\$250,000	1	20XX
61	01	00	SA	\$38,700	1	20XX
62	01	00	SA	\$34,830	1	20XX

- For further information see the Federal Aid Program chapters of these instructions.

## **c. CEI Programming Amount**

The table below provides a guide to help determine the amount to be programmed for CEI (combined in-house and Consultant) based on the amount programmed for construction.

<b>Contract Amount (thousands)</b>	<b>Percent</b>	<b>Contract Amount (thousands)</b>	<b>Percent</b>
1 to 99	21.90%	2500 to 4999	10.32%
100 to 249	17.73%	5000 to 9999	9.63%
250 to 499	15.48%	10000 to 14999	9.15%
500 to 999	13.10%	15000 to 24999	8.80%
1000 to 2499	11.35%	25000 and up	8.11%

## **2. POST DESIGN**

- Per the Federal Highway Administration, post design is considered part of the construction phase. Therefore, even if the original design was not funded with federal funds, they will participate in post design services if the construction is funded with federal funds.
- Example: To program post design use phase 62 and program number 40.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
62	01	40	DS	\$10,000	1	20XX

**3. CEI – COST SHARING**

- Use phase 6A for payments made to the Consultant CEI under a cost savings initiative on the project.
- Program state funds for these payments with district managed funds.

**C. REFERENCE**

Procedure [425-020-001](#), Building Code Compliance

## PART III - CHAPTER 7: COUNTY INCENTIVE GRANT PROGRAM

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## **PART III - CHAPTER 7: COUNTY INCENTIVE GRANT PROGRAM**

### **A. OVERVIEW**

The County Incentive Grant Program (CIGP) was created for the purpose of providing grants to counties to improve transportation facilities, including transit, which are located on the State Highway System (SHS) or which relieve traffic congestion on the SHS. Section [339.2817](#), Florida Statutes (F.S.), provides eligibility requirements for consideration by the Florida Department of Transportation (department). Projects that include the resurfacing and paving of local dirt roads are eligible for consideration if the CIGP funding application demonstrates how paving the dirt road relieves congestion on the SHS.

Each eligible project must be consistent to the maximum extent feasible with the Florida Transportation Plan, Metropolitan Planning Organization (MPO) Plan where applicable, and applicable local government comprehensive plans. Counties may submit projects that are not in the MPO Long Range Transportation Plan or applicable local government comprehensive plan; however, if selected, the MPO or local government plans must be amended, within six months, to include the approved CIGP project, and supporting documentation must be provided to the department.

The department will consider, but is not limited to, the following criteria for evaluation of projects for CIGP assistance:

- 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.
- The extent to which the project includes transportation benefits for improving intermodalism and safety.

Section [337.14\(7\)](#), F.S, enacted during the 2019 Legislative Session, expressly prohibits the use of the same entity for design services and Construction, Engineering and Inspection (CEI) services when the project is funded, wholly or part, by the department and the project is

administered by a Local Agency. Any state or local laws, regulations, or policies that allow the Engineer of Record to perform CEI services on the same CIGP project are preempted on July 1, 2019, the effective date of section [337.14\(7\)](#), F.S.

A municipality may apply to the county in which the municipality is located for funding under the County Incentive Grant Program. The county is required to evaluate CIGP funding applications submitted by municipalities within its jurisdiction in accordance with Section [339.2817\(5\)](#), F.S. Municipal applications selected by the county for funding consideration will be evaluated by the department using the above referenced criteria which are applied to all projects funded under CIGP. Municipal projects selected by the department will require a three party agreement executed by the department, the county and the municipality.

## **1. FUND DISTRIBUTION**

Funds provided for this program shall be distributed to the districts via statutory formula.

The department shall provide 50 percent (%) of eligible costs for eligible projects. For the purposes of the match requirement for CIGP, a project is defined as any eligible phase or combination of phases proposed for funding. Rural counties qualifying under the Rural Economic Development Initiative (REDI) Program may apply for a waiver or reduction of the required 50% local match. To be eligible for a waiver or reduction of match requirements, a county or community must meet the statutory definition of rural (Section [288.0656\(2\)\(e\)](#), F.S.) and such county or community must have three or more of the economic distress conditions identified in Section [288.0656\(2\)\(c\)](#), F.S. Detailed definitions and additional information are set forth in the REDI chapter of the work program instructions. Only that geographic portion of the project falling within the qualified rural area is eligible for the waiver.

Federal earmarks may not be used as the match for CIGP funds. However, federal earmarks may be used to arrive at the 'project cost' amount for determining the amount of CIGP funds that need to be used to fund the project. Federal earmarks are deducted from the total project costs to determine the project costs for matching purposes. In other words, the 50/50 split would be calculated based on the total project cost less the amount of the federal earmark.

Federal SU funds may be used as a match for the CIGP funds provided if it is for a Surface Transportation Block Grant Program (STBG) eligible project. Federal Transit Authority (FTA) funds may be used as a match for transit capital projects. Note: Using federal funds on a project managed by a county or city requires the project to meet all federal requirements,

jurisdiction to be Local Agency Program (LAP certified), and the execution of a LAP Agreement with the department.

In-kind services or right of way that comprise integral parts of the project and contribute to its ultimate completion may be used as all or part of the local matching funds. A detailed report of the costs incurred as recorded in the cost accounting system must be provided to the district to substantiate the amount of in-kind services costs to be used as the county's share of participation. The department may conduct random audits of supporting documentation for in-kind services. The county shall provide documentation to the department to ensure the right of way is valued at the current market value and meets the programming guidelines for right of way in-kind match as outlined below.

At the discretion of the district secretary, the department may agree to participate in cost overruns on a project subject to availability of funds. However, the county is ultimately responsible for all cost overruns. If the county has been granted a match waiver, the department may cover the overrun or reduce the scope of work.

## **2. PROJECT SELECTION AND RANKING**

Projects to be included in this program are selected in order of rank from the most recent district rank-order listing to the extent that adequate funds are made available by appropriation. Projects selected shall be made part of the tentative work program.

## **3. PROJECT AGREEMENTS**

Subsequent to the district's selection of a project for inclusion in CIGP, a State-Funded Grant Agreement (SFGA) must be executed.

- The agreement shall specify the terms and conditions of state participation in the project, and include a notice that use of the same entity for design services and CEI services is prohibited by Section [337.14\(7\)](#), F.S. The project shall be programmed in accordance with the terms of the agreement.
- If the county has not executed the SFGA within six months after selection of the project, the district may make the funds available for the next highest-ranking project for which there are adequate funds.



## B. PROGRAMMING GUIDELINES

### 1. PROJECTS MANAGED BY A COUNTY

#### a. Program for the department's share of the program

- Fund code: CIGP for the existing program
- Allocation type: 1
- Program number: 87

#### b. Program for the local's share of the program

- Fund code: LFP
- Allocation type: 4
- Program number: 87

Example: To program a typical construction project managed by a county or city using CIGP and local funds.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
54	01	87	CIGP	\$500,000	1	20XX
54	01	87	LFP	\$500,000	4	20XX

Example: To program a typical construction project managed by a county or city using CIGP and SU funds use phase X8 and contract class 5.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
58	01	87	CIGP	\$500,000	1	20XX
58	01	87	SU	\$500,000	1	20XX

### 2. PROJECTS MANAGED BY THE DEPARTMENT

#### a. Program for the department's share of the program

- Fund code: CIGP for the existing program
- Allocation type: 1

- Program number: 87

**b. Program for the local's share of the program**

- Fund code: LFP
- Allocation type: 1
- Program number: 87

Example: To program a typical construction project managed by the department using CIGP funds and local funds.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	87	CIGP	\$500,000	1	20XX
52	01	87	LFP	\$500,000	1	20XX

Example: To program a typical construction project managed by the department using CIGP funds and SU funds.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	87	CIGP	\$500,000	1	20XX
52	01	87	SU	\$500,000	1	20XX

**3. PROGRAMMING PROJECTS OFF THE STATE HIGHWAY SYSTEM, ON A FEDERAL-AID HIGHWAY**

For projects off the SHS but is an eligible federal-aid highway, the district/MPO may use federal SU funds or local funds for the required match. **NOTE: Using federal funds on a project managed by a county or city requires the project to meet all federal requirements and the jurisdiction to be LAP certified.**

Example: To program a project managed by local government using CIGP funds and federal funds; total estimated cost - \$1,000,000. An agency managed project is a contract class 5.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
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58	01	87	CIGP	\$500,000	1	20XX
58	01	87	SU	\$500,000	1	20XX

Note: In the above example, federal SU funds are to be authorized at 100% in the Federal Aid Management System (FAMS). If there are any non-participating costs associated with project, local funds must be programmed to cover this.

Example: Programming (project managed by the department); total estimated cost - \$1,000,000.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	87	CIGP	\$500,000	1	20XX
52	01	87	SU	\$500,000	1	20XX

Note: In the above example, the federal SU funds are to be authorized at 100% in FAMS. If there are any non-participating costs associated with the project, local funds must be programmed to cover this.

#### **4. PROGRAMMING AN IN-KIND MATCH**

In-kind match: In-kind services are goods, commodities, or services received in lieu of cash payments.

- Goods and commodities should be valued based on their current market value in accordance with generally accepted accounting standards as determined by the Office of the Comptroller. The value for land donated should be determined in accordance with guidelines established by the Office of Right of Way (see Chapter 28, Right of Way, of these instructions).
- Property donated by local governments for right of way as the local share for a qualified project must comply with the requirements of the Federal Uniform Relocation Assistance implementing federal regulations, 49CFR, Part 24 and 23, Part 710, if federal funds will be used in any phase of the project. Other requirements for the acquisition of right of way should be determined in accordance with guidelines established by the Office of Right of Way.
- Departmental right of way acquisition procedures must be followed by the local governments on all CIGP funded projects located on the SHS regardless of the phase of

work being funded through CIGP. Local governments may use their own right of way acquisition procedures for CIGP funded projects off the SHS unless federal funds are or will be used on the project. In that case, the local government must comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

- The value of an in-kind match in excess of the required match will not generally be applied towards another project. On a case by case basis, an exception may be made for project segments in another corridor that are part of an implementation plan for that corridor.
- The in-kind match must be used dollar for dollar to match CIGP funds.
- Use appropriate phase and transportation system.

Example: To program a project when using only local funds as the local match; a local government offers \$300,000 in right of way plus cash as required match for a \$500,000 CIGP project. The total cost of the project for matching purposes would be \$1,000,000 or \$500,000 each.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
43	01	87	LF	\$300,000	4	20XX
54	01	87	CIGP	\$500,000	1	20XX
54	01	87	LFP	\$200,000	4	20XX

Example: To program a project when using local funds and SU funds as the local match; a local government offers \$300,000 in right of way plus cash as required match for a \$500,000 CIGP project. The total cost of the project for matching purposes would be \$1,000,000 or \$500,000 each.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
43	01	87	LF	\$300,000	4	20XX
58	01	87	CIGP	\$500,000	1	20XX
58	01	87	SU	\$200,000	1	20XX

**Note: Using federal funds on a project managed by a county or city requires the project to meet all federal requirements and the jurisdiction to be LAP certified. The project is a contract class 5.**

## 5. PROGRAMMING WITH A FEDERAL EARMARK

Example: To program a project when using federal earmark and local funds as the local match; a federal earmark may be used in funding the total project cost. In this example, a construction project estimated at \$1,000,000 may be funded as follows:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
58	01	87	HPP	\$200,000	1	20XX (earmark)
58	01	87	CIGP	\$400,000	1	20XX
58	01	87	LFP	\$400,000	4	20XX

Example: To program a project when using federal earmark and SU as the local match; a federal earmark may be used in funding the total project cost. The federal earmark is deducted from the total project costs to determine the project costs for matching purposes. In this example, a construction project estimated at \$1,000,000 may be funded as follows:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
58	01	87	HPP	\$200,000	1	20XX (earmark)
58	01	87	CIGP	\$400,000	1	20XX
58	01	87	SU	\$400,000	1	20XX

**Note: Using federal funds on a project managed by a county or city requires the project to meet all federal requirements and the jurisdiction to be LAP certified. The project is a contract class 5.**

- Use appropriate phase and transportation system.
- There is no restriction on which phases may be programmed with CIGP funds with the exception of in-house support.
- REDI agencies may be eligible for a waiver of or reduction in the required match for CIGP funds. Only that portion of the project which falls within the qualified rural area is eligible for the waiver.

Questions related to the program should be addressed to the Office of Program Management. Questions related to programming should be addressed to the Work Program Development & Operations Office.

## 6. PROGRAMMING USING FTA FUNDS

FTA funds may be used as a match for CIGP funds for capital infrastructure projects provided they meet the statutory criteria in Sections [339.2817\(2\)](#) and [\(3\)](#), F.S.

Example: CIGP funds are used to fund a park and ride lot for a local transit agency. The total cost of the project is \$1,000,000.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
94	01	87	CIGP	\$500,000	1	20XX
94	01	87	FTA	\$500,000	4	20XX

### District CIGP Coordinators

District	Name	Phone
Central Office	Samantha Samford	(850) 414-4383
One	Lisa Brinson	(863) 519-2836
Two	Jamie Driggers Jim Knight	(386) 758-3722(904) 360-5646
Three	Maria Showalter	(850) 330-1227
Four	Mya Williams Sabrina Aubery	(954) 777-4608 (954) 777-4585
Five	Precious Lewis	(386) 943-5452
Six	Jessica Beck-Galindo	(305) 470-5404
Seven	Sara Clark Suzanne Monk	(813) 975-6439 (813) 975-6115

## C. FLORIDA GRANT APPLICATION PROCESS (“GAP”) SYSTEM:

The Florida Grant Application Process (“GAP”) system, launched on June 7, 2021, is the authorized platform for the submission and receipt of applications for CIGP funding; and the management of agreements for the disbursement of CIGP funding awards made by the department. Required documents, which include project plans, agency certifications, project

reports and invoices, performance monitoring and compliance documentation should also be stored and maintained in GAP.

## **D. REFERENCES**

Sections [339.135\(5\)](#) and [\(7\)](#), F.S.

Section [339.2817](#), F.S.





## **PART III - CHAPTER 8: EARMARKS/PROVISO FUNDS (STATE FUNDS)**

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## **PART III - CHAPTER 8: EARMARKS/PROVISO FUNDS (STATE FUNDS)**

### **A. OVERVIEW**

The General Appropriations Act (GAA) authorizes the spending of public money for specific uses. This law and the authority it provides is effective for one fiscal year only.

The Florida Legislature uses specific appropriations, proviso, and items on GAA Conference Committee spreadsheets to direct the Florida Department of Transportation to fund projects that are not included in the 5-year work program or advance an existing project to another fiscal year. The earmarked projects and the funding recipient are specifically named in the GAA.

In 2017 the Legislature adopted Joint Rule 2 which created the procedure it currently uses when adding Legislative earmarks to the GAA. The procedure requires the Florida Senate and the Florida House to consider and adopt each Appropriations Project and Local Funding Initiatives requests as individual pieces of legislation with an assigned bill number. After adoption, the Senate and House bills can be considered for incorporation into the GAA by reference.

A review of the specific appropriation, proviso, or items on GAA Conference Committee spreadsheets; and the referenced Senate and House bills are therefore required to understand the Legislature's intent regarding the use of the earmarked funding.

It is encouraged that a contract for the disbursement of the earmarked funding be executed by June 30<sup>th</sup> of the covered fiscal year. If the contract is not executed and the funding is not committed, then the local project is subject to roll forward.

### **B. APPLICABLE REQUIREMENTS**

The GAA is organized by appropriation categories that are usually associated with state financial assistance programs or activities authorized by Florida Statutes. The Legislature can, however, use the GAA to create and fund appropriation categories, like Local Transportation Projects (088862), that are NOT linked to a state financial assistance program or activity authorized by statute.

#### **EXISTING PROGRAMS OR ACTIVITIES:**

When the Legislature earmarks funding in an Appropriation Category that supports an FDOT program or activity authorized by Florida Statutes, project selection and/or grant award procedures are supplanted but other program requirements remain in effect as long as those requirements can be adhered to without violating any provisions that accompany the earmark.

Example: Funds earmarked in the Appropriation Category for an existing FDOT program that requires a 50% local contribution.

The earmark recipient is required to provide the local contribution unless the Legislature specifically notes that the funds are provided *notwithstanding* applicable match requirements. The notwithstanding provision is usually included in the earmark proviso; however, it can also be placed in another bill. Implementing bills, bills that make changes necessary to fulfill the GAA's

intent that are only effective for one fiscal year, are sometimes used. Therefore, consultation with the Budget office or the Local Programs office is encouraged before programming a local contribution.

Example: Private not-for-profit organization is identified as the recipient of funds earmarked in the Appropriation Category for an FDOT program that can only fund local governments.

The earmark supplants the program's eligibility requirements, which means, the funds must be provided to the designated recipient even if a not-for-profit is not otherwise eligible. The not-for-profit entity would still be required to comply with any remaining program requirements that can be adhered to without violating the earmark.

#### **NO EXISTING PROGRAM OR ACTIVITY:**

When the Legislature creates a new appropriation category or uses a category like *Local Transportation Projects (088862)* that is NOT linked to a state financial assistance program or activity authorized by Florida Statutes, the only project specific requirements/restrictions are those provided by the Legislature as delineated in the GAA and any documents incorporated by reference.

General requirements that apply to the disbursement of state financial assistance funding remain in effect unless the Legislature uses the GAA or another bill to supplant the state financial assistance requirement(s).

General state requirements include the need for a written agreement with information necessary to provide Florida taxpayers with reasonable assurance that disbursements and other financial transactions represent valid obligations of the state. The required agreements must include, but are not limited to:

- A defined term (a beginning and an ending date);
- A scope of services with measurable, quantifiable units of deliverables;
- Requirements for the open competitive procurement of goods and services;
- Requirements that ensure the safe, secure operation and proper maintenance of Florida's transportation system; and
- Financial consequences for non-compliance with the terms and conditions of the agreement.

### **C. PROGRAMMING GUIDELINES**

Section [339.135\(5\)\(a\)](#), F.S., requires the inclusion of all Department of Transportation projects in the adopted work program. This requirement includes projects identified in the GAA by specific appropriation, proviso, or item on GAA Conference Committee spreadsheets. Section [339.135\(a\)](#), F.S., further notes that transportation projects identified by specific appropriation in the GAA, shall be deducted from the funds annually distributed to the respective district(s). In accordance with this requirement, the earmarked projects must be programmed from the funds distributed to the district each year. Additional funding cannot be provided.

Projects earmarked in an appropriation category linked to an existing FDOT program or activity should be programmed in accordance with the requirements usually applied to projects or activities funded in that appropriation category, with the following exceptions.

When the named funding recipient is a **local agency, private for-profit entity, or private not-for-profit entity**, **Phase 54** should be used to program the project. The program number **LP** should also be used.

Refer to the program plan crosswalk (see link below) for further programming guidelines.

**1. PHASES:**

The programming should **only** be split by the type of work being performed when the earmark identifies the specific amount that can be spent on one or more specified work types.

Example: The following example (copied from an approved Appropriations Project bill with blank lines removed) would require the district to split the programming by work type:

- Provide specific details on how funds will be spent. (Select all that apply)

Spending Category	Description	Nonrecurring
d. Consultants/Contracted Services/Study	Funds will be used for consulting fees for the relocation specialist who is ensuring that all acquisitions are performed in accordance with the appropriate regulations.	60,000
h. Construction/Renovation/Land/Planning Engineering	Funds will be used for property acquisition, seller relocation, demolition, and infrastructure. The cost includes: 1) purchase price; 2) title; 3) recording fees; 4) legal fees; 5) survey fees; 6) relocation allowance if warranted.	1,336,069
TOTAL:		1,396,069

If a project includes multiple work types but the Legislature did not specify the work type allocation, the entire funding amount should be programmed using the Phase 54. When this occurs, the work types required to successfully complete the project should be delineated in the scope of services section of the agreement by including at least one deliverable for each necessary work type. Using a single phase to program the funding is consistent with the Legislature's intent that the grantee be provided with flexibility to allocate the funding as needed to ensure the successful completion of the project.

**2. LOCAL CONTRIBUTION:**

As previously noted, a local contribution is only required when the earmark is placed in the appropriation category for a program with a statutory contribution requirement, and the contribution requirement was not supplanted by the GAA or other applicable law.

If the project is earmarked in an appropriation category, like Local Transportation Projects (088862), that does not have a statutory contribution requirement, a local contribution cannot be required without a clear legislative authorization. The required authorization should be clearly noted in the GAA or other applicable law.

Example:

Type of Funding	Amount	Percent of Total
1. Amount Requested from the State in this Appropriations:	500,000	38.3%
2. Federal:	0	0.0%
3. State: (Excluding amount requested on line 1)	0	0.0%
4. Local:	805,270	61.7%
5. Other:		
TOTAL	1,305,270	

If the Senate appropriations project bill includes a local contribution and the House appropriations project bill does not include the contribution, a local contribution should NOT be imposed because the Legislature’s intent is not clearly provided.

If the local contribution is included in both the Senate and House appropriations project bills but each bill has a different amount or percentage, the lowest amount noted in the two bills should be used.

If the funding amount listed in the GAA text is different from the funding amount noted in the Senate and/or House appropriations project bills, the amount noted in the GAA is controlling. If a local contribution is also required by the referenced Senate and House appropriations project bills, the percentage of state to local funds noted in the Senate and/or House bills should be used to determine the local contribution amount. Again, if the Senate and House appropriations project bill percentages are different, the lowest percentage should be used.

If the funding amount listed in the GAA text is more than the final estimated cost of the project **and** a local contribution is required by the referenced Senate and House appropriations project bills, *the required contribution **should not be imposed***. If this occurs, a provision should be added to the scope of services section of the agreement noting that, if the actual cost of the work authorized by the agreement exceeds the final estimated costs, the additional costs must first be paid by the grantee, up to but not exceeding the maximum local contribution percentage, with any remaining costs paid from the earmark.

### **3. VETOED APPROPRIATIONS:**

Section [216.179](#), F.S., prohibits the implementation, in any manner, of any project or program authorized by a specific appropriation vetoed by the Governor. The specific appropriation for local transportation projects is budget category 088862. Existing projects in the work program in a separate appropriation are not impacted by local transportation project vetoes.

**D. FLORIDA GRANT APPLICATION PROCESS (“GAP”) SYSTEM:**

The Florida Grant Application Process (“GAP”) system, launched on June 7, 2021, is the authorized platform for the management of Agreements for the disbursement of funding awarded by specific appropriation, proviso, or item on GAA Conference Committee spreadsheets. Required documents, which include project plans, agency certifications, project reports and invoices, performance monitoring and compliance documentation should also be stored and maintained in GAP.

**E. REFERENCES**

Section [339.135](#), F.S.

Section [216.179](#), F.S.

To access the program plan crosswalk, use the link below:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>

PART III - CHAPTER 9: ECONOMIC DEVELOPMENT

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## PART III - CHAPTER 9: ECONOMIC DEVELOPMENT

### A. OVERVIEW

The Economic Development Transportation Fund (EDTF) is one of 12 economic incentive programs used by the state of Florida to encourage specific businesses to locate, expand, or remain in our state. The program was transferred from the Department of Commerce to the Florida Department of Transportation (department) on July 1, 2012, with the creation of Section [339.2821](#), Florida Statutes (F.S.).

The EDTF requires the department to enter into contracts with local entities for the development of transportation projects that induce a specific company to locate, expand, or remain in the state by alleviating transportation impediments that adversely impact the company's location or expansion decision. Eligible projects include but are not limited to; safety and capacity improvements to existing roadways; the development of new roads and rail spurs; and certain airport and spaceport infrastructure improvements.

Program applications are submitted to Enterprise Florida (EFI), which serves as Florida's business development and recruitment agency. EFI acts on behalf of the department to ensure that the project meets the job creation and economic development requirements of Section [339.2821](#), F.S. The final funding decision is made by the department's central office after considering the comments or recommendations provided by EFI, the Departments of Economic Opportunity and Environmental Protection, and the department district in which the project is located.

Each district has a designated EDTF Coordinator responsible for coordinating all program related district activities, which includes working with their respective work program staff to program the new EDTF projects within 10 days of the initial grant award.

### B. PROGRAMMING GUIDELINES

The districts should program economic development transportation projects using program number 10 and the SED fund code. Budget should crosswalk to budget category 088865.

Department budget and funding requests are coordinated by the department's central office economic development coordinator.

Example: To program economic development construction items pursuant to Section [339.2821](#), F.S.:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
54	01	10	SED	\$100,000	1	20XX



The following table provides contact information for the EDTF coordinators in each district and central office:

DISTRICT	COORDINATOR NAME
District 1	Lisa R. Brinson District Local Program Administrator Program Management Office, MS 1-48 801 North Broadway Avenue Bartow, Florida 33830 Phone: (863) 519-2836

DISTRICT	COORDINATOR NAME
District 2	Jordan L. Green, P.E. Transportation Support Manager – District Two 1109 South Marion Avenue – MS 2007 Lake City, FL 32025 Office: (386) 961-7840 Mobile: (386)623-0103 Fax: (386) 961-7508
District 3	Maria Showalter District 3 Local Program Administrator 1074 Highway 90 East Chipley, Florida 32428 Phone: (850) 330-1227 Fax: (850) 330-1130
District 4	Sabrina Aubery District 4 Program Administration Engineer Florida Department of Transportation, District 4 3400 W. Commercial Blvd Ft. Lauderdale, FL 33909 Phone: (954) 777-4585 Fax: (954) 777-4074
District 5	Precious Lewis District 5 Local Government Program Administrator Florida Department of Transportation, District 5 719 South Woodland Blvd, MS 4-548 DeLand, FL 32720-6800 Phone: (386) 943-5452
District 6	Jessica Beck-Galindo District 6 Local Program Administrator Florida Department of Transportation, District 6 Program Management Office Adam Leigh Cann Building 1000 NW 111th Avenue, Room 6112A Miami, Florida 33172-5800 Phone: (305) 470-5404 Fax: (305) 470-5179
District 7	Kelli Bradley District 7 Local Program Administrator 11201 N. McKinley Drive, MS 7-350 Tampa, FL 33612 Phone: (813) 975-6095 Fax: (813) 975-6443
Central Office	Jasmin Raffington Florida Department of Transportation Program Management Office 605 Suwannee Street, MS 75 Tallahassee, FL 32399 Phone: (850) 414-5266 Fax: (850) 414-5261

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**C. FLORIDA GRANT APPLICATION PROCESS (“GAP”) SYSTEM:**

The Florida Grant Application Process (“GAP”) system, launched on June 7, 2021, is the authorized platform for the management of Agreements for the disbursement of EDTF funding awards made by the department. Required documents, which include project plans, agency certifications, project reports and invoices, performance monitoring and compliance documentation should also be stored and maintained in GAP.

**D. REFERENCES**

Section [339.2821](#), F.S.



## PART III - CHAPTER 10: EMERGENCIES/DISASTERS

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## **PART III - CHAPTER 10: EMERGENCIES/DISASTERS**

### **A. OVERVIEW**

An emergency/disaster describes natural or manmade events that require responsive action to protect life or property. Examples of such events include hurricanes, tropical storms, tornados, floods, wildfires, sinkholes, etc. Because of their potential for large scale damage, these events require timely and appropriate responses by FDOT in order to provide necessary preparation and recovery support to the citizens of Florida.

This chapter describes types of work and required actions. Emergency events require planning for possible emergency declarations by the President, the Governor, or in the case of a department declared emergency, the FDOT Secretary. These declarations drive important issues such as federal participation by the Federal Highway Administration (FHWA) and the Federal Emergency Management Administration (FEMA).

### **B. ACTIONS PRIOR TO OR IMMEDIATELY FOLLOWING EMERGENCY EVENTS**

#### **1. OFFICE OF EMERGENCY MANAGEMENT**

- a. Monitor developing events.
- b. Request emergency event identifier and central office financial project numbers.
- c. Communicates with district personnel about requesting financial project numbers from their district Work Program Office.
- d. Monitors the Work Program Emergency Report for proper use of financial project numbers, fund codes, and estimate amounts.

#### **2. CENTRAL OFFICE OF WORK PROGRAM**

- a. Establish emergency event identifier and distribute to the districts, turnpike enterprise, Office of the Comptroller, Emergency Management Office, and Federal Aid Management Office.
- b. Establish financial project numbers for central office activities. See Programming Guidelines for reference.
- c. Request FM Support to initiate nightly distribution of the Emergency Report. This report provides estimate totals for all projects using specified emergency event identifiers. An alternate version of the nightly report may be run using the application located on the Work Program and Budget Automation Platform under Emergency. This report is also distributed to the Division of Emergency Management and Executive Office of the Governor nightly to be used in tracking the statewide threshold amounts needed for requesting a Presidential Declaration.

- d. Provide districts, turnpike enterprise, Office of the Comptroller, Emergency Management Office, and Federal Aid Management Office unique program number if budget amendment will be processed.

### **3. DISTRICT WORK PROGRAM MANAGERS**

- a. Establish financial project numbers (include applicable emergency event identifiers) per the Programming Guidelines and request adoption.
- b. In the event the emergency/disaster occurs after normal business hours, districts will adopt emergency/disaster candidate items the next business day.
- c. Communicate with District Maintenance Management System Coordinator for distribution of financial project numbers.
- d. Notify the appropriate personnel and provide the financial project numbers, as necessary.
- e. Ensure that valid Roadway ID and/or bridge identification numbers are programmed for the location of all permanent repairs.

### **4. CENTRAL OFFICE FEDERAL AID MANAGEMENT**

- a. Communicate with FHWA after an event for:
  - (1) Disaster code
  - (2) Department's Letter of Intent to request reimbursement
  - (3) Detailed Damage Inspection Reports (DDIR), per FHWA's Emergency Relief Manual
- b. Process approved DDIR's and input into Work Program Administration for use with developing a comprehensive list of all eligible project sites and repair costs (Program of Projects).
- c. Monitor projects eligible for FHWA reimbursement.

(Detailed emergency roles and responsibilities can be found on the Office of the Comptroller's SharePoint site here: [Emergency Event Roles and Responsibilities](#)).

## **C. GENERAL PROJECT INFORMATION**

### **1. ESTABLISHING CONTRACT WORK PROGRAM ITEMS**

- a. District/Turnpike work program managers identify contract phases (non-state forces) based on damage assessment reports.
- b. District/Turnpike work program managers submit approved DDIRs to the Federal Aid Management Office.
- c. Federal Aid Management develops a program of projects to submit to FHWA for approval.

- d. After FHWA approves the program of projects, emergency repair and permanent restoration projects become eligible for emergency relief (ER) funding.
- e. Permanent restoration projects **must have** an approved federal authorization before work can commence or costs can be incurred.
- f. Each DDIR requires separate Financial Project Number(s) (FPN) and Federal Aid Project (FAP) number(s) including letting projects or ER contracts.
- g. Central Office Federal Aid Management assigns FAP numbers. The number identifies the project(s) as:
  - (1) Emergency
  - (2) Federal fiscal year
  - (3) Related event in sequential order

Example: FAP# E201-001-E will be assigned to a district for the first storm of the year, upon request, for the financial project number(s) established for the approved DDIR, relating to the 2020 federal fiscal year.

- h. DDIRs with both emergency repairs and permanent restorations require two FPNs **and** two FAPs. FHWA requires separation of costs prior to reimbursement. Therefore, the *preference* is to have separate DDIRs for emergency repair and permanent restoration.
- i. If multiple Federal Aid Numbers will be assigned to the same Financial Project Item/Segment/Phase, as additional site locations are identified from a countywide item, use sequencing in the range of 90-99 so that indirect that is attributable to the second FAP number will accumulate on the same sequence as the direct expenditures. Indirect costs are authorized for reimbursement on all ER projects. As new locations are identified, or permanent and ER components are broken out and programmed, using a new item segment for these individual components will also address indirect accumulating to each federal project.

The indirect rate is calculated yearly by the Office of the Comptroller and may be 0%. If so, the Financial Management System will not systematically create indirect phases. See Part IV, Chapter 2, Section F: Federal Indirect Costs for more information.

Note: The approval of projects by FHWA does not guarantee the availability of ER funds.

Example: To program emergency road repair due to Hurricane Ian in multiple locations in Highlands County, use sequence 01 for the first location and sequence 90-99 for additional locations.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
G2	01	DW	ACER	\$500,000	1	20XX
G2	90	DW	ACER	\$250,000	1	20XX
G2	91	DW	ACER	\$300,000	1	20XX



**2. CONTRACT ITEMS**

- a. Section [339.135\(7\)](#), F.S., requires a work program amendment for any current year ADD of projects/primary phases exceeding the current threshold amount (see Part III, Chapter 3, Amendments, for all current threshold amounts).
- b. Projects qualifying for FHWA's Emergency Relief (ER) program are not required to be listed in the Statewide Transportation Improvement Plan (STIP) or MPO's Transportation Improvement Program (TIP). This includes all projects funded with ACER or ER funds.
- c. As necessary, districts/turnpike will propose new items/phases, complete amendments, and document the need for additional funding.
- d. Upon signature of an executive order or declaration of emergency, districts must follow-up and complete additional funding requests.
  - (1) Identify need for additional state funds if specific federal reimbursement is not approved.
  - (2) Send request to the Work Program Development and Operations Office to facilitate coordination on funding options if federal reimbursement is not available.
  - (3) If applicable, districts complete and submit appropriate documentation for FHWA-ER reimbursement/participation.
    - i. Submit DDIRs for FHWA ER fund reimbursement to the Federal Aid Management Office.
- e. Prior to the expiration of applicable executive orders, submit budget amendments to support emergency funds as needed.

**3. NON-DECLARED OR DEPARTMENT-DECLARED EMERGENCIES/DISASTERS**

- a. District Work Program Offices receive copies of emergency declarations signed by the Secretary.
- b. Create a work program item to track a non-declared or department-declared emergency/disaster as needed.
  - (1) Use the same programming guidelines established for in-house and contract phases.
  - (2) To ensure funds and budget remain balanced, offset an existing project/box within the same budget category.
  - (3) Use the appropriate emergency event code ID to aid in tracking statewide dollar amounts spent on non-declared and department-declared emergencies/disasters (fires, floods, oil spills, sinkholes, tornados, bridge damage, roadway damage etc.). See Emergency Event List (WP64) screen for list of emergency event codes.

- (4) If the Executive Office of the Governor (EOG) issues a declaration of emergency, change the event identifier to one created specifically for that event.
- (5) Section [339.135\(7\)\(e\) F.S.](#), requires a work program amendment if thresholds are exceeded. Districts submit amendments to central office no later than three working days following the declaration of emergency signed by the Secretary.
- c. Reference Bridge Repair & Replacement chapter of these instructions if emergency/disaster damage to a bridge or other major structure occurs.
- d. For emergency contact information, please use [FDOT: Agency Resources - Contact Us](#)
- e. For further information, see Part IV of these instructions – Federal Aid Programs Administered by Federal Highway Administration (FHWA).

## **D. FEDERAL HIGHWAY ADMINISTRATION REIMBURSEMENT EMERGENCY RELIEF**

- a. Consideration for ER funding requires a disaster declaration/proclamation. Either of the following fulfill this requirement:
  - (1) The President makes a major disaster declaration under the Stafford Act (42 U.S.C. 5121 et seq.).
  - (2) The Governor issues an emergency or disaster proclamation and FHWA concurs with the declaration.

### **1. EMERGENCY REPAIR PROJECTS**

- a. The department can be reimbursed for emergency repair projects initially funded and authorized with state funds. Once eligibility and FHWA participation is determined, program emergency repair projects with ACER funds and the appropriate program number.
  - (1) 100% reimbursement of ER funds requires FHWA approval of the plans and completion of emergency repair projects within **270 days** after the occurrence of the event.
  - (2) Work performed after **270 days** may be reimbursable at a lesser percentage.
  - (3) After **270 days**, work performed by local governments on roads off the State Highway system but on the Federal Highway system, will be reimbursed by the department only for the amounts eligible for reimbursement from ER funds.
- b. Debris Removal by FHWA from Federal-aid highways is eligible for ER funds when:
  - (1) The Governor makes an emergency or disaster declaration, but the President does not make an emergency or a major disaster declaration under the Stafford Act. If the FHWA Division Administrator concurs with the Governor's declaration, ER funds may participate in debris removal on eligible sites on Federal-aid highways in those counties included in the Governor's declaration. Disaster-related debris removal that is eligible for FEMA funding is not eligible for ER funds.

- (2) The President declares an emergency or a major disaster, but FEMA determines that debris removal is not eligible under the Stafford Act. ER funds may participate in debris removal costs on eligible sites on Federal-aid highways that FEMA determines to be ineligible under its program. FHWA division offices should request and review documentation of FEMA's determination to ensure the removal is eligible under the ER program.
- (3) The Governor's declaration covers counties that are not included in the President's declaration. ER may participate in debris removal costs on eligible sites on Federal-aid highways in the same manner as before MAP-21 for those sites included in the Governor's declaration but not the President's declaration.
- c. Federal-aid highways (interstate system, National Highway System, and public roads not classified as local roads or rural minor collectors) are eligible for the ER program, including any toll facilities on federal aid highways.

## **2. PERMANENT RESTORATION PROJECTS**

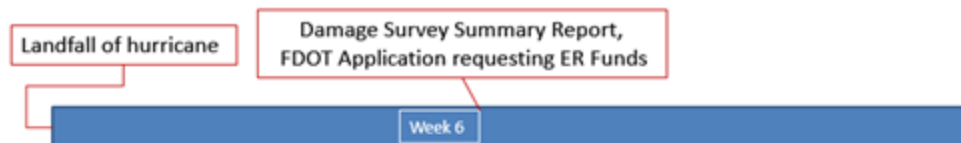
- a. FHWA must authorize permanent repairs prior to work beginning.
- b. FHWA may determine the type of either a permanent or emergency repair based on economy and/or practicality. Include this determination in the DDIR.
- c. For FHWA eligibility, program permanent restoration projects with ACER funds and the appropriate program prior to work activity beginning. This also applies to asset maintenance contractors and any local governments performing permanent restoration work. Failure to do so may jeopardize reimbursement efforts.
- d. Permanent repairs must have the location (Roadway ID/Bridge) information programmed on the financial project in work program so that the department can assess if a location has encountered more than one permanent repair from a disaster in accordance with 23 CFR 667.
- e. The authorization of ACER funds facilitates future reimbursement in the event ER funds are approved. Delays may occur between FHWA approval and ER funds availability.
  - (1) FHWA reimbursement of permanent repairs for Interstate highways is 90% for the Federal share. For all other Federal-aid highways, the Federal share is 81.93%. Program Transportation System 01, for projects on the Interstate, that are eligible for FHWA reimbursement. Program ACER for only those amounts reimbursable by FHWA.
- f. Permanent repair projects should follow normal programming guidelines for phase of work.
- g. For a complete explanation of Federal Share see the [Emergency Relief Manual \(Federal-Aid Highways\)](#)
- h. If local governments perform permanent repairs on roads off the State Highway but on the Federal Highway system, the department will reimburse the local governments for only the amounts eligible for reimbursement from ER funds.

- (1) For participating amounts, program ACER funds.
- (2) For non-participating amounts, program DER funds.
- i. Local governments must provide matching funds when the department performs permanent repairs on roads off the State Highway but on the Federal Highway System roads.

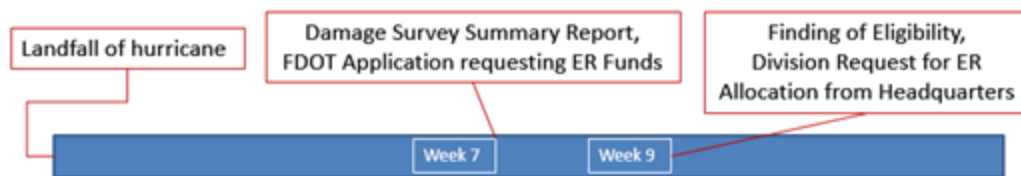
**Financial Aspects of the FHWA ER Program in Florida**



- **Landfall of hurricane (establishment of disaster start date)**
  - Pre-event activities not eligible
  - Is there a Governor’s Proclamation (Executive Order) or a Presidential Declaration or both?
- **Letter of Intent to Apply for ER Funding**
  - FDOT prepares Letter of Intent by end of week 1 following landfall (if it appears financial thresholds have been met or exceeded)
- **FHWA Acknowledgement of Letter of Intent**
  - FHWA acknowledges FDOT’s Letter of Intent by end of Week 2 following landfall



- **FDOT Damage Survey Summary Report**
  - Report due to FHWA six weeks following submission of Letter of Intent to request ER funding (End of week 7 following landfall)
  - Purpose is to describe the general nature and extent of the disaster in order for FHWA Division Administrator to make a finding of eligibility
  - Initial damage assessments may be based on windshield surveys of sample sites or detailed damage inspections, if available
- **FDOT Application requesting ER Funds**
  - FDOT prepares application letter requesting ER funds, using best estimates of damage at the time, accompanied by Damage Survey Summary Report



- **Finding of Eligibility**
  - FHWA Division Administrator notifies FDOT that ER funding for the disaster is approved. Generally occurs by end of week 9 following landfall.
  - Notification serves as the finding that a natural disaster or a catastrophic failure has occurred causing substantial damage to Federal-aid highways and that the disaster is eligible for ER funding.
- **Division Request for ER Allocation**
  - Concurrent with Finding of Eligibility, FHWA Division Office requests an allocation of ER funds from FHWA Office of Program Administration at FHWA headquarters in Washington, DC.



- **Detailed Damage Inspection Reports (DDIRs)**
  - Must be completed by the end of week 12 following landfall
  - Used to prepare the comprehensive list of projects (Program of Projects)
  - Upon initial authorization, any increase to a DDIR estimate of 20% or greater must be approved by FHWA
- **Program of Projects**
  - Prepared from project information in FDOT's Work Program Administration (WPA) database.
  - Should be completed and submitted to FHWA Division Office by the end of week 15 following landfall
  - Description and cost estimate for each project will be supported by a corresponding Detailed Damage Inspection Report

### 3. INNOVATIVE EMERGENCY RELIEF (ER) CONCEPT FOR PERMANENT SIGNS, LIGHTING & SIGNAL REPAIR PROJECTS

- a. FHWA signed Notice N5060.2. that allows state DOTs to create pre-event contracts for permanent repairs, which must follow the requirements established for Indefinite Delivery/Indefinite Quantity (ID/IQ) Contracting Method (<https://highways.dot.gov/safety/learn-safety/noteworthy-practices/indefinite-deliveryindefinite-quantity-idiq-contracting>). The scope for permanent sign repair was approved for statewide use in October 2011, and in November 2019 the permanent roadway lighting and permanent traffic signal repair were approved for statewide use by FDOT. The intent of these scopes is to procure contractors in advance of ER events for eventual permanent repair work. The main difference between these contracts and emergency repair contracts is that the work performed here is considered permanent restoration (will be

- reimbursed at the normal pro-rata share) and work must be approved by FHWA before commencing. Work that is undertaken before approval will not be eligible for ER reimbursement.
- b. FHWA Florida Division issued a Programmatic Agreement (PA) dated June 18, 2020 (Revised August 14, 2020), concurring with the boilerplate scopes of services and the WPI, therefore these contracts will be considered state-administered projects in accordance with the FHWA/FDOT Stewardship and Oversight Agreement. The requirements in the Programmatic Agreement (PA) serve to satisfy the required process and documentation needed in accordance with Section 8.b.(1) of FHWA Notice N5060.2.
- c. Several pre-event scopes of services have been developed by the State Maintenance Office and FHWA Florida Division office has approved their use by FDOT and local agencies. Districts electing to use these scopes must establish district-wide contracts in accordance with the requirements issued in the PA. The approved scopes are listed at:  
<https://www.fdot.gov/contracts/debris-removal/debris.shtm>
- (1) These pre-event contracts must be competitively bid, with a 3-week minimum advertisement and must include all required federal aid provisions found in construction contracts.
  - (2) Local agencies contracts must include scopes that are consistent with the approved scopes.
  - (3) Annual contract prices are to repair damage sites to the extent the DDIRs determine the amount of eligible work. If there are no eligible ER events - there would be no eligible federal-aid costs.
  - (4) All costs associated with establishing the pre-event contracts are not eligible for Federal-aid reimbursement. The work performed by these contracts will become eligible after an approved ER event, if reasonable and supported with approved DDIRs. FHWA determines an event's eligibility for federal participation under the emergency relief program.
  - (5) At the beginning of each hurricane season, districts will establish candidate zero dollar districtwide financial projects for signs, permanent lighting repairs, or for permanent signal repairs/replacement contracts (most signal repairs are classified as emergency, but some may be classified as permanent, depending upon the nature of the work). When an actual storm event/damage occurs, then financial projects will be established for the locations related to the specific event, DDIR, and Task Order.
  - (6) Prior to the contractor beginning work, the scope of the permanent repair work for each site will be assessed and quantities estimated with direction and inspection by the department or with state-hired construction, engineering, and inspection (CEI) with department oversight. FHWA must approve DDIRs.
  - (7) The department will establish new financial projects for each specific DDIR.

- (8) The department will issue new federal project numbers based on approved DDIR(s). All DDIRs/TWOs must receive FHWA initial authorization prior to start of construction.
- (9) Valid Roadway IDs and/or bridge/structure identification numbers must be programmed for all permanent repairs so that the department can assess if the site-specific location(s) have encountered more than one permanent repair from a disaster in accordance with 23 CFR 667.
- (10) The department will request federal AC authorization for these specific projects.
- (11) After receiving approved authorizations for site-specific projects, the department will issue site-specific task orders to the contractor. These task orders represent the contractor's notice to proceed with specific work identified in the associated DDIR.

## **E. FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)**

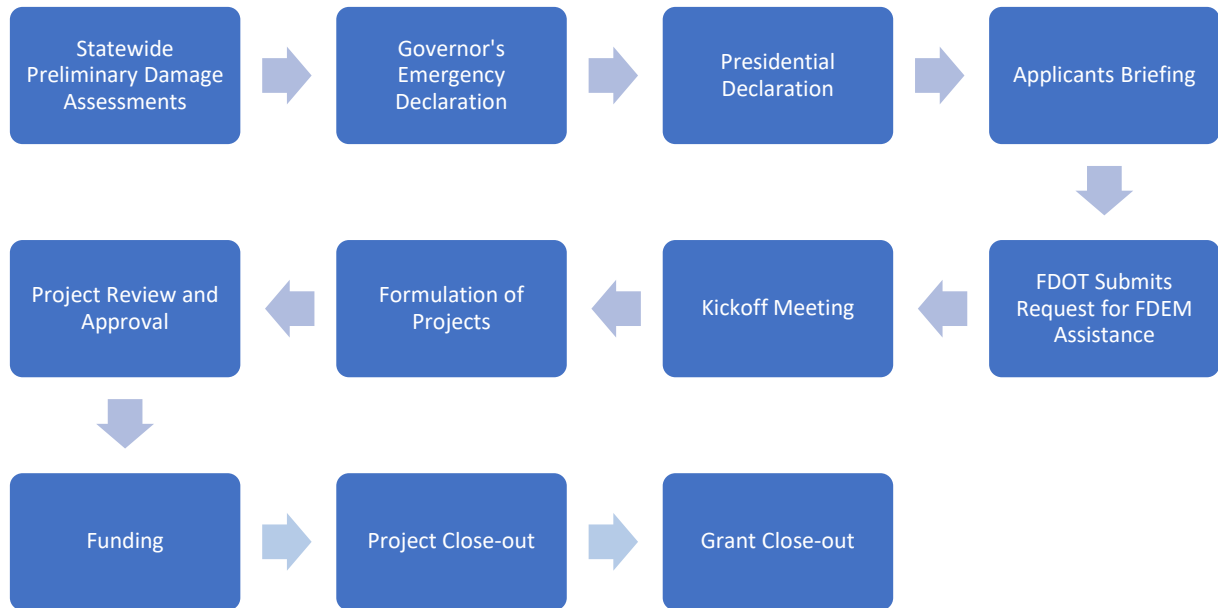
### **1. EMERGENCY WORK**

- a. Category A: Debris removal.
  - i. Initially **program all debris work** with FEMA fund code. The programming of any FHWA eligible debris work will be handled by the Central Office Emergency Management office and Central Office Work Program.
- b. Category B: Emergency Protective Measures.
  - i. Any pre-event work performed on the state highway system should be coded as county specific and use fund code FEMA unless notified by the Central Office Emergency Management office.
  - ii. Any post-landfall activities performed **on** the state highway system under Category B (phases 81, 82, 83, J2, N1, N2) should be coded as county specific and use fund code FEMA. Any changes needed will be handled by the Central Office Emergency Management office and the Central Office Work Program.
  - iii. Any post-landfall activities performed **off** the state highway system under Category B (phases 81, 82, 83, J2, N1, N2) should be coded as county specific and use fund code FEMA. Any changes needed will be handled by the Central Office Emergency Management office and the Central Office Work Program.

### **2. PERMANENT WORK**

Category C-G. All on-system permanent work will be sent to FHWA for reimbursement. However, any work performed off the state highway system through mission tasking may be submitted to FEMA for reimbursement. The Central Office Emergency Management office will request fund code changes from WP for any costs that may be submitted to FEMA.

### 3. TIMELINE ON FEMA PROCESSES



## F. PROGRAMMING GUIDELINES

### 1. GENERAL PROGRAMMING INFORMATION

Level	Trans System	Segment	Phase	Fund	County
<b>Central Office</b> Establish one work program item for <b>statewide emergency or disaster activities</b>	13	Segment 1 Preparedness	81 In-house operations	FEMA	99
			82 Operations Contract	FEMA	
		Segment 2 SEOC	A1 To record administrative costs that are NOT reimbursable by FHWA or FEMA (DDIR and project worksheet preparation, program/report development, reconciliations, central office travel to districts for administrative assistance, etc.)	DER	
			81 In-house operations to record costs related to the State Emergency Operations (SEOC) effort and the Barry Building EOC efforts; this would include purchases (e.g., meals for EOC employees, EOC supplies), possibly eligible for FEMA reimbursement	FEMA	
			82 Operations contract	FEMA	
			J2 Emergency/disaster contract management consultant	FEMA	



# Work Program Instructions

Tentative Work Program – FY 25/26-29/30

September 6, 2024

Level	Trans System	Segment	Phase	Fund	County
<b>Districts</b> Establish one work program item per <u>district</u> for <b>emergency or disaster activities</b>	Districts 1-7 <b>13</b> Turnpike <b>02</b> for turnpike or <b>04</b> for intrastate tolls	Segment 1 Activities	<b>A1</b> To record administrative costs that are not reimbursable by FHWA or FEMA (DDIR and project worksheet preparation, program/report development, reconciliations, central office travel to districts for administrative assistance and damage assessment.) <b>Initial damage assessments should be charged to phase A1 (additional damage assessments (DDIR) should be coded to the Item-segment-phase related to the assessment).</b>	DER	99
			<b>81</b> In-house operations to record costs related to the EOC effort; this would include purchases not directly related to actual recovery activities or repairs (e.g., meals for EOC employees, EOC supplies) possibly eligible for FEMA reimbursement	FEMA	
<b>Districts</b> Establish one work program item per <u>affected county</u> for <b>emergency or disaster activities</b>	Districts 1-7 <b>13</b> Turnpike <b>02</b> for turnpike or <b>04</b> for intrastate tolls	Segment 1 Preparedness	<b>81</b> In-house operations	FEMA	As appropriate
			<b>82</b> Operations Contract	FEMA	
			<b>N1</b> Evacuation in-house	FEMA	
			<b>N2</b> Evacuation Operations Contract	FEMA	
		Segment 2 Activities	<b>82</b> Operations contract	FEMA	
			<b>83</b> Purchases to record costs for goods obtained for use in actual recovery activities (e.g., fuel, phones), other EOC related purchases.  <b>**signs, signals, etc. should be purchased under the project specific repair</b>	FEMA	
			<b>J2</b> Emergency/disaster contract management consultant	FEMA	
				FEMA	
				FEMA	

# Work Program Instructions

Tentative Work Program – FY 25/26-29/30

September 6, 2024

Level	Trans System	Segment	Phase	Fund	County
<b>Districts 1-7</b> Establish one item per county for disaster recovery <b>sign repair</b>	<b>13</b> (initial estimates only)	Segment 1	<b>E1</b> In-house emergency sign repair/replacement	D	Countywide
			<b>E2</b> Emergency sign repair/replacement	D	
	<b>03</b> state highways	Segment 2	<b>E1</b> In-house emergency sign repair/replacement	D	As appropriate
			<b>E2</b> Emergency sign repair/replacement	D	
	<b>06</b> off state, on federal-aid system	Segment 3	<b>E1</b> In-house emergency sign repair/replacement	D	As appropriate
			<b>E2</b> Emergency sign repair/replacement	D	
	<b>16</b> off state, off federal-aid system	Segment 4	<b>E1</b> In-house emergency sign repair/replacement	D*	As appropriate
			<b>E2</b> Emergency sign repair/replacement	D*	
	<b>01</b> interstate	Segment 5	<b>E1</b> In-house emergency sign repair/replacement	D	As Appropriate
			<b>E2</b> Emergency sign repair/replacement	D	

Level	Trans System	Segment	Phase	Fund	County
<b>Districts</b> Establish one work program item per county for <b>disaster recovery</b>  Phases G1/G2 and K1/K2 are <b>initial estimates only</b> . Program site specific projects and reduce initial estimates accordingly within 30-45 days of event.  Phases D1/D2 must be programmed by county <b>NOT</b> districtwide or statewide - FEMA will not reimburse for non-county specific projects.	Districts 1-7 <b>13</b>  Turnpike <b>02</b>	Segment 1	<b>D1</b> In-house emergency debris removal	FEMA	Countywide
			<b>F1</b> In-house emergency signal repair/replacement	D or PKER	
			<b>G1</b> In-house emergency road repair	D or PKER	
			<b>H1</b> In-house emergency bridge repair	D or PKER	
			<b>K1</b> In-house emergency facilities repair/replacement	D or PKER	
			<b>L1</b> In-house emergency maintenance of traffic	D or PKER	
			<b>61</b> In-house emergency CEI	D or PKER	
			<b>D2</b> Emergency debris removal/monitoring	FEMA	
			<b>F2</b> Emergency signal repair/replacement	D or PKER	
			<b>G2</b> Emergency Road repair	D or PKER	
			<b>H2</b> Emergency bridge repair	D or PKER	
			<b>K2</b> Emergency facilities repair/replacement	D or PKER	
			<b>L2</b> Emergency maintenance of traffic and service patrol	D or PKER	
			<b>62</b> Emergency CEI	D or PKER	
	Districts 1-7 <b>16</b> off state/off federal system  Turnpike <b>04</b> intrastate tolls	Segment 2	<b>D1</b> In-house emergency debris removal	DER*	Countywide
			<b>F1</b> In-house emergency signal repair/replacement	DER*	
			<b>G1</b> In-house emergency road repair	DER*	
			<b>H1</b> In-house emergency bridge repair	DER*	
			<b>K1</b> In-house emergency facilities repair/replacement	DER*	
			<b>L1</b> In-house emergency maintenance of traffic (to include contra-flow ops.)	DER*	
			<b>61</b> In-house emergency CEI	DER*	
			<b>D2</b> Emergency debris removal/monitoring	DER*	

			<b>F2</b> Emergency signal repair/replacement	DER*
			<b>G2</b> Emergency Road repair	DER*
			<b>H2</b> Emergency bridge repair	DER*
			<b>K2</b> Emergency facilities repair/replacement	DER*
			<b>L2</b> Emergency maintenance of traffic and service patrol (to include contra-flow ops.)	DER*
			<b>62</b> Emergency CEI	DER*

\*See j below for usage of FEMA fund code

- a. **Initially** program all emergency/disaster items as follows:
  - (1) Work mix **0061** (Emergency Operations).
  - (2) Program number **26** (Disaster Recovery). Once a unique budget category and program number have been established, programming will be adjusted.
  - (3) **D, FEMA** or **PKER** funds. Use **D** for FHWA eligible projects until ACER or the appropriate ER fund can be programmed – Refer to table for fund code selection.
  - (4) **DER, PKMx** or **TMxx** for non-eligible costs. Refer to table for fund code selection.
  - (5) Program non-turnpike toll roads using the appropriate **TMxx** fund codes.
  - (6) Estimate programming amounts on each item/phase.
  - (7) Contract class **4** for emergency repair projects. Contract class **2** if the work will be performed by the locals.
- b. Drop all unused/non-applicable phases no later than **30 calendar days** after event. To reduce the number of “place holder estimates,” Central Office will identify and drop phases showing no activity after **45 days**.
- c. Emergency repair site-specific projects – Establish a new item segment/phase(s) for each road, bridge, or facility repair project.
  - (1) FCO Coordinators should immediately contact the Central Office Comptroller’s Property and Insurance section with a list of buildings damaged in emergencies/disasters.
- d. Permanent restoration – Establish a new item segment/phase(s) for each permanent restoration project.
- e. Work performed by local governments.
  - (1) Establish a new item segment for each local agency performing work.
  - (2) Establish the appropriate phases described above using phase type 4.
  - (3) Program LFF if emergency repairs go beyond 270 days after landfall or local government performs permanent repairs on any off the State Highway System but on the Federal Highway System roads.

- (4) Program LFF on those amounts in excess of that which is reimbursable by FHWA, allocation type 4.
- f. Program ACER for only those amounts reimbursable by FHWA. Railroad sign and signal repair.
  - (1) Establish a new item segment for each railroad requiring repairs.
  - (2) Establish the appropriate phase(s) described above using phase type 7.
- g. Use the emergency event identifier EC on the Item Segment Definition (WP01) screen for emergency/disaster candidate items. Change the event identifier provided by Central Office Work Program prior to requesting item to be adopted.
- h. The extra description must include the emergency event and the date the emergency/disaster was identified. Example: Emergency work/cleanup for Tropical Storm Jerry, Emergency Management Center notification received on August 24, 20XX.
- i. For projects using FHWA (ER, ACER) funds, include the DDIR number in the extra description.
- j. Program Transportation System 16 (off state/off federal) with FEMA **only** if a mission was approved and tasked by the department. If no mission request, locals are responsible for work.
- k. Program permanent repair with contract class 1, 5 or 9, as appropriate.
- l. Phases D1/D2 district pre-event contracts for debris work may be executed **without** an encumbrance. Task work orders can be issued for each applicable county once estimates and encumbrances are established.
- m. **On-going construction projects** Emergency repair and permanent restoration:
  - (1) For disaster restoration and recovery costs on federally funded projects on the federal aid highway system (which were federally funded from the beginning of the construction contract):
    - (a) use the same federal funding source as was used to finance the construction contract.
    - (b) initially program phases D1/D2, using FEMA fund code, for debris removal (includes debris blown onto (or from flooding at) active on-going construction sites).
    - (c) create a new sequence and use the established program number for the event.

Example: To program emergency repair (including securing the site) due to Hurricane Ian for on-going construction on SR A1A from Spanish Waters Drive to Shelter Cove Drive, use the same federal fund as currently programmed (in this example, SA).

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	02	DW	SA	\$500,000	1	20XX

(2) On state funded construction projects:

- (a) use an eligible state fund(s) for disaster restoration and recovery costs.
- (b) Initially program phases D1/D2, using FEMA fund code, for debris removal (includes debris blown onto (or from flooding at) active on-going construction sites).
- (c) create a new sequence and use the established program number for the event.

Example: To program emergency repair (including securing the site) due to Hurricane Ian for on-going construction on SR 500 (US 441) from Lake Ella Road to Avenida Central, use an applicable state fund.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	02	DW	DS	\$25,000	1	20XX

- (3) Do not add the emergency event identifier to on-going construction projects. These costs will be tracked using the event specific program number. This may cause an edit in which the district should request an exception. See EDITEMPG in Chapter 44 of these instructions.
- (4) Refer to the Construction Project Administration Manual (CPAM), [Section 7.6.5](#), for potential impacts emergencies have on active construction projects.

**Note** on debris removal – generally speaking, the level of FEMA participation versus FHWA ER participation is related to presidential vs. gubernatorial disaster declarations and those counties specifically included in those declarations. Counties identified within the presidential declaration, may be eligible for FEMA funding for debris removal. For counties not identified in the presidential declaration but identified in the governor’s declaration, FHWA ER funding for debris removal may be available.

- (5) When issuing a supplemental agreement for disaster recovery and restoration costs:
- (a) program separate phases for associated costs on the same item segment as the original construction contract.
  - (b) multiple phases may be used in the same supplemental agreement, depending upon the type of work needed.

## **G. REFERENCES**

[Emergency Event Roles and Responsibilities](#)

Section [339.135\(7\)](#), F.S.

[Title 23 Code of Federal Regulations, Subchapter G, Part 668](#)

[Emergency Relief Manual \(Federal-Aid Highways\)](#)

[IIJA HR 3684 Section 11107](#)

[FDOT: Emergency Management](#)

[Emergency Report](#)

[FEMA PAPPG](#)

## PART III - CHAPTER 11: ENVIRONMENTAL

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## **PART III - CHAPTER 11: ENVIRONMENTAL**

### **A. CONTAMINATION ASSESSMENT AND REMEDIATION (CAR)**

#### **1. OVERVIEW**

The contamination assessment and remediation (CAR) program provides funds for the identification and evaluation of potential contamination problems within or adjacent to existing or proposed R/W and for the remediation and clean-up of known contamination sites. The desired approach on proposed transportation improvements is to discover all contamination problems as early in the project development process as possible in order to limit or avoid liability by the Florida Department of Transportation (department), establish remediation costs, prevent delays during construction, supply information for the property valuation during the acquisition process, and identify appropriate worker safety concerns. For department owned facilities, this program may be used to evaluate suspected contamination problems, spills, or other incidents, including the development of remediation plans and the cost of the remediation work. The Federal Highway Administration (FHWA) has approved hazardous waste contamination assessment and remediation activities as qualifying for federal reimbursement.

Note: When remediation work is performed after the construction phase (routine maintenance of the site), refer to the Maintenance chapter of these instructions for programming guidelines.

#### **2. IMPACT ON COST ESTIMATES**

Districts cannot know the full extent of contamination or the costs of cleanup for most projects in the later years of the work program. Therefore, it will be necessary for districts to include an estimate of future CAR costs when programming reserve boxes in the tentative work program.

Per Procedure [650-000-001](#), Project Development and Environment Manual, prior to R/W acquisition, a level one (contamination screening evaluation) and level two (contamination impact assessment) investigation is necessary. Levels one and two should be completed prior to when the R/W phase would normally begin. After the impact to construction has been assessed, either consideration of avoidance or a remedial action plan on how to accomplish the contamination clean-up must be completed. This should be done early enough in the project design process in order to limit or avoid department liability, establish remediation costs, prevent delay claims during construction, identify appropriate worker safety concerns, and supply information for the property valuation during the acquisition process.

A remedial action plan and its associated cost should be provided to the district work program manager as early as possible for inclusion in the tentative work program. When the construction project cost estimates are available from the project manager, the district work program manager will then have the complete picture of budgetary needs to do the project. It is critical that the district work program manager receive the best information possible in order to program the project's cost estimate in the Tentative Work Program. To the greatest extent possible, the FDOT should remediate only those areas located within existing FDOT R/W and avoid exacerbation of existing off-site soil or groundwater contamination.



For projects with petroleum contamination, the districts shall review the FDOT/ Florida Department of Environmental Protection (FDEP), Memorandum of Understanding (MOU) dated June 16, 2014 addressing discharges of petroleum pollutants for an economically significant project. Three options have been identified for remediation of petroleum contamination at eligible sites that are determined to be impacting economically significant transportation projects. These options are:

- FDEP will complete assessment and/or remediation ahead of the road work. This is the most efficient option.
- For immediate work, FDEP will issue a purchase order to FDOT for a proposal prepared by a FDOT contractor.
- FDEP will reimburse FDOT for work completed by their contractor.

### **3. PROGRAMMING GUIDELINES**

- For in-house charges relating to CAR contracts such as on-site inspections, consultant review, etc., the following phases should be used with program number 00 and the appropriate transportation system:

- Phase 21 (project development and environmental - PD&E) should be used to support activities required to conduct PD&E studies for specific transportation improvements.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
21	01	00	DIH	\$10,000	1	20XX

- Phase C1 (environmental) should be used when environmental activities are necessary to support statewide or districtwide program efforts.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C1	01	00	DIH	\$10,000	1	20XX

- Phase 71 should be used during operations and maintenance.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
71	01	00	D	\$10,000	1	20XX

- Preliminary assessment (screening) work, in accordance with Procedure 650-000-001, Project Development and Environment Manual, will be initiated during the PD&E phase accordingly; the assessment portion of the contract will be programmed as part of the PD&E contract on phase 22.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
22	01	00	DS	\$10,000	1	20XX

- Detailed assessments and remediation work may also be accomplished during the design and R/W phases. When this occurs, use program phase C2 (environmental consultant/contracts).

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C2	01	00	DS	\$10,000	1	20XX

- For remediation of petroleum contamination based on a proposal by the FDOT contractor. Please notify the General Accounting Office, LFA Section when utilizing DEP funds as the source of programming for contamination work. The original programming will use LFU funds with allocation type 1 and the same amount of district allocated state funds, allocation type 6 with a sequence 99. LFU estimates will remain and be adjusted as the local funds are received. The district work program managers will reduce the LFU estimate and like amount of district allocated and increase the LF estimate by this amount.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C2	01	00	LFU	\$10,000	1	20XX
C2	99	00	DS	\$10,000	6	20XX

## **B. CULTURAL ASSESSMENTS**

### **1. OVERVIEW**

The National Historic Preservation Act of 1966, as amended, and Chapters [253](#) and [267](#), Florida Statutes, contain legislation requiring an archaeological and historical resource assessment on all transportation projects. These cultural assessments are accomplished as part of the PD&E work on a project, and in almost all cases the work is performed by consultants.

### **2. PROGRAMMING GUIDELINES**

- For in-house charges relating to cultural assessments, such as on-site inspections, consultant reviews, etc., the following phases should be used with program number 00 and the appropriate transportation system:
  - Phase 21 should be used when supporting PD&E activities.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
21	01	00	DIH	\$10,000	1	20XX

- Phase C1 should be used when supporting environmental activities necessary to support statewide or districtwide efforts not directly related to a specific PD&E project.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C1	01	00	DIH	\$10,000	1	20XX

- Standard project related surveys and assessments will be programmed on phase 22 and program number 00.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
22	01	00	DS	\$10,000	1	20XX

- Use phase C2, program number 00 for the following activities:
  - Excavations of significant archaeological sites as a result of project related activities
  - Relocation of historically significant properties as a result of project activities
  - Emergency cultural resource activities discovered during the R/W or construction phases of a project
  - Rehabilitation of structures as a result of project related activities and emergency cultural resource activities for sites discovered during the construction phase of a project
  - Non-project related activities, such as inventories, assessments and maintenance, or development of a preservation plan of department owned properties

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C2	01	00	DS	\$10,000	1	20XX

## **C. ENVIRONMENTAL RESOURCE PERMITS**

### **1. OVERVIEW**

The following two methods are used by the department to obtain environmental resource permits from the Department of Environmental Protection (DEP), water management districts (WMD), and local governments:

### **2. PROGRAMMING GUIDELINES**

- Payment is made by a consultant directly to the WMD or to DEP: use phase 32 and program number 00.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
32	01	00	DS	\$10,000	1	20XX

- Payment is made directly to the WMD or to the DEP by the department: use phase C8 and program 00.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C8	01	00	DS	\$10,000	1	20XX

Note: If funded by federal funds, it is critical that funds are authorized prior to making the payment.

## **D. NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PROGRAM / MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) PROGRAM**

Instructions for the NPDES-MS4 program have been moved to Part III, Chapter 20, Maintenance.

## **E. ADVANCED ENVIRONMENTAL MITIGATION**

### **1. OVERVIEW**

A statewide program using DEM funds (state) has been established for the purchase of advanced mitigation of wetlands and other surface water impacts and species impacts of transportation projects and for ecosystem or environmental management projects. DEM funds can be used to perform mitigation related activities, research, wildlife crossing enhancements, and to purchase land for future environmental mitigation opportunities. The program is intended to provide funds to take advantage of mitigation opportunities in areas of the state where mitigation options are quickly disappearing or will become cost-prohibitive due to urbanization, uniqueness or competitive factors, address wildlife vehicle collision hotspots, and which may include but not be limited to providing for mitigation opportunities which may serve more than one District. Coordination with the appropriate regulatory agency is required when compensatory mitigation is proposed. Funds can be programmed for district use in coordination with the Office of Environmental Management (OEM).

The department has allocated \$6 million annually (beginning in fiscal year 2015) for this program. DEM funds can be used for research, planning, design, right of way acquisition, and construction of mitigation sites as well as purchase of mitigation credits and management costs associated with mitigation projects.

### **2. PROJECTS QUALIFYING FOR DEM FUNDS**

- Advance mitigation for wetland and species impacts of transportation projects.
- Projects that complement other state land acquisition initiatives and the conservation and recreational lands program, greenways program, ecosystem management program and others.
- Proposals for land acquisition and ecosystem management when these projects provide mitigation opportunities or meet mitigation needs.
- Research projects supporting ecosystem and environmental management.
- Wildlife vehicle collision prevention projects including wildlife crossings, bridge retrofits and wildlife fencing projects.

### **3. PROJECT SELECTION**

Projects are nominated, selected, and approved based on the following:

- The district(s) will propose and submit projects to the OEM for determination of applicability and prioritization. Inter-district coordination of multiple projects is encouraged. Proposed projects

or activities should be programmed by the districts as candidate projects in the work program pending approval.

- The Director of OEM will approve projects for DEM funding. Funds for this program will initially be boxed until such time as candidate projects are approved and then programmed.
- OEM will notify the district(s) of project approval and the district(s) will proceed with programming of DEM funds. The district(s) will notify OEM of completion of programming activities for the approved project.
- Districts receiving DEM funds must provide annual updates to OEM on the status of the approved project until DEM funds have been exhausted. DEM funds not needed for a project must be returned to OEM for use in other qualifying projects.

#### **4. PROGRAMMING GUIDELINES**

- For advance mitigation projects, the following phases should be used with program 70:
  - Use a C2 phase for purchase of credits, studies, management or planning.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C2	01	70	DEM	\$10,000	1	20XX

- Use a 32 phase when the department will design the mitigation.
- Use a 4X phase for land purchases when purchase price is based on the value of the land.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
4X	01	XX	DEM	\$10,000	1	20XX

- Use a 52 phase for when the department will construct the mitigation.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	70	DEM	\$10,000	1	20XX

- In-house costs should be programmed with DIH or HP funds.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
21	01	00	DIH	\$10,000	1	20XX

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C1	01	00	DIH	\$10,000	1	20XX

- DEM funds may be used for R/W land acquisition when the purchase price is based on the value of the land, including R/W, OPS and consultants. These projects will be programmed to the appropriate 4X phase.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
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41	01	00	DIH	\$10,000	1	20XX
43	01	00	DEM	\$50,000	1	20XX

- DEM funds can be used for mitigation bank credit purchases. Projects should be programmed with phase C2 and program number 70 (environmental mitigation).

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C2	01	70	DEM	\$10,000	1	20XX

- DEM funds can be used for ecosystem or environmental management projects with another governmental agency including any studies and management or planning associated with such projects. Projects should be programmed with phase C2, unless specifically for mitigation, which should be programmed as phase C8 and program number 70.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C8	01	70	DEM	\$10,000	1	20XX

- DEM funds can be used for mitigation design and construction. Projects should be programmed with phase 32 and/or phase 52 and program number 70.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	70	DEM	\$10,000	1	20XX

Note: Approved district projects may require the transfer of both funds and budget to the district.

## **F. ENVIRONMENTAL MITIGATION – WETLANDS**

### **1. OVERVIEW**

Section [373.4137](#), F.S. denotes that environmental mitigation for the impact of transportation projects proposed by the department or a transportation authority established pursuant to Chapter [348](#) or Chapter [349](#), F.S., can be more effectively achieved by regional long-range mitigation planning rather than on a project by project basis. It is the intent of the Legislature that the department fund wetlands mitigation to cover the adverse wetland effects of transportation projects. The mitigation is carried out by using mitigation banks and any other mitigation options that satisfy state and federal requirements. Mitigation can also be carried out by the DEP, the WMD or the department. This legislation does not address uplands environmental mitigation.

By July 1 of each year, the department or a transportation authority established pursuant to Chapter [348](#) or Chapter [349](#), F.S., which chooses to participate in the program, shall submit a list of its projects in the work program to be adopted on July 1 and an environmental impact inventory of habitats, which may be impacted by its plan of construction for transportation projects in the next three years of the tentative work program (i.e., if the adopted work program is for fiscal year 2022 - 2026, the next three years of the tentative would be fiscal years 2023, 2024 and 2025). The department or a transportation authority established pursuant to Chapter [348](#) or Chapter [349](#), F.S., may also include in its inventory the habitat impacts of any future transportation project and current year funds may be used to fund these mitigation activities.

Once the mitigation plan is developed, no programming changes for mitigation funds may be made until the WMD is contacted and a determination is made as to the status of the mitigation.

To fund the development and implementation of the mitigation plan for the projected impacts identified in the environmental impact inventory, the department shall identify funds quarterly within the State Transportation Trust Fund for the environmental phase of the projects budgeted by the department for the current fiscal year.

In accordance with section [373.4137\(3\)\(e\)](#), F.S., “For mitigation activities occurring on existing water management district or Department of Environmental Protection mitigation sites initiated with Department of Transportation mitigation funds before July 1, 2013, the water management district or the Department of Environmental Protection, as appropriate, shall invoice the Department of Transportation or a participating transportation authority at a cost per acre of \$75,000 multiplied by the projected acres of impact as identified in the environmental impact inventory”.

Each July 1, the cost per acre shall be adjusted annually, based on the percentage change in the Consumer Price Index (CPI). Listed below are the costs per acre to be used in programming payments to DEP and the WMDs. The first year is the actual CPI adjusted cost per acre and the remaining five years is an estimate for programming future year payments.

<u>FISCAL YEAR</u>	<u>COST PER ACRE</u>
2024/25	\$ 144,319
2025/26	\$ 149,115
2026/27	\$ 152,707
2027/28	\$ 156,418
2028/29	\$ 160,087
2029/30	\$ 163,434

In accordance with section [373.4137\(3\)\(d\)](#), F.S., for projects identified in the Environmental Impact Inventory on or after July 1, 2014, the department will provide funding to the DEP or WMD to offset only the impacts of transportation projects identified including planning, design, construction, maintenance and monitoring, and other costs necessary. The DEP or WMD will provide an estimate of funds required for mitigation services. Section [373.4137](#), F.S. does not specify a mitigation cost per credit when the department selects to purchase mitigation credits through a Mitigation Bank or In Lieu Fee entity. The department should estimate the amount of funds needed to fund the DEP or WMD for mitigation services or to purchase the appropriate number of credits needed to offset project impacts.

Beginning in fiscal year 2009/10, each WMD shall be paid a lump-sum amount per acre based on the above table for federally and non-federally funded transportation projects that have an approved mitigation plan. All mitigation costs including, but not limited to, the costs of preparing conceptual plans and the costs of design, construction, staff support, future maintenance and monitoring the mitigation areas shall be funded through these lump-sum amounts.

The mitigation plan shall be updated quarterly to reflect the most current department work program and project list of a transportation authority established pursuant to Chapter [348](#) or Chapter [349](#),

F.S., if applicable, and may be amended throughout the year to anticipate schedule changes or additional projects, which may arise.

In developing the tentative work program, districts must program environmental mitigation to be accomplished by mitigation banks, the DEP, the WMDs or the department.

## **2. PROGRAMMING GUIDELINES**

- Specific projects may be excluded from the mitigation plan, in whole or in part, and are not subject to this section upon the election of the department, transportation authority, if applicable, or the appropriate WMD. In these cases, mitigation can be programmed using the environmental phase (phase C2) and program number 70 for projects which will be mitigated through the purchase of mitigation bank credits or can be programmed using the construction phase (phase 5X) and program 70 for projects which will be mitigated by department.

Note: Mitigation bank credits can be purchased in advance.

- To separate environmental payments to mitigation banks, program phase C2 and program number 70. The phase C2 may be programmed in advance and the funding can be used to make such purchases in advance.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C2	01	70	DS	\$10,000	1	20XX

- To separate environmental payments to the WMD or other governmental agency, program phase C8 (Environmental Other Agency) and program number 70. The phase C8 may be programmed three years in advance, but not later than the year of construction. Caution should be exercised to avoid programming too early where permits may expire.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
C8	01	70	XXXX	\$10,000	1	20XX

- To program environmental mitigation that is built by the department, use phase 52 and program number 70.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	70	DS	\$10,000	1	20XX

- If the project is eligible for federal aid participation, FHWA has agreed to 100% participation in our environmental mitigation program. Therefore, it is critical that funds are authorized prior to making payment.
- R/W and bridge bond funds may not be used to fund phase C8, unless associated with a bridge construction project.
- In order to facilitate reporting by WMD, use the following item group identifiers when programming environmental mitigation projects:
  - NWF - Northwest Florida Water Management District



- SR - Suwannee River Water Management District
- SJ - St. Johns Water Management District
- SWF - Southwest Florida Water Management District
- SF - South Florida Water Management District

## **G. TRANSPORTATION ALTERNATIVES PROGRAM**

See the Transportation Alternatives Program Section of Part IV, Federal-Aid Programs Administered by Federal Highway Administration (FHWA), of these instructions.

## **H. REFERENCES**

Chapter [253](#), F.S.

Chapter [267](#), F.S.

Chapter [348](#), F.S.

Chapter [349](#), F.S.

Section [373.4137](#), F.S.

[Florida Greenbook](#), Pedestrian Facilities

Manual, [Plans Preparation](#), Shared Use Paths

Section [339.135](#), F.S.

Section [373.4137](#), F.S.

Sections [335.065\(4\)](#) and [\(5\)](#), F.S.

Procedure [350-020-200](#), Contract Funds Management – Funds Approval

Procedure [350-020-300](#), Locally Funded Joint Participation Agreements (Non-PTO) Financial Provisions and Processing

Procedure [650-000-001](#), Project Development and Environment Manual

Procedure [650-000-002](#), Efficient Transportation Decision Making Manual

Policy [000-625-001](#), Environmental Policy

[Transportation Alternatives Set-Aside Program Guidance and Procedures \(windows.net\)](#) To access the program plan crosswalk use the link below:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>



## **PART III - CHAPTER 12: FEDERAL AID FUNDS USED OFF THE STATE HIGHWAY SYSTEM**

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## **PART III - CHAPTER 12: FEDERAL AID FUNDS USED OFF THE STATE HIGHWAY SYSTEM**

### **A. OVERVIEW**

The Florida Department of Transportation's (department's) policy is to "soft match" all federal funds which are eligible for soft matching with toll credits and which would otherwise require a non-federal match. If sufficient hard match of state and local funds is associated to the federal project, soft-match will not be necessary. The Federal Aid Management System (FAMS) performs this calculation in the background and any necessary soft-match is recorded in the subsidiary ledger of the database established for this purpose. For further information related to "soft match," see "Use of Toll Credits for Non-Federal Share" in the Federal Aid Programs chapter of these instructions. For more information on federal funds, see the Federal Aid Programs chapter of these instructions.

Damages to roads on the Federal Aid Highway System, including roads off the State Highway System (SHS) may be eligible for emergency relief funding. Expenses for emergency repairs performed more than 270 days after the event and expenses for permanent repairs may be reimbursed by FHWA at a percentage less than 100%. In the event that the percentage reimbursable is less than 100% for roads off the SHS, with the exception of emergency repairs performed by the department more than 270 days after the event, the local agency with ownership of the road will be responsible for any amounts not reimbursable by Federal Highway Administration (FHWA). The emergency relief program is not eligible for soft matching with toll credits. For more information on FHWA's Emergency Relief Program please see Part III, Chapter 11, Environmental, of these instructions.

### **B. OFF THE STATE HIGHWAY SYSTEM PROJECT DELIVERY**

Off-system projects are defined as projects not located on the State Highway System. The department's primary mechanism for delivering off-system projects included in the Five-Year Adopted Work Program is the Local Agency Program (LAP) as defined the LAP chapter of these Work Program Instructions. In certain circumstances, a local agency may be unable to deliver a prioritized off-system project and request the department deliver the project on the agency's behalf. A local agency governing board(s) must approve a resolution or equivalent approval (hereinafter collectively referred to as the "resolution") endorsing the department's delivery of the project. This holds true whether the department delivers the project on behalf of an agency unable to deliver the project, or if the department is delivering the project for efficiency, innovation, cost or time savings, or other reasons that may optimize project delivery.

Resolutions endorse the department's delivery of the project within the local agency's right of way/local jurisdiction. Multi-jurisdictional projects must be endorsed by each affected agency. Endorsed resolutions shall describe the project using the identification information as provided by the local agency in the project application or as identified in the Department's Adopted Work Program. Local agencies that are not able to endorse the department's delivery of the off-system project via resolution will be required to administer the project(s).

Resolutions shall be obtained from the local agency no later than October 1 of the prior fiscal year in which the project is programmed for delivery. Projects added in current year shall be endorsed as soon as possible, but no later than 60 days prior to the department letting of the contract.

The department is responsible for establishing project delivery roles and responsibilities with the local governments for inclusion in project agreements. The local government should be made aware that any non-participating costs (FHWA will not reimburse the department for these costs) will be their responsibility and this wording included in the agreement. When the initial contingency pay item is established for off-system federally funded projects, it should be funded with local funds. In the rare occasion that the locals cannot contribute, then the eligible state fund for local programs (TRIP, CIGP, SCOP, SCRAP, etc.) will be used for the initial contingency pay item to allow the project to commence. The use of the eligible state fund will need approval from the Office of Work Program Development on a case by case basis, prior to the programming of the state fund. The actual total amount attributable to the initial contingency will be the final non-participating costs.

## **C. PROGRAMMING GUIDELINES**

To demonstrate the programming of federal funds used off the SHS, one project will be used as an example. This project is to be programmed with STP urban funds (SU). A similar methodology is used for programming STP non-urban (SL) funds.

Example: A construction phase funded with SU funds (STP urban funds) for work off the SHS. The construction cost of the project in the example is \$1,000.

### **1. FUND CODES**

There are several different fund codes used to program local funds depending upon how the local funds are being used, as follows:

LF – Used to program local funds that are not used as a match for federal dollars for non-participating items (items not eligible for federal funding, such as decorative lighting on a

project that is off the SHS) or for utility relocation that is not on an interstate project. LF should also be used to program non-budgeted (allocation type 4) local funds, that are not used as a match for federal dollars.

LFP – Used to program local funds that are not used as a match for federal dollars but will be used towards participating items (items eligible for federal aid).

See Chapter 18, Local Funds, for additional programming conventions for other types of local funds.

## **2. PROGRAMMING STP URBAN FUNDS**

The department will manage the project (the locals will provide funds to the department to be deposited into the State Transportation Trust Fund (STTF), or the Turnpike General Reserve Trust Fund, or escrow account with the Department of Financial Services (DFS), pursuant to the locally funded agreement):

Local government participating funds - Use LFP to program the local participation. In this example, that amount is \$400.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>% OBLIGATED in FAMS</u>
52	01	SU	\$600	1	100%
52	01	LFP	\$400	1	

The local government will manage the project (the local funds are not required for deposit):

Local government participating funds - Use LFP to program the local participation. In this example, that amount is \$400. Use allocation type 4 since the local funds will not flow through the department.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>% OBLIGATED in FAMS</u>
58	01	SU	\$600	1	100%
58	01	LFP	\$400	4	

The local government will advance the funding for the project with payback by the department. The department will manage the project (the locals will provide funds to the department to be deposited into the STTF, or the Turnpike General Reserve Trust Fund, or escrow account with the DFS, pursuant to the locally funded agreement):

Local government provides matching funds - local funds that will be paid back are programmed with the LFR/LFRF fund code, as appropriate with a fund allocation type of 1. The pay back is programmed with the SU fund code and an allocation type of 1. The programming will be as follows:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PGM #</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC</u>	<u>% OBLIGATED</u>	<u>YEAR</u>
					<u>TYPE</u>	<u>in FAMS</u>	
52	01	05	LFR	\$1000	1		2022
A8	01	39	ACSU	\$1000	1	100%	2024
A8	01	52	SU	\$1000	1		2024

The local government will advance the funding for the project with payback by the department. The local government will manage the project (the local funds are not required for deposit):

Local government provides matching funds - local funds that will be paid back are programmed with the LFR/LFRF/LRSC fund code, as appropriate with a fund allocation type of 4. The pay back is programmed with the SU fund code and an allocation type of 1. The programming will be as follows:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PGM #</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC</u>	<u>% OBLIGATED</u>	<u>YEAR</u>
					<u>TYPE</u>	<u>in FAMS</u>	
58	01	05	LFR	\$1000	4		2022
A8	01	39	ACSU	\$1000	1	100%	2024
A8	01	52	SU	\$1000	1		2024

Note: For additional information on the local government advance/reimbursement program, please see Part III, Chapter 18, Local Funds.

### **3. PROGRAMMING STP NON-URBAN FUNDS**

The department will manage the project (the locals will provide funds to the department to be deposited into the STTF, or the Turnpike General Reserve Trust Fund, or escrow account with the DFS, pursuant to the locally funded agreement):

Local government participating funds - Use LFP to program the local participation. In this example, that amount is \$400.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>% OBLIGATED in FAMS</u>
52	01	SL	\$600	1	100%

52            01            LFP            \$400            1

The local government will manage the project (the local funds are not required for deposit):

Local government participating funds - Use LFP to program the local participation. In this example, that amount is \$400. Use allocation type 4 since the local funds will not flow through the department.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>% OBLIGATED in FAMS</u>
58	01	SL	\$600	1	100%
58	01	LFP	\$400	4	

The local government will advance the funding for the project with payback by the department. The department will manage the project (the locals will provide funds to the department to be deposited into the STTF , or the Turnpike General Reserve Trust Fund, or escrow account with the DFS, pursuant to the locally funded agreement):

Local government provides matching funds - local funds that will be paid back are programmed with the LFR/LFRF fund code, as appropriate with a fund allocation type of 1. The pay back is programmed with the SL fund code and an allocation type of 1. The programming will be as follows:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PGM #</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>% OBLIGATED in FAMS</u>	<u>YEAR</u>
52	01	05	LFR	\$1000	1		2022
A8	01	39	ACSL	\$1000	1	100%	2024
A8	01	52	SL	\$1000	1		2024

The local government will advance the funding for the project with payback by the department. The local government will manage the project (the local funds are not required for deposit):

Local government provides matching funds - local funds that will be paid back are programmed with the LFR/LFRF fund code, as appropriate with a fund allocation type of 4. The pay back is programmed with the SL fund code and an allocation type of 1. The programming will be as follows:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>% OBLIGATED in FAMS</u>	<u>YEAR</u>
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<u>PGM</u>						
<u>#</u>						
58	01	05	LFR	\$1000	4	2022
A8	01	39	ACSL	\$1000	1	100% 2024
A8	01	52	SL	\$1000	1	2024

#### 4. PROGRAMMING EMERGENCY RELIEF (ER) FUNDS

When the department manages a permanent repair project off the SHS where the locals will provide funds to the department to be deposited into the STTF or the Turnpike General Reserve Trust Fund, or escrow account with the DFS, pursuant to the locally funded agreement.

Local government provides matching funds - Local funds required to match federal aid funds that flow through the department, will be programmed with an allocation type 1 and will carry the LFF fund code. The programming will be as follows:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>% OBLIGATED in FAMS</u>
52	01	ACER	\$820	1	100%
52	01	LFF	\$180	1	

When a local government manages an emergency repair project off the State Highway System and repairs are performed more than 180 days after the event or a permanent repair project off the State Highway System where the local funds are not required for deposit.

Local government provides matching funds - Local funds required to match federal aid funds that will not flow through the department, will be programmed with an allocation type 4 and will carry the LFF fund code. The programming will be as follows:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>% OBLIGATED in FAMS</u>
58	01	ACER	\$820	1	100%
58	01	LFF	\$180	4	

## D. REFERENCES

Section [339.135](#), F.S.



## PART III - CHAPTER 13: FIXED CAPITAL OUTLAY

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## **PART III - CHAPTER 13: FIXED CAPITAL OUTLAY**

### **A. OVERVIEW**

#### **1. DEFINITION**

Section [216.011\(1\)\(r\)](#), Florida Statutes (F.S.), defines fixed capital outlay (FCO) as the appropriation category used to fund real property (land, buildings, including appurtenances, fixtures and fixed equipment, structures, etc.), including additions, replacements, major repairs, and renovations to real property which materially extend its useful life or materially improve or change its functional use including furniture and equipment necessary to furnish and operate a new or improved facility, when appropriated by the Legislature in the FCO appropriation category.

In accordance with the Executive Office of the Governor (EOG) Capital Improvement Program Plan Instructions, glossary definitions, the FCO budget category **cannot** be used for the following:

- Normal, routine maintenance repairs that are a part of an ongoing maintenance program implemented by Florida Department of Transportation (department) employees
- Replacements of movable equipment or furnishings
- Equipment additions or replacements needed for facilities other than new ones or the improved portion of an existing facility

#### **2. TYPES OF FCO PROJECTS**

The FCO appropriations are comprised of three different types of buildings and grounds projects; major projects, statewide projects, and minor projects.

- FCO major projects are new facilities or major additions/renovations to existing facilities costing \$4 million or more over a single or multiple years. FCO major projects are named and budgeted in unique budget categories.
- FCO statewide projects are those which have broad application across the department such as environmental site restoration (budget category 088763) and underground storage tank program-statewide (budget category 088542), etc. Environmental site restoration projects are generally budgeted at the level requested in years two through five of the prior year budget request. If appropriate, a change in budget level may be requested.
- FCO minor projects are those that cost less than \$4 million and are designed to renovate, accommodate changing use requirements, appreciably extend the useful life, upgrade for more efficient use, or restore capacity to existing facilities. Minor projects are budgeted in the category for minor repairs/ improvement-statewide (budget category 080002).

#### **3. FCO PROGRAM EXCLUSIONS**

The FCO program excludes road and bridge facilities, such as: rest areas, welcome centers, radio towers/buildings, microwave towers/buildings, railroad cars/facilities, credit unions, motorist aid

towers/buildings, Fairbanks facilities, leased buildings, weigh facilities, bridge tender houses, toll/turnpike roadway facilities and buildings incidental to the roadway system. These facilities (i.e., non-FCO buildings) are supported by either the department's work program or operating budget categories.

#### **4. TURNPIKE ENTERPRISE**

The Florida Turnpike Enterprise (turnpike enterprise) FCO program is subject to the same level of review and control as other department buildings. Turnpike enterprise buildings, which are not involved in the collection of turnpike revenue or not directly related to a specific turnpike project, will be considered part of the department's FCO program. More specifically, those buildings on Florida's Turnpike System, which are primarily administrative in nature and not associated with collection of turnpike enterprise revenue, such as toll plazas, sales facilities, service stations, or facilities required for the operations of a specific revenue producing project, are included in the department's FCO program.

#### **5. FCO CERTIFICATION FORWARD**

FCO appropriations are certified forward on February 1<sup>st</sup> and June 30<sup>th</sup>. Based on written project justifications from FCO coordinators, the FCO program manager prepares the certification forward request for submittal to the budget officer.

- February 1<sup>st</sup> certification forward: As authorized on July 1<sup>st</sup>, the department has 19 months from the effective appropriation date to have a project under contract, per Section [216.301\(2\)\(a\)](#), F.S. Failure to meet this requirement may cause funds to revert. Historically, the EOG guidelines state in part that the appropriation may be certified forward if it falls within one of the following:
  - The appropriation is under contract (i.e., a formal contract between the state and a construction contractor exists or a notice to award has been issued to the selected competitive bidder)
  - The appropriation was made for a non-construction project (e.g., for land acquisition, planning, or design consulting fees necessary prior to construction)

FCO encumbrances and purchase orders are certified forward as of February 1st to a particular project, vendor and scope.

Note: Memo encumbrances for construction projects that have not yet been awarded to a contractor/vendor are subject to reversion if not under contract by January 31<sup>st</sup> per Section [216.301\(2\)\(b\)](#), F.S.

The department's budget officer submits its February 1st certification forward request to the EOG to certify outstanding obligations of FCO appropriations as of February 1st.

- June 30<sup>th</sup> certification forward: The department's Office of the Comptroller, in coordination with the Budget Office, prepares and submits its annual June 30<sup>th</sup> certification forward request to the EOG to certify outstanding obligations of FCO appropriations on or before August 1<sup>st</sup> per Section [216.301\(2\)\(c\)](#), F.S.

Note: FCO projects are excluded from the work program roll forward 12-month bid letting schedule. The FCO funds are programmed in the appropriation years and have 19 months to commit to contract.

## **B. PROGRAMMING GUIDELINES**

FCO projects are programmed with:

- Transportation System: 12
- Program Number: 37, unless otherwise noted
- FCO fund code (except for in-house phases, disasters and turnpike FCO projects; see the programming guidelines below for in-house phases; see Part III, Chapter 10, Emergencies/Disasters, for emergencies/disasters; see Part III, Chapter 41, Turnpike Enterprise and Other Toll Facilities, for turnpike projects). Note: FCO Coordinators should immediately contact the Central Office Comptroller's Property and Insurance section with a list of buildings damaged in emergencies/disasters. The phases used for FCO projects in the Work Program Administration (WPA) system include, but are not limited to, the following:

- Phase 31 – In-house preliminary engineering work performed by department staff on FCO projects is programmed with phase 31.

Note: Use program number 00, DIH funds and operating budget (salaries and benefits) for phase 31.

- Phase 32 - Projects requiring preliminary engineering/consultant design services (architectural, mechanical, structural or electrical) are programmed with phase 32.
- Phase 43 - Projects requiring land acquisition are programmed as phase 43.
- Phase 52 - FCO construction projects are programmed as phase 52. FCO projects are eligible for the department's design build program. Design/build contracts are to be identified in WPA as phase 52, contract class 9. To program stipends for design build projects, see Part III, Chapter 33, Special Contracting Methods. The Financial Management System will not automatically generate DIH funds when a phase 52 is added to a FCO project. If in-house funding is needed, it must be manually added.
- Phase 56 - FCO utilities projects are programmed as phase 56.
- Phase 61 – In-house construction support work performed by department staff on FCO projects is programmed as a phase 61.

Note: Use program number 00, DIH funds and operating budget (salaries and benefits) for phase 61.

- Phase 62 – FCO post design projects (construction, engineering and inspection) are programmed as phase 62.

- Phase 71 – In-house maintenance work performed by department staff on FCO projects is programmed as a phase 71. District FCO coordinators are responsible for notifying the district insurance coordinators as soon as the in-house maintenance is underway.

Note: Use program number 00, D funds and operating budget (salaries and benefits) for phase 71.

- Phase 72 - General operational (building and grounds) maintenance repair work is programmed as a phase 72. This work includes preventive and general maintenance repair activities and routine facility costs for the department's buildings and grounds maintenance and repair program when requested in the Legislative Budget Request.

Note: Use a separate (unique) item-segment, program number CS, D fund, work mix 9925, and Contracted Services (Category 100777) budget for phase 72.

The Contracted Services (program number CS) is excluded from counting against any maintenance targets.

- Phase 93 - Furniture and equipment purchases necessary to initially furnish and operate a new or improved portion of a facility for FCO projects are programmed as phase 93.
- Phase C2 - FCO environmental site restoration projects are programmed with phase C2.

New item segments are established for each new appropriation year and budget category. However, for continuing projects where item-segments already exist, additional segments may be added to the existing item number (e.g., environmental site restoration: FY 2022/23 = Segment 1; FY 2023/24 = Segment 2; FY 2024/25 = Segment 3; FY 2025/26 = Segment 4, etc.).

Item-segment comments on the Item Segment Definition (WP01) screen (extra description lines) of all FCO projects shall include the following information: the budget entity, appropriation/budget category, expansion option (EO), initial allocation amount, project description, organization code, fiscal year, and object codes. Any transfers of funds between district item segments, budgeting districts, or between items within a single district are included both in the WP01 and Item Segment Change History (WP06) screens with a new total after transfers have been made. Transfers between phases/sequences within the same item-segment are entered in WP06 comments but do not need to be entered on the WP01 screen.

- WP01 Example 1 – Line descriptions:
  - Line 1 = Budget entity, budget category, expansion option (EO), initial appropriation amount  
Example: 55150200-080002-A7-\$150,000 HVAC Replacement
  - Line 2 = Org code-fiscal year-object codes  
Example: 55021010212- 22/23- 131200, 561000
  - Line 3 = Transfer amounts between item segments or districts and new total
- WP01 Example 2 – Transfer between item segments:
  - From: Project item segment 417895-6

- Line 1 = 55150200-080002-A7-\$150,000 HVAC Replacement
- Line 2 = 55021010212-22/23- 131200, 561000
- Line 3 = -\$10,000 TO 417911-6-52-01; NEW TOTAL=\$140,000
- To: Project item segment 417911-6
  - Line 1 = 55150200-080002-A7-\$80,000 Roof Replacement
  - Line 2 = 55021010212-22/23-131200, 561000
  - Line 3 = +\$10,000 FROM 417895-6-52-01; NEW TOTAL=\$90,000
- WP01 Example 3 – FCO minor projects for outer years:

(The FCO minor projects for outer years (years two through five) are programmed showing the district’s minor projects ceiling amount for each of the four years.)

  - Line 1 = 55150200-080002-2024THRU2028-\$3,276,352 (4-YR TOTAL)
  - Line 2 = 55021010212-2023/24THRU2027/28-5620XX (\$819,088 EACH YR.)

The district FCO coordinators and district work program offices verify that the new FCO projects have been programmed (in the tentative work program development cycle) and balanced to the approved project list and funding as submitted in the department’s legislative budget request (LBR).

## **C. FCO CIP PLAN AND PROGRAMMING IN WORK PROGRAM ADMINISTRATION SYSTEM**

- The district FCO coordinators are responsible for the development and management of their district FCO program. Each district conducts an assessment of its unmet and forecasted future facility needs and develops their five-year Capital Improvement Program Plan (CIP) for inclusion in the department’s LBR. District secretaries/assistant secretaries approve their respective district’s five-year CIP Plan for submittal to the Budget Office. The central office management/executive team reviews and approves the department’s proposed five-year CIP Plan. The first year of the department’s five-year CIP Plan serves as the agency’s FCO LBR and plan years two through five include a description of anticipated FCO projects and funding needs per Sections [216.0158](#) and [216.043](#), F.S.
- The FCO program manager gives the proposed five-year FCO funding levels to the Program and Resource Allocation Office to finance the CIP Plan. As soon as the central office management/executive team approves the final version of the proposed FCO CIP Plan, the FCO program manager submits proposed projects to the district FCO coordinators to include in their district work program. The districts are responsible for programming FCO projects according to the levels approved by central office management/executive team and as provided by the central office FCO program manager.



- Working with the district work program staff, and with assistance from the FCO program manager, the district FCO coordinators program the approved projects.
- The FCO program manager, district FCO coordinators and district work program staff verify the FCO programming estimates to ensure they are in balance with the FCO LBR budget allocations.
- The purchase of furniture and equipment using FCO funds: specifically, Section [216.011\(1\)\(r\)](#), F.S., allows the use of FCO funds to purchase furniture and equipment necessary to furnish and operate a new or improved facility, when the project is appropriated in the General Appropriations Act (GAA) in the FCO category.

Note: The cost estimate for furniture and equipment must be clearly identified in the CIP Plan narrative.

Example: FDOT requested a major renovation project of a dilapidated facility in the City of Tampa in the FCO legislative budget request which was approved in the GAA in an FCO budget category. The project includes renovation of office space with workstations, furniture and equipment and was identified in the narrative as a separate cost estimate in the CIP Plan. In this case, furniture and equipment may be purchased as part of the FCO project to initially furnish and operate the facility.

- If you plan to purchase furniture for public-private-partnership (P3) design-build projects or purchase replacement furniture independent of any new facility or improvement FCO project, please address this issue with your budget coordinator. A request for operating budget (i.e., expenses or operating capital outlay) may need to be submitted in the department's budget request. For assistance with programming furniture/equipment for P3 design-build projects, please contact your Work Program Development and Operations Office. [Rule 60A-1.017, Florida Administrative Code](#), should be considered in specific instances where a construction/service contract provides for a vendor to purchase tangible personal property to ultimately be transferred to FDOT.

## **D. WORK PROGRAM ADMINISTRATION SYSTEM – SCHEDULE A AND B**

The department's five-year FCO CIP Plan is programmed in the WPA system to ensure FCO program objectives and funding levels are met.

- Schedule A of the Program and Resource Plan includes the FCO funding allocations to the districts by fund and fiscal year based on the five-year FCO CIP Plan requested in the department's LBR.
- Schedule B program targets by district and fiscal year are not issued for the FCO program since FCO funding allocation levels in the work program are reflected in Schedule A.

## **E. FLAIR CODES, PROJECT CORRELATIONS AND FCO IMMUNITY FILE FOR FCO PROJECTS**

- After the department's FCO budget request has been approved in the GAA, preparations are made for the new FCO projects in FLAIR and the WPA system prior to the start of the new fiscal year.

- The FCO program manager provides FLAIR information for the authorized FCO budget categories (e.g., budget categories, entities, organizational codes and object codes) to the department's General Accounting Office to set up the new set indicators, expansion options and object codes in FLAIR to ensure correct processing of invoice payments.
- The FCO program manager provides a list of authorized new FCO projects (e.g., district/unit, fund, budget categories and year, budget entities, item segments, phase-sequences, estimates, and project descriptions) to the Office of Comptroller's Project Cost Management section to set up initial project correlations for the FCO projects. This step is to ensure correct accounting in FLAIR and to keep track of the FCO project costs in the work program cost tables.
- The FCO program manager also provides the list of new projects to the Office of the Comptroller's Project Cost Management section for inclusion in a special FLAIR FCO immunity file to identify authorized FCO projects/budget categories in FLAIR. The immunity file retains project entries in FLAIR so that encumbrances and payments for FCO projects can be processed.
- Note: Project entries that are added manually to the FLAIR system without going through the FCO program manager will not be included in the FCO immunity file and the entries will drop out of the FLAIR system.
- The FCO program manager submits a listing of the new projects via email to the district FCO coordinators that shows FCO budget categories, object codes and expansion options that have been entered in FLAIR and the FCO project correlation list that shows the project items, estimates and related information by district.
- The district work program offices then adopt the new FCO projects in the WPA system.

## **F. WORK PROGRAM ADMINISTRATION SYSTEM - FCO BUDGET ALLOCATIONS, CROSSWALK AND PRODUCTION ACCOMPLISHMENT REPORT**

### **1. FCO BUDGET ALLOCATION IN WORK PROGRAM SYSTEM**

After the GAA is available, the FCO program manager provides a list of FCO district budget allocations to the analyst in the Work Program Development Office to enter in the WPA. This step is also completed for any FCO budget allocation changes reflected in the department's amended LBR (if applicable), FCO budget transfers between districts/units, and prior year reversions. The FCO program manager and central office work program analyst monitor the FCO budget allocations to ensure that FCO budget allocations in the WPA and FLAIR budget allocations are balanced.

### **2. CROSSWALK FOR FCO PROJECTS**

At the beginning of the fiscal year, the approved FCO projects are entered in the WPA crosswalk, which identifies the correct transportation system, program of the Program and Resource Plan, and budget category. The FCO program manager provides a list of FCO projects by trust fund, budget entity, budget category and item segment to the Office of Work Program and Budget Systems Support to enter in the FCO crosswalk. This step is also completed for any FCO item segment

adopted changes in the WPA. For new FCO budget categories, send the request to the Program and Resource Plan supervisor to add the new categories to the WPA crosswalk.

### **3. PRODUCTION ACCOMPLISHMENT REPORT**

The production accomplishment report (PAR) is used to track and balance the federal and state funding levels in the State Transportation Trust Fund (STTF) by fund, district and fiscal year. The PAR reflects the current year Schedule A FCO fund allocations for the department's five-year FCO CIP Plan. After the GAA is available, the FCO program manager provides a list of district FCO fund allocations to the appropriate Office of Work Program and Budget staff. If the FCO projects were not approved in the GAA, then appropriate adjustments are made in the FCO tentative work program development cycle estimates and the PAR. This step is also completed for any FCO fund allocation changes reflected in the department's amended LBR, if applicable, and for current year FCO budget transfers between districts/units. The FCO program manager and central office/district work program staff monitor the PAR periodically to ensure that FCO fund allocation levels and programming for district FCO projects are balanced.

Note: The Turnpike General Reserve Trust Fund FCO budget allocations are not entered in the PAR since turnpike projects are not in the STTF. FCO budget reconciliation/FCO reporting web reports are used by the FCO program manager to monitor the turnpike enterprise's FLAIR FCO budget and allocations.

## **G. FCO BUDGET AMENDMENT FOR 80% BUDGET RELEASE**

- At the beginning of the fiscal year, the EOG typically releases 20% of the FCO appropriations for the fiscal year. The Budget Office submits a budget amendment requesting release of the remaining 80% of the appropriations (e.g., minor renovations repairs/ improvements, environmental site restoration, underground storage tank program and major project, if applicable).
- Usually, the department receives approval of the FCO budget amendment for the 80% release by the end of July.

## **H. FCO PROGRAMMING CHANGES**

### **1. CHANGES WITHIN THE DISTRICT**

After the FCO projects have been added to the tentative work program development cycle and initially adopted in the WPA, FCO funds may be transferred and programmed between FCO item segment projects within a single budgeting district in the same budget entity, budget category (e.g., minor repairs/improvement - statewide budget category 080002), and fiscal year. The item segment-phase where the funds are moved must be reduced to equal the amount that is added to another item segment-phase. The WP01 description lines of both projects involved must reflect the change. The districts must coordinate this transfer through the central office FCO program manager to review the budget prior to the transfer and to ensure that newly adopted item segment changes are added to the FCO crosswalk and FLAIR FCO immunity file.

**2. CHANGES BETWEEN DISTRICTS**

FCO budget and funds that have the same budget category (e.g., minor repairs/improvement - statewide budget category 080002 or statewide categories such as environmental site restoration - budget category 088763), budget entity, and year may be transferred and programmed between district projects. Again, the item segment-phase from where the funds are moved must be reduced to equal the amount that is transferred to another item segment-phase. WP01 description lines must be updated to reflect the change. No budget with supporting funds shall be moved from one item to another item between districts without prior allotment transfer approval processed through the Budget Office located in central office.

Note: A portion of an appropriation for a named FCO project (in the GAA) found to be in excess of that needed to complete the project may only be transferred to another project where a deficiency is found to exist and when there has been an appropriation in the same fiscal year from the same fund. Such a transfer requires that the transfer of funds does not change the scope of the project and that a budget amendment must be submitted through the EOG to the Legislative Budget Commission for approval (Section [216.292 \(2\)\(4\)\(c\)](#), F.S.).

**3. WPA ENTRIES**

District FCO coordinators are responsible for ensuring:

- FCO project estimates shown on the Item Segment Phase (WP04), Phase Estimate Detail (WP20) and Phase Financial Summary (WP21) screens of each item segment remain balanced with the total amount shown on the description lines of the item segment comments on the WP01 screen.
- All FCO work program items remain balanced (if one item or phase is increased, another item segment(s) or phase(s) must be decreased).
- The extra description lines of the item segment comments are included on the WP01, and the appropriate history change notes are made on WP06 screen.

**I. REQUESTING TO ADOPT FCO PROGRAMMING CHANGES**

- District FCO coordinators request to adopt changes to FCO projects through the FCO program manager and the central office work program district representative.
- The FCO program manager reviews the requested FCO programming change; the central office work program district representative adopts the requested item change and notifies the FCO program manager, district FCO coordinator and district work program office when the item is adopted.
- The FCO program manager submits a request to the Office of Comptroller's Project Cost Management section for the addition of newly adopted projects to the FLAIR program FCO immunity file and requests addition of the new FCO item to the crosswalk.
- The district work program staff correlates the new project/change after the project is adopted.

Note: Work program amendments are **not** required for changes to the FCO projects and are exempt from the work program amendment process as provided in Section [339.135](#), F.S.

## **J. ALLOTMENT TRANSFERS: POSTING BUDGET ADJUSTMENTS IN FLAIR / WORK PROGRAM CHANGES**

Allotment transfers allow budget authority and funds to be moved between districts and must be in the same budget entity, budget category and fiscal year.

The FCO program manager coordinates the FCO allotment transfer requests between districts in conjunction with the district FCO coordinators. After the approved budget adjustments are posted in FLAIR, the FCO program manager notifies the respective district FCO coordinators, budget coordinators, Work Program Development and Operations Office and the Program and Resource Allocation Office. The district FCO coordinators are responsible for coordinating with their district work program office to have item estimate changes programmed in the WPA system.

## **K. REFERENCES**

[Transportation Capital Improvements Plans – Florida Fiscal Portal](#)

Section [216.011\(1\)\(r\)](#), F.S.

Section [216.301\(2\)\(a\),\(b\),\(c\)](#), F.S.

Section [216.0158](#), F.S.

Section [216.043](#), F.S.

Section [216.292\(2\)\(4\)\(c\)](#), F.S.

Section [339.135](#), F.S.

Rule [60A-1.017](#), FAC



## **PART III - CHAPTER 14: FLORIDA HIGHWAY PATROL SERVICE CONTRACTS**

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## **PART III - CHAPTER 14: FLORIDA HIGHWAY PATROL SERVICE CONTRACTS**

### **A. OVERVIEW**

The Florida Department of Transportation may contract directly with the Florida Highway Patrol (FHP) to provide traffic control services at construction sites. These services increase the level of safety at construction sites and reduce the number of injuries/fatalities involving motorists and construction workers. FHP presence has the added benefit of minimizing the disruption to traffic flow through construction zones.

FHP services not contracted directly by the department are included in the cost of construction and not programmed as a separate item.

### **B. PROGRAMMING GUIDELINES**

- Use phase 58 when programming direct contract FHP construction traffic control services. Use the same program number and system as the related construction phase 52.

Example: To program FHP services on a construction project:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	DS	\$1,000,000	1	20XX
58	01	02	DS	\$10,000	1	20XX

- During maintenance of a project, program FHP services using phase 78.

Example: To program FHP services on a maintenance project:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
78	01	00	D	\$10,000	1	20XX

- See the Maintenance chapter for FHP contracts and instructions.



## PART III - CHAPTER 15: LANDSCAPE INSTALLATION

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## **PART III - CHAPTER 15: LANDSCAPE INSTALLATION**

### **A. OVERVIEW**

In accordance with Section [334.044\(26\), F.S.](#), one of the duties of the Florida Department of Transportation (department) is to provide for the enhancement of environmental benefits, including air and water quality; to prevent roadside erosion; to conserve the natural roadside growth and scenery; and to provide for the implementation and maintenance of roadside conservation, enhancement, and stabilization programs. To accomplish this:

- At least 1.5% of the amount contracted for construction projects is allocated on a statewide basis for the purchase and installation of plant materials, including irrigation systems (pay items 580 through 590). To meet the 1.5% target, program and perform the majority of landscape as separate stand-alone projects, including projects within an existing landscape area with the purpose of replacing and refreshing existing landscape.
- Districts may expend the lesser of \$200,000 or 10% of the construction cost for landscape installations in connection with any type of construction contract, except resurfacing, as incidental landscape work. Exceeding \$200,000 in any type of construction contract requires approval by the Central Office Director of Design, the department Secretary's designee. Requests for approval must include justification for exceeding \$200,000 and documentation of responsible party's ability and accountability for providing care necessary for plant establishment. Requests are to be submitted to the State Transportation Landscape Architect.
- Districts may not expend funds for landscape installations in connection with any resurfacing construction contract, except for the following uses, in which case landscaping cannot exceed \$200,000.
  - For the replacement or relocation of existing landscape and irrigation when necessary to construct project elements such as the addition or extension of turn lanes, median work, drainage improvements, or sidewalks.
  - For speed management or other safety related enhancements including but not limited to median treatment to funnel pedestrians to a crosswalk, narrow corridor view to draw attention to midblock crosswalk, narrowing optical width, or create a terminated vista that encourages lower vehicular speeds.
- To the greatest extent practical, at least 50% of the funds must be for large plant materials and the remaining funds for other plant materials. The plants must be purchased from Florida commercial nursery stock in this state, except as prohibited by federal law. The purchase must be by competitive bid.
- Districts may use their funds to program standalone landscape projects on the on-system portions of the SUN Trail network. So that trails accommodate the safe and sustainable placement of trees and

other landscape, trail design should be closely coordinated with the landscape design. Before landscape plans are prepared, the district should identify the non-DOT agency that will be responsible for landscape maintenance. Prior to committing any funds for landscape projects, the non-DOT agency must accept responsibility and sign a written agreement for maintenance of the landscape.

FHWA will participate in landscape installations when the work is part of a federal-aid project for a new highway or to rehabilitate or reconstruct a highway. Any stand-alone landscape work must be programmed as a dependent on the federal-aid highway construction project and be included in the same federal aid project number as the construction project. Immediately before the landscape project is advertised, the federal aid project authorization will be modified to authorize the landscape work. To maintain eligibility for federal funding of the landscape as a dependent of the highway construction project, the landscape installation project must be programmed so the notice to proceed (NTP) is **no later than six months** following the acceptance of the highway construction contract. By department policy, the dependent landscape project will use a maintenance contract with a two-year establishment period.

Landscape installation projects costing more than \$200,000, which are independent of a highway construction project, will be programmed as stand-alone projects with a maintenance contract using state funds on the State Highway System (SHS). Landscape as a component of a Local Agency (LAP) construction project exceeding \$200,000 may continue to be included as a pay item in the highway construction project and does not require approval by Central Office Director of Design. When local funds are used, landscape installation costs on or off the SHS (regardless of amount) may be included in the highway construction project when there is an executed maintenance agreement with a local agency for the landscape establishment and maintenance upon completion of the highway construction project.

The following table describes the appropriate funding sources for landscape projects:

Type of stand-alone landscape project	Related to another transportation improvement?	On or Off SHS	Type of Funding
A component of another transportation improvement, on SHS	Yes Dependent	On SHS	State funds or Federal funds (See NOTE below)
Not related to, nor a component of, any recently completed (or nearing completion) transportation improvement	No relation Independent	On SHS	State funds only

Not related to, nor a component of, any recently completed (or nearing completion) transportation improvement	No relation Independent	Off SHS	Local funds only (FDOT not involved in project)
<b>NOTE REGARDING USE OF FEDERAL FUNDS:</b> <ul style="list-style-type: none"><li>- Contract specifications cannot include Florida preference for plant material.</li><li>- Landscape contract will be included in the same Federal Aid Project No. as the construction contract.</li><li>- Federal Aid Project Authorization will be modified to authorize landscape costs immediately before advertisement of the landscape contract.</li><li>- NTP issued no more than 6 months following the acceptance of the highway construction contract.</li></ul>			

## **1. RESPONSIBILITIES FOR THE LANDSCAPE INSTALLATION PROGRAM**

- The district secretaries and the executive director of the turnpike enterprise have authority for the project development, prioritization, and programming for landscape installation projects and expenditures under their jurisdiction.
- The district/turnpike enterprise directors of transportation development will be responsible for programming landscape installation program levels based on the total construction amount programmed.
- The 1.5% statewide target will be monitored by the Work Program Development and Operations Office in consultation with the Production Support Office in central office. Questions about dependent and independent stand-alone landscape projects should be directed to the State Transportation Landscape Architect.

## **2. PROJECT ELIGIBILITY CRITERIA**

Since fiscal year 2008, the tracking process for statutory compliance has been an automated process using the Work Program Administration (WPA), Long Range Estimate (LRE), and TRNS\*PORT systems. The automated report is intended to be used as a tool to assist in the programming of landscape installations, track compliance for completed fiscal years, and track planned compliance for the five-year tentative work program. The landscape expenditures summary report link is on the work program applications page on the Office of Work Program and Budget SharePoint site. See location directions in the references section of this chapter.

The construction budget, or the amount contracted for construction for the purposes of calculating compliance with the landscape installation requirements, will be based on the latest record of WPA for prior year costs which recognizes project cost updates in those years. This includes all construction phases 52, 54, and 58 projects in contract classes 1, 2, 4, 5, 7, and 9. For evaluating the planned compliance in the tentative work program, these same criteria will be used. In the current and future years, contract class 8 will be included if the work mix is landscape (1070). Freight,

Logistics and Passenger Operation programs are not included in this report because these are usually grants to other governmental agencies or specific projects selected by a council external to the department.

Estimates that are considered to count toward the 1.5% for landscape installation include the total cost or bid price of landscape pay items. The total contract cost is to be used for contracts identified as stand-alone (work mix 1070) landscape contracts or projects, excluding local funds. Expenditures for the beautification grant program and landscape projects and/or expenditures funded with state or federal funds performed by local agency agreements are to be included. Landscape estimates included in lump sum and design-build contracts are to be included. As a separate pay item in a construction project that is not a work mix 1070, grassing and sodding are not included towards the landscape installation target. Preliminary engineering and construction engineering and inspection costs associated with landscape are also not included. The landscape installation costs will be based on the latest record of WPA, LRE, and TRNS\*PORT, which recognizes project cost updates in those years. This includes all construction phases 52, 54, and 58 projects and maintenance phase 72 projects in contract classes 1, 2, 4, 5, 7, 8 and 9 with a 1070 work mix; all maintenance phase 74 projects with program number 42; and pay items with TRNS\*PORT category 0600 (landscaping) on construction contract classes 1, 2, 4, 5, 7 and 9. For evaluating the planned compliance in the tentative work program, these same criteria will be used.

### **3. LANDSCAPE INSTALLATION TARGETS**

Targets are established to ensure compliance with Section [334.044\(26\), F.S.](#), District and turnpike targets will be established early in October after the metropolitan planning organizations have given the district/turnpike enterprise their annual transportation improvement program (TIP) list of project priorities. The automated system described in section 2, will be used to establish targets for landscape installations to achieve a statewide target of 1.5% of the amount contracted for construction for current year and the first three years of the tentative work program.

Each district and the turnpike are expected to share in the programming of work to achieve this target. All targets must be coordinated for the agency to remain compliant with the law. Any district that anticipates being below 1.5% for two consecutive years or proposes lowering an established target must receive an approval from the State Transportation Landscape Architect. Approvals are typically granted if the statewide target is achieved in a given year. District and statewide program managers should use the landscape expenditures summary report to assist in the management of their landscape program and compare the tentative work program to approved funding targets.

### **4. LANDSCAPE AND PUBLIC-PRIVATE PARTNERSHIPS**

Public-Private Partnership (P3) projects should be programmed in accordance with these instructions and Section [334.044\(26\), F.S.](#), Due to the large scale nature and payment structure of Design/Build/Finance/Operate/Maintain (DBFOM) projects, landscape is required to be included as a separate line item within the concessionaire's schedule of values in the amount of 1.5% of the total

of mobilization, maintenance of traffic, clearing and grubbing, roadway, drainage, walls, bridge work, signing and pavement marking, signalization, lighting, ITS system, tolls system, and miscellaneous items. The Office of the General Counsel along with the Project Finance Office will review the schedule of values to ensure the appropriate cost categories are captured for the 1.5% requirement.

All P3 projects should be tagged with the P3 item group identifier. In addition, DBFOM projects should be tagged with the P3OM item group identifier as well. See the P3 Handbook on the Project Finance Office's SharePoint site for further instructions on P3s and DBFOMs.

Projects with the P3 item group identifier will continue to be included in the 1.5% statewide landscape target and the landscape report. Those projects with both the P3 and P3OM item group identifiers will be excluded from the statewide landscape target and landscape report and will be tracked separately by the Project Finance Office in collaboration with the Central Office Work Program Development Office.

## **5. BEAUTIFICATION GRANTS**

Per Section [339.2405, F.S.](#), these grants are awarded by the Secretary to local governments to purchase and install plants and irrigation systems to beautify the state highway system. Upon award, funds and budget are transferred from the State Maintenance Office to the appropriate district(s) and the projects are programmed accordingly.

Funding for these grants is included in the Schedule B targets under the routine maintenance program. The grants are programmed as maintenance and operations contracts using program number 42.

Example: To program a beautification grant on SR 907 (Alton Road) from SR A1A to Michigan Avenue, use transportation system 03 – state highway, with a 1070 work mix, phase 74, program number 42, the fund code D, allocation type of 1 and contract class 2.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
74	01	42	D	\$60,000	1	20XX

The Keep America Beautiful Program (also known as the Certified Keep America Beautiful System Grant Program) provides grants to cities, counties, and local non-profit organizations for litter prevention education programs. These grants have been used for education programs; cleanup efforts along state, county, and city roads; and within local communities in under-privileged neighborhoods. Statutory reference is Section [403.4131, F.S.](#),

See Part III, Maintenance Chapter of these instructions for programming guidelines.

## **B. REFERENCES**

Section [334.044\(26\)](#), F.S.,

Section [339.2405](#), F.S.

Procedure No. [650-050-001](#), Landscape, Beautification, and Plan Review

Policy No. [000-650-011](#), Landscape Policy

[Landscape Report](#) (Employee Portal @MyFDOT→ Sites→ Finance and Administration→ Work Program & Budget→Work Program Applications/Automation Platform→ Landscape Report→ Landscape Reports→ Landscape Expenditures Report)

[Public-Private Partnerships \(P3\) Handbook](#)

[Design Manual](#)





## **PART III - CHAPTER 16: LOCAL AGENCY PROGRAM (LAP)**

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## **PART III - CHAPTER 16: LOCAL AGENCY PROGRAM (LAP)**

### **A. OVERVIEW**

The Florida Department of Transportation (department) is empowered by legislative authority to contract with other local agencies to plan, develop, design, acquire right of way (R/W), and construct transportation facilities. The department reimburses these local agencies for services provided to the public. Federally funded local agency projects are administered by the department through the Local Agency Program (LAP), per the Stewardship and Oversight Agreement with the Federal Highway Administration (FHWA).

LAP is the department's primary delivery mechanism for off-system projects included in the Five-Year Adopted Work Program, as opposed to the department administering off-system projects. Off-system projects are defined as projects not located on the state highway system. Additional information regarding department delivery of off-system projects is found in the chapter titled ***Federal Aid Funds Used off the State Highway System***. Local agency project administration and delivery of Federal-Aid Highway Program projects is limited to LAP. Local agencies **must** be LAP certified per the requirements set forth in the ***LAP Manual (Topic No. 525-010-300)*** before entering into a LAP agreement for project delivery.

The department is responsible for establishing project delivery roles and responsibilities with the local governments for inclusion in project agreements. The local government should be made aware that use of the same entity for design services and CEI services is prohibited by Section [337.14\(7\)](#), F.S., and that any non-participating costs (FHWA will not reimburse the department for these costs) will be their responsibility and this wording included in the agreement. When the initial contingency pay item is established for off-system federally funded projects, it should be funded with local funds. In the rare occasion that the locals cannot contribute, then the eligible state fund for local programs (TRIP, CIGP, SCOP, SCRAP, etc.) will be used for the initial contingency pay item to allow the project to commence. The use of the eligible state fund will need approval from the Office of Work Program Development on a case by case basis, prior to the programming of the state fund. The actual total amount attributable to the initial contingency will be the final non-participating costs.

### **B. LAP AGREEMENT VS. FEDERAL HIGHWAY FUNDS SUBRECIPIENT AGREEMENT**

It is FDOT policy that a local agency must be LAP certified if it is to utilize federal funds for construction or any related phase of work required to bring a project to construction, such as project development and environmental (PD&E), preliminary engineering (PE), R/W acquisition, and/or improvements that directly facilitate and control traffic flow including traffic control

systems. The terms “construction” and “leading to construction” are defined for the Federal-Aid Highway Program in 23 USC 101(a)(4).

Federally funded work undertaken by a local public agency that does not meet the definition in 23 USC 101(a)(4) may utilize the Federal Highway Funds Subrecipient Grant Agreement (Form No. 525-010-70), ensuring that purchase orders or other contracts include any clauses required by federal statutes and executive orders and their implementing regulations 2 CFR 200. These projects are considered “non-traditional federal awards” and programming information is located in Part IV, Chapter 4 of these instructions.

Section [337.14\(7\)](#), F.S, prohibits the use of the same entity for design services and CEI services when the project is funded, wholly or part, by the department and the project is administered by a local agency.

FDOT policy and the requirements of section [337.14\(7\)](#), F.S., hold true regardless of the type of FDOT funding on the project, whether discretionary, congressional earmark, apportioned, or allocated federal funds. Current department policy is found in the LAP Manual and Program Management Bulletin 18-07 found here:

<https://www.fdot.gov/programmanagement/LAP/LAPMemos/default.shtm>.

Federal authorization for each phase of work must be obtained prior to commencement of work when a LAP agreement is the contracting method for the work. FDOT must make a determination prior to programming the project that the agreement will either be a subaward, or a vendor agreement as required by 2 CFR 200.330(c). A boilerplate vendor agreement for federally funded vendor agreement projects is available from Central Office- Office of General Counsel.

## **C. PROGRAMMING GUIDELINES**

### **LAP**

- The Work Program Administration system uses contract class 5 and phase X8 for LAP projects. If the contract class 5 is for a project phase rather than the entire project (e.g., construction but not PE and R/W), use a separate item segment to differentiate between the contract classes. In the example, construction would be contract class 5, and PE and R/W would be under a separate segment number as a contract class 1, 7, etc. The phase group will depend on the type of work (38 for PE, 58 for construction, etc.). If the budget is modal development, use phase 94. Projects programmed with a contract class 5 only represent work that will be completed by a local agency or a local agency’s contractor/consultant (excluding the department) and reimbursed with federal funds. LAP projects may be split-

funded, which may include state funds. Split funded projects with federal funds delivered by a local agency must be a contract class 5. LAP projects cannot be 100% state funded. Funding must be in place to award contracts.

- Planning - phase 18
- PD&E - phase 28
- PE - phase 38
- R/W Acquisition - phase 48
- Construction - phase 58
- Construction, engineering and inspection (CEI) - phase 68
- Operations – phase 88
- Capital Improvements – phase 98

When programming contract class 5 funds for any phase, ensure the local agency performing the work is fully aware of project requirements associated with the phase. For example, department procedures and federal requirements must be followed in the consultant acquisition process for a PE phase or specific construction specifications, materials testing, and contract administration procedures may be necessary for a construction phase. The requirements the local agencies must meet are outlined in the [Local Agency Program Manual](#).

- In-house phases are required on all LAP projects. If an hour or more of in-house staff time is devoted to activities directly related to the project, then this time should be charged to the project on the employee's timesheet.
- Post design services may be needed for bridge projects or other complex projects. Post design must be programmed as a different sequence from phase 68 CEI services. For example, CEI services would be programmed as a phase-sequence 68-01 and post design services would be programmed as a phase-sequence 68-02.

## **D. PHASING**

The in-house phase should relate to the phase of work to be authorized with FHWA.

Although in-house plans, specifications, and estimate (PS&E) reviews may normally be charged to a phase 31, in the case of the LAP, these are usually done in support of fulfilling the prerequisites to obtaining a federal authorization for a phase 58 construction phase.

Similarly, while R/W certifications may normally be charged to a phase 41, in the case of the LAP, the R/W certification is usually done in support of fulfilling the federal prerequisites to obtaining a federal authorization for a phase 58 construction phase.

Examples include the following:

- Phase 58 - Construction – Program phase 61 for all direct in-house activities relating to preparing the LAP Construction Checklist (Form No. 525-010-44), ensuring federal prerequisites are met to obtain federal authorization approval, and on-going activities during the life of the project.
  - Prior to advertisement and contract execution these activities include, but are not limited to, the following:
    - PS&E reviews
    - Environmental certifications
    - R/W certifications
    - Other federal compliance issues
    - Preparation of LAP agreement and LAP checklists
  - Subsequent to contract execution these activities include, but are not limited to, the following:
    - Project level reviews of the CEI field effort
    - Meeting with local government staff
    - Invoice reviews and other billing issues
    - Scope/location issues
    - Other federal compliance issues
    - Preparation of final estimate and final acceptance documents
- Phase 48 - R/W Acquisition – Program phase 41 for all direct in-house activities relating to assisting the local government with any R/W acquisition activities the local government is certified to administer. This instruction assumes the phase for which the federal authorization will be requested is the phase 48. If R/W activities are being performed to obtain an approved federal authorization for a phase 58, then these activities should be charged to a phase 61 instead of a phase 41.

- Phase 38 - PE – If applicable, program phase 31. This instruction assumes the phase for which the federal authorization will be requested is the phase 38. If PE activities are being performed to obtain an approved federal authorization for a phase 58, then these activities should be charged to a phase 61 instead of a phase 31.
- Phase 28 - PD&E – If applicable, program phase 21.
- Phase 18 - Planning – If applicable, program phase 11.

## **E. FEDERAL AUTHORIZATION**

An agency risk assessment must be completed, and a project monitoring plan must be developed prior to each federal award authorization per 2 CFR 200. Contact Central Office Local Programs unit for risk and monitoring plan templates.

The initial federal authorization will request approval for only the in-house phase of work, including the local agency project management (indirect costs) phase of work as applicable. It should be requested immediately prior to any in-house work being charged to employee timesheets.

All direct in-house activities should be charged to the project and not to an administrative overhead item segment. To do otherwise will risk the project going financially inactive before costs can be billed for the contractual phase of work.

Local agency project management charges are reimbursed per the process identified in the LAP Manual and 2 CFR 200.

The federal authorization will be modified to add the contractual phase 58 after the local agency submits the Construction Checklist Form No. 525-010-44 to the district LAP administrator. (See Part IV, Federal Aid Programs, of these instructions for authorizing LAP projects.)

Federal authorizations must reflect the full amount of the project(s) phase including federal, state and local funds amounts in compliance with 23 CFR 630.106 and 23 CFR 630.108.

Procedures for adjusting the agreement when the agency contracts are awarded for more or less than the original agreement/federal authorization amount are in the Local Agency Programs Manual Chapter 10. Federal authorizations must be modified to reflect the total agency contract award amount including local funds, including when the contract exceeds the federal funding award amount. Districts modify FAMS to match adjusted amounts when agency contract changes are issued and at project close out. Please update the associated funds in FAMS to include the total project cost including non-budgeted (allocation type 4) local funds.

## **F. ESTIMATING IN-HOUSE COSTS**

Cost estimates should be programmed in amounts which are conservatively derived. Over-estimating the in-house costs will result in federal funds being programmed on the project which will never be expended. If the initial estimate is not sufficient it will be increased later in the life of the project via modification to the federal authorization.

## **G. FUNDING**

The strong preference is to use federal funds for in-house phases on all LAP projects. Use of state funds is discouraged but, if necessary due to lack of federal funds, they may **only** be used on LAP projects which are **on** the State Highway System (SHS). Be reminded that state-funded in-house phases are not billed to FHWA for reimbursement, and, therefore, cannot contribute to continuing financial activity on the federal books for the project.

The federal fund for the in-house phase will generally be the same federal fund as on the contractual phase (phase 58 in most cases), although any eligible federal fund may be used.

- Local agency advance/reimbursement program (LFR) or advances from outside the five-year work program (LFRF), see the Local Funds chapter of these instructions for programming guidelines.
- When the project is off the SHS and local funds are required as part of the match for federal funds, see the Federal Aid Funds Used Off the State Highway System chapter of these instructions for programming guidelines.

## **H. GRANT APPLICATION PROCESS (GAP)**

The department's Grant Application Process "GAP" system, launched on June 7, 2021, is the authorized platform for the submission and receipt of applications for federal-aid funds and the management of grant agreements for the disbursement of the federal-aid funding awards made by the department. Required compliance documents including project estimates, plans, certifications, risk assessments, project monitoring plans, and others are stored and maintained in GAP by agency and department staff.

## **I. CONTACTS**

The following table lists the name and telephone number for each central office/district LAP administrator:

DISTRICT	NAME	PHONE NUMBER
Central Office	Samantha Samford	(850) 414-4383
1	Lisa Brinson	(863) 519-2836
2	Amy Roberson	(386) 961-7363
3	Maria Showalter	(850) 330-1227
4	Mya Williams-Gray	(954) 777-4608
5	Precious Lewis	(386) 943-5452
6	Jessica Beck-Galindo	(305) 470-5404
7	Sara Clark	(813) 975-6439

**J. REFERENCE**

[Local Agency Program Manual](#)



## **PART III - CHAPTER 17: LOCAL FUNDS**

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## **PART III - CHAPTER 17: LOCAL FUNDS**

### **A. LOCAL FUNDS**

#### **1. OVERVIEW**

Local funds are programmed when a portion of the funding for a project is being provided from an outside source. This source could be a city, a county, an expressway authority, etc.

Local funds may be used for all program areas but are mandatory for some. For example, projects funded under the Transportation Regional Incentive Program and County Incentive Grant Program may be programmed with a local match; however, projects funded with federal aid off the state highway system (SHS) require a local match. Please see individual program areas for these requirements.

Local funds should only be programmed when there is a reasonable expectation that the funds will actually be received.

##### **a. Local Funded Agreement**

A local funded agreement is an agreement with a governmental entity to provide funding for a specific project.

When local funds are programmed, initial steps will commence to obtain a local funded agreement (LFA) or a department funded agreement (DFA) with the local authority. If the project is a Modal Development project, a DFA will be required. An LFA is used when the Florida Department of Transportation (department) is contracting for the work and the local government will provide funds to be put in an escrow account to be used for project expenditures. A DFA is used when the local government is contracting for the work and the department will be providing reimbursement for project expenditures. Districts must ensure that programmed amounts for local participation are consistent with the terms of the LFA/DFA. For example, if the LFA specifies that it includes construction oversight, a portion of the funds must be programmed for construction engineering and inspection (phase 61 or 62).

A copy of the executed LFA will be sent to the district federal aid coordinator for all federally funded projects having local participation. Also, a copy of the executed LFA and a completed LFA summary sheet will be sent to the Office of Comptroller (OOC), LFA Section.

If tracking of costs covered by an LFA/DFA is required, a separate financial project (sequence on an Item) must be established. For example, a local government provides funding specifically for decorative lighting and wants a separate accounting for all items billed for that lighting. The local funds can only be used to pay for the decorative lighting and must be tracked with a separate sequence number.

For contract class 1 and 7 projects, the local portion may be included in phase 52. Verify with the district construction or utility office whether a separate financial project is needed. Copies of all change orders and supplemental agreements on projects with local funding will be sent to the OOC, LFA Section, with an updated summary sheet. All encumbrance requests using local funds must be approved by the LFA Section. This approval is based on the availability of the local funds on deposit.

**b. Interest on Local Funds**

On projects with an executed LFA, interest earned on the funds held in escrow is disbursed in accordance with the terms of the agreement. Typically, any interest earned belongs to the local government. Certain LFAs may allow for the use of accrued interest to cover increased project costs once all other funds have been expended.

Interest may only be programmed after it has accrued on the funds held in escrow and approval has been received from the local fund accountant in the OOC. For programming purposes, the same LF fund code that was used on the project should be used to program the additional interest.

In very limited situations, the LFA may specify earned interest belongs to the department. In that event, accrued interest may be used to substitute for state funds programmed on the project. Implementation of this provision is only anticipated for major multi-year funded public private partnership projects with a substantial contribution of local funds. In this situation, the amount of interest earned on the funds held in escrow will be verified by the OOC local funds accountant on or about May 1<sup>st</sup> of each fiscal year. At that time, the amount of accrued interest may be programmed on the project and a corresponding amount of state funds released, on the phase(s) specified in the LFA. The fund code LFI will be used for this purpose. It is anticipated that the majority of such programming would occur in future years on the project. As the future year funds would be encumbered, cost transfers will need to be made from the existing state funds to the newly programmed LFI funds prior to the release of the state funds.

**2. PROGRAMMING GUIDELINES****a. Fund Codes**

There are several different fund codes used to program local funds depending upon how the local funds are being used, as follows:

- LF – Used to program local funds that are not used as a match for federal dollars but are used for expenditures for items not eligible for federal funds (non-participating items), such as decorative lighting on a project that is off the SHS or for utility relocation on a non-interstate project. LF should also be used to program non-budgeted (allocation type 4) local funds, which are not used as a match for federal dollars.

- LFF – Used to program local funds that are used as part of the match for federal dollars including those used to program non-budgeted (allocation type 4).
- LFP – Used to program local funds that are not used as a match for federal dollars but will be used for expenditures that are federal aid eligible (participating items), such as additional local funds above the amount required to match the federal funds.

Note: Although a project may not be funded with federal funds, local funds that are for items that would be federal aid eligible if the project were federally funded need to be coded with the LFP fund code.

- LFR – Local funds used to advance a project in the adopted work program. Local entity will be reimbursed in the future, within the five years of the adopted work program.
- LFRF – Local funds used to advance a project not in the adopted work program. Local entity will be reimbursed in the future. This reimbursement may be either inside or outside the five years of the adopted work program, depending upon the terms of the agreement with the local entity.
- LFD – This fund code is used to identify where a utility owner has refused to pay for required utility work, if known by the department before construction has begun. See the Utility chapter of these instructions for further guidelines.
- LFU - This fund code is used to identify where a utility owner has refused to pay for required utility work, if discovered during the construction phase. See the Utility chapter of these instructions for further guidelines.
- LFI - This fund code is used to identify interest earned on local funds held in escrow for major multi-year funded projects when the accrued interest is programmed for use on the project (See Interest on Local Funds section, above). The Work Program Administration (WP20) screen will always have the overrun flag set to “N” for LFI funds.
- LRSC - Local reimbursable – Small county is used to track a limit of \$200 million for the advancement of projects outside the adopted work program, separate from the limit on our existing LFRF program. Section [339.12\(4\)\(d\)](#), F.S., specifically provides that the \$200 million cap applies to counties having a population of 150,000 or fewer, as determined by the most recent official estimate (as defined by Section [186.901](#), F.S.).

**b. Program Number**

The program number used for programming the local funds is the same as that being used for the major portion of the phase. If local funds are the only funds on the phase, the program number should be that which is most appropriate for the type of work being performed. (See Appendix D of these instructions for a complete listing of current program numbers.)

**c. Fund Allocation Type**

The fund allocation type is used to identify whether the funds will be managed within the department's state budgeting process. (See Appendix D of these instructions for a complete listing of fund allocation types.)

- Use fund allocation type 1 if the department is letting the contract or doing the work and specific costs will accumulate on the financial project in the department's accounting system.
  - If local entity is contributing funds either as a lump sum or as a fixed percentage of the total project cost and does not need specific project cost information, a separate financial project is not needed.
  - If the LFA/DFA requires that the department account back to the local entity with specific cost information, a separate financial project number (new sequence number) must be established.
- Use fund allocation type 4 if the local entity is letting the contract or doing the work and no costs will be accumulated for the financial project in the department's accounting system.
- Example: In the following example, local funds are being provided to assist the department in funding the project. No specific project cost information is required. The department will be letting the contract.

Note: Although the project is not funded with federal funds, the local funds are coded with the LFP fund code. If there was a need to change the DS funding to a federal fund, the local funds would be used towards federally participating items.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	00	DS	\$100,000	1	20XX
52	01	00	LFP	\$20,000	1	20XX

**d. Off State Highway System Projects**

Programming projects with federal funds off the SHS have specific rules regarding local fund contributions toward match requirements. Systematic production accomplishment report adjustments are made to account for the local fund requirement. Please see the Federal-Aid Funds Used Off the State Highway System chapter of these instructions for programming federal aid highway funds on projects off the SHS and the requirements for programming local fund matches, as applicable.

**B. LOCAL GOVERNMENT ADVANCE/REIMBURSEMENT PROGRAM****1. OVERVIEW**

[Section 339.12](#), F.S., authorizes the local government advance/reimbursement program. In this program, a local entity provides the funding for a specific project in advance of when the department would be able to fund the project. The department reimburses the local entity in the year the project was initially funded. There are two separate sub programs, as follows:

- Advances within the five-year adopted work program (LFR)
- Advances from outside the five-year adopted work program (LFRF)

**2. ADVANCES WITHIN THE FIVE-YEAR ADOPTED WORK PROGRAM (LFR)**

The department and a governmental entity may execute an agreement by which the governmental entity agrees to perform; or the governmental entity agrees to contribute via bond proceeds, time warrants, cash or other goods and services of value. The department may (upon approval by the district secretary and the finance and administration assistant secretary) agree to reimburse the governmental entity for the actual cost of (up to funds provided by the government entity) the following:

- A highway project or project phase that is contained in the five-year adopted work program, and not revenue producing
- Any public transportation project contained in the five-year adopted work program
  - Interest cost incurred by the local government is not eligible for reimbursement
  - The turnpike enterprise cannot participate in this program
  - Before agreeing to advance such projects through this program, the following must be accomplished:
    - Update the project cost estimate for present day costs (PDC)
    - Certify that the PDC estimate is accurate and consistent with the PDC amount estimated in the adopted work program.
    - If the original PDC estimate and updated PDC estimate vary, the adopted work program must be changed to reflect the new PDC estimate.
    - Amend the adopted work program according to procedures set out in [Section 339.135\(7\)](#), F.S., to reflect all corresponding changes to the affected project within the adopted work program; a copy of the final draft of the local funded agreement must be included in the amendment package.

- Ensure that the LFA is in compliance with the financial/funding provisions of DOT Procedure [350-020-300](#), Locally Funded Agreement Financial Provisions and Processing; execute the local funded agreement, which is to include the new PDC estimate.
- If the project is being advanced to the current fiscal year and the department will be letting the project/performing the work, appropriate budget must be identified, or a budget amendment will be required along with the work program amendment.
- Repayment schedule – The repayment schedule is to be defined in the LFA or DFA in accordance with Procedures [350-020-300](#), Locally Funded Agreements Financial Provisions and Processing, and [350-020-301](#), Financial Provisions for All Department Funded Agreements. Any exception to the repayment methods must be sent to the OOC for approval.
- If federal aid funds are used, governmental entities other than the department are prohibited from performing the project or project phases unless the entity is qualified and authorized by the Federal Highway Administration (FHWA) to perform such work. These agreements will be done via the local agency program (LAP). See the Local Agency Program chapter of these instructions for further guidelines.
- Reimbursement to the government entity must be made from funds appropriated by the Legislature.
- Reimbursement is to begin in the year the project or phase is programmed in the adopted work program as of the date of the agreement.
- Bond funds may not be used to program the reimbursement.
- FHWA requires all federal funded projects, within an urban area with a population of 50,000 or more, be included in the metropolitan planning organization (MPO) transportation improvement plan.

### **3. PROGRAMMING GUIDELINES – ADVANCES WITHIN THE FIVE-YEAR ADOPTED WORK PROGRAM**

- See the program plan crosswalk link in the references section of this chapter for the appropriate transportation system, program number, phase, and fund combinations.
- Advance the project under the same program number as originally programmed. If the department is letting the project, use the same phase as originally programmed. If the local entity is letting the project, use the appropriate X8 phase.
- Use the fund code LFR for the funds provided by the local entity. Program the amount based on PDC. Do not use the LFR fund code for the reimbursement.
- Include the participant's name on the Item Segment Definition (WP01) screen or Item Comments (WP33) screen in the Financial Management (FM) system.

- When the department does the work or lets the contracts:
  - Reimbursement with state funds:
    - Program LFR funds in the year to which the project/phase is advanced.
    - Program fund allocation type 1 on the LFR funds.
    - Program the same program number as in the adopted work program.
    - Program a phase A8 and program number 39 for the full reimbursement amount to the local entity in the year the reimbursement to the local entity is to begin. If two phases were originally programmed in different years, the payback may be in different years. The payback must be programmed in the original year for each phase. Do not use fund code LFR to program the A8 phase. For Modal Development-deferred reimbursement agreements, use the program number for the specific area within Modal Development when programming the A8 phase for reimbursement, and use DRAD (deferred reimbursement agreement – department) as the item group identifier. For more information, please refer to the Modal Development chapter of these instructions.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	05	LFR	\$100,000	1	2022 (letting)
A8	01	39	DDR	\$100,000	1	2024 (payback)

- Reimbursement with federal funds:
  - Program LFR funds in the year to which the project/phase is advanced.
  - Program fund allocation type 1 on the LFR funds.
  - Program the same program number as in the adopted work program.
  - Program a phase A8, fund code ACXX, program number 39, allocation type 1, for the full reimbursement amount to the local entity, in the year the reimbursement to the local entity is to begin. Do not use fund code LFR to program the A8 phase.
  - Program federal funds on the A8 phase in an amount equal to the ACXX funds, with a program number 52 and an allocation type 1.
    - Since budget is not requested for conversion (program number 52), the budget for the reimbursement will not be doubled.
    - If the reimbursement is funded with ACNP or ACBR an estimate for conversion should not be programmed.



- Federal authorization is requested on the A8 phase. Federal aid projects must be authorized in the advanced construction mode prior to commitment.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	05	LFR	\$100,000	1	2022 (letting)
A8	01	39	ACSU	\$100,000	1	2024 (payback)
A8	01	52	SU	\$100,000	1	2024 (conversion)

- When the locals do the work or let the contract:
  - Reimbursement with state funds:
    - Program LFR funds with an X8 phase in the year to which the project/phase is advanced. For DRA projects, use phase X4 (refer to Modal Development chapter of these instructions for programming guidelines). Program fund allocation type 4 on the LFR funds.
    - Program the same program number as in the adopted work program.
    - Program a phase A8 and program number 39 for the full reimbursement amount to the local entity in the year the reimbursement to the local entity is to begin. If two phases were originally programmed in different years, the payback may be in different years. The payback must be programmed in the original year for each phase. Do not use fund code LFR to program the A8 phase. For Modal Development deferred reimbursement agreements, use the program number for the specific area within Modal Development when programming the A8 phase for reimbursement, and use DRAL (deferred reimbursement agreement – local) as the item group identifier. For more information, please refer to the Modal Development chapter of these instructions.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
58	01	05	LFR	\$100,000	4	2022 (letting)
A8	01	39	DDR	\$100,000	1	2024 (payback)

- Reimbursement with federal funds:
  - Program LFR funds in the year to which the project/phase is advanced.
  - Program fund allocation type 4 on the LFR funds.

- Program the same program number as in the adopted work program.
- Program a phase A8, fund code ACXX, program number 39 and allocation type 1 for the full reimbursement amount to the local entity in the year the reimbursement to the local entity is to begin. If two phases were originally programmed in different years, the payback may be in different years. The payback must be programmed in the original year for each phase. Do not use fund code LFR to program the A8 phase.
- Program federal funds on the A8 phase in an amount equal to the ACXX funds, with a program number 52 and an allocation type 1.
  - Since budget is not requested for conversion (program number 52), the budget for the reimbursement will not be doubled.
  - If the reimbursement is funded with ACNP or ACBR an estimate for conversion should not be programmed.
  - Federal authorization is requested on the A8 phase. Federal aid projects must be authorized in the advanced construction mode prior to commitment.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
58	01	05	LFR	\$100,000	4	2022 (letting)
A8	01	39	ACSU	\$100,000	1	2024 (payback)
A8	01	52	SU	\$100,000	1	2024(conversion)

### **C. ADVANCES FROM OUTSIDE THE FIVE-YEAR ADOPTED WORK PROGRAM (LFRF)**

In accordance with Section [339.12\(4\)\(c\)](#), F.S., the department may (upon approval by the district secretary and the finance and administration assistant secretary) enter into an agreement with a local entity to advance a project or project phase not included in the five-year adopted work program. The following provisions apply:

#### **1. FOR SPECIFIC COUNTIES WITH A POPULATION GREATER THAN 500,000:**

- Effective July 1, 2009, the total amount of these type advances is limited to \$250 million statewide.
- Project advancements for any inland county with a population greater than 500,000 dedicating amounts equal to \$500 million or more of local government infrastructure surtax pursuant to Section [212.055\(2\)](#), F.S., for improvements to the SHS which are included in the local MPO's or

the department's long range transportation plans shall be excluded from the calculation of the statewide limit of project advances.

- The project must represent a high priority of the local government entity
  - Reimbursement to the government entity must be from funds appropriated by the Legislature.
  - For implementation of LFRF program, the Florida Statutes specifically define a project phase as: acquisition of right of way, construction, construction inspection and related support phases. Project development and environmental and design may not be advanced under the LFRF program.
  - Bond funds may not be used to reimburse the local government.
  - Criteria for project selection – the following criteria shall be used in the selection of projects for the LFRF program:
    - Higher priority should be placed on projects included in the strategic intermodal system (SIS) or on projects that relieve congestion on the SIS.
    - Higher priority will be given to projects, which may be reimbursed at an earlier date.
    - Candidate projects must be included in the MPO's long-range transportation plan and the local governments' comprehensive plans.
    - Projects using statewide bridge funds should be to correct a structural deficiency.
    - Emphasis should be on projects that increase capacity.
- The Work Program Development and Operations Office is responsible for coordinating and controlling fund allocations for this program. Funds will be set aside at a statewide basis only and tracked by the Work Program Development and Operations Office to ensure future year payback is programmed according to the approved LFA and payback schedule. For the balance remaining in this program contact the Work Program Development and Operations Office.
- Department policy for tracking the \$250 million cap dictates that when a repayment comes into the adopted work program it will be deducted from the cap, freeing up LFRF funds which may be used to advance another project.
- If a balance exists, candidate projects should be submitted to the manager of the Work Program Development and Operations Office. A justification to advance the project, the basis for project selection, and the payback schedule (by year) must be included. The projects will be consolidated and submitted to the director of the Office of Work Program and Budget for review and approval.

- When approved, the districts will be requested to add the projects in the tentative work program during the development cycle. The districts must also program the repayment.

Note: the repayment must be programmed even if it is outside the new five-year time period.

## **2. PROGRAMMING GUIDELINES – ADVANCES FROM OUTSIDE THE FIVE-YEAR ADOPTED WORK PROGRAM**

- See the program plan crosswalk link in the references section of this chapter for the appropriate transportation system, program number, phase, and fund combinations.
- Advance the project under the same program number as originally programmed. If the department is letting the project, use the same phase as originally programmed. If the local entity is letting the project, use the appropriate X8 phase.
- Use the fund code LFRF for the funds provided by the local entity. Program the amount based on present day costs (PDC). Do not use the LFRF fund code for the reimbursement.
- Include the participant name on the Item Segment Definition (WP01) screen or Item Comments (WP33) screen in the FM system.
- When the department does the work or lets the contracts:
  - Reimbursement with state funds:
    - Program LFRF funds in the year to which the project/phase is advanced.
    - Program fund allocation type 1 on the LFRF funds.
    - Program the appropriate program number for the type of project being advanced.
    - Program a phase A8 and program number 39 for the full reimbursement amount to the local entity in the year the reimbursement to the local entity is to begin. If two phases were originally programmed in different years, the payback may be in different years. The payback must be programmed in the original year for each phase. Do not use fund code LFRF to program the A8 phase. For Modal Development Deferred Reimbursement Agreements, use the program number for the specific area within Modal Development when programming the A8 phase for reimbursement, and use DRA as the item group identifier. For more information, please refer to the Modal Development chapter of these instructions.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	05	LFRF	\$100,000	1	2022 (letting)
A8	01	39	DDR	\$100,000	1	2028 (payback)

- Reimbursement with federal funds:
  - Program LFRF funds in the year to which the project/phase is advanced.
  - Program fund allocation type 1 on the LFRF funds.
  - Program the appropriate program number for the type of project being advanced.
  - Program a phase A8, fund code ACXX, program number 39 and allocation type 1 for the full reimbursement amount to the local entity in the year the reimbursement to the local entity is to begin. If two phases were originally programmed in different years, the payback may be in different years. The payback must be programmed in the original year for each phase. Do not use fund code LFRF to program the A8 phase.
  - Program federal funds on the A8 phase in an amount equal to the ACXX funds, with a program number 52 and an allocation type 1.
    - Since budget is not requested for conversion (program number 52), the budget for the reimbursement will not be doubled.
    - If the reimbursement is funded with ACNP or ACBR an estimate for conversion should not be programmed.
    - Federal authorization is requested on the A8 phase. Federal aid projects must be authorized in the advanced construction mode prior to commitment.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	05	LFRF	\$100,000	1	2022 (letting)
A8	01	39	ACSU	\$100,000	1	2028 (payback)
A8	01	52	SU	\$100,000	1	2028 (conversion)

- When the locals do the work or let the contract:
  - Reimbursement with state funds:

- Program LFRF funds with an X8 phase in the year to which the project/phase is advanced.
- Program fund allocation type 4 on the LFRF funds.
- Program the appropriate program number for the type of project being advanced.
- Program a phase A8 and program number 39 for the full reimbursement amount to the local entity in the year the reimbursement to the local entity is to begin. If two phases were originally programmed in different years, the payback may be in different years. The payback must be programmed in the original year for each phase. Do not use fund code LFRF to program the A8 phase.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
58	01	05	LFRF	\$100,000	4	2022 (letting)
A8	01	39	DDR	\$100,000	1	2028 (payback)

- Reimbursement with federal funds:
  - Program LFRF funds with an X8 phase in the year to which the project/phase is advanced.
  - Program fund allocation type 4 on the LFRF funds.
  - Program the appropriate program number for the type of project being advanced.
  - Program a phase A8, fund code ACXX, program number 39 and allocation type 1 for the full reimbursement amount to the local entity in the year the reimbursement to the local entity is to begin. If two phases were originally programmed in different years, the payback may be in different years. The payback must be programmed in the original year for each phase.
  - Program federal funds on the A8 phase in an amount equal to the ACXX funds, with a program number 52 and an allocation type 1.
    - Since budget is not requested for conversion (program number 52), the budget for the reimbursement will not be doubled.
    - If the reimbursement is funded with ACNP or ACBR an estimate for conversion should not be programmed.
    - Federal authorization is requested on the A8 phase. Federal aid projects must be authorized in the advanced construction mode prior to commitment.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
58	01	05	LFRF	\$100,000	4	2022 (letting)
A8	01	39	ACSU	\$100,000	1	2028 (payback)
A8	01	52	SU	\$100,000	1	2028 (conversion)

## **D. ADVANCES FROM OUTSIDE THE FIVE-YEAR ADOPTED WORK PROGRAM (LRSC)**

In accordance with Section [339.12\(4\)\(c\)](#), F.S., the department may (upon approval by the district secretary and the finance and accounting assistant secretary) enter into an agreement with a local entity to advance a project or project phase not included in the five-year adopted work program. The following provisions apply:

### **1. FOR SPECIFIC COUNTIES WITH A POPULATION OF 150,000 OR FEWER:**

- Effective July 1, 2009, the total amount of these type advances is limited to \$200 million statewide.
- Counties having a population of 150,000 or fewer as determined by the most recent official estimate under Section [186.901](#), F.S.
- Project or project phases mean right of way acquisition, construction and construction inspection, as well as related support phases.
- The project must represent a high priority of the local government and must be included in the local government's adopted comprehensive plan.

### **2. PROGRAMMING GUIDELINES – ADVANCES FROM OUTSIDE THE FIVE-YEAR ADOPTED WORK PROGRAM**

- See the program plan crosswalk link in the references section of this chapter for the appropriate transportation system, program number, phase, and fund combinations.
- Advance the project under the same program number as originally programmed. If the department is letting the project, use the same phase as originally programmed. If the local entity is letting the project, use the appropriate X8 phase.
- Use the fund code LRSC for the funds provided by the local entity. Program the amount based on present day costs (PDC). Do not use the LRSC fund code for the reimbursement.

- Include the participant name on the Item Segment Definition (WP01) screen or Item Comments (WP33) screen in the FM system.

## **E. LFR/LFRF REIMBURSEMENT SCHEDULE**

- If the project is \$2M or less or federal funded (including AC funded) – the reimbursement will be made in a lump sum in the year the project was originally scheduled in the work program.
- If the project is \$2M or less or federal funded (including AC funded) programmed over a multiple-year period – an annual amount equal to the original amount programmed will be reimbursed per year for the same number of years as the phase A8 is programmed. For example, if the reimbursement is programmed in fiscal year 2022 for \$500,000 and fiscal year 2023 for \$500,000, an annual payment of \$500,000 will be made in fiscal year 2022 and in fiscal year 2023.
- If a resurfacing project is state funded and over \$2M – payments will be made in six equal quarterly payments beginning in the year the project was programmed. For example, if a project was originally programmed in fiscal year 2023 for \$5M and advanced to fiscal year 2022, reimbursement would begin July 2021 and cover six quarterly payments of \$834,000 ending in October 2023.
- If a project is state funded and over \$2M – payments will be made in ten equal quarterly payments beginning in the year the project was programmed. For example, if a project was originally programmed in fiscal year 2023 for \$5M and advanced to fiscal year 2022, reimbursement would begin July 2021 and cover 10 quarterly payments of \$500,000 ending in October 2023.
- Unlike LFR/LFRF reimbursements, Local Agency Program (LAP) Agreements funded with AC funds will be reimbursed in the same manner as state funded projects and will not be repaid as lump sum.
- Earmarks will be reimbursed on a case-by-case basis as determined by the department's comptroller.

**Any variation from the above options must be approved by the comptroller.**

## **F. PROPORTIONATE FAIR SHARE AGREEMENTS**

The growth management legislation passed in 2005 requires transportation concurrency before a local government may issue a development order. If there is an existing construction project in the first three years of the adopted work program on the corridor that will provide additional capacity necessary for transportation concurrency, the concurrency requirement is deemed as having been met and the local government may issue the development order.

The alternative to meeting the transportation concurrency requirement through projects in the first three years of the adopted work program is for the developer to enter into a proportionate fair share agreement with the local government. In such an agreement, the developer agrees to fund all or a portion of a future roadway project to mitigate traffic impacts. If a roadway which required concurrency mitigation is on the SIS, the department must also be a party to the agreement. In basic terms, the local government negotiates with the developer for dollars to offset the impact of the development on the



transportation corridor. Agreements are only to be executed for projects that can provide the required transportation concurrency (be under construction) within 10 years of the execution of the proportionate fair share agreement. By signing an agreement, the department is not guaranteeing the project will be under construction within 10 years but is agreeing with the local government that sufficient funding is “reasonably anticipated.”

Once the agreement is executed and the dollars have been paid to the local government, the development order can be approved. For those projects that are on the SIS, the department will receive the funds made available pursuant to the agreement. For other projects off the SIS but on the SHS, the department may also receive the funds for use towards a future project, and although not required by law, should be involved in the agreement. All proportionate share agreements are subject to a feasibility test by the Department of Commerce.

Under very limited circumstances, a letter of credit may be accepted at the time the proportionate fair share agreement is executed, with the funding to be provided at the time the project will move forward. This is not the preferred method and requires the approval of the department’s comptroller prior to execution of the agreement.

Once an agreement is executed and funds are received by the department, a copy of the executed agreement and the check must be sent with a transmittal memorandum to the OOC General Accounting Office, MS 42B, to the attention of the General Accounting Office, Deputy Comptroller. The OOC will prepare and execute an escrow agreement with the Department of Financial Services whereby the funds will be held in the state treasury until they are to be used on a project. The OOC will provide a quarterly report for all funds held in escrow pursuant to proportionate fair share agreements. The transmittal memorandum needs to include a reference to the item number under which the funds are being programmed in the work program. Once the project is ready to move forward, the funds are released from the escrow account. At that time, any interest earned on the funds will be added to the amount programmed on the project.

The agreements will specifically state the corridor and limits that are being impacted and the capacity project that will provide the necessary concurrency, e.g., four laning of SR XYZ between Main Street and Third Avenue. There is no restriction in which phase(s) the funds can be used, but the funds should not be programmed for in-house costs. If for some reason the identified project could not move forward, e.g., due to environmental issues, the funds could be used on a project on another corridor if that project will reduce the congestion on the corridor identified in the proportionate fair share agreement. Questions on programming proportionate fair share agreements should be directed to the Work Program Development and Operations Office. Questions on all other issues related to proportionate fair share agreements should be directed to the Office of Policy Planning.

For programming purposes, the following guidance is provided:

- Use fund code LFP for programming funds received pursuant to a proportionate fair share agreement.

- If there is a project in year four or five of the adopted work program, the funds received pursuant to the proportionate fair share agreement may be substituted for or added to the existing funding.
- If the project is on the SIS and has been funded in the Ten-Year SIS plan, the funds received pursuant to the proportionate fair share agreement may be substituted for or added to the existing funding.
- If no project exists in the adopted work program or the Ten-Year SIS Plan, the funds shall be programmed in a reserve item (box) in year 10 of the work program. A specific reserve item will be established for each corridor identified in a proportionate fair share agreement. If more than one proportionate fair share agreement is executed for the same corridor, the funds may be programmed on the same item number. During the next gaming cycle, all proportionate fair share agreements will be reviewed, and the projects considered for programming. Again, a proportionate fair share agreement should not be executed unless it is anticipated that the project referenced in the agreement can be under construction within 10 years from the date of execution of the agreement.
- If no specific phase has been identified, the funds should be programmed with phase 52, allocation type 1 and fund code LFP using the appropriate transportation system. The phase may be changed as the project develops and a specific use for the funds is identified, as part of the normal work program processes.
- For programming purposes, letters of credit are treated as if the funds have been received, using the fund code LFP.
- Use item group identifier PFS for all projects programmed with funds received pursuant to a proportionate fair share agreement.

For programming after the tentative is closed, the funds must be transmitted to the OOC whenever funds are received pursuant to a proportionate fair share agreement. If the funds received are to be programmed on an existing project in the adopted work program, the project can be amended to add the additional funds. If the funds are for a future project, the adopted work program would be amended to add a new reserve item, since the addition of a reserve item does not require a work program amendment. Once the project is fully identified and funded, the project would be added to the work program through the normal work program development cycle. Funds received would not be programmed in the current fiscal year.

## **G. REFERENCES**

Procedure [350-020-200](#), Contract Funds Approval

Procedure [350-020-300](#), Locally Funded Agreements Financial Provisions and Processing

Procedure [350-020-301](#), Financial Provisions for All Department Funded Agreements

FDOT employees can access the program plan crosswalk by using the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>



## **PART III - CHAPTER 18: LOCATION INFORMATION FOR ROADWAYS, BRIDGES AND TRAIL SYSTEM**

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## **PART III - CHAPTER 18: LOCATION INFORMATION FOR ROADWAYS, BRIDGES AND TRAIL SYSTEM**

### **A. OVERVIEW**

Throughout the year, the Office of Work Program and Budget periodically reports agency accomplishments to the Florida Legislature, Florida Transportation Commission, and the Florida Department of Transportation's (department's) executive leadership team. Two accomplishments in particular are improvements and additions to both our road and bridge networks. These accomplishments indicate past achievements and those future endeavors prescribed in the department's Program Resource Plan.

These instructions explain the use of certain fields in the Road - Item Segment Location (WP07) screen; Bridge - Item Segment Location (WP10) screen; and Trail – Item Segment Location (WP38) screen. This data is key to determining and reporting agency performance in terms of “lane miles added” and “lane miles improved” (for roadway projects) and “bridges to be repaired or replaced” (for bridge projects). GIS software uses this data to map work program projects.

To ensure links to the roadway characteristics inventory (RCI) and the bridge management system (BMS) can be made, include the following for road and bridge projects: roadway identification (ID), project limits, and applicable item group identifiers with state milepost information. This information is necessary during construction phase programming because it allows credit toward district/turnpike enterprise accomplishments and program targets. The Systems Implementation Office also uses this information to monitor the Strategic Intermodal Systems (SIS) compliance with the SIS Cost Feasible Plan and development of the Shared-Use Nonmotorized (SUN) Trail network.

## B. ROAD - ITEM SEGMENT LOCATION (WP07) SCREEN

WP07

D\_ Display

Add

Update

DEL\_loc

AddAll

Workmix

Loc\_Fin\_proj

Bridge

Item\_Seg\_def

FDOT - Work Program Administration

08-16-2024

Item Segment Location - Road

08:27:43

Item: XXXXXX Segment: \_ Geographic District: County: MORE:

Desc:

Roadway Id: \_\_\_\_\_ SR No: \_\_\_\_\_ US No: \_\_\_\_\_

Beginning Point: \_\_\_\_\_0.000 Ending Point: \_\_\_\_\_0.000 Length: \_\_\_\_\_

Roadway Side: \_ Lanes Existing: \_\_\_\_\_ Lanes Improved: \_ Lanes Added: \_

Proposed X-Sect: \_

Federal Aid System: \_\_\_\_\_ Fed Hwy System: \_\_\_\_\_

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

WORK\_PROGRAM\_ITEM was not found.

F1=Help F3=Exit F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff

MB+ 01A LTIP9J8U 06/008

- A roadway project is normally defined as contiguous construction work within a county/section roadway ID number. A project's length is automatically computed as the difference between the beginning and ending milepoints on the WP07 screen. When no roadway section points have been attached to an item segment, adding all section points between two mileposts on a single roadway can be accomplished by using the Add All command (AA). This is achieved by entering the roadway ID, minimum beginning milepoint, and the maximum ending milepoint. Please note that once a roadway section is attached to an item/segment, the add all option is no longer available. Occasionally, gaps between contiguous project sections will occur where work will stop and restart further down the roadway. In instances where the gap distance in both directions is significant to the description of work accomplished (e.g., exceeds approximately one-half (1/2) mile), create separate entries on the WP07 and WP10 screens for each new location.

In the following circumstances, consider establishing new item segment numbers:

- The roadway project crosses a county line
- The character of project changes, which materially affects unit costs of project pay items
- There is a significant gap between the beginning and ending milepoints

- For roadway projects programmed with state funds where the majority of the work is on the state highway system, up to approximately one-half (1/2) mile off the state highway system in either direction is permissible if the work is integral to the function of the project.
- Sections of non-mainline (non-through lane) pavement within the project limits, such as turn lanes, interchanges, intersections, guardrails, signing/pavement markings, intelligent transportation systems, ramps, frontage roads, crossroads, and rest areas will normally be improved as part of a resurfacing project. However, they are not reported as mainline through lane miles resurfaced in the program objectives and accomplishments report. In order to associate additional roadway ID numbers for anything other than the through lanes, the district would create a separate entry on the WP07 screen (use PF6 for multiple entries on the roadway ID screens). If there is more than one roadway ID on the project, note it on the comment screen. All roads functionally classified as rural major collector and above are already assigned roadway ID numbers. The Transportation Statistics Office, through the district/turnpike enterprise planning offices, assigns new roadway ID numbers. All active and future roadway projects require unique roadway ID numbers. Sidewalks, signs, bike paths, multimodal trails, landscaping, signal projects off the state highway system and off the federal highway system (transportation system 16), do not require roadway ID numbers.
- Roadway ID numbers are required for new projects off the state highway system and off the federal highway system. The roadway ID may be inactivated once the project has been closed, unless the road is on the SIS system. Such roads are subject to the Transportation Statistics Office's normal process.
- For projects off the state highway system, the Transportation Statistics Office will set up a series of roadway IDs using 500 and 900 series section numbers. Projects with unique financial project numbers will have their own subsection number. The method is similar to the countywide approach but allows local roadways to be uniquely identified.

Example: Instead of 10 projects on off-system or local roads having a countywide roadway ID of 55-000-000, each of these roads would be assigned a roadway ID ranging from 55-900-001 through 55-900-010. This approach allows each to have its own roadway ID in RCI.

- "Lanes improved" should not exceed the number of "lanes existing". This is defined as the number of through lanes recorded in the RCI system for the majority of the project limits.
- "Lanes added" should be the number of lanes added to "lanes existing." Correct coding is necessary in order for a project to be included in SIS reporting and mapping.



- When only one direction of a divided roadway is being improved, enter an “R” for right or an “L” for left as applicable. When both sides are improved, enter “C” for composite.
- Check and correct project and/or segment limits when the plans completion status changes to "60% complete." The project manager or designer should refer to the net project length (indicated on the key sheet to the project plans) during this verification. The project manager/designer should inform the district/turnpike enterprise programming staff of any corrections needed.
- Accuracy is key when determining the measure of district/turnpike enterprise accomplishments. Through lanes are the primary concern when counting lane miles added or improved. Reporting lanes added to the state highway system aids in addressing issues of highway congestion and mobility. Similarly, lanes improved are reported to address the resurfacing of through lanes on the state highway system.
- If bike lanes are within the roadway right of way, use the roadway ID; if not, no roadway ID is needed.
- Lanes existing are automatically populated based on the value in RCI within the milepoints specified. For the following work mixes, if there are breaks in the number of lanes on a roadway project (i.e., two lanes from MP 2.000 to 4.000 and four lanes from MP 4.000 to 5.000), each break will require a separate entry on the WP07 screen.

Work Mix	Description
0548	ADD AUXILIARY LANE (S)
0213	ADD LANES & RECONSTRUCT
0218	ADD LANES & REHABILITATE PVMNT
0547	ADD THRU LANE(S)
0005	FLEXIBLE PAVEMENT RECONSTRUCT.
0002	NEW ROAD CONSTRUCTION
0012	RESURFACING
0015	RESURFACING - RIDE ONLY
0217	RIGID PAVEMENT RECONSTRUCTION

0227	RIGID PAVEMENT REHABILITATION
0102	ROAD RECONSTRUCTION - 2 LANE
0216	SKID HAZARD OVERLAY
0221	WIDEN/RESURFACE EXIST LANES

- If the item segment is not one of the work mixes listed above, the number of existing lanes will be populated based on the value stored in RCI between the begin and end points specified. If the number of existing lanes changes between these points, existing lanes will be populated with the average number of lanes between the points specified.

### C. BRIDGE - ITEM SEGMENT LOCATION (WP10) SCREEN

WP10

D\_ Display Item\_Seg\_def Add DElete Road

FDOT - Work Program Administration

Item Segment Location - Bridge

08-16-2024  
08:30:02  
MORE:

Item:            Segment: \_ Geographic District: County:

Desc:

Roadway Id: SR No: US No:

Beginning Point: 0.000 Ending Point: 0.000 Length:

Display Included Bridges Only: ☒ (Y/N)

Brdg

Def Disc

Sel No. Inc Length NBI Rat Op St Suff Rat Struc Typ Act Typ Year

WORK\_PROGRAM\_ITEM was not found.

F1=Help F3=Exit F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff

M8+ 01A

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- Select “bridge” in the “Brdg No” field if a bridge is to be repaired, rehabilitated, or replaced within the intrastate highways, other arterials, resurfacing, or bridge programs. Identify all bridges to be improved, to include those incidental to road construction or reconstruction projects. Bridge numbers are unique for each structure and allow the repair or replacement to be reported as an agency accomplishment.

- If a project consists of bridge work on more than one roadway ID, setup individual entries for each roadway ID on the WP07 and WP10 screens. This procedure should also be followed when setting up districtwide and similar multi-location projects. It is not necessary to create a separate financial project by defining a different segment. Once geographic locations have been established on the WP07 and WP10 screens, all the bridges and roadway ID's may be viewed on the Financial Project Location (WP23) screen or by scrolling through the individual entries on the WP10 screen for each roadway ID.
- The WP10 screen displays the last four digits of a six-digit bridge number. The first two digits are the county number included in the first two digits of the roadway ID code (i.e., county-section-subsection), as defined on the WP07 screen.
- When bridge work is proposed on an overpass of the mainline section, use the roadway ID (county-section-subsection) of the roadway on which the bridge is located. Measure the location of the beginning and ending bridge mile points along the roadway. When no roadway ID exists for the bridge, request district/turnpike enterprise planning offices assign a county-section-subsection. Both the roadway ID and the bridge location mile points must be used by the district/turnpike enterprise structures and facilities engineers within the BMS and the work program development staff. Identify the bridge in Pontis in order for it to link to the WPA and appear on the WP10 screen. **All off-system bridge projects require roadway ID numbers.**
- The WP10 screen has been modified to allow association of new bridges when design is complete. It has also been modified to no longer display deleted bridges if they were not already associated to the item segment.

**D. TRAIL - ITEM SEGMENT LOCATION (WP38) SCREEN**

WP38	D_	Display	Add	Update	DEL_loc	Loc_Fin_proj	Item_Seg_def
FDOT - Work Program Administration							08-16-2024
Item Segment Location - Trail							08:32:21
							MORE:
Item:	<input type="text"/>	Segment:	<input type="text"/>	Geographic District:			County:
Desc:							
Trail Id:	<input type="text"/>	Desc:					
Beginning Point:	<input type="text"/> 0.000	Ending Point:	<input type="text"/> 0.000	Length:			
Comments:	<input type="text"/>						
	<input type="text"/>						
	<input type="text"/>						
	<input type="text"/>						
	<input type="text"/>						
	<input type="text"/>						
	<input type="text"/>						
	<input type="text"/>						
WORK_PROGRAM_ITEM was not found.							
F1=Help F3=Exit F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff							
MB + 01A				LTIP9J8U		06/008	

- SUN TRAIL is a statewide network of shared use nonmotorized trails for bicyclists and pedestrians. Once constructed, these trails are paved facilities physically separated from motorized vehicular traffic by an open space or barrier and are either within the highway right of way or an independent right of way. Section [339.81](#), Florida Statutes, makes an allowance for on-road facilities that are no longer than one-half mile connecting two or more nonmotorized trails, or if the provision of non-road facilities is infeasible and if such on-road facilities are signed and marked for nonmotorized use. The term “trail” is synonymous with shared-use path, multiuse trails, or other similar terms used in other FDOT manuals.
- Select “P” for Path in the location screen. It is used with SUN TRAIL network components regardless of funding source.
- All projects developing “Paths” within the SUN Trail network, regardless of funding source, require a unique trailway ID and beginning and ending milepoints. Trailway ID numbers and milepoints can be obtained from RCI feature 801. They are similar to roadway ID’s and follow the CO section convention. The first two digits represent the unique county code; the next three digits represent the section number, which is 931, the last three digits represent a unique location.

- Unlike the roadway ID assignment process for roadways, SUN Trail segment roadway IDs are assigned by the Systems Implementation Office (SIO) after corridors are given to FDOT from FDEP and are aligned to the Florida Greenways and Trails System Plan's Land Trail Priority Network. As it relates to the RCI, there is a distinct difference between newly developing segments of the roadway network and developing SUN Trail segments. This difference is that there is no linear referencing system (LRS) of milepoints for a roadway segment until after it is constructed, whereas for the SUN Trail network, a LRS already exists for "pending" trail segments during the development phases from planning through construction. During this development process of "pending" trail segments, the feature linework represented by the GIS/LRS could potentially change because it represents a general planning corridor.
- After construction of a SUN Trail segment is complete, then RCI coding for that segment is changed from "pending" to "active". The SUN Trail section milepoints are loaded into the RCI. When SUN Trail segments parallel roadway segments, there is the potential of having two IDs within which to be programmed, both the roadway ID and the trailway ID.
- The SUN TRAIL website at: <https://www.fdot.gov/planning/systems/SUNTrail.shtm> contains much useful information.

The IVIEW site at: <https://tdaappsprod.dot.state.fl.us/prv/iview/> allows the user to obtain the trailway ID and milepoints.

**E. LOCATION MINOR WORK MIX ROAD (WP11) SCREEN**

WP11	D_	Display	Add	Update	DElete	Location
FDOT - Work Program Administration						08-16-2024
Location Work Mix - Road						08:36:04
						MORE:
Item: <span style="background-color: black; color: black;">          </span>	Segment: _	Geographic District: 99		County: 99		
Roadway Id: _____		SR No:		US No:		
Beginning Point: 0.000		Ending Point: 0.000		Length:		
Sel	Work Mix	Description	Quantity	Measure		
-	_____		_____			
-	_____		_____			
-	_____		_____			
-	_____		_____			
-	_____		_____			
-	_____		_____			
-	_____		_____			
-	_____		_____			
-	_____		_____			
-	_____		_____			
AAA140-E: Mandatory field has not been entered.						
F1=Help F3=Exit F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff						
MB <span style="background-color: blue; color: white;">+</span> 01A				LTIP9J8U 07/008		

If needed, additional minor work mixes should be added using this Location Work Mix – Road (WP11) screen.



- Enter “LF” (Location Financial Project) on the command line to get to the Location Financial Project-County (WP22) screen, which locates the financial project for the county. This screen lists all phases and sequences for the item segment.
- WP20 screen
  - On the Phase Estimate Detail (WP20) screen, enter “FL” (Financial Project Location) on the command line to get to the WP23 screen.
- WP23 screen
  - You may choose to display the counties for the item segment phase sequence. When the counties are displayed, a percentage and dollar amount for each county will be displayed for that item segment, sequence and phase.
  - To delete a county on the WP23 screen, enter “S” (Select) by the county and “DE” (Delete) on the command line. After entering you will receive a yes or no prompt. The percentages will change based on the counties remaining.
  - To change the percentages on the WP23 screen, enter “S” (Select) by the county and “U” (Update) on the command line. Change the percentage and enter “F” in the blank field under the (F). This will assign a fixed percentage to the county modified. After redisplaying, the new percentage will display for the updated county and the percentages for the remaining counties will be recalculated so that the total sums to 100%. A fixed percentage cannot be assigned to all counties; at least one must be left as variable.



## PART III - CHAPTER 19: MAINTENANCE

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## **PART III - CHAPTER 19: MAINTENANCE**

### **A. ROUTINE MAINTENANCE**

#### **1. OVERVIEW**

The highway maintenance program preserves Florida's existing transportation infrastructure by setting certain goals as per [334.046\(4\)\(a\)\(3\)](#), F.S. and delineating preservation standards for the state highway system (SHS). In order to maintain safe and comfortable driving conditions, the maintenance program accomplishes a multitude of activities including minor pavement repair work, roadside aesthetics, movable bridge operations, drainage facilities, traffic services, vegetation control, highway maintenance condition inspection, and evaluation.

#### **2. PROGRAMMING GUIDELINES**

##### **a. Maintenance Projects**

1. For the first two years of the work program, districts will identify contract maintenance and in-house maintenance and define the scope of work. Program the remaining years in a target box.
2. Maintenance contracts:
  - i. Use contract class 2 for any department funded agreement/memorandum of agreement (MOA) maintenance contracts let using budget category 088712 and using phase 74 or 78.
  - ii. Use contract class 7 for M&O contracts using phase 72.
  - iii. For Targeted Open Grade Friction Course Program utilizing a maintenance contract, program funds (FC5) using phase 72, budget category 088712, and the applicable contract class. See the Resurfacing chapter of these instructions for additional information on the Open Grade Friction Course Program when utilizing a construction contract.
3. M&O reimbursements involving department funded agreements/MOAs:
  - i. Use phase 78
  - ii. Program number 00
4. Youth work experience program (YWEP) Section [334.351](#), F.S.:

- i. Program as M&O contract
  - ii. Use phase 72
  - iii. Program number 00
5. Florida Highway Patrol (FHP) provides traffic control services during a maintenance project:
- i. Programmed as M&O contracts.
  - ii. Use phase 78
  - iii. Program number 00
6. Consultant contracts, other than for bridge inspection and scour, to perform work such as overhead sign inspection, roadway characteristics inventory (RCI) collections, and maintenance engineering management consultants:
- i. Use phase 72
  - ii. Program number 83
7. Intelligent Transportation System (ITS) projects in M&O contracts: Districts must meet the schedule B target (MITS) using D or TMxx funds (with no tolerance). (See the TSM&O chapter of these instructions.)
- i. Program the ITS projects in M&O contracts using phase 72
  - ii. Program number TI
8. Intelligent Transportation System (ITS) projects in M&O contracts with equipment replacements: Districts must meet the schedule B target (TOTR/MITS) for equipment replacements. (See the TSM&O chapter of these instructions.)
- i. Program the ITS projects in M&O contracts with equipment replacements with phase(s) 92, 93, or 98 starting in FY2027
  - ii. Program number TR
9. Traffic signal maintenance under the Traffic Signal Maintenance and Compensation Agreement (eTraffic): Districts must meet the schedule B target (MSCA) for traffic signal maintenance using only D funds. (See the TSM&O chapter of these instructions.)

- i. Program the projects in M&O contracts with traffic signal maintenance (eTraffic) with phase 78
  - ii. Program number TM
- 10. Asset maintenance contracts: Program using item group identifier ASM.
- 11. Highway beautification maintenance grants: This program uses work program budget. These grants must be approved by the Secretary.
  - i. Use phase 74
  - ii. Program number 42
  - iii. D funds
  - iv. Contract class 2
- 12. Keep America Beautiful: This program is also known as the Certified Keep America Beautiful System Grant Program. It provides grants to cities, counties, and local non-profit organizations for litter prevention education programs. Typically, this program is funded with work program budget.
  - i. Program number 00
  - ii. phase X4
  - iii. D funds
- 13. Warehouse distribution charges for signs are an expense item:
  - i. Use phase 71. For future maintenance contracts, program a phase 71 for each year of the contract. The district maintenance office will provide the estimated cost of signs for each year of the contract.
- 14. Program standalone landscape contracts using work mix 1070.
- 15. For rail maintenance projects where FDOT owns a portion of the structure and FDOT is contracting with a railroad company to perform maintenance on the structural components owned by FDOT: (FDOT shall not fund maintenance projects for railroad company assets such as track or structures.)
  - i. Use phase 77
  - ii. Transportation system 10
  - iii. Program 00

The following table illustrates phase and program numbers used for routine maintenance projects:

PHASE GROUP	PHASE TYPE	PROGRAM NUMBER	COMMENT
7	B	00	Facilities maintenance (turnpike only)
7	1	00	In-house roadway maintenance, and in-house bridge inspection or maintenance
7	2	00	Contract maintenance, rest area security contracts, YWEP, landscape maintenance contracts
7	7	00	Maintenance on rail structures partially owned by FDOT
7	8	00	Maintenance agreement with FHP or other local entities
7	2	41	Contract maintenance, lighting
7	8	41	Maintenance agreement with local agencies, lighting
7	4	42	Highway beautification grants
7	2	43	Consultant bridge inspection, scour inspection
7	2	45	Contract maintenance, rest areas
7	2	46	Contract maintenance, movable bridge operations
7	1, 2, 4	47	Fairbanks hazardous waste cleanup
7	1	49	In-house contamination assessment
7	1	50	In-house National Pollutant Discharge Elimination System (NPDES)
7	2, 8	50	NPDES contracts

PHASE GROUP	PHASE TYPE	PROGRAM NUMBER	COMMENT
7	8	64	Maintenance agreement with Department of Corrections
7	1	80	Betterment (in-house)
7	2	83	Other consultant contracts such as overhead sign inspection, RCI collections and maintenance engineering management consultants
7	1	TI	ITS in-house
7	2	TI	ITS M&O contracts
7	8	TM	ITS M&O Signal Maintenance with local agencies
9	2, 3, 8	TR	ITS M&O Equipment Replacements

**b. Bridge Inspection**

Note: A joint decision between the Office of Maintenance, Work Program Development Office, Federal Aid Office, and the Office of Comptroller was made on how to program bridge inspections activities when they are performed within an asset maintenance contract.

1. Consultant/contract inspection:
  - i. Use program number 43 for bridge inspection by consultant/contract on any transportation system.
2. Asset maintenance contract inspection:
  - i. Use program number 43 for inspections of local bridges
  - ii. Use program number 00 for inspection of state or toll bridges.
3. State bridges: D funds will be used for state bridges inspected by consultant, except turnpike (use PKxx funds) and toll (use TMxx funds to the extent toll revenue allocation is available). If toll revenue allocation is not available, D funds

may be programmed using the appropriate distribution area of the toll facility. See the Turnpike Enterprise and Other Toll Facilities chapter of these instructions for more details about programming toll facilities funds. **Do not use federal funds.**

4. Use the following tables for programming of bridge inspections, load ratings, scour evaluations and the inspection of overhead signs for state, local, turnpike toll and turnpike enterprise bridges. Use D funds for state bridges inspected by state forces.

SYSTEM	PHASE GROUP	PHASE TYPE	PROGRAM NUMBER	WORK MIX	COMMENT
01,03	7	1	00	7092/7093	In-house bridge inspection
01,03	7	2	00	7092/7093	Asset maintenance contract - bridge
01,03	7	2	43	7092/7093	Consultants/contracts - bridge inspection

Note: The limited inspection required on private bridges over state highways will be accomplished using phase 71 (In-house) with state funds.

5. Local government bridge inspection contracts:
  - i. Funded/budgeted biennially using ACBR or ACBZ funds.
  - ii. Use ACBZ funds for inspection of local bridges off the federal-aid system.
  - iii. Use ACBR funds for inspection of local bridges on the federal-aid system.
  - iv. To ensure accurate project accounting, establish a project number for in-house forces to charge time spent administering a local government bridge contract.

SYSTEM	PHASE GROUP	PHASE TYPE	PROGRAM NUMBER	COMMENT
06, 16	7	1	00	In-house bridge inspection
06, 16	7	2	43	Asset maintenance contract - bridge inspection
06, 16	7	2	43	Consultants/contracts - bridge inspection

6. Toll bridges - TMxx funds must be used for inspection of toll bridges to the extent toll revenue allocation is available:

SYSTEM	PHASE GROUP	PHASE TYPE	PROGRAM NUMBER	COMMENT
04	7	1	00	In-house bridge inspection
04	7	2	00	Asset maintenance contract - bridge inspection
04	7	2	43	Consultants/contracts – bridge inspection

See the Turnpike Enterprise and Other Toll Facilities chapter of these instructions for more details about programming toll facilities funds.

7. Use PKxx for inspection of turnpike bridges:

SYSTEM	PHASE GROUP	PHASE TYPE	PROGRAM NUMBER	COMMENT
N/A	N/A	N/A	N/A	In-house bridge inspection
02	7	2	43	Consultants/contracts bridge inspection

8. Scour evaluations required for National Bridge Inspection System (NBIS):

- i. Use ACBR funds for projects off the SHS and on the federal-aid system
- ii. Use ACBZ funds for projects off the SHS and off the federal-aid system
- iii. Use state funds for projects on the SHS

9. When using federal funds, the state bridge engineer and the FHWA division bridge engineer must approve the scope of work and the method of compensation prior to requesting technical proposals.

10. If using an asset maintenance contract:

- i. Use phase 72 on the proper system.
- ii. Program number 00 if on the SHS



- iii. Program number 43 if off the SHS.

11. Load ratings:

- i. Use ACBR funds for evaluation of all state bridge load ratings
- ii. Use PKxx for the turnpike
- iii. Use TMxx for toll facilities to the extent toll revenue allocation is available. (TMxx). See the Turnpike Enterprise and Other Toll Facilities chapter of these instructions for more details about programming toll facilities funds.
- iv. Use state funds for state bridges off the federal aid system.

12. Ancillary structure (overhead signs, high mast light poles and mast arms) inspections programming guidelines:

- i. Use D funds for all ancillary structure inspections
- ii. Use PKxx for turnpike
- iii. Use TMxx for tolls to the extent toll revenue allocation is available. See the Turnpike Enterprise and Other Toll Facilities chapter of these instructions for more details about programming toll facilities funds.

SYSTEM	PHASE GROUP	PHASE TYPE	PROGRAM NUMBER	COMMENT
01, 02, 03, 04	7	1	00	In-house ancillary structure inspection
01, 02, 03, 04	7	2	83	Consultants/contracts ancillary structure sign inspection

**c. Highway Lighting**

- 1. The Department of Transportation (department) participates with local governmental agencies in the funding for M&O costs associated with highway lighting on the SHS. Highway lighting maintenance and operation costs will be shared by the department and participating local governmental agencies for those systems which meet the department's criteria for installation.

2. Reimbursing local agencies for lighting projects which meet department standards:
  - i. Use phase 78
  - ii. Program number 41
  - iii. D funds.
3. Reimbursing local agencies for lighting projects which **do not** meet department standards:
  - i. Use phase 78
  - ii. Program number 41
  - iii. DS or DDR funds.
  - iv. Use appropriate transportation system
4. For department contracts:
  - i. Use phase 72
  - ii. Program number 41
  - iii. D funds
  - iv. Use appropriate transportation system

Example: For maintenance lighting agreements with local agencies which meet department standards, use appropriate transportation system, fund code D phase 78 and program number 41.

PHASE	SEQUENCE	PROGRAM NO.	FUN D	AMOUNT	TRANS SYS	FISCAL YEAR
78	01	41	D	\$1,000,000	XX	20XX

Example: For maintenance lighting agreements with local agencies which do not meet department standards, use appropriate transportation system, fund code DS or DDR phase 78 and program number 41.

PHASE	SEQUENCE	PROGRAM NO.	FUN D	AMOUNT	TRANS SYS	FISCAL YEAR
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78	01	41	DS DDR	\$1,000,000	XX	20XX
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Example: For contract maintenance lighting agreements, use appropriate transportation system, fund code D, phase 72 and program number 41.

PHASE	SEQUENCE	PROGRAM NO.	FUN D	AMOUNT	TRANS SYS	FISCAL YEAR
72	01	41	D	\$1,000,000	XX	20XX

## **B. OUTDOOR ADVERTISING MITIGATION PROGRAM**

### **1. OVERVIEW**

Section [479.106](#), F.S., provides a process for the outdoor advertising industry to remove vegetation around their signs. This law allows the outdoor advertising industry to process an application with the department to remove, cut, or trim trees/vegetation to make visible or to ensure future visibility of a proposed sign or active permitted sign. However, the industry must mitigate for what they remove in vegetation. They can do it themselves under a department approved landscape plan or pay mitigation fees to the department. The district can choose where and how to expend mitigation funds, as long as it is on a landscape project. Listed below is an approved option on how mitigation funds should be handled.

### **2. PROGRAMMING GUIDELINES**

- a. Each district will establish a reserve based on anticipated mitigation fees described in [Rule 14-10.077, Florida Administrative Code](#). Districts are authorized to use the reserve to complete landscape mitigation projects consistent with Section [479.106\(3\)](#), F.S. Establish a new work program item segment and assign district budget when receiving local funds for vegetation mitigation. For mitigation fees paid to the department, districts will coordinate with the General Accounting Office, Accounts Receivable Section, to apply revenue to approved vegetation mitigation projects. Districts will coordinate with the Work Program Development and Operations Office as the item may require a work program amendment.
- b. Track and record receipt of revenue(s) from billboard/sign companies using a unique financial project number. Use separate financial projects to record and track

commitments and expenditures. It is appropriate to set up financial projects for additional contracts as approved in the future.

- c. Program phase 72 and program number 00 in anticipation of a maintenance contract commitment initially.
- d. If using in-house assets, create maintenance in-house phase and reduce another in-house project/phase.
- e. Program with local funds
- f. Use work mix 7084 – Outdoor Advertising Mitigation.

Example: To program a statewide vegetation management project use transportation system 13, fund code LF, phase 72 and program number 00.

PHASE	SEQUENCE	PROGRAM NO.	FUN D	AMOUN T	TRANS SYS	FISCAL YEAR
72	01	00	LF	\$250,00 0	13	20XX

## **C. NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) - MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) PERMITTING PROGRAM**

### **1. OVERVIEW**

The National Pollutant Discharge Elimination System (NPDES) - Municipal Separate Storm Sewer System (MS4) Permitting Program was established in 1987 to meet the requirements of the Federal Clean Water Act, as amended. The U.S. Environmental Protection Agency authorized the administration of the program in Florida with the goal of reducing pollutants in stormwater discharges. Multiple NPDES MS4 permits regulate FDOT.

District offices are granted authorization for stormwater discharges under the NPDES MS4 program by maintaining coverage under an individual or generic (general) permit. Districts will maintain NPDES MS4 compliance with individual or generic permits, the FDOT Statewide Stormwater Management Plan and district-specific standard operating procedures.

Work being performed under this program includes the fulfillment of the NPDES MS4 permit requirements. This includes, but is not limited to ongoing maintenance activities, corrective actions to existing stormwater structures (e.g., retention/detention ponds, culverts, drainage ditches, etc.), routine monitoring, and sampling activities.

## 2. PROGRAMMING GUIDELINES

a. Program number 50 will be associated with the budget category for maintenance and operations contracts (088712).

b. For in-house costs related to NPDES:

- i. Use phase 71
- ii. Program number 50
- iii. Transportation system 02 with PKM1 funds or
- iv. Transportation system 13 with DIH funds

PHASE	TRANS SYS	PROGRAM NO.	FUND	AMOUNT	ALLOC TYPE	FISCAL YEAR
71	13	50	DIH	\$10,000	1	20XX

c. For NPDES MS4, districts will program in accordance with the targets issued in the maintenance portion of schedule B using state funds only.

d. For NPDES consultant contracts:

- i. Use phase 72
- ii. Program number 50
- iii. Transportation system 02 with PKM1 funds or
- iv. Transportation system 13 with D funds

PHASE	TRANS SYS	PROGRAM NO.	FUND	AMOUNT	ALLOC TYPE	FISCAL YEAR
72	13	50	D	\$10,000	1	20XX

e. For those districts that have the opportunity to participate in ongoing work being performed by cities/counties:

- i. Use phase 78 (must support these phases with department funded agreements)
- ii. Program number 50
- iii. Transportation system 02 with PKM1 funds or

- iv. Transportation system 13 with D funds. These phases must be supported by department funded agreements.

v.

PHASE	TRANS SYS	PROGRAM NO.	FUND	AMOUNT	ALLOC TYPE	FISCAL YEAR
78	13	50	D	\$10,000	1	20XX

- f. Establish separate financial projects (sequence 01, 02) for each department funded agreement and each consultant contract. At a minimum, one financial project to accumulate direct in-house charges (not directly associated with other specific phases already in the work program) in each district.

## **D. REFERENCES**

Procedure [375-000-005](#), Performance Based Maintenance Contracting

Procedure [375-020-002](#), Contract Maintenance Inspection and Reporting

[334.046, F.S.](#)

## PART III - CHAPTER 20: MATERIALS/TESTING AND APPLIED RESEARCH

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## PART III - CHAPTER 20: MATERIALS/TESTING AND APPLIED RESEARCH

### A. MATERIALS/TESTING

#### 1. OVERVIEW

The materials/testing program is managed by the Florida Department of Transportation's (department's) State Materials Office located in Gainesville (organizationally located in central office). The materials/testing program includes material testing and construction project related testing to ensure contractor compliance with materials standards and specifications.

##### a. Statewide Specific Authorization Contracts

The State Materials Office will issue a statewide contract to allow selection of a specialty contractor (commercial testing consultant) to perform work utilizing budget from the appropriate district in need of the specific services. The contract should be written such that authorization for services will be done via work orders, purchase orders, or letters of authorization (LOA). For each service to be performed, the department will provide the contractor/consultant with a letter to perform the specified services and provide details informing which item-phase to apply charges. Prior to issuing the authorization to perform services, funds must be programmed on the district project and encumbered on the statewide contract number. The contract number will be issued by the Contract Funds Management System (CFM) with the State Materials Office establishing a budgetary ceiling. There are no funds encumbered at this time, as they are to be encumbered prior to each work order, purchase order, or LOA given by the department and encumbered on the item-phase to which charges will be applied. This methodology will enable the department to contract for specific services needed on projects within each district.

##### b. In-House Support Costs

District in-house materials/testing is included as part of in-house construction, engineering, and inspection (CEI) targets and should be programmed by the districts. Direct jobs will be programmed for major department programs such as pavement condition survey, research projects, and professional certification of non-DOT personnel.

#### 2. PROGRAMMING GUIDELINES

##### a. In-House Support Costs

To program a project, use program number 00, phase B1, transportation system 13 and the appropriate fund.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>ALLOC TYPE</u>	<u>FISCALYEAR</u>
B1	01	00	D	1	20XX



**b. Commercial Testing Consultants**

- For commercial testing consultants to be used for statewide purposes (activities not assigned to a specific district and managed by the State Materials Office), use the appropriate transportation system, phase B2, program number 00, DC funds and managing District 50.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>ALLOC TYPE</u>	<u>FISCALYEAR</u>
B2	01	00	DC	1	20XX

- For commercial testing consultants for a specific district activity, use phase 62, program number 96, appropriate managing district, and any qualifying district allocated fund source except D or DC funds. Usually, each consultant contract will provide testing for more than one specific project, so state DS funds are appropriate. However, if a consultant contract is project specific, then federal or DDR funds may be appropriate.
- Program number 96 is allowable on project specific and districtwide (County 99) geotechnical/materials testing phases (phase 62). Program projects with qualifying district allocated finds.
- Funding for fabrication inspection activities has now been allocated to the districts rather than programmed by the State Materials Office. Therefore, each district will be required to make provisions for these costs within their CEI boxes as needs are identified by the State Materials Office. When a need is identified, the State Materials Office will request the appropriate district to propose adding a phase 62, program number 96, to an existing project. The State Materials Office will negotiate a statewide testing contract which must be used by the districts for testing activities identified by that office. The district will be required to reduce their CEI box to cover this need and may use any district allocated fund.

Example: To program a project for commercial testing funded by a district, use the appropriate transportation system and fund code, phase 62 and program number 96.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>ALLOC TYPE</u>	<u>FISCALYEAR</u>
62	01	96	DS	1	20XX

**B. APPLIED RESEARCH**

**1. OVERVIEW**

The applied research program is managed by the department’s Research Center. Departmental contract research should be funded through this program. Research contracts are primarily with universities.

The program is developed through prioritized needs statements that are submitted by department offices/districts throughout the state, reviewed by the Research Center manager and affected offices, and approved by the department’s executive leadership. The Research Center programs all projects for this program. The research program also manages pooled fund studies, the National

Cooperative Highway Research Program (NCHRP) participation, highway research correlations services, and the Local Technical Assistance Program (LTAP). The state match portion of this program is based on a minimum of 25% of federal planning and research program (HR funds) funds. If a central office or a district chooses to program special research issues from their own allocation of funds, such projects must still be reviewed by the Research Center. For further information on federal planning and research programs, see Part IV, Federal-Aid Programs, Chapter 1 of these instructions.

## **2. PROGRAMMING GUIDELINES**

### **a. In-House Support Costs**

For central office in-house administrative cost, use program number 00, phase B1, transportation system 13 and the appropriate fund.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>ALLOC TYPE</u>	<u>FISCALYEAR</u>
B1	01	00	HR	1	20XX

### **b. Applied Research**

- Allowable fund codes: DC, HR (federal highway research), TSM (LTAP program), FEDR (federal research activities)
- Phase: B2 (contracts)
- Program number: 00

Example: To program a project, use the appropriate transportation system, the fund code from the allowable fund code list, program number 00, and phase B2 for contracts or B1 for in-house administrative cost.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>ALLOC TYPE</u>	<u>FISCALYEAR</u>
B2	01	00	HR	1	20XX

### **c. Transfers to Pooled Fund Studies**

The Transportation Pooled Fund (TPF) Program allows federal, state, and local agencies and other organizations to combine resources to support transportation research studies. To program a TPF project use phase B2, program number 00 and HR funds.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>ALLOC TYPE</u>	<u>FISCALYEAR</u>
B2	01	00	HR	6	20XX

## PART III - CHAPTER 21: MODAL DEVELOPMENT

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## **PART III - CHAPTER 21: MODAL DEVELOPMENT**

### **A. GENERAL OVERVIEW**

The areas of responsibility for the modal development programs are: transit, aviation, rail, spaceports, intermodal, and seaports. The districts are responsible for programming the modal development projects. The central office is responsible for statewide projects and ensuring that program objectives are addressed.

The Florida Department of Transportation's (department's) modal development staff are responsible for coordinating with over 100 airports, 3 spaceports, 15 railroads, 16 seaports, and over 180 transit providers throughout the state. Statewide, these partners work with the department to provide a safe transportation system that ensures the mobility of people and goods. In response to the needs of our various transportation partners and their initiatives to improve mobility and connectivity, we must allow flexibility in our programs to ensure our combined efforts contribute to the overall multimodal transportation system.

### **B. GENERAL PROGRAMMING GUIDELINES**

Section [206.46\(3\)](#), Florida Statutes, requires that a minimum of 15% of all state revenues deposited into the state transportation trust fund be allocated to modal development programs. Only DPTO, DDR, and PORT funds will be included in the 15% calculation. DPTO funds allocated for modal development in Schedules A and B must be fully programmed. The Schedule B target for DDR funds is set at 15% of each district's total DDR allocation. DPTO and DDR funds received in monthly reconciliation should be returned to the mode that they were originally allocated, unless otherwise requested by the district Modal Administrator.

Fund codes shown in programming matrixes will be used to program state funds for transit, aviation, spaceport, rail, intermodal and seaport projects.

Schedule B will include state budgeted funding targets for modal development programs. Districts must program at least this minimum target amount.

All projects programmed against the targets in Schedule B must be consistent, to the maximum extent feasible, with approved local government comprehensive plans.

Applicable federal funds may also be programmed in accordance with each federal program requirements. For requirements, please see Part IV, Chapter 1, Overview of Major Programs, of the work program instructions.

The programming guidelines specific to each functional area in modal development are found in the respective sections.

**Multimodal Freight Projects**

The FAST Act established and the Infrastructure Investment and Jobs Act (IIJA) continued a new National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support program goals. Projects using NHFP funds must be identified in FDOT's Freight and Mobility Trade Plan. Please see Part IV, Chapter 1, Overview of Major Programs, of the work program instructions, for additional requirements.

All multimodal freight projects will be identified with the item group identifier FRGT.

**C. DEFERRED REIMBURSEMENT AGREEMENT (DRA) PROGRAMMING GUIDELINES**

DRA projects are programmed to advance projects in the adopted work program and the local entity will be reimbursed in the future, within the five years of the adopted work program.

All DRA projects have to be tagged with item group identifier DRAD (deferred reimbursement agreement - department) or DRAL (deferred reimbursement agreement - local). These projects should be programmed individually and separated from non-DRA projects with the use of a separate item segment.

The item status on the Item Segment Definition (WP01) screen in the Financial Management (FM) system should be 070 or greater (contract executed) for projects that have been executed.

Fund code LFR (local fund reimbursement) will be used to program phase X4 for the department's commitment in the year to which the project/phase is advanced as reflected in the agreement. Phase X4 will be programmed if the department is letting the contract or doing the work with allocation type 1 (budgeted) and the project will be tagged with item group identifier DRAD. Phase X4 will be programmed if other agency (airport, seaport, etc.) is letting the contract or doing the work with allocation type 4 (non-budgeted) and the project will be tagged with item group identifier DRAL.

Fund code LF (local fund) will be programmed on the primary phase if local entity is contributing funds for the total project cost (local match) with allocation type 4. The program number used for programming the local funds is the same as that being used for the major portion of the phase. If the local funds are the only funds on the phase, the program number should be that which is most appropriate for the type of work being performed (see Appendix D for a complete listing of current program numbers).

Fund codes DS, DPTO, DDR, GMR, SIWR or DIS will be used to program the phase A8 in the year the reimbursement to the local entity is to begin. Use the program number for the specific area within Modal Development when programming the A8 phase for reimbursement. The amount programmed on phase A8 should equal the amount of the LFR programmed on phase X4.

Example: To program an aviation DRA when the department does the work or lets the contract, include DRAD as the item group identifier:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM</u> <u>NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC</u> <u>TYPE</u>	<u>FISCAL YEAR</u>
94	01	34	LFR	\$80,000	1	2022 (letting)
			LF	\$20,000	1	2022 (letting) (local match)
94	01	34				
A8	01	34	DPTO	\$80,000	1	2024 (payback)

Example: To program an aviation DRA where the locals or another agency do the work or let the contract, include DRAL as the item group identifier:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM</u> <u>NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC</u> <u>TYPE</u>	<u>FISCAL YEAR</u>
94	01	34	LFR	\$80,000	4	2022 (letting)
			LF	\$20,000	4	2022 (letting) (local match)
94	01	34				
A8	01	34	DPTO	\$80,000	1	2024 (payback)

## **D. AVIATION**

### **1. OVERVIEW**

The aviation program provides assistance to Florida's airports in the areas of development, improvement, land acquisition, airport access and economic enhancement. Matching funds assist local governments and airport authorities in planning, designing, purchasing, constructing and maintaining public-owned, public-use aviation facilities, in accordance with Section [332.007 F.S.](#) Definitions and procedures for aviation programs are contained in department Procedures [725-040-040](#), [725-040-055](#), [725-040-060](#), [725-040-075](#), [725-040-100](#), and [725-040-210](#).

All projects must be consistent with the role and function for each airport as defined by the Florida aviation system plan and the current airport layout plan (ALP) approved by the department.

Funds provided to the districts for aviation projects should be returned to central office if not utilized for purpose intended. The Production Accomplishment Report (PAR) and Schedule B will be adjusted accordingly. District funds gained from prior years through monthly reconciliation will be returned to the district aviation program.

## **2. PROGRAMMING GUIDELINES - AVIATION**

- Transportation system: use system 09 - Aviation
- Work mix: All aviation projects must have one of the following primary work mixes on the WP01 screen:
  - 8165 – PTO Studies
  - 8201 – Aviation Safety Project
  - 8203 – Aviation Security Project
  - 8205 – Aviation Preservation Project
  - 8207 – Aviation Capacity Project
  - 8209 – Aviation Environmental Project
  - 8211 – Airport Revenue/Operational Improvement
  - 9980 – Preliminary Engineering
- Additional work mixes may be used to describe the project on the Location Work Mix – Airport (WP12) screen. Additional work mix codes are listed on the Work Mix – List Display (WP93) screen.
- Phase: See the program plan crosswalk link in the References section of this chapter for appropriate phase information.
- Program number and fund code: See aviation project programming matrix.
- The airport discretionary capacity improvement program (program number 32) provides funding for projects which enhance intercontinental capacity at airports meeting criteria defined by Section [332.004\(5\)](#), F.S., with funding authorized by Section [332.007\(7\)](#), F.S. Eligible airports are: Ft. Lauderdale/Hollywood International, Miami International,



Southwest Florida International, Orlando International, Tampa International, and Melbourne Orlando International. Districts cannot transfer aviation grant funds into or out of the airport discretionary capacity improvement program.

- Work program items shall be entered from a work program code sheet/JACIP (Joint Automated Capital Improvement Program) data card form provided to the district work program staff by the district aviation staff and includes the following information:
  - Enter the (JACIP) unique project identification number (UPIN) on the Item Segment Location - Airport (WP08) screen. The UPIN will be provided by the district aviation staff.
  - Each project must be reviewed by the district aviation staff prior to submitting the work program code sheet to the district work program office.
  - The airport site number must be coded on the WP12 screen for all applicable projects. The airport name on the work program code sheet/JACIP data card must be identical to the airport name and associated site number provided in the airport site number using the Quick Reference on the Office of Work Program and Budget's SharePoint site at the following link:  
  
<https://owpb.fdot.gov/itemsegmentsearch/quickref.aspx>
  - Per Section [332.007\(9\)](#), F.S., the department is authorized to fund strategic airport investment projects up to 100 percent of the project cost that:
    - Provide important access and on-airport capacity improvements;
    - Provide capital improvements that strategically position the state to maximize opportunities in international trade, logistics, and the aviation industry;
    - Achieve state goals of an integrated intermodal transportation system;
    - Demonstrate the feasibility and availability of matching funds through federal, local, or private partners.
  - All strategic airport investment projects should be tagged with item group identifier SAI for tracking purposes.

Note: All strategic airport investment projects funded above 50 percent of the project's cost must be approved by the Secretary or designee prior to programming.

- Aviation program matching ratios are authorized in Section [332.007](#), F.S., and are summarized as follows:

<b>Department's Share of Project Funding</b>		
<b>Sponsor or Type of Project</b>	<b>If federal funding is available</b>	<b>If federal funding is <i>not</i> available</b>
Commercial Service Airports with 100,000 or more passenger boardings*	Department provides up to 50% of non-federal share	Department provides up to 50% of total costs
Commercial Service Airports with fewer than 100,000 or more passenger boardings*	Department provides up to 80% of non-federal share	Department provides up to 80% of total costs
General Aviation Airports	Department provides up to 80% of non-federal share	Department provides up to 80% of total costs
Not-for-profit organizations	Not applicable	Department provides up to 100% of total costs
Economic Development	Not applicable	Department provides up to 50% of total costs
Airport Loans	Not applicable	Department provides 75% interest free for 10 years
Projects statewide in scope, research, state or regional studies	Department provides up to 100% of non-federal share	Department provides up to 100% of total costs
Strategic Airport Investment Projects	Department provides up to 100% of non-federal share	Department provides up to 100% of total costs

\* Passenger boardings per year as determined by the Federal Aviation Administration

**a. Limitations on the Amount of Aviation Program Funds that can be Programmed Annually to Individual Airports:**

- The following three statutory requirements in Chapter [332.007](#), F.S., govern the maximum amount of aviation program funds that can annually be allocated to an airport:
  - No single airport shall secure airport or aviation development project funds in excess of 25 percent of the total aviation development project funds available in any given budget year (Section 332.007(4)(c)).
  - Any airport which receives discretionary capacity improvement project funds in a given fiscal year shall not receive greater than 10 percent of total aviation and airport development project funds appropriated in that fiscal year (Section 332.007(4)(c)).

- No single airport shall secure discretionary capacity improvement project funds in excess of 50 percent of the total discretionary capacity improvement project funds available in any given budget year (Section 332.007(4)(b)).

When determining the maximum amount of aviation program funds, only use district dedicated revenue funds (DDR), state modal development funds (DPTO), state primary highways and modal funds (DS), and Strategic Airport Investment (SAI) funds within budgeting districts 1-7 and 30 in Budget Category 088719. Airport or aviation development projects include programs 28, 33, 34, 91 and 99. Airport or aviation discretionary capacity improvement projects include only program 32. Do not include non-aviation funds, such as: strategic intermodal funds (DIS, GMR, or SIWR); state infrastructure bank (SIB) funds; transportation regional incentive program (TRIP) funds; local funds (LF); federal aviation administration funds (FAA); Secure Airports for Florida's Economy funds (SAFE); and other modal program funds, such as rail program funds, since they were created or included after the requirement became law and are allocated to the airports by other department programs or processes.

The compliance calculations are computed and reflected in the Florida Aviation Database (FAD) – Joint Automated Capital Improvement Program (JACIP) and monitored by the central Aviation Office and the districts.

**Aviation Programming Example:**

The department has committed to funding 80% of the capital costs of the construction of a multi-use hangar at a general aviation airport, subject to a 20% local funds commitment. A Public Transportation Grant Agreement (PTGA) is being negotiated for an 80/20 state and local funds match. Total project cost, including final design, is \$1 million. Using the work program code sheet/JACIP data card, the project is programmed as follows:

<u>FUNDS</u>	<u>AMOUNT</u>	<u>PROGRAM NO.</u>	<u>ALLOC TYPE</u>
DPTO	\$800,000	34	1
LF	\$200,000	34	4

**b. Airports Transitioning Between General Aviation or Commercial Service with fewer than 100,000 passenger boardings to Commercial Service with 100,000 or more passenger boardings -**

When determining the appropriate funding ratio for projects being entered into the work program, district offices should consider the current Florida Aviation System Plan Commercial Service Airports List. Airports that have had a change in status of their regularly scheduled passenger service should be evaluated by the Aviation Office to determine the airport's current service category. If an airport's service category has changed, it is within the District Office's discretion whether to change the funding ratio for any given project in the work program or the JACIP using the following guidance:

**General Aviation Airport or Commercial Service Airport with fewer than 100,000 passenger boardings Transition to Commercial Service Airport with 100,000 or more passenger boardings** – For airports transitioning from General Aviation or Commercial Service with fewer than 100,000 passenger boardings transition to Commercial Service with 100,000 or more passenger boardings status:

- Projects entered in the adopted work program, may remain at the funding shares/commitments originally programmed, unless the district office determines otherwise.
- New project(s) entered in the tentative work program, after July 1 of the year the airport is identified as a commercial service airport in the Florida Aviation System Plan with 100,000 or more passengers boardings, will need to be programmed at shares customarily associated with commercial service airport projects, i.e. up to 50 percent state share.

**Commercial Service Airport with 100,000 or more passenger boardings Transition to Commercial Service Airport or General Aviation Airport with fewer than 100,000 passenger boardings** – For airports transitioning from Commercial Service with 100,000 or more passenger boardings to General Aviation or Commercial Service with fewer than 100,000 passenger boardings status:

- Should commercial service passenger boardings fall below 100,000 or permanently cease, the airport will need to notify the appropriate FDOT district office in writing, an email is acceptable, with the dates the commercial air service will cease. The district shall forward such information to the State Aviation Manager, Aviation Program Administrator, Aviation Planning Administrator, and the Aviation System Manager.

- Central Office will provide guidance on when airport projects may be eligible for state match customarily associated with general aviation airports, i.e., up to 80 percent state share. Concurrently, central office will revise the Florida Aviation System Plan accordingly and re-distribute FDOT’s official list of commercial service airports to the district offices.
- Additional funding necessary to increase percentage for any given airport project will need to be identified from district office available funds.

**c. Aviation Boxes -**

- Districts are to fully program eligible projects in the first three years of the tentative work program. Residual funding can be boxed for future estimate updates.
- Districts may box aviation allocations in the last two years of the tentative work program, until a project is identified.

**3. PROGRAMMING GUIDELINES - “UNITED WE STAND” LICENSE PLATE PROCEEDS**

Proceeds from the “United We Stand” license plate are dedicated to the department pursuant to Section [320.08058\(31\)](#), F.S., and Chapter 2010- 225 Laws of Florida, and must be used for airport management/security training (phase 82, program no. 20) or to fund security-related aviation projects (phase 94, program no. 33 or 34 depending on airport classification commercial or general aviation airport).

- The Office of Modal Development – Aviation Office coordinates the programming with the districts.
- Transportation system: Use system 09 – Aviation.
- Work mix: Use appropriate work mix (see appendix D for work mix codes).
- Phase: See the program plan/work program/budget crosswalk link in the References section of this chapter for appropriate phase information.
- Program number and fund code: See aviation project programming matrix.

**AVIATION PROJECT PROGRAMMING MATRIX**

System 09	<u>Budget</u>			Non-	Non-			
	Category	District	Budgeted	Budgeted	Budgeted			
	<u>088719</u>	Allocation	Federal	Federal	Local	State		

Pgm. Nos.	Program Name	Method	Fund	Fund	Fund	Fund	Phase	Comments
33	Commercial Service	Needs Based **	Not applicable	FAA	LF	DS/DDR DPTO DIS/GMR/SIWR/ SAFE	*	Administered by Districts - Procedure Ref. 725-040-040 & 725-040-075
34	General Aviation	Needs Based **	Not applicable	FAA	LF	DS/DDR DPTO DIS/GMR/SIWR SAFE	*	Administered by Districts - Procedure Ref. 725-040-040 & 725-040-075
91	Aviation Land Acquisition	Needs Based **	Not applicable	FAA	LF	DS/DDR DPTO	*	Administered by Districts - Procedure Ref. 725-040-040 & 725-040-055
99	Airport Economic Development	Needs Based **	Not applicable	Not applicable	LF	DS/DDR DPTO	*	Administered by Districts - Procedure Ref. 725-040-060
32	Discretionary Capacity	Needs Based **	Not applicable	FAA	LF	DS/DDR DPTO	*	Administered by Districts - Procedure Ref. 725-040-040 & 725-040-075
28	Master Plan (Airport Planning Projects)	Needs Based **	Not applicable	FAA	LF	DS/DDR DPTO	*	Administered by Districts - Procedure Ref. 725-040-100 & 725-040-040
20	Technical Assistance	Statewide	DU	Not applicable	Not applicable	DS/ DPTO SAFE		Administered by Statewide Central Office managing District 30

\* See the program plan crosswalk link in the References section of this chapter for appropriate phase information.

\*\* Needs based means the districts submit SIS project candidates to central office and projects are funded based on program criteria.

## **E. SPACEPORTS**

### **1. OVERVIEW**

Section [331.360](#), F.S. directs the department to coordinate in the development of spaceports and related transportation facilities (including those contained in the Strategic Intermodal System Plan), encourage coordination between airports and spaceports and foster interagency efforts to improve space transportation capacity and efficiency. The law also authorizes the department to provide funding assistance to Space Florida for projects that improve aerospace transportation facilities in Florida.

Strategic Intermodal System (SIS) spaceport projects should be programmed under the spaceport program, unless otherwise directed by the Spaceports Office. No other spaceport projects may be programmed, without Spaceports Office approval.

Funds provided to the districts for spaceport projects should be returned to central office if not utilized for purpose intended. The Production Accomplishment Report (PAR) and Schedule B will be adjusted accordingly. DPTO funds gained from prior years through monthly reconciliation will be returned to the spaceport program. The Spaceports Office Manager must approve programming of funds received in reconciliation.

## **2. PROGRAMMING GUIDELINES - SPACEPORTS**

- The Central Office–Spaceports Office coordinates the programming of projects with the districts.
- Transportation system: use system 09 – Aviation.
- Work mix: All spaceport projects must have one of the following primary work mixes on the WP01 screen:
  - 8880 – Spaceport Safety Project
  - 8881 – Spaceport Security Project
  - 8882 – Spaceport Preservation Project
  - 8883 – Spaceport Capacity Project
  - 8884 – Spaceport Environmental Project
  - 8885 – Spaceport Revenue/Operational Improvement
- All spaceport projects should be tagged with item group identifier SPT for tracking purposes.
- Phase: See the program plan crosswalk link in the References section of this chapter for appropriate phase information.
- Program number and fund code: See spaceport project programming matrix.
- Spaceport projects must be coded on the WP12 screen with one of the applicable site numbers created for each of the 7 spaceport territories identified in Section [331.304](#), F.S.

03242.\*Z – Homestead Air Reserve Base

03250.\*Z – Cecil Airport and Cecil Commerce Center

03430.\*Z – Tyndall Air Force Base

03453.\* Z – Cape San Blas

03531.\*Z – Cape Canaveral Spaceport

03532.\* Z – Space Coast Regional Airport, Space Coast Regional Airport Industrial Park and Spaceport Commerce Park

03534.\* Z – Eglin Air Force Base

- A state share or matching ratio of up to 50% of eligible project costs must be used for spaceport infrastructure projects programmed with work program phase 94 (capital grant). A match is not required for spaceport consultant/grant work, including: planning, project development and environmental work, project management, engineering support/evaluations, etc., programmed as work program phase 12 or 14.
- Pursuant to Section [331.371](#), F.S., the department may, in consultation with Space Florida, fund up to 100% of spaceport discretionary capacity improvement projects, as defined in Section [331.303](#), [331.303](#), F.S., if:
  - Important access and on-spaceport-territory space transportation capacity improvements are provided;
  - Capital improvements that strategically position the state to maximize opportunities in international trade are achieved;
  - Goals of an integrated intermodal transportation system for the state are achieved; and
  - Feasibility and availability of matching funds through federal, local, or private partners are demonstrated.

If the Spaceports Office determines the above criteria has been met and intends to participate more than 50% on a project, the statutory authority to do so should be noted under the project's item segment comments in the Financial Management System.

**SPACEPORT PROJECT PROGRAMMING MATRIX**

System 09	<u>Budget</u>			Non-	Non-			
	Category	District	Budgeted	Budgeted	Budgeted			
	<u>088719</u>	Allocation	Federal	Federal	Local	State		



Pgm. Nos.	Program Name	Method	Fund	Fund	Fund	Fund	Phase	Comments
SF	Spaceport Projects	Statewide	Not applicable	Not applicable	LF	DS/ DDR/ DPTO/ GMR/ DIS/SIWR	*	Administered by Statewide Central Office managing District 30

\* See the program plan crosswalk link in the References section of this chapter for appropriate phase information.

## **F. INTERMODAL ACCESS PROGRAM**

### **1. OVERVIEW**

The intermodal access program provides assistance for major capital investment 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. It supports projects which provide improved access to intermodal or multimodal transportation facilities and the construction of multimodal terminals. Projects funded under this program include rail access to airports and seaports, interchanges and highways which provide access to airports, seaports and other multimodal facilities. This program is authorized by Section [341.053](#), F.S.

Section [311.101](#), F.S., provides that intermodal logistics center infrastructure support program (ILC) project funds may be used for connector projects; roads, rail facilities or other means of conveying goods or shipment of goods to or from an ILC through one or more seaports listed in Section [311.09](#), F.S. The department may provide funds up to 50% of project costs for eligible projects proposed to be funded in the tentative work program developed pursuant to Section [339.135\(4\)](#), F.S. For eligible projects in rural areas of opportunity designated in accordance with Section [288.0656\(7\)\(a\)](#), F.S., the department may provide up to 100% of project costs.

### **2. PROGRAMMING GUIDELINES**

In programming projects, the transportation system should reflect the facility involved in the project. For example, a highway project that provides access to an airport would be programmed with a highway transportation system, e.g., transportation system 03 (Intrastate State Highway). Transportation system 15 (Multimodal) would be used for those

projects that lie within the boundaries of a multimodal facility; e.g., the Miami Intermodal Center.

- The program number should reflect the purpose of the project, e.g. program number 05 (Resurfacing). Program number 11 (Intermodal Access) would be used for capacity projects only, such as:
  - Intermodal studies (feasibility, preliminary design and engineering)
  - Fixed guide-way systems
  - Capacity road and capacity rail projects that are designed to terminate at major modal facilities (airports, seaports, railroad and transit terminals, etc.)
  - Intermodal and multi-modal transportation terminals
  - Development of dedicated bus lanes
  - Private or public projects which otherwise facilitate the intermodal movement of people and goods
  - Joint projects involving private carriers or facility operators are eligible provided a demonstrable public benefit will result from the intermodal project
- Transportation system: Should reflect the facility involved in the project as explained above
- Work mix: Must be one of the following work mixes approved for intermodal projects.

Note: A capacity work mix or a primary modal work mix is required.

- Valid work mixes for Intermodal

0037, 0040, 8053, 8099, 8165, 8201, 8203, 8205, 8207, 8209, 8211, 8310, 8335, 8340, 8345, 8350, 8355, 8360, 8401, 8402, 8403, 8404, 8406, 8407, 8408, 8420, 8705, 9980

- Capacity work mixes (Valid for Intermodal)

0002, 0020, 0023, 0025, 0026, 0213, 0218, 0229, 0230, 0232, 0234, 0236, 0547, 0549, 0550, 0551, 0630, 0750, 0752, 0753, 0754, 0756, 0760, 2000, 8051, 8140, 8207, 8350, 8401, 8408, 9916, 9982, 9999

- Phase: See the program plan crosswalk link in the References section of this chapter for appropriate phase information.

- Fund code: See intermodal project programming matrix.

Examples:

A project to construct the internal roadway system within the boundaries of an intermodal center would be programmed using transportation system 15, program number 11, with a capacity work mix.

A project to widen and add lanes to a highway to provide improved direct access to an airport (roadway terminates at the airport) would be programmed with a roadway transportation system, program number 11, with a capacity work mix. A project to widen and add lanes to a highway which may provide access to an airport but does not terminate at the airport would be programmed with a roadway transportation system, with program number 02, with a capacity work mix.

All intermodal access projects must have an item group identifier on them, as it pertains to the particular mode. These are listed in the table below.

Item Group	Description
ARPT	Airport Projects
SEAP	Seaport Projects
RAIL	Rail Projects
TRNS	Transit Projects
TERM	Intermodal Terminal Projects
FFND	Future Funding/Districtwide Projects
MIC	All Miami Intermodal Center Projects, including Terminals
ILC	Intermodal Logistics Center Projects

### Intermodal Access Program Project Programming Matrix

System	Budget	District	Budgeted	Non-	Non-	Budgeted	Budgeted	Funding Ratios	Phase	Comments
(See Xwalk)	Category	Allocation	Federal	Budgeted	Budgeted	Local	State	F=Federal		
Pgm. Nos.	<u>088809</u>	Method	Fund	Federal	Local	Fund	Fund	L=Local		

## Work Program Instructions

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	Program Name			Fund	Fund			S=State		
11	Intermodal Development  (Modal Grants and Consultants)	Formula	CM  STBG  DFTA	FTA  FTAT	LF		DS/DDR  DPTO	S = not to exceed ½ non-federal share unless project is of statewide or regional significance.	*	Administered by FDOT- These projects are primarily grants to local governments. May be funded at 100% if statewide or regional. See Technical Guidelines for typical eligible projects.
11	Intermodal Development  (Highway Contract Letting)	Formula	CM  STBG  DFTA	FTA  FTAT				F = 100%	*	Administered by District.  Construction & Consultant Projects
System  (See Xwalk)  Pgm. Nos.	Budget  Category  <u>088777</u>  Program Name	District  Allocation  Method	Budgeted  Federal  Fund	Non- Budgeted  Federal  Fund	Non- Budgeted  Local  Fund	Budgeted  Local  Fund	Budgeted  State  Fund	Funding Ratios  F=Federal  L=Local  S=State	Phase	Comments
11	Intermodal Development  R/W Category	Formula	CM  STBG  DFTA	FTA  FTAT				F = 100%	*	Administered by District.  For R/W projects in the Intermodal Development Program
System  15  Pgm Nos.	Budget  Category  <u>088809</u>  Program Name	District  Allocation  Method	Budgeted  Federal  Fund	Non- Budgeted  Federal  Fund	Non- Budgeted  Local  Fund	Budgeted  Local  Fund	Budgeted  State  Fund	Funding Ratios  F=Federal  L=Local  S=State	Phase	Comments
11	Intermodal Logistics Center Infrastructure Support Program	Allocated by FDOT			LF		DPTO	S = Up to 50% or up to 100% in rural areas of opportunity.	*	Administered by Central Office to provide funds for on-hub infrastructure connector/access projects. Funding in a single fiscal year may be distributed among several projects and no single project will receive in excess of 50% of available program funds in a single fiscal year.

\* See the program plan crosswalk link in the References section of this chapter for appropriate phase information.

## G. RAIL

### 1. OVERVIEW

The rail program includes financial and technical assistance for intermodal projects, rail safety inspections, regulation of railroad operations and rail/highway crossings, identification of abandoned rail corridors, recommendations regarding acquisition and

rehabilitation of rail facilities, and assistance for developing intercity rail passenger service or commuter rail service. Definitions and procedures for rail programs are contained in Procedures [000-725-003](#), South Florida Rail Corridor Clearance; and [FRO Handbook](#).

In December 2009, House Bill 1B established the Florida Rail Enterprise (FRE). The project selection process and statewide programming coordination is handled by the Central Office Freight and Rail Office (FRO) and the Strategic Development Finance and Administrative Services Team (SD-FAST). All programming changes involving FRE funds must be approved by central office prior to making the change. The Florida Rail Enterprise receives an annual TRIP allocation of \$60M. The program is supplemented with other funding sources such as DPTO, DDR, SIS, New Starts, and corridor revenues. FRE funds should be programmed using budgeting district 31. Florida Rail Enterprise funds not used for the purpose intended should be returned to central office for statewide reprioritization.

State funds provided to the districts for rail projects should be returned to central office if not utilized for purpose intended. The Production Accomplishment Report (PAR) and Schedule B will be adjusted accordingly. District funds gained from prior years through monthly reconciliation will be returned to the district rail program.

## **2. PROGRAMMING GUIDELINES**

- Transportation system: Use system 10 – Rail.
- Work mix: All rail projects must have one of the following primary work mixes on the WP01 screen:
  - 8115 – Technical Assistance
  - 8165 – PTO Studies
  - 8310 – Purchase Rail Right of Way
  - 8335 – Rail Safety Project
  - 8340 – Rail Security Project
  - 8345 – Rail Preservation Project
  - 8350 – Rail Capacity Project
  - 8355 – Rail Environmental Project
  - 8360 – Rail Revenue/Operational
  - 8420 – Intermodal Hub Capacity

Additional work mixes may be used to describe the project on the location work mix – road (WP11) screen. Additional work mix codes are listed on the WP93 screen.

- Phase: See the program plan crosswalk link in the References section of this chapter for appropriate phase information.
  - Use phase 57 and program 53 for all Signal Safety Improvement projects and for production projects where a highway project has a small rail component. Use phase 37 for rail studies, surveys, and planning prior to rail construction.
- Program number and fund code: See rail project programming matrix.

The department may fund up to 50% of the non-federal and non-private share of the costs of any eligible railroad capital improvement project that is local in scope.

The department is authorized to fund up to 100% of the cost of any eligible railroad capital improvement project that is statewide in scope or involves more than one county if no other governmental unit of appropriate jurisdiction exists (non-state owned can be funded up to 100% with Assistant Secretary approval).

The department is authorized to fund up to 100% of the costs of any railroad capital improvement project involving the acquisition of right of way for future transportation purposes. Department fund participation in such projects shall be credited as part of the appropriate share of participation by the department in total project cost for any future project involving such right of way.

Monies in the state transportation trust fund (STTF) may not be used for administrative expenses of commuter rail authorities that do not operate rail service. Work mix 8350 rail capacity projects must include railroad post locations at the beginning and end points of the capacity project. Rail ID and milepost may be obtained from the department's rail base map.

Example: The department has committed to funding 75% of the capital costs of the construction of a short-line railroad bridge, subject to a 25% commitment from the railroad company. A joint rail project agreement is being negotiated for a 75/25 state and local funds match. Total project cost is \$1 million. The project is programmed as follows:

<u>FUNDS</u>	<u>AMOUNT</u>	<u>PROGRAM NO.</u>	<u>ALLOC TYPE</u>
DPTO	\$750,000	29	1
LF	\$250,000	29	4

**3. HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENT PROGRAM****a. Overview**

Highway-rail grade crossing safety improvement program projects are programmed based on diagnostic field review team recommendations using 100% federal funds. Such projects are funded with RHH (Rail/Highway Crossing - Hazard Elimination), RHP (Rail/Highway Crossing – Protective Devices), and HSP (Highway Safety Program) funds. This program funds installation of traffic control devices and other related safety work at highway-rail grade crossings. Diagnostic teams are comprised of multidiscipline individuals and must include personnel from district rail, and the operating railroad partner; and other invitees representing traffic operations, safety offices, state rail signal inspector, federal and local government representatives. Projects are selected for review and implementation based on signal safety index priority; comprehensive corridor reviews; collision history; rail frequency/speed; Federal Railroad Administration, railroad or inspector noted safety issues; and low cost safety improvement programs. Project selection is conducted by each district Rail Office on an annual basis and programmed in the first year of the tentative work program by the district.

Schedule B contains eligible fund allocations. The allocations will be programmed in current year and all five years of the tentative work program. Rail/highway crossing funds cannot be used on interstate projects nor in-house phases.

Projects shall be submitted, reviewed, and implemented in accordance with the [FRO Handbook](#).

**b. Programming Guidelines**

- Transportation system: Use systems
  - 03 - Intrastate State Highway
  - 06 - Non-Intrastate Off State Highway, or
  - 16 - Off State Hwy Sys/Off Fed Sys
- Work mix: Use 8335 – Rail Safety Project for the primary work mix on the WP01 screen. Additional work mixes may be used to describe the project on the Location Work Mix – Road (WP11) screen. Additional work mix codes are listed on the Work Mix – List Display (WP93) screen.

- Item segment comments: item segment comments must include all railroad crossing numbers associated with the project.
- Phase: See the program plan crosswalk link in the References section of this chapter for appropriate phase information.
- Program number and fund code: See the rail project programming matrix.

Crossing closure incentive: The department may make matching railroad crossing closure incentive payments to local governments up to \$7,500. Use program 53 RHP or RHH funds, phase 94, work mix 8335, allocation type 1, and matching LF funds, allocation type 4.

#### **4. SOUTH FLORIDA RAIL CORRIDOR**

##### **a. Overview**

The South Florida Rail Corridor (SFRC) was purchased in 1988 by the department to preserve a transportation corridor paralleling existing Interstate 95 right of way. This project increased railroad capacity in the southeast Florida area. The acquisition included revenue producing assets that are assigned to the department as part of the purchase agreement. The department allocates these revenues back into the corridor as DL funds. The revenue allocations are provided by the comptroller to the SFRC coordinator monthly. These revenues are not sufficient to meet all programming needs for the corridor. DL funds will be utilized first on operating assistance. Other Florida Rail Enterprise allocations are used to subsidize DL funds. The department annually provides \$4,000,000 ACNP funds for SFRC operating assistance. SFRC funding that utilizes Florida Rail Enterprise (FRE) budget should be programmed as budgeting district 31. All FRE programming must be approved by the Central Office Freight and Rail Office.

##### **b. Programming Guidelines**

- Transportation system: Use system 10 – Rail.
- Work mix: Use 8350 for SFRC and the double tracking project. Use 8360 for SFRC operating assistance.
- Phase: See the program plan crosswalk link in the References section of this chapter for appropriate phase information.
- Program number and fund code: See rail project programming matrix.



## 5. PROGRAMMING FOR SUNRAIL OPERATIONS AND MAINTENANCE FROM SUNRAIL REVENUES

The fund code SROM was created in order to program the various revenues that are received from the other revenue sources associated with SunRail (usage fees, ROW leases, advertising, etc.)

The Project Finance Office in coordination with the General Accounting Office will set the fund allocation for SROM.

When programming, use transportation system 08 (Transit); work mix 8420 (Intermodal Hub Capacity); phase 82. SROM should be used to fund SunRail's operations first.

SunRail is also funded with various revenue streams through the Florida Rail Enterprise (FRE). FRE funding must be programmed utilizing budgeting district 31; and transportation system 08 (Transit) or transportation 10 (Rail). All FRE programming must be approved by the Central Office Freight and Rail Office.

Rail Project Programming Matrix										
System 10 Pgm. Nos.	Budget Category  <u>088808</u> Program Name	District Allocation Method	Budgeted Federal Fund	Non- Budgeted Federal Fund	Non- Budgeted Local Fund	Budgeted Local Fund	State Fund	Funding Ratios F=Federal L=Local S=State	Phase	Comments
29	Rail Passenger  Service Development  Florida Rail Enterprise (SunRail & TriRail)	Needs Based **	ACNP  DFTA	FTA	LF		DS  DDR  DPTO  DIS  GMR  SIWR    TRIP	½ the non-federal share. 100S (statewide significance. or more than 1 county)       50S/50F  100S	*	Administered by FDOT- Used for capital and operating assistance for commuter rail, intercity and rail passenger services.  The Florida Rail Enterprise is administered by Central Office. Should be programmed as BD31.  Per Section <a href="#">341.303 (5)(a)(b)</a> , F.S.
62	Rail Rehabilitation & Preservation	Benefit cost analysis of candidate projects	FRA					100F Grants	*	Administered by Central Office - Federal grant controls implementation of program.

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Rail Project Programming Matrix										
System 10	Budget	District	Budgeted	Non-	Non-	Budgeted	State	Funding Ratios	Phase	Comments
Pgm. Nos.	Category	Allocation	Federal	Budgeted	Budgeted	Local	Fund	F=Federal L=Local S=State		
	088808	Method	Fund	Federal	Local	Fund				
	Program Name			Fund	Fund					
36	RR xing Safety Improvements for Designated High Speed Rail Corridors	Results of diagnostic reviews	HSR					100F Grants	*	Administered by District - Section 1103(f) program; these funds are to be used for improving safety in the high speed passenger rail corridor between Tampa, Orlando and Miami.
36	Railroad Crossing Signal Maintenance	By Crossing Agreement					DS DPTO	100S	*	Administered by Central Office – Section <a href="#">335.141</a> ; <a href="#">341.303</a> , F.S.
20	Rail Consultants	Needs Based **					DS DPTO	100S	*	Administered by Central Office
53	Rail/Highway Crossing Safety Improvement Prog. Statewide. – Protective Devices or Hazard Elimination	Results of diagnostic reviews	RHP					100F	*	Administered by Districts to be used for improving safety in all rail corridors Statewide.  IIJA combined/consolidated RHP and RHH into a single rail crossing safety program.
53	Rail Safety Projects	Needs Based **			LF		DPTO DIS SIWR GMR DDR DS	100S	*	Administered by Central Office
29	South Florida Rail Corridor	Reprogram revenue back to project				DL		100L	*	Administered by District Four to reprogram revenue back into project. Utilize DL funds first on operating assistance.
29	Rail Freight Projects	Needs Based **			LF		DIS GMR SIWR	50S/50L 75S/25L	*	Administered by Central Office - Funding ratio depends on railroad class.

\* See the program plan crosswalk link in the References section for appropriate phase information.

\*\* Needs Based means the districts submit project candidates to central office and projects are funded based on program criteria.

**6. RAILROAD BRIDGE REPAIR & REHABILITATION****a. Overview**

The railroad bridge program is a statewide program that is designed to preserve Florida's existing rail transportation infrastructure and managed by the Rail Central Office. This program is dedicated to the repair and rehabilitation of rail bridges that are identified through a review process conducted by the Office of Maintenance (OOM). As a result of the June 2022 Program Planning Workshop, the Executive Leadership Team approved funding for Department Owned and Managed Railroad bridges (DOR) starting in FY24 through FY28 to preserve our assets and maintain a high-level of safety by conducting bridge inspections and maintenance/rehabilitation. This program is administered through the Structures Office in the Office of Maintenance. Instructions for bridge inspection and maintenance programming can be found in the Maintenance chapter of these instructions.

**b. Definitions**

- Railroad Bridge - A structure, including supports, built over a depression or an obstruction, such as water, highway, or railway, and having a track for carrying traffic or other moving loads, and having an opening measured from the center of 10 feet or more between underpropping of abutments, spring lines of arches, or extreme ends of multiple pipe or box culverts.
- Bridge Culvert - A culvert that meets the definition of a bridge.
- Culvert - A type of structure that conveys water or forms a passageway through an embankment.
- Maintenance - The preservation and upkeep of a structure, including all its appurtenances, in its original condition (or as subsequently improved). Maintenance includes any activity intended to "maintain" an existing condition or to prevent deterioration. Examples include cleaning, lubricating, painting, and application of protective systems.
- Periodic Maintenance - The activities that are large in scope and require a major work effort to restore deteriorated elements or components of the bridge to a satisfactory and serviceable condition. Activities include: replacement of railroad ties on open deck bridges, superstructure major repair, paint system replacement, scour countermeasures, or fender repair/replacement.

- Routine Maintenance - The minor repair and preventative maintenance activities necessary to maintain a satisfactory and efficient structure. Activities include: railing maintenance and repair, superstructure maintenance and repair, substructure maintenance and repair, or channel maintenance and repair.
- Repair - The restoration of a structure, including all its appurtenances, to its original condition (or as subsequently improved) insofar as practicable. Repair includes any activity intended to correct the effects of material deterioration by restoring or replacing in-kind any damaged member.
- Rehabilitation - The improvement or betterment of a structure, including all its appurtenances, to a condition which meets or exceeds current design standards. Examples of rehabilitation include: bridge modifications to increase track centers, raising a bridge to meet clearance requirements, addition of, or replacement of substandard, maintenance walkways and railings, strengthening a bridge to increase load carrying capacity to accepted limits, replacement of floor beams, stringers, and rehabilitation of superstructure. Bridge widening, raising, and bridge railing replacement do not qualify for use of any bridge program funds, and must be funded from other programs.

**c. Programming Guidelines**

- The highest priority repair/rehabilitation projects should be programmed within the first two years of the work program. Priorities are determined by the district Bridge Maintenance Office.
- Contingency boxes should be programmed, in Central Office, to the required level after programming the highest priority repair/rehabilitation projects within the five years of the work program.
- Central Office will annually monitor the trend for number of bridges identified as needing repair to determine adequacy of funding.
- The project description of all railroad bridge repair projects entered into the Financial Management (FM) system shall be maintained by the district to contain an accurate list of all railroad bridges that have been or will be receiving work under the project number and fund code.
  - Fund code: BRRR is designated as the primary source of funds for periodic maintenance and rehabilitation. The funds will be provided to each district based on bridge repair priority.

- Phase: Use appropriate phase
- Program Number:
  - When programming Construction and Construction Engineering and Inspection use program number 29 – Passenger Service Development
  - Remaining phases shall use applicable program number
- Work Mix:
  - 8345 Rail Preservation Project

When work mix 8345 – Rail Preservation Project is used, a description of the scope of the preservation should be added to the Item Segment Definition (WP01) screen comment field in the Work Program Administration system (WPA). If applicable, the scope of work description could follow this format: ACTION (e.g. clean, protect/maintain, repair/restore, rehab/improve), followed by MATERIAL (e.g. timber, concrete, steel), followed by ELEMENT (e.g. compression seal, slab, beam, piling), followed by COMPONENT (i.e. joint, deck, railing, superstructure, substructure, or waterway, electrical, or mechanical).

- Example

<u>PHASE</u>	<u>SEQUENCE</u>	<u>Sys</u>	<u>FUND</u>	<u>WkMx</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	10	BRRR	8345	\$900,000	1	20XX
62	01	10	BRRR	8345	\$100,000	1	20XX

## **H. SEAPORTS**

### **1. OVERVIEW**

The seaport program provides financial and technical assistance to all seaports listed in Section [311.09](#), F.S.

Funding for Florida Seaport Transportation and Economic Development (FSTED) Program (Section [311.07](#), F.S.) projects are state-funded on a 50/50 matching basis. An exception to the 50/50 match is for projects that involve the rehabilitation of wharves, docks, berths, bulkheads, or similar structures. The rehabilitation projects are state-funded on a 75/25 matching basis, which requires a 25% non-state match.

Similarly, seaport intermodal access projects (Sections [341.053](#) and [320.20\(4\)](#), F.S.) are funded on a 50/50 matching basis, as described in Section [311.07\(3\)\(b\)](#), F.S.. Intermodal access projects that involve the dredging or deepening of channels, turning basins, or harbors; or the rehabilitation or construction of wharves, docks or similar structures are funded on a 75/25 matching basis, which requires a 25% match from port funds, federal funds, local funds or private funds.

Section [320.20](#), F.S., provides funding to pay debt service on series 1996 and series 1999 bonds issued by the Florida Ports Financing Commission (FPFC).

Section [311.10](#), F.S., provides a minimum of \$35 million annually for Strategic Port Investment Initiative (SPII) projects. The projects are selected from a priority list that meet the state's economic development goals of becoming a hub for trade, logistics and export-oriented activities. These projects shall be programmed with the item group identifier SPII; this funding comes primarily from Strategic Intermodal System (SIS) funds.

Section [339.0801, F.S.](#), provides that \$10 million annually shall be used for the seaport investment program (POED funds). The Division of Bond Finance issued series 2013 bonds in January 2014, generating \$150 million to fund fourteen seaport projects. Therefore, projects programmed in FY2014 and FY2015 with these funds may be bonded. The majority of the annual allocation is used for the payment of principal and interest (debt services) on the series 2013 revenue bonds. Funds remaining after annual debt service payments are used to fund any seaport project identified in the adopted work program. These funds are in addition to any amounts provided for and appropriated in accordance with Section [311.07](#) and Section [320.20\(3\)](#) and [\(4\)](#), F.S. POED and federal funds must be programmed on separate financial project sequences. POED funds should be programmed with pay sequence 1, other state funds with pay sequence 2, and local funds with pay sequence 3.

Funds provided to the districts for seaport projects should be returned to Central Office if not utilized for purpose intended. The Production Accomplishment Report (PAR) and Schedule B will be adjusted accordingly. District funds gained from prior years through monthly reconciliation should be returned to Central Office unless the State Seaport Manager requests otherwise.

The Coronavirus State Fiscal Recovery Fund (SFRF) was established by a federal grant from the U.S. Treasury called the American Rescue Plan Act (ARPA) that provides resources to meet pandemic response needs and rebuild a stronger, more equitable economy as the country recovers. SFRF provided for \$250 million in funding to support the financial recovery of Florida's ports. Please See Part 6, Chapter 01: State Fiscal Recovery Fund for additional information.

**2. PROGRAMMING GUIDELINES**

- Item Description: District Seaport staff must coordinate with the Central Seaport Office when developing an item description for a new project.
- Transportation System: Use system 11 – Seaports.
- Work Mix: All seaport projects must have one of the following primary work mixes on the WP01 screen:
  - 8165 – PTO Studies
  - 8401 – Seaport Capacity Project
  - 8402 – Seaport Safety Project
  - 8403 – Seaport Security Project
  - 8404 – Seaport Preservation Project
  - 8406 – Seaport Environmental Project
  - 8407 – Seaport Revenue/Operational Improvement
  - 8408 – Seaport Intermodal Logistic Centers (ILC)

Additional work mixes may be used to describe the project on the Location Work Mix – Seaport (WP13) screen. Additional work mix codes are listed on the WP93 screen.

- Phase: See the program plan crosswalk link in the References section of this chapter for appropriate phase information.
- Program number and fund code: See seaport project programming matrix.
- Districts should consult with their respective ports regarding selection of eligible seaport grant projects.
- Use DPTO with distribution area FSTD for the additional state funds provided by the department to the Florida Seaport Transportation and Economic Development (FSTED) Program.
- Work Program items shall be entered from a Work Program form provided electronically to the district work program office by the district seaport coordinator staff. This form will include the following information:

- The SeaCIP unique project identification number (UPIN) on the Item Segment Location – Seaport (WP09) screen. The UPIN will be provided by the district seaport staff.
- The seaport site codes are listed on the Work Program Administration Seaport (WP18) screen and must be coded on applicable seaport projects.

Example: The department has committed to funding 50% of the capital costs of the construction of an on-port facility, subject to a 50% local match from the port. A Public Transportation Grant Agreement (PTGA) is being negotiated for a 50/50 state and local funds match. Total project cost is \$6 million. The project is programmed as follows:

<u>FUNDS</u>	<u>AMOUNT</u>	<u>PROGRAM NO.</u>	<u>ALLOC TYPE</u>
PORT	\$3,000,000	76	1
LF	\$3,000,000	76	4

### **3. SEAPORTS - NON-BUDGETED**

Projects partially funded using federal funds from the Army Corps of Engineers (COE) may be included in the work program for reporting purposes only.

Programming guidelines: These non-budgeted projects will be programmed in the department’s tentative work program from a list of projects submitted by the FSTED. The district seaport coordinator staff will be responsible for coordinating the programming of these projects with the district work program office and will also be responsible for ensuring the updating of cost estimates and status codes. See seaport project programming matrix below.

#### **Seaport Project Programming Matrix**

System 11	Category	District	Non-	Non-	Budgeted	Funding Ratios	Phase	Comments
Pgm. Nos.	088794	Allocation	Budgeted	Budgeted	State	F=Federal		
	Program Name	Method	Federal	Local	Fund	L=Local		
			Fund	Fund		S=State		
76	Seaports	Allocated by FSTED/ FDOT	COE	LF	PORT PORB POED	50L/50S 25L/75S	*	The Florida Seaport Transportation and Economic Development Council and FDOT determines seaport projects eligible for State funding and are



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76	Strategic Port Investment Initiative Program (SPII)	Allocated by FDOT	COE	LF	DIS, GMR, SIWR, DPTO, DDR, DS, POED	50L/50S 25L/75S		programmed as budgeted in the work program.  COE fund code is to be used when the U.S. Corps of Engineers participates in project funding.
<b>System 11</b>	<b>Category</b>	<b>District</b>	<b>Non-</b>	<b>Non-</b>	<b>Budgeted</b>	<b>Funding Ratios</b>	<b>Phase</b>	<b>Comments</b>
<b>Pgm. Nos.</b>	<b>088790</b>	<b>Allocation</b>	<b>Budgeted</b>	<b>Budgeted</b>	<b>State</b>	<b>F=Federal</b>		
	<b>Program Name</b>	<b>Method</b>	<b>Federal Fund</b>	<b>Local Fund</b>	<b>Fund</b>	<b>L=Local</b> <b>S=State</b>		
71	Seaports	Statutory Mandate			PORT	100S	*	\$15M (annually) for the Florida Ports Financing Commission to pay debt service cost on bonds issued per Section <a href="#">320.20(3)</a> , F.S.
<b>System 11</b>	<b>Category</b>	<b>District</b>	<b>Non-</b>	<b>Non-</b>	<b>Budgeted</b>	<b>Funding Ratios</b>	<b>Phase</b>	<b>Comments</b>
<b>Pgm. Nos.</b>	<b>088791</b>	<b>Allocation</b>	<b>Budgeted</b>	<b>Budgeted</b>	<b>State</b>	<b>F=Federal</b>		
	<b>Program Name</b>	<b>Method</b>	<b>Federal Fund</b>	<b>Local Fund</b>	<b>Fund</b>	<b>L=Local</b> <b>S=State</b>		
77	Seaport Access	Statutory Mandate			PORT	100S	*	\$10M (annually) Florida Statute passed in 1997 Legislative Session for access projects to Seaports only (see Section <a href="#">320.20(4)</a> , F.S.).
<b>System 11</b>	<b>Category</b>	<b>District</b>	<b>Non</b>	<b>Non</b>	<b>Budgeted</b>	<b>Funding Ratios</b>	<b>Phase</b>	<b>Comments</b>
<b>Prom. Nos.</b>	<b>088807</b>	<b>Allocation</b>	<b>Budgeted</b>	<b>Budgeted</b>	<b>State Fund</b>	<b>F=Federal</b>		
	<b>Program Name</b>	<b>Method</b>	<b>Federal Fund</b>	<b>Local Fund</b>	<b>Fund</b>	<b>L=Local</b> <b>S=State</b>		
PO	Seaport Investment Bond Fund	Statutory Mandate		LF	POED	50L/50S 25L/75S	*	\$10M (annually) revenue stream to pay bond debt service for seaports. Remaining revenue not needed for debt service is used to fund projects under category 088794. Section <a href="#">339.0801</a> , F.S.

\* See the program plan crosswalk link in the References section of this chapter for appropriate phase information.

**I. TRANSIT****1. OVERVIEW**

The transit program provides financial and technical assistance to transit, paratransit and ridesharing systems. Definitions and procedures for transit programs are contained in department Policies [000-725-010](#), [000-725-025](#), [000-725-050](#); department Procedures [725-030-002](#), [725-030-003](#), [725-030-005](#), [725-030-008](#), [725-030-025](#), [725-030-030](#), [725-030-035](#); and the [Transit State Management Plan](#).

**2. FEDERAL TRANSIT ADMINISTRATION (FTA)**

All transit projects funded in the department's five-year work program must be included in the State Transportation Improvement Plan (STIP) and in the Metropolitan Planning Organization's (MPO) Transportation Improvement Plan (TIP). This includes FTA funded projects, whether or not a state matching share is involved. Projects programmed with a status of less than 070 (contract executed) must roll forward, if needed, to appear in the new STIP submitted to FTA before FTA will process the grants. The District Transit team must coordinate with the Transit Agency to determine which projects must roll forward and provide that information to the District Work Program Office.

Once the final FTA apportionment tables are published, and approved by the Central Office Transit team, the District Transit team will coordinate with the Transit Agencies for any changes.

In July, the District Transit team will coordinate with the District Work Program office to make adjustments and include adding the new 5th year. Transit Agencies are responsible for contacting the District Transit team throughout the year to confirm when the grants have been received or if a new project needs to be added to the Work Program. The District Transit team will then inform the District Work Program office if the status of the project can be adjusted to 070 (Contract Executed). With this status change, the project will not roll forward. If multiple years exist, the status should be set to 010 after July 1st each new year and not be re-set to status 070 until the grant for that fiscal year has been received. At such time that a particular grant should have rolled forward, and the status was 070 or greater, the work program staff will have to manually roll the project forward.

When FTA discretionary funds are awarded that are non-budgeted (do not require a state match), these funds must still be programmed in the department's five-year work program to align with the MPO's TIP and provide a STIP reference when the local transit agency files a grant application with FTA. These discretionary projects should be programmed using

program 16, even though they may not be a capital project. The FTA fund code must be used and may include LF (local funds) if the discretionary grant requires a local match.

Intercity Bus (program number TB) - Section 5311(f) of Title 49, United States Code, requires each state to spend 15 percent of its annual Section 5311 apportionment to carry out a program to develop and support intercity bus transportation unless the governor certifies that the intercity bus service needs of the state are being adequately met. One objective of the funding for intercity bus service under Section 5311, is to support the connection between rural areas and the larger regional or national system of intercity bus service. Another objective is to support services to meet the intercity travel needs of residents in rural areas. A third objective is to support the infrastructure of the intercity bus network through planning, marketing assistance, and capital investment in facilities. Intercity bus funds are programmed and managed by the central office. Eligible activities include both capital and operating assistance. There is no local funding involved in this program. All projects are programmed at a 50/50 share: 50% federal DU and 50% state DPTO (see programming matrix).

State funds provided to the districts for transit projects should be returned to central office if not utilized for purpose intended. The Production Accomplishment Report (PAR) and Schedule B will be adjusted accordingly. State funds and FTA funds (DU) gained from prior years through monthly reconciliation will be returned to the district transit program that they were originally allocated.

### **3. PROGRAMMING GUIDELINES**

- Transportation system: Use system 08 – Transit.
- Work mix: Use appropriate work mix. (See appendix D for work mix codes.)
- Phase: See the program plan crosswalk link in the References section of this chapter for appropriate phase information. Only use the capital related phase(s) for capital projects and only use the operating phase(s) for operating projects.
- Program number and fund code: See transit programming matrix.
- If FTA is participating in the project (budgeted and non-budgeted), the description must include:
  - FTA program number (5310, 5311, 5339, 5307 etc.);
    - Formula or Discretionary.

- Example: Section 5339(B) is the Low/No Discretionary grant program.
  - Grantee name (local transit agency or other local agency recipient name);
  - Urban Area (UA name) and type of urban area (Large Urban or Small Urban); and
  - Identification if the project is for capital or operating by programming the appropriate phase of work and FDOT workmix (type of work) to ensure that sufficient descriptions are included in TIP/STIP.
- Use the item segment comments section (on the FM Screen WP01 – Item Segment Overview) to provide any additional project descriptions, as needed. Comment type 1 (xDesc) will be included in the Extra Description field of the STIP. Comment type 2 (Miscellaneous) should be used for internal notes or tracking purposes for prior year grants that may no longer be relevant for public transparency purposes.

The transit agency identification code designation should be programmed on the project. The code designation listing can be found on the WP Code Table Menu (WP30) screen. New codes should be entered on the WP42 screen. Section [341.051\(5\)\(a\)](#), F.S., limits the state's participation in local capital projects to 50% of the non-federal share of total project costs. The state's share is not to exceed the local share. All projects must be included in an MPO's TIP.

FTA projects programmed in Budgeting District 30 - Central Office (BD30) are not programmed prior to the development of the MPO's TIP; therefore TIP/STIP Amendments are needed. This applies to all of the urban areas excluding the FTA 5310 program for the Orlando, Kissimmee, and Tallahassee UZAs.

Schedule B allocations will be supplied to the districts showing the proper distribution per District and program area.

#### **4. NEW STARTS TRANSIT PROGRAM**

##### **a. Overview**

A state New Start Transit Project (NSTP) is a fixed-guideway rail transit system or extension, or bus rapid transit (BRT) system or extension meeting the Federal Transit Administration (FTA) definition of a Capital Investment Grant Program New Starts, Small Starts, or Core Capacity project. An FTA New Starts project has a total cost of \$400 million or more and a maximum federal participation of \$150 million or more. A Small

Starts project has a total cost of less than \$400 million and a maximum federal participation of less than \$150 million.

**b. “Wheels on Road” tag and title fee revenues**

In 2015, the Florida Legislature passed SB 2514-A, amending Section [320.072](#), F.S. increasing the distribution of revenues generated by certain motor vehicle registration transactions. Per the new legislation, “Wheels on Road” revenues will be deposited into the State Transportation Trust Fund (STTF) for use by the department. These revenues shall be used under the newly established fund code NSW.R.

**c. Programming Guidelines**

- Transportation system: Use system 08 – Transit.
- Work mix: Use appropriate work mix. (See Appendix D for work mix codes.)
- Phase: See the program plan crosswalk link in the References section of this chapter for appropriate phase information. (New Starts agreements should not be programmed using X4 phases).
- Program number and fund code: See transit programming matrix.

A funding commitment to a specific rail fixed-guideway or bus rapid transit project shall be made by letter from the Secretary to the local agency. Maximum state contribution shall be up to 50% of the non-federal share of the eligible capital costs of the project. This may include project development, engineering, right of way acquisition, construction, procurement of equipment, etc. However, for a railroad capital improvement project involving the acquisition of rights-of-way for future transportation purposes, the department is authorized to fund up to 100% of the costs.

A typical federally approved NSTP will be funded at 50% FTA / 25% LF / 25% NSTP/NSWR. However, federal contribution may vary based on negotiation with the FTA. Other federal funds (i.e., SU) may be included in the mix. Also, other categories of state funds, such as DPTO, TRIP, etc. may also be programmed, subject to requirements of these programs.

Departmental participation in the engineering/final design, right-of-way acquisition, and construction of an individual fixed-guideway project which is not approved for federal funding shall not exceed 12.5% of the total cost of each phase.

Federal funding approval may be accomplished through at least one of the following actions:

- The project has been approved by FTA for entry into the project development phase of the Capital Investment Grant program.
- Federal funds from any source have been programmed for use on the project, e.g., SU, CMAQ, etc.
- The project has been authorized for funding in federal law.

For a project seeking FTA New Starts/Small Starts funding, NSTP/NSWR funds may be programmed subsequent to approval from the FTA for the project to enter into project development. FTA must rate and approve a project to enter into the engineering phase, prior to these costs being incurred, and must execute a Full Funding Grant Agreement or Small Starts Grant Agreement before construction and vehicle acquisition may occur.

All projects added pursuant to this legislation must use fund code NSTP or NSWR.

**d. Transit Programming Example:**

The department has committed to funding 50% of the non-federal share of the capital costs of an urban fixed-guideway project, subject to the commitment of local funds in an amount equal to or greater than the state contribution. The FTA has rated the project “medium,” and a full funding grant agreement is being negotiated for 50% federal New Starts funds (FTA fund code). The total project capital cost, including project development, engineering, right of way acquisition, construction, and vehicle procurement is \$1 billion. The project would be programmed over multiple years and the district modal office will provide the project finance schedule.

<u>FUNDS</u>	<u>AMOUNT</u>	<u>PROGRAM NO.</u>	<u>ALLOC TYPE</u>
FTA	\$500,000,000	97	4
LF	\$250,000,000	97	4
NSTP/NSWR	\$250,000,000	97	1

**5. TRANSFER OF STBG FUNDS TO THE FEDERAL TRANSIT ADMINISTRATION****a. Overview**

Title 23 U.S.C. Section 134(k) directs that districts may elect to use Federal Highway Administration (FHWA) flexible federal funds for modal development projects. If this option is exercised, the Surface Transportation Block Grant (STBG) program funds must be transferred to federal transit administration funds. The fund code is FTAT for these transferred funds. Congestion Mitigation (CM) funds may also be transferred. These funds will be in addition to those allocated to modal development in Schedules A and B.

Federal law permits Surface Transportation Block Grant (STBG) program 23 U.S.C. 133(b)(2) funds and Congestion Mitigation (CM)(23 U.S.C. 149) funds to be used for modal development capital projects and Transportation Demand Management (TDM) projects. TDM projects promote the use of alternative transportation modes such as: carpooling, walking, and alternative work hours. These projects will be programmed in the system with the appropriate program number to which the project is applicable. If the transfer is to a federally budgeted category (i.e. program 18), the central office Transit Grant Programs Administrator must be copied on the transfer request.

Project eligibility includes:

- Modal Development capital projects that are eligible for assistance under the Federal Transit Act
- Publicly owned bus terminals and facilities
- Transportation demand management projects
- Surface transportation planning programs

Title 23 U.S.C. 103(b)6, also permits National Highway Performance Program (NHPP) funds to be used for transit capital projects and transportation demand management facilities, strategies and programs.

Subject to project approval by the Secretary, transit projects may be directly eligible for non- transferred NHPP funds (funds eligible for transfer to FTA, but are administered by FHWA) if such projects:

- Are within, or in close proximity to, an Interstate highway corridor
- Can demonstrate an improvement in the level of service on a specific Interstate highway link and can improve regional travel

- Helps implement the preferred alternative defined in a completed Interstate master plan
- Car/van pool projects are undertaken as a part of the implementation of the preferred alternative defined in a completed Interstate master plan

For modal development projects utilizing the transfer of STBG - Urban funds (SU) and CM funds to the FTA, the following steps will be used.

At the district's discretion, they may assign the programmed state matching funds to the transit system for which the federal funds are being allocated. These state matching funds may be used to:

- Provide match for the FTA grant within the limits allowable under Florida Statute
- Supplement the local transit provider's public transit block grant allocation in accordance with Section [341.041\(8\)](#), F.S.
- Supplement other department modal development programs supporting the local transit provider

STBG or CM funds may also be soft-matched with Toll Development Credits (TDCs) at the request of the transit agency and a transfer to FTA will not result in additional state or local funds needing to be programmed as the non-federal share. Note in the description if soft-match will be requested or if the locals will be paying for the federal match requirements. TDCs must be requested by the local transit agency to be used as the non-federal share.

FTA Section 5339 replaced 5309 under MAP-21 and it has three components:

- Large Urban Areas/Small Urban Areas

FTA Section 5339 allocates funding to designated recipients of large urban areas to fund transit operators within the large urban area. Only designated 5307 recipients are allowed to apply to FTA for the 5339 funding. Any direct recipients will receive funding through the designated recipient for this FTA program. The following should be done when programming Section 5339 funds for the large urban areas:

On the WP01 screen, the words "Section 5339 Large Urban Area (UA) and the designated recipient name must be included in the description. In the item segment comments section (use comment type 1, extra description lines, not type 2, miscellaneous) for these comments to appear in the "Extra Description" of the local



Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Any direct recipients must be listed by local transit agency or grantee name, UrbanArea (UA), urban area type (large urban >200K population or small urban) and amount of funds allocated to the direct recipients. This will allow all direct recipients and funding amounts to be available to the public in the TIP/STIP documents. When the TIP download file is provided to the respective Metropolitan Planning Organizations (MPOs), representing the designated recipient, the TIP download file should include the extra description line(s) that were entered with comment type 1 on the WP01 (Item Segment Overview) screen in FDOT's Financial Management (FM) system.

- Rural Areas

The department is the designated recipient for Section 5339 funding appointed for rural areas. These funds will be allocated to each district based on the percentage of rural population in each district. Each district allocation will be programmed in central office as 80% federally budgeted (DU) funds and 20% local funds. If toll revenue credits are used as the match, no additional programming is required. These funds appear in Schedule B under program number RB.

- FTA Section 5329(e)

49 USC Chapter 53 includes, Section 5329(e), which grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States. This federal law includes requirements for State Safety Oversight (SSO) programs, through which states with heavy rail, light rail, and streetcar systems must establish safety oversight for these transit systems. This public transportation safety program law directs FTA to distribute funding to states via an established formula to support SSO work. SSO Formula Grant Program funding must be used to carry out SSO programs in accordance with federal law. Section [341.061\(1\)](#), F.S., designates the department as the SSO agency. Funds will be used by the Department's Public Transit Office for SSO operational and administrative expenses, including training, travel, and equipment to support activities to develop or carry out program activities in accordance with federal law.

#### **b. Programming Guidelines**

- Transportation system: Use system 08 – Transit.
- Work mix: Use appropriate work mix. (See Appendix D.)

- Fund code and allocation type:
  - Program appropriate STBG federal funds (100% federal dollars without state match) with allocation type = 6, indicating transfer to the FTA. STBG federal funds and FTAT funds will need to roll forward to remain in the TIP/STIP until the actual obligation in FTA’s TrAMS takes place. FTA staff will check the “Current STIP with life to date changes” report prior to advancing the project in TrAMS.
  - Program state match (DS\DDR) with allocation type 1, indicating payment to the local agency unless soft match is requested or if locals will be matching 100% of the match.
  - Program local match (LFF) with allocation type 4, indicating the local matching share.
  - Program the amount transferred from FHWA to the FTA for the local agency as FTAT with allocation type 4.

Soft-match example: Congestion management (CM) funds are soft-matched with Toll Development Credits (TDCs), when formally requested from the local transit agency and approved by the Central Office Transit Office. There is no PAR adjustment required to state funds for a transfer of CM funds to FTA. The recording of TDCs as soft-match is not automatic and to use the TDCs as the non-federal match, they need to be requested.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>
94	01	16	CM	\$750,000	6
94	01	16	FTAT	\$750,000	4

### Transit Project Programming Matrix

System 08 Pgm. Nos.	Budget Category <u>088774</u> Program Name	District Allocation Method	Budgeted Federal Fund	Non- Budgeted Federal Fund	Non- Budgeted Local Fund	State Fund	Funding Ratios F=Federal L=Local S=State	Phase	Comments
13	Transit Corridor	Needs Based **			LF	DDR DPTO	50L/50S 100S	*	Administered by Districts  Procedure Ref.  725-030-003
14	Service Development	Needs Based **			LF	DDR	50L/50S		Administered by Districts

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Pgm. Nos.	Category	Allocation	Federal	Budgeted	Budgeted	Fund	F=Federal		
	<u>088774</u>	Method	Fund	Federal	Local		L=Local		
	Program Name			Fund	Fund		S=State		
						DPTO	100S (when projects are of Statewide significance <u>requires CO approval</u> )	*	Procedure Ref. 725-030-005
18	Section 5311 Operating	Formula	DU		LF		50F/50L	*	Administered by Districts
18	Section 5311 Capital	Formula	DU		LF		80F/20L	*	Administered by Districts
TB	Section 5311(f) Intercity Bus  Capital/Operating	Statewide	DU			DDR, DPTO	50F/50S	*	Administered by Central Office,  Ref. Section <a href="#">339.135(4)(a)1</a> , F.S.
RB	Section 5339 Rural Areas - Bus & Bus Facilities	Formula	DU		LF		80F/20L (soft match eligible)***		Administered by Central Office.- Toll Revenue Credit Policy No. 000-725-025. Must reference Toll Revenue Credits in Project Description as match to Federal Grant. District Urban Transit Capital Program guidance.

System 08	Budget	District	Budgeted	Non-	Non-	State	Funding Ratios	Phase	Comments
Pgm. Nos.	Category	Allocation	Federal	Budgeted	Budgeted	Fund	F=Federal		
	<u>088774</u>	Method	Fund	Federal	Local		L=Local		
	Program Name			Fund	Fund		S=State		
25	Block Grant Capital  (Work Mix 8170)	Formula		FTA	LF	DDR  DPTO	50L/50S  50F/50L	*	Administered by Districts - Procedure Ref. 725-030-030. Funds allocated to the recipients

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	Operating (Work Mix 8171)	Formula		FTA	LF	DDR  DPTO	50F/25L/25S  50L/50S		by formula in Section <a href="#">341.052</a> , F.S. may not be reallocated among recipients by the District. If requested by the MPO or County, the District may supplement an eligible provider's allocation with funds outside the modal development Schedule "B" allocation. All Block Grant criteria would apply to this supplement.
16	Urban Capital/FTA Discretionary	Needs Based **	STBG  CM	FTA  FTAT	LF	DDR  DPTO	80F/10L/10S  50L/50S  50F/50L	*	Administered by Districts - Toll Revenue Credit Policy No. 000- 725-025. Must reference Toll Revenue Credits in Project Description as match to Federal Grant. District Urban Transit Capital Program guidance.
			STBG  CM	FTA  FTAT	LF		80F/20L (soft match eligible)***		
16	State Transit Capital & Operating Assistance	Needs Based **			LF	DDR  DPTO  GMR/ SIWR/ DIS	50S/50L  75S/25L  25S/75L	*	Administered by Districts – Premium Transit Operating
21	Commuter Assistance/TMA /TMO	Needs Based **	STBG  CM	FTA  FTAT	LF	DPTO DPTO	50L/50S  100S-	*	Administered by Districts Procedure Ref. 725-030-008. STP & CM funds need not be converted for TMA projects. Central Office is Managing District 30

**Work Program Instructions****Tentative Work Program – FY 25/26-29/30****September 6, 2024**

22	Park and Ride	Needs Based **	STBG  CM	FTA  FTAT	LF	DDR  DPTO	80F/10L/10S  50L/50S  100S - see proc.  F/S (STP,CM)	*	Administered by Districts - Procedure Ref.  725-030-002
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System 08 Pgm. Nos.	Budget Category  <u>088774</u>  Program Name	District Allocation  Method	Budgeted Federal  Fund	Non- Budgeted Federal  Fund	Non- Budgeted Local  Fund	State Fund	Funding Ratios  F=Federal  L=Local  S=State	Phase	Comments
23	State Bus Fleet	Statewide				DPTO	100S	*	Administered by Central Office
17	Section 5310 Capital for Elderly & Handicapped	Formula	DU		LF	DDR  DPTO  DS	80F/10L/10S	*	Administered by Central Office
17	Section 5310 Operating for Elderly & Handicapped	Formula	DU		LF		50F/50L		Administered by Central Office
17	Section 5310 Capital Direct Recipient	Formula		FTA	LF		80F/20L (soft match eligible)		Toll Revenue Credit Policy No. 000-725-025. Must reference Toll Revenue Credits in Project Description as match to Federal Grant.
31	Rural Transit Administration Program RTAP	Statewide	DU				100F		Administered by Central Office - Managing District 30
15	Section 5305 (d) MPO Planning Grants	Formula	DU		LF	DDR  DPTO	80F/10L/10S	*	Administered by Districts -
19	Section 5305 (e)  Statewide Planning Grants	Statewide	DU			DPTO	80F/20S	*	Administered by Central Office

20	Transit Consultants/Grants	Statewide				DPTO	100S	*	Administered by Central Office
97	New Starts Program	Statewide		FTA	LF	NSTP NSWR	50F/25S/25L 50S/50L 100S	*	Administered by Central Office – Ref. Section <a href="#">341.051(5)(a)</a> , F.S. & Section <a href="#">341.303(3)</a> , F.S.
SS	Section 5339 Large Urban/Small Urban Areas	Formula		FTA	LF		80F/20L (soft match eligible)***		Capital funding for large urban system. Toll Revenue Credit Policy No. 000-725-025. Must reference Toll Revenue Credits in Project Description as match to Federal Grant. District Urban Transit Capital Program guidance.
SO	Section 5329(e) State Safety Oversight	Formula	DU			DPTO	80F/20S		For use by Department in administering State Safety Oversight

\* See the program plan crosswalk link in the References section of this chapter for appropriate phase information.

\*\*Needs based means the districts submit project candidates to the central office and projects are funded based on program criteria.

\*\*\*No programming is required for the soft match.

Note: Districts may match up to ½ of the local share if state funds are available

## **J. STRATEGIC INTERMODAL SYSTEM (SIS) FOR MODAL DEVELOPMENT**

### **1. OVERVIEW**

It is the intent of the Legislature that the SIS consists of transportation facilities that meet a strategic and essential state interest and that limited resources available for implementation of statewide and interregional transportation priorities are focused on that system.

Section 339.651, F.S., Strategic Intermodal System supply-chain demands requires the Department to make up to \$20 million available annually through fiscal year 2027-2028, from existing work program revenues, to fund projects that enhance the movement and storage of construction aggregate. Applicants eligible for project funding are limited to seaports, rail lines, and rail facilities.

The Department must consider at least the following criteria when evaluating projects:

- The ability of the project to serve the strategic state interest of mitigating supply-chain demands for construction aggregate sufficient to ensure ongoing improvement of the Strategic Intermodal System (SIS) and the state’s entire transportation network.
- The ability of the project to facilitate the cost-effective and efficient movement and storage of construction aggregates.
- The extent to which the project efficiently interacts with and supports the transportation network.
- Any commitment of a funding match, which may be investment or commitment made by the owner or developer of the existing or proposed facility that facilitates or will facilitate the movement and storage of construction aggregate, local financial support or commitment, or a combination of both.

The State Transportation Trust Fund (STTF) may fund projects meeting the above criteria up to 100 percent of the cost of the project.

The system shall consist of appropriate components, which include:

- Airport
- Space facilities
- Seaport
- Inland waterways
- Intermodal facilities
- Intermodal freight rail terminals
- Intermodal highway access facilities
- Rail lines
- Rail facilities
- Passenger, transit, and freight terminals
- Local public transit systems that serve as existing or planned connectors
- Urban fixed guideway transit corridors that connect multiple urbanized area counties and serve regionally significant facilities within a single economic region

- Construction Aggregate

For more guidance on the SIS, please see the department’s Policy Planning website. The official SIS Brochure and Map lists the adopted facility types, criteria, and thresholds. Eligibility criteria are contained in the [Strategic Intermodal System Funding Eligibility Guidance Document](#).

In accordance with the requirements of the SIS, the department must establish compatibility between the following FLP plans in order to develop and support a comprehensive well balanced and connected statewide transportation system:

- Freight Mobility and Trade Plan, Section [334.044\(33\)](#), F.S.
- Rail System Plan, Section [341.302\(3\)](#), F.S.
- Statewide Aviation System Plan, Section [332.006\(1\)](#), F.S.
- Intermodal Development Plan, Section [341.053\(2\)](#), F.S.
- Florida Seaport Mission Plan, Section [311.09\(3\)](#), F.S.
- Statewide Seaport and Waterways System Plan, Section [311.14\(1\)](#), F.S.
- Spaceport Master Plan, Section [331.360\(3\)](#), F.S.
- Statewide Transit Plan, Section [341.041\(1\)](#), F.S.

## **2. PROGRAMMING GUIDELINES**

See the Strategic Intermodal Systems chapter of these instructions for programming guidance.

For construction aggregate projects use program number AG.

## **K. IN-HOUSE PROGRAMMING – MODAL DEVELOPMENT**

### **1. OVERVIEW**

Program each of the following activities as a separate item segment and financial project number. Multiple projects may be used to split out specific program attributes under a single work program item segment (i.e. grants management may be split out to urban and rural). General and administrative costs should be programmed and charged to a separate item segment.



**2. PROGRAMMING GUIDELINES:**

**In-House Modal Development Programming Matrix**

<b>Program</b>	<b>Description</b>	<b>Central Office Program</b>	<b>District Program</b>	<b>Fund</b>	<b>Program</b>
Administration	Activities of district PT managers, transit, aviation, rail, intermodal & seaport managers, secretarial and clerical	Establish one financial project per system	Establish one financial project for <b>ALL</b> systems	D	00
Safety	Airport inspection and licensing, transit safety inspection, rail grade crossing safety, rail safety inspectors	N/A	Establish one financial project per system as applicable	D	00
Program Management	QAR's, bus fleet, TD support, operations, planning activities	Establish one financial project per system	Establish one financial project per system as applicable	D	00
Technical Assistance	Grants oversight and other related technical assistance	Establish one financial project per system	Establish one financial project per system as applicable	D	00
RTAP (Expense)	Rural transit assistance program	Establish individual item segments	N/A	DU	31
Expense – Operations	Contracts – Category 040000	Establish individual item segments	N/A	D, DU	81
Consultant Operations	Contracts – Category 100686	Establish individual item segments	N/A	D, DU	82, IS
Contracted Services	Contracts – Category 100777	Establish individual item segments	N/A	D	81

- Transportation systems
  - Transit (08)
  - Aviation (09)
  - Rail (10)
  - Seaports (11)

- Multimodal (15)
- Work mix: Use work mix code 8099 – Public Transportation In-House Support

## **L. REFERENCES**

Department employees can access the program plan crosswalk by using the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>

- Transit
  - Procedure [000-725-010](#), Major Urban Corridor Studies
  - Procedure [000-725-025](#), Use of Toll Revenue Credits for Public Transit Capital Projects
  - Procedure [000-725-050](#), Transportation Demand Management Strategies
  - Procedure [725-030-002](#), Park and Ride Lot Program
  - Procedure [725-030-003](#), Transit Corridor Program
  - Procedure [725-030-005](#), Public Transit Service Development Program
  - Procedure [725-030-008](#), Commuter Assistance Program
  - Procedure [725-030-025](#), Transit Vehicle Inventory Management
  - Procedure [725-030-030](#), Public Transit Block Grant Program
  - Procedure [725-030-035](#), Public Transit Substance Abuse Management Program
  - [Transit State Management Plan](#)
- Rail
  - Procedure [000-725-003](#), South Florida Rail Corridor Clearance
  - [FRO Handbook](#)
  - Aviation
    - Procedure [725-040-040](#), Aviation Program Management
    - Procedure [725-040-055](#), Loans to Airports
    - Procedure [725-040-060](#), Airport Economic Development Program
    - Procedure [725-040-100](#), Airport Master Plans

Procedure [725-040-210](#), New Public Airport Funding Eligibility

[Title 23 U.S.C. Section 144](#)

- Seaport

The Seaport program has no specific procedure, refer to Rule 14B-1.

- Intermodal

The Intermodal program has no specific procedure because intermodal funds are expended through the transit, aviation, rail and seaport programs in accordance with relevant program procedures.



## PART III - CHAPTER 22: PLANNING

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## **PART III - CHAPTER 22: PLANNING**

### **A. OVERVIEW**

Planning includes the activities and resources required for the identification, definition, selection, analysis, reporting, development, and implementation support of transportation facilities/service projects for all modes of transportation for people and/or goods.

#### **1. PLANNING WORK PROGRAM CONSULTANTS**

##### **a. Overview**

- D funds: Funding levels provided in Schedule B for state funded “D” planning consultants may be used for any planning activities, to include contracts with the Metropolitan Planning Organizations (MPOs)/Transportation Planning Organizations (TPOs) that provide services to the department as a vendor. Please note, “D” funds are not permissible on the Unified Planning Work Programs (UPWPs).
- HP funds: Funding levels provided in Schedule B for federally funded “HP” planning consultants should only be used for planning activities in the planning program component (exceptions can be authorized by the Chief Planner).

##### **b. Programming Guidelines**

###### **Work Program Planning Consultants**

- Transportation system: Use appropriate system number. (See Appendix D of these instructions.)
- Work mix: Use appropriate planning work mix. (See Appendix D of these instructions.)
- Contract class: Use contract class 4 – miscellaneous. Phase: Use phase 12 – Planning Consultants (for private firms).
- Contract class: Use contract class 2 – External managed (not LAP). Phase: Use phase 18 – Planning Consultants (for other agencies who provide services to the department as a vendor).
- Program number: Use program number 00 – regular program.
- Fund code: Only D (excluding public private partnership set asides) and HP funds will count toward Schedule B target levels; however, any applicable district allocated fund may be used.

Statewide and districtwide work program planning consultant activities that are not site specific can be programmed but must be definitive as to purpose and scope to be eligible for the related program (see Part III, Chapter 25, Project Costing).

Example: To program a work program planning consultant for interstate corridor improvements, use transportation system 01, work mix 8615 - Corridor/Subarea Planning, contract class 4, phase 12, program number 00 and the D fund code with an allocation type 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
12	01	00	D	\$200,000	1	20XX

## **2. IN-HOUSE PLANNING, INCLUDING OPERATING CONSULTANTS**

### **a. Overview**

The districts are responsible for programming in-house planning support (salaries, expenses, OPS, OCO, contracted services overtime, etc.) as identified in Schedules A and B. In-house planning is not limited to the funds allocated for planning and may be programmed using other central office or district allocated funds. Funding levels provided for federally funded “HP” in-house planning should only be used for planning activities in the planning management component to the maximum extent possible (exceptions can be authorized by the Chief Planner).

In-house planning targets and funding levels have been developed based on the district planning cost centers and the central Planning Office approved operating budget.

### **b. Programming Guidelines**

#### **1) In-House Planning**

Each district has financial project numbers programmed for each of the following in-house planning activities: policy planning activities, data collection activities, and systems planning activities. These three categories track expenditures for the statewide planning and research program plan and progress reports provided to Federal Highway Administration (FHWA) semi-annually. Districts will not need to create any new financial project numbers for in-house activities; new fifth year estimates are added to the existing projects as future programming.

Should the need arise to program additional financial projects for in-house activities, those items would be created using the following information:

- Transportation system: Use system 13 – Non-System Specific, except for turnpike use appropriate system number.
- Work mix: Use 0040 – Transportation Planning.
- Phase: Use phase 11 to program in-house planning activities.
- Program number: Use program number 00 – regular program.

- Fund Code: Use HP and D fund codes, except for turnpike use PKYI, and for the Metropolitan Planning Organization Advisory Committee (MPOAC) use PL.

**In-House planning phases with HP funds are to be authorized as 100% participating.**

Example: To program an item for planning, use transportation system 13, work mix 0040, contract class 4, phase 11, program number 00 and the HP fund code with an allocation type 1. For other in-house activities not federally reimbursable or where there are insufficient federal HP funds, D funds should be programmed.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
11	01	00	HP	\$50,000	1	20XX

**2) Operating Budget Consultants**

Districts and central offices may have an item number programmed for operating budget consultants. A new item sequence is added each year for federally funded operating budget consultants only.

- Transportation system: Use system 13 – Non-System Specific.
- Work mix: Use 0040 – Transportation Planning.
- Phase: Use phase 12 to program planning consultants.
- Program number: Use program number IS – miscellaneous consultant – for state funded operating consultants.
- Program number: Use program number PC – planning consultants – for federally funded operating consultants.
- Sequence for program number IS - state funded operating consultants: A new financial project sequence is not needed for each fiscal year.
- Sequence for program number PC - federally funded operating consultants: A new financial project sequence is added to each federally funded central office planning in-house consultant item for each fiscal year to allow for accurate federal authorization and cost accounting of planning in-house consultants.
- Fund Code: Use D fund code for program IS.
- Fund Code: Use HP fund code or program PC.

Example: To program a districtwide operating budget planning consultant, use transportation system 13, work mix 0040, contract class 4, phase 12, program number IS and the D fund code with an allocation type 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
12	01	IS	D	\$90,000	1	20XX



Reserve items may be programmed, in the central office, as a contract class 8 using the appropriate fund code and program numbers directed in sections 1 and 2 above. These reserve items may be utilized to reserve additional HP funding allocations pending decisions regarding fund distribution and use by the executive leadership team.

### **3. METROPOLITAN PLANNING ORGANIZATIONS**

#### **a. Overview**

There are currently 27 MPOs in the state of Florida.

Federal regulations require MPOs to develop UPWPs. UPWPs are two-year documents that describe the work plan of the MPO, including the funding type(s) and amount(s) for each task. MPOs are required to include all federal funds being provided to the MPO for planning purposes in their UPWP, regardless of fund type (i.e. 5305(d), MPO PL Planning, Surface Transportation Block Grant funds, etc.). In addition, MPOs include state funds (such as those from the Commission for the Transportation Disadvantaged) and local funds in the UPWP, for informational purposes.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) each annually deliver separate lump sum appropriations to FDOT for MPO planning activities. These funds are provided as two agency allocations - FTA 5305(d) and FHWA Metropolitan Planning (PL). FDOT is the direct recipient of FTA and FHWA federal funding and is responsible for the administration of each fund source.

The FTA and FHWA allow the state to consolidate FTA 5305(d) and FHWA PL funds into a single coordinated grant through the Consolidated Planning Grant (CPG). This single grant will be administered by FHWA as the lead grant agency using the PL fund code. FDOT will continue to use the approved FTA 5305(d) and FHWA PL allocation formulas to determine each MPO's share of the state's apportionment.

Prior to the start of each UPWP cycle, the Office of Work Program & Budget will establish item segment numbers for each MPO's UPWP. This item number should be identical to the previous UPWP but should be a subsequent segment. All federal funds in the two-year UPWP for each MPO are to be programmed on this individual work program item segment. Combining all federal funds into one item enables streamlined contracting, tracking and invoicing of MPO funds. The CPG is identified in the MPO UPWP using the PL fund code. Other federal fund sources should be programmed separately by sequence. Programming guidelines can be found below.

For more detailed information on the UPWP, see the [MPO Program Management Handbook, Chapter 3.](#)

**b. Metropolitan Planning****1) FHWA PL Funds Allocation**

FHWA apportions a lump sum amount of metropolitan planning (PL) funds each year to the state of Florida. Each state DOT is responsible for administering this appropriation based on a formula developed by the state in consultation with the MPOs and approved by the FHWA division administrator.

Effective July 1, 2024, the state of Florida PL distribution, is as follows:

- The MPOAC will receive an off-the-top allocation of \$770,000 from each requested annual apportionment.
- Each MPO will receive a base annual apportionment amount of \$350,000.
- In addition to the annual base apportionment of \$350,000, each MPO will receive additional PL funds proportionate to the population of the urban areas with 50,000 or more people relative to the total population in urban areas with 50,000 or more people in the state, from the balance of funds remaining after the apportionment above.
- MPOs that merge retain base allocation.
- \$350,000 one-time allocation for MPOs extending boundaries to include new urban areas with 50,000 or more people.
- The Infrastructure Investment and Jobs Act requires that 2.5% of each MPO's PL allocation are set aside for Complete Streets activities.

**2) FTA 5305(d) Funds Allocation**

Effective July 1, 2022, the state of Florida – 5305(d) fund distribution, is as follows:

- 3) Each **MPO including the MPOAC**, will receive a base annual apportionment amount of \$30,000.
- \$350,000 one-time allocation for MPOs extending boundaries to include new urban areas with 50,000 or more people.
- After the base amount is allocated, half of the remaining funds are distributed based on the population of the urban areas with 50,000 or more people within the MPO's jurisdiction, as a portion of the allocation in urban areas with 50,000 or more people of all the MPO's jurisdiction.
- **A quarter of the remaining funds**, after the base amount is allocated, are distributed based on **Revenue Miles** within the MPO's jurisdiction as a portion of all the revenue miles in all the MPOs' jurisdiction.

- **A quarter of the remaining funds**, after the base amount is allocated, are distributed based on the **Passenger Trips** within the MPO's jurisdiction as a portion of all the passenger trips in all the MPOs' jurisdiction.

**Non-Federal Share (Match)**

The federal/local matching ratio for metropolitan planning (PL) funding is **81.93/18.07 percent**. However, the department has elected to utilize toll credits to “soft match” these federal funds in lieu of matching with state funds. **Districts are not required to program a match for PL funds provided to the MPOs**. The soft match provision permits a state to use toll credits to eliminate the usually required non-federal matching share (state and local funds) of all programs authorized by [Title 23 U.S.C. \(Section 120\)](#).

Using toll credits offers the FDOT and its partners greater financial flexibility by allowing state and local resources that would otherwise be used to fulfill a project's non-federal share to be used to advance other projects.

FDOT Districts are not required to program a match for the CPG. The Federal Aid Management System (FAMS) calculates and records the non-federal share as a “soft-match” in the subsidiary ledger of the database established for this purpose. For further information related to “soft match,” see “Use of Toll Credits for Non-Federal Share” in the Federal Aid Programs chapter of the FDOT [work program instructions](#).

***MPO allocation totals fluctuate between initial and final federal authorizations.*** For the UPWP and FDOT/MPO Agreement to reflect the actual PL allocation, each MPO is required to reconcile each document to reflect the MPO's actual PL federal apportionment. Adjustments to the FDOT/MPO Agreement and UPWP are made by the MPO via an UPWP amendment.

At the end of Year 1 and Year 2, 25% (three months equivalence) of each MPO's annual approved allocation of metropolitan planning (PL) funds must be authorized by the FHWA, and committed, to support the annual UPWPs prior to July 1 of each fiscal year. Depending on available apportionment at the end of each fiscal year, more than 25% of each MPO's approved allocation may be authorized. The remainder of the authorizations will be provided after October 1 when the official FHWA Notice of Apportionments is received. PL allocations may fluctuate depending on the approved level of apportionment from FHWA. Additional authorizations to increase the level of PL funds during the fiscal year require a UPWP amendment. The districts must submit the “request for federal authorization” to the central office federal aid coordinators no later than June 15. This is to ensure the fund authorizations are processed with an effective date of July 1. For more detailed instructions see the [MPO Program Management Handbook, Chapter 3](#).

Section [339.135\(6\)\(a\)](#), F.S., requires a statement from the comptroller of the department that budget is available before the commitment of state funds. The FDOT/MPO Agreement for the pass-through of PL funds requires the commitment of PL funds be effective on July 1. The department's comptroller will conditionally approve encumbrance forms for the commitment of PL funds by July 1, subject to budget approval and the appropriation of

funds. The districts must submit encumbrance forms to the Office of the Comptroller no later than June 15.

MPOs have a two-year UPWP. MPOs who have excess PL funds programmed in the current year should leave the encumbrance in the first fiscal year. Any expenditures applicable to the first fiscal year should bill against that fiscal year. An MPO may also elect to de-obligate and un-encumber these funds so they can roll forward for use in the next fiscal year. Prior to the end of the second fiscal year, the UPWP amendment and de-obligation requests should be approved by the MPO no later than April 15 and submitted to the district no later than May 1. The district should submit the UPWP amendment, de-obligation request, and the FHWA approval letter to the statewide programs planning analyst by May 15. District federal aid coordinators should then de-obligate PL funds and copy the statewide programs planning analyst when it is transmitted to the Federal Aid Management Office for processing. Finally, two-year UPWPs for the next fiscal years shall be submitted to FHWA for approval by June 1.

**4) UPWPs must be closed out by September 30 of the second year of the two-year UPWP.**  
**Programming Guidelines**

All federal funds in the two-year UPWP for each MPO are to be programmed on the UPWP work program item segment. These funds shall be programmed under phase 14 – Planning Grant. Each MPO’s Metropolitan Planning (5305(d) and PL) allocations are to be programmed on sequence 01 of this item segment.

- Transportation System: Use system 13 - Non-System Specific.
- Work Mix: Use 0040 – Transportation Planning.
- Contract Class: Use 2 – Externally Managed (Not LAP).
- Managing District: Indicate district in which the MPO is located.
- County: Use the largest county (based on population) within the MPO area.
- Description: \_\_\_\_\_ MPO UPWP for FY XX/XX & XX/XX
- Phase: Use phase 14 – Planning Grant.
- Fund Code: Use PL.
- Federal Appropriation Category: use the appropriation category as assigned by Central Office Statewide Programs

Example: To program \$1,000,000 of CPG funds for Hillsborough TPO on the Hillsborough TPO’s FY 24/25 & 25/26 UPWP item, use transportation system 13, work mix 0040, managing district 7, Hillsborough TPO, description: Hillsborough TPO UPWP for FY 24/25 & 25/26, phase 14, program number 00, fund code PL.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
14	01	00	PL	\$1,000,000	1	20XX

MPO CPG fund allocations and balances are monitored by the Work Program Development and Operations Office. Schedule A provides the total allocation of 5305(d) and PL funds to all MPOs. Estimate amounts for each individual MPO within each district will be provided by the statewide programs planning analyst in the Work Program Development and Operations Office.

**c. Surface Transportation Block Grant (STBG)**

**1) Overview**

An MPO, with district work program office concurrence, may use Surface Transportation Block Grant funds to supplement the PL allocations for planning tasks identified in an MPO UPWP. These funds must be identified for a task in the UPWP. It is at the discretion of the department to decide whether the funds will be allocated to the MPO and the amount of the allocation. Each MPO requesting STBG funds to supplement planning will be subject to the following:

For STBG funds:

- If the PL balance plus de-obligations at the end of the UPWP cycle exceeds 20% of an MPO's PL approved authorizations for the 2-year UPWP cycle, then STBG funds will not be authorized on the new UPWP until the MPO is in compliance with this policy.
- The 80/20 policy is calculated based on authorized PL funding from the previous UPWP cycle. This calculation is completed during the first year of the new UPWP cycle to determine compliance.
- If an MPO is not in compliance with the 80/20 policy and has requested to authorize STBG funds in the first quarter of the new fiscal year, a detailed justification must be submitted to the district work program office to authorize STBG funds.
- If the MPO prioritizes updating their Long-Range Transportation Plan (LRTP) in their List of Priority Projects (LOPP) for the year(s) that the update will occur, the district may make STBG funds available to the MPO to cover the cost of the LRTP update. The STBG funds to cover the update may be in addition to any other STBG funds made available to the MPO for planning purposes and shall not negatively impact the other STBG funded tasks the MPO has prioritized for these update years.
- A matrix showing the PL balance from the previous UPWP, a short description of work tasks and all funding sources for the two-year period of the UPWP must be submitted to demonstrate the shortfall without the requested STBG funding. The district work program office and the district liaison will determine the validity of the request and decide whether approval is granted.

- Any STBG funds must be identified in the UPWP. As referenced in Part IV Chapter 5, an amendment to the UPWP that meets the criteria for a formal TIP/STIP amendment must be submitted through FDOT's STIP amendment application for documentation purposes. District MPO Liaisons will coordinate with the MPO to concurrently process the UPWP Amendment with the TIP/STIP Amendment. If the amendment to the UPWP does not meet the criteria for a formal TIP/STIP amendment, it is processed as a modification and the documentation should be uploaded to Office of Policy Planning MPO Document Portal. All funds in the UPWP must be programmed on the same item as the PL funds with a new sequence for each type of non-PL FHWA federal funds so that the supplemental funds can be tracked.
- All attempts to fund project phases leading to construction shall be exhausted prior to allowing the use of STBG funds for planning projects in non-Transportation Management Areas.
- If STBG funds are being programmed for a model validation project, the project may be programmed at 100% of the project cost regardless of the status of PL funds.

## **2) Programming Guidelines**

As discussed above, all federal funds in the two-year UPWP for each MPO are to be programmed on the UPWP work program item segment. STBG funds that are allocated to the MPO shall be programmed under the MPO's UPWP item, using the STBG fund code. Fund types outside of PL (such as STBG) are to be programmed as phase 14 – Planning Grant and shall be programmed by fund type on sequences subsequent to 01 (i.e. 02, 03, etc.).

- Transportation system: Use system 13 - Non-System Specific.
- Work mix: Use 0040 – Transportation Planning.
- Contract class: Use 2 – Externally Managed (Not LAP).
- Managing district: Indicate district in which the MPO is located.
- County: Use the largest county (based on population) within the MPO area.
- Phase: Use phase 14 – Planning Grant.
- Fund code: Use appropriate STBG fund code (see Appendix D7 of these instructions).
- Federal Appropriation Category: use the appropriation category for the current Federal Act for the Surface Transportation Block Grant.

Example: To provide the Hillsborough TPO with \$200,000 in SU funds for FY 25/26, the funds should be programmed under the Hillsborough TPO FY 24/25& 25/26 UPWP item. Assuming the TPO's PL allocation is programmed on sequence 01, the SU funds shall be programmed under sequence 02. Use transportation system 13, work mix 0040, managing district 7, Hillsborough TPO, phase 14, program number 00, fund code SU.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
14	02	00	SU	\$200,000	1	20XX

**d. Additional Federal Funds for Metropolitan Planning**

**1) Overview**

In addition to STBG Funds, an MPO may receive other federal funds that are passed through the department to supplement the UPWP. As with PL and STBG, these funds must be identified on a task (or multiple tasks) in the UPWP and reflected in the budget sheets for the UPWP.

There are additional federal programs that the department administers that are eligible for metropolitan planning purposes, such as the Congestion Mitigation and Air Quality (CMAQ) program. It is at the discretion of the district work program office and the MPO district liaison to decide whether the funds will be allocated to the MPO and the amount of the allocation. This decision should be held to a level of consideration at least equal to that of the decision to provide an MPO with STBG funds.

Any supplemental funds must be identified in the UPWP. As referenced in Part IV Chapter 5, an amendment to the UPWP that meets the criteria for a formal TIP/STIP amendment must be submitted through FDOT's STIP amendment application for documentation purposes. District MPO Liaisons will coordinate with the MPO to concurrently process the UPWP Amendment with the TIP/STIP Amendment. If the amendment to the UPWP does not meet the criteria for a formal TIP/STIP amendment, it is processed as a modification and the documentation should be uploaded to Office of Policy Planning MPO Document Portal. All funds in the UPWP must be programmed on the same item as the PL funds with a new sequence for each type of non-PL FHWA federal funds so that the supplemental funds can be tracked.

**2) Programming Guidelines**

As discussed above, all federal funds in the two-year UPWP for each MPO are to be programmed on the UPWP work program item segment. All additional federal funds beyond PL, including one-time grants, that are allocated to the MPO shall be programmed under the MPO's UPWP item, using the relevant fund code(s). Fund types outside of PL (such as CM) shall be programmed as phase 14 – Planning Grant and are to be programmed on sequences subsequent to 01 (i.e. 02, 03, etc.) according to fund type. For example, if an MPO receives PL, SU, and CM funds, the PL funds would be programmed on sequence 01, the SU funds on sequence 02, and the CM funds on sequence 03. If the MPO only receives PL and CM, the PL would be programmed on sequence 01 and the CM programmed on sequence 02.

**e. D Funds**

The use of D funds to supplement tasks in the UPWP is not permitted. This use of D funds for MPOs requires the establishment of a state financial assistance program for this purpose; there is no legal authorization to establish such a program, and therefore no legal authorization for the MPOs to utilize these funds for metropolitan planning.

**4. STATEWIDE ACCELERATION TRANSFORMATION (SWAT)****a. Overview**

The purpose of the Statewide Acceleration Transformation (SWAT) Process is to utilize an established and coordinated framework in conducting early iterative project consideration at appropriate times to inform work program development regarding anticipated project class of action, anticipated duration and scheduling of pre-construction phases, and recommendations to support judicious use of federal funds. SWAT process implementation is intended to enhance project scoping and scheduling through multi-disciplinary project consideration. This is accomplished through the District SWAT Team and assigned project managers' iterative review of key project issues, advancement of activities and studies to support the future Project Development and Environment (PD&E) phase, consideration of potential overlap of PD&E and Design phases, recognition of project prioritization, and initiation of project schedule with coordination through the FDOT's Production Schedulers and the Project Management Scheduling (PSM) system. The SWAT Team should advise the District Work Program Office of identified information associated with candidate projects (through SWAT Planning Meetings) as well as projects in either the Tentative or Adopted Work Program (through SWAT Strategy Meetings of district scoping processes). The SWAT Process is further described in Part 1 Chapter 4 of the [PD&E Manual](#).

**b. Programming Guidelines**

Activities performed to support SWAT Process implementation and involve planning activities or PD&E pre-work (for example: survey, traffic analysis, geotechnical, threatened and endangered species survey) may be advanced with either Phase 12 and/or Phase 22 tasks in support of future Phase 22 activities.

- Transportation System: Use appropriate system number. (See Appendix D of these instructions.)
- Phase: Use phase 12 – Planning Consultants (for private firms) or phase 22 PD&E Pre-work.
- Item Group Identifier: Use SFO if State Funded Only.
- Program Number: Use program number 00 – Regular Program.
- Fund Code: Use the applicable district or statewide managed fund.
- Example: To program a SWAT PD&E pre-work for completing SWAT process implementation through candidate or programmed project review or other Phase 22 pre-



work, use transportation system 01, phase 22, program number 00, and DS fund code, with an allocation type 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
22	01	00	DS	\$200,000	1	20XX

## **5. EFFICIENT TRANSPORTATION DECISION MAKING (ETDM)**

### **a. Overview**

The purpose of the Efficient Transportation Decision Making (ETDM) process is to incorporate environmental considerations into transportation planning to inform project delivery. The ETDM process facilitates linkages between the planning phase of a project with the National Environmental Policy Act (NEPA) and other transportation environmental review processes. Through this process, the FDOT provides the opportunity for early stakeholder input on “qualifying transportation projects,” which helps support planning decisions and develop the PD&E project scope with a clearer understanding of the environmental setting and potential concerns. Planning decisions documented through this process may be adopted into and support NEPA requirements. Refer to the PD&E Manual Part 1 Chapter 2, Class of Action Determination for Highway Projects, or [ETDM Manual](#) Chapter 2, ETDM Process for details on describing a “qualifying transportation project.”

Prioritized projects completing an ETDM screening are programmed in the department’s five-year work program initially with either a PD&E study phase or a design phase.

### **b. Programming Guidelines**

An FHWA memorandum on the “Applicability of the Uniform Act when Federal Aid Funds Participate in District Preconstruction Activities” dated April 26, 2007, states: “Statewide transportation planning only contemplates proposed projects, which have not been developed to the point at which the NEPA requirements or the Uniform Act would apply (49 CFR 24). However, once a state elects to use Federal-aid funds for the preparation of an environmental document and the lead federal agency issues a NEPA finding, the State is obligated to comply with the Uniform Act, and all other applicable Federal requirements.”

Per the FHWA legal opinion in the memorandum, ETDM activities support planning decisions and are considered planning level activities. Refer to Work Program Instructions Part IV, Chapter 4, Section A for additional details. ETDM activities include preparation for completion of or further coordination of additional activities supporting an ETDM screening (planning and programming screens) which may include Alternative Corridor Evaluation (ACE) activities and advancement of technical or feasibility studies prior to a PD&E study.

Care should be taken to program related planning and environmental ETDM activities as planning projects, separate from PD&E activities, to support NEPA on a specific project. ETDM screenings

should be used to identify activities such as scoping and coordination activities, establishment of long-range estimates, or planning activities through the Statewide Acceleration Transformation (SWAT) Team to perform in advance of initiation of the PD&E study, as defined in the PD&E Manual.

Consultant services and in-house costs to specifically perform and support the ETDM planning, and programming screens should be programmed as described in Sections A and B of this chapter and must be programmed with an ETDM item group identifier. If it is determined that the project will be state funded only, then this must be maintained throughout all the work program phases, and the district must use the State Funded Only (SFO) item group identifier (further described in Part III, Chapter 24 Project Development and Environmental).

The district retains flexibility to determine the best source of funds (state or federal) to cover ETDM phase 12 tasks and support future phase 22 activities. Phase 22 funds can be used to complete ETDM activities in advance of the official start of the NEPA study, given constraints described above. Refer to the PD&E chapter of these instructions for programming phase 22. Phase 12 and/or phase 22 funds may be placed in a districtwide reserve box specifically for advanced activities; or the district may identify funds in other districtwide consultant contract boxes sufficient to cover the related ETDM tasks.

- Transportation system: Use appropriate system number. (See Appendix D of these instructions.)
- Work mix: Use work mix 9990 – ETDM Screening or 8615 - Corridor/Subarea.
- Contract class: Use contract class 4 – Miscellaneous.
- Phase: Use phase 12 – Planning Consultants (for private firms).
- Item group identifier: Use ETDM.
- Program number: Use program number 00 – Regular Program.
- Fund code: Only D (excluding public private partnership set asides) and HP funds will count toward Schedule B target levels; however, any applicable district allocated fund may be used.

Example: To program an ETDM planning consultant for completing ETDM screenings, use transportation system 01, work mix 9990 – ETDM Screening or 8615 - Corridor/Subarea Planning, contract class 4, phase 12, program number 00, and the D fund code, with an allocation type 1.

- ETDM item group identifier.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
12	01	00	D	\$200,000	1	20XX

## **B. REFERENCES**

[Title 23 U.S.C. 134](#)

[Title 23 U.S.C. 135](#)

Chapter [253](#), F.S.

Chapter [267](#), F.S.

Section [311.14](#), F.S.

Section [332.006](#), F.S.

Section [334.048](#), F.S.

Section [335.065](#), F.S.

Chapter [338](#), F.S.

Section [339.155](#), F.S.

Section [339.175](#), F.S.

Section [339.61](#), F.S.

Section [339.62](#), F.S.

Section [339.63](#), F.S.

Section [339.64](#), F.S.

Chapter [341](#), F.S.

Chapter [348](#), F.S.

Chapter [349](#), F.S.

Chapter [351](#), F.S.

Section [373.4137](#), F.S.

Chapter [403](#), F.S.

Procedure [650-000-001](#), Project Development and Environment Manual

Procedure [650-000-002](#), Efficient Transportation Decision Making Manual



## PART III - CHAPTER 23: PRELIMINARY ENGINEERING

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## **PART III - CHAPTER 23: PRELIMINARY ENGINEERING**

### **A. OVERVIEW**

The preliminary engineering (PE) program includes the activities and resources related to location engineering and design phases of highway and bridge construction projects. Activities include topographic data collection, project development, surveying and mapping, engineering, and design. For programming post design engineering services, see Part III, Chapter 6, Construction Engineering and Inspection. (For further information see Part IV, Federal Aid Programs.)

### **B. IN-HOUSE PRELIMINARY ENGINEERING**

#### **1. OVERVIEW**

- Program PE phase physical limits consistent with construction phase limits. Exceptions to this rule to use districtwide or corridor limits should be judged on the basis of materiality for accurate project costing.
- In-house phases should be programmed on specific projects, but they may also be programmed on box items. The total programmed should correspond to the target amount reflected in Schedule B.
- The Florida Department of Transportation (department) should maintain sufficient in-house PE for a viable training program so department staff and surveyors have "hands-on" experience in design and other related work activities.

#### **2. PROGRAMMING GUIDELINES**

- Program in-house as appropriate, within these guidelines: Develop in-house staff levels sufficient to monitor consultants
- Use phase 31, program number 00
- On the state highway system (SHS)
  - State-funded

In-house phases for state funded projects on the SHS must be programmed with DIH, DSBX, PKXX funds, as appropriate.

- Federal-funded

In-house phases for projects on the SHS using federal funds may be programmed using DIH, DSBX or PKXX funds, but may also be programmed with any eligible federal fund. See Turnpike Enterprise and Other Toll Facilities chapter of these instructions for more detail about programming DSBx funds.

- Off the SHS

In-house phases for projects off the SHS must be programmed with any eligible federal fund.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
31	01	00	SA	\$10,000	1	20XX

## **C. PRELIMINARY ENGINEERING CONSULTANT**

### **1. OVERVIEW**

- All cost estimates for PE and project development and environment (PD&E) work phases for product support shall be prepared by district staff designated by the district director of transportation development. The individuals developing the cost estimates for the PE and PD&E work phases shall document the basis of the cost estimates by a signed memorandum transmitting the estimated cost to the district work program office. The memorandum shall include a summary of all presumptions made in preparing the cost estimate. Considerations that should be included in developing these cost estimates are the conceptual construction cost estimates, the proposed type of environmental documentation, any known or expected environmental concerns, the stage of design plans to be developed, the level of design effort already complete, and the complexity of the project.

### **2. PROGRAMMING GUIDELINES**

- PE consultants for bridge replacement are funded by the statewide bridge program.
- Example: \$100,000 is allocated annually for the PE consultants to support the Roadway Design Office. These funds should be programmed by the central office program manager using phase 32, DC funds, program number 00 and managing district 40.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
32	01	00	DC	\$100,000	1	20XX

- PE may also be programmed over multiple years in order to reflect individual contracts for location studies, environmental studies, corridor analysis, and all other PE and PD&E activities.
- If a PE consultant contract (phase 32, program 00) is to be split into sequences (e.g. sequence 01 and sequence 02), program the estimated amount of each sequence in the year in which the contract for that sequence is anticipated to be executed.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
32	01	00	DS	\$50,000	1	20XX
32	02	00	DS	\$50,000	1	20XX

## **D. VALUE ENGINEERING**

### **1. OVERVIEW**

All projects with an estimated cost of \$25 million or more shall have a minimum of one value engineering (VE) study conducted during project development. This estimated cost shall include all costs associated with the project, including but not limited to design, right of way, construction, and administrative costs. For design-build projects, the VE study shall be conducted prior to the release of the request for proposal document. The greatest potential for improvement is during the initial concepts or comparison of alternatives review periods; therefore, it is the department's objective to schedule studies during these phases.

The districts have the flexibility to study additional projects below the mandatory \$25 million cost threshold. Projects which may be considered should include:

- Projects that substantially exceed initial cost estimates
- Complex projects
- Projects requested for VE by a department project manager
- Projects with high right of way costs
- Projects and processes with unusual problems

For federal guidelines, see Part IV, Federal Aid Programs, of these instructions.

### **2. PROGRAMMING GUIDELINES**

Each district should budget and reserve an appropriate amount based on the district's work program for VE studies. VE projects are eligible for federal aid. Use phase 32, program 00 to program value engineering studies performed by consultants for planning, PD&E and final design. State or federal funds may be programmed.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
32	01	00	XXXX	\$40,000	1	20XX

## **E. DESIGN METHODS**

### **1. CIVIL INTEGRATED MANAGEMENT PROJECTS (3D PROJECTS)**

- 3D design – A 3D design is one in which the creative work or service of engineering is performed with the full knowledge of the workspace in three dimensions. This implies the use of more modern methods performed with computer-based tools allowing the design professional to view the project workspace in three dimensions, as one would in the real world. These designs are created with appropriate geospatial properties that can then be shared with other systems for mapping, maintenance, emergency management, etc. The focus for 3D design is to create the “virtual twin or fully integrated model” of what is to be constructed.



- Use the item group **3DPR** for all projects that will include a 3D design element. It is imperative that all projects using this design method are properly coded.

## **F. REFERENCE**

Procedure [625-030-002](#), Value Engineering



## **PART III - CHAPTER 24: PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E)**

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## **PART III - CHAPTER 24: PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E)**

### **A. OVERVIEW**

Project Development and Environment (PD&E) activities consist of the work necessary to:

- Confirm a project's purpose and need
- Comply with National Environmental Policy Act (NEPA) requirements for projects with a federal nexus
- Perform advance activities prior to initiation of the PD&E study [e.g., scoping or Statewide Acceleration Transformation (SWAT) Team activities]. See Part 1 Chapter 4 of PD&E manual and Part III Chapter 22 of work program instructions
- Develop project concepts
- Perform preliminary engineering for project alternatives
- Consider the environmental impacts of a project
- Conduct alternatives analysis as appropriate
- Perform project public involvement activities
- Prepare required reports, statements or studies
- Document the selected location and design concepts for the project
- Obtain location design concept acceptance, or lead agency approval of a preferred alternative

For further information see Part IV, Federal Aid Programs of these instructions.

It is not a requirement to prepare all projects to federal standards. Use of state funding on all phases should be considered for projects where there is a need to deliver these projects faster. District project development engineers and environmental staff should work together to ensure appropriate consideration, determination, and programming, regardless of how the district is organized. This will apply to district managed as well as statewide managed funds. This consideration can be accomplished through implementation of the SWAT Process as described in Part III, Chapter 22, Planning, of these instructions and Part 1, Chapter 4 of the PD&E Manual. The SWAT process applies to both state and federally funded projects; the consideration of recommended funding approach is one outcome of the SWAT process. Project funding recommendations may be based upon consideration of project timing, availability of design, and construction funds needed, in addition to recognition of those project which must be federalized or are recommended to be federalized as referenced in the following sections.

If it is determined that the project will be state funded only, then this must be maintained throughout all the work program phases. If the determination is made that federal funds will be used, the district should program federal funds for the PD&E study.

PD&E phases added to the work program, regardless of the funding source (state or federal), are encouraged to go through the SWAT process. The SWAT effort includes SWAT team planning meetings, SWAT strategy meetings, SWAT project kick-off meetings, use of PSM codes, schedule, and standard scope of service development, and consideration of overlapping PD&E and design phases.

## **B. FEDERAL VS. STATE FUNDING DECISION CRITERIA**

### **1. PROJECTS THAT MUST BE FEDERALIZED OR MUST STAY FEDERALIZED THROUGH FHWA**

- On the interstate
- Using or involving interstate right-of-way (e.g., air rights, adjacent, etc.)
- Projects within and impacting federal lands such as national parks or forests, etc.
- Projects where a federally funded phase has occurred (funds expended)
- Projects where current work is federally funded
- Transportation alternatives (TA) program
- Safety program projects
- Type I categorical exclusions (CE) type projects, (listed in Part 1, Chapter 2 of the PD&E manual) for bridge replacements in-kind qualifying (bridges qualifying under the “bridge program”)
- All Local Agency Program (LAP) projects and Off-system projects using federal funds

### **2. PROJECTS WHERE FHWA FUNDING SHOULD BE CONSIDERED**

- Projects qualifying as Type I CEs, (listed in Part 1 Chapter 2 of the PD&E Manual), noting that bridge replacements in-kind qualifying under the “bridge program”, as noted above, must be federalized
- Consideration of impacts to work program flexibility based upon anticipated cost of construction

## **C. PROGRAMMING GUIDELINES**

### **1. IN-HOUSE PD&E ACTIVITIES OR STUDIES**

- Phase 21 funds can be used for PD&E activities prior to initiation of the PD&E study.
- All in-house PD&E should be programmed using a phase 21, and program number 00, regardless of the organizational location (planning or production) of the in-house staff performing the work.
- On state highway system (SHS).
- State funded: In-house phases for state funded projects on the SHS must be programmed with DIH, DSBX, PKXX funds, as appropriate. See Part III, Chapter 41, Turnpike Enterprise and Other Toll Facilities, of these instructions for more detail about programming DSBx funds.

- In order to indicate projects to be state funded only, use the following item group identifier:
  - SFO – state funded only

These projects should be tagged with item group identifier SFO at the start of the process to prevent use of federal funds on an item segment.

- Federal-funded: In-house phases for projects on the SHS using federal funds may be programmed using DIH, DSBX or PKXX funds, but may also be programmed with any eligible federal fund. See Part III, Chapter 41, Turnpike Enterprise and Other Toll Facilities, of these instructions for more detail about programming DSBx funds.
- Off SHS: In-house phases for projects off the SHS must be programmed with eligible federal funds.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
21	01	00	DIH	\$10,000	1	20XX

## **2. CONSULTANT PD&E**

- Consultant PD&E should be programmed using a phase 22.

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
22	01	00	DS	\$10,000	1	20XX

Note: To program PD&E activities in other areas such as FCO and emergency bridge repair and bridge inspection, see the respective chapters for programming guidelines.

- Phase 22 funds can be used for PD&E activities prior to initiation of the PD&E study.
- PD&E phases for bridge replacement will be programmed using statewide bridge funds and BRRP funds for bridge repair. See the Bridge Repair and Replacement chapter of these instructions for programming guidelines.
- DS and other state funds shall not be programmed for projects off the SHS except when otherwise directed by specific legislation. See the Federal Aid Funds Used Off the State Highway System chapter of these instructions for programming guidelines.
- PD&E phases will be included in the analysis of program levels to preliminary engineering targets, unless they are accomplished by in-house staff.
- If the determination is made that federal funds will be used the district should program federal funds for the PD&E study.

- Projects identified as advance production potential projects should use the following group identifier:
  - APP - Advance production potential
- In order to indicate projects to be state funded only, use the following item group identifier:
  - SFO – state funded only
  - These projects should be tagged with item group identifier SFO at the start of the process to prevent use of federal funds on an item segment.

## **D. REFERENCES**

Procedure [650-000-001](#), Project Development and Environment Manual





## PART III - CHAPTER 25: PROJECT COSTING

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## **PART III - CHAPTER 25: PROJECT COSTING**

### **A. OVERVIEW**

Project managers are responsible for reporting the actual financial activity on a project as it compares to the estimated amount. Project costing tracks the total cost of a project as well as the use of budget and funds in the Work Program Administration (WPA) system, so the Florida Department of Transportation (department) knows the financial status of its projects at any point in time. In addition, accurate project costing is critical for seeking reimbursement from external agencies. The annual results of the department's project costing are also used as the statistical basis for future allocations of the department's indirect costs within the indirect cost allocation plan.

### **B. INDIRECT PROJECTS**

#### **1. DIRECT VERSUS INDIRECT PROJECTS**

Definitions of direct and indirect projects are provided below:

- **Direct Project** - financial projects with identifiable, separate, and quantifiable units of work that directly contribute to the accomplishment of a legislatively authorized project, product or program.
  - Examples include phases detailed in other chapters: preparation of design plans, supervision of consultants, right of way (R/W) acquisition, construction engineering supervision, traffic operations, routine maintenance, planning, MPO coordination, etc.
- **Indirect Project** - financial projects with units of work which contribute to and support direct projects, products or programs. The costs charged to indirect projects are re-distributed to direct projects through an approved methodology.
  - Examples of indirect projects include general administrative costs, such as personnel management, purchasing, accounting services, etc. Note that indirect projects may support multiple direct projects.

In-house resources may be programmed on direct or indirect projects. In-house phases will be programmed for each direct project for charges related to oversight responsibilities. Employees who perform this role should be charging the majority of their time to the in-house phase for direct projects identified in the adopted work program. However, these units will have indirect costs related to personnel leave, training, and position duties not

directly supporting work program projects. In these instances, employees should charge to the indirect project approved for that specific purpose.

## **2. PRIMARY INDIRECT PROJECTS**

Primary indirect projects have been established in each district/turnpike enterprise and central office to capture administrative costs. Projects should be programmed, and codes disseminated to staff for them to charge costs which are not related to any other direct or indirect specific project. The primary indirect cost projects are listed below:

Central Offices	190970 1 A1 01
District 1	201610 1 A1 02
District 2	213940 1 A1 02
District 3	223175 1 A1 02
District 4	232917 1 A1 03
District 5	243376 1 A1 02
District 6	252058 1 A1 02
District 7	259104 1 A1 02
Turnpike Enterprise	190970 1 A1 08

### **3. ESTABLISHING ADDITIONAL INDIRECT PROJECTS**

Indirect projects are established to collect or isolate a group of costs from any organizational unit to support management and administrative needs not involving direct projects.

Indirect financial projects can be programmed when needed, allowing managers to capture costs for a wide range of activities without creating new accounting codes.

Examples include:

- Employee time and cost of travel
- Work program development
- Public involvement activities
- Budget preparation
- Process improvement team's effort
- Other specific internal activities

District work program managers should communicate to district managers that this capability exists. Project managers should ensure employees record their time and effort to capture the desired results.

All cost centers will have some level of indirect costs and the Schedule B targets allow for them. Organizationally, most cost centers in executive leadership (administration) in central office, districts, and turnpike enterprise will routinely charge to the primary indirect project.

The program plan crosswalk link cited in the references section of this chapter identifies the relationships between phase group and phase type program components. Currently, in-house direct programs (cost centers) are cross walked to phases for direct cost charges, (e.g., preliminary engineering to phase 31). The primary indirect project phase A1 crosswalks to administration. However, when cost centers other than administration need to aggregate indirect charges, phase A1 should be used. Note: The type of cost center does not always determine the project or phase.

### **4. PROGRAMMING GUIDELINES**

Program indirect projects as follows:

- Transportation system: 13 (non-system specific)
- Fund code: D

- Phase: A1
- Program number: 00

## **5. X9 PHASES**

Each product and in-house work program phase will have a corresponding X9 phase. The work program fund used on these X9 phases will generally be:

- State funds: DIOH
- Federal funds: DIOH with distribution area OH
- Turnpike funds: PKOH
- Direct phase funded with DSBX, TOXX, TMXX, PKM1, or PKYO: Same as the direct phase

There are exceptions to fund and rate allocations for certain DSBX programmed projects. Contact the Project Cost Coordinator in the General Accounting Office for these exceptions.

The X9 phase will be generated for each fiscal year in which the corresponding contract and in-house phase is programmed. The agency program number will be 00. Since the generation and maintenance of the X9 phases is handled by an automated update to the work program, no manual programming is required.

In-house amounts programmed by districts/turnpike enterprise contain only direct charges. All indirect costs redistributed to a project will be recorded on the appropriate X9 phase.

Indirect costs will be calculated on the basis of consultant, grants and construction amounts and in-house total direct costs.

## **C. DISTRICTWIDE AND GENERAL CONSULTANT PROJECTS**

### **1. OVERVIEW**

Districtwide and general consultant (GC) projects, while not site specific, must be definitive as to purpose and scope to be eligible for the related program. Districtwide programming should be **limited**. **It is not appropriate programming to describe these projects as contingency or target boxes. Direct districtwide projects accept charges, boxes do not.**

Districtwide and GC projects will also have indirect costs recorded to them. Programming of direct districtwide jobs to accept charges may be appropriate where:

- The functional project does not divert charges from overhead that legitimately should be allocated to other production jobs, or
- Programming of specific individual jobs is impractical, e.g., traffic signals in arterial traffic operations, plans review, permitting work performed by traffic operations, or safety accident analysis/safety improvements. While not site specific, neither are they indirect because the results are considered a product of the department.
- Programming or charging individual activities would be excessive and not cost beneficial.

Do not use a districtwide project where specific projects could be used. Note: The use of districtwide programming reduces the ability to report on the specific location of some project expenditures.

## **2. WORK PROGRAM VERSUS OPERATING BUDGET**

A significant portion of the amounts programmed for districtwide and GC projects are used as an extension of department staff to ensure required expertise and adequate resources are available to deliver **planned** transportation projects/services. When consultants are performing work related to specific projects or corridors, it is appropriate to pay for these costs with work program budget (08XXXX budget category). An example is the completion of a survey that is provided to in-house department staff to specifically support the design of a project.

**Task work orders and costs related to consultant services for non-project specific work, must be covered using operating consultant budget** (budget category 100686). Non-project specific work includes general administrative or information technology (IT) services and applications which improve or support department operations. Items a. and b. outline specific examples of activities and work product for both project-specific and non-project specific work.

### **a. Districtwide/GC Activities - Work Program Budget**

- Access management
- Activities and resources related to the identification, definition, selection, analysis, reporting, development and implementation of transportation facilities/service projects for all modes of transportation
- Aerial photography
- Architectural, electrical, civil and mechanical engineering support
- Automated Turnpike Toll Systems (SunPass)

- Note: Equipment purchased that is not used exclusively for this purpose should be funded with operating budget.
- Bridge inspection and design
- Design traffic
- Efficient transportation decision making (ETDM) on existing and potential future project assessments
- Emergency management planning, continuity of operations for transportation facilities (example: contraflow)
- General coordination with various agencies on non-specific project issues including: department policy standards for all modes of transportation, Americans with Disabilities Act, permit applications, utility liaison activities, etc.
- Geotechnical
- Mapping and surveying
- Materials verification
- Minor architectural design (\$100,000 or less)
- Minor design (\$200,000 or less)
- National pollutant discharge elimination systems (NPDES) evaluation, inspection, design
- Planning studies/reviews – development of regional impacts (DRIs), level of service (LOS) analysis and planned unit development (PUD) review.
- Aviation, rail, seaport, transit system plans
- Aviation, rail, seaport, transit, space master plans
- Transit alternative studies
- System maps
- Specialized studies
- Project management/scheduling activities
- Project specific planning or engineering consultants
- Public information activities for specific projects
- R/W property acquisition/relocation
- R/W property management/project delivery
- Rail, transit, seaport, intermodal and aviation project support
- Roadway characteristics inventory (RCI) data collection
- Special R/W and construction cost estimates for corridors that are not yet viable projects with financial project numbers (FPNs).
- Specification packages
- Statistics and data support for transportation projects

- Traffic operations – signal retiming, safety/operational studies
- Transportation facility or corridor operational analysis
- Turnpike studies for specific projects
- Value engineering studies
- Various department studies for non-FPN specific issues including safety and hazard studies, drainage studies, planning studies, etc.
- Various small general assignments for tasks not associated with FPN's including crash summaries, safety public involvement, bicycle safety studies, guardrail assessments, drainage structure repairs, development of shell scopes, maintenance studies, etc.
- Websites for specific projects

**b. Intelligent Transportation Systems (ITS) – Work Program Budget**

- Intelligent Transportation Systems (ITS) program, including, but not limited to, the following:
  - Replacement of aging equipment, both field and traffic management centers (TMCs)
  - Software needed to operate TMCs

Note: Equipment purchased that is not used exclusively for this purpose should be funded with operating budget.

- ITS design work
- Construction engineering inspection (CEI) work to support the deployment of ITS
- Deployment of advanced traffic signal systems
- Deployment of connected vehicle (CV) technology (design may be eligible as long as it is for a specific corridor)
- Power needs for field devices

**c. Districtwide/GC Activities - Operating Budget**

- Information technology (IT) applications, systems development and testing, including, but not limited to, the following:
  - RCI data systems development
  - Production management/scheduling systems application development



- Website development (non-project specific; example: office websites)
- Web focus managed reporting environment (MRE)
- Geographic information system (GIS) development
- Applications development, database development, IT tool development
- Maintenance service agreements
- Various annual reports (example: annual turnpike report) and non-specific studies of trends
- Development of emergency management continuity of operation plans (COOP) for department personnel and facilities
- Electronic document management system (EDMS) assistance
- R/W property management/sale and leasing
- General public information activities (non-project specific)
- Non-project specific program management, coordination, quality assurance
- Contractual support services – includes writing grants, correspondence control, maintenance of files, etc.
- Management/administration services
- Correspondence control support, maintenance of files
- Non-specific project administrative activities
- Training department staff on an as needed basis
- Preparation/printing of newsletters (non-project specific)

**d. Intelligent Transportation Systems (ITS) - Operating Budget**

- Intelligent transportation systems (ITS) program maintenance and facilities, including, but not limited to, the following:
  - Power needs for TMCs
  - Janitorial services for TMCs
  - TMC grounds upkeep (mowing and weed control)

- Stand alone service agreements
- TMC building maintenance
- Security
- Phone service
- Water and sewer

### **3. PROJECT COST REDISTRIBUTION**

Districtwide and general consultant contracts (both existing and new contracts) should follow the requirements of Procedure [360-050-005](#), Project Cost Reporting. A project cost redistribution (PCR) computer application has been established for purposes of redistributing districtwide and general consultant (GC) costs to component projects (the specific project for which the expenditures were incurred). Redistribution of expenditures through PCR will occur after services are performed by the consultant at the time of invoicing. The consultant is responsible for emailing a PCR file to the department with every invoice. The PCR file will detail the charges for minor or sub tasks made directly to the districtwide or GC contract that will be redistributed to the various projects.

**PCR will reduce the estimate and commitment on the districtwide or GC contract and increase the estimate and commitment on individual projects.** Phases 2C (PD&E), 3C (design), 6C (CEI), and 7C (maintenance) will automatically be established on the individual projects to which the charges are being reallocated. Note: Direct programming to a phase XC is not permitted, since these phases strictly record the redistribution of charges from the districtwide or GC contract.

Primary work for PD&E, design, or CEI should not be charged to a districtwide or GC project. Whenever possible, PD&E, design, or CEI work should be charged to the project specific number. Only costs for minor or sub tasks on districtwide/GC contracts related to PD&E, design or CEI may be reallocated to a specific individual project.

At the time that PD&E or design activities are initially begun on an individual project, if the cumulative costs of minor or sub tasks for a specific individual project are anticipated to exceed \$543,000, and no primary PD&E or design phase exists in the adopted work program, a work program amendment must be processed to add the appropriate X2 phase, and the activities must be charged to the specific X2 phase.

If the cumulative costs of minor or sub tasks reallocated to a 2C or 3C phase on an ongoing individual project are anticipated to exceed \$644,000, and no primary PD&E or design phase

exists in the adopted work program, a work program amendment must be processed to add the appropriate 2C or 3C phase.

#### **4. PROGRAMMING GUIDELINES**

Districtwide and GC projects must have a descriptive definition of their purpose. Do not merely use "districtwide" in the description.

- Contract class: Districtwide and GC projects should not be programmed as a contract class 8, box item. All other contract classes may be used, as applicable.
- Fund use: Generally, no local funds may be programmed on districtwide or GC projects. Federal funds may be programmed when specifically approved for districtwide purposes and are reimbursable from the Federal Highway Administration. Federal funds may not be used for GC contracts. DS funds may be programmed, except for planning, which will use D or HP funds.
- Transportation system: Turnpike enterprise may use transportation system 02 for all districtwide projects. All other districts may use transportation system 13 for all districtwide projects.
- Phase and program number:
  - Consultant activities (districtwide/GC) identified to be budgeted in an operating category, should be programmed with an applicable phase (12, 22, 32, 4B, 42, 62, 72 or 82) using program number IS.
  - Districtwide/GC projects identified as work program, should be programmed as phase 12, 22, 32, 4B, 42, 62, or 72 and program number 00.
  - Use phase 82, program number 08 for traffic operations/engineering consultants.
  - Operating budget and work program budget amounts should be programmed on different financial project sequences if programmed on the same item segment.

Example: consultant (districtwide/GC) project funded with operating budget

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>
32	01	IS	DS	\$100,000	1

Example: consultant (districtwide/GC) project funded with work program budget

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>
32	01	00	DS	\$100,000	1

**D. REFERENCES**

Procedure [360-050-005](#), Project Cost Reporting Procedure

FDOT employees can access the program plan crosswalk by using the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>

## **PART III - CHAPTER 26: REST AREAS**

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## **PART III - CHAPTER 26: REST AREAS**

### **A. OVERVIEW**

The Florida Department of Transportation's (department's) rest area program was originated to provide safe rest stops for Florida's motoring public. As originally planned, the rest areas were located a maximum of 45 minutes traveling time apart. This has generally been realized with few exceptions. Many of the rest areas are 25-30 years old and in need of improvement to sustain the required level of service. Others may be in good repair but are of an inadequate capacity to handle the current and future volume of traffic. The rest area program is continuing the process of reassessing its overall goals and priorities, and as part of this effort have developed a department wide long-range Plan and an Inventory and Conditioning Assessment (I&CA). As part of this process of revising the I&CA, the program will reassess scoring techniques and conditions of the rest areas that may have been under construction or closed in the original I&CA. These initiatives will assist in providing guidance for future rest area planning and administration of the department's rest area program. The department has considered revisions to rest area program priorities and schedules based on the findings of the updated long-range plan and the I&CA.

Beginning in 2015, an allocation has been reserved annually to address rest area replacement and rehabilitation needs. The department has established standardized guidelines for rest area development in Chapter 4-10 of the Facilities Design Manual (625-020-016). These guidelines include architectural programming information to aid in the planning and design of future rest area facilities. Each district has been provided these guidelines as well as the Rest Area Facilities Computation Form ([625-020-10](#)), which is used to calculate the volume of traffic expected at new/redeveloped rest areas.

The rest area program has two components: central office program management (DRA funds) and district project management. The central office component is in the Maintenance Office. The rest area program manager (RPM) in the Office of Maintenance develops and coordinates the programming of the rest area work program with district assistance. The Office of Design provides architectural/engineering support for individual projects upon request of the districts. The RPM may also provide, from time to time, updated information relating to rest area programming, design, construction, etc. The central office program management provides guidance to the districts concerning compliance with building codes, accessibility and other regulations, departmental rest area policies, inter-agency coordination with other agencies using facilities at rest area sites and allocates rest area funding for reconstruction / refurbishing. The Office of Design, Project Management Support Engineer/State ADA Coordinator, provides guidance to the districts concerning compliance with accessibility for curb ramps, detectable warnings, and sidewalks leading to the building facility.

To assure an orderly flow of funds and budget for rest area projects, it is necessary for the districts to include the rest area program manager in all communications on funding requests for all ongoing projects.

The Department of Education, Division of Blind Services (DBS), in accordance with the United States Code of Federal Regulations provide vending facilities and services at the rest areas. DBS has certain minimum requirements that must be addressed for each rest area project. The department has agreed

to provide the vending facilities in rest area designs; DBS has agreed to provide the design and construction funding, and operation and management of the vending services.

DBS's contact information is:

Division of Blind Services  
William Findley, Bureau Chief  
Business Enterprise  
325 West Gaines Street  
Turlington Building, Suite 1114  
Tallahassee, Florida 32399-0400  
Telephone: (850) 245-0300  
Fax: (850) 245-0364

VISIT FLORIDA administers the operation of the tourism areas of the 3 interstate welcome centers (Escambia I-10, Hamilton I-75, and Yulee I-95). VISIT FLORIDA has elected to discontinue operation of the tourism area at the welcome center in Jackson County US 231/SR-75. The department has the authority to enter into an agreement with other tourism entities for the operation of the tourism area at this location. At this time the tourism area at this location is vacant. Welcome Center facilities are provided by the department and they are responsible for the operation and management of the rest area portion of the welcome centers and the fiscal accountability of the welcome center offices.

Visit Florida's mailing address is:

P.O. Box 1100  
Tallahassee, Florida 32302-1100  
(850) 488-5607

Visit Florida's offices are located at:

David Dodd  
Vice President of Visitor Services  
2540 W. Executive Center Circle, Ste. 200  
Tallahassee, Florida 32301  
Telephone: (850) 488-5607  
Toll-free: (866) 972-5280  
Fax: (850) 224-2938

## **B. PROGRAMMING GUIDELINES**

The districts are responsible for management and production of rest area projects once project funding is approved. The rest area program includes work at all interstate rest areas and welcome centers. The types of projects included in the program are new construction, rehabilitation, major and minor renovations, additions of family-style restrooms, security offices, site improvements, and environmental permit renewals.

- Fund code: Use statewide managed fund DRA.

- When programming DRA funds on an asset maintenance contract, using phase 72, work with the district work program office for maintenance budget (088712). DRA funds are usually not associated with maintenance budget.
- Transportation system: Use Appendix D of these instructions for the appropriate transportation system.
- Phase and program number: Use the program plan crosswalk link in the references section of this chapter for the appropriate phase and program number combinations.
- Work mix: Use 0109 (rest area), 0122 (welcome center) or 0110 (rest area and welcome center) as applicable.

Example: To program the I-10 Madison County rest area, use applicable transportation system, with a 0109 work mix, applicable phase and program number, DRA fund code and allocation type of 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	DRA	\$4,500,000	1	20XX

## **C. REFERENCES**

Department employees can access the program plan crosswalk by using the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>

Effective May 2020 the Facilities Design Manual was moved to a new internal FDOT SharePoint site which is only accessible by FDOT employees at the following location: [Fixed Capital Outlay & Facilities Administration \(sharepoint.com\)](#).



## PART III - CHAPTER 27: RESURFACING

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## **PART III - CHAPTER 27: RESURFACING**

### **A. OVERVIEW**

The resurfacing program deals with improvements to the structural condition of existing pavements on the state highway system (SHS), including the interstate and turnpike enterprise. This program provides for pavement resurfacing, rehabilitation, minor reconstruction, and pavement milling and recycling. Such projects are intended to preserve the structural integrity of highway pavements. Exceptions and variances to roadway design standards should be made where appropriate for the facility and when in the best interest of the public. For more information regarding improvements that may be funded via the resurfacing program please refer to the current [FDOT Design Manual](#), Chapter 114.

Major construction or reconstruction projects, such as adding lanes and bridge replacements, are not included in the resurfacing program. Resurfacing work incidental to these jobs, such as when adding lanes to a roadway, is to be programmed as part of the intrastate or other arterial construction programs.

The objective for this program is to ensure that 80% of the pavement on the SHS meets Florida Department of Transportation (department) standards, which is required by Section [334.046](#), Florida Statutes (F.S.). Lane mile allocations are developed for this program to ensure this statute is met. This also ensures that the department meets performance targets reported to FHWA.

#### **1. RESPONSIBILITIES FOR THE RESURFACING PROGRAM**

- The chief engineer will have specific authority for the identification and prioritization of projects for the interstate resurfacing program. The interstate resurfacing program shall be coordinated with the 10-year strategic intermodal system (SIS) Plan.
- The statewide programs manager, in the Work Program Office, will be responsible for the coordination of funding for construction and support phases for the interstate program. Projects will be developed and once approved, programmed by the districts.
- The district secretaries and the executive director of the turnpike enterprise will have specific authority for the project development, prioritization, and programming for the non-interstate highways under their jurisdiction. Resurfacing projects need to be coordinated with the 10-year SIS plan and other capacity improvement projects on the SHS to ensure new pavement is not destroyed by construction of future capacity improvements in the near term. Access management improvements (turn lane

modifications, closure of median openings, and driveway consolidations) and safety enhancements should be included in the resurfacing project as noted in the Design Manual. Each district/turnpike enterprise maintenance engineer should be involved in establishing priorities of resurfacing projects.

- The district/turnpike enterprise directors of transportation operations will ensure that preliminary pavement condition survey results are reviewed by appropriate personnel, and that any disagreements with the results are properly directed to the Pavement Condition Survey Administrator in the State Materials Office in a timely manner and prior to the final report being issued.
- The district/turnpike enterprise directors of transportation development will be responsible for achieving annual district and turnpike enterprise resurfacing lane mile allocations.
- The districts must submit concrete resurfacing candidate projects for the new 5th year to the Pavement Management Section by the deadline requested by the Assistant Secretary of Engineering & Operations or delegate.
- The districts must submit Interstate Resurfacing candidate projects for the new 3rd year to the Pavement Management Section by the deadline requested by the Assistant Secretary of Engineering & Operations or delegate.

## **2. RESURFACING ALLOCATIONS**

Each district will typically meet its lane mile allocation by programming resurfacing projects. Projects are established in accordance with the criteria of safety (friction, rutting, and/or raveling), preservation of the system (cracking or structural deficiency), ride (roughness, measured by the laser profiler), or other, as needed, to maintain the integrity of the system. Lane mile allocations are evaluated annually to ensure the department standards are projected to be met on a minimum of 80% of the pavement on the SHS. Lane mile allocations were developed for fiscal year 2025 through fiscal year 2030 as follows:

- Statewide arterial lane mile allocations are based on a series of factors:
  - FY 2025 5.89% of the estimated system size
  - FY 2026 4.83% of the estimated system size
  - FY 2027 4.86% of the estimated system size
  - FY 2028 5.03% of the estimated system size

- FY 2029 5.02% of the estimated system size
- FY 2030 5.02% of the estimated system size
- District lane mile allocations can be plus or minus 10 lane miles annually but should be balanced cumulatively over the 6-year work program plus or minus 10 lane miles. For pavements that are in good structural condition but deficient due to ride only, caused by things like manhole and utility valves in the wheel path and utility tie-in patches, the district design engineer may decide to only fix the ride deficiency and meet all American with Disabilities Act (ADA) requirements for curb ramps and detectable warnings, rather than resurface the entire roadway segment. In this situation, the project should include the beginning and ending mile posts that were determined deficient on the pavement condition survey (PCS) and should use work mix 0015 (resurfacing – ride only).
- The high priority placed on preservation of existing assets prior to expansion of the system is an important foundation expressed in Florida’s transportation plan and in Florida Statutes. Preservation of this investment requires periodic resurfacing. Each year the department evaluates the condition of pavements on the state highway system and projects future conditions. During this process, the department requires each district to resurface a certain number of lane miles and sets aside funds for this purpose.
- Only projects programmed on the SHS and using phases 52, 54, or 58 and program number 05 (roadway resurfacing) will count towards a district’s lane mile allocation. Urban and rural lane mile allocations are rolled together when determining if a district has fully programmed its allotted lane miles.
- Schedule A has four funds (DS, DDR, SA and NHRE) allocated to arterial resurfacing. Recommended method is to use NHRE/ACNR first since NHRE/ACNR is only used for resurfacing and program number 05 (roadway resurfacing). ACNR (AC version of NHRE) should be programmed in place of NHRE.
- Fiscal year 2025 – fiscal year 2027 – After meeting lane mile allocations, using program 05 (roadway resurfacing), it is recommended to keep up to 10.5% contingency.
- Fiscal year 2028 – fiscal year 2030 - After meeting lane mile allocations (projects and/or target boxes), using program 05 (roadway resurfacing), it is recommended to keep up to 7% contingency.
- Districts and statewide program managers should use the resurfacing monitor to manage their resurfacing program and compare the tentative work program to approved

lane mile and funding allocations. Instructions for running the resurfacing monitor are in Chapter 44: Work Program Administration Screens and Reports.

Resurfacing Monitor:

<https://owpb.fdot.gov/fmreports/ResurfacingMonitor.aspx>

### **3. PROJECT ELIGIBILITY CRITERIA**

The PCS rates pavement segments on a scale of zero (worst) to 10 (best). Flexible pavements are rated for rutting, cracking, and ride. Rigid pavements are rated on defect and ride. The PCS criteria are as follows:

- Pavement segments having any rating of 6.4 or below are classified as deficient. An exception to this is a segment with a posted speed limit of less than 50 mph and whose ride rating is between 5.5 and 6.4 while its other ratings are greater than 6.4. In this instance, the pavement would not be considered deficient. Projects shall be programmed to correct deficient segments.
- Construction phases for pavement segments rated 7.0 or lower and projected to be deficient by the year of construction may be added to the tentative for adoption in the third year of the new five year work program for the arterial system, and in years one to three for the interstate and turnpike systems. However, due to the variability in pavement deterioration rates, it is not recommended that construction phases be added to the tentative for non-deficient sections in the last two years of the work program.
- Written justification for any new resurfacing project that does not meet the above eligibility criteria will be required to be submitted to the Pavement Management Engineer in the State Materials Office.

### **4. CONCRETE PAVEMENT PROJECT ALLOCATIONS**

Resurfacing projects which convert asphalt to concrete or reconstruct concrete will be funded off the top. As we begin the tentative work program, each district is requested to send a list of rigid pavement resurfacing candidate projects to the Pavement Management Section of the State Materials Office for review. The Program and Resource Allocation Section of the Office of Work Program & Budget will review and confirm funding for these projects. The Pavement Management Section will send a compiled recommended projects list to the concrete review executive team (The Secretary, Chief Engineer, Assistant Secretary of Engineering & Operations, Assistant Secretary of Finance & Administration) for consideration. The recommended list will be presented for approval at the May & June

program planning workshops each year. A higher fund allocation is necessary to project the higher concrete resurfacing dollar amount needed in the future to cover the anticipated work. Projects with work program work mix 0227 (rigid pavement rehabilitation) will continue to be funded with the same cost per lane mile allocation as asphalt resurfacing.

Each year the districts will submit candidate projects for the new 5th year to the Pavement Management Section, by the deadline requested by the Assistant Secretary of Engineering & Operations or delegate.

## **5. PAVEMENT ONLY PROJECT (POP) MAINTENANCE RESURFACING GUIDELINES**

Resurfacing projects that are not on the high crash list and that have been determined not to need an increase in structural capacity to achieve the required minimum pavement design life, may be designated as “maintenance resurfacing” projects and shall be 100% state funded. No federal funds are allowed; FHWA will not participate at this time.

These projects will be exempt from the resurfacing, restoration, and rehabilitation (3R) requirements of the [FDOT Design Manual](#), Chapter 114 to reduce lane mile costs. The funding freed up from these projects will be available for other 3R projects in a district, allowing them to fully program their allotted lane miles without sacrificing pavement life. These projects shall be limited in scope to the items needed to address the functional rehabilitation of the pavement and installation/rehabilitation of ADA curb ramps and detectable warnings, if applicable. Signing and pavement marking shall also be included. The number of projects designated as maintenance resurfacing is flexible.

Note that this does not change the pavement design process. To qualify for this category, pavement designs will still need to meet a minimum design life of 15 years, but the existing pavement structural number must be greater than, or equal to, the required structural number for the design period. Refer to the [Flexible Pavement Design Manual](#) for guidance on the design requirements of a pavement rehabilitation designated as a POP project. Upon approval by the district design engineer, the district will change the work program work mix to 0226 (pavement only resurfacing (flex)), and then may proceed with the design.

## **B. PROGRAMMING GUIDELINES**

In programming a resurfacing project at a single location, input the applicable roadway identification, beginning and ending mile points, roadway side, and lane information on the Item Segment Location-Road (WP07) screen. See the Location Information chapter of these instructions.

- Urban area resurfacing - A portion of arterial highway system resurfacing needs within each of the transportation management areas (TMA) should be funded with district dedicated revenues (DDR) or urban attributable funds. Schedule A has been developed consistent with the department's revised policy that one half of resurfacing needs in the large urban areas will be funded with DDR funds. Schedule A provides the amount of DDR funds estimated to be used for this purpose. With approval from the TMAs, urban attributable funds may be substituted for DDR funds.
- Railroad crossings - Districts may use a portion of their resurfacing allocation for the repair/replacement of rough railroad crossings, and for the payment of the department's portion of the railroads' periodic and routine maintenance as required by the various crossing agreements with the railroad companies. The intent is that the railroad crossing surface is improved within the limits of the resurfacing project. Resurfacing funds shall not be used where the primary purpose is to improve a rail/highway crossing. Railroad crossings being resurfaced by the railroad may be funded with state or federal aid funds. Force account work for resurfacing rail/highway crossings is to be programmed as phase 57.
- The following work mixes are valid for use in the resurfacing program:

Work Mix Number	Usage/Definition
0005 Flexible Pavement Reconstruction	Flexible pavement projects where the base layers of pavement are being reworked or replaced and no new through lanes are being added.
0012 Resurfacing	Use where the existing layers of pavement are being structurally improved without affecting the existing base, such as milling & resurfacing. Does not include skid hazard overlays (0216).
0015 Resurfacing - Ride Only	Use where the existing pavement is in good structural condition but is deficient in ride caused by things like manholes and utility valves in the wheel path and utility tie in patches. The scope of the work can be limited to meeting ADA requirements for curb ramps and detectable warnings and doing what is necessary and practical to improve the smoothness of the pavement to meet standards.

Work Mix Number	Usage/Definition
0217 Rigid Pavement Reconstruction	Use where an entire rigid pavement section is being replaced, not just distressed slabs.
0221 Widen & Resurface	Use where the existing roadway is also being brought up to standards by adding less than a lane of pavement to widen it. No new lanes are being added. Includes widening and paving of shoulders.
0226 Pavement Only Project (Flexible Pavement)	May be used where the pavement does not need additional structural capacity. The project must also be 100% state funded and not on the high crash list. Will be exempt from the 3R requirements of <a href="#">FDOT Design Manual</a> , Chapter 114, except for ADA requirements for curb ramps and detectable warnings. Use of this work mix requires approval from the Central Pavement Design section of the Roadway Design Office, and pavement only projects must be programmed with this work mix.
0227 Rigid Pavement Rehabilitation	Use where existing rigid pavement slabs are being rehabilitated through slab replacements, spall repairs, and grinding to prevent an entire section of pavement from deteriorating further.

- Districts are to fully program eligible projects (and contingency boxes) for the current year plus first two years of the tentative, as a minimum. Two target boxes (TG box code only, rural and urban), if used, may be programmed only for the last three years of the tentative. An item group identifier should be attached to the boxes. For rural box use item group identifier RURL, and for urban box use item group identifier URBN. The system automatically determines rural or urban for projects by the functional class characteristic from the roadway characteristics inventory and/or the item group from the work program administration system.
- Districts should avoid programming only one side of a divided highway. Not only is this good pavement management practice, but it avoids more interruptions of the traveling public, as well as increased MOT and administrative costs associated with programming both sides within 1 or 2 years of each other.



- Transportation system: Use Appendix D of these instructions for the appropriate transportation system.
- When programming resurfacing projects on interstate facilities that are also toll roads, use transportation system 01.
- Use the program plan/work program/budget crosswalk link in the References section of this chapter for the appropriate program number, phase, and fund combinations. Construction phases use program number 05.
- When the resurfacing program number is used on a project that also utilizes another program number, assign a separate financial project sequence for each program number.
- Resurfacing performed on a toll roadway is to be accomplished using funds normally distributed by need. These funds (DSBx) will be provided by the Project Finance Office, subject to the availability of toll revenue allocation. If toll revenue allocation is not available, district allocated funds may be programmed with the appropriate distribution area of the toll facility. See the Turnpike Enterprise, and Other Toll Facilities, chapter of these instructions for more information about programming DSBx funds.
- For Targeted Open Grade Friction Course Program utilizing a construction contract, program funds (FC5) using phase 52, program number 05, and the applicable contract class. This funding will not count towards the arterial lane mile targets in the Resurfacing Monitor. See the Maintenance chapter of these instructions for additional information on the Open Grade Friction Course Program when utilizing a maintenance contract.
- No landscaping can be programmed on the same item segment as a resurfacing project. This is pursuant to Section [334.044\(26\)](#), F.S., which was modified in 2012. See the Landscape Installation chapter of these instructions.

Example: To program resurfacing on SR 136 from Suwannee County line to Hamilton County line, use transportation system 03 –intrastate state highway with a 0012 work mix, phase 52, program number 05, the fund code DDR, and allocation type of 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	05	DDR	\$1,500,000	1	20XX

## **C. REFERENCES**

FDOT employees can access the program plan crosswalk by using the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>

## PART III - CHAPTER 28: RIGHT OF WAY

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## **PART III - CHAPTER 28: RIGHT OF WAY**

### **A. RIGHT OF WAY PROGRAM**

#### **1. OVERVIEW**

The right of way (R/W) program consists of land acquired to support the highway and bridge construction programs and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development. The R/W program includes product and product support. Products include land, relocation, and utility costs (replacement easements). Product support includes appraisal cost estimates, appraisals, appraisal reviews, negotiation, condemnation, relocation, eminent domain, administration of outdoor advertising, property inventory, property disposal and motorist information services. (For further information, see Part IV, Federal Aid Programs, of these instructions.)

#### **2. DEFINITIONS**

- Multi-year funded projects: Projects with R/W phases programmed over multiple years. Example: The R/W cost estimate for phase 43, R/W land, is \$200,000. Phase 43 is programmed in fiscal year 24/25 with \$150,000 in DS funds and is also programmed in fiscal year 25/26 with \$50,000 in DS funds.
- Split-funded projects: Projects with an individual R/W phase programmed with multiple funds. Example: The R/W cost estimate for phase 43, R/W land, is \$200,000. Phase 43 is programmed in fiscal year 24/25 with \$100,000 in DS funds, \$50,000 in DDR funds, and \$50,000 in SU funds.
- Proactive acquisition: A term used by the Florida Department of Transportation (department) to describe R/W acquisition occurring after a record of decision is approved by the Federal Highway Administration (FHWA) but prior to the year in which R/W acquisition would normally be scheduled to support the construction letting. Proactive acquisition is a type (subset) of advance acquisition.

#### **3. PROGRAMMING GUIDELINES**

##### **a. General Guidelines**

- R/W land inflation factors must be based on local conditions.
- If there is any R/W on a project, even those projects where R/W land dollars (phase 43) are not needed, a 4X phase **must** be programmed in order to enter R/W information in the Right of Way Management System (RWMS).
- Multi-year funding is the required standard programming practice. Exceptions must be approved in writing by the Work Program Development and Operations Office and Office of Right of Way on a case-by-case basis unless the total present day cost (PDC) of project phases 4B, 41, 42, 43 and 45 is less than or equal to \$10 million.

- Prior to the authorization of federal funds for R/W 4X phases, compliance with FHWA approval of environmental (NEPA) documents must be met.
- Districts must ensure their district Work Program Office is notified in advance of federal funds to be expended each fiscal year. Federal funds cannot be expended nor can a notice to proceed be issued until the authorization request submitted to FHWA has been approved and received by the district Work Program Office.
- With the exceptions of advance acquisition/proactive acquisition, phase 43 and 45 funds must not be programmed earlier than the scheduled activity event (A/E) 121 (negotiation) and A/E 129 (relocation) dates respectively.
- To obtain FHWA authorization for only R/W appraisal work, the Federal Aid Management Office must be notified in advance and furnished with all the required environmental documents, and R/W cost estimates.
- See the program plan crosswalk link in the References section of this chapter for appropriate system, program number, and phase combinations. Other specific programs and program numbers are noted below.
- Use program number 37 with phase 42 for R/W consultants in support of fixed capital outlay (FCO) projects.
- Use program number 00 with phase 42 for R/W consultants other than in support of FCO projects.

**b. Fund Sources**

The R/W program may be funded with state funds, federal funds, bond, or local funds. Although R/W acquisition is an allowable use of federal aid funds, the best use of federal funds is in construction phases. If State Infrastructure Bank (SIB) funds are used for R/W phases, any excess funds programmed above the estimate will be adjusted down to the estimate at the R/W certification stage of the project. (See the State Infrastructure Bank chapter of these instructions.) Also, the department encourages the use of local funds to acquire R/W for bridge projects off the state highway system (SHS). Funding from Amendment IV bonds is available for acquisition using BNDS (non-Strategic Intermodal System (SIS)) and BNIR (SIS) funds. Funding from Amendment IV bonds is also available for BNBR funds if associated with bridge construction.

When programming projects for acquisition, using BNIR funds, priority should be given to corridors that are contained in the SIS. This should be consistent with the SIS Cost Feasible Plan. Exceptions must be requested in writing to the Work Program Development and Operations Office for review and consultation with the Systems Implementation Office. A written response to the request will be provided.

Any R/W phase may be used for programming against BNDS (non-SIS) or BNIR (SIS) funds except phase 41.

Use the following funds for in-house phases on the SHS:

- State-funded: In-house phases for state-funded projects on the SHS must be programmed with DIH, DSBX, PKXX funds, as appropriate. See Part III, Chapter 41, Turnpike Enterprise and Other Toll Facilities, of these instructions for more details about programming DSBx funds.
- Federal funded: In-house phases for projects on the SHS using federal funds may be programmed using DIH, DSBX or PKXX funds, but may also be programmed with any eligible federal funds. See Part III, Chapter 41, Turnpike Enterprise and Other Toll Facilities, of these instructions for more details about programming DSBx funds.

All projects including multi-year R/W projects with R/W phases programmed in the first three years of the tentative work program must have a R/W schedule in the Project Scheduling and Management (PSM) System, with the exception of design build contracts. On design build contracts, the districts are responsible for ensuring that R/W activities are complete and a R/W certification for construction is issued prior to the start of construction.

**c. R/W Cost Estimates**

R/W phase estimates programmed in the Work Program Administration system must be supported by the current and most recent cost estimate (dated within one year or less) in the RWMS. Cost estimates must be updated by certain dates each year. These dates are set forth in the calendar (schedule) for work program development. The central Office of Right of Way must be notified of project estimates entered after published deadlines. Actual programming of any one phase may vary by no more than 10% from the current cost estimate (as adjusted by inflation factors). R/W projects that have phase 41, but no other 4X phases, do not require a cost estimate. If an estimate is provided by a local entity, it may be used as the estimate for the Department.

**d. Establishing and Applying Inflation Factors**

RWMS default inflation factors are updated annually by the central Office of Right of Way Cost Estimating Section. Provided a R/W schedule exists in PSM, the inflation, applied to present day costs and compounded annually, can be calculated using the R/W programming calculator. The district Offices of Right of Way and the district Work Program Offices collaborate during the tentative work program development cycle to establish acceptable scheduling/programming of projects in the work program. Many different programming scenarios will be considered in the course of the tentative work program development cycle. However, when an inflated estimate is used to program, the R/W programming calculation must be saved electronically (as an HTML web page). Additionally, the user may wish to print the document and maintain it in the official record.

**e. Contingency Levels**

In year one, contingency levels for R/W land and support should not exceed 15% of the total amount programmed for R/W land and support on projects. Exception requests shall be made in

writing to the Work Program Development and Operations Office and the central Office of Right of Way. In years two through five, contingency levels may exceed 15% to accommodate unforeseen needs.

**f. Turnpike Enterprise Projects**

District allocated funds may be programmed on turnpike enterprise projects that do not currently meet economic feasibility. According to Section [337.276](#), F.S., the Division of Bond Finance of the State Board of Administration is authorized, in accordance with Section [215.605](#), F.S., to issue state bonds on behalf of the department to finance R/W land acquisition.

If BNDS funds are used to acquire R/W for a revenue-producing facility, the owner of that facility may be required to reimburse the Right of Way Acquisition and Bridge Construction Trust Fund in an amount equal to the cost of acquiring that R/W.

**g. Advance Acquisition of R/W**

- Section [337.273\(3\)](#), F.S., provides that it is the intent of the Legislature that property acquisitions by donation, purchase or eminent domain occur as far in advance of construction need as possible, and that property, needed to manage transportation corridors, be acquired and retained for future use.
- Use program number 01 for all advance acquisition projects, including protective buying of individual parcels and proactive acquisition.
- Before programming projects with program number 01, districts shall analyze their priorities for advance acquisition, in accordance with established procedures. Advance acquisition of R/W on the SIS shall be given priority and conform to the SIS cost feasible plan.
- The district should consider setting aside funds in a districtwide box to acquire individual parcels of property where the department has determined that R/W is necessary for future transportation corridors and individual parcel acquisition is appropriate for corridor protection.
- Use contract class 6 when dollars are programmed for advance acquisition of R/W on the corridor specific projects where no phase 52 has been identified. Projects with contract class 6 do not require R/W phase cost amounts to be supported by a current cost estimate in RWMS. When the project is fully funded and construction is identified, even if the construction is identified under a different item or segment number, the contract class must be changed to contract class 1 (contracts let in Tallahassee) or 7 (contracts let in district), whichever is appropriate.
- Use contract class 4 (miscellaneous - projects that will not have a letting) for districtwide R/W support contracts. The labeling of districtwide projects in the work program must contain enough descriptive information to disclose their purpose. Merely labeling a project as “districtwide” is not adequate. See the Project Costing chapter of these instructions for details.

- If a district wishes to program funds for the purpose of proactive acquisition, funds may be programmed in the fiscal year prior to A/E 268. The district R/W manager must approve all programming for all phases on an advanced/proactive acquisition plan.

#### **h. Local Government Match R/W Contributions for Growth Management Projects**

Section [339.2819](#), F.S., provides for state funding of growth management transportation regional incentive program (TRIP) projects with up to a 50% match with local funds. It is anticipated that local governments will want to contribute R/W for the project as all or part of their matching share. This document provides the guidance to be applied to such contributions.

##### **1) R/W Eligible for Contribution**

R/W eligible for local government matching contribution credit are only those properties necessary for the qualified project itself. R/W for prior projects are not eligible.

Example: An existing two-lane facility is to be expanded to four lanes by the qualified project. The R/W for the existing two-lane facility is not eligible for contribution credit. However, R/W needed for the additional two lanes or R/W held by the local government, which are in excess of that necessary for the existing two-lane facility but legitimately needed for the new four-lane facility, are eligible for credit.

Local governments may desire developers or other private parties acquiring or contributing R/W on their behalf transfer title directly to the department. If the appropriate acquisition procedures have been followed, such transfers can be accepted by the department and credit allowed against the local government share of project costs.

##### **2) Acquisition Procedures**

Projects on the SHS or which use federal funding on any phase of the project or state funding in R/W must comply with either federal law or procedure or state law or rule relating to R/W acquisition. These laws are intended to protect or provide benefits to property owners and relocatees on federal or state funded projects on the national and state highway systems. The laws and rules are intended to ensure consistency of fair treatment under the law to these citizens on these projects. The department must ensure that local governments or private parties involved in acquisition processes, acting on the department's or local government's behalf, comply with these requirements.

##### **3) Projects Off the SHS**

These are projects which are not now on the SHS and have no reasonable expectation of being added to the system in the future.

###### **(a) Projects with No Federal Funding in Any Phase**

R/W acquired by the local government may be accepted for contribution credit regardless of the acquisition method or procedures used. Acquisition methods, which



do not conform to the requirements of the Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act (Uniform Act), will preclude the use of federal funding in any phase of the project.

**(b) Projects with Federal Funding in Any Phase**

R/W must have been acquired in accordance with the Uniform Act. This also applies to developer donations where the developer specifically acquires property for his benefit on the project through a formal or tacit agreement with the local government. Any R/W purchased for the project through acquisition methods, which do not conform to the Uniform Act, may be able to be brought into compliance through remediation actions with approval of the FHWA. The type and extent of the remediation actions are at the discretion of FHWA.

**4) Projects On the SHS**

These include projects currently on the SHS and projects where there is a reasonable expectation, they may become part of the SHS in the future.

For projects with no federal funding in any phase, R/W acquired by the local government, or private sector persons or groups acting as their agents or on their behalf, may be accepted if the acquisition methods were in compliance with laws and rules applicable to the department. This includes providing relocation assistance to displaced persons in accordance with [Rule 14-66, Florida Administrative Code \(F.A.C.\)](#). Acquisition, which does not conform to the Uniform Act, will preclude the later use of federal funding in any phase. See the Projects Off the SHS section above.

**5) Donations**

It is recognized that property owners may wish to donate R/W in order to expedite the completion of a project. Acceptance of these donations is acceptable under certain conditions. If the property being donated was acquired by the donor for his/her own purposes and at his/her own risk, and is now being made available for the project, the donation may be accepted with no necessity to inquire into the acquisition methods used. If, however, the property was acquired specifically for the project under an agreement with the local government, whether written or not, the acquisition methods must comply with laws and rules applicable to the department. In that event the developer is acting as an agent for or on behalf of the local government, and the law and rules apply in the acquisition.

**6) Exactions**

In some instances, local governments may require the donation of R/W as a condition of the development approval process. This is often referred to as an exaction. R/W acquired through a lawfully adopted exaction ordinance or process can be accepted, unless the

process results in the developer acquiring the R/W as an agent of, or on behalf of, the local government.

For projects with federal funding in any phase, the R/W must have been acquired in conformance to the Uniform Act. Lands donated by developers may be accepted, provided that the donor has been fully advised of the right to compensation and has specifically waived that right. Exactions obtained through a lawful ordinance or process may also be accepted. R/W purchased for the project through acquisition methods which do not conform to the Uniform Act may be able to be brought into compliance through remediation actions with approval of FHWA. The type and extent of the remediation actions are at the discretion of FHWA.

### **7) Valuation of Contributed R/W**

Once it is determined that R/W proposed for local matching contribution are eligible for all or part of the local government share of the project costs, the issue becomes the amount to be credited, i.e., the value of the property or property rights, to the eligible project. Following are methods to be used in determining the value of the contributed property. Regardless of the valuation technique used, the maximum credit allowed will be the amount of the local government share of the project costs.

- R/W acquisition as a phase of the project: Where R/W are acquired as a phase of the project, the value of the contribution for purchased parcels is the actual acquisition cost of the property including land, improvements, severance damages and business damages. Documentation of the acquisition costs may be through closing statements, final judgments or similar documents.
- Previously purchased, donated, or exacted properties: Where properties previously purchased, donated, or exacted are to be contributed to the project, the contribution value may be either current market value or actual acquisition costs for land, improvements, severance damages and business damages at the time the property was acquired. The method selected is at the district R/W manager's discretion. The method selected must be used on a consistent basis according to the type of acquisition. Current fair market value may be used in those instances where there has been a significant change in market conditions (not caused by the project) since the property was acquired. The current market value may be established by new appraisal reports, updated appraisal reports, or other data provided by the local government that is confirmed by the district appraisal office as reflecting a reasonably accurate estimate of current fair market value. If there are federal funds in the project, the market value must be established by an appraisal report prepared by an appraiser acceptable to the district appraisal office. Documentation of actual acquisition costs at the time the property was acquired may be through closing statements, final judgments or similar documents.

**i. Outdoor Advertising (ODA)**

Projects will be programmed and managed by central office staff in the Office of Right of Way with assistance from the Office of Work Program and Budget.

**j. R/W Land for Environmental Mitigation**

A statewide program using DEM funds (state) has been established for purchasing land to bank for future environmental mitigation opportunities. Please refer to the Part III, Chapter 11, Environmental, of these instructions for further DEM funding guidance.

Purchases for mitigation credits should be programmed in accordance with the Environmental chapter of these instructions. Do not program with 4X phases.

**k. Sale or Lease of Surplus Property/Court Registry Refunds**

Generally, revenues generated by a district from the sale or lease of surplus property will be returned to that district. Refunds of monies deposited into a court registry in a prior fiscal year may be returned to the district that made the deposit if approved by the executive team in accordance with Procedure [575-000-000](#) Section 11.1.4 “Right of Way Manual”, and Procedure [375-020-010](#) “Errors, Omissions, and Contractual Breaches by PE's on Department Contracts”.

At the end of each fiscal year, a report shall be prepared by the Office of the Comptroller identifying the revenues received for the lease/sale of surplus properties and from court registry refunds of monies deposited in a prior fiscal year. This report will be forwarded to the Office of Work Program and Budget. These funds will be incorporated into the financial calculations for allowable commitments. The respective district state fund allocations will be increased during the annual Schedule A development process.

Refunds of monies deposited into a court registry in the same fiscal year are immediately credited back to the district that made the deposit.

**l. Multi-Year Programming of R/W Phases**

R/W phases (state and federal) may be programmed over multiple years. At the option of the district office, funding must be fully programmed no earlier than the fiscal year in which R/W certification is scheduled and no later than the second fiscal year after the R/W certification is scheduled. Such programming is necessary to ensure that funds are available for final judgments.

The method for applying inflation on R/W projects is to inflate the total R/W phase estimate to the rate applicable in the first year of programming for the phase. If the phase is multi-year programmed, the first year inflated amount is then split among the subsequent years in accordance with the allowed percentages.

For all projects to be programmed over multiple years there must be close coordination between the district offices responsible for work program, R/W, and scheduling to ensure projects are

adequately funded in the proper fiscal years. Expenditures may not exceed the current amount programmed for any phase on the project.

On federally funded projects, FHWA will require the following for authorization purposes:

- Necessary environmental documents are approved.
- Cost estimate exists for projects with federal funds.
- The request for authorization must indicate in the comments section the years and amounts in which the funds for the entire R/W project are programmed.
- Project must be in STIP/TIP, as required.

FHWA will continue to authorize proactive acquisition on a parcel by parcel basis, if a district so requests. The parcels must be specifically identified, and funds must be programmed in the same fiscal year for all costs associated with the identified parcels. Under this scenario, funds may only be spent on the parcels specifically authorized by FHWA. In programming such funds and determining the amount of funds to be programmed, the district needs to consider the probability of proactive acquisition while keeping in mind the effect on roll forward should such acquisitions not actually be made.

#### **m. National Stormwater Trust (NST) Lease Revenues**

Generally, revenues generated by a district from NST lease revenues will be returned to that district. At the end of each fiscal year, a report shall be prepared by the Office of the Comptroller identifying the revenues received for the NST leases. These funds will be incorporated into the financial calculations for allowable commitments and forwarded to the Office of Work Program and Budget. The respective district state fund allocations will be increased during the annual Schedule A development process. The increased allocation applicable to NST should be used to fund federal-aid eligible projects only using fund code ROWR (ROW Lease Revenues).

## **B. RIGHT OF WAY LAND**

### **1. OVERVIEW**

The R/W land program consists of land which is acquired to support the highway and bridge construction programs and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development. The R/W land program includes land acquisition (phase 43), relocation assistance (phase 45), replacement of utility easements (phase 46), and local agency R/W projects (phase 48).

## **2. PROGRAMMING GUIDELINES**

### **a. R/W Utility Relocation**

Phase 46 is used to program the reimbursement to a utility owner (company) for costs associated with the purchase of an equivalent replacement easement when an existing utility easement is acquired by the department for a proposed transportation project. Phase 46 should be programmed with the same program numbers as phase 43, R/W land acquisition. Phase 46 should not be used to fund the actual relocation (construction) costs of the utilities, but instead the acquisition of an alternative R/W easement. Preliminary engineering (design) costs can be programmed under construction, phase 56 utility relocation.

Relocation costs (phase 45) are charged to R/W land and should be funded from the same fund structure used for acquisition of R/W land (phase 43).

Use phase 48 (R/W other agency) for programming R/W on projects where the R/W activities are to be performed by another governmental agency (e.g., LAP projects). Phase 48 projects must be supported by a current R/W cost estimate. Exception requests shall be in writing to the Work Program Development and Operations Office and the central Office of Right of Way.

### **b. Multi-Year Programming for Right of Way**

- If the total of project phases 4B, 41, 42, 43, and 45 PDC is less than or equal to \$10 million, the funds may be single or multi-year programmed in the manner the district determines is most effective.
- Support phases 4B, 41, and 42: On all projects, the scheduled date for A/E 268 (phase 1 documents to Right of Way) will control the minimum amount which must be programmed in the first fiscal year.
- Land phases 43 and 45: On all projects, the scheduled date for A/E 121 (negotiations) and A/E 129 (relocation), respectively, will control the minimum amount that may be programmed in the first fiscal year.
- Phases 4B, 43, and 45: No minimum programming is required in the first fiscal year; 60% must be requested by the fiscal year of A/E 255 (certification); and 100% must be programmed by the second fiscal year after A/E 255.
- Phases 41 and 42: A minimum of 10% of the total phase cost must be programmed in the first year and 100% by the fiscal year of A/E 255.
- Programming is done in accordance with Section [339.135\(6\)](#), F.S. No offer for a parcel can be made without budget available to fulfill the commitment of a contract.
- R/W must ensure the Office of Work Program and Budget is timely notified of all increases and decreases in a project cost that has received approval from the project manager and district R/W manager, or their designee that will result in a cost estimate change. The

desired approval and notification application is available in the project suite enterprise edition.

- The districts must annually establish the programming of R/W phases at a level consistent with the forecasted expenditure plan for years 1 and 2 of the 5-year work program. The total cost of the project must be in line with the R/W cost estimates over the life of the project. Given the nature of the R/W process, it is possible for expenditure plans and cost estimates to change. When new information is identified that could impact the cost estimate on the project, such information must be provided to the cost estimator for inclusion in future updates.

**c. Central Office Contingency**

The Work Program Development and Operations Office will establish and have oversight of a statewide R/W contingency box to ensure funds are available when needed by the districts to accomplish certification and/or litigation awards.

## **C. RIGHT OF WAY SUPPORT**

### **1. OVERVIEW**

The R/W support program consists of activities that support the district R/W program, e.g., , appraisals, cost estimates, appraisal review, surplus property inventory and surplus property disposal. The R/W support phases are phase 41 (in-house support), phase 4B (R/W service contracts) and phase 42 (R/W consultant).

See Part V, Production Management, of these instructions for detailed requirements for scheduling R/W phases.

### **2. PROGRAMMING GUIDELINES**

- In-house phases on SHS:
  - State-funded: In-house phases for state funded projects on the SHS must be programmed with DIH, DSBX, PKXX funds, as appropriate. See Turnpike Enterprise and Other Toll Facilities chapter of these instructions for more detail about programming DSBx funds.
  - Federal- funded: In-house phases for projects on the SHS using federal funds may be programmed using DIH, DSBX or PKXX funds, but may also be programmed with any eligible federal fund. See Turnpike Enterprise and Other Toll Facilities chapter of these instructions for more detail about programming DSBx funds.

To the extent possible, R/W support phases should be programmed with state funds since the preferred use of federal funds is in construction.

- In-house phases off SHS: In-house phases for projects off the SHS must be programmed with any eligible federal fund.

- All R/W operations service contracts are to be programmed as phase 4B. Relevant contract services include:
  - Demolition and Removal
  - Court reporting
  - Engineering services
  - Expert witnesses
  - Appraiser fees
  - CPA fees
  - Outside attorney fees
  - Other professional fees
  - Other contractual services
  - Asbestos survey and removal
  - Security guard services
  - Rodent control
- If state funds are used for title searches, they should be programmed as phase 3B, program 72.
- Federal participation for title searches on federal aid projects shall be programmed as phase 3B, program 72.
- Use phase 42 for professional R/W consultant services (product support) defined as direct consultant activities for acquisition, relocation assistance and oversight of property management activities necessary to acquire R/W land for transportation projects.
- See the Project Costing Chapter for details on the use of operating budget (versus work program budget) for non-project specific R/W property management sale/leasing activities.

## **D. REFERENCES**

FDOT employees can access the program plan crosswalk by using the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>

[Right of Way Procedures Manual](#)

[Guidance Document 10 - Guidance for Local Government Match Right of Way Contributions for Growth Management \(TRIP\) Projects](#)

[Federal Uniform Relocation Assistance and Real Property Acquisition Policy \(Uniform Act\)](#)

[Rule 14-66, F.A.C.](#)

Section [215.605](#), F.S.

Section [337.273](#), F.S.

Section [337.276](#), F.S.

Section [339.2819](#), F.S.



## **PART III - CHAPTER 29: RURAL ECONOMIC DEVELOPMENT INITIATIVE (REDI)**

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## **PART III - CHAPTER 29: RURAL ECONOMIC DEVELOPMENT INITIATIVE (REDI)**

### **A. OVERVIEW**

This program provides financial assistance to certain rural counties and communities. Member agencies and organizations of the Rural Economic Development Initiative (REDI) shall review the financial match requirements for projects in rural areas. The Florida Department of Transportation (department) is statutorily required to participate as a member of REDI. Counties and communities that meet certain statutory criteria are eligible for waivers or reductions of the local match requirements for such projects. Refer to Section [288.06561](#), Florida Statutes (F.S.).

This program will be administered through department policy and the work program instructions. There will not be an administrative rule. Overall coordination is provided by the Office of Policy Planning while the program is managed by the Florida Department of Commerce, Office of Rural Initiatives. The districts are responsible for working with local project sponsors to determine project scopes and funding levels.

To be eligible for a waiver or reduction of match requirements, a county or community must:

- meet the statutory definition of rural in Section [288.0656\(2\)\(e\)](#), F.S. and such county or community must have three or more of the economic distress conditions identified in Section [288.0656\(2\)\(c\)](#), F.S., or,
- be designated as a Rural Area of Opportunity as defined in Section 288.0656(2)(d), F.S.

### **B. DEFINITIONS**

- Section [288.0656\(2\)\(e\)](#), F.S., defines a rural community as:
  - A county with a population of 75,000 or fewer
  - A county with a population of 125,000 or fewer which is contiguous to a county with a population of 75,000 or fewer
  - A municipality within a county described in the above two bullets
  - An unincorporated federal enterprise community or an incorporated rural city located in a county not defined as rural with a population of 25,000 or fewer and an employment base focused on traditional agricultural or resource-based industries, which has at least three or more of the economic distress factors identified in the section below and verified by the Department of Commerce.
- Section [288.0656\(2\)\(c\)](#), F.S., defines economic distress conditions as those that affect the fiscal and economic viability of a rural community, such as:
  - Low per capita income
  - Low per capita taxable values

- High unemployment
  - High underemployment
  - Low weekly earned wages compared to the state average
  - Low housing values compared to the state average
  - High percentages of the population receiving public assistance
  - High poverty levels compared to the state average
  - A lack of year-round stable employment opportunities
- Section [288.0656\(2\)\(d\)](#), F.S., defines a rural area of opportunity as:  
  
A rural community, or a region composed of rural communities, designated by the Governor, which has been adversely affected by an extraordinary economic event, severe or chronic distress, or a natural disaster or that presents a unique economic development opportunity of regional impact.

## **C. ELIGIBILITY**

This section identifies the local governments that are eligible for this program.

For the most current list of eligible communities, to learn more about community eligibility, or to request verification of eligibility, please contact the Florida Department of Commerce’s Office of Rural Initiatives:

Chris O’Kelley, Director, Office of Rural Initiatives

FloridaCommerce

107 East Madison Street

Tallahassee, Florida 32399

Phone: (850) 717-8506

[Christopher.okelley@commerce.fl.go](mailto:Christopher.okelley@commerce.fl.go)

<http://www.floridajobs.org/business-growth-and-partnerships/rural-and-economic-development-initiative/rural-definition/rural-communities>

### **Rural Areas of Opportunity**

The Governor, by executive order, may designate up to three Rural Areas of Opportunity (RAO), which establishes each region as a priority assignment for REDI agencies and allows the Governor to waive criteria of any economic development incentive, including, but not limited to, the Qualified Target Industry Tax Refund Program under Section [288.106](#), F.S., the Quick Response Training Program for participants in the welfare transition program under Section [288.047](#), F.S. transportation projects under Section [288.047](#), F.S., the Brownfield redevelopment bonus refund under Section [288.107](#), F.S. and the Rural Job Tax Credit Program under Sections [212.098](#) and [220.1895](#), F.S.

See the Florida Department of Commerce’s RAO website for more information:

<https://www.floridajobs.org/community-planning-and-development/rural-community-programs/rural-areas-of-opportunity>

- The following rural counties, and all municipalities within, are eligible to request a waiver or reduction of project match requirements based on their designation as a RAO by Executive Order of the Office of the Governor.
  - Northwest RAO – re-designated by Executive Order [20-170](#): Calhoun, Franklin, Gadsden, Gulf, Holmes, Jackson, Liberty, Wakulla, Washington, and the area within the city limits of Freeport and Walton County north of the Choctawhatchee Bay and intercoastal waterway, is designated as a RAO.
  - South Central RAO – re-designated by Executive Order [21-149](#): DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee Counties, and the Cities of Pahokee, Belle Glade, and South Bay (Palm Beach County), and Immokalee (Collier County)
  - North Central RAO – re-designated by Executive Order [23-132](#): Baker, Bradford Columbia, Dixie, Gilchrist, Hamilton, Jefferson, Lafayette, Levy, Madison, Putnam, Suwannee, Taylor, and Union

**Rural Counties Not Within a RAO**

The following rural county, and all municipalities within, are not part of a RAO, but are eligible to request a waiver or reduction of project match requirements based on their designation as a rural county defined by Section 288.0656 (2)(e), F.S., and will be approved for a reduction or waiver of match.

- Nassau

For more information on the Rural definition and eligibility, see:

<http://www.floridajobs.org/business-growth-and-partnerships/rural-and-economic-development-initiative/rural-definition>

**Rural Communities in Non-Rural Counties**

An unincorporated federal enterprise community or an incorporated rural city with a population of 25,000 or less **and an employment base focused on traditional agricultural or resource-based industries**, located in a county not defined as rural by Florida Statute (a designated rural county), which has multiple economic distress factors may qualify for a reduction or waiver of match and technical assistance from REDI.

The following communities meet the criteria as stated above and are designated as “rural” communities under Section [288.0656\(2\)\(e\)](#), F.S. and [288.0656\(2\)\(c\)](#), F.S.

Eligible Community	Non-Rural County
Archer	Alachua
Southwest Ranches	Broward
Renney Farms	Clay
Bunnell	Flagler
Fellsmere	Indian River
Astatula	Lake

Umatilla	Lake
Palmetto	Lake
Dunnellon	Marion
Reddick	Marion
Indiantown	Martin
Florida City	Miami-Dade
Belle Glade	Palm Beach
Pahokee	Palm Beach
San Antonio	Pasco
Dundee	Polk
Fort Meade	Polk
Frostproof	Polk
Polk City	Polk
Jay	Santa Rosa
Webster	Sumter
Pierson	Volusia

(Information in the table was provided by the Florida Department of Commerce, Office of Rural Initiatives)

The following municipalities were previously designated as rural but have a date of expiration. Once expired, these municipalities will be required to submit a rural designation request to the Florida Department of Commerce:

- Hawthorne (Alachua County) – June 28, 2025
- Lake Wales (Polk County) – March 2, 2025
- Century (Escambia) – July 26, 2024

## **D. PROCESS**

A county or community will not be allowed to request a refund or waiver on any portion of the local match previously paid. If a portion of the required match has not been paid, the county or community can request a waiver or reduction of the remainder of the project match. However, the project agreement must be modified to incorporate this revision.

- Only designated counties or communities are eligible for a match waiver or reduction. If a request is received from a rural community not currently eligible, district staff should refer the requestor to Department of Commerce staff for an eligibility determination. The Department of Commerce staff is responsible for verifying if the community meets the economic distress factors. The Office of Policy Planning (REDI representative) will notify the Office of Work Program and Budget and the District REDI coordinators upon being informed of changes to eligible communities.
- The eligible entity will forward the project request, together with the required paperwork and supporting documentation, to the appropriate district contact. (See the District Contact List Section in this chapter).

- Upon verifying eligibility, the district will work with the requestor to address issues related to the project, funding availability, and any necessary scope adjustments.

Note: Normally, the projects in the adopted five-year work program are fully programmed to funding. Generally, there will be no additional opportunities to fund the entire cost of the project if the match is waived or reduced. Therefore, to protect the projects in the adopted work program, program managers may need to work with the requestor in waiving or reducing the match by reducing the scope of the project.

For future projects added to the work program, waivers or reduction of project match may reduce the number of projects funded through the existing program allocations. Waivers or reduction of match on future projects is based on funding availability.

- Additional funding will not generally be available to cover the amount of the match being waived or reduced. In these cases, the scope of the project will need to be reduced.
- In the case of a federal aid project, the department will soft match the project where soft match is allowable and available. Otherwise, the scope of the project will need to be reduced.
- Donations of land as an in-kind match may be permitted.
- When a project is selected to have the match requirements waived or reduced, a note shall be placed in the extra description field in the Work Program Administration system denoting such approval. Districts will input the applicable item group code on the Item Segment Group (WP03) screen in WPA. Use either item group WAIV for 100% match waived or REDC for a reduced match.
- All department and Transportation Disadvantaged Commission projects in the 32 rural counties and the eligible rural communities should be included in the District's submittal for the annual REDI report due in midsummer.

## **E. PROGRAMMING GUIDELINES**

All projects specifically programmed in RAO counties and their communities, the additional rural county (Nassau) and its communities, and the identified rural communities in non-rural counties, shall include REDI as an item group identifier.

Questions pertaining to this program should be directed to Jennifer Carver, the statewide REDI Coordinator in the Office of Policy Planning at (850) 414-4820 or [Jennifer.Carver@dot.state.fl.us](mailto:Jennifer.Carver@dot.state.fl.us).

## F. DISTRICT REDI COORDINATORS

DISTRICT OFFICE REDI COORDINATORS	
<b>District One – Bartow</b>	
Vitor Suguri	Vitor.Suguri@dot.state.fl.us
<b>District Two - Lake City</b>	
Lauri Shubert	Lauri.Shubert@dot.state.fl.us
David Tyler (alternate)	David.Tyler@dot.state.fl.us
<b>District Three – Chipley</b>	
Tanya Sanders Branton	Tanya.Branton@dot.state.fl.u
<b>District Four – Ft. Lauderdale</b>	
Larry Hymowitz	Larry.Hymowitz@dot.state.fl.
Lois Bush (alternate)	Lois.Bush@dot.state.fl.us
<b>District Five – Deland</b>	
Precious Lewis	Precious.Lewis@dot.state.fl.u
<b>District Six – Miami</b>	
N/A	
<b>District Seven – Tampa</b>	
N/A	

## G. REFERENCES

Section [288.0656](#), F.S.

[Florida Department of Commerce’s REDI Website](#)





## **PART III - CHAPTER 30: SAFETY**

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## **PART III - CHAPTER 30: SAFETY**

### **A. GENERAL GUIDELINES FOR SAFETY PROJECTS**

Safety is the Florida Department of Transportation's (department's) number one priority. Safety needs should be considered in the identification, planning, and development of projects. While the safety programs listed below are dedicated resources for safety projects, funding from other sources can and should be used, where appropriate, to improve safety and help achieve our target of zero traffic fatalities and serious injuries.

Our intent is that all available safety-specific funds are fully programmed and used on projects to eliminate fatal and serious injury crashes. Projects programmed for construction using any of the highway safety construction funds, such as Highway Safety Improvement Program (HSP) or High Risk Rural Roads (HRRR), should be entered into the Crash Reduction And System Hub (CRASH) evaluation program located at the department's state Safety Office intranet site, <https://fdotewp2.dot.state.fl.us/TrafficSafetyWebPortalFDOT/CrashLogin.aspx>, by district safety personnel. This information is primarily required to determine benefit cost analysis and determine accurate crash reduction factors for safety projects on state-maintained roadways. A secondary benefit is to serve as a tracking mechanism for all safety funded projects and to develop required reports to management and Federal Highway Administration (FHWA). Projects shall also be submitted to the Safety Office SharePoint site, <https://flidot.sharepoint.com/sites/CO-SAFETY/Engineering/COSafety/SitePages/Home.aspx>, for the Safety Office to review supporting documentation (as provided by the district) and determine that the project meets eligibility criteria (see section B.1 below). The eligibility date of projects will be used as the date for federal authorization.

### **B. HIGHWAY SAFETY IMPROVEMENT PROGRAM**

#### **1. OVERVIEW**

The Highway Safety Improvement Program addresses low cost (typically \$1,000,000 or less) short-term safety projects. These projects are normally completed within three years from concept to construction. The projects should be developed to correct specific traffic crash problems involving fatal and serious injury crashes. Correction of other safety defects may be included but is not required. This program is applicable to all public roads except turnpike enterprise. Proper implementation of this program helps ensure that highway safety is enhanced for the traveling public. The primary purpose and performance measure of this program is the reduction of fatal and serious injuries resulting from traffic crashes.

The Infrastructure Investment and Jobs Act (IIJA) continued the changes that the FAST ACT, MAP-21, and SAFETEA-LU used to fund the Highway Safety Improvement Program and continued the core program titled "Highway Safety Improvement Program" (WP fund - HSP/ACSS). This program is based on the states developing a statewide "Strategic Highway Safety Plan" in compliance with [23 USC 148](#). On September 30, 2006, FHWA approved the Florida Strategic Highway Safety Plan (SHSP). The first SHSP developed by the department and its safety partners identified key highway safety emphasis areas (vulnerable road users, aggressive driving, intersection crashes and lane departure

crashes) and continuing priority areas (occupant protection, impaired driving, and traffic data and decision support systems). The SHSP was updated in November 5, 2012, October 2016, and most recently in March of 2021. Included are key highway safety emphasis areas of lane departures, intersections, pedestrians and bicyclists, aging road users, motorcyclists and motor scooter riders, commercial motor vehicle operators, teen drivers, impaired driving, occupant protection, speeding and aggressive driving, distracted driving, and traffic records and information systems. Also included are evolving areas such as work zones, drowsy and ill driving, rail crossings, roadway transit, micro mobility, and connected and automated vehicles. (<https://www.fdot.gov/safety/shsp/shsp.shtm>). Regular updates are now required with FAST Act. If a state fails to have an approved updated SHSP by August 1st of the first fiscal year after the requirements are established, that state will not be eligible to receive additional obligation limitation during the annual redistribution of unused obligation limitation (August redistribution).

ACSS funded projects should be identified in the work program for the current year and first two to three years of the tentative. ACSS funded projects are statewide managed through FY 2023. Funds that become available in these fiscal years (low bids, recon, etc.) will remain in the districts. All new projects will be reviewed in accordance with the funding eligibility requirements (see below) and should be submitted to the state safety engineer.

Safety allocations beginning in FY 2024 will be district managed and distributed based on statutory formula. New projects will be reviewed in accordance with the funding eligibility requirements (see below) and should be submitted to the State Safety Engineer.

Highway Safety Improvement projects are eligible for ACSS funding if they meet all of the following requirements:

- Implements safety infrastructure countermeasures or improves safety data collection, integration, and analysis such that HSIP stakeholders can better plan, implement, and evaluate highway safety improvement projects in the future.
- Consistent with an emphasis area, strategy, or activity identified in the Florida SHSP.
- Estimated benefit-cost ratio (BCR) greater than 1.0 and NPV greater than zero
- Addresses a serious crash risk or safety problem identified through a data-driven process.
- Likely to result in a reduction of fatalities and serious injuries.

The BCR needs to be greater than 1 and the NPV needs to be greater than 0 in order to account for the final constructed project which includes scope creep and unknowns. The BCR is the benefit cost ratio and is the ratio of present value benefits (PVB) to present value cost (PVC). The NPV is the net present value and is the difference between the PVB and PVC. The equation for NPV is  $PVB - PVC$ . BCR values greater than 1 and NPV values greater than zero are required for "crash based" projects (historical and predicted) and will be used as input to prioritize safety projects.

The above mentioned NPV and BCR is to be based on the economic benefits of reducing crash occurrences versus the expenditure of funds to construct the crash reduction project. Acquisition of right of way (R/W) should be limited to only projects that are required to alleviate the immediate safety problem and to achieve the three year concept to construction goal.

For further information on federal safety programs, see Part IV, Federal Aid Programs, of these instructions.

Note: Projects not meeting NPV and BCR requirements but have supporting documentation to warrant the project as a potential safety project will be evaluated on a case by case basis. All projects not meeting NPV and BCR requirements will require approval by the State Safety Office.

## **2. PROGRAMMING GUIDELINES**

- Transportation system: Use appropriate transportation system. (See program plan/work program/budget crosswalk link in the References section of this chapter.)
- Work mix: Use appropriate safety work mix. (See Appendix D of these instructions for a complete list of work mixes under the safety heading. Please use the most specific description available and avoid the use of the “safety project” work mix.)
- Description: The comment section on the WP01 screen must include the most recent NPV used in the project justification. If there is a notable change in the project cost this value should be adjusted accordingly.
- Fund code: Use ACSS fund code.
- Phase: Use appropriate phase. (See the program plan/work program/budget crosswalk link in the References section of this chapter.)
- Program number: use program number 06 - safety for construction phases. All other phases will follow normal programming conventions. For safety lighting retrofit projects approved by the executive team use the SL program number for phases 52, 32 and 62.

Note: When the safety program number is used on a project that also utilized another program number on the same phase, assign a separate financial project sequence for each program number.

- Item group: Use appropriate item group identifiers (up to four) with at least one being from the list below:
  - SFA1 – Keep vehicles in the proper travel lane and minimize the effects of leaving the travel lanes (i.e. edge lines, rumble strips, speed control measures to reduce run off road crashes, guardrail, attenuators, slope modifications and fixed obstacle removal to reduce the crash severity when a vehicle leaves the road, SHSP emphasis area – lane departure crashes)
  - SFA2 – Improve the safety of intersections (i.e., signal modifications/installations, turn lanes, signing, lighting, traffic calming to reduce frequency and severity of intersection crashes, SHSP emphasis area – intersection crashes)
  - SFA3 – Improve access management and conflict point control (i.e., add raised median to replace two-way left turn median, close median openings, improve curb openings at driveways (right turn in/right turn out), modify median openings to eliminate hazardous vehicle movements, remove redundant driveway accesses, directional signing, no U turn signs, designated U turn signals, etc.)

- SFA4 – Improve information and decision support systems- (SHSP emphasis area – traffic records)
- SFA5 – Improve pedestrian and bicycle safety [i.e., add pedestrian and bike facilities where there is a fatal or serious injury problem that will be resolved by the addition of these features, pedestrian signals and crosswalks at signalized intersections, mid-block pedestrian crossings, median pedestrian refuge islands, traffic calming, signing to alert drivers of high pedestrian/bike traffic areas, education and enforcement efforts, SHSP emphasis area – vulnerable road users (pedestrians, bicyclist, and motorcyclists)]
- SFA7 – SHSP emphasis area – aggressive driving
- SFA9 – SHSP emphasis area - impaired driving
- CTST - Community Traffic Safety Team sponsored project
- HEBC – Other hazard elimination net present value justified project
- SCES – Safety consultant engineering services
- SWRS – Statewide rumble strip initiative implementing auditory and vibratory warning strips based on sinusoidal patterns on public rural roads with flush shoulders and a posted speed of 50 miles per hour or greater (SHSP emphasis area – lane departure safety)
- Item Group: Use appropriate item group identifiers for projects programmed from the Department's Safety Needs Lists Dashboard:
  - CUCO – Statewide Curve Compliance
  - RDE – Statewide Railroad Dynamic Envelope
  - S2ZI – Statewide Strides 2 Zero Intersections
  - S2ZS – Statewide Strides 2 Zero Segments
  - S2ZU – Statewide Strides 2 Zero Unsignalized Intersections
  - WWDL – Statewide Wrong Way Driving Limited Access
  - WWDA – Statewide Wrong Way Driving Arterials
  - PBS – Ped/Bike Safety
  - DXSN – District Safety Needs List Item, where X indicates District number (for example, District 1 = D1SN)
- Example: To program the installation of additional lighting for safety on US 1, use transportation system 03 – intrastate state highway, the 0777 - lighting work mix, the ACSS fund code, the appropriate construction phase with program number 06 and item group identifier HEBC. All other phases will follow normal programming conventions.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
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52	01	06	ACSS	\$300,000	1	20XX
62	01	00	ACSS	\$100,000	1	20XX

## **C. SKID HAZARD ELIMINATION PROGRAM**

### **1. OVERVIEW**

Pavements should be properly analyzed to determine if the pavement has a structural problem (as indicated by the pavement condition survey) in addition to a low-skid resistant surface. If a slick surface is the only major problem, then a friction course, possibly with minor leveling, can be processed as a skid hazard elimination project. Otherwise, the matter should be referred to the district staff responsible for programming resurfacing projects. For example, a pavement segment with multiple defects should be given priority for scheduling as a resurfacing program project.

Priority locations for the skid hazard program are those with a friction number of 25 or less and other locations having a projected post construction NPV greater than 0. Any allocated fund category available to fund construction phases may be used for these projects.

To be eligible for HSP funds, a project must have a NPV greater than 0 plus a friction number of 28 or less for posted speeds of 45 mph or less, or a friction number of 30 or less for posted speeds of greater than 45 mph. NPV criteria are not necessary for locations with friction numbers of 25 or less.

### **2. PROGRAMMING GUIDELINES**

Skid hazard program projects funded with HSP funds should be programmed by line item for the first year. Outer years for skid hazard mitigation may be programmed in a reserve item.

- Transportation system: Use appropriate transportation system. (See the program plan/work program/budget crosswalk link in the References section of this chapter.)
- Work mix: Use 0216 - skid hazard overlay.
- Description: Comments on the WP01 screen must include the most recent skid test number and friction number from the department's Skid Hazard Reporting (SHR) mainframe computer application and the NPV used in the project justification. If there is a notable change in the project cost this NPV value should be adjusted accordingly.
- Fund code: Use ACSS fund code for projects approved by the district safety coordinator that meet the above criteria. Other fund codes may be used as approved by the appropriate program manager.
- Phase: Use appropriate phase. (See Appendix D of these instructions).
- Program number: Use program number 06 - safety for construction phase. All other phases will follow normal programming conventions.

When the safety program number is used on a project that also utilized another program number on the same phase, assign a separate financial project sequence for each program number.

- Item group: Use appropriate item group identifiers (up to four)
- Example: To program an HSP qualified skid hazard elimination project on US 27, use transportation system 03 – intrastate state highway, the 0216 – skid hazard overlay work mix, the ACSS fund code, and the appropriate construction phase with program number 06. All other phases will follow normal programming conventions.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	06	ACSS	\$500,000	1	20XX
62	01	00	ACSS	\$100,000	1	20XX

## **D. HIGHWAY SAFETY GRANT PROGRAM**

### **1. OVERVIEW**

#### **a. Section 402, State Highway Safety Grant Program**

The highway safety grant program is managed by the department's State Safety Office on a statewide basis. This program is administered by the National Highway Traffic Safety Administration (NHTSA) for the purpose of assisting the state in designing traffic safety programs to reduce traffic crashes, fatalities, and serious injuries. Section 402 (state and community highway safety grant program) funds cannot be used for design, construction, or maintenance activities. At least forty percent of these funds are required to be distributed to local agencies and is handled via an application process managed by the State Safety Office. Federal funds are apportioned annually to states based on population and road miles (75% population/25% road miles). The department may be eligible for and receive other traffic safety incentive funds available for support of special programs targeting occupant protection, state traffic safety information systems, impaired driving countermeasures, distracted driving, motorcyclist safety, state graduated driver licensing laws, non-motorized safety, and other priority program areas established by NHTSA. The FAST Act authorized funding for the section 402 Highway Safety Programs and additional section 405 National Priority Safety Programs for federal fiscal years 2016 through 2020, with a continuation through September 2021. The Infrastructure Investment and Jobs Act (IIJA) was approved and replaced the FAST Act on November of 2021. IIJA authorized funding for federal fiscal years 2022-2026 and continues to authorize FAST Act funds eligibility and requirements through September 2023 and expands additional eligibility in years 2024-2026.

Under IIJA, states are required to have a highway safety program that is approved by NHTSA. Funds can be spent in accordance with national guidelines for programs such as:

- Aging road users
- Community traffic safety outreach
- Distracted driving
- Impaired driving

- Motorcycle safety
- Occupant protection and child passenger safety
- Paid media
- Pedestrian and bicycle safety
- Planning and administration
- Police traffic services - LEL
- Public traffic safety professionals training
- Speeding and aggressive driving
- Teen driver safety
- Traffic records
- Work zone safety

No 402 funds can be spent on the implementation of automated enforcement programs.

The FDOT State Safety Office awards cost reimbursement subgrants to traffic safety partners (state and local government agencies, universities, and not-for-profit organizations) who undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Subgrants may be awarded for assisting in addressing traffic safety deficiencies, expansion of an ongoing activity, or development of a new program.

Subgrants are awarded to state and local safety-related agencies as "seed" money to assist in the development and implementation of programs in traffic safety priority areas. For additional information regarding the process and program, refer to the FDOT State Safety Office website.

**b. Section 405, National Priority Safety Program**

Under prior federal highway safety authorization bills, Section 405 was known as the Occupant Protection Incentive Grant Program but has changed through the years. Section 405 currently focuses on the following areas:

- 24-7 sobriety programs
- Distracted driving
- Graduated driver licensing
- Ignition interlock



- Impaired driving
- Motorcycle safety
- Nonmotorized safety
- Occupant protection
- State traffic safety information system improvements

**c. Section 1906, Racial Profiling Prohibition Grants**

Funds for traffic data system improvements to maintain and provide public access to statistical information on the race and ethnicity of drivers stopped by law enforcement.

**2. PROGRAMMING GUIDELINES**

**a. Section 402 and 405**

These projects will be based only upon subgrant application awards approved by the State Safety Office, supported by the operating budget and programmed in WPA as “in-house.”

**b. District Programming for Public Information and Educational Purposes**

Districts receive funding for public information and education. Timesheet charges are not allowed.

- Transportation system: Use transportation system 13-non system specific.
- Work mix: Use appropriate safety work mix. (See Appendix D of these instructions for a complete list of work mixes under the safety heading.)
- Fund code: Use NHTS fund code.
- Phase: Use phase 21 or 31.
- Program number: Use program number 00 – regular program.

**c. Central Office Programming**

For subgrants awarded to the department for NHTS funded safety projects that are contract/subgrant commitments to various governmental entities:

- Transportation system: Use transportation system 13-non system specific.
- Work mix: Use appropriate safety work mix. (See Appendix D of these instructions for a complete list of work mixes under the safety heading.)
- Fund code: Use NHTS fund code.
- Contract class: Use 2 - Externally Managed (Not LAP).

- Phase: Use phase 84 – operations grant or phase 82 – operations contract.
- Program number: Use program number N2 for Federal Section 402-safety or N5 for Federal Section 405-safety.

For in-house timesheet labor charges and other operating budget categories (OPS, contractual services, administrative consultants and purchase orders):

- Transportation system: Use transportation system 13-non system specific.
- Work mix: Use appropriate safety work mix. (See Appendix D of these instructions for a complete list of work mixes under the safety heading.)
- Fund code: Use NHTS fund code.
- Phase: Use phase 31– preliminary engineering in-house.
- Program number: Use program number 00 – regular program.

Example (Subgrant): To program a highway safety subgrant for Section 402, use transportation system 13, the appropriate safety work mix, the NHTS fund code and a phase 84 with program number N2.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
84	01	N2	NHTS	\$430,000	1	20XX

Example (Subgrant): To program a highway safety subgrant for Section 405, use transportation system 13, contract class 2, the appropriate safety work mix, the NHTS fund code, and a phase 84 with program number N5.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
84	01	N5	NHTS	\$430,000	1	20XX

Example (In-House): To program a highway safety subgrant project for in-house, use transportation system 13, the 0041 safety project work mix, the NHTS fund code and a phase 31 with program number 00.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
31	01	00	NHTS	\$900,000	1	20XX

Example (Contractors): To program a highway safety subgrant project for a vendor agreement/contract for Section 402, use transportation system 13, the 0041 work mix, the NHTS fund code and a phase 82 with program number N2.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
82	01	N2	NHTS	\$900,000	1	20XX

Example (Contractors): To program a highway safety subgrant project for a vendor agreement/contract for Section 405, use transportation system 13, the 0041 work mix, the NHTS fund code and a phase 82 with program number N5.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
82	01	N5	NHTS	\$900,000	1	20XX

## **E. HIGH RISK RURAL ROADSOVERVIEW**

High Risk Rural Roads are defined in 23 USC 148(a)(1) as "any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan."

While the Moving Ahead for Progress in the 21st Century Act (MAP-21) eliminated the \$90 million set-aside for the HRRR program, it also established a Special Rule for high risk rural road safety under 23 USC 148(g). This rule was continued with the Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA), and requires a state to obligate a certain amount of funds on HRRRs if the fatality rate on its rural roads increases. FHWA issued [HSIP Special Rules Guidance](#) in February, 2022, and a set of High Risk Rural Roads [Questions and Answers](#) in December, 2012.

MAP-21, continued with FAST Act and IIJA, provides flexibility to states in defining their HRRRs. While HRRRs are limited to the functional classifications of rural major and minor collectors and rural local roads, only those "with significant safety risks" as defined by each state in their updated State Strategic Highway Safety Plans (SHSPs) are considered HRRRs. More information on how a state may determine what a "significant safety risk" is can be found in the [HSIP Special Rules Guidance](#).

The HRRR Special Rule applies if "the fatality rate on rural roads in a state increases over the most recent 2-year period for which data are available." To calculate the fatality rate for rural major and minor collectors and rural local roads in a state, FHWA will use data from the [Highway Performance Monitoring System \(HPMS\)](#) and the NHTSA [Fatality Analysis Reporting System \(FARS\)](#). If the HRRR Special Rule applies to a state, legislation requires the state obligate an amount equal to 200 percent of its FY 2009 high risk rural roads set-aside for high risk rural roads, as defined in their state SHSP. The FHWA Office of Safety will update the Division Offices for each state where the Special Rule applies.

For additional information on HRRR see PART IV – Chapter 1 Overview of Major Programs

Example: To program safety improvements on a high risk rural road by adding paved shoulders, use the appropriate transportation system, the 0543- pave shoulders work mix, the HRRR fund code, the appropriate construction phase with program number 06 and item group identifier SFA1. All other phases will follow normal programming conventions.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	06	HRRR	\$500,000	1	20XX
62	01	00	HRRR	\$100,000	1	20XX

## **F. FLORIDA SAFE ROUTES TO SCHOOLS PROGRAM**

### **1. OVERVIEW**

The objective of this program is to increase the safety and the number of students who walk or bike to school. Florida has allocated an average of \$7,000,000 per year for Safe Routes to School (SRTS) projects in Florida. Seventy to ninety percent (70% to 90%) shall be used for infrastructure projects that will substantially improve the ability to safely walk and bicycle to and from school. Ten to thirty percent (10% to 30%) of these funds shall be used for non-infrastructure activities developed by Central Office to encourage safe walking and bicycling to school.

The district safety engineer/manager shall coordinate with the district bike pedestrian coordinator to prioritize projects on a districtwide basis, based upon information received from qualified applicants (see [Florida Safe Routes to School Guidelines](#)). Construction constraints should be considered in prioritizing infrastructure projects. Constraints may include availability of R/W, Americans with Disabilities Act (ADA) compliant grades, drainage, and utility conflicts. Every infrastructure project considered for funding must include basic data collection such as walking and bicycling usage and conditions along the project corridor.

Projects are required to be done within two miles of a school serving grades K through 12. In addition to this requirement, the prioritization should be made and documented based on some or all of the following factors. Some of these factors may not apply, and are listed in no particular order:

- History of pedestrian and/or bicycle crashes along route
- Number of students currently walking or cycling to and from school along proposed routes with no facilities or inadequate facilities
- Probable number of students who would walk or cycle to and from school if the candidate route had facilities or improved facilities
- Adequacy of existing facilities; (ex: narrow vs. wide sidewalks; absence of pedestrian signals)
- Proximity to other pedestrian generators (parks, playgrounds, and community centers, etc.)
- Locations that are actively participating in pedestrian and/or bicycle traffic safety education or activities in addition to those projects funded through SRTS
- Jurisdictions that are actively improving the walking and/or bicycling environment in proximity to schools, in addition to those projects funded through SRTS
- Ability and commitment to implement the project
- Commitment to conduct post-implementation evaluation
- Construction constraints including availability of right of way, ADA compliant grades, drainage and utility conflicts

**a. Safe Routes to School Infrastructure**

Traditional eligible activities for safe routes to school are the planning, design and construction of projects that will substantially improve the ability of students (vulnerable road users) to walk and bicycle to school. These include:

- Sidewalk improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Bicycle parking facilities at public school locations
- Traffic diversion improvements in the vicinity of K through 12 schools (within two miles)

Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail within two miles of eligible schools.

**b. Safe Routes to School Non-Infrastructure**

Non-infrastructure related activities to encourage walking and bicycling to school include:

- Student sessions on bicycle and pedestrian safety, health, and environment
- Training for SRTS programs
- Conducting training or developing approved public educational materials

All projects identified for inclusion in the work program **must** be reviewed by the SRTS coordinator prior to programming.

**2. PROGRAMMING GUIDELINES****a. Safe Routes to School Infrastructure:**

- Transportation system: See the program plan/work program/budget crosswalk link in References section of this chapter.
- Work mix: Use appropriate work mix. (See Appendix D of these instructions for a complete list of work mixes under the safety heading.)
- Item group: Use SFA5 and SR2S item group identifiers and other identifiers as appropriate
- Fund code: Use SR2T, CMAQ, STP, or transportation alternatives funding.
- Phase: See the program plan/work program/budget crosswalk link in the References section of this chapter.

- Program number: Use program number 06 - safety for construction phase. All other phases will follow normal programming conventions.

**NOTE:** SR2T funds may be used for consultants for project development or design (phases 31, 32 and 38), construction or procurement of equipment (phases 52, 53 and 58) and appropriate construction engineering and inspection (phases 61,62 and 68) for any prioritized projects that meet the above stated requirements. SR2T funds may not be used for acquisition of R/W.

**b. Safe Routes to School Non- Infrastructure:**

- Transportation system: See the program plan/work program/budget crosswalk link in References section of this chapter.
- Work mix: Use appropriate work mix. (See Appendix D of these instructions for a complete list of work mixes under the safety heading.)
- Item group: Use SFA5 and SR2S item group identifiers other identifiers as appropriate.
- Contract class: Use 2 - externally managed (Not LAP) on the item(s) where x4 grant phases are to be programmed.
- Fund code: Use SR2T or transportation alternatives funding
- Phase: Use phase 84 operations grants or 93 capital purchase.
- Use phase 93 for material purchases such as pamphlets and purchase or development of public service announcements and approved public educational materials.
- Program number: Use program number 06 – safety.

## **G. BICYCLE AND PEDESTRIAN CONSIDERATIONS**

### **1. OVERVIEW**

In accordance with Section [335.065](#), F.S. pedestrian and bicycle accommodations should be considered for inclusion as an integral part of all construction, reconstruction, or other change to any state transportation facility. Independent projects specifically to construct or improve pedestrian and bicycle facilities should be considered and initiated. Transportation alternative funds can be used for on and off-roadway facilities such as shared use paths, bicycle racks and storage lockers.

There is a strong national and state emphasis on accommodating pedestrians and bicyclists along and across transportation facilities:

- Title [23 U.S.C.](#) (Section 217) requires the inclusion of non-motorized elements in the statewide and MPO long-range transportation plans and requires that each state have a pedestrian/bicycle coordinator.
- The ADA requires that the needs of pedestrians with disabilities be included in transportation projects containing pedestrian accommodations.

- The Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP), dated May 2017, contains engineering, enforcement, education and emergency medical services countermeasures that should be implemented by the department, local agencies, and public and private partners to adequately accommodate pedestrians. Countermeasures include: provision of sidewalks on both sides of roadways whenever possible; elimination of sidewalk obstructions; refuge medians and islands; improvements in traffic signal visibility, phasing, and timing; crosswalks and mid-block crossings; optimum location of bus stops; smaller turning radii at intersections; and others. Further guidance is provided in AASHTO's Guide for the Planning, Design, and Operation of Pedestrian Facilities. For bicycle-related guidance, see the Florida Bicycle Facilities Planning and Design Handbook, and AASHTO's Guide for the Development of Bicycle Facilities. The plans and preparation manual provides department specific standards for pedestrian and bicycle accommodations.
- Bicycle and pedestrian projects are eligible for STP, CMAQ, federal lands access program, and transportation alternatives funds.
- Use transportation system 13 (non-system specific) and work mix 0106 (bike path/trail) when the bike path or trail does not adjoin the road.
- Use the roadway transportation system and work mix 0107 (bike lane/sidewalk) when the bike lane or sidewalk does adjoin the road.
- The department has adopted standard urban and rural typical sections that include designated bikeways on projects.

## **2. PROGRAMMING GUIDELINES**

- Transportation system: Use appropriate transportation system. (See the program plan/work program/budget crosswalk link in the References section of this chapter.)
- Work mix: Use appropriate safety work mix. (See Appendix D of these instructions for a complete list of work mixes under the safety heading.)
- Fund code: Use any eligible STP, CMAQ and transportation alternatives funds available. Use HSPT if programming safety education to support the PBSSP.
- Phase and program number: See the program plan/work program/budget crosswalk link in the References section of this chapter.
- Item group: Use appropriate item group identifiers (up to four) one of which should be SFA5.
- Example: To program the construction of a pedestrian safety improvement (which qualifies for transportation alternatives funding) at CR 129 and Post St., use transportation system 16 – off state highway system/off federal system, the 9956 - pedestrian safety improvement work mix, the TALT fund code, and the appropriate construction phase and program number. All other phases will follow normal programming conventions.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
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**Work Program Instructions****Tentative Work Program – FY 25/26-29/30****September 6, 2024**

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52	01	02	TALT	\$500,000	1	20XX
62	01	02	TALT	\$100,000	1	20XX

**H. REFERENCES**

Florida Strategic Highway Safety Plan

<https://www.fdot.gov/safety/shsp/shsp.shtm>

Florida Pedestrian and Bicycle Strategic Safety Plan

[About Alert Today Florida - Alert Today Florida](#)

[Title 23 USC 148](#), Title 23 USC 402, Title 23 USC 405, Title 23 USC 217

[SAFETEA-LU Section 402](#)

[MAP-21 \(P.L. 112-141\)](#)

[Fixing America's Surface Transportation \(FAST\) Act \(P.L. 114-94\)](#)

Section [339.135\(4\)\(a\)1](#), F.S.

Florida Safe Routes to School Guidelines: <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>

Department employees can access the program plan crosswalk by using the link below:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>



## PART III - CHAPTER 31: SMALL COUNTY OUTREACH PROGRAM

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## **PART III - CHAPTER 31: SMALL COUNTY OUTREACH PROGRAM**

### **A. OVERVIEW**

Through the Small County Outreach Program (SCOP), the Florida Department of Transportation (FDOT) assists 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. FDOT shall fund 75% of eligible county road projects. Since its inception, the SCOP has undergone several modifications to include the use of growth management funds (GRSC) and certain motor vehicle registration transactions (“Wheels on Road” or SCWR funds). FDOT allocates SCOP funds to districts based on the number of eligible counties it contains. For example, if a district has 12 eligible counties out of 38 total across all districts, the district’s allocation would be approximately 31.57% of the total available funding. In most cases (see note below for REDI exceptions), the county must provide 25% of the project costs. These costs may include matching local funds which will be deducted from the project costs as part of the county’s contribution.

Pursuant to House Bill 1C and Senate Bill 2C during the 2023C Legislative Special Session, for the 2023-2024 fiscal year the nonrecurring sum of \$10 million is appropriated within counties designated for individual assistance and public assistance (categories A-G) in the Federal Emergency Management Agency (FEMA) disaster declaration for Hurricane Idalia. These counties are Charlotte, Citrus, Dixie, Gilchrist, Hamilton, Hernando, Jefferson, Lafayette, Levy, Madison, Suwannee, and Taylor. This funding is designated by the fund code SCHR and is allocated based on the number of eligible counties a district contains.

Note: Rural counties qualifying under the Rural Economic Development Initiative (REDI) program may apply for a waiver or reduction of the required 25% local match. To be eligible for a waiver or reduction of match requirements, a county or community must meet the statutory definition of rural (Section [288.0656\(2\)\(e\)](#), Florida Statutes (F.S.)) and such county or community must have three or more of the economic distress conditions identified in Section [288.0656\(2\)\(c\)](#), F.S. Detailed definitions and additional information are set forth in the REDI chapter of the work program instructions.

#### **1. ELIGIBLE COUNTIES**

<b>District 1</b> <b>Desoto</b> <b>Glades</b> <b>Hardee</b> <b>Hendry</b> <b>Highlands</b> <b>Okeechobee</b>	<b>District 2</b> <b>Baker</b> <b>Bradford</b> <b>Columbia</b> <b>Dixie</b> <b>Gilchrist</b> <b>Hamilton</b> <b>Lafayette</b>	<b>District 3</b> <b>Bay</b> <b>Calhoun</b> <b>Franklin</b> <b>Gadsden</b> <b>Gulf</b> <b>Holmes</b> <b>Jackson</b>	<b>District 4</b> <b>Indian River</b> <b>Martin</b>	<b>District 5</b> <b>Flagler</b> <b>Sumter</b>	<b>District 6</b> <b>Monroe</b>	<b>District 7</b> <b>Citrus</b>
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	Levy Madison Nassau Putnam Suwannee Taylor Union	Jefferson Liberty Santa Rosa Wakulla Walton Washington				
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Per Section [339.2818\(2\)](#), F.S., a county must have a population of 200,000 or less as determined by the most recent official estimate as defined in Section [186.901](#), F.S.

## **2. PROJECT ELIGIBILITY CRITERIA**

The following list outlines requirements, considerations, and prioritization factors (Section [339.2818\(4\)](#), F.S.) for the inclusion of a project in the SCOP.

- The project must reside on the county road system.
- The county's pavement management plans must demonstrate its efforts to maintain satisfactory road conditions.
- Prioritization factors include:
  - The physical condition of the road as measured by FDOT
  - 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
  - Impacts on the public road system
  - Impacts to the state or local economy

## **3. PROJECT AGREEMENTS**

Although the SCOP entitles FDOT to choose whether or not to administer contracts on behalf of a county, FDOT prefers the county to conduct design, letting, and CEI work via state funded grant agreements (SFGA) (see note). FDOT will include all SCOP projects in the work program.

Note: Districts will use the standard boilerplate SFGA found in the FDOT's forms directory. The Office of the Comptroller must approve any changes to the financial provisions within SFGA agreements.

## **B. RURAL AREAS OF OPPORTUNITY (RAO)**

A municipality within a RAO or a community designated under Section [288.0656\(7\)\(a\)](#), F.S., may compete for a specific appropriation (fund code SCRC) of \$9 million annually under Section [339.2818\(7\)](#), F.S. The additional funding assists in repairing or rehabilitating county bridges, paving unpaved roads, addressing

road-related drainage improvements, resurfacing or reconstructing county roads, or constructing safety improvements to county roads.

RAO SCRC funds may not be used for capacity improvements. Per Section [339.2818\(7\)](#), F.S., FDOT may fund RAO eligible projects up to 100% providing projects meet eligibility requirements. Office of Program Management will manage available funds.

**1. ELIGIBLE RAO MUNICIPALITIES AND COMMUNITIES**

County	Municipality	County	Municipality	County	Municipality
Baker	Glen St. Mary		Wauchula	Liberty	Yankeetown
	Macclenny		Zolfo Springs		Bristol
Bradford	Brooker	Hendry	Clewiston	Madison	Greenville
	Hampton		LaBelle		Lee
	Lawtey	Highlands	Avon Park		Madison
	Starke		Lake Placid	Okeechobee	Okeechobee
Calhoun	Altha		Sebring	Palm Beach	Belle Glade
	Blountstown	Holmes	Bonifay		Pahokee
Collier	Immokalee		Esto		South Bay
Columbia	Fort White		Noma	Putnam	Crescent City
	Lake City		Ponce de Leon		Interlachen
DeSoto	Arcadia		Westville		Palatka
Dixie	Cross City	Jackson	Alford		Pomona Park
	Horseshoe Beach		Bascom		Welaka
Franklin	Apalachicola		Campbellton	Suwannee	Branford
	Carrabelle		Cottdendale		Live Oak
Gadsden	Chattahoochee		Graceville	Taylor	Perry
	Greensboro		Grand Ridge	Union	Lake Butler
	Gretna		Greenwood		Raiford
	Havana		Jacob City		Worthington Springs
	Midway		Malone	Wakulla	St. Marks
	Quincy		Marianna		Sopchoppy
Gilchrist	Bell		Sneads	Walton	DeFuniak Springs
	Fanning Springs (part)	Jefferson	Monticello		Freeport
	Trenton	Lafayette	Mayo		Paxton
Glades	Moore Haven	Levy	Bronson	Washington	Caryville
Gulf	Port St. Joe		Cedar Key		ChIPLEY
	Wewahitchka		Chiefland		Ebro
Hamilton	Jasper		Fanning Springs (part)		Vernon
	Jennings		Inglis		Wausau
	White Springs		Otter Creek		
Hardee	Bowling Green		Williston		

**2. ELIGIBILITY CRITERIA**

Prospective SCOP RAO (SCRC) projects must satisfy the following minimum requirements:

- The transportation facility must be within a RAO municipality or community per Section [288.0656\(7\)\(a\)](#), F.S.
- The transportation facility must be publicly owned and maintained.
- As applicable, proposed project adheres to the long-range transportation plan of the local metropolitan planning organization and/or the local comprehensive plan.
- The project meets criteria set forth in Section [339.2818\(4\)](#), F.S. and as stated above.

**3. PROJECT AGREEMENTS**

Applications for county owned and maintained facilities within a RAO require coordination with the county. The county should manage the design and construction work on behalf of the RAO municipality or community and execute an SFGA (see note) directly with FDOT. In limited cases, the department may administer contracts on behalf of the agency selected to receive RAO funding.

Note: Districts will use the standard boilerplate SFGA found in the FDOT's forms directory. The Office of the Comptroller must approve any changes to the financial provisions within SFGA agreements.

**C. PROGRAMMING GUIDELINES**

- In-house phases are not eligible for SCOP, SCRC, SCED, SCWR, SCHR, or GRSC funds.
- GRSC funds must meet the same eligibility criteria as the existing SCOP funds.

**1. COUNTY MANAGED PROJECT**

- Program for FDOT's share of the project:
  - Transportation system:
    - 06 - off state highway system (SHS)/on federal highway system (FHS)
    - 16 - off SHS/off FHS
  - Fund codes:
    - SCOP, SCWR, SCHR, or SCED
    - GRSC for growth management funded projects
  - Phase: 34 and/or 54 (if only using 54, then all work is included in this phase)
  - Program number: 93
  - Contract class: 2

- Allocation type: 1
- Item group identifier:
  - REDC if the project is REDI eligible and the local match will be reduced
  - WAIV if the local match is waived
- Program for the local's share of the project:
  - Transportation system:
    - 06 - off SHS/on FHS
    - 16 - off SHS/off FHS
  - Fund codes: LF
  - Phase: 34 and/or 54 (if only using 54, then all work is included in this phase)
  - Program number: 93
  - Contract class: 2
  - Allocation type: 4.

**Example:** To program resurfacing on Citrus Way (CR 491), use transportation system 06 - non-intrastate off SHS, the fund code SCOP, SCWR, SCHR, or SCED (allocation type 1), and the appropriate phase with program number 93. To program the local share of the project, use the fund code LF (allocation type 4).

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PGM</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>AT</u>	<u>FY</u>
34/54	01	93	SCOP/SCED/SCWR/SCHR	\$948,750	1	20XX
34/54	01	93	LF	\$316,250	4	20XX

## **2. MUNICIPALITY MANAGED PROJECT**

- Program for FDOT's share of the project:
  - Transportation system:
    - 06 - off SHS/on FHS
    - 16 - off SHS/off FHS
  - Fund codes: SCRC for the existing program
  - Phase: Use 34 and/or 54 (if only using 54, then all work is included in this phase)
  - Program number: 93
  - Contract class: 2
  - Allocation type: 1

**Example:** To program resurfacing on CR 12, use transportation system 06 - non-intrastate off SHS, the fund code SCRC (allocation type 1), and the appropriate phase.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
34/54	01	93	SCRC	\$1,000,000	1	20XX

### **3. FDOT MANAGED PROJECT**

- Program for FDOT’s share of the project:
  - Transportation system:
    - 06 - off SHS/on FHS
    - 16 - off SHS/off FHS
  - Fund codes:
    - SCOP, SCWR, SCHR, or SCED
    - GRSC for growth management funded projects
    - SCRC for RAO projects
  - Phase: 32, 52, or 62
  - Program number: 93
  - Contract class: 1, 7 or 9
  - Allocation type: 1
  - Item group identifier:
    - REDC if the project is REDI eligible and the local match will be reduced
    - WAIV if the local match is waived
- Program for the local’s share of the project:
  - Not applicable to SCRC projects
  - Transportation system:
    - 06 - off SHS/on FHS
    - 16 - off SHS/off FHS
  - Fund codes: LF funds
  - Phase: 32, 52 or 62
  - Program number: 93
  - Contract class: 1, 7 or 9



- Allocation type: 1

**Example:** To program resurfacing on CR 12, use transportation system 06 - non-intrastate off SHS, the fund code GRSC (allocation type 1), and the appropriate phase.

To program the local share of the project, use the fund code LF (allocation type 1).

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
32/52/62	01	93	GRSC	\$874,552	1	20XX
32/52/62	01	93	LF	\$291,518	1	20XX

## **D. FLORIDA GRANT APPLICATION PROCESS (“GAP”) SYSTEM:**

The Florida Grant Application Process (“GAP”) system, launched on June 7, 2021, is the authorized platform for the submission and receipt of applications for SCOP funding; and the management of agreements for the disbursement of SCOP funding awards made by the department. Required documents, which include project plans, agency certifications, project reports and invoices, performance monitoring and compliance documentation should also be stored and maintained in GAP.

## **E. REFERENCES**

Section [186.901](#) F.S.

Section [201.15](#), F.S.

Section [339.2818](#), F.S.

Section [288.0656](#), F.S.



## PART III - CHAPTER 32: SMALL COUNTY ROAD ASSISTANCE PROGRAM

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## PART III - CHAPTER 32: SMALL COUNTY ROAD ASSISTANCE PROGRAM

### A. OVERVIEW

Through the Small County Road Assistance Program (SCRAP), Florida Department of Transportation (FDOT), assists small county governments in resurfacing and reconstructing county roads. Annual appropriations for the SCRAP range from \$25-50 million. Districts receive SCRAP allocations based on the number of eligible counties. For example, if a district has 10 counties eligible for SCRAP, and there is a total of 31 eligible counties statewide, then the district's allocation would be approximately 32.26% of the total available funding.

County designated roads (as of June 10, 1995) may be considered for the SCRAP, thereby providing small counties the opportunity to compete for resurfacing or reconstruction funds. SCRAP funds may not be used for capacity improvement projects unless FDOT determines that a safety issue exists. In those cases, widening of existing lanes as part of a resurfacing or reconstruction project becomes necessary. The [Florida Greenbook](#) establishes standards for off-system projects.

#### 1. ELIGIBLE COUNTIES

Per Section [339.2816](#), F.S., "small county" (for the SCRAP purposes) applies to any county with a population of 75,000 or less (per 1990 Federal census data).

SCRAP eligibility requires small counties to enact the maximum local option fuel tax rate as authorized by Section [336.025\(1\)\(a\)](#), F.S.

District 1	District 2	District 3	District 5
DeSoto	Baker	Calhoun	Flagler
Glades	Bradford	Franklin	Sumter
Hardee	Columbia	Gadsden	
Hendry	Dixie	Gulf	
Highlands	Gilchrist	Holmes	
Okeechobee	Hamilton	Jackson	
	Lafayette	Jefferson	
	Levy	Liberty	
	Madison	Wakulla	
	Nassau	Walton	
	Putnam	Washington	
	Suwannee		
	Taylor		
	Union		

#### 2. ELIGIBILITY CRITERIA

FDOT will prioritize SCRAP projects as follows:

The primary criterion will be the physical condition of the road as measured by the FDOT.

Secondary criteria include whether or not the roads are:

- Evacuation routes
- Experiences high levels of agricultural travel
- Considered a major arterial route or feeder road
- Road is located in a fiscally constrained county, as defined in Section [218.67\(1\)](#), F.S.
- Impacts the public road system
- Impacts the state or local economy

### **3. PROJECT AGREEMENTS**

Although the SCRAP entitles FDOT to choose whether or not to administer contracts on behalf of a county, FDOT prefers the county to conduct design, letting and CEI work via state funded grant agreements (SFGA) (see note). FDOT will include all SCRAP projects in the work program.

Note: Districts will use the standard boilerplate SFGA found in the FDOT's forms directory. The Office of the Comptroller must approve any changes to the financial provisions within SFGA agreements.

## **B. PROGRAMMING GUIDELINES**

In-house phases are not eligible for SCRA funds.

### **1. COUNTY MANAGED PROJECT:**

- Transportation system:
  - 06 - off state highway system (SHS)/on federal highway system (FHS)
  - 16 - off SHS/off FHS
- Fund code: SCRA
- Phases: Use 34 and/or 54. (If only using 54 then all work is included in this phase)
- Program number: 94
- Contract class: 2
- Allocation type: 1

Example: To program resurfacing on Bakers Mill Road (CR 6), use transportation system 06 - non-intrastate off SHS, the fund code SCRA, allocation type 1 and appropriate phase with program number 94.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
34/54	01	94	SCRA	\$200,000	1	20XX

**2. FDOT MANAGED PROJECT:**

- Transportation system:
  - 06 - off SHS/on FHS
  - 16 - off SHS/off FHS
- Fund code: SCRA
- Phases: 32, 52 and/or 62
- Program number: 94
- Contract Class: 1, 7 or 9
- Allocation Type: 1

Example: To program resurfacing on CR 255, use transportation system 06 - non-intrastate off SHS, the fund code SCRA, allocation type 1, and the appropriate phase with program number 94.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
32/52/62	01	94	SCRA	\$350,000	1	20XX

**C. FLORIDA GRANT APPLICATION PROCESS (“GAP”) SYSTEM:**

The Florida Grant Application Process (“GAP”) system, launched on June 7, 2021, is the authorized platform for the submission and receipt of applications for SCRAP funding; and the management of agreements for the disbursement of SCRAP funding awards made by the department. Required documents, which include project plans, agency certifications, project reports and invoices, performance monitoring and compliance documentation should also be stored and maintained in GAP.

**D. REFERENCES**

Section [339.2816](#), F.S.

Section [336.025\(1\)\(a\)](#), F.S.

Section [218.67\(1\)](#), F.S.

## **PART III - CHAPTER 33: SPECIAL CONTRACTING METHODS AND FINANCING ALTERNATIVES**

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## **PART III - CHAPTER 33: SPECIAL CONTRACTING METHODS AND FINANCING ALTERNATIVES**

### **A. ALTERNATIVE CONTRACTING METHODS**

#### **1. OVERVIEW**

The Florida Department of Transportation (department) uses alternative contracting methods, as allowed under Section [337.11](#), F.S. The process for selecting and programming alternative contracts is delegated to each district. The alternative methods of contracting are not capped at a set dollar amount. For a complete description of the alternative methods, see the Office of Construction website at <https://www.fdot.gov/construction/AltContract/AltContract.shtm>, or, for maintenance-related contracts, contact the State Office of Maintenance. Below are brief definitions of the alternative methods of contracting:

- **A + B Bidding** - Cost-plus-time bidding, also referred to as the A + B bidding, involves time, with an associated cost, in the low bid determination.
- **Lane Rental** - Lane rental is another cost-plus-time alternative. The goal of the lane rental concept is to encourage contractors to minimize road-user impacts during construction.
- **Bonus** - Bonuses are intended to reward a contractor for early completion of a contract. The bonus can be tied to either milestones, a final completion date, or both. Bonuses are tied to a “drop-dead” date (time frame) that is either met or is not.
- **Liquidated Savings** - The intent of liquidated savings is to encourage the contractor to finish a project early. The contractor will be rewarded for each calendar day the contract is completed and accepted prior to the expiration of the allowable contract time.
- **Incentive/Disincentive** - Incentive/Disincentive (I/D) contracts are used to not only provide an incentive to the contractor for early completion, but also to apply the disincentive for failure to complete a project on time.
- **Warranty Clause** - A warranty is a guarantee of the integrity of a product and of the contractor’s responsibility for the repair or replacement of deficiencies.
- **Lump Sum** - This option involves the contractor providing the department with a lump sum price to complete a project as opposed to bidding on individual pay items with quantities.



- Performance Based Contracting - A method of contracting centered on a contract instrument that defines performance expectations in terms of outcomes or results as opposed to methods, processes, systems or broad categories of work activity. To the maximum extent possible, it describes the work in terms of what is to be the required outcome rather than how the work is to be accomplished.
- Design-Build – Major - Design-Build projects that combine the design and construction of a building, major bridge, limited access facility or a rail corridor project.
- Design-Build – Minor – Design-Build projects that combine the design and construction of projects that are not a building, major bridge, limited access facility or a rail corridor project.
- Phased Design-Build – Design-Build projects that allow the department to select the Design-Build firm in the early stages of the project to ensure that the Design-Build firm is part of the collaboration and development of the design as part of a step-by-step progression through construction

Right of way (R/W) services cannot be included. A project that is not allowable under Section [337.11\(7\)](#), F.S. may be allowable under the innovative contracting program. Contact the Office of Construction for more information.

## **2. TIMING OF FEDERAL AUTHORIZATIONS ON DESIGN-BUILD PROJECTS:**

The advertisement to solicit letters of interest may take place prior to the federal authorization. Unlike regular letting advertisements, a solicitation of letters of interest does not bind the department to the eventual commitment of a contract, nor does it require any encumbrance prior to the letter-of-interest advertisement.

For Federal Highway Administration (FHWA) Projects of Division Interest (PODI), the letters-of-interest advertisement may also be done prior to obtaining the (FHWA) approval of the final request for proposal (RFP) and design criteria package. The firms may also be short-listed prior to FHWA approval of the final RFP and design criteria package and before obtaining the federal authorization. However, you must have FHWA approval of the final RFP package (for PODIs) before you can obtain the federal authorization, and you must have federal authorization before you send the final RFP package to the short-listed firms.

For FHWA PODI projects, the final RFP must be approved by FHWA and the federal authorization must be in place before the final RFP and design criteria package is published or mailed. For projects exempt from FHWA's project level oversight, the state is required to assure these projects meet the design-build criteria. For Design-Build or P3 projects that are considered

FHWA major projects, “conditional” federal authorization may be granted contingent upon approval of the major project documents including the Initial Financial Plan, the Cost and Schedule Risk Assessment, and the Project Management Plan. An FHWA major project is a project that is \$500 million or more including all phases except Operations & Maintenance (unless it is a P3 Design-Build-Finance-Operate-Maintain project which would include O&M) and has any amount of federal financial assistance on the construction phase.

For Design-Build and P3 projects, FHWA major project documents must be approved prior to NTP in order to receive federal authorization.

### **3. TIMING OF FEDERAL AUTHORIZATIONS ON DESIGN-BID-BUILD (DBB) PROJECTS:**

For Design-Bid-Build projects, FHWA major project documents must be approved, and federal authorization granted prior to advertisement. DBB (traditional low-bid) projects must still have approval in FDOT’s Federal Authorization Management System that is also approved in FHWA’s financial system prior to advertisement. “Conditional” federal authorization cannot be granted for FHWA major projects that are DBB.

All federally funded projects must be included in the TIP/STIP before the federal authorization request can be approved by FHWA.

## **B. INNOVATIVE CONTRACTING METHODS**

The department has established a program to demonstrate the use of innovative techniques of highway construction, maintenance, and finance that control time and cost increases on construction projects. Section [337.025](#), F.S., limits the innovative contracting program to \$200 million in contracts annually. However, the annual cap on contracts shall not apply to turnpike enterprise projects nor shall turnpike enterprise projects be counted toward the department’s annual cap. The methods chosen under this program are not required to adhere to those provisions of law that would prevent, preclude or in any way prohibit the department from using the innovative techniques. Currently, the innovative contracting statute pertains to the bid averaging method (BAM), and construction management general contractor (CMGC). The annual contracting cap of \$200 million requires the department to monitor all contracts using these techniques.

Therefore, these contracts must be submitted to the Office of Construction and approved by the chief engineer for statutory compliance prior to programming an item group identifier associated with an innovative contracting method to the project.

For a complete description of the innovative methods, please see the Office of Construction website at: <https://www.fdot.gov/construction/AltContract/AltContract.shtm>.

- Bid Averaging Method - The bid averaging method or BAM is designed to get contractors to bid a true and reasonable cost for a project. Section [337.025](#), F.S., allows BAM to be used for maintenance contracts, as well as construction. BAM contracts are also included in the annual innovative contracting cap of \$200 million.

Currently, the FHWA has elected not to participate in BAM projects; therefore, only 100% state-funded projects or locally funded projects should be chosen for BAMs.

- Construction Management General Contractor (CMGC) may be defined as an integrated team approach applying modern management techniques to the planning, design and construction of a project in order to control time and cost, and to assure quality for the project owner. CMGC is included in the annual innovative contracting cap of \$200 million.
- FHWA Special Experimental Projects (SEP) - FHWA has been evaluating methods for improving the efficiency of delivering transportation improvement projects. Districts seeking to pilot a new concept should contact the Office of Construction to coordinate the review, documentation and approval process. Districts seeking approval for projects under SEP must coordinate with the Office of Construction.
- The department's \$200 million annual innovative contracting cap shall not apply to turnpike enterprise projects.

## **1. PROGRAMMING GUIDELINES**

### **a. Alternative and Innovative Contracting**

As districts identify projects that will utilize one or more of the alternative or innovative contracting practices, the districts will input or change the item group(s) that correlate(s) to the appropriate alternative method(s). Districts will input the item group identifier(s) on the Item Segment Group (WP03) screen. Refer to the list below:

<u>TYPE</u>	<u>ITEM GROUP</u>	<u>DESCRIPTION</u>
Innovative	A1	BAM
Alternative	A3	Design-build (Minor)
Innovative	A5	BAM/Bonus

Innovative	A6	BAM/Incentive-Disincentive
Innovative	A7	Push Button Design Build
Alternative	B0	Lump Sum
Alternative	B1	No Excuse Bonus
Alternative	B2	A + B Bidding
Alternative	B3	Lane Rental
Alternative	B5	I/D
Alternative	B6	Liquidated Savings
Alternative	B7	A + B/Bonus
Alternative	B8	Design-build (Major)
Alternative	B9	Warranty
Alternative	B10	Bonus/Incentive/Disincentive
Alternative	B11	Design Build-Major/Bonus
Alternative	B12	Design-Build- Major/Bonus/Warranty
Alternative	B13	SEP-15
Innovative	CMGC	Construction Manager/General Contractor
Alternative	PBC	Performance Based Contracting
Alternative	PDB	Phased Design Build

- Ensure Chief Engineer approval is obtained prior to adding any Innovative Type Item Group Identifier to the WP03 screen.
- If a contract utilizes more than one technique on a project, enter each individual item group identifier to be used on the WP03 screen.

- If conditions warrant removing a project from the alternative or innovative contracting program, the item group identifier should be removed from the WP03 screen.
- If a supplemental agreement for bonus, lane rental or I/D has been added after the contract has been awarded, an additional item group identifier for the supplemental agreement must be input. Contracts with supplemental agreements for bonuses, lane rental or I/D initiated after the award to accelerate construction must be coded with the following item group identifiers. This coding enables the department to monitor the impact of supplemental agreement incentives.

<u>ITEM GROUP</u>	<u>DESCRIPTION</u>
BS1	Supplemental Agreement Bonus
BS3	Supplemental Agreement Lane Rental
BS5	Supplemental Agreement I/D

- The incentive payments should be programmed in the fiscal year in which the incentive payment is expected to be made. The expected payout will occur when the highway contractor has met the early completion dates noted in the contract (bonus days). The district work program manager should obtain this information concerning the amount to be programmed and expected payout date from the district director of transportation development or district director of transportation operations. Use phase 5A to program these payments and the same program number as on the construction phase 52 (e.g., 02, 05, etc.).

Incentives may be on the following contracting practices:

- Bonus
- A + B bidding
- I/D
- Liquidated savings
- Design-build contracts
- Lane rental

- If a 5A phase is programmed on an item segment, a bonus item group identifier should be associated to the item segment to indicate the purpose of the 5A phase. The item group identifiers that apply are: A5 – BAM bonus, B1 – bonus, B4 – lane rental/bonus, B5 – I/D, B7 – A+B/bonus, B10 – bonus/I/D, B11 – Design Build-Major/bonus, B12 – Design Build-Major/bonus/warranty or BS1 – supplemental agreement bonus BS3. If the highway contractor fails to meet the bonus days identified in the contract, the phase 5A should be removed from the project.

Example: To program an alternative contract (A + B bidding) with an I/D on I-95 for a capacity project in Palm Beach County, you would use a transportation system 01, phase 52, program number 02, appropriate fund code and item group identifier B2. You would also program a corresponding phase 5A for the amount of the maximum bonus that could be earned by the contractor with item group identifier B5 for the I/D.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	ACNP	1	20XX
5A	01	02	ACNP	1	20XX

**b. Design-build**

- Once a project is identified as a design-build project, it should be decided who is going to perform the services necessary to bring the project to completion (services such as utilities/railroad, permits, geotechnical services, survey, and construction, engineering, and inspection (CEI)). Some of these services may be done prior to the design-build contract. However, it is important to ensure that the funds are programmed in the correct category, i.e., in-house or consultant.
- To program design-build projects use contract class 9 and phase 52. Design build push button contracts should be programmed as contract class 9 as well.
- For state and federally funded projects phase 52 will include all work associated with preliminary engineering and construction. CEI is usually an independent inspection performed by CEI consultants who are not members of the design-build firm and not included in the design-build contract. A separate contract shall be advertised and awarded for CEI services (use phase 6X).
- For projects that include a category 2 bridge an Independent Department Review (IDR) will need to be performed under a separate contract in Central Office. For IDR,

program under phase 52 with a separate sequence number. Contact the State Structures Design Office to determine the estimated funding needed.

- In-house CEI estimates, which will automatically be generated (based on the overall phase 52 level), must be manually revised to represent only the in-house effort required to manage the CEI consultant.
- For federally funded projects, for which the CEI is proposed for inclusion in the design-build contract, FHWA must specifically review and approve CEI to be performed by the design-build firm.
- On federally funded projects the district federal aid coordinator should request one federal aid project number for the entire project (all phases).
- R/W (phases 43, 45 and 46) is not part of a design-build contract and must always be programmed separately. R/W land must be fully programmed prior to or in the same year as the contract letting.
- Phase 46 is used to program the reimbursement to a utility owner (company) for costs associated with the purchase of an equivalent easement when an existing utility easement is acquired by the department for a proposed transportation project. Phase 46 would not be used to fund the actual relocation (construction) costs of the utilities, but instead the acquisition of an alternative R/W easement.
- Design-build projects may use the local agency program (LAP) programming process. To program LAP projects see Part III, Chapter 17, Local Agency Program, of these instructions.
- Each design-build project must have an item group identifier of either A3 design-build (minor) or B8 design-build (major).

Example: To program a design-build project on SR 704 for a bridge project in Martin County, use a transportation system 03, phase 52, program number 04 and item group identifier A3 (design-build- minor).

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	04	BRRP	1	20XX

(See Part IV, Federal-Aid Programs, of these instructions for information on authorizing design-build projects.)

Per Procedure [625-020-010](#), Design-build Procurement and Administration, the department may pay a stipend to non-selected, eligible short-listed design-build firms that have submitted responsive proposals for construction contracts. The decision and amount of a stipend shall be based upon department analysis of the estimated proposal development costs and the anticipated degree of engineering design during the procurement process. The department retains the right to use those designs from responsive non-selected eligible design-build firms that accept a stipend.

- On an adjusted score design-build project where the department intends to compensate the eligible short-listed firms for submitting a proposal, the department must enter into a stipend agreement with each firm after the short-listing and deliver to the department no later than one week after RFP release. A contract is required to document the terms and conditions of compensation. The intent is to compensate the amount that is noted in the RFP package. The amount is not intended to compensate the firms for the total cost of preparing the bid package.

Note: Using federal funds for this specific purpose subjects the entire project to compliance with federal requirements. Create at least four sequences under phase 32. Each sequence will be programmed for the stipend amount using program number SD for each stipend. This program number will crosswalk to budget category 088849. This will allow reports to isolate amounts set aside for stipends.

- The funds will get encumbered under each of the sequences using work activity 257 – stipend payments. This is due to the fact that the department will enter into a stipend agreement with each of the firms. Therefore, all four have to be programmed in WPA and encumbered.
- If more than four firms are included on the shortlist, the district Work Program Office should be notified by the project manager to program additional sequences to cover all shortlisted firms, as necessary. If less than four firms are on the shortlist, the funds for the excess stipends can be released.
- The stipend agreements will be executed with the selected firms. The contract states that the firm that is awarded the contract will not get the stipend.
- The non-selected firms submit an invoice no later than two weeks after the design-build contract is executed and are paid from the encumbrance.



- The funds encumbered for the stipend for the selected firm are unencumbered. Once unencumbered, these funds can be removed from the item.

**c. Fast Response**

Districts may set up a districtwide item number using a maintenance or construction phase and requesting a memo encumbrance of \$500,000. This will allow the districts to have funds set aside when the need arises. When a qualifying event occurs, the Office of Comptroller (OOC) requires the amount to be encumbered no later than the next business day following the qualifying event, or the execution of the contract, whichever occurs first. The district can leave the remainder of the memo encumbrance for other occurrences in the reduced amount. At the end of the fiscal year, the remaining balance on the memo encumbrance related to the fast response contract must be deleted.

**d. CMGC**

- Use phase 32 for programming the design consultant fee.
- Use phase 32 with a separate sequence number for programming the pre-construction activities to be paid under the CMGC contract.
- Use phase 52 for programming the estimated cost of construction. This amount will be revised based on the guaranteed maximum price, once established. Also use a phase 62 for quality assurance inspection.
- Use the program plan crosswalk link in the References section of this chapter for the appropriate transportation system, phase and program number combinations.

**e. Phased Design-Build**

- Use Phase 32 with a separate sequence number for programming the planning and pre-construction activities to be paid under the Phased Design-Build contract.
- Use phase 52 for programming the estimated cost of construction. This amount will be revised based on the opinion of probable construction cost, once established. Also use phase 62 for quality assurance inspection.
- A separate contract shall be advertised and awarded for CEI services (use phase 6X).
- For projects that include a category 2 bridge an Independent Department Review (IDR) will need to be performed under a separate contract in Central Office. For IDR,

program under phase 52 with a separate sequence number. Contact the State Structures Design Office to determine the estimated funding needed.

- On federally funded projects the district federal aid coordinator should request one federal aid project number for the entire project (all phases).
- R/W (phases 43, 45 and 46) is not part of a design-build contract and must always be programmed separately. R/W land must be fully programmed prior to or in the same year as the contract letting.
- Phase 46 is used to program the reimbursement to a utility owner (company) for costs associated with the purchase of an equivalent easement when an existing utility easement is acquired by the department for a proposed transportation project. Phase 46 would not be used to fund the actual relocation (construction) costs of the utilities, but instead the acquisition of an alternative R/W easement.
- Each Phased Design-Build project must have an item group identifier of PDB.
- Stipends will not be paid on Phased Design-Build projects.
- Multi-year funding is allowable on Phased Design-Build contracts.
- Use the program plan crosswalk link in the References section of this chapter for the appropriate transportation system, phase, and program number combinations.

## **C. FAST RESPONSE CONTRACTING**

### **1. OVERVIEW**

Per Section [337.11\(6\)\(c\)](#), F.S., when the department determines that it is in the best interest of the public for reasons of public concern, economy, improved operations or safety, and only when circumstances dictate rapid completion of the work, the department may enter into contracts up to \$500,000 for construction and maintenance without advertising and receiving competitive bids. Since fast response contracting does not require participation in the competitive bid process, federal funds cannot be used on these projects. The department may enter into such contracts only upon a determination that the work is necessary for one of the following reasons:

- To ensure timely completion of projects or avoidance of undue delay for other projects;
- To accomplish minor repairs or construction and maintenance activities for which time is of the essence and for which significant cost savings would occur; or

- To accomplish non-emergency work necessary to ensure avoidance of adverse conditions that affect the safe and efficient flow of traffic.

The department shall make a good faith effort to obtain two or more quotes, if available, from qualified contractors before entering into any contract. The department shall give consideration to disadvantaged business enterprise participation. However, when the work exists within the limits of an existing contract, the department shall make a good faith effort to negotiate and enter into a contract with the prime contractor on the existing contract.

## **D. METHODS TO ADDRESS BUDGETARY CONSTRAINTS AND INFLATIONARY RISKS**

The department has developed the following strategies to address budget constraints and inflationary risks for construction projects: budgetary constraint specification, scope alternates, design-build maximum price, and design-build hybrid.

### **1. BUDGETARY CONSTRAINT SPECIFICATION**

#### **a. Establishing a Maximum Budget**

The department will establish the budgetary constraint for a specific construction contract. This is not the department's official estimate for the work. This budgetary constraint amount will be established as follows:

- If the project is funded with district managed funds and requires additional resources and if funds and budget are available in the district, the district secretary will approve the request and copy the chief engineer and the director of the Office of Work Program and Budget (OWPB). If funds/budget are not available, then assistance in addressing the shortfall and approval of the budgetary constraint request is required by the chief engineer and the director of the OWPB.
- If the project is funded with statewide managed funds, the approval of the budgetary constraint request is required by the chief engineer and the director of the OWPB.

Disclosure of the department's budgetary constraint is done in an attempt to avoid rejection of all submitted bids for a contract. This process is established to provide contractors the opportunity to express any concerns regarding the department's established budgetary constraint amount prior to submission of their actual bid. If a contractor has concerns about the budgetary constraint amount, the contractor will submit a letter of concern to the department by a date certain as specified in the contract documents.

If the amount established as the budgetary constraint is greater than the amount currently programmed on the project, the programming will need to be adjusted accordingly, prior to federal authorization and prior to encumbrance of the funds for advertisement of the project. For federally funded projects, the amount in excess of the detailed cost estimate will be shown on the federal authorization request as non-participating. The authorization will be modified at the time of contract award, as applicable.

**b. Programming Guidelines**

- Use item group identifier BCS (budgetary constraint specification) to identify these projects.
- Use the link to the program plan crosswalk found in the references section of this chapter for the appropriate transportation system, phase and program number combinations.

**2. SCOPE ALTERNATES****a. When Used**

Scope alternates method is used to facilitate the award of a contract within budgetary constraints. Multiple project scopes are used in the proposal with a preferred scope of work and alternate scopes of work acceptable to the department assigned in priority order. The department intends to award the contract to the responsible bidder with the lowest bid for the highest priority scope alternate for which funds are available. The contractors are required to bid on all alternates in the proposal. Work program amount advertised budget and authorization estimate to FHWA (if applicable) will be based on the preferred scope alternate.

For example, a contract is advertised using the scope alternates specification for weigh stations on both the northbound and southbound sections of I-95. The contract indicates that separate bids are required for the two scopes; one for stations on both sides of the highway and the second for a station only on the southbound side of the highway. Under this specification, the contractor provides a separate bid amount for pay items and quantities associated with each scope including mobilization and maintenance of traffic. Separate bids for each scope alternate will allow the contractors to consider pay item quantity and contract time differences between scope alternates. The lowest bid for the highest priority scope for which funding is available will be awarded.

Another example for when scope alternates might be used is a milling and resurfacing project scheduled to be performed at night as the preferred scope alternate. Milling and resurfacing during the day would be the next priority scope alternate followed by the hot-in-place recycling. Bids would be received on all scope alternates with the contractors taking into account production rates for doing the work at night versus during the day as well as bids on a completely different method of resurfacing. Again, the lowest bid for the highest priority scope alternate for which funding is available will be awarded.

**b. Programming Guidelines**

- Use item group identifier SAC (scope alternate contracting) to identify these projects.
- Use the program plan crosswalk link in the references section of this chapter for the appropriate transportation system, phase and program number combinations.

**E. PUBLIC PRIVATE PARTNERSHIPS (P3)****1. OVERVIEW**

Per Section [334.30](#), F.S., the department may receive or solicit proposals and enter into agreements with private entities, or consortia thereof, for the building, operation, ownership or financing of transportation facilities. Contact OOC-Project Finance, when considering a P3 method of procurement.

All projects to be let using P3s, including Build-Finance, Design-Build Finance, and Design-Build-Finance-Operate-Maintain contracts, must be approved by the Secretary, the assistant secretary for engineering and operations, and the assistant secretary for finance and administration. This approval is to be coordinated through the department's Comptroller.

Per Section [334.30, F.S.](#), in connection with a proposal to finance or refinance a transportation facility, the department shall consult with the Division of Bond Finance (division) of the State Board of Administration. The department shall provide the division with the information necessary to provide timely consultation and recommendations. The division may make an independent recommendation to the Executive Office of the Governor.

Per Section [339.2825](#), F.S., the department is required to seek approval from the Governor, the chair of each legislative appropriation committee, the President of the Senate, and the Speaker of the House of Representatives prior to proceeding with the project.

A P3 is a contractual agreement between public and private sector partners which allows more private sector participation than under traditional contracting models. P3s involve integrating various degrees of project requirements, including design, construction, financing, operations, and/or maintenance activities. A P3 should be considered more than just a financing solution, but an alternative procurement and project delivery method that leverages private sector innovation and enables risk transfer to the private sector.

A P3 project is considered a major project and will require a financial plan as follows:

- For DBF and BF projects, the aggregate value of capital and planning costs associated with a project exceeds \$500M (including right-of-way, utilities and railroad, construction, CEI, PD&E, PE bonus, construction support, and post-design costs). DBF and BF projects do not include O&M phases.
- For DBFOM projects, all phases including O&M, the value of all phases is greater than \$500M.

It is important to note that FHWA can deem a certain project a major project if it is complex, is close to the \$500M threshold, or has special national or regional significance.

The initial financial plan (as described in Part IV-Chapter 3 Section B) will need to be approved prior to federal authorization and annual updates will be required until FHWA determines the financial plans are no longer needed.

Please refer to the [P3 SharePoint](#) site for additional details.

## **2. PROJECT ADVANCEMENT**

### **a. Design-Build-Finance**

A design-build-finance contract involves the advancement of a project or group of projects: 1) currently programmed within the five-year adopted work program, or 2) that would increase transportation capacity and are currently programmed within the 10-year SIS plan with an estimated cost greater than \$500 million. There is phase 52 funding in the year of contract letting/award. Payments to the contractor will be established in the DBF contract based on a cash flow (“cash availability schedule”) prepared by the OOC-Cash Forecast Section. A cash availability schedule is based on the typical payout schedule for the program plan category of the project and the year the funds are programmed.

Once a cash flow has been issued by the OOC-Cash Forecast Section for a DBF project, no programming changes may be made on the project without approval from the

Director of the OWPB and Comptroller. This is necessary to ensure there are no adverse financial impacts as a result of the changes.

**1) Programming Guidelines**

- Project(s) must already be included in the five-year adopted work program or, if greater than \$500 million, be included in the 10-year strategic intermodal system plan.
- If more than one project is to be included in the contract, the projects need to be combined under one item segment number.
- Funds may be shifted between phases, but the overall total for each fiscal year must remain the same.
- Budget is needed in the years the funds are programmed, i.e., the full amount of the contract is not needed in the year the project contract is executed.
- CEI must be programmed in the year of letting.
- Contracts for work outside of the DBF (i.e. stipends, utilities, ROW, mitigation, etc.) must be programmed in the year(s) required. Stipends must be programmed in the year of the project’s shortlisting.
- All approved DBF projects once deemed financially feasible from a department-wide perspective are to be tagged with the item group identifier of “P3”.

Example: Three projects currently programmed in the five-year adopted work program are to be let together as one DBF contract. Current programming is as follows:

<u>ITEM</u>	<u>SEGMENT</u>	<u>SEQUENCE</u>	<u>PHASE</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>FISCAL YEAR</u>
123456	1	01	52	DI	\$32,000,000	2023
123456	2	01	32	DI	\$5,000,000	2024
123456	2	02	52	DI	\$50,000,000	2026
123456	3	01	32	DI	\$8,000,000	2023
123456	3	02	52	DI	\$70,000,000	2025

The total amounts programmed per year are:

FISCAL YEAR	AMOUNT
2023	\$40,000,000
2024	\$5,000,000
2025	\$70,000,000
2026	\$50,000,000
TOTAL	\$165,000,000

In this example, a new item segment would be established for the DBF project. The funding amount per year may not change from that in the adopted work program without approval by the OWPB and the OOC. Programming might be as follows:

<u>ITEM</u>	<u>SEGMENT</u>	<u>SEQUENCE</u>	<u>PHASE</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>FISCAL YEAR</u>
123456	4	01	52	DI	\$40,000,000	2023
123456	4	01	52	DI	\$5,000,000	2024
123456	4	01	52	DI	\$70,000,000	2025
123456	4	01	52	DI	\$50,000,000	2026

The example provided is very simple to demonstrate the instructions. The programming of actual DBF contracts will not typically be this straightforward. Contact the OWPB and OOC-Project Finance for assistance.

After initial execution of the contract, no change in the cash availability schedule may be made without prior approval from the Director of the OWPB and the Comptroller.

**b. Design-Build-Finance Contractor Fund Advance**

DBF contractor funded advances involve the advancement of a project or group of projects currently programmed within the five-year adopted work program or



advancement of a project or group of projects that would increase transportation capacity, and are currently programmed within the 10-year SIS plan. There is no funding in the year of contract letting/award.

**1) Programming Guidelines**

- The phase 52 will be programmed with the fund code CFA (Contractor Fund Advance) as an allocation type 4 (non-budgeted).
- The phase 5D (Construction Repayment) will be programmed in the future years of reimbursement as allocation type 1 (budgeted).
- DBF contractor funded item segments are to be tagged with the item group identifier of “P3.”

**c. Design-Build-Finance-Operate-Maintain**

A Design-Build-Finance-Operate-Maintain (DBFOM) involves the advancement of a project or group of projects: 1) currently programmed within the five-year adopted work program, or 2) advancement of a project or group of projects that would increase transportation capacity and are currently programmed within the 10-year SIS plan with an estimated cost greater than \$500 million. The concessionaire will be responsible for not only building, but also financing, operating and maintaining the project throughout the life of the contract. DBFOM projects typically have 30- to 40-year contract terms. The P3 concessionaire is typically paid through a combination of the following methods: periodic, milestone, final acceptance, and availability payments. For more information related to DBFOM projects please see the [P3 SharePoint](#) site or contact OCC-Project Finance.

**1) Programming Guidelines**

Each DBFOM project is anticipated to be unique in terms of funding requirements. Long -term projects with payments based on the “availability” of the facility to the public are typically programmed with funding for “availability payments” over 25 to 35 years. It is anticipated that there will be several funding sources for the availability payments and these sources will vary by project. Toll concession type projects, where the contractor is taking the toll revenue risk will follow a different set of programming guidelines than availability payment projects. Contact the OWPB and OOC-Project Finance for assistance in programming these types of projects. Any

approved joint public-private partnership project shall be tagged with the item group identifier of “P3.”

## **F. INDEPENDENT PROJECT COST (IPC)**

### **1. OVERVIEW**

Engineering and Operations has implemented a requirement for an independent review and analysis of projects with construction costs of \$100 million or more to be performed by the Central Forecasting and Project Cost Office. If multiple projects are let together in a proposal and the total of the construction costs for all projects is more than \$100 million, all projects in the proposal are included in the IPC. If an IPC affects more than one project, programming for IPC cost is only required for one of the item numbers.

The cost of the IPC review is estimated to be \$150,000, but may vary depending on the complexity of the review and the number of times a project undergoes review.

The IPC review shall be conducted before advertisement. For design-build projects, the IPC review shall be conducted prior to the release of the request for proposal document.

In order to distinguish the size of the construction costs, projects have been broken into dollar thresholds. Mega projects are construction costs greater than \$150M to \$499M. Projects above \$500M are called Mega 5.

### **2. PROGRAMMING GUIDELINES**

Each district should program \$150,000 for each IPC review. IPC reviews are not eligible for federal aid. Only state funds may be programmed.

- Use Phase 32
- Item Group Identifier: Use IPC, LT MEGA, or MEG5 accordingly

<b>Item Group</b>	<b>Description</b>
<b>IPC</b>	Project meets requirements for an IPC review to be conducted by Central Office (currently individual or let together projects with construction costs over \$100M).
<b>LT</b>	Project is a “goes-with” project (Phase 52) and is part of a pair or group of projects that will be Let Together in one contract.

<b>MEGA</b>	Individual or let together projects with a construction project phase (Phase 52) estimated at \$100M to \$499M.
<b>MEG5</b>	Individual or let together project with a construction project phase (Phase 52) estimated at \$500M and over.

**Example:** To program the IPC for I-4 from Champions Gate to Osceola Parkway, use state funds (allocation type 1) on a phase 32 with program number 00.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PGM</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>AT</u>	<u>FY</u>
32	01	00	DS/DDR/DI	\$150,000	1	20XX

Please contact the Central Forecasting and Project Cost Office for more information.

## **G. FLORIDA DEPARTMENT OF TRANSPORTATION FINANCING CORPORATION**

### **1. OVERVIEW**

The Florida Legislature enacted Section [339.0809](#), F.S., which created as a nonprofit corporation, the Florida Department of Transportation Financing Corporation (TFC), for the purpose of financing or refinancing transportation projects on behalf of the Department. The TFC is governed by a board of directors consisting of the Director of the Office of Policy and Budget within the Executive Office of the Governor, the Director of the Division of Bond Finance (division), and the Secretary of the Florida Department of Transportation.

The department may enter into service contracts with the TFC in connection with projects approved in the department's work program and each service contract may have a term of up to 35 years. The TFC may issue and incur notes, bonds, certificates of indebtedness, and other obligation or evidence of indebtedness. Indebtedness of the corporation does not constitute a debt or obligation of the state or a pledge of the full faith and credit or taxing power of the state. Payment of obligations to the TFC are payable solely from amounts available in the State Transportation Trust Fund (STTF), subject to annual appropriation.

**2. PROGRAMMING GUIDELINES**

- Project phases must be approved by OWPB and OCC-Project Finance prior to programming. All approved item segments are to be tagged with the item group identifier of “FINC.”
- Projects will be programmed using the FINC fund code.
- FINC must only be used on the following phases:
  - Preliminary Engineering
  - Right-of-Way
  - Construction
  - CEI
  - Environmental
- The district will work with the OWPB and the OOC-Project Finance to determine the amount per phase and per year.
- Service payments for debt repayment should be programmed on a separate item segment, using a phase A8, program number 85.
  - For toll lanes, the debt repayment will be programmed using the DSBX fund code specific to the toll facility. If the project has both toll and general use lanes, the repayment will be programmed using DSBX for the tolled portion and the appropriate statewide fund code will be used for the general use lanes portion of the project.

Please see the [TFC SharePoint](#) site or contact the OOC-Project Finance for more information.

**H. REFERENCES**

Section [337.11](#), F.S.

Section [337.025](#), F.S.

Section [334.30](#), F.S.

Section [339.2825](#), F.S.

Section [339.0809](#), F.S.

[P3 Handbook](#)

[TFC SharePoint](#)

Procedure [625-020-010](#), Design-build Procurement and Administration

Procedure [350-020-200](#), Contract Funds Management Funds Approval

Procedure [375-030-002](#), Acquisition of Professional Services

Procedure 575-000-000, [Chapter 10.9](#), Joint Public/Private Development of Right of Way

FDOT employees can access the program plan crosswalk by using the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>



## PART III - CHAPTER 34: STATE INFRASTRUCTURE BANK

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## **PART III - CHAPTER 34: STATE INFRASTRUCTURE BANK**

### **A. OVERVIEW**

The State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program consisting of separate accounts based on funding source and is used to leverage funds to improve project feasibility. The SIB provides loans and other credit assistance to public or private entities to carry out projects eligible for assistance under federal and state law.

The federal-funded SIB accounts are capitalized with federal money matched with state money as required by law under the [Transportation Equity Act for the 21st Century \(TEA-21\)](#). All repayments are deposited to the federal-funded SIB accounts and revolved for future loans. Projects must be eligible for assistance under [Title 23, United States Code \(USC\)](#) or capital projects as defined in [Section 5302](#) of [Title 49 USC](#). Projects must be included in the adopted comprehensive plans of the applicable metropolitan planning organization (MPO) and must conform to all federal and state laws, rules, and standards.

The state-funded SIB account is capitalized by state money and bond proceeds per Sections [339.55](#), and [215.617](#), Florida Statutes (F.S.). All state-funded SIB loan repayments are deposited to the state-funded SIB account and revolved for future loans. In the event that bonds are issued to capitalize the SIB, repayments will be made to the State Board of Administration (SBA) that pays the debt service on any outstanding bonds. Projects must be on the state highway system or provide increased mobility on the state's transportation system, or provide intermodal connectivity with airports, seaports, rail facilities and other transportation terminals, pursuant to Section [341.053, F.S.](#), for the movement of people and goods.

Also see Part IV, Federal Aid Programs, SIB section of these instructions.

### **B. PROGRAMMING GUIDELINES**

SIB funds do not inflate regardless of phase. The SIB fund allocation will equal the loan amount. Section C of this chapter is a SIB programming matrix that complements the following instructions and can be used to assist the Work Program Development and Operations Office when programming SIB projects.

#### **1. CAPITALIZATION OF THE SIB**

This represents the transfer of funds (either state or federal) to the SIB escrow accounts for future lending to SIB projects. This programming will be coordinated through the SIB program manager with assistance from the Work Program Development and Operations Office.

- **State-funded SIB account**
  - Phase – A8
  - Program number – 69
  - Fund code – D
  - Allocation type – 1



- Description – “Capitalization of state-funded SIB account”
- Fiscal year - Cost estimate in the year(s) the funding is to be transferred to the state-funded SIB capitalization escrow account for the amount of the transfer.

Example: To program a \$1.5 million capitalization of the emergency state-funded SIB, use phase A8 with program number 69, fund code D and allocation type 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
A8	01	69	D	\$1,500,000	1	20XX

- **Federal-funded SIB account**

- Phase – A8
- Program number – 69
- Fund code – S99A
- Allocation type – 1
- Description – “Capitalization of the federal-funded SIB account”
- Fiscal year - Cost estimate in the year(s) the funding is to be transferred to the federal-funded SIB escrow account for the amount of the transfer.

## **2. STATE-FUNDED SIB LOANS**

### **a. Programming the loan disbursement/use of loan proceeds**

The loan is programmed for the actual amount of the loan awarded. SIB loans to the district offices (internal loans) or to the Florida Turnpike Enterprise are to be programmed by the managing district. All other loans to local governmental or private entities are to be programmed by the SIB program manager with assistance from the Work Program Development and Operations Office. In either case, no adjustments to programmed SIB amounts may be made without prior approval of the SIB program manager.

#### **1) Loans to district offices or turnpike enterprise on individual projects**

- Phase – Program standard phase of work the loan is funding (e.g., phase 52 if for construction).
- Program number – Appropriate for the type of work.
- Fund code – SIB1
- Allocation type – 1

- Item group identifier – SIBS (state-funded), SIBB (bond-funded) or SIBC (State Transportation Trust Fund (STTF) capitalization-funded) – use multiple identifiers as appropriate. The SIB program manager will identify the appropriate item group for each SIB loan.
- Description – The description field in the Item Segment Definition (WP01) screen should state, “SIB loan to \_\_\_\_\_”.
- Fiscal year – Cost estimate should be programmed in the year the loan is expected to begin disbursing for the entire loan award amount.

Example: To program \$10M SIB loan for construction on SR 500/US 192, use phase 52 with program number 02, fund code SIB1, allocation type 1, and item group identifier SIBC.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	SIB1	\$10,000,000	1	20XX

## **2) Loans to public or private entities on individual projects not managed by a District**

When the loan is to a public or private entity and the project will not be managed by a district, the SIB program manager will be responsible for programming the primary phase on a separate financial project with assistance from the Work Program Development and Operations Office. The managing and budgeting district will be 15 (central office, statewide SIB management).

- Phase – Program phase X4 for the type of work the loan is funding.
- Program number – Appropriate for the type of work for which the loan proceeds are being used.
- Fund code – SIB1
- Allocation type – 1
- Budgeting district – 15
- Item group identifier – SIBS (state-funded), SIBB (bond-funded) or SIBC (STTF capitalization-funded) – use multiple identifiers as appropriate. The SIB program manager will identify the appropriate item group for each SIB loan.
- Description – The description field in the Item Segment Definition (WP01) screen should state, “SIB loan to \_\_\_\_\_”.
- Fiscal year – Cost estimate should be programmed in the year the loan is expected to begin disbursing for the entire loan award amount.

**3) Loans to public or private entities when the department is managing or contracting the work (SIB loans funding a Locally Funded Agreement (LFA))**

SIB loans may be used by a public or private entity to fund all, or a portion of a project being constructed by the department.

- Budgeting district will change to the district where the work will be done (i.e., from budgeting district 15).
- SIB funds on the separate financial project will be reflected in the primary construction contract document.
- Phase – Program phase X4 for the type of work the loan is funding and entity the loan is given.
- Program number – Appropriate for the type of work for which the loan proceeds are being used.
- Fund code – SIB1
- Allocation type – 1
- Item group identifier – SIBS (state-funded), SIBB (bond-funded, or SIBC (STTF capitalization-funded) – use multiple identifiers as appropriate. The SIB program manager will identify the appropriate item group for each SIB loan.
- Description – The description field in the Item Segment Definition (WP01) screen should state, “SIB loan to \_\_\_\_\_”.
- Fiscal year – Cost estimate should be programmed in the year the loan is expected to begin disbursing for the entire loan award amount.

Example: To program the use of \$3M in loan funds for construction of a roadway project the department is building for another entity, use phase 54 with program number 02, fund code SIB1, allocation type 1, and item group identifier SIBS.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
54	01	02	SIB1	\$3,000,000	1	20XX

**4) Loans to public or private entities when the department is managing or contracting the work AND the department utilizes a state-funded SIB loan on the same project.**

- SIB loans may be used by a public or private entity to fund a portion of a project being constructed by the department while the department also utilizes a SIB loan to fund the remainder, or a portion of, the same project. Budgeting district will change to the district where the work will be done (i.e., from budgeting district 15).

- Phase
  - Same phase for both SIB loans:
    - Program standard phase of work the loan is funding (e.g., Phase 52 if for construction) for both borrower’s SIB loan amounts (combine amounts) onto the same project number.
  - Different phase for each SIB loan:
    - Preferred method is to have contract carve out the SIB phase (X4)
    - For loan to district offices or turnpike enterprise – program standard phase of work the loan is funding (e.g., phase 52 if for construction).
    - For loan to public or private entities – program phase X4 for the type of work the loan is funding.

**Note:** If X4 phase cannot be included on same project segment, a new project segment will be required to accommodate the X4 phase and must be reflected in the primary construction contract document.
- Program number – Appropriate for the type of work for which the loan proceeds are being used.
- Fund code – SIB1
- Allocation type – 1
- Item group identifier – SIBS (State-funded), SIBB (Bond-funded), or SIBC (STTF capitalization-funded) – use multiple identifiers as appropriate. The SIB program manager will identify the appropriate item group for each SIB loan.
- Description – The description field in the WP01 screen should state, “SIB loan to \_\_\_\_\_”.
- Fiscal year – Cost estimate should be programmed in the year the loan is expected to begin disbursing for the entire loan award amount.

Example: To program the use of \$12,000,000 in loan funds for construction of River Road for Sarasota County SIB borrower and \$41,036,629 in loan funds for construction of River Road for FDOT SIB borrower, use phase 52, program number 02, fund code SIB1, allocation type 1, and item group identifier SIBS.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	SIB1	\$53,036,629	1	20XX

**b. Programming the repayment of the loan**

Upon approval of the Secretary to move forward with a SIB loan, districts are to program the repayment (A8) funds based on the loan application and repayment schedule to be included in the loan agreement.

SIB loan agreements are for specific transportation improvements and may include more than one financial project. When programming the repayment of the entire loan agreement, there is an option to program it on **one** financial project within that agreement rather than on each item. Items programmed by this method will reference the location of the repayment on the WP01 screen. This programming will be done by the Work Program Development and Operations Office staff per guidance from the SIB program manager.

**1) Internal loan repayments (non-AC funds)**

- Phase – A8
- Program number – SB
- Budgeting district – District where the work will be done (*i.e. budgeting district 08 for loan repayments from Turnpike*)
- Fund code – State (*or turnpike*)
- Allocation type – 1
- Description – “Repayment for SIB loan for \_\_\_\_”.
- Fiscal year – Repayment cost estimate(s) should be programmed in the year(s) in which the loan repayments are to be made.

**Note:** If repayments are modified from the executed SIB loan agreement, an amendment to the SIB loan agreement must be executed prior to cost estimates being modified in the work program to reflect the most current repayment schedule provided by the SIB program manager.

Example: To program a \$575,848 annual repayment of the SIB loan for constructing State Road 82, use phase A8 with program number SB, fund code DI, and allocation type 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
A8	01	SB	DI	\$575,848	1	20XX

**2) Internal loan repayments (use of AC other than ACNP and ACBR funds)**

Program the regular federal fund estimates in the same year(s) as the ACXX fund.

- Phase – A8
- Program number – Use program number SB for ACXX funds and program number 52 for associated federal funds (see fund code bullet below).

- Fund code – All federal funds must be advanced construction (AC) – ACXX. Regular federal fund that will match the associated ACXX fund programmed on the project must also be programmed.
- Allocation type – 1
- Description – “Repayment for SIB loan for \_\_\_\_”.
- Fiscal year – Repayment cost estimate(s) should be programmed in the year(s) in which the loan repayments are to be made.

**Note:** If repayments are modified from the executed SIB loan agreement, an amendment to the SIB loan agreement must be executed prior to cost estimates being modified in work program to reflect the most current repayment schedule provided by the SIB program manager.

Example: To program a \$6,741,000 repayment of the SIB loan for adding lanes on US 41, use phase A8 with program number SB, fund code ACSU, and allocation type 1 and use phase A8 with program number 52, fund code SU, and allocation type 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
A8	01	SB	ACSU	\$6,741,000	1	20XX
A8	01	52	SU	\$6,741,000	1	20XX

**Note:**

- If the reimbursement is funded with ACNP or ACBR, an estimate for conversion should not be programmed.

### **3) External loan repayments**

Tracked by the SIB program manager – not programmed in the Financial Management (FM) system.

## **3. FEDERAL-FUNDED SIB LOANS**

### **a. Programming the loan disbursement/use of loan proceeds**

The loan is programmed for the actual amount of the loan awarded. SIB loans to the district offices or turnpike enterprise are to be programmed by the managing district. All other loans to local governmental entities or private entities are to be programmed by the SIB program manager with assistance from the Work Program Development and Operations Office. In either case, no adjustments to programmed SIB amounts may be made without prior approval of the SIB program manager.

**1) Loans to district offices or turnpike enterprise on individual projects**

- Phase – Program standard phase of work the loan is funding (e.g., phase 52 if for construction).
- Program number – Appropriate for type of work for which loan proceeds are being used.
- Fund code – SIBF or SIBA (Consult with SIB Program Manager on which fund code to use.)
- Item group identifier – SIBF (federal-funded)
- Description – The description field in the Item Segment Definition (WP01) screen should state, “SIB loan to \_\_\_\_”.
- Fiscal year – Cost estimate should be programmed in the year the loan is expected to begin disbursing for the entire loan award amount.

Example: To program \$10M SIB loan for construction on SR 500/US 192, use phase 52 with program number 02, fund code SIBF, allocation type 1, and item group identifier SIBF.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	SIBF	\$10,000,000	1	20XX

**2) Loans to public or private entities on individual projects not managed by a district**

When the loan is to a public or private entity and the project will not be managed by a district, the SIB program manager will be responsible for programming the primary phase on a separate financial project. The managing and budgeting District will be 15 (central office, statewide SIB management).

- Phase – Program phase X4 for the type of work the loan is funding.
- Program number – Appropriate for the type of work for which the loan proceeds are being used.
- Fund code – SIBF or SIBA (Consult with SIB Program Manager on which fund code to use.)
- Allocation type – 1
- Budgeting district - 15
- Item group identifier – SIBF (federal-funded)
- Description – The description field in the Item Segment Definition (WP01) screen should state, “SIB loan to \_\_\_\_”.
- Fiscal year – Cost estimate should be programmed in the year the loan is expected to begin disbursing for the entire loan award amount.

Example: To program \$3M SIB loan for construction of the Lee transit facility, use phase 54 with program number 20, fund code SIBF, allocation type 1, and item group identifier SIBF.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
54	01	20	SIBF	\$3,000,000	1	20XX

**3) Loans to public or private entities when the department is managing or contracting the work (SIB loans funding a Locally Funded Agreement (LFA))**

SIB loans may be used by a public or private entity to fund all, or a portion of a project being constructed by the department.

- Budgeting district will be changed to the district where the work will be done (i.e. from budgeting district 15).
- Phase – Program phase X4 for the type of work the loan is funding and entity the loan is given.
- Program number – Appropriate for the type of work for which the loan proceeds are being used.
- Fund code – SIBF or SIBA (Consult with SIB Program Manager on which fund code to use.)
- Allocation type – 1
- Item group identifier – SIBF (federal-funded)
- Description – The description field in the Item Segment Definition (WP01) screen should state “SIB loan to \_\_\_\_”.
- Fiscal year – Cost estimate should be programmed in the year the loan is expected to begin disbursing for the entire loan award amount.

Example: To program the use of \$3M in loan funds for construction of a roadway project the department is building for another entity, use phase 54 with program number 02, fund code SIBF, allocation type 1, and item group identifier SIBF.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
54	01	02	SIBF	\$3,000,000	1	20XX

**4) Loans to public or private entities when the department is managing/contracting the work AND the department utilizes a federal-funded SIB loan on the same project.**

SIB loans may be used by a public or private entity to fund a portion of a project being constructed by the department while the department also utilizes a SIB loan to fund the remainder, or a portion of, the same project.



**Note:** For external SIB loans where both district and external borrower are utilizing SIB loans with same 11-digit project number, (i.e., The external participant has provided the SIB loan proceeds to the district for work to be completed on their behalf).

- Budgeting district will change to the district where the work will be done (i.e. from budgeting district 15).
- Phase
  - Same phase for both SIB loans:
    - Program standard phase of work the loan is funding (e.g., Phase 52 if for construction) for both borrower's SIB loan amounts (combine amounts) onto the same project number.
  - Different phase for each SIB loan:
    - Preferred method is to have contract carve out separate phase for X4.
    - For loan to district offices or turnpike enterprise – program standard phase of work the loan is funding (e.g., Phase 52 if for construction).
    - For loan to public or private entities – program Phase X4 for the type of work the loan is funding.

**Note:** If X4 phase cannot be included on same project segment, a new project segment will be required to accommodate the X4 phase and must be reflected in the primary construction contract document.

- Program number – Appropriate for the type of work for which the loan proceeds are being used.
- Fund code – SIBF or SIBA (~~SIBA fund code reactivation in FY25 for new federal SIB account.~~  
(Consult with SIB Program Manager on which fund code to use.)
- Allocation type – 1
- item group identifier – SIBF (federal-funded).
- Description – The description field in the Item Segment Definition (WP01) screen should state, "SIB loan to \_\_\_\_\_".
- Fiscal year – cost estimate should be programmed in the year the loan is expected to begin disbursing for the entire loan award amount.

Example: To program the use of \$12,000,000 in loan funds for construction of River Road for Sarasota County SIB borrower and \$41,036,629 in loan funds for construction of River Road for FDOT SIB borrower, use phase 52 with program number 02, fund code SIBF, allocation type 1, and item group identifier SIBF.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	SIBF	\$53,036,629	1	20XX

**b. Programming the repayment of the loan**

Upon approval of the Secretary to move forward with SIB loan, districts are to program the repayment (A8) funds based on the loan application and repayment schedule to be included in the loan agreement.

SIB loan agreements are executed for specific transportation improvements and may include more than one financial project. When programming the repayment of the entire loan agreement, there is an option to program it on one financial project within that agreement rather than on each item. Items programmed by this method will reference the location of the repayment on the WP01 screen. This programming will be done by the Work Program Development and Operations Office staff per guidance from the SIB program manager.

**1) Internal Loan Repayments (non-AC)**

- Phase – A8
- Program number – SB
- Budgeting district – 15 (*use budgeting district 08 for loan repayments from turnpike*)
- Fund code - State (*or turnpike*)
- Allocation type – 1
- Description – “Repayment of SIB loan for \_\_\_\_\_”.
- Fiscal year – Repayment cost estimate(s) should be programmed in the year(s) in which the loan repayments are to be made.

Example: To program a \$340,000 annual repayment of the SIB loan for a project, use phase A8 with program number SB, budgeting district 15, fund code DI, and allocation type 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>BUDGET DISTRICT</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
A8	01	SB	15	DI	\$340,000	1	20XX

**2) Internal Loan Repayments (use of AC other than ACNP and ACBR funds)**

Program the regular federal fund estimates in the same year(s) as the ACXX fund.

- Phase – A8
- Program number – Use program number SB for ACXX funds and program number 52 for associated federal funds (see fund code bullet below).
- Budgeting district – Use budget district 15 for ACXX funds and budget district 15 for associated federal funds (see fund code bullet below).
- Fund code – All federal funds must be advanced construction (AC) – ACXX. Regular federal fund that will match the associated ACXX phase programmed on the project must also be programmed.
- Allocation type – 1
- Description – “Repayment of SIB loan for \_\_\_\_”.
- Fiscal year – Repayment cost estimate(s) should be programmed in the year(s) in which the loan repayments are to be made.

Example: To program the \$2M repayment for the SIB loan for adding lanes on US17, use phase A8 with program number SB, budgeting district 15, fund code ACSN, and allocation type 1. The regular federal funds programmed to match would use phase A8 with program number 52, budgeting district 15, fund code SN, and allocation type 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>BUDGET DISTRICT</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
A8	01	SB	15	ACSN	\$2,000,000	1	20XX
A8	01	52	15	SN	\$2,000,000	1	20XX

**Notes:**

- If the reimbursement is funded with ACNP or ACBR, an estimate for conversion should not be programmed.

**3) Repayment from public or private entities (local funds)**

Tracked by the SIB program manager - not programmed in the FM system.

**4. SIB LOAN TRANSFERS TO TURNPIKE ENTERPRISE**

SIB loan transfers to turnpike enterprise are required when the SIB loan is used to cover debt service subsidies only (e.g., interest payments).

- Programming the loan transfer between escrow accounts

- Phase – A8
- Program number – 75
- Fund code – SIB1
- Allocation type – 6
- Sequence – use sequence 1
- Programming the repayment back to STTF
  - Phase – A8
  - Program number – SB
  - Budgeting district – 08
  - Fund code – use appropriate turnpike enterprise work program fund codes
  - Allocation type – 1
  - Sequence – use different sequence than the loan (sequence 02)

## C. PROGRAMMING MATRIX

**State Infrastructure Bank Programming Matrix**

SIB	Loan Type	Borrower	Programming Type	Fund Code	Allocation Type	Program Number	Budgeting District	Phase
State	Internal	FDOT	Loan	SIB1	1	Appropriate for type of work	Project location	Standard phase of work
State	Internal	FDOT	Repayment	State/AC	1	SB	Project location	A8
State	External	Other	Loan	SIB1	1	Appropriate for type of work	15*	X4**
State	External	Other	Repayment	N/A	N/A	N/A	N/A	N/A
Federal	Internal	FDOT	Loan	SIBF or SIBA	1	Appropriate for type of work	Project Location	Standard phase of work
Federal	Internal	FDOT	Repayment	State/AC	1	SB	15 (or 08 for TPK)	A8

Federal	External	Other	Loan	SIBF or SIBA	1	Appropriate for type of work	15***	X4****
Federal	External	Other	Repayment	N/A	N/A	N/A	N/A	N/A

\* See Section 2.a.3 and Section 2.a.4

\*\* See section 2.a.4

\*\*\* See Section 3.a.3 and Section 3.a.4

\*\*\*\* See Section 3.a.4

## **D. REFERENCES**

SIB website: <https://www.fdot.gov/comptroller/PFO/sib.shtm>

SIB SharePoint site: <https://fldot.sharepoint.com/sites/FDOT-OOC-PFO/SitePages/SIB.aspx>

Section [215.617](#), F.S.

Section [339.2819](#), F.S.

Section [339.55](#), F.S.

Section [341.053](#), F.S.



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## **PART III - CHAPTER 35: STRATEGIC INTERMODAL SYSTEM**

### **A. STRATEGIC INTERMODAL SYSTEM**

#### **1. OVERVIEW**

The strategic intermodal system (SIS) is a fundamental shift in the way Florida views the development of and makes investments in its transportation system. The SIS is composed of transportation facilities and services of statewide and interregional significance. It represents an effort to link Florida's transportation policies and investments to the state's economic development strategy, in keeping with the Governor's strategic vision of diversifying Florida's economy. Development of the SIS focuses on complete end-to-end trips, rather than individual modes or facilities.

The SIS will play a key role in redefining roles and responsibilities in the planning and managing of Florida's transportation system where the state is focused on statewide and interregional transportation service. Strengthened regional partnerships provide a structure for identifying and implementing regional priorities. See the Investment Policy section of these instructions, for more information on the Florida Department of Transportation's (department's) investment policy related to this role.

The SIS includes multiple types of facilities, each of which form a component of an interconnected transportation system:

- Hubs - ports and terminals that move goods or people between Florida regions or between Florida and other markets in the United States and the rest of the world;
- Corridors - highways, rail lines, inter-county urban fixed guideway transit, and waterways that connect major markets within Florida or between Florida and other states or nations;
- Connectors - highways, rail lines, or waterways that connect hubs and corridors;
- Military access facilities - strategic highway network and strategic railway network facilities serving the main entrances of US Department of Defense military installations; and,
- Intermodal logistic centers (ILC) - Section [339.63\(5\)](#), Florida Statutes (F.S.), states a planned ILC may be designated as part of the SIS upon the request of the facility if it meets criteria and thresholds established by the department and meets the definition of ILC (identified in Section [311.101\(2\)](#), F.S.), and has been designated in a local comprehensive plan or development order as an ILC or an equivalent planning term. The department currently is in the process of developing criteria and thresholds for ILCs.

Hubs and corridors that comprise the SIS were designated based on criteria and thresholds established by a 41-member steering committee in 2002 and adopted by the legislature and Governor in 2003. Section [339.63](#), F.S., authorizes the Secretary of Transportation to periodically add facilities to, or delete facilities from, the SIS based on adopted criteria. These changes reflect the availability of new data showing particular hubs or corridors now meet (or do not meet) the adopted criteria and thresholds; more precise measurements of the total driving distance between SIS hubs



along SIS corridors and connectors; and other technical corrections and updates to the steering committee's analysis. Maps and lists of designated hubs and corridors can be found on the Systems Implementation Office Website at:

<http://www.fdot.gov/planning/systems/documents/brochures/default.shtm#documents>

The department and its partners also identified intermodal connectors between SIS hubs and SIS corridors. The function of the connectors is to provide efficient, reliable, direct access between SIS hubs and the nearest or most appropriate SIS corridor. The connectors, which were adopted by the Secretary, were identified using factors including the frequency of use for interregional passengers or freight; the length of each potential connector; and the ability to provide high-speed, high-capacity, and limited access service. Maps and lists of designated connectors can also be found on the Systems Implementation Website at:

<http://www.fdot.gov/planning/systems/documents/brochures/default.shtm#documents>

Section [339.61](#), F.S., made facilities and services designated on the SIS eligible for funding from the State Transportation Trust Fund (STTF), regardless of which entity owns the facility. The legislation also established funding sources and minimum funding levels for the SIS.

The system shall consist of appropriate components of:

- The national highway system (NHS);
- Airport, seaport, and spaceport facilities;
- Rail lines and rail facilities; and,
- Selected intermodal facilities; passenger and freight terminals; and appropriate components of the state highway system (SHS), county road system, city street system, inland waterways, and local public transit systems that serve as existing or planned connectors between the components listed above.

Section [339.135](#), F.S., requires the allocation of at least 50% of any new discretionary highway capacity funds to the SIS. The department has established a policy that up to 75% of all new discretionary transportation capacity funds will be allocated to the SIS, with the exception of funds allocated for the transit program and surface transportation program funds attributable to areas with populations over 200,000 (SU funds).

The department, in cooperation with the Transportation Commission and other partners, developed a strategic intermodal system plan pursuant to Section [339.155](#), F.S. This plan includes a needs assessment, a project prioritization process, a map of SIS facilities and facilities that are emerging in importance that are likely to become a part of the system in the future, and a financial plan based on reasonable projections of anticipated revenues.

## **2. PARTNER MATCH REQUIREMENTS FOR SIS**

The matching policy for SIS and SIS Strategic Growth is as follows:

- 100 percent state contribution for SIS roadway and roadway connectors.
- 75 percent state and 25 percent non-state for SIS non-roadway connectors.
- 50 percent state and 50 percent non-state for hub capacity improvements.

In implementing this policy for non-roadway projects, the statutorily mandated provisions for matching requirements for each mode are applied.

Please see the specific section for each mode for more detail on matching requirements or contact your District Modal and/or SIS Coordinator.

### **3. SIS GROWTH MANAGEMENT PROJECT SELECTION CRITERIA**

The 2005 legislature amended Section [201.15](#), F.S., to provide additional funding for the strategic intermodal system. Projects are identified and prioritized for funding based on the following criteria:

- SIS objectives:
  - Interregional connectivity: Ensure the efficiency and reliability of multimodal transportation connectivity between Florida's regions and between Florida and other states and countries.
  - Intermodal connectivity: Expand transportation choices and integrate modes for interregional trips.
  - Economic development: Provide transportation systems to support statewide and regional economic development.
- Florida Transportation Plan (FTP) goals specifically guiding the SIS objectives:
  - The FTP sets a goal of efficient and reliable mobility for people and freight. The corresponding SIS objective is to ensure the efficiency and reliability of multimodal transportation connectivity between Florida's regions and between Florida and other states and countries. This objective recognizes the focus of the SIS on interregional, interstate, and international travel. Key approaches include maximizing use of the existing system, expanding capacity to meet market demands, applying innovation, and coordinating decisions to ensure the entire system is efficient and reliable.
  - The FTP sets a goal of more transportation choices for people and freight. The corresponding SIS objective is to expand transportation choices and integrate modes for interregional trips. This objective recognizes the need to provide more options to Florida's residents, visitors, and businesses for interregional travel and transport, including better integration of these options to support complete end-to-end trips and to facilitate efficient transfers of people and freight between transportation modes.
  - The FTP sets a goal of transportation solutions that support Florida's global economic competitiveness. The corresponding SIS objective is to provide transportation systems to support statewide and regional economic development. Transportation connectivity is a

critical element in becoming a global hub. A key approach is to align resources and investments to support statewide or regional economic development opportunities.

- Addresses growth management reforms:
  - Consistent with adopted local government comprehensive plans.
  - Identified as a backlog facility.
  - Supports mobility within a designated infill area, redevelopment and revitalization areas, and multimodal districts.
  - Provide improved alternatives for moving goods.
- Promotes collocation.
- Public/public or public/private match.
- Programming criteria:
  - Production readiness.
  - Reserve for contingencies.
  - Cost overruns for existing tentative work program projects are not eligible.

#### **4. WHEELS ON ROAD TAG AND TITLE FEE REVENUES**

In 2015, the Florida legislature passed SB 2514-A, amending Section [320.072](#), F.S., increasing the distribution of revenues generated by certain motor vehicle registration transactions. Per the new legislation, “Wheels on Road” revenues will be deposited into the State Transportation Trust Fund (STTF) for use by the department. These revenues shall be used under the newly established fund code SIWR.

## **B. TEN YEAR PLAN (SIS)**

### **1. OVERVIEW**

The Ten-Year Plan consists of the current adopted work program plus five years of capacity improvement projects defined in the Work Program Administration system. With the development of the tentative work program, the sixth fiscal year of the Ten-Year Plan becomes the new fifth year of the tentative work program. The update of the Ten-Year Plan then defines the new tenth year and determines the highest priority use of statewide managed resources added to the SIS.

Working with the districts, modal managers, and the Work Program Development and Operations Office, the Systems Implementation Office defines candidate projects for addition to the Ten-Year Plan. Projects will be defined from the Cost Feasible Plan. Candidate projects for addition to the Ten-Year Plan will then be identified by the districts and submitted to central office for review and selection. Following review with the Assistant Secretaries, a draft updated ten-year Plan will be reviewed with the districts.

Key steps are as follows:

- The Work Program Development and Operations Office will update program funding levels through the tenth year of the tentative work program based on Schedule A. In coordination with the metropolitan planning organizations (MPOs) and local governments, some districts have been successful in obtaining funding commitments for the SIS program. Districts need to confirm the amount and year of these commitments, and advise the appropriate modal manager, work program development and operations manager, and the Systems Implementation Office. Based on the current approved Ten-Year Plan and the Cost Feasible Plan, the Systems Implementation Office will propose an update to the Ten-Year Plan balanced against the updated statewide SIS program allocations.
- Districts should review cost estimates and schedules, placing emphasis on the current year plus the five years of the tentative timeframe. The districts should then review the same parameters for the 2<sup>nd</sup> five-year timeframe. Any adjustments should be identified to the work program development and operations manager to review and include in the Ten-Year Plan.
- All projects that are on SIS facilities shall be coded with the appropriate item group identifier: SIS for mainline SIS facility, SISG for SIS strategic growth, SISC for a SIS connector, SISF for SIS future facilities, SISN for SIS non-designated. The Office of Work Program and Budget will tag all SIS item group identifiers.
- The proposed update to the current Ten-Year Plan will be prepared by the Systems Implementation Office and distributed to the Assistant Secretaries and districts for review. For assistance in identifying SIS facilities, please contact the SIS section of the Systems Implementation Office or your district SIS coordinator or modal manager.
- Following receipt and resolution of district comments, the proposed updated Ten-Year Plan will be reviewed with the modal managers, the Office of Work Program and Budget and the Assistant Secretaries. The work program development and operations manager will finalize statewide balancing actions consistent with guidance received from the Assistant Secretaries.
- Following review and approval by the Assistant Secretaries, the updated Ten-Year Plan will be mapped by the Systems Implementation Office and provided to the districts.

## **2. PROGRAMMING GUIDELINES**

- SIS projects will be programmed with statewide SIS funds (ACNP, BNIR, DI, DIS, STED) and district allocated funds.
- SIS projects programmed with growth management funds will use the GMR fund code.
- SIS projects programmed with “wheels on road” funds will use the SIWR fund code.
- State funds may be used to fund a project on a county/city road if that road has been designated as a SIS connector. This designation must be made by central office Systems Implementation Office through the established process.

- Transportation system: Use Appendix D of these instructions for the appropriate transportation system.
- Phase and program number: Use the Program Plan/Work Program/Budget Crosswalk link in References section of this chapter for the appropriate phase and program number combinations.
- Work mix: Use Appendix D of these instructions for the capacity work mix as applicable.
- Section [339.61](#), F.S., allocated \$60 million for the SIS. The DIS fund code will be used to track this specific funding with the appropriate program numbers.

The following instructions apply to projects programmed with the DIS fund code:

- Eligible projects on designated SIS hubs, corridors, and connectors.
- The eligibility of projects on SIS hubs and terminals will be determined following the [SIS Funding Eligibility Guidance](#) or SIS facilities guidelines provided to the districts by the Systems Implementation Office.
- In order to properly identify all SIS projects, use the following item group identifiers:
  - SIS** A strategic intermodal system project which may include hubs, corridors, or intermodal connectors.
  - SISG** A strategic growth project determined by FDOT to be of compelling state interest and projected to meet SIS minimum levels within three years of being designated, which may include hubs, or intermodal connectors.
  - SISC** A strategic intermodal project defined as a connector.
  - SISM** A strategic intermodal system project defined as a military access facility (MAF).
  - SISF** SIS future project.
  - SISN** Strategic intermodal project defined as no longer on/at a SIS designated facility.
- How Item groups are used:
  - SIS** Used to identify projects on the strategic intermodal system.
  - SISG** Used to identify strategic growth projects which may include hubs or intermodal connectors.
  - SISC** Used to identify a SIS connector.
  - SISM** Used to identify a military access facility (MAF).
  - SISF** Used to indicate a future SIS facility that has an official record of decision (ROD) and will be added to the SIS when open to traffic. For these projects, SIS funding can only be used for planning and/or PD&E (project development and environmental) phases prior to becoming SIS designated. Funding beyond preliminary engineering (PE) may be used for a project on a designated future SIS facility.

**SISN** Used on all projects that are not designated SIS. The project is currently not on the SIS, or the facility for which the project is located on was de-designated after SIS funds were awarded to the project.

\*The Office of Work Program and Budget will tag all SIS item group identifiers.

## **C. SIS HIGHWAY CORRIDORS**

### **1. OVERVIEW**

The department shall plan and develop SIS highway corridors, including limited and controlled access facilities, allowing for high-speed and high-volume traffic movements within the state. The primary function of the corridors is to provide such traffic moments. Access to abutting land is subordinate to this function, and such access must be prohibited or highly regulated.

- SIS highway corridors shall be developed pursuant to Section [339.65](#), F.S., and shall include facilities from the following components of the SHS that meet the criteria adopted by the department, pursuant to Section [339.63](#), F.S.:
  - An interstate or high capacity tolled facility; OR
  - A limited access facility (access level 1) with a SIS facility or limited access facility (access level 1) at each end; OR
  - An NHS facility that connects to an urbanized area outside of Florida that is not already served by a SIS facility; OR
  - A controlled access facility (access level 2 or 3) connecting two or more urbanized areas with a SIS facility at each end; OR
  - A controlled access facility (access level 2 or 3) connecting two or more urbanized areas with a SIS facility at each end.
- Projects to be constructed as part of the SIS highway corridor shall be included in the department's adopted work program.
- Any SIS highway corridor projects that are added to or deleted from the previous adopted work program, or any modification to the SIS highway corridor projects contained in the previous adopted work program, shall be specifically identified and submitted as a separate part of the tentative work program.

### **2. PROGRAMMING GUIDELINES**

Districts may also program any district allocated fund on any SIS capacity improvement project phase.

For projects where the type of capacity work is unknown, create a segment for the PD&E phase. Once the type of capacity work is determined, then create a separate segment with a work mix

assigned that depicts the type of capacity accomplished by the project. To program capacity projects, use the work mixes listed as capacity in Appendix D of these instructions.

## **D. INTERSTATE**

### **1. OVERVIEW**

The interstate construction program provides funding for preservation projects, capacity improvements, intelligent transportation systems (ITS), and new or modified interchanges on the interstate system.

The interstate program is developed and managed statewide based on the need for preservation and safety improvements and based on the Ten Year Plan, and as part of the interstate component of the Cost Feasible Plan.

The Chief Engineer is responsible for defining and prioritizing preservation and safety projects. The Assistant Secretary for Intermodal Systems Development is responsible for developing and updating the Cost Feasible Plan and the Ten Year Plan. This is done working jointly with the district planning staff to determine the priority of corridors identified for capacity improvement. Inclusion of corridors for capacity improvement in the Cost Feasible Plan and the Ten Year Plan is determined by the Assistant Secretary for Engineering and Operations and the Assistant Secretary for Finance and Administration. Specific project definition and initial programming consistent with the Cost Feasible Plan and the SIS Ten Year Plan are the responsibilities of the districts. However, because the districts are heavily involved in developing the Ten Year Plan, the major effort for the districts with respect to capacity improvement project programming, should be defining projects for the **new tenth year**. As in prior years, final statewide annual program balancing will be accomplished by the work program development and operations manager with guidance from the Assistant Secretaries with respect to project priorities.

#### **a. Interstate Program and Project**

- Interstate preservation and safety program - Interstate preservation and safety program projects are defined to include: resurfacing; reconstruction (except capacity); bridge repair and replacement; bridge widening (except lane additions); rest area maintenance and renovations; weigh and weigh-in-motion station maintenance and renovations; other construction such as fencing, landscaping, noise barriers, signing, and lighting; and the preservation and safety components of auxiliary lanes, HOV/special purpose lanes, and interchange modifications.
- Interstate capacity improvement program - The interstate capacity improvement program projects are defined to include: construction of additional lanes; the capacity improvement component of interchange modifications; new interchanges; managed lanes for through traffic, public transit vehicles, and other HOVs; bridge replacement that provides increased capacity; and other construction to improve traffic flow, such as ITS, incident management systems, vehicle control, and surveillance systems; the preferred alternative defined by an

approved multi-modal interstate master plan; weigh-in-motion stations; and new weigh stations and rest areas.

- Safety - Public safety will be addressed by programming funds to correct or improve interstate sections experiencing unusually high accident rates.
- Additional capacity - Funds programmed to provide additional capacity will be consistent with the SIS Cost Feasible Plan and the SIS Ten Year Plan.

## **2. PROGRAMMING GUIDELINES**

- Fund codes: Districts should use the fund code provided by the Work Program Development Office when initially programming phases.
- Right of way and bridge bond funds (BNIR) have been allocated to the statewide SIS program and will primarily be used for right of way acquisition.
- State funds (DI, DIS, GMR, SIWR, and STED) have been allocated to the interstate program and will primarily be used to fund project phases not qualifying for federal participation. All interstate projects must be developed to meet Federal Highway Authority (FHWA) specifications.
- Phase and program number: Use the Program Plan Crosswalk in the References section of this chapter for the appropriate phase and program number combinations.
- Transportation system and work mix: Use Appendix D of these instructions for the appropriate transportation system and work mix.

Districts may program preventive maintenance such as joint repair, shoulder repair, bridge, painting/crack sealing/seismic retrofit, pavement patching, or restoration of drainage systems on the interstate system using their available district allocated federal funds, if desired. These activities should be programmed as construction phases, using program number 02. Statewide interstate funds (ACNP, BNIR, DI, DIS, GMR, SIWR and STED) will not be used for preventive maintenance work.

Districts may use their allocated funds for interstate capacity improvement project funding. In addition, districts, local governments, and MPOs are encouraged to use other eligible federal, state, local, and private funds to supplement the interstate work program.

The policy of the department is to program funds for noise abatement as part of a highway construction project. Noise abatement will only be considered for projects on new locations or for capacity expansion projects. Exceptions to this policy may be allowed on a project specific basis if approved by the Secretary and FHWA, for federally funded projects.

When multiple program numbers are used on a financial project, assign a separate financial project sequence for each program number.

When programming resurfacing projects on interstate facilities that are also toll roads use, transportation system 01.



Contingencies and box items - An interstate contingency box may be established in each district (current year only) for the purpose of accommodating supplemental agreements and claims as required, depending on fund availability. Each district will be responsible for ensuring these funds and corresponding budget are used exclusively for this purpose. All remaining interstate contingency funds and corresponding budget will be programmed and managed on a statewide level. Should the districts require additional funds to cover supplementals or claims, they must submit a written request to the work program development and operations manager in the Office of Work Program and Budget documenting the need.

As a result of the consolidation of budget categories, it is no longer possible to differentiate between budget dedicated for the interstate program from that utilized for other design, construction, resurfacing, etc., purposes in the districts. Accordingly, it is the responsibility of each district to ensure that any fund adjustments made to an interstate funded project within their district are balanced to their budget.

Budget and fund increases - Districts must notify the statewide work program manager in the Office of Work Program and Budget, to request additional funding before adjustments are made to interstate projects. Any requests for additional funding or changes in the scope of work shall be submitted via e-mail to the statewide work program manager who will accommodate the need from the statewide box, if funding is available. Such requests should include the item number, phase, and funds, and budget amount needed for the estimate increase. For districts requesting funding that is more than 50% of the programmed phase cost or greater than \$15,000,000, a justification shall be provided for approval by the SIS team. When additional statewide funds are approved and transferred to the districts, the districts are responsible for initiating budget allotment transfers to support the funds transferred from the statewide reserve box.

Budget and fund decreases - When cost estimates on interstate project phase's decrease as a result of lower bids, the district will box the amount of the decrease in a district contingency box (current year only). The work program development and operations manager may request the district to transfer the funds and budget made available from the estimate decrease to the statewide reserve to meet statewide SIS priority needs.

Use of AC for the interstate - Schedule A reflects the portion of AC allocated for the statewide funded portion of the SIS program which is included in the ACNP fund allocations. Projects programmed as ACNP will not be captured in the district PAR summaries, thus PAR balances will properly track the district allocations issued in Schedule A.

When programming additional capacity as managed lanes, please add the group identifier MGLN.

## **E. NHS/SIS OPERATIONAL QUICK FIX PROGRAM**

Commonly referred to as "Operational Quick Fix," the overall purpose of the program is to fund non-traditional capacity projects on National Highway System (NHS) facilities in an expedited manner. Targeted projects are to enhance the movement and throughput of both people and goods on the NHS. The Operational Quick Fix Program's funding cycle occurs annually before the adoption of the SIS Work Program, with projects identified for the funding over the first 3 years.

Projects must meet the following requirements for funding consideration:

- Projects must be located on the National Highway (NHS);
- Priority given to projects that serve a SIS or strategic growth airport, spaceport, seaport, rail freight terminal, truck freight terminal or intermodal logistics center (ILC);
- Project cost estimates should be limited to \$5 million or less; (unless given strategic direction by leadership);
- Funding requests for construction phase or design-build only;
- Projects can be funded for capacity improvements and safety improvements including resurfacing, lighting, signage, pavement markings, turn lanes, intersection/interchange improvements, traffic signals, railroad crossings, bridge improvements, intelligent transportation systems, TSM&O strategies that increase throughput and Intermodal Connections. Projects can be funded for construction or design-build.

The ACNP fund code is to be used when programming these projects. All projects selected for this program must meet federal funding requirements as outlined in these instructions. The group identifiers for SIS (SIS), strategic growth (SISG), and/or NHS (NHSC) are to be used for quick fix funded projects. All projects selected for this program should also be tagged with the “QFIX” item group identifier.

Projects must be approved by the Assistant Secretaries prior to funding.

## **F. OFF-SIS FUNDING OPPORTUNITIES**

As a result of the 2022 SIS Policy Plan Update, the SIS program has extended funding opportunities to projects that demonstrate support of a SIS facility. The framework for funding projects off the SIS through the SIS program includes three areas: project types, evaluation criteria, and project selection process.

### **1. PROJECT TYPES**

To be eligible under project types, projects should support existing SIS facilities that involve at least two of the following elements and meet evaluation criteria requirements:

- |  |  |
|--|--|
| • Highway widening                                       | • Bicycle/pedestrian facility improvements                   |
| • Fixed guideway transit                                 | • Automated, Connected, Electric, and Shared Mobility (ACES) |
| • Intersection improvements                              | • Freight improvements (e.g., truck parking)                 |
| • Transportation Systems Management & Operations (TSM&O) | • Safety improvements  |
| • Intelligent Transportation System (ITS)                | • Resilience improvements                                    |

*Note: Only the construction or design-build phase of the project will be eligible for funding.*

Standalone modal projects are not eligible for funding under the project type area. For a list of additional ineligible projects – see the [SIS Funding Eligibility Guidance](#)

## **2. PROJECT EVALUATION**

Districts should rank projects that enhance modal choice, provide a community-centric focus, and diversify SIS funding and improvement types.

Projects off the SIS are evaluated based on two categories of criteria: eligible facilities and evaluation criteria.

### *Off-SIS Highway Eligible Facilities*

To qualify for SIS funding when the project is off the SIS, the project should be located on an eligible facility. Facility eligibility is determined by:

- Arterial or higher functional classifications, **AND**
- An existing minimum 6,000 Annual Average Daily Trips (AADT) or minimum 1,000 Annual Average Daily Truck Trips (AADTT).

*Note: New facilities seeking off-SIS consideration must propose functional classification and forecast traffic for opening year.*

### *Off-SIS Highway Evaluation Criteria*

Projects should demonstrate the movement of people and goods and a benefit to the SIS by meeting the below criteria:

- Increased person or truck throughput on the off-SIS facility by a minimum of 6%, **AND**
- Reduced trips on at least one adjacent SIS facility by a minimum of 5% or 5,000 vehicular trips.

*Note: The regional cost feasible travel demand model should be used for this analysis.*

### *Off-SIS Fixed Guideway Transit*

Off-SIS fixed guideway transit projects should be evaluated based on fulfilling specific criteria for fixed guideway transit.

Projects are rated medium or higher using the State New Starts Transit Program (NSTP) criteria and should demonstrate congestion relief benefits to the SIS. SIS will only fund the construction phase of off-SIS fixed guideway transit projects. The project should be an eligible off-SIS project type as listed in **Section F – Subsection 1. Project Types** to be considered for SIS funding.

*Note: Lane repurposing projects must go through the lane repurposing process in addition to meeting the off-SIS criteria.*

## **3. PROJECT SELECTION PROCESS**

District application packages should include a fact sheet template, application, and instructions/guidance. Once an application is fully completed, districts should prioritize and submit to Central Office SIS for further evaluation and prioritization. Central Office evaluates and

prioritizes projects based on evaluation criteria as outlined above and in conjunction with SIS capacity project requests and selection factors. Once approved, districts will be notified of selected projects

Off-SIS Funding Opportunities will allow the SIS to maintain its strategic focus while providing the opportunity to fund projects that are off the SIS that continue to meet mobility needs that demonstrate support to the SIS network.

## **G. USE OF DISTRICT ALLOCATED FUNDS ON SIS CAPACITY PROJECTS**

### **1. OVERVIEW**

Section [339.135\(4\)](#), F.S., states: “The department shall allocate at least 50 percent of any new discretionary highway capacity funds to the strategic intermodal system (SIS).” In addition, the department’s executive leadership team established the investment policy to allocate up to 75 percent of new discretionary capacity to the SIS and 25 percent to non-SIS. To meet this requirement a portion of district allocated funds must be programmed on SIS capacity projects.

The Ten Year Plan includes projects funded with both statewide managed funds and district allocated funds. For the 2<sup>nd</sup> five years, statewide managed funds are loaded into the tentative work program development cycle file of the work program. Projects funded in the 2<sup>nd</sup> five years with district allocated funds will also be loaded in the tentative work program development cycle (G1) file of the work program. SIS projects funded with district allocated funds loaded in the G1 file will be consistent with those identified in the approved Cost Feasible Plan and Ten Year Plan.

### **2. PROGRAMMING GUIDELINES**

- Programming district allocated funds in the 2<sup>nd</sup> five years should only address capacity projects on the SIS. This would not include resurfacing, rest areas, safety, or weigh station projects.
- Fund codes: Districts should program district allocated funds on planned SIS capacity projects in the candidate file. They should be programmed on approved SIS Cost Feasible Plan projects in the 2<sup>nd</sup> five years of the work program. Support costs for district funded SIS project phases must also be funded with district allocated funds.
- Phase and program number: Use the Program Plan Crosswalk in the references section of this chapter for the appropriate phase and program number combinations.
- Transportation system and work mix: Use Appendix D of these instructions for the appropriate transportation system and work mix.

Item group identifier: When programming SIS projects the appropriate item group identifier should be used: SIS for a mainline SIS facility, SISG for a strategic growth SIS facility, SISC for a SIS connector, SISF for SIS future facilities, and SISN for SIS non-designated. The SIS item group identifiers will be tagged by the Office of Work Program and Budget. For assistance in identifying SIS facilities, please refer to the department’s [SIS Atlas](#)

## **H. TURNPIKE ENTERPRISE**

### **1. OVERVIEW**

The Florida turnpike enterprise includes only those expansion projects in the tentative work program approved by the legislature. Candidate expansion projects must conform to the turnpike enterprise master plan and be added to the SIS prior to seeking approval from the legislature. Expansion projects must be economically feasible consistent to the maximum extent feasible with Local Government Comprehensive Plans and reviewed by Department of Environmental Protection with a required statement of environmental feasibility.

Turnpike enterprise funds shall be programmed in accordance with the Cost Feasible Plan for consistency with department policy and standards.

### **2. PROGRAMMING GUIDELINES**

- Fund codes: See [Part III, Turnpike](#) Tolls Chapter of the Work Program Instructions for the appropriate fund codes.
- Phase and program number: Use the Program Plan Crosswalk in the references section of this chapter for the appropriate transportation system, phase and program number combinations. Also, note the following: Use program number 02 for turnpike improvement construction and transportation system 02, phase 52.
- Transportation system and work mix: Use Appendix D of these instructions for the appropriate transportation system and work mix.

## **I. SIS TRAFFIC OPERATIONS**

See Part III, Chapter 40, Transportation Systems Management and Operations, of these instructions for programming information.

## **J. REFERENCES**

Section [201.15](#), F.S.

Section [339.63](#), F.S.

Section [339.135](#), F.S.

Section [339.155](#), F.S.

Procedure [650-000-001](#), Project Development and Environmental Manual (Noise Abatement)

FDOT Employees can access the Program Plan Crosswalk by using the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>



## PART III - CHAPTER 36: SURVEYING

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## **Part III - Chapter 36: Surveying**

### **A. PROJECT SURVEYS**

#### **1. OVERVIEW**

The Florida Department of Transportation (department) collects survey data and properly stores it in a readily retrieval format. All survey data must be certified by a Florida professional surveyor and mapper. [Chapter 472](#), Florida Statutes (F.S.), regulates surveyors and mappers.

#### **2. PROGRAMMING GUIDELINES**

If the survey is done during the design phase, it should be programmed as part of the design using a phase 32 with the appropriate fund and program number.

If the survey is done during the construction engineering inspection (CEI) phase, it should be programmed as part of the construction inspection using a phase 62 with the appropriate fund and program number.

### **B. RIGHT OF WAY (R/W) MONUMENTATION**

#### **1. OVERVIEW**

Section [335.02\(2\)](#), F.S., requires monumentation of the department's rights of way. The district surveyors and mappers will recommend the appropriate surveyor(s) in the district in coordination with their management to determine the contracting method (i.e. districtwide, post-construction, CEI, etc.). The contracting method for these projects should be determined separately from the contracting method for legacy projects. For example, CEI may be best for current projects while districtwide is best for legacy projects. Each district will determine the most suitable approach.

#### **2. PROGRAMMING GUIDELINES**

- If right of way monumentation services will be contracted immediately following construction and with the engineer of record on a project, it may be programmed as post design using phase 62, program number 40.
- If right of way monumentation services will be contracted immediately following construction with someone other than the engineer of record, it may be programmed as either phase 32 or 62 (32 is the preferred method). Use the same program number as the initial phase 32 or 62, as appropriate. Do not use program number 40.



## **PART III - CHAPTER 37: TRAILS**

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## **PART III - CHAPTER 37: TRAILS**

### **A. SHARED USE NONMOTORIZED (SUN) TRAIL PROGRAM**

#### **1. OVERVIEW**

The Florida Shared-Use Nonmotorized (SUN) Trail program was established in 2015 with enacted changes in 2023 under Section [339.81](#), Florida Statutes (F.S.). The SUN Trail program receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section [320.072](#), F.S., motor vehicle licenses. The Non-Motorized Trail Network for “Wheels on the Roads” (TLWR – fund code) revenues are deposited into the State Transportation Trust Fund (STTF) for use by FDOT to implement the SUN Trail program. Section [335.065](#), F.S., bicycle and pedestrian ways along state roads and transportation facilities, authorizes FDOT to use the STTF to develop a statewide system of interconnected high-priority, strategic, paved two-directional multi-use trails / Shared Use Paths (SUP) for bicyclists and pedestrians.

#### **2. ELIGIBILITY CRITERIA**

To receive consideration for SUN Trail funding, projects must satisfy the following minimum eligibility criteria requirements:

- FDOT must receive a complete SUN Trail “request for funding” (RFF) with all applicable project information including required signatures by the announced deadline through the Grant Application Program online system ([GAP](#)) [FDOT Procedure 525-010-300 Chapter 4](#).
- Funding is limited to developing paved two-directional multi-use trails / Shared Use Paths (SUP) within the geographic area of the SUN Trail network for bicyclists and pedestrians.
  - The SUN Trail network aligns with the Florida Greenways and Trails System Plan’s Priority Land Trail network, overseen by the Department of Environmental Protection’s (DEP) Office of Greenways and Trails (OGT) [Chapter 260](#), F.S., and includes connections to and through lands of the Florida Wildlife Corridor Act (Section [259.1055](#), F.S.)
  - Projects are required to meet or exceed Americans with Disabilities Act (ADA) of 1990 design standards. Projects involving construction on, under, or over the Department’s ROW [on-system or State Highway System (SHS)] adhere to criteria in the FDOTs Standard Plans and Specifications and the FDOT Design Manual (FDM) [Topic # 625-000-002]. **FDM Chapter 224 – Shared Use Paths provides information for projects being developed in the SUN Trail network (any funding source)**. SUN Trail network facilities that are less than the standard, 12 feet in width, require approval by the Chief Planner. Based on the FDM a minimum width of 10 feet is allowable where there is limited right-of-way and short sections of trail with widths of eight feet are allowable in constrained conditions. FDM Chapter 122 – Design Exceptions and Design Variations are through the normal FDOT process. Use the form for Design variations from the FDM, District Design engineer reviews, and if approved, submits it in Project Suite Enterprise Edition (PSEE) to central office. The FDOT Traffic Engineering Manual contains additional requirements for traffic control devices along the SHS. Projects located

- along non-FDOT owned ROW (off-system) typically follow design criteria found in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (MUTCD) and the Florida Greenbook / Procedure 625-000-015. Authority for the Florida Greenbook is established by Sections [20.23\(3\)\(a\)](#), [334.044\(10\)\(a\)](#), and [336.045](#), F.S, and [Rule 14-15.002](#), Florida Administrative Code. At times, the combination of funds used for a project, nature of work, or location along federally classified routes may trigger additional design requirements (e.g. FDOT Structures Manual).
- [Chapter 316](#), F.S. defines bicycles, pedestrians, and other nonmotorized uses.
  - Documentation must be provided that the project is identified as a priority by the applicable authority. At minimum this will include authorized signature in the RFF by the deadline and may include supporting documentation such as adopted prioritization list of projects and / or resolutions.
    - If the project is within a boundary of a Metropolitan/Transportation Planning Organization (MPO), it must be an MPO priority (Section [339.175\(8\)](#), F.S.)
    - If the project is in a nonmetropolitan area, it must be the Board of County Commissioners' priority. Section [339.135\(4\)\(c\)1](#), F.S.
  - Documentation must be provided that a non-FDOT governmental agency is formally committed to the regular day-to-day operation and maintenance of the project (long-term trail manager). At minimum this will include authorized signature in the RFF by the deadline and may include supporting documentation.
  - Eligibility for funding does not supersede location specific requirements which may include but are not limited to project concurrency with the comprehensive plan(s), transportation plan(s), capital improvement plan(s), long-term management plan(s), bicycle and / or pedestrian safety action plan(s), permitting, local ordinances, and zoning.

### **3. INELIGIBLE EXPENDITURES**

Pursuant to Section [339.81](#), F.S., components funded by the SUN Trail program will not include:

- Sidewalks; nature trails; loop trails wholly within a single park or natural area;
- On-road facilities, such as bicycle lanes of routes other than on-road facilities that are no longer than one-half mile connecting two or more (existing) nonmotorized trails, if the provision of non-road facilities is infeasible and if such on-road facilities are signed and marked for nonmotorized use; an exception is made for on-road components of the Florida Keys Overseas Heritage Trail.

SUN Trail funding is for the transportation element of a standard paved asphalt multi-use trail / SUP (note: decking on bridges allows for concrete and “diamond” design standard finish). Allocation of SUN Trail funds will not include the development of additional features and amenities associated with trail projects. The features and amenities include but are not limited to the following:

- Benches, trail furniture, seating areas, or tables;

- Bicycle racks or lockers, bicycle air stations or repair stations;
- Buildings or enclosed structures, restrooms, bathhouses, comfort stations, wayside structures, shades structures, concession stands, overlooks, fishing platforms, boat ramps or launches, transit or ride share facilities, shelters, gazebos, or picnic pavilions;
- Kiosks, interpretive panels, or placemaking signs (regulatory and safety controls are an allowable cost);
- Landscaping (trail stabilization permitted);
- Litter or recycle receptacles, or doggie bag dispensers;
- Parking areas, trailheads, or camping areas;
- Playgrounds or playing fields, fitness equipment, or fitness structures;
- Promotional, marketing, or educational materials;
- Sculptures, monuments, or art; and
- Water fountains, splash zones, spigots, showers, water features, or irrigation equipment.

If other funding sources are available for additional improvements, construction may occur at the same time as the SUN Trail funded aspects. As appropriate, local agencies should coordinate with their respective district.

#### **4. SELECTION CRITERIA**

After determining the RFF meets the minimum eligibility criteria, FDOT will give priority consideration to the continuation of previously SUN Trail funded project phases ready for programming, regional trail systems identified by the Florida Greenways and Trails Council (FGTC), and SUPs that provide connectivity of the Florida Wildlife Corridor which is maintained in the University of Florida's GeoPlan Center data layer as the Florida Ecological Greenway Network (FEGN) Priorities 1, 2, and 3. In 2024, the FGTC identified 14 regional trails systems and reconfirmed the Coast-to-Coast Trail (Item Group C2CT) and the St. Johns River-to-Sea Loop (Item Group SJ2S) as the highest priorities. In addition to the eligibility criteria, the department will evaluate project strengths based on the following selection criteria:

- Enhances the safety of bicyclists, pedestrians, and motorists;
- Recognized as having regional, state, or national importance;
- Additional financial contribution committed to the project;
- Blends transportation modes by completing, improving, or enhancing existing facilities to improve mobility;
- Construction readiness;
- High level of documented public support;

- Significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations;
- Enhances or preserves environmental resources;
- Facilitates a system of interconnected trails by closing a gap in the SUN Trail network; or
- Includes cost-saving elements.

## **5. PROJECT IDENTIFICATION, REVIEW AND SELECTION**

FDOT announces a competitive solicitation cycle through the Florida Administrative Register. Interested governmental agencies submit a complete SUN Trail RFF through [GAP](#) by the announced deadline. RFF proposals received through GAP will be in the District Trail Coordinators (DTC) Lead Reviewers' cue, the DTC processes all RFFs received in GAP and completes the Evaluation (scorecard).

The DTC assembles a district team of experts to evaluate stability of previously programmed project phases and all eligible unfunded needs (including programming the next project phase not in the TWP and as applicable, new RFFs. This district team may include input from the Office of Work Program and Budget (OWPB), the Program Management Office, the Environmental Management Office, the Office of Construction, the Office of Design, the Right of Way Office, the Office of Planning, the Safety Office, etc. The DTC will determine if the RFF meets the eligibility criteria; if so, then the district will evaluate proposals based on the selection criteria to identify the strengths of projects rather than employing a numerical comparison of projects. The DTC will confirm that phase costs associated with the projects are accurate and up to date and will recommend the timeframe for programming the project phases. The evaluation may include but is not limited to conducting site visits to the project locations to determine feasibility and obtaining input from project managers of previously programmed (any funding source) project phases. District staff may seek clarification from the project sponsors, which may include how the project could be divided into phases for funding incrementally over time. The DTC will coordinate with the District OWPB, they can help provide guidance and review the impacts to the work program as a result of funding project phases. The DTC provides the draft prioritization scenario for programming phases (PSP) [which prioritizes the TWP stability (modifications to programmed phases), then, the continuation of previously programmed project phases (past / current AD, AM, G1) that are ready for funding and other eligible unfunded needs to District senior management for comment, revisions, and approval. Once the district PSP is approved, the DTC will work with the District OWPB to create or update candidate files (CA) for the project phases recommended for funding. The DTC transmits the approved PSP (Excel file) to the State Trail Coordinator (STC) that includes all FM numbers, project names, project limits, recommended funding amounts, recommended fiscal years, recommended project phase(s).

The PSP and related project information will be used for central office's assessment and development of the statewide funding scenarios and development of the needs plan. The STC coordinates with DTC and CO-OWPB and develops the statewide funding scenario with new projects in the draft PSP and provides it to central office senior management for comment, revisions, and approval. Upon approval, the final project list is forwarded to the OWPB for programming into the appropriate fiscal

year. Selected project phases are made part of the TWP and included in the public hearing packets developed by the districts.

## **6. PROJECT ADMINISTRATION**

Generally, the department will administer allocations on projects within the existing FDOT right of way (on-system SUN Trail network) for phases funded through the adopted work program. As such, the district will assign a project manager for funded projects. Administration of the funded project phases may occur by another agency if it would be more practical, expeditious, and economical for them to perform the project. Non-DOT agencies may most likely administer funds, and serve as the project manager, on projects that are located outside of FDOTs right of way (off-system SUN Trail network).

For non-FDOT managed projects, the local agency will act as the administering body for the project with the FDOT district office providing necessary oversight. The district will facilitate execution of the Florida Department of Financial Services Catalog of State Financial Assistance ([CSFA](#)) Number 55.038 grant agreement with another government entity. This legal instrument will describe intergovernmental tasks to be accomplished and funds to be paid between government agencies. GAP is the authorized platform for management of agreements for the disbursement of the TLWR funding awards made by the department. Required documents, which include project plans, agency certifications, project reports and invoices, performance monitoring and compliance documentation will also be stored and maintained in GAP. As with all state agreements, they are subject to the Florida Single Audit Act (FSAA), Section [215.97](#), F.S. The district will assign a point of contact to provide necessary oversight, assist recipients, and sub-recipients in complying with the FSAA and ensure that its duties as a pass-through entity (as defined in the FSAA) are accomplished.

Project administration and project development will comply with Chapters [267](#) and [337](#), F.S. [Memorial Designations](#) will comply with Section [334.071\(3\)](#), F.S.

Pursuant to Section [335.065](#), F.S., upon completion of construction, the project shall be operated and maintained by an entity other than the department. The department is not obligated to provide funds for the operation and maintenance of the project. Prior to the completion of design, or prior to the letting/advertisement for construction, for any project proposed for a later phase the department will need the managing entity to enter into a Maintenance Memorandum of Agreement (MMOA) with the department to maintain the facility. This MMOA between the department and a local partner agency will identify maintenance and management responsibilities regardless of if the trail will be within or outside of FDOTs right of way. If the project and funding is managed by a non-DOT agency, then the MMOA obligations are included in the recipient agreement for non-DOT administered contracts. The department has standardized these agreements. Districts will ensure the appropriate agreement is executed.

Although SUN Trail is a state allocation, if any part of the funded project area utilizes federal funds, the entire project area is federalized. This requires adherence to federal procedures for actions such as right of way acquisition, National Environmental Policy Act (NEPA), and Buy America for actions such as the acquisition of real property/land/right of way. NEPA review and approval is by the FDOT district or the Office of Environmental Management as described in the FDOT Project Development

& Environment Manual and pursuant to the NEPA Assignment Memorandum of Agreement signed between FDOT and Federal Highway Administration effective December 14, 2016.

## **7. PROGRAMMING GUIDELINES**

There is no requirement that projects have matching funds, but they may be provided. Local funds should only be programmed when there is a reasonable expectation that the funds will be received from an outside source. If the local agency intends to provide local funds for any portion of a project, reference the Local Funds chapter of the Work Program Instructions for additional programming details.

Beginning July 1, 2017, as funding adjustments occur to match advertisements districts may maintain current year funds and budget up to \$100,000 for SUN Trail funded projects included in the adopted work program under program code TLWR. Funds and budget in excess of up to \$100,000 will be returned to central office on a quarterly basis. The information will be captured in a monthly variance report. If a funded project is completed for less than the total allocation, the remaining allocation will revert to central office for reallocation at the statewide level.

As required for statewide-managed programs, the district must notify the State Trail Coordinator (STC) in the Systems Implementation Office, to request additional SUN Trail funding (for existing projects) before adjustments can be made. Requests will be reviewed in accordance with available TLWR funds and budget and will be coordinated through the Central OWPB office. Notification of approved funding increases will be sent to the DTC and District OWPB for programming.

- Transportation system: Use appropriate transportation system. (See the program plan/work program/budget [crosswalk link](#))
- Work mix: 0106 Bike Path/Trail
- Description: The description field and project limits in WP01 screen should be consistent and include the naming conventions and project limits provided by the applicant and the district trail coordinator. If the district work program has a concern about the information provided (i.e. similar project already in the adopted work program with a different name or not adhering to Item / Segment Description requirements), they should consult with the DTC, who will discuss it with the STC. A course of action will be developed for all related project files to be consistent.
- Fund codes: TLWR or district managed funds, as applicable
- Phase: Use appropriate phase (If only using 54, then all work is included in this phase)

Example: To program a SUN Trail project on SR 123, let by the department, use transportation system 03 with a 0106 work mix and appropriate program number

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	TLWR	\$1,500,000	1	20XX

Example: To program a SUN Trail project on Store Front Road, in which the department is granting the locals trail funding, use transportation system 06 with a 0106 work mix and appropriate program number

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
54	01	02	TLWR	\$1,500,000	1	20XX

- When programming federal funds, an X8 phase should be used.
- Program number: Use appropriate program number
- When TLWR funding is being used in conjunction with a bridge/larger roadway project, assign a separate financial project segment for the TLWR funded aspects.
- Item group: Regardless of the funding source, use appropriate item group identifiers (up to four). **All projects on the SUN Trail network will use item group SUNT.** In addition, all projects within the Coast-to-Coast Trail will use C2CT, all projects within the St. Johns River-to-Sea Loop will use SJ2S, and all projects programmed in Rural Areas of Opportunity (RAO) counties and their communities, shall include REDI as an item group [see Work Program Instructions chapter titled Rural Economic Development Initiative (REDI)].
- Location screen type: **P (Path/Trail)** is used with SUN Trail network components. The SUN Trail network is established in the RCI database with a unique roadway ID and beginning and ending mileposts. The trailway IDs for trails may be obtained from RCI feature 801. The section number for SUN Trail is 931. See Work Program Instructions chapter titled **Location Information for Roadways, Bridges and Trail System**. To obtain the roadway identification number and mileposts, FDOT employees may access the FDOT TDA IView tool at <https://tdaappsprod.dot.state.fl.us/prv/iview/>. Mapping tools for the SUN Trail network, including the GIS shapefile and KMZ file, available here: <https://www.fdot.gov/planning/systems/systems-management/SUNTrail/maps.shtm>

## 8. CONTACTS

The STC or the DTC should address questions related to the SUN Trail program:

<https://www.fdot.gov/planning/systems/systems-management/SUNTrail/contacts.shtm>. Questions related to programming should be addressed to the OWPB.

## REFERENCES

Section [20.055\(5\)](#), F.S., Agency Inspectors General

Section [55.03\(1\)](#), F.S., Judgements

Chapter [119](#), F.S., Public Records

Section [20.23\(3\)\(a\)](#), F.S., Department of Transportation

Section [215.97](#), F.S., Florida Single Audit Act



Section [255.0991](#), F.S., Contracts for construction services

Section [259.1055](#), F.S., Florida Wildlife Corridor Act

Chapter [260](#), F.S., Florida Greenways and Trails Act

Section [267.062](#), F.S., naming state facilities

Chapter [316](#), F.S., state uniform traffic control

Section [320.072](#), F.S., Motor Vehicle Licenses

Section [334.03\(30\)](#), F.S., Definitions—When used in the Florida Transportation Code

Section [334.044](#), F.S., Powers and duties of the Department

Section [334.071](#), F.S., Legislative designation of transportation facilities

Section [335.065](#), F.S., Bicycle and pedestrian ways along state roads and transportation facilities

Section [336.045](#), F.S., Uniform minimum standards for design, construction and maintenance

Section [337.11](#), F.S., Contracting; Acquisition, Disposal, and Use of Property

Section [339.81](#), F.S., Florida Shared-Use Nonmotorized Trail Network

[Catalog of State Financial Assistance \(CSFA\)](#)

[Florida Grant Application Process \(GAP-online system\)](#)

[FDOT Procedure 525-010-300, Local Programs Manual](#) Chapter 4 (GAP)

[Rule 14-15.002](#), Manual of Uniform Minimum Standards for Design, Construction and Maintenance

[Topic #625-000-002—FDOT Design Manual \(FDM\)](#)

[Topic #625-000-015, Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways \(Florida Greenbook\)](#)

FDOT employees can access the program plan crosswalk by using the following link:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>



## **PART III - CHAPTER 38: TRANSPORTATION DISADVANTAGED**

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## **PART III - CHAPTER 38: TRANSPORTATION DISADVANTAGED**

### **A. OVERVIEW**

The Commission for the Transportation Disadvantaged (CTD) was created by the Florida Legislature to coordinate federal, state, and locally funded transportation disadvantaged services, and to administer the Transportation Disadvantaged Trust Fund (TDTF). This is a dedicated trust fund generated from a portion of license tag fees charged on certain vehicles, a portion of the Florida Department of Transportation's (department's) block grant funds, a portion of temporary handicapped parking proceeds, and donations to the transportation disadvantaged voluntary dollar program.

Authorized under Chapter [427\(1\)](#), Florida Statutes (F.S.), the CTD functions independently of the control, supervision and direction of the department; however, the CTD is assigned to the Office of the Secretary for administrative and fiscal accountability. The transportation disadvantaged (TD) program is administered statewide. Central office CTD staff are responsible for programming projects in the Work Program Administration system.

The budget for the TD program is operating and now subject to Chapter [216](#), F.S., which governs regular operating budget.

### **B. PROGRAMMING GUIDELINES**

- Transportation system 14 and program number TD are used for all transportation disadvantaged projects.
- Four forms of grants are available:
  - Trip and equipment grants to provide transportation disadvantaged services (non-sponsored transportation) for those eligible individuals who are not sponsored by other agencies for life-sustaining trips (i.e., medical, employment, education, etc.). The matching requirement for local funds is 10% of the total project cost for trip/equipment grants only
  - Planning grants provide for the accomplishment of the duties and responsibilities of the Designated Official Planning Agency as set forth in Chapter [427](#), Florida Statutes, Rule 41-2, Florida Administrative Code, commission policies and the Fiscal Year 2022-23 program manual and application for the planning grant
  - Capital equipment grants (Shirley Conroy) to purchase capital equipment that supports the transportation disadvantaged program in accordance with Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code, the most current commission policies and the program manual and application instructions for the Shirley Conroy Rural Area Capital Assistance Grant
  - Innovative Service Development Competitive Grant supports more cost effective and time efficient services to the transportation disadvantaged. This grant program has the goal of identifying and testing mobility access solutions that can be applied in communities based on project outcomes that meet specific objectives. This program was approved only for FY22-23.

- Work mixes are 8172, capital for transportation disadvantaged systems; and 8173, operating for transportation disadvantaged systems.
- Three million dollars of the TDTF revenues are district dedicated revenue (DDR) funds and are allocated in Schedule A and Schedule B. These funds are directed to the CTD by a policy set by the executive leadership team. The CTD programs the DDR funds as TDDR. The funds are distributed by the statutory formula for DDR funds to the districts and to each county to the extent feasible through the programming of applicable projects. Use phase 12, 14, or 84 and program number TD for programming these projects.
- Per Chapter [339.0801\(3\)](#), F.S., ten million dollars is transferred to the Transportation Disadvantaged Trust Fund each year. These funds are derived from revenue generated by additional vehicle tag and title fees. As these funds were received, they were allocated to the Transportation Disadvantaged Trust Fund as the TDTF fund code. In order to clearly show compliance with state law, a new fund code was established for tracking purposes. The Transportation Disadvantaged Economic Development (TDED) fund was established (phase 84).
- Four million four hundred thousand (\$4,400,000) of DPTO funds allocated in schedule B are allocated to the Transportation Disadvantaged Trust Fund as the TDTF fund code (phase 84).
- Sixteen million nine hundred forty three thousand nine hundred fifty three (\$16,943,953) which represents 15% of the Department of Transportation public transit block grant program is allocated to Transportation Disadvantaged Trust Fund as the TDTF fund code (phases, 84, 14). See Schedule B published by the Office of Work Program and Budget
- Revenues based on projections received from Florida Highway Safety Motor Vehicles (HSMV) are allocated to the Transportation Disadvantaged Trust Fund as the TDTF fund cone (phases 81, 84, 14).

## **C. REFERENCES**

Chapter [427](#), F.S.



## **PART III - CHAPTER 39: TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)**

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## **PART III - CHAPTER 39: TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)**

### **A. OVERVIEW**

The Transportation Regional Incentive Program (TRIP) was created pursuant to Section [339.2819](#), Florida Statutes (F.S.), to provide an incentive for regional planning, and leverage investments in regionally significant transportation facilities (roads and public transportation) in regional transportation areas created pursuant to Section [339.155](#), F.S.

TRIP provides matching funds of up to 50 percent (%) of the cost of improvements to facilities that function as part of an integrated national, statewide, or regional transportation system. Applicants for TRIP funding must provide matching funds of 50% or more and, if required, execute an interlocal agreement to ensure that TRIP funding will be exclusively used to improve facilities identified in the capital improvement element of a comprehensive plan that has been determined to be in compliance with Chapter 163, Part II, F.S. Eligible applicants include, but are not limited to:

- MPOs comprised of three or more counties
- Two or more contiguous MPOs
- One or more MPO and one or more contiguous counties that are not MPO members
- Two or more contiguous counties that are not MPO members
- A multi-county regional transportation authority created by or pursuant to law

Projects funded under TRIP must be included in the department's work program.

TRIP funded projects must meet requirements of Section [339.155](#), F.S., and the minimum eligibility criteria defined therein and as follows:

- Serve national, statewide or regional functions and function as part of an integrated regional transportation system.
- Are identified in the capital improvements element of the applicable local government comprehensive plan that is in compliance with state requirements.
- Are included in the MPO LRTP, the STIP and TIP and be consistent with the local government comprehensive plan.



- Are consistent with the Strategic Intermodal System (SIS) plan developed under Section [339.64](#), F.S.
- Are in compliance with local corridor management policies.
- Have commitment of local, regional or private matching funds.

In addition, the department must give priority to projects that:

- Provide connectivity to the strategic intermodal system (SIS).
- Support economic development and goods movement in rural areas of critical economic concern designated under Section [288.0656](#), F.S.
- Are subject to local ordinances that establish corridor management techniques per Section [339.2819\(4\)\(c\)\(1\)](#), F.S.
- Improve connectivity between military installations and the strategic highway network or the strategic rail corridor network.

Section [337.14\(7\)](#), F.S, enacted during the 2019 legislative session, expressly prohibits the use of the same entity for design services and construction, engineering and inspection (CEI) services when the project is funded, wholly or part, by the department and the project is administered by a local agency. Any state or local laws, regulations, or policies that allow the engineer of record to perform CEI services on the same TRIP project are preempted on July 1, 2019, the effective date of section [337.14\(7\)](#), F.S.

## **1. FUND DISTRIBUTION**

Funds provided for this program shall be distributed to the districts via statutory formula.

The department shall provide a maximum of 50 percent (%) of eligible costs for eligible projects. For the purposes of the match requirement for TRIP, a project is defined as any eligible phase or combination of phases proposed for funding. Rural counties qualifying under the Rural Economic Development Initiative (REDI) program may apply for a waiver or reduction of the required 50% local match. To be eligible for a waiver or reduction of match requirements, a county or community must meet the statutory definition of rural (Section [288.0656\(2\)\(e\)](#), F.S.) and such county or community must have three or more of the economic distress conditions identified in Section [288.0656\(2\)\(c\)](#), F.S. Detailed definitions and additional information are set forth in the REDI chapter of the work program instructions. Only that geographic portion of the project falling within the qualified rural area is eligible for the waiver.

There are two revenue sources for TRIP:

- A portion of document stamp tax revenues are used for TRIP as specified in Section [201.15\(1\)\(c\)](#), F.S. The revenues are allocated for TRIP with the fund code **TRIP**.
- In 2015, the Florida Legislature passed [Senate Bill 2514-A](#), amending Section [320.072](#), F.S., increasing the distribution of revenues generated by certain motor vehicle registration transactions. Per the new legislation, “Wheels on Road” revenues will be deposited into the State Transportation Trust Fund (STTF) for use by the department. These revenues shall be used under the newly established fund **TRWR**.

## **2. PROJECT AGREEMENTS**

Subsequent to the district’s selection of a project for inclusion in TRIP, a State Funded Grant Agreement (SFGA) or Local Agency Program (LAP) agreement must be executed. Sample agreements are available on the department’s [TRIP webpage](#).

- The agreement shall specify the terms and conditions of state participation in the project, and include a notice that use of the same entity for design services and CEI services is prohibited by Section [337.14\(7\)](#), F.S. The project shall be programmed in accordance with the terms of the agreement.
- If the county has not executed the SFGA or LAP agreement within six months after selection of the project, the district may make the funds available for the next highest-ranking project for which there are adequate funds.

## **B. PROGRAMMING GUIDELINES**

All project phases may be considered for TRIP funding, with the exception of in-house phases. Right of way and construction phases should be given the highest priority in the early years of the program. TRIP funds may be used on the SIS provided that SIS facilities are designated as regionally significant facilities in a regional transportation plan and matching funds are committed to a SIS project. TRIP funds are not limited to use on projects on the state highway system.

Note: There is no requirement that a phase be fully funded by TRIP and the required match. Private funds may be part of local matching funds required for a TRIP project.

## **1. PROJECTS MANAGED BY THE DEPARTMENT**

The following example is a department managed construction project estimated at \$100,000 with the maximum matching funds of 50 percent from TRIP:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	TRIP/TRWR	\$50,000	1	20XX
52	01	02	LFP	\$50,000	1	20XX

The following is an example for a department managed construction project estimated at \$100,000 where the matching funds from TRIP is 40 percent of project cost:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	TRIP/TRWR	\$40,000	1	20XX
52	01	02	LFP	\$60,000	1	20XX

Note: In this example, the local share will need to increase to cover the total project cost.

## **2. FEDERAL FUNDS MATCH**

Federal earmarks or Federal Transit Administration (FTA) funds may not be used as a match for TRIP. However, federal earmarks and FTA funds may be used to arrive at the “project cost” amount for determining the amount of TRIP funds that need to be used to totally fund the project. In other words, the split would be based on the total project cost less the amount of the federal earmark or FTA funds.

In this example, the HPP funds (federal earmark of \$20,000) is deducted from the \$100,000 leaving \$80,000 to be split between TRIP funds and the local match (LFP). This example assumes the maximum matching funds of 50 percent from TRIP and the project is department managed.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	TRIP/TRWR	\$40,000	1	20XX
52	01	02	LFP	\$40,000	1	20XX
52	01	02	HPP	\$20,000	1	20XX

Federal-aid highway projects, on or off the SHS: For projects that are located on an eligible federal-aid highway, the district/MPO may use federal SU funds for the required 50% match.

**NOTE: Using federal funds on a project managed by a county or city requires the project to meet all federal requirements and the jurisdiction to be LAP certified.**

The following example is of a department managed construction project estimated at \$1,000,000 where the district/MPO uses federal SU funds for the required match, assuming the maximum matching funds of 50% from TRIP.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	TRIP/TRWR	\$500,000	1	20XX
52	01	02	SU	\$500,000	1	20XX

Note: In the above example, the federal SU funds are to be authorized at 100% in the Federal Aid Management System.

For LAP projects, if there are any non-participating costs associated with the project, local funds must be programmed to cover these costs. This example assumes the maximum matching funds of 50 percent from TRIP, the project is managed by local government and the total estimated cost is \$1,000,000.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
58	01	02	TRIP/TRWR	\$500,000	1	20XX
58	01	02	SU	\$409,650	1	20XX
58	01	02	LFP	\$90,350	4	20XX

Note: In the above example, the federal funds are authorized at 100% in FAMS. There are non-participating costs associated with the project which are not eligible for federal SU funds and local funds are programmed to cover these costs.

### **3. PROGRAMMING AN IN-KIND MATCH**

In-kind match: In-kind services are goods, commodities, or services received in lieu of cash payments.

- Goods and commodities should be valued based on their current market value in accordance with generally accepted accounting principles as determined by the Office of

the Comptroller. The value for land donated should be determined in accordance with guidelines established by the Office of Right of Way. (See Part III, Chapter 28, Right of Way, of these instructions.)

- Departmental right of way acquisition procedures must be followed by the local governments on all TRIP funded projects located on the state highway system regardless of the phase of work being funded through TRIP. Local governments may use their own right of way acquisition procedures for TRIP funded projects off the state highway system unless federal funds are or will be used on the project. In that case, the local government must comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- Property donated by local governments for right of way as the local share for a qualified project must comply with the requirements of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. 4601, et seq., and implementing federal regulations, 49 CFR Part 24 and 23 CFR Part 710, if federal funds will be used in any phase of the project. Other requirements for the acquisition of right of way should be determined in accordance with guidelines established by the Office of Right of Way.
- The excess of an in-kind match valued in excess of the required match will not generally be applied towards another project. On a case by case basis, an exception may be made for project segments in a regional corridor that are part of an implementation plan for that corridor.
- The in-kind match may be used dollar for dollar to match TRIP funds.

Example: A local government offers \$4,000,000 in right of way plus cash of \$3,000,000 as the required match for a \$10,000,000 TRIP construction project. The total project cost for matching purposes would be \$14,000,000; \$7,000,000 are programmed for TRIP and the total local match is \$7,000,000 which includes right of way plus cash. This example assumes the maximum matching funds of 50 percent from TRIP.

If the department were managing the construction project, it would be programmed as follows:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
43	01	00	LF	\$4,000,000	4 (In-Kind Match)	20XX

52	01	02	TRIP/TRWR	\$7,000,00 0	1	20XX
52	01	02	LFP	\$3,000,00 0	1	20XX

#### **4. PROGRAMMING A REDI MATCH WAIVER OR REDUCTION OF MATCH**

Rural counties qualifying under the REDI program may apply for a waiver or reduction of the required 50% local match. Only that geographic portion of the project that falls within the qualified rural area is eligible for the waiver.

Example: Project on the state highway system (managed by the department):

A project on the state highway system in Madison County is approved for TRIP funding. The total cost for construction is \$12,000,000. Madison County is eligible for a reduction or waiver of the match under the REDI. For this particular project, Madison County has requested and been approved to reduce their match to 25%. The district has decided the scope of the project is to remain the same and will use DS funds to cover the difference between the TRIP, the local match and the total cost of construction.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	02	TRIP/TRWR	\$7,000,00 0	1	20XX
52	01	02	LFP	\$1,750,00 0	1	20XX
52	01	02	DS	\$3,250,00 0	1	20XX

Note: While the match requirement would be \$7,000,000, in this example the local government only pays \$1,750,000 (25% of the match). The remainder of the cost of construction, \$3,250,000, may be covered by district managed funds. The project would be tagged with the REDC item group identifier to indicate the approved reduction in match.

Example: Project off the state highway system (managed by the local government):

A project, off the state highway system in Madison County, is approved for TRIP funding. The total cost for construction is \$12,000,000. Madison County is eligible for a reduction or waiver of the match requirement under the REDI. For this particular project, Madison County has requested and been approved for a waiver of the required match. The district has determined that the scope of the project will be reduced to the level of the available funds. This example assumes that no more than 50% of project costs are funded with TRIP funds.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
54	01	02	TRIP/TRWR	\$6,000,00 0	1	20XX

Note: This project would be tagged with the WAIV item group identifier to indicate the waiver of the match requirement.

If the district had determined the scope of the project needed to remain the same, the district would need to identify other available district managed funds for which this project would qualify. Being an off system project, the availability of other qualifying funds is limited. As authorized under the REDI pursuant to Section [288.0656\(7\)\(a\)](#), F.S., and the waiver of financial match requirements in Section [288.06561](#), F.S., the department may use TRIP funds or other district funds to pay for 100% of project costs for eligible rural areas of opportunity so long as all other TRIP eligibility requirements are met.

Example: Project off the state highway system (managed by the local government):

A project, off the state highway system in Madison County, is approved for TRIP funding. The total cost for construction is \$10,000,000. Madison County is eligible for a reduction or waiver of the match requirement under the REDI. For this particular project, Madison County has requested and been approved for a waiver of the required match. The district has determined the scope of the project needs to remain the same and being off system project, the availability of other qualifying funds is limited. The district is using TRIP funds to pay for 100% of project costs.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
54	01	02	TRIP/TRWR	\$10,000,00 0	1	20XX

Note: This project would be tagged with the WAIV item group identifier to indicate the waiver of the match requirement.

Use appropriate program number, phase and transportation system.

## **5. STATE INFRASTRUCTURE BANK MATCH**

Funds loaned from the State Infrastructure Bank (SIB) may be used to fund half of the local match for TRIP funds. Future repayments to the SIB must be made from federal SU or local funds.

- For state highway system projects, SU funds may be used for the repayment.
- For federal-aid highway projects that are off the state highway system, SU funds may be used for the repayment.
- For additional information on SIB loan requirements, see the State Infrastructure Bank chapter of these instructions.

Questions related to the TRIP should be addressed to the Office of Program Management. Questions related to programming should be addressed to the Work Program Development and Operations Office.

## **6. DISTRICT TRIP COORDINATORS**

Central Office	Lorraine Moyle	(850) 414-4383
District One	Lisa Brinson	(863) 519-2836
District Two	Jim Knight	(904) 360-5646
District Three	Tanya Branton	(850) 330-1550
District Four	Mya Williams	(954) 777-4608
	Sabrina Aubery	(954) 777-4585
District Five	Precious Lewis	(386) 943-5452
District Six	Jessica Beck-Galindo	(305) 470-5404
District Seven	Stephen Benson	(813) 975-6427



**C. FLORIDA GRANT APPLICATION PROCESS (“GAP”) SYSTEM:**

The Florida Grant Application Process (“GAP”) system, launched on Monday, June 7, 2021, is the authorized platform for the submission and receipt of applications for TRIP funding; and the management of agreements for the disbursement of TRIP funding awards made by the department. Required documents, which include project plans, agency certifications, project reports and invoices, performance monitoring and compliance documentation should also be stored and maintained in GAP.

**D. REFERENCES**

Section [163.01](#), F.S.

Section [163.3177\(3\)](#), F.S.

Section [201.15\(1\)\(c\)](#), F.S.

Section [288.0656\(7\)](#), F.S.

Section [320.072](#), F.S.

Section [339.135\(3\)\(d\)](#), F.S.

Section [339.155\(4\)](#), F.S.

Section [339.2819](#), F.S.

Section [339.64](#), F.S.

[SB 2514-A](#)

42 U.S.C. 4601

49 CFR – Code of Federal Regulation part 23 & 24.

[Guidance Document 10 - Guidance for Local Government Match Right of Way Contributions for Growth Management \(TRIP\) Projects](#)



## **PART III - CHAPTER 40: TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSM&O)**

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## **PART III - CHAPTER 40: TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSM&O)**

### **A. OVERVIEW**

Transportation Systems Management and Operations (TSM&O) is the application of technology and communications to improve the management, operations, safety, and efficiency of transportation systems. The TSM&O program includes all aspects of planning, systems engineering, design, construction, maintenance, and operations that involve transportation system management and operations, traffic operations, traffic engineering, and intelligent transportation systems (ITS). This program develops and applies solutions to traffic operations problems that do not commonly require major structural alterations of existing or planned roadways.

In programming TSM&O improvements, use of the Metropolitan Planning Organization (MPO) or Transportation Planning Organization (TPO) congestion management system plan is encouraged. TSM&O projects may be programmed on or off the intrastate highway system. Priority should be given to Strategic Intermodal System (SIS) TSM&O projects and projects that support achieving goals within the TSM&O strategic plan. Action plans are available from the SIS coordinator in each district, and they should be reviewed for identification of planned operational improvements.

TSM&O projects improve capacity and mobility through better management of traffic and vehicles on the roadway and may include:

- Advanced public transportation systems
- Advanced traffic management systems and traffic signal systems
- Arterial management systems
- Advanced traveler information systems
- Commercial vehicle operations
- Connected vehicle systems and emerging transportation technologies
- Electronic toll collections
- Freeway and incident management systems
- Integrated corridor management systems
- Transportation and traffic management centers

One or more traffic monitoring sites should be considered in conjunction with each construction project which has a type of work consistent with the construction of such sites. Examples of compatible work types include traffic signals, resurfacing, reconstruction, and other work that involves either pavement surfaces or electrical systems.

**1. TSM&O PROJECTS**

- District TSM&O engineers will submit new projects to the central office TSM&O program development engineer for consideration.
  - New projects should be based on the needs in that district.
- Central office TSM&O program development engineer will review funding requests and notify the District TSM&O engineers and district work program managers of the potential list.
- District work program manager should develop a candidate file for new funding requests after projects have been reviewed by the central office TSM&O program development engineer.
- District TSM&O engineers must coordinate with district work program managers regarding projects or project modifications proposed for funding.
- TSM&O funded projects are managed on a statewide basis, but each district will be allowed to keep up to \$25,000 for unforeseen use. Funds in excess of \$25,000 will be returned to central office on an annual basis. These funds cannot be used for other TSM&O projects unless approved by the central office TSM&O program development engineer.
  - Additionally, federal funds may be used for the operating costs for traffic monitoring, management, and control systems, such as integrated traffic control systems, incident management programs, and traffic control centers. Operating costs as defined by legislation include labor costs, administrative costs, cost of utilities and rent, and other costs associated with continuous operation of traffic systems. These costs are all eligible for federal reimbursement from the National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), and Surface Transportation Program (STP). If a project is located in air-quality non-attainment and maintenance areas, and in compliance with the eligibility requirements of 23 USC 149(b), Congestion Mitigation and Air Quality Improvement (CMAQ) funds can be used for three years for operating costs over a 5-year period, but those systems must measurably demonstrate reductions in traffic delays.
- All TSM&O projects should have an item group identifier of ITS and all connected & automated vehicle (CAV) projects should have an item group identifier of CAV. All electronic vehicle (EV) projects should have an item group identifier of SUBR.

**2. DEFINITIONS**

- Capital projects: These projects consist of the initial installation and deployment of ITS infrastructure, Transportation Management Centers (TMC), communications systems, ITS field devices, or TMC software and operator consoles acquisitions.
- Electric Vehicle Charging Stations: These projects are related to the direct cost of deployment of electric vehicle charging stations. This includes EV infrastructure concept design, procurement support, preliminary environmental analysis, industry outreach and stakeholder engagement, overseeing the work implementation, and assisting the department with internal and external

coordination including reporting to the FHWA. Projects may also include workforce development activities and no more than five (5) years of operations and maintenance.

- Innovative Technology Deployment (formerly Commercial Vehicle Information System Network – CVISN): These projects consist of the ITS system elements that support commercial vehicle operations. ITD includes information systems owned and operated by governments, carriers, and other stakeholders. Funding grants are available from the Federal Motor Carrier Safety Administration.
- ITS equipment replacement: These are periodic projects consisting of major ITS and express lanes field or TMC equipment upgrades or replacements due to equipment reaching their end of life or that are obsolete. This includes upgrades and replacement of computers, software applications and software licenses specifically used for traffic management, including acquiring maintenance agreements that support this equipment. Funds have been set aside to provide for the established lifecycle replacement of equipment and must be programmed to the levels approved by the executive leadership team. Cost associated with maintaining these systems are necessary operating expenses so that traffic monitoring, management, and control facilities or programs can provide their intended functions, may use federal funds.
- ITS routine maintenance: These projects consist of preventive maintenance, minor and major maintenance, such as: regularly scheduled inspections, cleanings, greasing, tightening, recalibration, pest control, and repairs, premature replacements, troubleshooting, vandalism, thefts, and accidental fiber or conductor cuts repairs, weather events, and other acts of nature. Routine maintenance activities will identify nonfunctioning equipment that may be replaced with these projects, such as hardware replacement of ITS, express lanes and traffic signal systems field devices, TMC equipment, or communications equipment. ITS routine maintenance needs are funded with maintenance funds allocated to the districts. The allowance for preventive maintenance in Title 23(10) and other federal-aid policies can allow these costs to be eligible for federal funding if it is critical to the successful operation of the system.
- Pushbutton contracts: These projects are utilized to provide a quick response for unplanned issues concerning traffic signalization, signing, pavement markings and miscellaneous roadway improvements.
- Rapid Incident Scene Clearance (RISC): These projects are established to provide quick, safe clearance of large vehicle crashes. RISC has been formed to support the State of Florida's open roads policy and is utilized in conjunction with the Florida Highway Patrol.
- Road ranger service patrol: These projects are established to improve the overall safety and mobility of the surface transportation system. Road rangers provide maintenance of traffic services during incidents, assist in incident management and response, clear disabled vehicles from travel lanes, clear debris from travel lanes, change flat tires, jump-start vehicles and make minor repairs, provide up to five gallons of fuel, provide stranded motorists up to three free local calls, and monitor abandoned vehicles and notify FHP.
- Regional Transportation/Traffic Management Center (RTMC): Facilities that may contain multiple agencies involved in the management and operations of transportation facilities and services.

These centers are usually hubs for communications infrastructure and contain information systems that support transportation facilities and services.

- **Transportation Management Centers (TMC's) operations contracts:** These contracts are written to operate TMCs and any contracts for service needed for incident management, providing traveler information services, or general services for ITS program management. Funds have been set aside to provide for operations costs and must be programmed to the levels approved by the executive leadership team. In addition to the cost associated with designing and procuring the computer systems used, other eligible activities include regularly checking the computer components and any corrective measures or upgrades (software or hardware) to ensure they are fully functional and can use federal funds.
- **Traffic signal retiming:** Traffic signal retiming is the process of analyzing the exiting traffic signal phase and timing to optimize its operation to serve the changing traffic signal demand pattern with time using various proven methodologies. The retiming can be performed on a stand-alone signal or a group of signals that may or may not operate in coordination with each other.
- **Traffic signal maintenance:** These projects are typically contracted with local governments with a Traffic Signal Maintenance & Compensation Agreement (TSMCA) and consist of maintaining the traffic signal infrastructure for their continuous operations by means of preventative maintenance or responsive/emergency maintenance activities. The maintenance activities include maintaining signals that are interconnected with telecommunications and are monitored at a central location, traffic signal systems (central computer, cameras, message signs, communications devices, interconnect / network, vehicle, bicycle & pedestrian detection devices, traffic signal hardware and software, preemption devices, and uninterruptible power supplies), control devices (intersection control beacons, traffic warning beacons, illuminated street name signs, school zone flashing beacons, pedestrian crossing beacons, and rectangular rapid flashing beacons), and emergency/fire department signals and speed activated warning displays. Any of these activities may use eligible federal funds for maintenance costs. District's that experience local governments withdrawing from a TSMCA may choose to perform this work with their ITS routine maintenance contract.

### **3. TEN YEAR TSM&O COST FEASIBLE PLAN**

A ten-year cost feasible plan is developed to address the most urgent needs along Florida's major routes of significance, which include limited access and non-limited access "on system" facilities. There is an annual set-aside of at least \$25 million of Strategic Intermodal System (SIS) funds for transportation systems management and operations (TSM&O) and intelligent transportation system (ITS) projects within the ten-year plan.

The following are included in the ten-year plan:

- ITS Projects using a work mix chosen from the "ITS." work mix list
- ITD (CVISN) ITS projects
- ITS programmed within construction

- ITS equipment replacement
- ITS routine maintenance
- ITS operations contracts
- Road ranger service patrol
- Rapid incident scene clearance (RISC) projects
- Traffic signal maintenance projects
- Traffic signal retiming projects
- Express lane projects
- SunGuide ATMs software
- Limited-access facilities with district allocated funds
- Projects identified by other sources, such as other program offices
- ITS on turnpike
- Installation of new traffic signals

#### **4. WORK PROGRAM VERSUS OPERATING**

Costs which should use work program budget (08.. budget category) under the TSM&O Program:

- Deployment of ITS field devices to include dynamic message signs, turning movement count equipment, roadside sensors, closed circuit television cameras, and vehicle detection systems
- Deployment of advanced traffic signal systems
- Deployment of environmental sensor stations (i.e., road weather information systems)
- Deployment of probe data collection technologies
- Deployment of communications infrastructure
- Deployment of connected vehicle technology
  - Design may be eligible if for a specific corridor
- Construction of TMCs
- Outfitting of TMCs with traffic management equipment and devices such as with video wall, operator consoles furniture, workstation computer equipment, servers, etc., pursuant to FAC 60A-1.017
  - Any additional general furniture purchased after initial build of the TMCs must use operating budget



- Operations of the TMCs
- Replacement of aging equipment
  - ITS, express lanes and traffic signal systems Field Devices and TMC equipment
  - Operator workstation electronic control stations
- Road ranger service patrol/severe incident response vehicle operations
- Software needed to operate TMCs including operational support by vendor
  - Equipment purchased that is not used exclusively for this purpose should be funded with operating budget
  - Workstation operating systems
  - Service operating system
  - Database software (Oracle, etc.)
  - Security system software
  - Firewall software
  - Other specialized software
- Traveler information systems (511 system)
  - Includes operational and marketing support by the vendor
- TSM&O design work
- Traffic Signal Maintenance and Compensation Agreements (TSMCA)
- TSM&O studies
- Rapid incident scene clearance
- Construction engineering and inspection (CEI) work to support the deployment of ITS
- General consultant activities to support the deployment of ITS
- Power needs for field devices

Costs which should use operating budget under the ITS program include, but are not limited to, equipment and facilities as well as facilities costs. Provided below are examples of costs that are not eligible for work program funding; consequently, they are to use operating budget.

- Power needs for TMCs
- Janitorial services for TMCs
- Replacement of general office furniture

- TMC grounds upkeep (mowing and weed control)
- Standalone service agreements
- TMC building maintenance
- Security access systems
- Phone and internet service
- Water and sewer

The lists of eligibility for work program budget versus operating budget are not exhaustive lists. A cost is eligible for work program budget if it is for the deployment of ITS systems or the direct support of ITS systems such as capital purchase of new operator consoles. If the cost is dealing with maintenance and expenses to keep the TMC building in operational shape, the budget is operating.

## **B. PROGRAMMING GUIDELINES**

### **1. STAND ALONE TSM&O PROJECTS**

- Transportation system: Projects must be programmed on a specific highway (system 01-04, 06) or Modal Development (system 08-11) transportation system. Regional transportation/traffic management centers should be programmed as non-system specific improvements (system 13).
- Item group identifier: The ITS group identifier must be used on all TSM&O projects. The identifier should also be used when there is ITS work being completed as part of a larger construction project in which ITS may not be the major function of work.
- “Push button contracts” should include bills of materials and installation tasks (pay item numbers), without specifying project location. Such projects should be programmed under a districtwide item, using the contract class most appropriate to the letting or contract type. Design build push button contracts should be programmed as contract class 9.
  - FHWA will not require a work plan and SEP-15 experimental approval from HQ for these low-cost contracts. The FHWA considers “low-cost contracts” to be 1 or 2 year contracts awarded to the lowest responsive bidder for construction of projects that for FHWA categorical exclusions (CE) under the National Environmental Policy Act (NEPA) and where the total value of task or work orders does not exceed \$2,000,000 per year.
- The following program numbers are most used for TSM&O projects:
  - 07: Traffic operations – Traffic signal deployments, signing, pavement markings and operational roadway improvements
  - 08: Traffic systems – Traffic signal maintenance and traffic signal retiming, ITS freeway management, RISC, traffic engineering and operations consultants, replacement of express lanes tolling infrastructure and operational support
  - EV: Electric Vehicle Infrastructure

- TI: Intelligent Transportation System – Equipment operations
- TM: Intelligent Transportation System – Traffic Signal Maintenance
- TR: Intelligent Transportation System – Equipment replacement
- Phase: Use phase applicable to the type of work.
  - DITS funds can not be used on phase 32 “PE Consultant” and program number SD “PE Consultant Stipends”.
- Projects must be programmed using one of the following work mixes:
  - 0207: Electric Vehicle Charging – Planning, project development, design, procurement, installation, integration, maintenance, and operations of electric vehicle charging infrastructure in relation to the National Electric Vehicle Infrastructure Program.
  - 0714: Traffic signal update – Replacing some or all components of a traffic signal at an intersection to bring them up to the operations needs for the current intersection traffic needs. Traffic signal updates include retrofit of adjustable pivotal hangers or computerized traffic signal system.
  - 0715: Traffic engineering study - A detailed examination and analysis of a transportation system to achieve the safe and efficient movement of people and goods on roadways. It focuses mainly on research for safe and efficient traffic flow, such as road geometry, sidewalks, and crosswalks, cycling infrastructure, traffic signs, road surface markings, and traffic lights.
  - 0716: Traffic signals – Installation of new traffic signals.
  - 0717: Traffic control devices/systems – Refers to an interconnected or non-interconnected (standalone) set of electronic traffic signals that provides for progression through intersections.
  - 0750: ITS communication systems - Projects include the planning, design, deployment, and integration of communications infrastructure that support ITS. ITS communications media include: fiber optics, microwave radio, and other infrastructure that are needed to support wide area or network use of other wireless technologies such as cellular digital package data (CDPD), dedicated short-range communications (DSRC), or Bluetooth networks and technologies. Examples of project names that should be identified with this work mix include fiber optic network, microwave backbone, wireless networks, or connected vehicle (CV) networks.
  - 0751: Other ITS - should be used for ITS projects that do not meet any of the other descriptions of ITS work mixes identified herein. The project description should contain the ITS market package identified in the statewide ITS architecture and national ITS architecture in the description of the project.

- 0752: ITS surveillance system - projects that provide monitoring of traffic and roadway conditions or security of critical infrastructure such as bridges and traffic management centers. Projects identified in this category should be limited to surveillance or monitoring using closed-circuit television cameras, infrared sensors, or motion sensors. Examples of project names that should be identified with this work mix include video monitoring system, public security surveillance systems or infrastructure security surveillance system.
- 0753: Transportation/traffic management centers - Facilities that may contain multiple agencies involved in the management and operations of transportation facilities and services. These centers are usually hubs for communications infrastructure and contain information systems that support the management and operations of facilities and services. Examples of project names that should be identified with this work mix include regional transportation management center, traffic management center, traffic operations center, and transit management center.
- 0754: Advanced traveler information systems (ATIS) - projects that include the planning, design, and implementation of the integrated provision of data collection, data fusion and dissemination using multiple media (such as television, commercial or highway advisory radio, internet, telephone systems, email, mobile applications, social media platforms, and connected vehicle applications). Examples of project names that should be identified with this work mix include: FL511 (next generation advanced traveler information system), highway advisory radio (HAR) systems, 511 traveler information systems, fl511.com web site, data fusion system, and connected vehicle.
- 0756: Freeway management systems - projects that include the planning, design, deployment, and integration of roadside infrastructure such as vehicle detection devices, road weather information systems, closed-circuit television cameras and other sensors to monitor conditions along a freeway. These roadside devices are connected to a traffic management center using a communications media. In the traffic management center information is fused, analyzed, and processed using specialized software. Advisories and other information are then disseminated to users of the freeway using dynamic message signs, flashing beacon indicators, highway advisory radio and ATIS. Operations with the traffic management center support incident detection, verification, response, and clearance. Other emergency management functions such as evacuation coordination also occur with the traffic management center. Examples of project names that should be identified with this work mix include freeway and incident management systems and advanced traffic management systems along limited-access facilities.
- 0757: TMC software and system integration - Traffic management centers require specialized computer software and hardware for data collection, data fusion and dissemination of real-time traffic and incident information from roadway ITS systems, and the management and operations of these elements. Projects that should be identified using this work mix are those that primarily provide services related to software development, upgrade, or integration of existing systems. Examples of project names that should be identified with this work mix include: TMC software development, system integration, and software upgrade.

- 0758: Innovative Technology Deployments (ITD)/Commercial vehicle information systems and networks (CVISN) - a federal program that brings all data on a commercial vehicle together in one location for the sharing of that data among state agencies. CVISN attempts to bring safety and credentials information from the agencies that regulate and issue credentials and safety checks to the roadside to assist commercial vehicle enforcement officers and inspectors in their day-to-day operations. These include individual safety inspections of trucks, safety audits at trucking terminals and in some cases automated bypass or electronic clearance of pre-approved commercial vehicles to stay on the mainline and out of state weight and safety inspection facilities. CVISN consists of three main components: 1) electronic clearance; 2) roadside safety inspections; and 3) automated credentialing. Examples of project names that should be identified with this work mix include commercial vehicle exchange window system (CVIEW), electronic credentialing system, electronic routing and permitting systems, and electronic payment systems for commercial vehicle operations (CVO).
- 0760: Dynamic message sign (DMS) - devices that provide for the dissemination of information to the public at the facility level. Signs will be mounted over the roadway utilizing full span structures and/or cantilevered structures so that motorists will be able to get feedback on road conditions while traveling on a particular roadway facility. These signs will generally provide information to the motorists about incidents that have occurred that may impact travel and are available to provide motorists information regarding travel times and/or travel speeds. The signs have also been utilized to broadcast messages regarding child abductions, missing adults who have a mental impairment and to assist in the apprehension of those suspected in the death or injury of a law enforcement officer. Example of project names that should be identified with this work mix include dynamic message sign deployment, changeable message sign deployment, and variable message sign deployment.
- 0761: Arterial traffic management – Traffic signal systems that provide for the safe and efficient movement of traffic along urban arterials. These systems are characterized by the interconnection of signals and the use of computers to implement traffic patterns to maximize the throughput of traffic. These systems have the capabilities to receive information from the street through sensors that are either imbedded in the pavement or mounted on the side of the road to make decisions regarding the proper traffic pattern to implement to best move traffic. These systems may include the use of CCTV cameras to monitor the traffic, dynamic message signs to provide feedback to the public, preemption for emergency vehicles, and prioritization for public transit.
- Funding Source:

<b>TSM&amp;O Project Type</b>	<b>Funding Source</b>
Strategic Intermodal System (SIS)	Statewide ITS (DITS)
TSM&O work as part of a larger construction project	any eligible district allocated fund
ITS on Florida Turnpike	Turnpike or any eligible federal fund
ITS on department owned express lane facilities	Expressway funding (DSBX, TOXX, and TMXX to the extent that toll revenue allocation is available.) See the Turnpike Enterprise, and Other Toll Facilities chapter of these instructions for more details about programming toll facilities funds.
TSM&O on the SHS	any eligible district allocated, federal or local fund
TSM&O off the SHS	any eligible federal fund

- Example: To program the installation of a new ITS communication system on I-75 Collier County:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	07	DITS	\$500,000	1	20XX

See Part IV, Federal Aid Programs, for further information on federal ITS requirements for authorizing ITS projects.

## **2. TRAFFIC SIGNAL MAINTENANCE AND COMPENSATION AGREEMENTS (TSMCA)**

- Devices listed under the agreement must be uploaded in eTraffic Exhibit A database and reviewed annually to ensure the accuracy of data
- Item description example: *Maintaining Agency TSMCA*
- Transportation system: Projects must be programmed on a specific highway (system 01-04, 06) or Modal Development (system 08-11) transportation system. Regional transportation/traffic management centers should be programmed as non-system specific improvements (system 13).
- Item group identifier: The ITS group identifier must be used on all TSM&O projects.
- Work mix: 0717 – Traffic control devices/systems

Starting FY24 through FY27, reimbursement to a local agency for traffic signal maintenance and operations are to be programmed as:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
88	01	08	DDR / DITS	\$500,000	1	20XX

Starting FY28, reimbursement to a local agency for traffic signal maintenance and operations are to be programmed in accordance with Schedule B guidelines for Target MSCA (Maintenance Signal Agreements), which is a zero-tolerance target.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
78	01	TM	D/DDR	\$500,000	1	20XX

- Reimbursement for damages to traffic signal equipment covered under the TSMCA Exhibit C are to be programmed as follows:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
88	01	08	DITS	\$1,000,000	1	20XX

- If local agency chooses to opt out of the reimbursement agreement, the following should be programmed:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
72	01	TI	D	\$500,000	1	20XX

See Part III Chapter 1, of these instructions for guidance on programming this target.

### **3. ITS EQUIPMENT REPLACEMENT PROGRAM**

- Item description example: ITS equipment replacement
- Transportation system: Projects must be programmed on a specific highway (system 01-04, 06) or Modal Development (system 08-11) transportation system. Regional transportation/traffic management centers should be programmed as non-system specific improvements (system 13).
- Item group identifier: The ITS group identifier must be used on all TSM&O projects.
- Work mix: 0751 – Other ITS
- Allocated through Schedule B Targets TOTR (ITS – Traffic Operation Replacement) and MITS (Maintenance ITS Contracts), which is a zero-tolerance target (see Part III Chapter 1, of these instructions for guidance on programming this target).

Starting in FY24 through FY26, ITS Equipment Replacements are to be programmed as:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
92, 93, or 98	01	TI	DITS	\$500,000	1	20XX

Starting in FY27, ITS Equipment Replacements are to be programmed in accordance with Schedule B Target MITS (Maintenance ITS Contracts) as:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
92, 93, or 98	01	TR	D	\$500,000	1	20XX

- If construction engineering and inspection (CEI) costs are not included in the initial request, costs will be covered using district allocated funds.

#### **4. ITS PROGRAMMED WITHIN CONSTRUCTION**

- Projects that are funded as part of a larger construction project must include the appropriate ITS work mix as a minor work mix and use the ITS group identifier.
- Minor work type can be updated on the following Work Program Administration (WPA) screens:
- Roadways: Location Work Mix - Road (WP11) screen
- Airports: Location Work Mix - Airport (WP12) screen
- Seaports: Location Work Mix - Seaport (WP13) screen

Example: (ITS as part of larger construction project): If ITS communications are being installed along with the renovation of a weigh station, the work mix on the Item Segment Definition (WP01) screen, for that item, would be relative to weigh station improvements; however, the minor work mix (0752 – ITS surveillance system) should be added to the Location Work Mix (WP11) screen in WPA to indicate the ITS communications work within the construction.

WP11		D_ Display Add Update DElete Location	
		FDOT - Work Program Administration	
		Location Work Mix - Road	
		06-06-2018	
		10:11:28	
		MORE:	
Item: 408231	Segment: 2	Geographic District: 05	County: 36
Roadway Id: 36210000		SR No: SR 93	US No: I 75
Beginning Point: 2.427		Ending Point: 3.155	Length: 0.728 MI
Sel	Work Mix	Description	Quantity Measure
-	0752	ITS SURVEILLANCE SYSTEM	1.000 EACH
-			

#### **5. ITS OPERATIONS CONTRACTS**

- Item description example: <Type of> operations contract
- Transportation system: Projects must be programmed on a specific highway (system 01-04, 06) or Modal Development (system 08-11) transportation system. Regional transportation/traffic management centers should be programmed as non-system specific improvements (system 13).



- Item group identifier: The ITS group identifier must be used on all TSM&O projects.
- Work mix: Applicable work mix
- Allocated through Schedule B TOTI (ITS – Traffic Oper. Operations), which is a zero-tolerance target (see Part III Chapter 1, of these instructions for guidance on programming this target).

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
82	01	TI	DITS	\$500,000	1	20XX

## **6. OPERATIONS, MAINTENANCE, & REPLACEMENT OF ITS ON DEPARTMENT OWNED EXPRESS LANE FACILITIES**

- Operations costs are programmed using TOXX fund code\*
  - These funds may be used for Traffic Management Center (TMC) internal consultant operations staff such as general and specialized TMC operators, network support, project management, and other support staff, as needed. Some of these roles can be shared between express lanes or general-purpose lanes. Funding amounts should be allocated based on the percentage of use of each consultant staff member.
  - District TSM&O engineers will coordinate with the state TSM&O program development engineer for additional ITS express lanes operations funds. After which, the state TSM&O program development engineer will coordinate with the Office Of Comptroller -Project Finance Team
- Maintenance costs are programmed using TMXX fund code\*
  - District TSM&O engineers will coordinate with the state maintenance engineer or district maintenance engineer for additional ITS express lanes routine maintenance funds. After which, the state maintenance engineer or district maintenance engineer will coordinate with the OOC Project Finance Team.

(Allocated through Schedule B MITS, which is a zero-tolerance target.)
- Replacement costs are programmed using DSBX fund code\*
  - These funds may be used for replacement of ITS devices as needed. Some of these devices can be shared between express lanes and general-purpose lanes. Funding amounts should be allocated based on the percentage of use of each device.
  - District TSM&O engineers will coordinate with the state TSM&O program development engineer for additional ITS express lanes replacement funds. After which, the state TSM&O program development engineer will coordinate with the OOC Project Finance Team.

(Allocated through Schedule B TOTR, which is a zero-tolerance target.)

(\*Program to the extent that toll revenue allocation is available. See the Turnpike Enterprise, and Other Toll Facilities chapter of these instructions for more details about programming toll facilities funds)

## **7. RAPID INCIDENT SCENE CLEARANCE (RISC)**

- Item description example: *County or City RISC*
- Transportation system: Projects must be programmed on a specific highway (system 01-04, 06) or Modal Development (system 08-11) transportation system. Regional transportation/traffic management centers should be programmed as non-system specific improvements (system 13).
- Item group identifier: The ITS group identifier must be used on all TSM&O projects.
- Work mix: 0751 – Other ITS

Example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
82	01	08	DITS	\$500,000	1	20XX

## **8. SERVICE PATROL CONTRACTS**

- For service patrol contracts starting in FY20, D, DSPC, TMXX and TOXX funds programmed are included in meeting the Schedule B TOSP Target. Districts may use other fund types to supplement road ranger service patrol contracts, without counting against the TOSP target. Programming using D and TMXX funds **are not allowed** to be programmed on new contracts. No over or under programming is allowed. See Targets section of Part III, Chapter 1: Administration for more information.
- Phase: 82 or 88
- Program number: 86
- Work mix: 0062 service patrol/FHP

## **9. ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT GRANT PROGRAM**

- The Electric Vehicle Infrastructure Deployment Grant Program is a reimbursable grant used for electric vehicle charging stations. Up to 80% of the total project eligible costs may be funded with National Electric Vehicle Infrastructure (NEVI) formula funds, also referred to as the NEVI Formula Program. At least 20% of the eligible project are funded through a match provided by the applicant.

- Item description example: EV Charging Gap (Location)
- Transportation system: Projects must be programmed on a specific highway (system 01-04, 06) or modal development (system 08-11) transportation system. Regional transportation/traffic management centers should be programmed as non-system specific improvements (system 13).
- Item group identifier: The SUBR group identifier must be used on all EV projects.
- Work Mix: 0207: Electric Vehicle Charging
- Initial Installation Period Costs example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
94	01	EV	GFEV	\$1,600,000	1	20XX
94	01	EV	LF	\$400,000	4	20XX

- The initial match is programmed in the same year as the GFEV funds.
  - Upon execution of the grant agreement, the programing for the installation period costs and operations and maintenance subsidy is to be adjusted to match the final grant agreement, including amounts programmed with Allocation Type 4.
- Operations and Maintenance Subsidy example:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
84	01	EV	GFEV	\$400,000	1	20XX
84	01	EV	LF	\$100,000	4	20XX

- The operations and maintenance subsidy is programmed in the same year of the installation period cost. The initial match is programmed in the same year as the GFEV funds
- Upon execution of the grant agreement, the programing for the installation period costs and operations and maintenance subsidy is to be adjusted to match the final grant agreement, including amounts programmed with Allocation Type 4.
- FLORIDA GRANT APPLICATION PROCESS (“GAP”) SYSTEM: The Florida Grant Application Process (“GAP”) system is the authorized platform for the management of agreements for the disbursement of NEVI funding awards made by the department. Required documents, which include project plans, agency certifications, project reports and invoices, performance monitoring and compliance documentation should also be stored and maintained in GAP.

## **C. REFERENCES**

Ten Year ITS Cost Feasible Plan:

[http://www.fdot.gov/traffic/ITS/Projects\\_Deploy/Ten-Year\\_CFP.shtm](http://www.fdot.gov/traffic/ITS/Projects_Deploy/Ten-Year_CFP.shtm)

Section [316.0745](#), F.S.

Procedure [750-000-005](#), Traffic Engineering Manual

[Rule 14-15.010](#), Florida Administrative Code (FAC), Manual on Uniform Traffic Control Devices

[Federal Aid Technical Bulletin](#) 15-02, LAP Agreement vs. JPA: Appropriate use in the Federal Aid Program

## **PART III - CHAPTER 41: FLORIDA TURNPIKE ENTERPRISE, OTHER TOLL FACILITIES AND MANAGED LANES**

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## **PART III - CHAPTER 41: FLORIDA TURNPIKE ENTERPRISE, OTHER TOLL FACILITIES, AND MANAGED LANES**

### **A. TURNPIKE ENTERPRISE**

#### **1. OVERVIEW**

With 511 miles of maintained toll roads, the Turnpike offers convenient routes and easy access to major highways throughout the state. Once nicknamed “Florida’s Main Street,” the Turnpike provides travelers with outstanding customer service and amenities. The Florida Turnpike Enterprise operates the Turnpike System as part of the Florida Department of Transportation. Florida’s Turnpike System includes the Mainline from Miami to Central Florida, the Turnpike Extension, Sawgrass Expressway, Seminole Expressway, Beachline Expressway, Southern Connector Extension, Veterans Expressway, Suncoast Parkway, Polk Parkway, Western Beltway, the I-4 Connector, the First Coast Expressway, and the Garcon Point Bridge. Construction on Florida’s Turnpike began in the mid-1950s, and the first 110-mile stretch was completed in 1957. Prior to Florida’s Turnpike, most motorists traveling through Central Florida used U.S. 27. Now Florida’s Turnpike handles the bulk of traffic from Orlando to Florida’s major east coast cities and is used by approximately 3.2 million customers each day. The unique nature of the Florida Turnpike Enterprise allows it to take advantage of innovation as well as best practices found in private sector management, finance, organization, and operations. This improves cost-effectiveness, reduces project delivery times, increases revenue and safeguards and streamlines the Turnpike System as a whole.

#### **2. GENERAL PROGRAMMING GUIDELINES**

- The Florida Legislature approves all expansion projects included in the Turnpike System per Section [338.223](#), Florida Statute (F.S.). Prior to legislative approval, expansion projects must:
  - Conform to the Turnpike Enterprise master plan.
  - Be added to the strategic intermodal system.
  - Be economically feasible and consistent with local government comprehensive plans.
  - Be reviewed by the Department of Environmental Protection with a required statement of environmental feasibility.
- Through fiscal year 26/27, per [338.231\(3\)\(a\), F.S.](#), the FDOT will program sufficient funds in the tentative work program such that the percentage of Turnpike Enterprise toll and bond financed commitments in Miami-Dade County, Broward County, and Palm Beach County as compared to total Turnpike Enterprise toll and bond financed commitments shall be at least 90 percent of the share of net toll collections attributable to users of the Florida Turnpike System in those counties. This requirement does not apply when the application would violate any covenant established in a resolution or trust indenture relating to the issuance of Turnpike Enterprise bonds.
- A \$10 billion bond cap is set for projects defined in Section [338.2275, F.S.](#)

- FDOT may finance approved Turnpike projects using:
  - Turnpike Enterprise revenues
  - State Transportation Trust Fund (STTF) monies allocated for Turnpike Enterprise projects
  - bond proceeds
- Schedule B targets do not apply to the Turnpike Enterprise.
- The program plan crosswalk link (<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>) provides the appropriate transportation system, program number, and phase combinations.
- Improvement construction – Pgm 02 / TS 02 / phase 52.
- Toll equipment purchase – Pgm 48 / TS 02 / phase 93.
- Rehabilitation other than resurfacing and bridge rehabilitation/replacement – Pgm 02 / TS 02 / phase 52.
- The Turnpike Enterprise fixed capital outlay (FCO) program
  - Excludes buildings associated with the collection of turnpike revenues, such as toll plazas, sales facilities, service stations, or facilities required for operation of specific revenue producing projects.
  - For FCO, use Pgm 37 and transportation system 12 (facilities).
  - FDOT will incorporate turnpike administrative buildings (those not involved in the above stated activities) into its department wide FCO program.
- The Turnpike Enterprise uses the following funds for programming:

PKYI	Turnpike Improvement
PKYR	Turnpike Renewal and Replacement
PKYO	Turnpike Operations
PKBD	Turnpike Master Bond Fund – fund to be used on projects with a life expectancy of 30 years or greater, at this time
PKM1	Turnpike Maintenance
PKLF	Turnpike Local Support
PKED	Turnpike Economic Development – 2012 Senate Bill 1998
PKER	Turnpike Emergency Repair

**3. TOLL OPERATIONS - TURNPIKE ENTERPRISE FACILITIES****Programming guidelines**

- The Office of Turnpike Toll Operations will:
  - Program and maintain toll facility operation phases
  - Coordinate with the Turnpike Enterprise concerning PKYO Funds
- Establish Financial sequences using one item segment.

Sequence 01	Seminole I and II
Sequence 02	Beachline West
Sequence 03	Veterans
Sequence 04	Northern Coin
Sequence 05	Central Ticket
Sequence 06	Southern Coin
Sequence 07	HEFT
Sequence 08	Southern Connector Extension
Sequence 09	Polk
Sequence 10	Unassigned
Sequence 11	Suncoast
Sequence 12	Western Beltway "C"
Sequence 14	First Coast Expressway
Sequence 15	I-4 Connector
Sequence 16	Beachline East

- Use program 48 for toll facilities.
- Use phase 81 for in-house.
- Use phase 82, program IS for in-house operations consultant.
- Use phase 82, program 48 for toll operations contracts.
- Use transportation system 02.
- Use appropriate distribution area for toll and Turnpike Enterprise facilities.



See Part IV, Chapter 1, Overview of Major Programs for further information.

## **B. NON-TURNPIKE TOLL FACILITIES AND MANAGED LANES**

### **1. GENERAL GUIDELINES**

- In general, the sources of funds for non-Turnpike toll facility projects include boxed funds, target funds, district allocated funds, toll revenues, bonds, or State Infrastructure Bank loans.
- Production Accomplishment Reports (PARs) must be balanced and released prior-year funds will be part of the reconciliation process. Project Finance (PF) may adjust the availability of toll funds (including prior year releases) based upon actual toll revenue collections or updated traffic and revenue studies.
- The districts are expected to program to the targets and allocations published by the Finance, Program and Resource Allocation (FPRA) group. If there is not enough target to cover the district need for all facilities (general use, toll facilities and managed lanes), the district should contact the responsible office (Traffic Operations or Maintenance) to raise their needs in preparation for the Program Planning Workshops held each spring. These workshops are the primary opportunity for districts to discuss funding needs.
- Toll collection costs programmed by Turnpike is the first priority for usage of toll revenue allocation.
- PF established a 10-year allocation for each toll facility based upon traffic and revenue forecasts. These allocations will be managed at a roll-up level for each toll facility and will include DSBX, TMXX, and TOXX funds. Allocations may be updated based upon actual results of tolls collected compared to forecasts at each fiscal year end.
- If a district's toll facility does not have adequate toll revenue allocation for the current year and/or future years and the district has a need on a toll facility, the district will have to apply alternate funds (district or, if available, statewide funds) to meet the need. All funds used to pay toll facilities costs, including toll funds and any alternate funds, must have an appropriate distribution area indicator to accurately track facility costs.
- Section [338.165](#), F.S., continuation of tolls, authorizes the Department to (does not apply to high-occupancy toll lanes and express lanes):
  - Use toll revenues collected to first pay the annual cost of the operation, maintenance, and improvements of the toll project.
  - Use excess revenues (if any) from the revenue-producing toll facility to pay for the construction, maintenance, or improvement of any road on the state highway system (SHS) within the county or counties in which the revenue-producing project is located.
  - 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 toll facility is located and contained in the

- adopted work program of the department. Alligator Alley bond covenants prohibit the use of toll revenues off the system.
- Section [338.166](#), F.S., high-occupancy toll lanes or express lanes, authorizes the department to:
    - Use toll revenues collected to first pay the annual cost of the operation, maintenance, and improvement of the toll project or the associated transportation system.
    - Use excess revenue (if any) from the revenue-producing toll facility to pay for the construction, maintenance, or improvement of any road on the SHS 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.
    - Request the Division of Bond Finance to issue bonds secured by toll revenues collected on high-occupancy toll lanes or express lanes established on facilities owned by the department.
  - Section [339.08 \(1\)\(g\)](#), F.S., use of moneys in State Transportation Trust Fund (STTF):
    - Allows the STTF to lend or pay a portion of the operating, maintenance, and capital costs of a revenue-producing transportation project on the SHS or that is demonstrated to relieve traffic congestion on the SHS.
  - Support express bus services and public transportation projects:
    - After toll revenues have paid for operating and maintenance costs, improvements, and debt service costs (if any), any excess toll revenues may be used to support express bus service on the facility where the toll revenues were collected.
    - The use of toll revenues for bus rapid transit and/or express bus services is allowable in support of a tri-party federal, state, and municipal agreement dictating the use of toll revenues for such services on I-95 managed lanes in Broward and Miami-Dade Counties.
    - Please coordinate with PF prior to programming any toll funds associated with express bus or bus rapid transit services.
  - Public-Private Partnership (P3) availability payments (APs):
    - Toll funds that are programmed for APs on toll facilities are first applied to the AP portion associated with the express lane (toll portion). If any excess toll funds remain, excess toll funds are subsequently applied to the AP portion associated with general use lanes (non-toll portion). Funds that are used to make APs must be consumed in the following order:
      1. Toll funds (if available)
      2. Federal funds
      3. Turnpike and local funds
      4. District and state funds

**Work Program Instructions****Tentative Work Program – FY 25/26-29/30****September 6, 2024**

If there are any funds programmed for APs remaining after all APs have been paid for the fiscal year, the district must consult with PF and the statewide work program manager prior to releasing the excess funds.

The toll facility systems list provides the programming guidelines for toll facilities. Use the following table which provides the distribution areas and toll funds (DSBX, TMXX, TOXX) associated with the toll facilities. Please be advised that the beginning and ending mile points and roadway ID may be subject to change or will be available for toll facilities that will be open in the future. Fund codes listed below assume the availability of toll revenue allocation for each facility. Any funding needs in excess of available allocation requires the district to apply alternate funds (district or, if available, statewide funds) to meet that need. For example, available DSPC funds may be programmed to cover road ranger/service patrol needs if a facility does not have adequate toll revenue allocation to support TO programming. The appropriate distribution area must be programmed on all funding lines of a toll facility, regardless of the fund code used.

**TOLL FACILITY SYSTEMS LIST**

Distribution		Toll		Capital	PAR Roll UP	Begin/End Mile Points	Roadway ID
<u>Area</u>	<u>Facility Name</u>	<u>Operations</u>	<u>Maintenance</u>	<u>Improvement</u>			
<b>SUNSHINE SKYWAY</b>							
SKWYMA	Sunshine Skyway Bridge (Manatee Co)	TO01	TM01	DSB1	SKY.	9.768-11.982	13-130-000
SKWYPI	Sunshine Skyway Bridge (Pinellas Co)	TO01	TM01	DSB1	SKY.	4.247 - 8.535	15-170-000
SKWYBD	Sunshine Skyway Bridge Bonds			DSB1	SKY.		
<b>EVERGLADES PARKWAY (Alligator Alley)</b>							
EVGLCO	Everglades Parkway (Collier Co)	TO02	TM02	DSB2	ALY.	0.063-49.263	03-175-000
EVGLBR	Everglades Parkway (Broward Co)	TO02	TM02	DSB2	ALY.	18.052-45.367	86-075-000
MM63FS	Alley Mile Marker 63 Fire Station			DSB2	ALY.	12.152	03-175-000
<b>PINELLAS BAYWAY</b>							
PINBWY	Pinellas Bayway	TO03	TM03	DSB3	PBY.	0.000-9.960	15-200-000
						0.000-3.721	15-200-001
						0.000-1.523	15-200-002

**Work Program Instructions**  
**Tentative Work Program – FY 25/26-29/30**

**September 6, 2024**

Distribution		Toll		Capital	PAR Roll UP	Begin/End Mile Points	Roadway ID
<u>Area</u>	<u>Facility Name</u>	<u>Operations</u>	<u>Maintenance</u>	<u>Improvement</u>			
<b>I-95 EXPRESS</b>					95X.		
I95EXB	I-95 Express (Broward Co)	TOBD	TMBD	DSBD	I95EXB	0.000 – 7.989	86-070-000
I95EXD	I-95 Express (Miami-Dade Co)	TOBD	TMBD	DSBD	I95EXD	4.331-17.199	87-270-000
I95EXP	I-95 Express (Palm Beach Co)	TOBD	TMBD	DSBD	I95EXP	TBD	TBD
95OFFM	I-95 Express – Off Facility (Miami-Dade Co)	TOBD	TMBD	DSBD	I95EXD		
95BDPY	I-95 Express Bond Repayment			DSBD	I95EXD		
95XOFF	I-95 Express – Off System Use				DSBD		
95OFFB	I-95 Express – Off Facility (Broward Co)			DSBD	I95EXB		
95OFFP	I-95 Express – Off Facility (Palm Beach Co)			DSBD	I95EXP		
95MDBD	I-95 Express Miami-Dade Bonds			DSBD	I95EXD		
95BRBD	I-95 Express Broward Bonds			DSBD	I95EXB		
95PBBD	I-95 Express Palm Beach Bonds			DSBD	I95EXP		
<b>MID-BAY BRIDGE</b>							
MIDBAY	Mid-Bay Bridge	TO07	TM07	DSB7		0.000-4.736	57-518-000
MIDBAY	Toll Plaza	TO07	TM07	DSB7		4.742	57-518-000
MIDBAY	Mid-Bay Bridge Extension	TO07	TM07	DSB7		0.000-10.774	57-160-000
<b>SANTA ROSA BAY BRIDGE AUTHORITY (Garcon has been moved to Turnpike. Related codes will be inactivated.)</b>							
GARCON	Garcon Point Bridge	TOBC	TMBC	DSBC	GPB.	0.000-5.528	58-170-000
<b>CENTRAL FLORIDA EXPRESSWAY (Formerly OOECA)</b>							
HOLEWE	Holland E/W Expy – East Extension	TO11	TM11			5.189-11.822	75-008-000
						0.000-6.193	75-008-160
HOLLEW	Holland E/W Expy SR 408	TO11	TM11			0.382-11.882	75-008-000

**Work Program Instructions**  
**Tentative Work Program – FY 25/26-29/30**

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Distribution		Toll		Capital	PAR Roll UP	Begin/End Mile Points	Roadway ID
<u>Area</u>	<u>Facility Name</u>	<u>Operations</u>	<u>Maintenance</u>	<u>Improvement</u>			
<b>I-595</b>							
I595	I-595	TOBF	TMBF	DSBF	595.	0.000-7.970	86-095-000
<b>I-75</b>							
I75BRO	I-75 Express (Broward Co)	TOBG	TMBG	DSBG	75X. I75BRO	0.000-11.837	86-075-000
I75DAD	I-75 Express (Miami-Dade Co)	TOBG	TMBG	DSBG	I75DAD	0.759-1.012	87-075-000
						2.077-4.705	87-075-000
<b>I-4</b>							
I4MLAP	I-4 Ultimate Availability Payments	TOBH		DSBH	I4X.		
I4ORAN	I-4 Ultimate (Orange Co)	TOBH	TMBH	DSBH	I4X.	9.599 – 24.673	75280000
I4SEMN	I-4 Ultimate (Seminole Co)	TOBH	TMBH	DSBH	I4X.	0.000 – 4.230	77160000
<b>Palmetto</b>							
PALMET	Palmetto Express	TOBI	TMBI	DSBI	PAL.	0.000-24.708	87-260-000
<b>I-295</b>							
I295EX	I-295 Express	TOBJ	TMBJ	DSBJ	295.	0.000-5.524	72-001-200
<b>Wekiva</b>							
WEKIVA	Wekiva Parkway	TOBW	TMBW	DSBW	WKV.	7.473-8.170	75-330-000
						0.000-2.447	11-320-000
						2.447-7.371	11-320-000
						0.640-3.681	77-320-000
						3.532-6.168	77-320-000
<b>TB Next:</b>							
<b>Howard Frankland Bridge</b>							
HOFRH	Howard Frankland Bridge (Hillsborough Co)	TOBK	TMBK	DSBK	TBX.	0.000-32.836	10-190-000
HOFRP	Howard Frankland Bridge (Pinellas Co)	TOBK	TMBK	DSBK	TBX.	0.000-19.655	15-190-000
<b>Westshore</b>							
WTSHP	Westshore Interchange (Hillsborough Co)	TOBK	TMBK	DSBK	TBX.	TBD	TBD
<b>Gateway Expressway</b>							
GTEXPP	Gateway Express (Pinellas Co)	TOBK	TMBK	DSBK	TBX.	0.000-1.700	15-036-000
						0.000-0.963	15-030-002
						0.000-0.071	15-030-003
						5.513-6.794	15-030-000
						0.000-4.000	15-035-000

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Distribution		Toll		Capital	PAR Roll UP	Begin/End Mile Points	Roadway ID
<u>Area</u>	<u>Facility Name</u>	<u>Operations</u>	<u>Maintenance</u>	<u>Improvement</u>			
I-275 Express Lanes							
I275S2	I-275 Express Sec2 (Pinellas Co)	TOBK	TMBK	DSBK	TBX.	9.779 - 16.149	15-190-000

For these projects, enter the roadway section on the Item Segment Location – Road (WP07) screen. See Chapter 19 for the location information of these Instructions and more information.

Program targets are program dollar minimum and/or maximum requirements, by district and program area, that establish specific programming objectives to be attained in developing the tentative and adopted 5-Year work program. Targets are derived from the objectives developed pursuant to Section [334.046](#), F.S., through needs assessments and related statutory criteria, and are implemented using individual allocations, or by requiring mandatory use of specific levels of other allocations.

Fund allocations (Schedule A) and program targets (Schedule B) are included as Appendices A and B in these instructions, respectively. Schedule A contains state and federal fund allocations shown by fund, district, and fiscal year. See Appendix A – Program Allocation Guide (Schedule A) for more information. Schedule B contains program targets shown by target area, district, and fiscal year. See Appendix B – Program Targets (Schedule B) for more information.

The table below indicates the type of improvement the target (if applicable) is associated with and toll funds that can be used given adequate allocation being available.

Please review the [Target Guidelines](#) for updated information regarding the targets. The Districts can run a [Target Analysis Report](#) to review their target amounts and the [PAR](#) to review their allocations.

**TYPE OF IMPROVEMENT & TARGETS LIST**

	<u>TARGET</u>	<u>TYPE OF IMPROVEMENT</u>	<u>FOR ADDITIONAL INFO</u>	<u>PROGRAM</u>	<u>WORK MIX</u>	<u>PHASE</u>	<u>FUND</u>
Capital	TOTR	ITS Equipment Replacement	Please see Part III/Chapter 40 of the Work Program Instructions.	TI	0751	92, 93, or 98	DSBX
	N/A	Bridge Replacement	Please see Part III/Chapter 5 of the Work Program Instructions.	Varies	Varies	Varies	DSBX

	N/A	Bridge Repair	Please see Part III/Chapter 5 of the Work Program Instructions.	Varies	Varies	Varies	DSBX
	N/A	Resurfacing (Asphalt)	Please see Part III/Chapter 27 of the Work Program Instructions.	Varies	Varies	Varies	DSBX
	N/A	Pavement Rehabilitation (Concrete)	Please see Part III/Chapter 27 of the Work Program Instructions.	Varies	Varies	Varies	DSBX
	N/A	Express Lane Marker Replacement		Varies	Varies	Varies	DSBX
	N/A	Rest Area	Please see Part III/Chapter 26 of the Work Program Instructions.	Varies	Varies	Varies	DSBX
	N/A	Bus Rapid Transit		Varies	Varies	Varies	DSBX
Maintenance	MHWY	District Routine Maintenance	Please see Part III/Chapter 20 of the Work Program Instructions.	IS, 00, 41, 45, or 46	Varies	72, 74, 77, or 78	TMXX
	MHWY	Periodic Maintenance		IS, 00, 41, 45, or 46	Varies	72, 74, 77, or 78	DSBX
	MHWY	Express Lane Delineators		IS, 00, 41, 45, or 46	Varies	72, 74, 77, or 78	TMXX
	MIT	ITS Maintenance & Repair	Please see Part III/Chapter 40 of the	TI	0756	72, 74, 77, or 78	TMXX

**Work Program Instructions****Tentative Work Program – FY 25/26-29/30****September 6, 2024**

			Work Program Instructions.				
	N/A	Signage		Varies	Varies	Varies	TMXX
	N/A	Lighting		Varies	Varies	Varies	TMXX
Operating	N/A	Toll Operating		Varies	Varies	Varies	TOXX
	N/A	District (Transit) Operating		Varies	Varies	Varies	TOXX
	TOSP	Road Rangers Service Patrol	Please see Part III/Chapter 40 of the Work Program Instructions.	86	0062	82 or 88	Contracts starting FY 2020, use TOXX  Contracts started prior to FY 2020, TMXX was used.
	N/A	Rapid Incident Scene Clearance (RISC)	Please see Part III/Chapter 40 of the Work Program Instructions.	08	0751	82	TOXX
	N/A	Florida Highway Patrol (FHP) Operations		Varies	Varies	Varies	TOXX
	TOTI	ITS Operations	Please see Part III/Chapter 40 of the Work Program Instructions.	TI	0751	82 or 88	TOXX
	TOTI	Traffic Management Centers (TMC) Operations	Please see Part III/Chapter 40 of the Work Program Instructions.	TI	0753	82 or 88	TOXX



**2. CONSTRUCTING NEW TOLL OR MANAGED LANES FACILITY**

- If the construction of a new toll or managed lanes facility is funded with district funds, SIS funds or other work program funds:
  - The usage of these funds will need coordination between PF and the Finance, Program and Resource Allocation (FPRA) office to determine the allocations and funds to be utilized for the programming of design, construction and CEI costs. Upon consultation with PF, the appropriate facility distribution area may be required to be placed onto the funding.

The General Accounting Office will track the facility's construction costs for proper accounting and will require all project numbers associated with the new facility.
- If the construction of a new toll or managed lanes facility is funded with bond or other borrowed funds:
  - The applicable funds will be allocated based on the type of debt being utilized and the proceeds will be used to construct the facility. For example, if the Transportation Financing Corporation is used to fund construction of a facility, the allocation would be from FINC funds. The bond or borrowed funds proceeds may be used for design, construction and CEI.
- General Guidelines:
  - Unless otherwise specified, toll funds cannot be programmed on a new toll facility prior to toll commencement. Once toll revenues are generated, they will be used to pay the toll facility's costs according to the flow of funds.
  - Per Section [388.166](#), F.S., the flow of funds is operations and maintenance, debt service then renewal and replacement unless otherwise specified or contained in a bond indenture.
  - Any funding needs in excess of available toll revenue allocation requires the district to apply alternate funds (district, SIS, or other) with the applicable facility distribution area indicated. If toll revenues are insufficient to cover all facility costs, then costs will accrue as long-term debt to STTF and must be repaid by the facility. The General Accounting Office will track debt due.
  - All remaining toll revenues after a facility's operations, maintenance, and renewal and replacement costs (along with any other costs or payments that are required to be funded by toll revenues based on applicable federal and state statutes or facility-specific agreements) will be used to repay debt that accrued to STTF until said debt is fully repaid.
  - Once a facility's debt to STTF is fully repaid and toll revenues are sufficient to cover future facility costs, any excess revenue may be used in accordance with statute ([338.165](#), F.S., for toll facilities and [338.166](#), F.S., for express lane facilities). The Assistant Secretary for Finance and Administration's approval is required prior to use of excess toll revenue.

**3. FINANCE PLANS (SOURCES AND USES) FOR TOLL AND MANAGED LANES FACILITIES**

- PF develops finance plans, also known as the sources and uses forecasts, for FDOT-owned toll facilities. The initial finance plan is to be developed when the facility will complete construction in the new fifth year of the five-year work program and should include forecasted revenues and costs for debt service payments (if any), operations, maintenance, and renewal and replacement starting in the fiscal year in which tolls commence.
- The districts are responsible for planning and programming operations, maintenance, and renewal and replacement for toll and managed lane facilities during the work program development cycle. The programming serves as the “uses” portion of the sources and uses which is used to ensure the needs of the facility are financed, as well as whether excess revenues are available for other authorized purposes.
- Unless otherwise specified by PF, toll funds should not be programmed on a facility prior to toll commencement.
- The finance plan updates sources and uses forecasts periodically throughout the year after each work program development snapshot.
- Excess toll revenues are defined as the annual toll revenue after funds have been set aside to cover anticipated facility operational and maintenance costs, R&R costs, and if applicable, fund deposits, annual debt service, escrow deposits (accumulation of cash to cover future planned needs), and availability payments. If excess revenues exist for a toll facility/managed lane, PF may provide additional allocation based on those excess revenue estimates given the following conditions being met:
  - The toll facility/managed lane must have been operational for a minimum of three (3) years.
  - The cumulative debt due to STTF must be paid down to \$0.
  - The toll facility/managed lane must have two (2) consecutive years of excess revenues following debt being paid down to \$0.
  - The additional allocation must be approved by the Assistant Secretary for Finance and Administration.
- Annually, PF will perform a “true-up” of projected revenue to actual revenue collected to determine if any adjustments are warranted in toll allocations. In the event a toll facility’s actual revenue exceeded the revenue forecast (and no debt is due to STTF), additional allocation may be established and available as part of Schedule A for district programming.

#### 4. CAPITAL IMPROVEMENTS – NON-TURNPIKE TOLL FACILITIES

##### a. Overview

To the extent toll revenue allocation is available, DSBX funds are programmed on projects with the expectation of being reimbursed through toll revenues. DSBX funds may be used for bridge repair and rehabilitation, in-house (for construction engineering and inspection, preliminary engineering, project development and environment, right of way, and right of way support), intelligent transportation systems equipment replacement, debt repayment, resurfacing, toll collection equipment acquisition, rest area, and indirect costs (but may vary due to certain exceptions).

##### b. Programming Guidelines

DSBX funds are allocated to each applicable revenue-producing facility, using the following fund codes:

CODE	DESCRIPTION
DSB0	Redistributed to facility (box or statewide items, e.g., SunPass tags)
DSB1	Sunshine Skyway
DSB2	Everglades Parkway (Alligator Alley)
DSB3	Pinellas Bayway
DSB7	Mid-Bay Bridge Authority
DSBC	Garcon Point Bridge (Garcon has been moved to Turnpike. Related codes will be inactivated.)
DSBD	I-95 Express Lanes in Miami-Dade, Broward, and Palm Beach County
DSBF	I-595 Express Lanes
DSBG	I-75 Express Lanes in Broward and Miami-Dade County
DSBH	I-4 Express Lanes
DSBI	Palmetto Express Lanes
DSBJ	I-295 Express Lanes
DSBK	TB Next (Howard Frankland Bridge, Gateway Expressway, I-275 Express Lanes, Westshore)
DSBT	Turnpike Enterprise (for equipment maintenance and data center engineering to Turnpike Enterprise; also used for advance acquisition with funds being provided from STTF)
DSBW	Wekiva Parkway

- To the extent that toll revenue allocation is available, use DSBX funds to program debt repayment, periodic repair, rehabilitation, and capital improvements of a toll facility or express lanes.
- Use DSBT to program turnpike toll equipment systems and development activities.
- Item segment descriptions should include the “to” and “from” roadway milepost marker numbers for turnpike toll facility identification on applicable roadway projects.
- When setting up financial projects for capital improvements, also set up a financial project for maintenance at the same time. (See the instructions for TMXX funds in the Maintenance section of this chapter.).
- To the extent that toll revenue allocation is available, DSBX funds may be used for in-house and contract planning, preliminary engineering, right of way, construction, toll collection equipment acquisition, equipment maintenance, and construction engineering and inspection phases. (See Section [338.165](#), F.S.).
- Program items in accordance with applicable bond covenants, state statutes, and [Title 23, USC, Section 129](#). (See Part IV, Federal Aid Programs, of these instructions for more information.).
- When bonds or other debt is issued, support programmed items with documentary evidence delineating the terms of the reimbursement of state funds from future tolls to the department. Provide documents to PF as part of the annual central office review.
- Coordinate with the Office of Turnpike Toll Operations and PF on any additions or changes to the work program that will impact toll facilities.
- Coordinate through the districts and PF any changes and/or additions to projects that will impact roadways.
- The FPRA, in consultation with PF, will allocate funds used to construct or fund a non-turnpike toll or express lane facility to the extent toll revenues are available. The type of project, such as a new facility, will determine the type of funds to be programmed. See Chapter 35 – Strategic Intermodal System of these instructions for more information.
- Program costs for toll equipment repair and data center engineering under DSB0. The DSBT fund code accepts the cost distribution for the Turnpike Enterprise.
- Use phase 93 and DSBX funds for purchase of toll equipment. Use phase 53, Pgm 02, transportation system 04, and DSBX funds for purchase of toll equipment if it is related to construction projects.

## 5. MAINTENANCE – NON-TURNPIKE TOLL FACILITIES

### a. Overview

TMXX funds identify state funded projects included within routine maintenance targets that will be reimbursed with toll revenues. Activities programmed with TMXX funds must be on a toll facility roadway system and represent routine maintenance activities.

### b. Programming Guidelines

- Project descriptions will include “to” and “from” roadway milepost marker numbers for Turnpike toll facility identification. Program phases in compliance with the program plan crosswalk (i.e., transportation system, program numbers, phases, and budget category). Charge directly to the facility. The program plan crosswalk can be found at the following link: [Program Plan Crosswalk](#)
- Program maintenance work for toll facility roadways using the same phases and program numbers as the SHS. To the extent toll revenue allocation is available, program unique fund codes (listed below) on maintenance activities related to toll roadways to facilitate reimbursement from toll revenues. In the case of districtwide activities, such as mowing or asset maintenance contracts, split-fund projects to reflect toll road inclusion. Establish a separate financial project with toll funds prior to work beginning to account for charges related to toll facility maintenance. Any funding needs in excess of available toll revenue allocation requires the district to apply alternate funds (district, SIS, or other) with the applicable facility distribution area indicated.
- The following fund codes should be used to program toll facility roadway maintenance:

<u>CODE</u>	<u>DESCRIPTION</u>
TM01	Sunshine Skyway
TM02	Everglades Parkway (Alligator Alley)
TM03	Pinellas Bayway
TM04	Greater Miami Expressway Agency (formerly MDX)
TM06	Tampa-Hillsborough Expressway Authority
TM07	Mid-Bay Bridge Authority
TM11	Central Florida Expressway
TMBC	Garcon Point Bridge (Garcon has been moved to Turnpike. Related codes will be inactivated.)
TMBD	I-95 Express Lanes in Miami-Dade, Broward, and Palm Beach County
TMBF	I-595 Express Lanes

TMBG	I-75 Express lanes in Broward and Miami-Dade County
TMBH	I-4 Express Lanes
TMBI	Palmetto Express Lanes
TMBJ	I-295 Express Lanes
TMBK	TB Next (Howard Frankland Bridge, Gateway Expressway, I-275 Express Lanes, Westshore)
TMBW	Wekiva Parkway

- Prior to the close of the tentative work program, the state maintenance engineer will review the projects/activities programmed with TMXX funds and ensure they are valid routine maintenance activities on a toll facility (non-turnpike) consistent with targets published in Schedule B.
- To the extent toll revenue allocation is available, use TMXX funds for routine maintenance activities (not periodic repair or rehabilitation activities) on toll facility roadways. Charge toll facility building repairs as operational expenditures. The Toll Operations Office will coordinate repair needs.
- See the chart titled Toll Facility Systems List in this chapter for the valid list for programming TMXX funds.

## **6. TOLL OPERATIONS – NON-TURNPIKE FACILITIES**

### **a. Overview**

TOXX funds cover toll operation activities such as toll collections. In a number of instances, state funds are initially used then reimbursed by toll facilities or set up as a long-term receivable, depending on the bond and/or other agreements. In the case of the CR 399 Bob Sikes Bridge (Pensacola Beach Bridge), the department pays the insurance coverage in accordance with an agreement approved in 1993, and then periodically invoices Escambia County for the actual costs of the premiums. State funds (D) are programmed on item segment 0001542 to cover the payment. Activities programmed with TOXX funds must be on a toll facility (non-turnpike). The Office of Turnpike Toll Operations programs all toll operating activities and the districts program express lane operations activities. To the extent toll revenue allocation is available, the programming will utilize the following funds:

<u>CODE</u>	<u>DESCRIPTION</u>
TO01	Sunshine Skyway
TO02	Everglades Parkway (Alligator Alley)
TO03	Pinellas Bayway

TO04	Greater Miami Expressway Agency (formerly MDX)
TO06	Tampa-Hillsborough Expressway Authority
TO07	Mid-Bay Bridge Authority
TO11	Central Florida Expressway
TOBC	Garcon Point Bridge (Garcon has been moved to Turnpike. Related codes will be inactivated.)
TOBD	I-95 Express Lanes in Dade, Broward, and Palm Beach Counties
TOBF	I-595 Express Lanes
TOBG	I-75 Express Lanes in Broward and Miami-Dade Counties
TOBH	I-4 Express Lanes
TOBI	Palmetto Express Lanes
TOBJ	I-295 Express Lanes
TOBK	TB Next (Howard Frankland Bridge, Gateway Expressway, I-275 Express Lanes, Westshore)
TOBW	Wekiva Parkway

Toll collection costs programmed by Turnpike is the first priority for usage of toll revenue allocation.

**b. Programming Guidelines**

- There will be unique work program items for each facility. Budget to support these activities is requested annually in the Legislative Budget Request.
- Use transportation system 04.
- Use Program 48 on phases 81 and 8B.
- Use phase 81 for in-house.
- Use phase 8B and TOXX funds for contracts for services.
- Use work mix 0123 (toll plaza).
- Use phase 82, Program 48 for toll operations contracts.





## PART III - CHAPTER 42: UTILITY WORK

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## **PART III - CHAPTER 42: UTILITY WORK**

### **A. OVERVIEW**

Utility owners serving the public have a common obligation to provide their services in a cost-effective manner. The Florida Department of Transportation (FDOT) coordinates its planning of highway projects with possible affected utilities to support relocation if necessary. Coordination begins early between FDOT and Utility/Agency Owners (UAO) and continues through the project development process and construction in order to help reduce costs, delays, interruption of utility services, and public inconvenience.

### **B. PROGRAMMING GUIDELINES**

The district utility office must obtain a determination by the Office of General Counsel as to whether the FDOT or the utility will pay for required utility work. The district utility office will notify the district work program manager to program the funds per the following:

#### **1. UAO PERFORMS UTILITY WORK AT DEPARTMENT'S EXPENSE**

Program funds to pay for the UAO's costs for performing reimbursable utility work as follows:

- Preliminary engineering-utility - program phase 36 to fund the UAO's engineering costs required to provide the department an estimate for the needed utility relocation and/or adjustment. The district utility office will ensure these costs are not re-submitted in the utility work estimates for the relocation and/or adjustment.
- Relocation and/or adjustment-utility - program phase 56 for utility relocations and/or adjustments for work to be completed before and/or during the construction phase. Use the same financial program number as the construction phase. Phase 56 funds may include design costs not previously programmed.

#### **2. RIGHT OF WAY ACQUISITION - UTILITY**

- Program phase 46 for reimbursement to the UAO for costs it incurred purchasing easements.
- Program phase 46 with the same program numbers as phase 43, right of way land acquisition (covers costs for replacement easements only).

#### **3. UTILITY WORK BY HIGHWAY CONTRACTOR (UWHC)**

Program funds to pay the department's contractor for performing utility work as follows:

- UWHC agreements - program phase 56 using local funds (LF). Establish a separate financial sequence for each UWHC agreement related to phase 56.
- Construction support - program phase 6X for construction engineering and inspection (CEI)/construction engineering administration (CEA) work. Use either phase 61 and/or phase 66

based on how the CEI/CEA will be performed according to the terms of each UWHC agreement and district preference.

#### **4. UTILITY DEFAULTS**

Per [337.404](#), Florida Statutes (F.S.), when a UAO does not perform utility work in accordance with their agreement with the department, the department must seek authorization to have preliminary engineering consultant, construction, or consultant inspection support utility work performed by department consultant or contractor(s). The district utility office will contact the district work program manager via e-mail (send copies to the Office of the Comptroller, General Accounting Office, and LFA coordinator).

When the utility work involves future year funds:

- The district work program manager will change the programmed funds from LF to local funds - default (LFD) or add LFD if required. LFD represents state funds used to pay the department's contractor to perform the utility work.
- LFD estimates will remain and be adjusted annually for funds received until the department receives all funds due or they are determined to be the department's responsibility.
- After the end of the fiscal year, the Office of the Comptroller Local Funds Section will notify the work program manager of any amounts collected from the UAO over the past fiscal year.
- Upon receipt of funds, district work program managers will reduce the LFD estimate and increase the LF estimate by the same amount.
- LFD reflects amounts due, while LF reflects amounts paid.
- Estimates will remain in their original program years.

**Example:** The department is authorized under [337.404](#), F.S., to have the department's contractor relocate a water main:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
56	01	02	LFD	\$70,000	1	20XX

When the utility work involves current year funds:

- The district work program manager will change the funds programmed from LF to local funds - unforeseen (LFU) or add LFU funds if required.
- Based on need, program phase 36 (PE utility), 56 (Construction utility), or 66 (construction support utility) using LFU funds, allocation type 1 - program the same amount of district allocated state funds, allocation type 6 with a sequence 99. The additional fund code allows for separate tracking to ensure an offset exists for district allocated state funds. The LFU fund code represents utility work funded up front with district allocated state funds during a utility default.
- The department will recoup utility relocation costs per Florida statute.

- LFU estimates will remain and be adjusted annually for funds received until the department receives all funds due.
- After the end of the fiscal year, the Office of the Comptroller Local Funds Section will notify the work program manager of any amounts collected from the utility over the past fiscal year.
- Upon receipt of funds, the district work program managers will reduce the LFU estimate and increase the LF estimate by same amount.
- District work program managers will reduce the same amount of district allocated state funds, allocation type 6 on the sequence 99.
- If an adjustment occurs in a prior year, district work program managers will also request the Office of Work Program and Budget (OWPB) to put the funds back on the district's PAR.
- The LFU reflects amounts due, while LF reflects amounts paid.
- Estimates are to remain in their original program years.

Example: Same example as above, except in current year:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
56	01	02	LFU	\$70,000	1	20XX
56	99	02	DDR	\$70,000	6	20XX

## **5. UNSCHEDULED UTILITY WORK**

Per [337.404](#), F.S., if utility work becomes known during the construction phase, the department may seek authorization to have preliminary engineering consultant, construction or consultant inspection support utility work performed by department consultant or contractor(s). The district utility office will contact the district work program manager via e-mail (send copies to the Office of the Comptroller, General Accounting Office, and LFA Coordinator).

- The project manager will request via email (copies to Office of the Comptroller, and OWPB) that their work program office program LFU funds. Request will occur no later than the next business day. The e-mail should provide the contract number, project, supplemental agreement number, the utility, and amount of the work order.
- Based on need, district work program office will program a phase 36 (PE utility), 56 (construction utility), or 66 (construction support utility), with LFU, allocation type 1 – then program the same amount of district allocated state funds, allocation type 6 with a sequence 99. The additional fund code allows for separate tracking to ensure that an offset exists in district allocated state funds.
- The department may pursue reimbursement for costs for which the UAO is responsible per [337.403](#), F.S., and [337.404](#), F.S.
- LFU estimates will remain and be adjusted annually for funds received until the department receives all funds due.

- After the end of the fiscal year, the Office of the Comptroller Local Funds Section will notify the work program manager of any funds collected from the utility over the past fiscal year.
- Upon receipt of funds, district work program managers will reduce the LFU estimate and increase the LF estimate by the same amount.
- District work program managers will reduce the same amount of district allocated state funds, allocation type 6 on the sequence 99.
- If an adjustment occurs in a prior year, district work program managers will also request the Office of Work Program and Budget (OWPB) to put the funds back on the district's PAR.
- LFU reflects amounts due, while LF reflects amounts paid.
- Estimates will remain in their original program years.

Example: During construction, a water line on the state right-of-way is discovered:

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
56	01	02	LFU	\$70,000	1	20XX
56	99	02	DDR	\$70,000	6	20XX

## 6. UTILITY WORK PERFORMED ON DESIGN-BID-BUILD & DESIGN BUILD PROJECTS

	Utility Work				
<b>Reimbursable:</b>	Phase 52	Phase 56	Phase 36	Phase 66	Funding Source
By highway contractor		X			State or Federal
By UAO		X	X	X	State or Federal
<b>Non- Reimbursable:</b>					
Betterment by highway contractor		X	X	X	Local
Promissory note or no agreement with local and relocation by highway contractor		X	X	X	Local
By highway contractor for minor work including manhole, valve box adjustments and meter box adjustments. Use sequence 02 thru 99.	X				Local
By highway contractor for relocation of utilities such as gas lines, water lines, sewer lines, etc.		X	X	X	Local

## **C. REFERENCES**

23 CFR [645.107](#)

Section [337.403](#), F.S.

Section [337.404](#), F.S.

Section [337.27](#), F.S.

Procedure [710-030-001](#), Utilities Procedures Manual

## PART III - CHAPTER 43: WEIGH STATIONS

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## **PART III - CHAPTER 43: WEIGH STATIONS**

### **A. OVERVIEW**

Title 23, U.S.C. - Highways requires that each state certify that it is enforcing and complying with the provisions of section 127(d) of Title 23 and Section 411(f) of the Surface Transportation Assistance Act of 1982 (49 USC App. 2311(j)). Section 127(d) of Title 23 relates to the vehicle weight limitations on the interstate system. The weigh station program provides the facilities, technology, and equipment to maintain the day-to-day weight enforcement operations for the Florida Department of Transportation (department). Weight enforcement operations are a centralized function of the Motor Carrier Size and Weight (MCSAW) office.

The department's statewide weigh station program supports the rehabilitation of existing weigh stations and supports the deployment of new technology to improve the efficiency of commercial motor vehicle movements on the state roadways.

Funding for the weigh station program consists of "off-the-top" interstate funds to cover future weigh station upgrades, replacement, rehabilitation, and technology deployment needs.

The program's rehabilitation needs were identified in the MCSAW statewide weigh station asset inventory and inspection, completed in 2017. Future technology deployments were identified and are documented in the MCSAW strategic plan. Project priorities are set on a statewide basis and are based on the asset inventory and inspection documents along with coordinated input from other FDOT Offices, including Transportation Data Analytics and Modal Development.

The MCSAW office is responsible for production and coordination for all static, weigh-in-motion, and virtual weigh station design, construction, and consultant engineering and inspection, as well as production and coordination of support in the areas of right of way, utilities, geotechnical surveys and analysis, environmental, plans review, specifications, estimates, legal reviews, etc. The MCSAW office is also responsible for the maintenance of its technology infrastructure, including roadside devices, and virtual and static scales.

See Part IV for further information on federal requirements for authorizing projects.

Innovative Technology Deployment (ITD) (formerly CVISN): refers to the information system elements that support commercial vehicle operations. ITD includes information systems owned and operated by governments, carriers, and other stakeholders. ITD may receive funding grants from the Federal Motor Carrier Safety Administration (FMCSA). FMCSA grants are executed from the Washington D.C. office directly to the grant recipient (not administered through FHWA).

### **B. PROGRAMMING GUIDELINES**

Transportation system: Use Appendix D of these instructions for the appropriate transportation system.

MCSAW projects will generally be programmed using one of the following work mixes:

- 0111: MOCO weigh station static only



- 0112: MCCO weigh station static/WIM

Design, construction, and CEI for weigh station reconstruction and technology construction will be funded by MCSAW (DWS funds) and managed through central office and/or the districts, depending on the project size. Work mix for reconstruction includes buildings, roadway, lighting, signage, and pavement markings.

Work mix for technology includes devices, fiber optic communications, and electrical work to install such equipment.

MCSAW routine scale maintenance and technology maintenance (M&O Contracts) projects must be programmed using phase 72.

MCSAW miscellaneous equipment and equipment replacement must be programmed using phase 93.

In-house phases (31, 41, and 61) that are required should be programmed using DIH funds. Contractual phases and equipment replacement (phase 93) will be programmed using DWS funds.

Example: To program construction of the I-75 mainline screening in Sumter County, you would use applicable transportation system, work mix, phase, program number, DWS fund code; and allocation type of 1.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
52	01	07	DWS	\$3,500,000	1	20XX

## **C. REFERENCES**

[Title 23 U.S.C 127](#)



## **PART III - CHAPTER 44: WORK PROGRAM ADMINISTRATION (WPA) SCREENS AND REPORTS**

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## PART III - CHAPTER 44: WORK PROGRAM ADMINISTRATION (WPA) SCREENS AND REPORTS

### A. ACCESSING WPA

The Work Program Administration (WPA) system can be accessed through the main frame supersession main menu by selecting “FM – Financial Management System.”

<u>A</u> ctions <u>O</u> ptions <u>C</u> ommands <u>F</u> eatures <u>H</u> elp				
CL/SUPERSESSION Main Menu				More: +
Select sessions with a "/" or an action code.				
Session ID	Description	Type	Status	
TSO	TSO/E	Multi		
FM	Financial Management System	Multi	Active	
PCR	Pavement Coring Report	Multi		
EED	EED System	Multi		
Command ==>				
Enter F1=Help F3=Exit F5=Refresh F8=Fwd F9=Retrieve F10=Action				DOT1/LTIP9I9H
MB+ 01A				LTIP9I9H 10/004

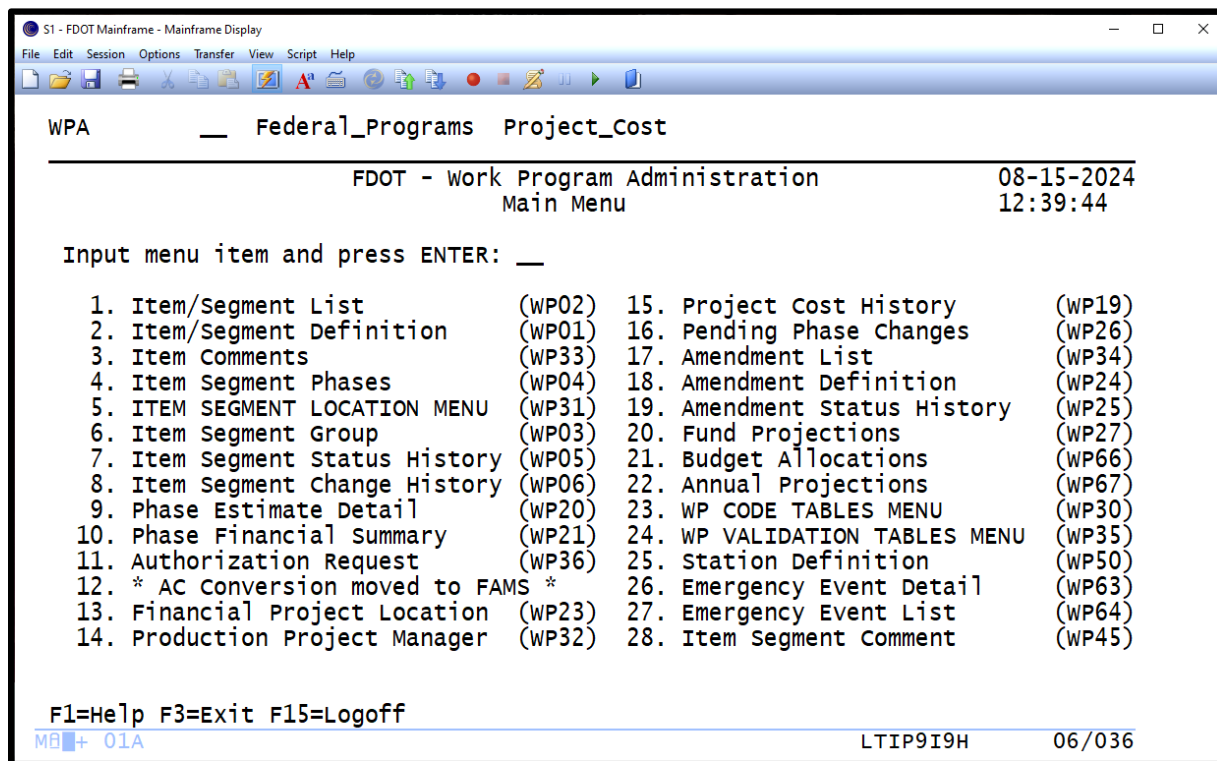
Once in FM, select option “3” for Work Program Administration (WPA).

FM	08-15-2024 12:35:26
FDOT - Financial Management System Main Menu	
Input Menu Item and Press ENTER: 3	
1. Federal Programs Management (FPM)	
2. Project Cost Management (PCM)	
3. Work Program Administration (WPA)	
4. Accounts Receivable Invoicing (ARI)	
5. SAMAS Tables (STP)	
F1=Help F15=Logoff	
MB+ 01A	LTIP9I9H 08/035

## **B. MAIN MENU**

The first screen encountered in WPA is the work program administration main menu. From this screen, you can access information regarding all FDOT projects programmed throughout the state.

The Item/Segment Definition (WP01), Item Segment Phases (WP04), and Phase Financial Summary (WP21) screens provide the most commonly requested work program information; however, the menu provides a short description of the information provided by all WPA screens.



The main menu also provides a link to the WP Code Tables Menu (WP30) screen which is an electronic version of the information provided in Appendix D of these work program instructions.

## C. BASIC WPA SCREEN INFORMATION

At the top of each WPA screen there is a header that is separated from the remainder of the screen by a blue line. In the header, above the blue line, there is a command line and all options available for that screen. To execute these options the user can input the capital letter/s of the available option in the command line.

For example: If there is an option to “Display,” the user would enter a “D” in the command line. If there is a “Change Hist” option to review the change history of an item, the user would enter “CH” in the command line.

Function “F\_” keys are used to navigate through the WPA system. Each available function key and its function definition are provided at the bottom of the screen.

For example: “F3” will exit your current screen and “F5” will refresh your screen to original programming and undo any changes, as long as you have not pressed the enter key and successfully updated your changes.

If you know a specific WPA screen that you would like to view, you can skip the menu and go directly to that page by pressing the “Pause/Break” key on your keyboard to clear your entire screen and then type in the screen name you want.

For example: If you know that you want to view the information on a WP04 screen, you could press “Pause/Break” and then type “WP04” to bring up a blank WP04 screen. From this point you would enter the item number you would like to view.

Note: You must have update capability to change any programming in the work program. This access is usually limited to work program and federal aid employees.

## D. FREQUENTLY USED WPA SCREENS

### 1. WP01 – ITEM/SEGMENT DEFINITION SCREEN

The WP01 screen provides the most basic information regarding the description, location, and management of a project.

WP01	D_ Display	Update	Item_Comm	Phases	Group
Seg_Comm	Location	Change_Hist	Status_Hist	Phase_Est	Phase_Sum
			Items	Rel_Item	
FDOT - Work Program Administration					08-15-2024
Item/Segment Definition					12:43:13
					More: +
Item: 222590	Segment: 2	Item Managing District: 03			Box Item: N (y/N)
Geo District: 03	County: 55	LEON			Project Mgr: LISA STONE
Trans System: 01	INTRASTATE INTERSTATE			Contract Type: 1	
Work Mix . : 0213	ADD LANES & RECONSTRUCT			Measure Type : E	
Status . . : 100	LINE ITEM COMPLETED			As of: 01-23-2012	
Box Code . : FC	EMRG: _____	Related Items: Y			Old Item Number: _____
Description :	(Version: Displayed - AD ADOPTED			Requested - G1 )	
SR 8 (I-10) FROM EAST OF REST AREA TO PVT CHANGE W CR 361					
Work Length: 5.107	Project Length: 5.199 MI			Type (1=xdesc, 2=misc)	
Item Segment Comments					
MULITLANE 6 L; BID=A+B & DAMAGE RECOVERY; DRB					2
RAMP MODIFICATIONS, HIGH MAST LIGHTING & TURN L @ CAP CIR NW					2
R/W EST 04/04/06; S/O PD&E 2225901; 9,283' NOISE WALLS					2
WIDEN 046 & 047 CSX R/R, 048 & 049 CR 157A MISSION ROAD					2
WIDEN BRIDGES 074 & 090 CAPITAL CIR; MITIGATION 1.9 ACRES					2
CAP 4 HURR, FOOTBALL NOTES, PK HR RESTRICT, NIGHT WORK @INTERCHG					2
AAA250-I: Successfully displayed.					
F1=Help F3=Exit F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff					
MB+ 01A			LTIP9I9H		22/080

- Item number: A work program item number is a six-digit number systematically assigned by the WPA system to each new project when it is first programmed.

In this example: the item number for SR 8 (I-10) from east of rest area to pvt change west of CR 361 in District 3 is 222590.

- **Item segment:** Item segments may be used to segment a project for scheduling or funding reasons. Item segments may be used when the boundaries of construction projects are different from the preliminary engineering (design) and/or right of way phase of a “project,” or it is desirable to use the same item number to track projects along a corridor. For example, the Florida Department of Transportation (department) may want or need to let different segments at different times rather than all at once due to lack of funding availability in certain fiscal years or to accommodate letting plans.

New item segments are created by pressing “F6” while viewing an existing item number and segment. The system will automatically create the next sequential segment number available for the item number displayed. The managing district and box item status of the first item segment are automatically applied to each new item segment and cannot be changed.

In this example, the project is the second segment for this particular item number.

- **Managing district:** Managing district indicates the district that is administratively responsible for executing a project.
- **Project manager:** Indicates the person responsible for managing all aspects of the execution of this project.
- **Geographic district:** Geographic district indicates the district in which the project is physically located. (Occasionally, projects will be physically located in one district, but managed by a neighboring district that is producing a job that extends beyond its own county lines).
- **County:** The county indicates the two-digit county code for the county in which the project is located. (See Appendix D for county code listings).
- **Contract type:** Contract type refers to the contract class assignment for the project. (See Appendix D for the list of contract classes with definitions).
- **Transportation system:** Transportation system indicates the mode of transportation for the project. (See Appendix D for a list of all transportation systems).
- **Work mix:** Work mix describes the type of work to be accomplished at the completion of the item segment. (See Appendix D for a list of active work mixes).
- **Status:** Status provides general updates as to the stage of progression the project has reached from candidate line item to line item complete. This information is



automatically upgraded as the FM system is updated throughout the life cycle of the project. (See Appendix D for a sequential list of item statuses).

- Box item/box code: Box item is programmed as “Y” when the item number is being used as a holding place for funds for future programming (boxed). The box code is a two-digit alpha code used to indicate the appropriate box category: reserve (RV), contingency (CN), or target (TG). (See Administration chapter to determine the appropriate box code.) All boxes will use a contract **class 8**.
- Emergency: The emergency code is only applicable when the work being accomplished by the item is in result of or in preparation for an emergency. Each emergency (i.e., hurricane, tornado, or forest fire) is assigned an emergency code in order to track all efforts and funding expended for each emergency event. (Use the emergency event list (WP64) from the WPA main menu to see the most recent list of emergency event codes.)
- In the provided item/segment definition WP01 example, this project is managed by district 3 and is geographically located in district 3 in Leon County. We also see this is a project that will be let in Tallahassee, based on the contract type. You can tell that this project will be adding lanes and reconstructing a portion of the interstate, based on the transportation system and work mix. The item status indicates this project is currently in the process of acquiring right of way to expand its construction.
- Item segment comments: Item segment comments are used to expand the description beyond the short line at the top. These comments are also used to provide information that may be frequently requested regarding the project. Comment lines to be treated as “extra description” are tagged with a type 1 (xdesc). Comment lines to be treated as “miscellaneous comments” are tagged with a type 2 (misc).
- Item comments can be expanded beyond the item/segment definition WP01 screen, by replacing the “D” for display in the command line at the top of the screen, with “IC” for item comments. By entering “IC” you will be taken to the item comments WP33 screen where the user may add or view additional comments regarding the item (first 6 digits).
- Additional comments pertaining to a specific segment (7th digit) can be input on the item segment comments (WP45) screen, accessed from the item/segment definition WP01 screen by entering SC on the command line.

## 2. WP04 – ITEM SEGMENT PHASE SCREEN

The WP04 screen allows the user to view all phases and sequences programmed on a project, as well as the item description, item status, managing district, transportation system, and box item classification. (No updates can be made to existing phase estimates from this screen).

WP04	D_	Display	Item_Seg_def Phase_Est Phase_Sum									
FDOT- Work Program Administration												08-15-2024
Item Segment Phase												12:49:26
Requested Version: G1 Include Candidates: Y (Y/N)												MORE: - +
Item/Segment: 210995 1 Status: 099 LINE ITEM REOPENED												old Item Nbr: 2119804
Desc: CONSULTANT PE-LAB TESTING MAT. LAB												
Trans System: 03 INTRASTATE STATE HIGHWAY												Man Dist: 02 Box Item: N
Begin Search At Phase: _ _ FP Seq: _ _ Project Total:												22,199,340
Ver	Phase	Seq	Year	Fund	Pgm	Amount	Total	All	Dstr	Bud	Apr	St
AD	3	2	13	2015	DS_	00	39,117	39,117	1		02	5
			2016	DS_	00	130,319	130,319	1		02	5	
		14	2015	DS_	00	28,269	28,269	1		02	5	
			2016	DS_	00	45,811	45,811	1		02	5	
			2017	DS_	00	570,000	570,000	1		02	5	
			2018	DS_	00	17,959	17,959	1		02	5	
		15	2016	DS_	00	100,000	100,000	1		02	5	
			2017	DS_	00	125,000	125,000	1		02	5	
			2018	DS_	00	150,000	150,000	1		02	5	
			2019	DS_	00	41,095	41,095	1		02	5	
		16	2017	DS_	00	200,000	200,000	1		02	5	
AAA250-I: Successfully displayed.												
F1=Help F3=Exit F6=Clear F7=Bkwd F8=Frwd F15=Logoff												
MB+ 01A												LTIP9I9H 01/012

- Version: There are four different work program versions/files; adopted, amended, candidate, and tentative work program development cycle. (See Part II, Chapter 1, Developing, Adopting, and Managing the Work Program, for a definition of work program version/files).
- The WP04 screen allows you to choose which version of the work program you would like to view. When viewing the tentative work program development cycle “G1” version, WP04 also indicates what version each individual phase is currently programmed in.
- In the example: The tentative work program development cycle version is the requested version. In the lower part of the screen under “Ver” you can see that the phase 32 is in the adopted version.

- Phase: The phase is a two-digit alpha numeric number. The first character of a phase is called the phase group, and the second character is called the phase type. (See Appendix D for phase group and phase type definitions).
- In the example: There is a phase 32. The phase group, or first character, is a “3” which indicates preliminary engineering. The phase type, or second character, is a “2” which indicates consultant/contractor. Therefore, a phase 32 is defined as preliminary engineering consultant/contractor. Any estimates programmed on this phase will be used toward preliminary engineering consultant/contractor costs associated with the project.
- FP seq: Financial project sequence is a two-digit numeric code that is used to allow the project manager to designate portions of a total phase estimate for specific uses within the phase limits.
- In the example above: There are several different sequences under phase 32 (preliminary engineering consultant/contractor). Each sequence may indicate the amount of money to be spent on each type of consultant/contractor needed. (These sequences are created per the request of the project manager).
- Year: Year indicates the fiscal year in which the programmed work is to be accomplished. The last year of the two-year fiscal year is used when programming.
- For example: Fiscal year 2017/2018 would be programmed as 2018.
- Fund: Fund refers to the four-digit alpha numeric code used to indicate a source of funding being used to accomplish the project. The programming guidelines chapter of these instructions will assist the user in determining what funds are appropriate for which type of projects. (See Appendix D for fund code definitions).
- Pgm: Program number is a two-digit alpha numeric code used to crosswalk estimates to specific budget categories or classify generic phase usage. (See Appendix D of these instructions and the program and resource application for definition and use of program numbers).
- PDC amount: PDC refers to present day cost. Estimates in this column reflect the cost to produce the phase work using present day market prices. (All estimates are programmed using present day cost).
- Total amount: Construction and CEI PDC estimates programmed in years past the current work program year will be inflated to reflect anticipated cost to build in that year. (Refer

to the inflation factors, in the Administration chapter of these instructions or WP90 screen for percentage of inflation to be applied per year).

- All type: Allocation type is used to identify a fund's budget status. (See Appendix D for allocation type definitions).
- Dstr typ/area: Unique code used to track funding used in specific areas and for specific purposes. (Use the distribution area list (WP80) from the WPA Main Menu to see a list of active distribution types/areas).
- Bud dist: Budgeting district indicates where the spending authority (budget) for the programmed funds is located.
- Apr cat: Appropriation category indicates the federal act that is funding the federal fund code programmed. The appropriation category must be entered into WPA to allow federal authorization of funds.
- St: Project cost status. (See Appendix D for definitions of project cost status).

### **3. WP21 – PHASE FINANCIAL SUMMARY**

The WP21 screen is used to give a detailed picture of the status of each estimate programmed on a phase. This screen is a good resource for project managers, as it provides the authorization status of each fund and details any uncommitted funds that may be remaining on the project.

WP21	D_	Display	Phase_Est	Auth_Req	Item_Seg_def	Val_Codes	Cost_Tran							
	Proj_Ltd	Est_Ltd	Level_Ltd	Byr_cost_Tran	Phases	Fed_proj_Fin_proj								
FDOT - Work Program Administration							08-21-2024							
Phase Financial Summary - ADOPTED							09:50:45							
Requested Version: G1							More: +							
Item: 415064 Segment: 4 Phase Group/Type: 2 8 PD&E OTHER AGENCY														
Desc: ETDM														
Status: 010 PRE-CONST.UNDERWAY				Man Dist: 21		Box Item: N								
Begin Search at Financial Project: 01														
Dstr All Bud 0														
Se1	FP	Fund	FAC	PGM	Area/Typ	Typ	Dis	V	Fyr	Status	Seq	Pay	Estimate	Authorized
-	01	ACSA	Z240	00		1	21	Y	2023	AUTH	G		287,690	1,438,450
Fed Proj: ETDM 017 A													287,689	
-								Y	2024	AUTH	G		287,689	
-								Y	2025	AUTH	G		300,000	
-								Y	2026	AUTH	G		287,689	
-								Y	2027	AUTH	G		324,624	
-													287,689	
-													300,000	
-													287,689	
AAA250-I: Successfully displayed.														
F1=Help F3=Exit F7=Bkwd F8=Frwd F15=Logoff														

The WP21 screen breaks down each estimate by fiscal year and provides the status of authorization and commitments for each estimate.

- **Committed:** The term committed refers to any funding that is either encumbered (reserved to be expended) or expended (spent and invoiced). Committed funds are unavailable to be spent elsewhere.

In the example above:

- The fiscal year 2025 estimate for ASCA funds is \$300,000 and the commitments on that estimate are \$287,689; therefore, there is \$12,311 remaining estimate that is available for commitment in that year. The FM system rounds up, as it only recognizes whole dollar amounts.
- **Authorized:** The term authorized refers to any fund that is permitted to be spent. Authorization status is extremely important for federal funds. Any federal fund expended without authorization will not be reimbursed by the Federal Highway Administration (FHWA).

When federal funds are programmed on a project, you may be able to see the federal project number on the WP21 screen. If a federal project has not been assigned to an item number, you will not be able to see the federal project number on this screen.

In the example above: The federal project number for this phase item number is “ETDM-017-A”. The federal project number is how projects are identified and authorized by FHWA.

#### **4. WP55 – RELATED ITEM SEGMENTS SCREEN**

When a new item segment is added on WP01, it will automatically create associations to all other segments of the same work program item. To access the Related Item Segments (WP55) screen from WP01, type (RI) in the command line. If not appropriate, the associations can be deleted or disassociated on the WP55 screen. However, use caution when deleting associations because all history will be lost when you use delete.

Disassociated items will retain their history with system generated begin and end dates. Once an item segment is disassociated the system will establish the end date. To re-associate the item segment it will have to be reentered and will have a new begin date.

To view an item in the relationships, type “RI” on the menu option and select the related item. All relationships for the new item will be displayed (active only flag will reset to the defaulted “Y” and the list only association type will reset to the defaulted blank). By typing “IS” on the menu, the item segment screen (WP01) will display information for the new related item selected.

- PC (project component): Item segments that compose a single project. This is the default value assigned to new segments added to an existing item.
- RW (right of way/construction): Right of way acquired on a segment for a construction project(s) defined on another item segment(s).
- LT (let together): Construction projects to be let as a single contract.
- CR (corridor): Item segments related to the completion/enhancement of a single corridor.
- DW (districtwide consultant): Districtwide item(s) that contribute in whole or in part to the completion of a phase or phases of work on a specific project for cost or time savings purposes, usually for design/surveys, CEI, or studies.
- NE (NEPA document): Item segments which are part of a single NEPA “logical footprint.” Use the NE (NEPA) code to relate all items associated with NEPA action as required for the five-year document retention after all phases are completed.

**a. To Add a New Associated Item Segment:**

- Type an (A) on the command line
- Enter the item segment
- Enter code for appropriate association type from the list provided above
- Enter

WP55	<b>a_</b>	Display Item_Seg_def Rel_Item	Dis-Associate	DElete
FDOT- Work Program Administration Related Item Segments			08-15-2024 13:20:19 MORE: +	
Item/Segment: 201032 4 Status: 096 CONST.COMPLETE				
Desc: I-75 (SR93) AT UNIVERSITY INTERCHANGE				
Active Only?: Y (Y/n) List only Association Type: __				
Sel	Item/Segment	Status	Association Type	Begin Date End Date
Description				
-	201032 1	100 LINE ITEM COMPLETE	PC PROJECT COMPONENT	11-01-2010 12-31-2099
I-75 FROM UNIVERSITY PARKWAY TO MOCCASSIN WALLOW ROAD				
-	201032 2	096 CONST.COMPLETE	PC PROJECT COMPONENT	11-01-2010 12-31-2099
I-75 AT SR 70 INTERCHANGE				
-	201032 3	003 DROPPED/TRANSFERRE	PC PROJECT COMPONENT	11-01-2010 12-31-2099
I-75 (SR 93) AT US 301 INTERCHANGE				
-	201032 5	090 UNDER CONSTRUCTION	PC PROJECT COMPONENT	08-25-2011 12-31-2099
I-75 (SR 93) AT US 301 INTERCHANGE				
-	201032 6	096 CONST.COMPLETE	PC PROJECT COMPONENT	06-22-2012 12-31-2099
I-75 AT SR 64				
<b>s</b>	201032 7	100 LINE ITEM COMPLETE	PC PROJECT COMPONENT	09-30-2014 12-31-2099
I-75 (SR 93) AT UNIVERSITY PARKWAY (MANATEE)				
AAA250-I: Successfully displayed.				
F1=Help F3=Exit F4=Prompt F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff				
MB + 01A			LTIP9I9H	01/013

**b. To Disassociate or Delete an Item Segment:**

- Type a DA (Disassociate) or DE (Delete)
- Select item to disassociate or delete
- Enter
- Confirm disassociation or delete with “Y” then Enter

WP55	<b>da</b>	Display Item_Seg_def Rel_Item	Dis-Associate	Delete
FDOT- Work Program Administration			08-15-2024	
Related Item Segments			13:20:19	
			MORE: +	
Item/Segment: 201032 4 Status: 096 CONST.COMPLETE				
Desc: I-75 (SR93) AT UNIVERSITY INTERCHANGE				
Active Only?: Y (Y/n) List only Association Type: __				
Se1	Item/Segment	Status	Association Type	Begin Date End Date
	Description			
-	201032 1	100 LINE ITEM COMPLETE	PC PROJECT COMPONENT	11-01-2010 12-31-2099
	I-75 FROM UNIVERSITY PARKWAY TO MOCCASSIN WALLOW ROAD			
-	201032 2	096 CONST.COMPLETE	PC PROJECT COMPONENT	11-01-2010 12-31-2099
	I-75 AT SR 70 INTERCHANGE			
-	201032 3	003 DROPPED/TRANSFERRE	PC PROJECT COMPONENT	11-01-2010 12-31-2099
	I-75 (SR 93) AT US 301 INTERCHANGE			
-	201032 5	090 UNDER CONSTRUCTION	PC PROJECT COMPONENT	08-25-2011 12-31-2099
	I-75 (SR 93) AT US 301 INTERCHANGE			
-	201032 6	096 CONST.COMPLETE	PC PROJECT COMPONENT	06-22-2012 12-31-2099
	I-75 AT SR 64			
<b>S</b>	201032 7	100 LINE ITEM COMPLETE	PC PROJECT COMPONENT	09-30-2014 12-31-2099
	I-75 (SR 93) AT UNIVERSITY PARKWAY (MANATEE)			
AAA250-I: Successfully displayed.				
F1=Help F3=Exit F4=Prompt F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff				
MB + 01A			LTIP9I9H	06/016

**5. WP01 RELATED ITEMS FLAG**

The WP01 screen has a related items flag to reflect if there are related items:



WP01	D_ Display	Update	Item_Comm	Phases	Group
Seg_Comm	Location	Change_Hist	Status_Hist	Phase_Est	Phase_Sum
Items	Rel_Item				
FDOT - Work Program Administration					08-15-2024
Item/Segment Definition					13:27:47
					More: +
Item: 201032	Segment: 4	Item Managing District: 01		Box Item: N (y/N)	
Geo District: 01	County: 13	MANATEE		Project Mgr: JMK-NEM-KSI	
Trans System: 01	INTRASTATE INTERSTATE		Contract Type: 1		
Work Mix . . : 0236	INTERCHANGE - ADD LANES		Measure Type : E		
Status . . . : 096	CONST.COMPLETE		As of: 05-17-2018		
Box Code . . : —	EMRG: —	Related Items: Y		Old Item Number: —	
Description : (Version: Displayed - AD ADOPTED					Requested - G1 )
I-75 (SR93) AT UNIVERSITY INTERCHANGE					
Work Length: 0.460		Project Length: 0.460 MI			
Item Segment Comments			Type (1=xdesc, 2=misc)		
PD&E IS 201032-1; PE INCLUDES 201277-2			2		
G/W 201277-2			2		
C9480 HDR			T1621 2		
PHASE 53 FOR TEMP ACROW BRIDGE			2		
SEE WP45 PAGE 1 AND 2 FOR INFO			2		
			2		
WPA348-I: Maximum Number of Item Segments Exist.					
F1=Help F3=Exit F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff					
MB+ 01A			LTIP9I9H		01/012

## E. WORK PROGRAM REPORTS

### 1. WORK PROGRAM, BUDGET & FLAIR RECONCILIATION (GENE MARTIN REPORT)

As the title depicts, this report is a comparison between the approved budget, amounts programmed in WPA, and the total FLAIR encumbrances and expenditures for the current year. The Gene Martin Report depicts transactions that have occurred year-to-date. This allows the user to compare the work program to the budget by specific category.

## Work Program/Budget/Flair Comparison

**(Gene Martin)**

[Production Accomplishment Report \(PAR\)](#)  
[Production Balance Report \(PBR\)](#)  
[Budget Reconciliation](#)

**Output Format:** Screen ▼

**Report Requested:** ☒ 1-year Summary ☐ 2-year Summary

**Report Sort:** By Category ▼

**Budgeting District:** Statewide ▼

**Version:** Tentative (G1) ▼

**Fiscal Year:** 2025

**Snapshot:** L = "Live" ▼

**Categories to Include:** Work Program Only ▼

**Category:**

**Contract Class:** All ▼

☐ Statewide Rollup

**Other:** ☒ Exclude "asterisk" funds (in future years only)

☐ Exclude Balance Forward Budget Allocations

Submit
Reset

<https://owpb.fdot.gov/fmreports/GeneMartin.aspx>

- Select one- or two-year summary
- Select appropriate budgeting district (runs statewide if no district selection is made)
- Select fiscal year
- Select snapshot date from dropdown menu
- Request appropriate category (runs all categories if no input)
- Select report format
- Click submit

## 2. PRODUCTION ACCOMPLISHMENT REPORTS (PAR'S)

PAR's are used to track and balance individual work program funds.

The calculated PAR reflects the portion of allocation that has been authorized, committed, and the remaining balance. The balance is actually calculated based on the item phase status.

- Authorizations represent phases that have been obligated on the department’s federal books. This level is calculated based on the estimated amount less the committed level for all phases authorized (status 4). Pending negative authorization requests (ARs) will not show on the PAR as available funds until the AR is approved.
- The level of authorizations in the PAR for state funds is calculated on the estimated amount less the committed level for all phases authorized (status 4).
- Commitments represent actual encumbrances/expenditures recorded in FLAIR.
- Remaining amounts represent phase estimates that have a status equal to “2” (unauthorized). Negative remaining amounts default to zero.
- Only use the “calculated” PARs to balance. This reflects actions that have occurred in the Federal Project Management and Project Cost Management systems and links it to WPA. Select fund allocation type D (1=regular, 6=transfer). This ensures that any use of funds is recorded against the available fund.

**Production Accomplishment Report (PAR)**

[Production Balance Report \(PBR\)](#)

[Work Program/Budget/Flair Comparison](#) (Gene Martin)

[Fund Variance](#)

**Output Format:** Screen ▾

**Report Requested:** ☒ PAR ☐ Summary ☐ Balances ☐ Variance ☐ Adjustments ☐ Adjustment Variance

**Snapshot:** L = "Live" ▾

**Budgeting District:** None Selected ▾

**Sort Option:** By Fund, District ▾

**Version:** Tentative (G1) ▾

**Fiscal Year:** 2025

**Number of Years:** 6 ▾

**Fund Group:** None Selected ▾

**Fund:**

**Distribution Area:** Include rolled areas (ALL) ▾ or specify:

**Fund Allocation Type:** D = 1,6 ▾

**Fund Allocation Version:**

**Other:** ☐ Statewide Rollup ☐ \$ in Thousands ☐ Exclude Indirect

<https://owpb.fdot.gov/fmreorts/PAR.aspx>

- Select a “snapshot” date
- Select a budgeting district (pulls statewide if no budgeting district is selected)
- Select fiscal year
- Select number of years
- Select fund
- Click submit

### **3. CONTINGENCY ANALYSIS REPORT**

The Contingency Analysis Report is used to track contingency percentages throughout the districts, Turnpike Enterprise, and Central Office and statewide program areas.

Contingencies represent the amount for cost overruns, claims in litigation, estimate changes, supplemental agreements, and other unforeseen costs to the department.

<b><u>Contingency Analysis Report</u></b>	
<b>Output:</b>	Screen ▼
<b>Report Option:</b>	<input type="radio"/> Detail <input checked="" type="radio"/> Years Across <input type="radio"/> Years Down One-Liner By District & Budget Category ▼
<b>Snapshot:</b>	L = "Live" ▼
<b>Version:</b>	G1 = Tentative ▼
<b>District:</b>	(Select a Budgeting District) ▼
<b>Number of Years:</b>	2025 for 6 ▼ Years.
<b>Item Number:</b>	<input type="text"/> <input type="text"/>
<b>Phase:</b>	<input type="text"/> <input type="text"/>
<b>Fund Group:</b>	None Selected ▼
<b>Fund Code:</b>	<input type="text"/>
<b>Budget Category:</b>	<input type="text"/>
<b>Note:</b> This report automatically selects Budget Category "08....". The above selection selects within the "08...." Category Group. If you enter a Budget Category not in the "08...." group, nothing will be returned.	
<input type="checkbox"/> Show Central Office Managed Areas <input checked="" type="checkbox"/> Show District Managed Areas <input type="checkbox"/> Show District County and Local Areas	
<input type="button" value="Submit"/> <input type="button" value="Reset"/>	

<https://owpb.fdot.gov/fmreports/ContingencyAnalysis.aspx>

- Select report options
- Select snapshot
- Select district
- Select beginning fiscal year and number of years
- Click submit

#### 4. PROJECT ALLOTMENT SUFFICIENCY (90/10) REPORT

As part of the management of the adopted work program, the Project Allotment Sufficiency Report was designed to help identify those projects where additional funds are likely to be required to cover unexpected or potential cost overruns. Districts/Turnpike Enterprise should review and update this report weekly. This report is commonly referred to as the "90/10 Report" because it selects only projects where a certain percentage (typically 90%)

of the project budget is committed. The user may set other various percentages. It is essentially a project budget status report comparing commitments (expenditures + encumbrance balance) with an independently set portion of the total project budget (X%).

The goal of this exercise on contract phase types is to keep the total programmed amount in WPA equal to or greater than the expenditures plus the encumbrances. In-house phase types to which the department charges payroll, travel, etc., must have estimates programmed to finish the project. The expenditures and encumbrance balance cannot exceed the total programmed amount. The goal of the “90/10 Report” for managing federal-aid projects is to match federal-aid authorizations to work program estimates and committed funds. The district/Turnpike Enterprise will be reviewing projects with federal-aid funding to ensure that federal authorizations are sufficient to fully fund the commitments for the project. Should the report show that project expenditures and encumbrances exceed project budget or federal authorization, project managers must research and advise the district/Turnpike Enterprise programming offices as follows:

- On state funded jobs, request that the district/Turnpike Enterprise programming offices take funds, if available, from the appropriate “box” item and assign them to the item and phases, as needed. Always request sufficient funds to cover the overrun plus anticipated funds needed to complete the project.
- If federal authorizations are inadequate to fund current expenditures on the project, the district/Turnpike Enterprise should initiate a work program and federal-aid authorization request to increase the federal authorization to remedy the expenditure overrun situation in a timely manner. Districts/Turnpike Enterprise may accumulate a group of additional commitments such as supplemental agreements over a period of time and process these as one federal-aid authorization request provided the project is not in an overrun status.

## 9010 - Financial Project Balances

Output Format:

Report Type: ☒ Detail ☐ Summary

Detail Sort:

Summary Sort:

Report Option:

Budgeting District:

County:

Transportation System:

Phase Group:

Phase Type:

Item Group:

Program:

Fund Type:

Percent:

<https://owpb.fdot.gov/fmreports/f9010.aspx>

- Select report type
- Select sort
- Select district
- Percent defaults to 101%
- Click submit

## 5. ASTERISK FUNDS “OOPS” TRANSACTIONS

Asterisk fund codes are reflected in the WPA system when an accounting entry is made and there is no corresponding current year phase estimate in the WPA. These are defined as “oops” transactions and reflect an asterisk (\*\*\*\*) fund code. They are visible on the Daily Cost Allocation Impact and Gene Martin Reports. The majority relate to a transaction being entered/processed when there is no correlation between the WPA phase/fund/program number and the FLAIR budget category or no current year phase estimate in WPA. When

this occurs, there is an imbalance between the work program and the budget. This not only affects the budget, but also results in fund balances being overstated.

There are several steps to preventing/correcting asterisk fund codes:

- The first step is to ensure the proper coding of accounting forms by the project managers before submittal to the appropriate accounting office.
- The project managers should verify that a correct estimate exists in WPA before submitting the document for an encumbrance or expenditure. This means that the year, phase, program number, and fund correspond to the accounting transaction that is being processed.
- If an accounting transaction has already occurred and an asterisk fund code is generated, then one or more actions must occur to correct these. Program a current year phase estimate in WPA and transfer costs or initiate a correction to the accounting entry (encumbrance change or corrected invoice). This also addresses the transaction 51 (TR 51), unencumbered disbursements. If there is an error in the initial encumbrance, then the asterisk costs will continue to be reflected.

It is recommended to run the report three years prior to the current year to catch any prior year issues, especially during the dual-year timeframe.

## Budget Category & Fund Code Discrepancies

### "OOPS" Report

Output Format: Screen ▼

District: ☒ Budgeting ☐ Managing  
(Select a Budgeting District) ▼

Fiscal Year: 2025

# Years: 10

Transportation System: (Select a Transportation System) ▼

Phase: (Select a Phase Group) ▼

(Select a Phase Type) ▼

Submit
Reset

<https://owpb.fdot.gov/fmreports/OOPS.aspx>

- Select budgeting/managing district
- Select appropriate fiscal year
- Select appropriate number of years



- Click submit

## **6. ROLL FORWARD**

Projects with an uncommitted or un-expended balance on June 30 become a part of the roll forward if they meet the following criteria:

- Estimated amounts which exceed commitments on in-house and contract phases.
- Projects that were programmed but not committed prior to June 30.
- Adjustments made to projects included in the June letting to accommodate bids received at an amount less than the encumbered estimate. Note: adjustments will be made in the current fiscal year to those bids received that are higher than the memo encumbrance and will not roll forward. Any adjustments for bids (rejected, etc.) made during the award period will become a manual adjustment to the roll forward.
- Phases programmed during the year that were encumbered, and then subsequently unencumbered.

### **The following will not roll forward:**

- In-house phases for planning, research, materials testing, Modal Development, motor carrier compliance, administration, tolls, maintenance.
- Contract phases with the operating category consultant fees (FLAIR category 100686).

See [Procedure 360-030-005-g](#) for other roll forward exclusions.

Spending authority associated with the roll forward is advanced through the budget amendment process and usually not available during the first quarter of the new fiscal year.

<b><u>Roll Forward Reports</u></b>	
Output:	Screen ▼
Report Selection:	<input checked="" type="radio"/> Roll Forward Reports <input type="radio"/> Roll Forward Variance Report
Report "Sort":	Detail by Financial Project and Fund ▼
Budgeting District:	(Select a District) ▼
Transportation System:	(Select a Transportation System) ▼
Work Mix:	(Select a Work Mix) ▼
Contract Class:	(Select a Contract Class) ▼
Box Code:	(Select a Box Code) ▼
Phase:	(Select a Phase Group) ▼ (Select a Phase Type) ▼
Program Number:	(Select a Program Number) ▼ *NOTE: Program # 52 is excluded from report.
Budget Category:	
Item Group:	
Fund Code:	
Fund Group:	(Select a Fund Group) ▼
Item Status:	From: 000 = Candidate Line Item ▼ To: 100 = Line Item Completed ▼
Program Plan:	(Select a Program Plan Category) ▼ Exclude in-house and FCO? <input checked="" type="checkbox"/>
Show Amounts:	Report All ▼
<input type="button" value="Submit"/> <input type="button" value="Reset"/>	

<https://owpb.fdot.gov/stability/RollForward.aspx>

- Make desired selections (i.e., district, category, fund code)
- Click submit

## 7. STABILITY ANALYSIS

Section [339.135](#), Florida Statutes, requires the transportation commission to report on the stability of the department's work program. It specifies that changes in the four common years between the adopted and tentative work programs be minimized.

In preparation for the Secretary's review of the tentative work program, the Work Program Development and Operations Office will submit a Stability Analysis Report summarizing work program stability for the four common years of the adopted and tentative work programs to the Secretary at the executive work program review and to the Transportation Commission for their in-depth review. Also included in the same report by district will be a five-year presentation which will include the four common years plus current year.

The report is a variance between the adopted and tentative work programs. It shows the extent of change (advances, defers, deletes, move-outs, and no changes) for 'road and bridge' and 'modal development' components.

The district will assign the reason codes for the number of defers, deletes, and moved-out phases on the Stability Analysis worksheet. These changes are summarized for highway and bridge (systems 01-04, 06 and phases 43, 52, & X4) and modal development operations (systems 08–11 & 15 and phases 43, 44, 52, 84, 94). The reason codes are as follows:

- Estimate Increases, supplemental agreements, claims
- Request/actions of local government or other funding entity
- District project priority changes
- Production and right of way schedule changes
- Project combinations or phase substitutions
- Split out from another project
- Statewide priority change
- Revenue adjustment
- Secondary projects
- Other

The report is for internal use only:

A password and logon ID is required to update this program and is assigned by the Work Program Development and Operations Office.

The screenshot shows a web application titled "Stability Report". Below the title, it says "\*\*\* File is open for editing \*\*\*". A red message states "No rows were selected: Districts". The interface includes several dropdown menus: "Show:" set to "All Items", "District Selection:" with a downward arrow, "Section Selection:" set to "Highways & Bridges and FLP Combined", and "Category Selection:" set to "All". Below these are two rows of buttons: the first row has "Full Analysis" and "Analysis"; the second row has "Reason/Other" and "Reason/All"; the third row has "Summary" and "Variance". At the bottom are "Reset" and "Print" buttons.

<https://owpb.fdot.gov/stability/Stability.aspx>

- Analysis button: Displays the Stability Analysis worksheet excluding the advances and no changes.
- Full analysis button: Displays the Stability Analysis worksheet including advances and no changes.
- Complete instructions for running and coding the Stability Report will be sent to the district work program managers each January.

## 8. WORK PROGRAM AMENDMENT “REVISIONS” REPORT

The Revisions Report is a tool that can be used to track the progress of proposed work program amendments. The report reflects two types of amendments: system amendments and work program amendments.

Work program amendments are discussed in detail in the Amendments chapter of these instructions. System amendments are proposed changes to the work program that do not meet the requirements for a work program amendment. It is important the district keep track of the amendments they have proposed by running the Revisions Report.

**Amendments and Revisions Report**

Output Format:

Report Option:

☐ Amendments (Defer or Delete)

☒ Amendments with Budget Summary (Advance or Add) \*Not valid for Excel Output

☐ Revisions Report

☐ One-Liner Report

☐ All Amendments Report

☐ All Amendments Two-Line Report

District:

Fiscal Year:

Optional Selections  
Amendment Number

1st:  2nd:

3rd:  4th:

5th:  6th:

Item Group:

Amendment Status:

Note: Valid Statuses less than 12 or 14 for the Amendments Report; Revisions Report or the One-Liner Report

<https://owpb.fdot.gov/stability/Amend.aspx>

- Select revisions report
- Select district
- Select fiscal year
- Click submit

## 9. PROJECTION ANALYSIS REPORT

All Schedule B targets can be monitored using the Projection Analysis Report. This report compares the current target levels in Schedule B with the program in WPA. Instructions for running the report web-based version are below.

<u>Target Analysis</u>	
<b>Output:</b>	Screen ▼
<b>Report Option:</b>	<b>Target Comparison:</b> <input checked="" type="radio"/> District <input type="checkbox"/> Breakout Boxed Items <input type="checkbox"/> Breakout Fund Code Number of Years in Total: <input checked="" type="radio"/> 5 <input type="radio"/> 6 <input type="checkbox"/> Over/Under report only  <b>Programmed Only Reports:</b> <input type="radio"/> Fund, Phase, Program <input type="radio"/> Fund Group, Fund <input type="radio"/> Item <input type="radio"/> Item, Fund <input type="radio"/> Item, Fund, Status <input type="radio"/> Phase, Program, Fund <input type="radio"/> Transportation System, Phase, Program, Fund  <input type="checkbox"/> Show Dollars in Millions <input type="checkbox"/> Break Out By Central Office
<b>Budgeting District:</b>	(Select a Budgeting District) ▼
<b>Projection Level:</b>	(Select a Projection Level Code) ▼
<b>Snapshot:</b>	N = 08/14/24 (Last Night) ▼
<input type="button" value="Submit"/> <input type="button" value="Reset"/>	

<https://owpb.fdot.gov/fmreports/TargetAnalysis.aspx>

- Select report option
- Select budgeting district
- Select projection level
- Select snapshot
- Click submit

## 10. ADVANCED CONSTRUCTION (AC) REPORTS

The following report is useful in determining whether an AC project is programmed correctly with a phase A8 program number 52 for conversion.

This report provides detail for each project programmed with AC funds that have a phase A8 with program number 52.

<b>Phase A8/Program 52 and the "AC" Funds</b>	
<a href="#">Phase A8/SIB Funds</a> <a href="#">Comparison of 'AC--' Funds to Phase A8, Program 52</a> <a href="#">LFR/LFRF Funds or Phase A8/Program 39</a>	
<b>Output:</b>	Screen ▼
<b>Fund Code:</b>	
<b>Phase:</b>	
<b>Program:</b>	
<b>Version:</b>	G1 = Tentative ▼
<b>Fiscal Year:</b>	2025 # Years: 1
<b>District:</b>	<input checked="" type="radio"/> Budgeting <input type="radio"/> Managing (Select a Budgeting District) ▼
<b>Allocation Type:</b>	J = 1,4 ▼
<b>Cost Type:</b>	Calculated ▼
<b>Snapshot:</b>	N = 08/14/24 (Last Night) ▼
<input type="button" value="Submit"/> <input type="button" value="Reset"/>	

<https://owpb.fdot.gov/fmreports/A852AC.aspx>

- Select fiscal year and number of years
- Select budgeting/managing district
- Select snapshot
- Click submit

## 11. RESURFACING MONITOR

All resurfacing targets can be monitored by the resurfacing monitor. This report compares the current target levels in resurfacing with the program in WPA. Instructions for running the report are shown below.

<u><b>Resurfacing Monitor</b></u>	
<b>Output Format:</b>	Screen ▼
<b>Program Area:</b>	<input type="radio"/> Arterial <input type="radio"/> Interstate <input type="radio"/> Turnpike <input checked="" type="checkbox"/> Rollup Rural and Urban
<b>Report:</b>	<input checked="" type="radio"/> Summary <input type="radio"/> Detail - Programmed Funds <input type="radio"/> Detail - Boxed Funds <input type="radio"/> Detail - Lane Miles/Funding <input type="radio"/> Detail - Lane Miles/Funding (NHS) <b>Show Funds:</b> <input checked="" type="checkbox"/> With NHS Funds <input checked="" type="checkbox"/> With Non-NHS Funds <input type="radio"/> Detail - Lane Miles/Roadway <input type="radio"/> Detail - Lane Miles/Roadway (Candidates)
<b>District:</b>	Statewide ▼
<b>Snapshot:</b>	Refreshed Every Hour 6:15am-8:15pm ▼
<input type="button" value="Submit"/> <input type="button" value="Reset"/>	

<https://owpb.fdot.gov/fmreports/ResurfacingMonitor.aspx>

- Select program area
- Select report
- Select district
- Select snapshot
- Click submit



## Sample Report

**STATEWIDE**  
**ARTERIAL RESURFACING Program Targets**

Effective Date: 06/01/2022 Time: 13.15.03  
 Date Run: 06/01/2022 Time: 13.42.57

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
<b>Funding Allocation</b>						
TOTAL ALLOCATION	\$705,146,632	\$871,606,117	\$964,898,193	\$1,123,112,668	\$1,153,873,704	\$1,239,866,277
DDR	\$133,165,124	\$162,528,932	\$177,525,793	\$234,762,564	\$257,493,645	\$283,404,050
DS	\$300,495,683	\$334,785,542	\$404,660,281	\$486,056,240	\$438,244,599	\$371,758,338
SA/ACSA	\$209,241,510	\$200,880,197	\$194,214,286	\$199,548,180	\$198,270,108	\$192,714,753
NHRE/ACNR	\$62,244,315	\$173,411,447	\$163,537,454	\$189,411,525	\$247,042,652	\$328,370,858
ACNP/DI (Concrete)	\$0	\$0	\$24,960,381	\$13,334,158	\$12,822,704	\$63,618,277
<b>Programmed on Projects</b>						
TOTAL PROGRAMMED ON PROJECTS	\$727,571,554	\$847,100,874	\$910,296,767	\$1,034,111,003	\$206,410,757	\$113,870,941
DDR	\$172,801,462	\$283,975,274	\$266,640,657	\$325,297,618	\$47,268,228	\$39,692,167
DS	\$174,656,330	\$216,315,266	\$295,315,895	\$340,620,316	\$62,966,120	\$5,260,438
SA/ACSA	\$197,742,013	\$138,172,216	\$132,317,548	\$136,918,674	\$42,861,482	\$4,045,385
NHRE/ACNR	\$62,731,992	\$173,405,826	\$155,912,019	\$189,411,525	\$32,871,225	\$0
ACNP/DI (Concrete)	\$62,921,512	\$0	\$24,803,844	\$13,622,054	\$12,604,734	\$63,624,640
Other	\$56,718,245	\$35,232,292	\$35,306,804	\$28,240,816	\$7,838,968	\$1,248,311
<b>Programmed in Box</b>						
TOTAL PROGRAMMED IN BOX	\$26,841,065	\$50,672,353	\$102,612,367	\$73,733,190	\$971,969,568	\$1,164,854,285
DDR	\$9,843,393	\$7,981,655	\$26,766,151	\$24,396,493	\$273,856,864	\$320,053,979
DS	\$7,348,132	\$36,484,538	\$64,571,345	\$45,994,869	\$369,667,673	\$362,348,505
SA/ACSA	\$2,338,793	\$5,772,663	\$3,121,436	\$3,341,828	\$98,987,244	\$140,402,078
NHRE/ACNR	\$212,580	\$5,621	\$7,625,435	\$0	\$214,171,427	\$328,370,858
ACNP/DI (Concrete)	\$592,558	\$427,876	\$0	\$0	\$0	\$0
Other	\$6,505,609	\$0	\$528,000	\$0	\$15,286,360	\$13,678,865
<b>Programmed over/under Funding Allocation</b>						
TOTAL PROGRAMMED OVER/UNDER ALLOCATION	\$49,265,987	\$26,167,110	\$48,010,941	(\$15,268,475)	\$24,506,621	\$38,858,949
DDR	\$49,479,731	\$129,427,997	\$115,881,015	\$114,931,547	\$63,631,447	\$76,342,096
DS	(\$118,491,221)	(\$81,985,738)	(\$44,773,041)	(\$99,441,055)	(\$5,610,806)	(\$4,149,395)
SA/ACSA	(\$9,160,704)	(\$56,935,318)	(\$58,775,302)	(\$59,287,678)	(\$56,421,382)	(\$48,267,290)
NHRE/ACNR	\$700,257	\$0	\$0	\$0	\$0	\$0
ACNP/DI (Concrete)	\$63,514,070	\$427,876	(\$156,537)	\$287,896	(\$217,970)	\$6,363
Other	\$63,223,854	\$35,232,292	\$35,834,804	\$28,240,816	\$23,125,328	\$14,927,176
<b>Lane Miles</b>						
<b>Lane Mile Allocation</b>						
TOTAL ALLOCATION	1,338.0	1,662.0	1,769.0	2,156.0	2,208.0	2,206.0
<b>Programmed Lane Miles</b>						
TOTAL LANE MILES PROGRAMMED ON PROJECTS	1,455.3	1,614.6	1,720.2	2,129.7	413.4	52.0
Rural	464.3	582.4	473.1	696.5	40.2	.6
Urban	991.1	1,032.2	1,247.1	1,433.2	373.2	51.4
TOTAL LANE MILES TARGET BOXED	N/A	N/A	N/A	3.5	1,795.7	2,144.7
Rural Target Box	N/A	N/A	N/A	1.9	792.9	832.5
Urban Target Box	N/A	N/A	N/A	1.6	1,002.8	1,312.1
Exceptions	(103.8)	37.5	46.2	18.2	.0	.0
Total Lane Mile Over/Under Allocation	13.5	(9.9)	(2.6)	(4.6)	1.1	(9.3)
<b>Cost Per Lane Mile</b>						
Rural Programmed	\$185,150,654	\$263,666,405	\$205,924,975	\$308,318,708	\$21,380,573	\$4,907,822
Rural Programmed Average	\$398,807	\$452,698	\$435,265	\$442,692		
Rural Allocated	\$412,000	\$424,000	\$436,000	\$449,000	\$462,000	\$476,000
Rural Programmed Average over/under Rural Allocation	(\$13,193)	\$28,698	(\$735)	(\$6,308)	(\$462,000)	(\$476,000)
Urban Programmed	\$542,420,900	\$583,434,469	\$704,371,792	\$725,792,295	\$185,030,184	\$108,963,119
Urban Programmed Average	\$547,318	\$565,241	\$564,808	\$506,401		
Urban Allocated	\$488,000	\$502,000	\$517,000	\$532,000	\$547,000	\$564,000
Urban Programmed Average over/under Urban Allocation	\$59,318	\$63,241	\$47,808	(\$25,599)	(\$547,000)	(\$564,000)

## 12. FINANCIAL PROJECT OVERVIEW

The Financial Project Overview may be useful to explore several aspects of a particular financial project. The report will provide basic project information also found on the Item/Segment Definition (WP01) screen. It will also provide financial information such as programmed amounts, expenditures, encumbrances, authorization status, fiscal year, etc. In separate sections, related items and federal project information are displayed. Finally, the report will provide contract information including the contract number, type, and status, as well as important dates for advertisement, letting, award, execution, and beginning and end dates.

The screenshot shows a web application titled "Financial Project Overview" in a teal header. Below the title is a list of blue hyperlinks: "Federal Project Overview", "Financial Project Overview", "Item Segment Contracts", "Item Segment Overview", "- Item Segment Lookup", "- Item Segment Search", "Phase / Activity Crosswalk", and "Project Cost Overview". Below the links is a search form with two main input sections. The first section is labeled "Financial Project:" and contains five input boxes for digits. Below this is the word "OR". The second section is labeled "Projcode/Phase: (Old Job Number)" and contains two input boxes separated by a hyphen. Below these sections are three rows of radio button options. The first row has "Financial Project Overview" (selected), "Fiscal Year Commitments", and "Life to Date Commitments". The second row has "Contracts Only", "Valid Codes Crosswalk", and "Valid Work Activities". At the bottom of the form are two buttons: "Select" and "Reset".

<https://owpb.fdot.gov/itemsegmentsearch/finproj.aspx>

- Input all 11 digits of the financial project number
- Click select

## 13. MADD OG REPORT

Often considered a “one-stop shop” report, the MADD OG is useful in searching for a project or projects in the work program with limited information. The report allows you to enter very little information or several parameters, to reduce the amount of data returned. The MADD OG report also has an option to search on a specific financial project number. While

settings may default to the tentative (G1) file and the current fiscal year, searches can encompass other files, including the candidate file, and prior and future fiscal years.

**MADDOG**  
**Standard Selection**  
[MADDOG \(Item Selection\)](#)

Main

**Note:** When selecting districts/Counties, please try to avoid using multiple district selections since it can cause performance issues.

Budgeting: None Selected Managing: None Selected  
 Geographic: None Selected County: None Selected  
 Economic Region: None Selected

Version: Tentative (G1) ☐ Include Candidates  
 Fiscal Year: 2025 Number of Years: 1 ☐ Omit Phases Started in Prior Year ☐ Show Min Const Fiscal Year  
 Request Type: ☒ Standard ☐ Program Plan ☐ Project Manager ☐ Display Entire Item ☐ Include PSM Dates (Detail Only)  
 Output Format: ☒ Default ☐ Excel ☐ Printer-Friendly  
 Snapshot: N = 08/14/24 (Last Night)

Optional Selections

Open

Required Selections

Open

Report Options

Open

Previous
Next
Submit
Reset Page
Reset All

<https://owpb.fdot.gov/fmreports/maddog.aspx>

- Make desired selections on each tab using the “next” button for each selection pane
- Click submit/batch submit (batch submit will return results to your email)

**MADDOG**  
**Item Selection**  
[MADDOG \(Standard Selection\)](#)

Item

Item Segment:    
 Phase:   ☒ Exclude X9 Phases  
 Financial Project Sequence:

☒ Years Down ☐ Years Across ☐ Full Detail (Excel Only)  
 Years Down Amount Option: 1 - Estimated, Committed & Difference

Version: Tentative (G1) ☐ Include Candidates ☐ Include Dropped (LIVE only)  
 Fiscal Year: 2025 Number of Years: 1 ☐ Omit Phases Started in Prior Year ☐ Show Min Const Fiscal Year  
 Request Type: ☒ Standard ☐ Program Plan ☐ Project Manager ☐ Display Entire Item ☐ Include PSM Dates (Detail Only)  
 Output Format: ☒ Default ☐ Excel ☐ Printer-Friendly  
 Snapshot: N = 08/14/24 (Last Night)

Submit
Reset

<https://owpb.fdot.gov/fmreports/Maddog.aspx?Item=Yes>

- Make desired selections
- Click submit

#### **14. CALCULATED AMOUNT**

The Calculated Amount represents a project's most accurate cost at a moment in time. This value is system generated based on a series of business rules that are applied in sequential order. Two key amounts from the Work Program Application (WPA) are used when determining the Calculated Amount, the Total Programmed Amount, and Total Committed Amount. There are additional WPA data elements used to derive the Calculated Amount which are the Fiscal Year, Work Program Version (Adopted, Tentative, Candidate, or Amended), Program Type (Program Number), Fund Code, and Fund Allocation Type.

Using these key data elements, each project is evaluated based on the following set of rules:

- If a project's Fiscal Year is before the initial FM system conversion date of 1997, then the Total Programmed Amount will represent the most accurate project cost.
- If the project's Fiscal Year is after 1997 and the Work Program Version is in a Tentative, Candidate or Amended status, and the Work Program Fund Code is invalid (\*\*\*), then the Total Programmed Amount will represent the most accurate project cost.
- If a project's Fiscal Year is after 1997 but in a prior year compared to the current year, the Program Number is Fixed Capital Outlay (37) or Transportation Outreach (89), and the Total Committed Amount is greater than the Total Programmed Amount, then the Total Committed Amount will represent the most accurate project cost. If those same conditions exist, and the Total Committed Amount is less than the Total Programmed Amount, the Total Programmed Amount will represent the most accurate project cost.
- If a project's Fiscal Year is after 1997 but in a prior year compared to the current year, the Fund Allocation Type is Regular (1), and the Total Committed Amount is not zero, the Total Committed Amount will represent the most accurate project cost.
- If a project doesn't meet any of the criteria above, and the Fiscal Year is after 1997 but in a prior year compared to the current year, then the Total Programmed Amount will represent the most accurate project cost.
- If a project's Fiscal Year is in a current or future year, and the Total Committed Amount is greater than the Total Programmed Amount, then the Total Committed Amount will represent the most accurate project cost. Inversely, if a project's Fiscal Year is in a current or future year, and the Total Programmed Amount is greater than the Total Committed Amount, then the Total Programmed Amount will represent the most accurate project cost.

**15. EDIT REPORTS**

The following list describes each edit with an explanation of what the edit is looking for, the purpose of the edit, and the work program instructions reference for each edit, when applicable:

- **EDIT #1 - EDIT\$1**

**Purpose:** To identify phases with an estimate of \$1-\$100. Programming of minor amounts as placeholders is not allowed.

**Description:** Report 1 provides projects with federal funds with estimates of \$1 - \$100 with no commitments (excl. boxes and when no prior year has a phase status of 4, 5, or 6, and funds with allocation type 4). Report 2 provides projects with non-federal funds with estimates of \$1-\$100 with no commitments (excl. boxes and when no prior year has a phase status of 4, 5, or 6, and funds with allocation type 4).

FEDERAL FUNDS WITH \$1-100 AND ZERO COMMITMENTS (EXCL BOXES AND WHEN NO PRIOR YEAR HAS STATUS 4, 5, 6, FUNDS WITH ALLOC. TYPE 4)

NON-FED FUNDS WITH \$1-100 AND ZERO COMMITMENTS (EXCL BOXES AND WHEN NO PRIOR YEAR HAS STATUS 4, 5, 6, FUNDS WITH ALLOC. TYPE 4)

**Work Program Instructions Reference:** Programming guidelines; WPA screens and work program reports, administration

- **EDIT #2 - EDITALTY**

**Purpose:** To ensure allocation type agrees with fund code programmed.

**Description:** Provides a listing of project phases with funds and allocation types that do not comply with current work program instructions. Report 1 provides project phases with funds other than local funds that have a fund allocation type of 4 (non-budgeted). Report 2 provides a listing of project phases with an allocation type of 2 (unfunded) or 3 (revenue). These allocation types are no longer being used. Report 3 provides a listing of project phases programmed in boxes (contract class 8) that do not have an allocation type of 1 (budgeted). Report 4 provides a listing of project phases with commitments that do not have an allocation type of 1 (budgeted). Report 5 provides a list of funds with allocation type 4 (non-budgeted) on in-house phases. Report 6 provides a listing of projects with federal funds that are not allocation type 1 (budgeted) or 6 (fund transfer), excluding the fund group F49 (100% federal non-FHWA) and allocation type 5 (pending conversion) with a pending authorization request not equal to 0, and excluding the fund group CD%%. Report

7 provides a listing of projects with funds with allocation type 5 (pending conversion) but no pending authorization.

NON-LF FUNDS WITH ALLOCATION TYPE 4

FUNDS WITH ALLOCATION TYPE 2 OR 3

CONTRACT CLASS 8 (BOXES) NOT ALLOCATION TYPE 1

COMMITMENTS NOT ALLOCATION TYPE 1

FUNDS WITH ALLOCATION TYPE 4 (NON-BUDGETED) ON 'IN-HOUSE' PHASES

FEDERAL FUNDS NOT ALLOCATION TYPE 1 (BUDGETED) OR 6 (FUND TRANSFER) (EXCL. FUND GROUP F49 – NON-FHWA, AND ALLOCATION TYPE 5 WITH PENDING AUTHORIZATION REQUEST NOT EQUAL TO 0 AND EXCL. FUND GROUP CD%%)

FUNDS WITH ALLOCATION TYPE 5 BUT NO PENDING AUTHORIZATION

**Work Program Instructions Reference:** Appendix D, fund allocation types

- **EDIT #3 - EDITXLXU**

**Purpose:** To identify projects located off the state highway system that have federal funds programmed for in-house support phases but not on the corresponding primary phase or have federal funds programmed for construction but not for in-house support. To identify projects programmed with federal STP urban/non-urban funds off the state highway system that do not have a local match programmed. To identify projects programmed with state primary matching funds or district dedicated revenue matching funds not on transportation system 06 (off state highway), 08 (transit), 13 (miscellaneous) or 16 (off state highway/off federal highway). This is a comprehensive EDIT that covers a review of several off system programming applications related to XL, XU, TALL and TALU funds.

**Description:** These reports provide a listing of projects on transportation system 06 (non-intrastate off state highway) or 16 (off state hwy. system/off federal hwy. system). Report 1 provides a listing of projects on transportation system 06 (non-intrastate off state hwy.) or 16 (off state hwy. system/off federal hwy. system) with federal funds on phase 41 (right of way in-house) but no federal funds, LF or TRIP on phase 43 (right of way purchase) or phase 48 (right of way, other agency), excluding contract class 8 (boxes) projects. Report 2 provides a listing of projects on transportation system 06 or 16 with federal funds on phase 61 (construction support in-house), but no federal funds on any 5x (construction) phase or LF funds on phase 52 or 58 or small county funds on phase 52 or 58, excluding contract class 8. Report 3 provides a listing of projects programmed with both TALL (areas less than 200k

population) funds and TALU (areas greater than 200k population) funds, excluding contract class 8 (boxes) projects. Report 5 provides a listing of projects programmed with both SL.. (areas less than or equal to 200k population) and SU.. (areas greater than 200k population) funds, excluding contract class 8 (boxes) projects. Report 6 provides a listing of projects not on transportation system 06, 08, 13, or 16 that have either DSF funds or DDRF funds programmed.

ITEMS ON TRANSPORTATION SYSTEM 06 OR 16 WITH FEDERAL FUNDS ON PHASE 41, BUT NO LF, TRIP, OR FEDERAL FUNDS ON PHASE 43 OR PHASE 48 (EXCL. BOXES)

ITEMS ON TRANSPORTATION SYSTEM 06 OR 16 WITH FEDERAL FUNDS ON PHASE 61, BUT NO FEDERAL FUNDS ON PHASE 5X OR LF OR SMALL COUNTY FUNDS ON PHASE 52 OR PHASE 58 (EXCL. BOXES)

ITEMS WITH TALL AND TALU FUNDS ON THE SAME ITEM (EXCL. BOXES)

ITEMS WITH SL.. AND SU.. FUNDS ON THE SAME ITEM (EXCL. BOXES)

ITEMS WITH DSF OR DDRF FUNDS NOT ON TRANSPORTATION SYSTEM 06, 08, 13 OR 16

**Work program instructions reference:** Programming Guidelines; Federal Aid Funds used off the State Highway System

- **EDIT #4 - EDITCIGP**

**Purpose:** To ensure that projects programmed under the county incentive grant program have the mandatory match programmed.

**Description:** Provides a listing of project phases under the county incentive grant program (CIGP funds) that do not have the mandatory match programmed or the amount of the match is incorrect. Report 1 provides a listing of project phases programmed with CIGP funds with a local fund match less than the required match, excluding those with an item group identifier of WAIV or REDC. Report 2 provides a listing of projects with in-house phasing with CIGP funds. Report 3 provides a listing of project phases programmed with CIGP funds not using pgm 87, excluding phase A8. Report 4 provides a listing of project phases programmed with pgm 87, but not CIGP funds. Report 5 provides a listing of project phases programmed with CIGP funds and using pgm 87 on other funds ineligible as the mandatory match, excluding LFB fund code.

CIGP FUNDS THAT HAVE LF/LFP/FTA/XL../XU.. FUNDS PGM 87 WITH LESS THAN CIGP FUNDS (EXCL. BOXED)

CIGP FUNDS ON IN-HOUSE PHASES

CIGP FUNDS THAT ARE NOT 87 PROGRAM (EXCL. PHASE A8)

PGM 87 ON FUNDS NOT CIGP (EXCL. BOXED)

CIGP FUNDS THAT HAS NON LF/LFP/FTA FUNDS ON PGM 87

**Work program instructions reference:** Programming guidelines; County Incentive Grant Program; Small County Outreach Program

- **EDIT #5 - EDITITST**

**Purpose:** To identify dropped projects with commitments and completed projects with funding in future years.

**Description:** Report 1 provides a listing of projects in an item status 003 (dropped) that have commitments greater than zero. Report 2 provides a listing of projects in an item status 003 (dropped) where the phase status is not equal to 3 (deleted). Report 3 provides a listing of projects in a phase status 3 (deleted) that have commitments greater than zero.

ITEM STATUS EQUAL TO 003 – COMMITTED NOT EQUAL TO 0

ITEM STATUS EQUAL TO 003 – PHASE STATUS NOT EQUAL TO 3

PHASE STATUS EQUAL TO 3 – COMMITTED NOT EQUAL TO 0

**Work program instructions reference:** No specific reference.

- **EDIT #6 - EDITLTF**

**Purpose:** To ensure the correct allocation type is programmed on local funded projects.

**Description:** Provides reports for local funds. Report 1 provides a listing of project phases that have local funds programmed without a fund allocation type of 1 (budgeted) or 4 (non-budgeted). Report 2 provides a listing of projects with X8 phases (other agency) with local funds not programmed with an allocation type of 4, excluding phase C8 (environmental other agency), program numbers 61 (repayment to sib), 63 (toll facilities revolving trust fund - TFRTF), and 85 (Transportation Infrastructure Finance and Invoice Act - TIFIA), and item groups MIC & PFS. Report 3 provides a listing of modal development projects that are programmed without an appropriate match, excluding contract class 8 (boxes) and SIB and DUCA funds. If the project is programmed with program number 15 (FTA Section 5303) or 19 (FTA Section 5313) and has DPTO funds, look for an appropriate match. Projects programmed with program numbers 15 or 19 and do not have DPTO funds are excluded.

LF FUNDS FUND ALLOCATION NOT EQUAL TO 1 OR 4



LOCAL FUNDS ON X8 PHASES FUND ALLOCATION TYPE NOT EQUAL TO 4 (EXCL. ITEM GROUPS MIC AND PFS; PHASE C8, PROGRAM NUMBERS 61, 63, AND 85)

TS 09 (AVIATION) WITH PROGRAM NUMBERS 28, 32, 33, 34, 91, 99, SF; TS 15 (MULTIMODAL) WITH PROGRAM NUMBER 11; TS 10 (RAIL) WITH PROGRAM NUMBER 29; TS 11 (SEAPORTS) WITH PROGRAM NUMBERS 71, 76; TS 08 (TRANSIT) WITH PROGRAM NUMBERS 13, 14, 15, 16, 17, 18, 21, 22, 25, RB, SS (EXCL. CC 8 AND SIB & DUCA FUND CODE).

DPTO FUND CODE WITH PROGRAM NUMBERS 15 OR 19 (EXCL. PROGRAM NUMBERS 15 OR 19 WITHOUT DPTO FUND CODE)

**Work programs instructions reference:** Programming Guidelines; Federal Aid Funds used off the State Highway System, Local Funds, Modal Development

- **EDIT #7 – EDITLFA**

**Purpose:** To identify certain phases that have local funds with commitments on projects that are not in a status of construction complete that are not in the LFA (comptroller's system).

**Description:** Provides a listing of project phases with local funds LF, LFF, LFR, LFRF, LFP with a fund allocation type of 1 with commitments on any fund on the project, with an item status of less than 096 (construction complete), that is not in LFA (comptroller's system). This report excludes budgeting district 42; and 5X (construction) and 6X (construction support) phases with a status of less than 030 (advertised).

PHASES WITH LF/LFF/LFR/LFRF/LFP FUNDS WITH ALLOCATION TYPE 1 PLUS COMMITMENTS ON ANY FUND WITH ITEM STATUS LESS THAN 096 NOT IN LFA (EXCL. BD 42, PHASE 5X/6X WITH STATUS LESS THAN 030)

**Work program instructions reference:** Programming Guidelines; Local Funds

- **EDIT #8 - EDITDDIR**

**Purpose:** To identify hurricane/storm projects without an associated Detailed Damage Inspection Report (DDIR) associated.

**Description:** Report 1 provides a listing of emergency projects without an associated DDIR. Report 2 provides a listing of projects with a DDIR on a dropped phase.

NO 'DDIR' EXISTS ON HURRICANES/STORMS

DDIR EXISTS ON DROPPED PHASE

**Work program instructions reference:** Programming Guidelines; Emergencies/Disasters

- **EDIT #9 - EDITPH5X**

**Purpose:** To identify commitments on construction phases which have not been advertised.

**Description:** Report 1 provides a listing of items with a status of less than 030 (advertised), that have a construction phase (phase 5X) with commitments and a phase status that is not 4 (authorized), 5 (closed), or 6 (finalized). The report excludes phase type 3 (purchase), 6 (utility), 7 (railroad), 8 (other agency), and 9 (indirect support). Report 2 provides a listing of items with a status of less than 030 (advertised), that have a construction phase (phase 5X) with commitments with a phase status of 4, 5, or 6. This report excludes phase type 3 (purchase), 6 (utility), 7 (railroad), 8 (other agency), and 9 (indirect support).

ITEMS WITH STATUS LESS THAN 030, PHASE 5X WITH COMMITMENTS WITH PHASE STATUS NOT EQUAL TO 4, 5, 6 (EXCL. PHASE TYPE 3, 6, 7, 8, 9)

ITEMS WITH STATUS LESS THAN 030, PHASE 5X WITH COMMITMENTS WITH PHASE STATUS EQUAL TO 4, 5, 6, (EXCL. PHASE TYPE 3, 6, 7, 8, 9)

**Work program instructions reference:** No specific reference.

- **EDIT #10 - AIRPORTS**

**Purpose:** To identify aviation items which do not have the proper SIS item group identifier.

**Description:** Report 1 provides a listing of items with a transportation system of 09 (aviation) without a SIS (strategic intermodal system) item group identifier (excludes county 99) compared to a list of approved SIS airports. Report 2 provides a listing of items with a transportation system of 09 (aviation) that have a SIS Item group identifier on non-SIS airports (excludes county 99) compared to a list of approved SIS airports. Report 3 provides a listing of active projects associated to airports with a decommissioned date.

AIRPORTS WITH NO 'SIS' ITEM GROUP (EXCL. COUNTY 99)

'SIS' ITEM GROUP ON NON-SIS AIRPORTS (EXCL. COUNTY 99)

AIRPORTS WITH DECOMMISSIONED DATE AND STATUS LESS THAN 096

**Work program instructions reference:** Programming Guidelines; Strategic Intermodal System. The specific item group identifiers for the SIS program are contained in this chapter.

- **EDIT #11 - SEAPORTS**

**Purpose:** To identify seaport items which do not have the proper SIS item group identifier.

**Description:** Report 1 provides a listing of items with a transportation system of 11 (seaports) without a SIS (strategic intermodal system) item group identifier (excludes county 99) compared to a list of approved SIS seaports. Report 2 provides a listing of items with a transportation system of 11 (seaports) that have a SIS item group identifier on non-SIS seaports (excludes county 99) compared to a list of approved SIS seaports.

SEAPORTS WITH NO 'SIS' ITEM GROUP (EXCL. COUNTY 99)

'SIS' ITEM GROUP ON NON-SIS SEAPORTS (EXCL. COUNTY 99)

**Work program instructions reference:** Programming Guidelines; Strategic Intermodal System. The specific item group identifiers for the SIS program are contained in this chapter.

- **EDIT #12 - EDITDB9**

**Purpose:** To identify design build projects which do not have the proper design build item group identifier.

**Description:** Report 1 provides a listing of items with contract class 9 (design build) that do not have a 'DB..' (Design build) item group identifier. Report 2 provides a listing of projects that have a 'DB..' item group identifier, but which do not have a contract class of 9.

ITEMS WITH CONCLASS "9" THAT DO NOT HAVE AN ITEM GROUP IN "DB.."

ITEMS WITH AN ITEM GROUP IN "DB.." THAT DO NOT HAVE A CONTRACT CLASS 9.

**Work program instructions reference:** Programming Guidelines; Special Contracting Methods

- **EDIT #13 - EDITBOND**

**Purpose:** To identify ROW bond funds programmed on non-ROW phases.

**Description:** Report 1 provides a listing of items with ROW bond funds on non-ROW phases, excluding item statuses 0, 3, 5, and 7.

ITEMS WITH ROW BOND FUNDS ON NON-ROW PHASES (EXCL. PHASE STATUS 0, 3, 5, 7)

**Work program instructions reference:** Programming Guidelines; Right Of Way

- **EDIT #14 – EDIT60DA**

**Purpose:** To identify work mixes that should be 60 day advertisements.

**Description:** Provides a list of projects that have work mixes 0023 Bridge – Replace and Add Lanes, 0025 Bridge – Rehabilitate and Add Lanes, 0213 Add Lanes and Reconstruct, 0218

Add Lanes and Rehabilitate Pavement, and 0236 Interchange Add Lanes that are not 60 day or 90 day advertisements, excluding contract class 9.

ITEMS WITH 0023, 0025, 0213, 0218, AND 0236 WORK MIXES AND NO 60DA OR 90DA IDENTIFIER

**Work program instructions reference:** Programming Guidelines; Production Management

- **EDIT #15 - EDITLNSW**

**Purpose:** Identifies projects with location screen information indicating new lanes are being added but with a non-capacity work mix.

**Description:** Report 1 provides a listing of projects with a location screen indicating new lanes are being added but with a non-capacity work mix. Report 2 provides a listing of projects with a work mix that indicates additional capacity, but the location screen does not indicate any additional lanes being added.

NEW LANES ADDED—NO CAPACITY WORK MIX

CAPACITY WORK MIX—NO NEW LANES ADDED

**Work program instructions reference:** Programming Guidelines; Location Information for Roadways, Bridges and Trails

- **EDIT #16 - EDITRDWY**

**Purpose:** To ensure projects have a roadway ID programmed.

**Description:** Provides a listing of projects with a transportation system of 01-04, 06, and 16, with contract class 1 (Tallahassee let), 2 (externally managed not LAP), 4 (Misc. – no Letting), 5 (local agency program), 7 (district let) or 9 (design build) but with no roadway ID, excluding county 99, excluding phase group 7 (maintenance), and excluding PLH (public lands highways) and FLAP (federal lands access program) funds. The report is sorted by work mix.

ITEMS WITH NO ROADWAY - BY WORK MIX (TRANSYS 01-04, 06, AND 16 WITH CONCLASS 1, 2, 4, 5, 7, 9 ONLY; EXCL COUNTY 99, PHASE GROUP 7, AND PLH & FLAP.

Roadways are required on projects with transportation systems 01-04, 06, and 16 with the following exclusions:

PROJECTS WITH ONLY 2X (PD&E), 7X (MAINTENANCE), OR 8X (OPERATIONS) PHASES ARE EXCLUDED.

WORK MIXES EXCLUDED:

- 0106 – BIKE PATH/TRAIL
- 0125 – TOLL COLLECTION
- 0126 - TOLL DATA CENTER
- 0206 – PARKING FACILITY
- 0714 - TRAFFIC SIGNAL UPDATE
- 0717 - TRAFFIC CONTROL DEVICES/SYSTEM
- 0750 – ITS COMMUNICATION SYSTEM
- 0751 – OTHER ITS
- 0752 – ITS SURVEILLANCE SYSTEM
- 0753 - TRAFFIC MANAGEMENT CENTERS
- 0754 – ADV TRAVELER INFORMATION SYSTEM
- 0756 – ITS FREEWAY MANAGEMENT
- 0757 - TMC SOFTWARE AND SYSTEM INTEGRAT
- 0758 – COMMERCIAL VEH INFO SYST/NETWK
- 0774 – SIGNING/PAVEMENT MARKINGS
- 6060 – ROUTINE MAINTENANCE
- 7087 – PERIODIC MAINTENANCE
- 8000 - TRANSIT FACILITY SECURITY

**ADDITIONAL WORK MIXES EXCLUDED FOR TRANSPORTATION SYSTEM 16:**

- 0205 – SIDEWALK
- 0328 – PEDESTRIAN / WILDLIFE OVERPASS
- 1070 – LANDSCAPING
- 8051 – PUBLIC TRANSPORTATION SHELTER

Projects with program 53 - SAFETY RAIL/HWY CROSSING are excluded if the transportation system is 16.

In addition, roadways are required on emergency projects (work mix 0061) if a Phase 52 (construction), G2 (emergency road repair) or H2 (emergency bridge repair) is included on the project.

**Work program instructions reference:** Programming Guidelines; Location Information for Roadways, Bridges and Trails

- **EDIT #17 - EDITAREA**

**Purpose:** To ensure the distribution area for federal funds is programmed correctly. The distribution area code must be programmed prior to federal authorization.

**Description:** Report 1 provides a listing of project phases with federal funds with invalid distribution areas. Report 2 provides a listing of project phases programmed with federal funds that have no distribution area.

FUNDS WITH INVALID DISTRIBUTION AREAS

FUNDS THAT HAVE NO DISTRIBUTION AREAS

**Work program instructions reference:** Federal Aid Programs

- **EDIT #18 - EDITRSRF**

**Purpose:** To ensure resurfacing projects are programmed with a roadway ID, indicate the number of lanes being improved, and no federal funds on work mix 0226 (Maintenance Resurfacing – Flex)

**Description:** Report 1 provides a listing of projects with a resurfacing work mix but without a roadway ID. Report 2 provides a listing of projects with a resurfacing work mix but the number of lanes improved is zero. Report 3 lists projects with federal funds on work mix 0226 (must be state funded only).

ITEMS W/RESURF WORK MIX, NO ROADWAY

ITEMS W/RESURF WORK MIX, IMPR LANES = 0

ITEMS WITH A MAINT/RESURF WORK MIX AND FEDERAL FUNDS

**Work program instructions reference:** Programming Guidelines; Location Information for Roadways, Bridges and Trails; Resurfacing.

- **EDIT #19 - EDITBRDG**

**Purpose:** To ensure bridge projects have a bridge number programmed.

**Description:** Report 1 provides a listing of projects with a bridge work mix but without a bridge number. The report excludes work mixes 0020 (New Bridge Construction), 0027 (New Bridge Construction – No Capacity Added), 0329 (Pedestrian or Wildlife Underpass), 0330 (Construct Culvert), and 0427 (Replace or Widen Br Culvert); excluding transportation system 06 (non-intrastate off state hwy.) and transportation system 16 (off state hwy. system/off federal hwy. system) with a work mix of 0328 (pedestrian or wildlife overpass); and excluding all projects with a hurricane program number. Report 2 provides a listing of projects that have bridge funds programmed but without a bridge number identified. Report 3 provides a listing of projects that are not on transportation system 16 (off state hwy. system/off federal hwy. system) with BRZ. (bridge/repair/replacement) funds programmed. Report 4 is no longer active. Report 5 provides a listing of projects with bridge replacement work mixes without program 03. Report 6 provides a listing of projects with bridge repair work mixes without program 04. Report 7 provides a listing of projects with “BR++” fund group and program number 43 without inspection work mixes. Reports 5,6,7 exclude boxes, program number 93 “SCOP”, program number 94 “SCRAP”, suntrail projects, hurricane projects, program number 44 “emergency structure repair”, item status 070 “contract executed” and beyond.

ITEMS W/BRIDGE WORK MIX WITH NO BRIDGENO (EXCLUDING TRANSYS 06 and TRANSYS 16 WITH WORK MIX 0328; EXCLUDING HURRICANE PGM#; EXCL WORK MIX 0020, 0027, 0329, 0330, 0427).

ITEMS W/BRIDGE FUNDS BUT NO BRIDGE NO.

ITEMS NOT ON TRANSYS ‘16’ WITH BRZ. FUNDS

REPORT 4 IS INACTIVE

ITEMS WITH BRIDGE REPL WORK MIX AND PGM# NOT EQUAL TO 03

ITEMS WITH BRIDGE REPAIR WORK MIX AND PGM# NOT EQUAL TO 04

ITEMS WITH BR++ FUNDS AND PGM# 43 AND NO INSPECTION WORK MIX

**Work program instructions reference:** Programming Guidelines; Location Information for Roadways, Bridges and Trails

- **EDIT #20 - EDITAVIA**

**Purpose:** To ensure aviation projects have an airport number programmed.

**Description:** Provides a listing of projects with transportation system 09 (aviation) but without an airport number, excluding county 99 and any project with a hurricane program number.

ITEMS WITH AVIATION TRANSYS (09), BUT NO AIRPORT (EXCL COUNTY 99 AND HURRICANE PGM#)

**Work program instructions reference:** Programming Guidelines; Modal Development

- **EDIT #21 - EDITSEAP**

**Purpose:** To ensure seaport projects have a seaport number programmed.

**Description:** Provides a listing of projects with transportation system 11 (seaports) but without a seaport number; excluding county 99 and projects with a hurricane program number.

ITEMS W/TRANSYS 11, BUT NO SEAPORT (EXCL COUNTY 99 AND HURRICANE PGM#).

**Work program instructions reference:** Programming Guidelines; Modal Development

- **EDIT #22 - EDITTRAN**

**Purpose:** To ensure transit projects have a transit grant recipient programmed.

**Description:** Provides a listing of projects with transportation system 08 (transit) but without a transit grant recipient associated; excluding county 99 and projects with an emergency program number.

ITEMS W/TRANSYS 08, BUT NO TRANSIT AGENCY (EXCL COUNTY 99 AND HURRICANE PGM#)

**Work program instructions reference:** Programming Guidelines; Modal Development

- **EDIT #23 - EDITEMPG**

**Purpose:** To ensure identification number and program number agrees on all emergency projects.

**Description:** Report 1 provides a listing of projects in which the emergency ID does not agree with the program number. Report 2 provides a listing of projects, by emergency ID, in which the emergency ID does not agree with the program number. Report 3 provides a listing of projects, by program number, in which the emergency ID does not agree with the program number. All reports exclude item status 100.

EMERGENCY ID DOES NOT AGREE WITH PROGRAM NUMBER EXCLUDES STATUS 100



EMERGENCY ID DOES NOT AGREE WITH PROGRAM NUMBER BY EMERGENCY ID EXCLUDES STATUS 100

EMERGENCY ID DOES NOT AGREE WITH PROGRAM NUMBER BY PROGRAM NUMBER EXCLUDES STATUS 100

**Work program instructions reference:** Programming Guidelines; Emergencies/Disasters

- **EDIT #24 - EDITAMND**

**Purpose:** To identify hurricane projects in amended status.

**Description:** Provides a listing of hurricane projects with phases in amended status.

AMENDMENTS ON HURRICANES/STORMS/EMERGENCIES ITEMS

**Work program instructions reference:** Programming Guidelines; Emergencies/Disasters

- **EDIT #25 - EDITPH5A**

**Purpose:** To ensure a bonus item group identifier is programmed on projects with 5A phases.

**Description:** Report 1 provides a listing of projects with a phase 5A (construction contract bonus) programmed but without a bonus item group identifier. Report 2 provides a listing of projects with a bonus group identifier and no phase 5A.

PHASE 5A WITH NO BONUS ITEM GROUP ('A5', 'B1', 'B4', 'B5', 'B7', 'B10', 'B11', 'B12', 'BS1')

BONUS ITEM GROUP ('A5', 'B1', 'B4', 'B5', 'B7', 'B10', 'B11', 'B12', 'BS1') WITH NO PHASE 5A

**Work program instructions reference:** Programming Guidelines; Special Contracting Methods

- **EDIT #26 - EDITNHIM**

**Purpose:** To ensure the accurate use of ACNH/NH or ACNP/ACNR/NHPP/NHEX/NHRE on the national highway system:

**Description:** Report 1 provides a list of projects with ACNH/NH or ACNP/ACNR/NHPP/NHEX/NHRE funds that do not have a national highway system roadway ID

ITEMS WITH ACNH/NH or ACNP/ACNR/NHPP/NHEX/NHRE FUNDS AND NO NHS ROADWAY

**Work program instructions reference:** Federal Overview, Part IV - Chapter 1, Section C

- **EDIT #27 - EDITBXCD**

**Purpose:** To ensure a box code is programmed on each box item.

**Description:** Report 1 provides a listing of projects that have a box code of either TG (target), RV (reserve), or CN (contingency) but do not have a contract class 8 (boxes). Report 2 provides a listing of projects with a contract class 8 (boxes) without of a box code of TG (target), RV (reserve), or CN (contingency). Report 3 provides a listing of TG (target) boxes programmed in the current year of the adopted work program and/or the first two years of the tentative work program.

ITEMS WITH BOX CODE 'CN', 'RV', 'TG' THAT ARE NOT CONTRACT CLASS 8

ITEMS WITH CONTRACT CLASS 8 THAT ARE NOT BOX CODE 'CN', 'RV', 'TG'

BOX CODE 'TG' WITH INVALID FISCAL YEAR

**Work program instructions reference:** Programming Guidelines; Administration

- **EDIT #28 – EDITSFO**

**Purpose:** To identify projects with SFO (state funded only) group identifier programmed with federal fund codes on any phase.

**Description:** Report 1 identifies projects programmed with the SFO group identifier and federal fund codes on any phase. Any segment associated to the project with federal funding will be listed on the edit as well. Report 2 identifies projects programmed with the SFO group identifier that are related to projects without the SFO group identifier.

ITEMS WITH SFO ITEM GROUP AND FEDERAL FUNDS ON ANY PHASE

ITEMS WITH SFO ITEMS GROUP AND HAVE RELATED ITEMS WITH NO SFO ITEM GROUP

**Work program instructions reference:** Programming guidelines; Project Development and Environment (PD&E)

- **EDIT #29 - EDITLNHG**

**Purpose:** Provides a listing of roadway projects that have invalid project lengths, no measure codes, and/or improved lanes greater than existing lanes.

**Description:** Report 1 provides a listing of roadway projects that have invalid project lengths programmed on the Location Screen (WP07). Report 2 provides a listing of roadway projects with no measure codes and excludes contract class 4. Report 3 provides a listing of

projects that have the number of lanes being improved greater than the number of lanes that exist.

ROADWAYS WITH INVALID PROJECT LENGTHS

ROADWAYS WITH BLANK MEASURE CODES (EXCL CONTRACT CLASS 4)

LANES IMPROVED GREATER THAN NUMBER OF LANES

**Work program instructions reference:** Programming Guidelines; Location Information for Roadways, Bridges and Trails

- **EDIT #30 - EDITRAIL**

**Purpose:** To ensure rail location information is added.

**Description:** Provides a listing of projects with work mix 8350 missing rail location information. This report lists item segments with work mix 8350 that have no rail line associated using Item Segment Location – Rail Line (WP48) screen.

WORK MIX 8350 WITHOUT AN ASSOCIATED RAIL-LINE

**Work program instructions reference:** Programming Guidelines; Modal Development

- **EDIT #31 – EDITPOED**

**Purpose:** To identify projects with POED funds and ensure those funds are expended before all other fund sources.

**Description:** Report 1 identifies POED funded projects where POED funds are not designated as pay sequence 1. Report 2 identifies POED funded projects where other state funds are not designated as pay sequence 2. Report 3 identifies POED funded projects where local funds are not pay sequence 3. Report 4 identifies POED funded projects where other federal funds are programmed on the same financial project sequence as the POED funds.

POED FUND CODE NOT PAY SEQUENCE 1

POED FUND CODE PRESENT AND STATE FUNDS NOT PAY SEQUENCE 2

POED FUND CODE PRESENT AND-LF FUNDS NOT PAY SEQUENCE 3

POED FUND CODE PRESENT AND-FEDERAL FUNDS ON SAME FINPROJSEQ

**Work program instructions reference:** Programming Guidelines; Modal Development

- **EDIT #32 - MBRE32**

**Purpose:** To ensure each federally funded emergency project has only one DDIR assigned.

**Description:** Report 1 provides a listing of emergency projects that have more than one DDIR (Detailed Damage Inspection Report) identified per federal project number.

MULTIPLE DDIRS PER FEDERAL PROJECT

**Work program instructions reference:** Programming Guidelines; Emergencies/Disasters

- **EDIT #33 - EDITSIS**

**Purpose:** To identify items with both SIS and SISE item group identifiers. Also, identifies items with a SISC item group identifier but no SIS/SISE item group identifier.

**Description:** Report 1 provides a listing of projects with both a SIS (strategic intermodal system) and SISE (strategic intermodal emerging) item group identifier. Report 4 provides a listing of projects with the QFIX item group identifier but without a SIS item group identifier and/or on the national highway system.

ITEMS WITH 'SIS' AND 'SISG' ITEM GROUPS, 'SISG' ITEMS WITH 'QFIX' BUT WITHOUT 'SIS%' AND/OR TS 01 OR 03

**Work program instructions reference:** Programming Guidelines; Strategic Intermodal System

- **EDIT #34 - EDITWMIX**

**Purpose:** To identify aviation, rail, intermodal, and seaport projects with incorrect work mixes.

**Description:** Report 1 provides a listing of aviation projects with an incorrect work mix. Report 2 provides a listing of rail projects with an incorrect work mix. Report 3 provides a listing of intermodal projects with an incorrect work mix. Report 4 provides a listing of seaport projects with an incorrect work mix. Report 5 provides a listing of projects with an incorrect work mix. Report 6 provides a listing of projects with an inactive work mix.

AVIATION PROJECTS WITH INCORRECT WORK MIX

RAIL PROJECTS WITH INCORRECT WORK MIX

INTERMODAL PROJECTS WITH INCORRECT WORK MIX

SEAPORT PROJECTS WITH INCORRECT WORK MIX

MODAL DEVELOPMENT PROJECTS WITH INCORRECT WORK MIX (TRANSPORTATION SYSTEM '09', '10', '11', '15') (NOT PROGRAM PLAN CATEGORY D, F, G, H)

PROJECTS WITH AN 'INACTIVE' WORK MIX (BY WORK MIX)

**Work program instructions reference:** Programming Guidelines; Modal Development

- **EDIT #35 – EDIT5WM**

**Purpose:** To ensure PE work mixes are not used on construction phases.

**Description:** Provides a listing of projects with PE, ROW, or PD&E work mixes on construction phases. (Work mixes 2000, 2001, 9980, 9982, 9999; Phase 5X; SIS – Current + 10; Others – Current + 5)

CONSTRUCTION PHASE ON PDE, ROW, OR PE WORK MIX

**Work program instructions reference:** Programming Guidelines; Strategic Intermodal Systems (SIS)

- **EDIT #36 - EDITSCRC**

**Purpose:** To identify capacity projects (work mix group "CAP+") using SCRC fund code.

**Description:** Provides a listing of projects that are in the CAP+ work mix group that have been programmed using SCRC funds. Capacity projects are not eligible for SCRC funds.

CAPACITY PROJECTS WITH SCRC FUND CODE

**Work program instructions reference:** Programming Guidelines; Small County Outreach Programs (SCOP)

- **EDIT #37 - EDITPHA8**

**Purpose:** To identify funds incorrectly programmed for AC conversion.

**Description:** Report 1 provides a listing of contract class 8 (boxes) projects programmed with a phase A8 (administration, other agency), program number 52 (AC conversion). Report 2 lists ACxx or xxAC funds on A8 phase with the incorrect program number of 52. Report 3 lists ACxx funds on A8 phase not program number 39, 61, 78, or SB. Report 4 lists ACxx funds on A8 phase with program number 39, 61, 78, or SB with no matching federal funds and program number 52. Report 5 provides a listing of projects where the program number is 52 on an A8 phase on a fund equal to CM, OST, SA, SE, SL, SN, SU, TALT, TALL, TALN, or TALU. Report 6 provides a listing of projects with program 52 on an A8 phase with unmatched programmed dollars.

PHASE 'A8' WITH PROGRAM NUMBER 52 ON CONCLASS 8

PHASE 'A8' WITH PROGRAM NUMBER 52 WITH 'ACXX' OR 'XXAC' FUNDS

PHASE 'A8' WITH 'ACXX' FUNDS AND PROGRAM NUMBER NOT 39, 61, 78, SB

PHASE 'A8' WITH 'ACXX' FUNDS AND PGM 39, 61, 78, SB WITH NO MATCHING FEDERAL FUNDS AND PROGRAM NUMBER 52

PHASE 'A8' WITH PROGRAM 52 WITH FUND EQUAL TO CM, OST, SA, SE, SL, SN, SU, TALT, TALL, TALN, TALU

PHASE 'A8' WITH PROGRAM 52 UNMATCHED ESTIMATE NON A8/AC FUNDS

**Work program instructions reference:** Programming Guidelines; Advanced Construction

- **EDIT #38 - EDITSISR**

**Purpose:** To identify items that should have a SIS item group identifier. Also identifies SIS items without a roadway identification programmed.

**Description:** Report 1 provides a listing of projects with a transportation system of 01 (intrastate interstate) or 02 (intrastate turnpike) but do not have a SIS (strategic intermodal system) item group identifier. Report 2 provides a listing of projects with a SIS item group Identifier but no roadway ID, excluding contract class 8 (boxes) and county 99.

TRANSYS 01/02 WITH NO 'SIS' ITEM GROUP

'SIS' ITEMS WITH NO ROADWAY (EXCL BOXES AND COUNTY 99) TRANSYS 01-04, 06

**Work program instructions reference:** Programming Guidelines; Strategic Intermodal System (SIS)

- **EDIT #39 - EDITDIH**

**Purpose:** To identify off-system projects which have state funds programmed on in-house phases.

**Description:** Report 1 provides a listing of projects that have in-house phases with 'DIH' funds on off-system projects, excluding projects with program 'LP' or a 5X phase and CIGP, TRIP, SCOP, SCHR, SCRA, ARSC, ARSR, or GRSC funds.

IN-HOUSE PHASES WITH 'DIH' FUNDS OFF SYSTEM (TRANSPORTATION SYSTEM 06 OR 16)

**Work program instructions reference:** Programming Guidelines; Construction Engineering Inspection; Preliminary Engineering; Project Development & Environmental; Right of Way; Traffic Engineering & Operations

- **EDIT #40 – EDITSFA**

**Purpose:** To identify projects with safety funds programmed and no safety group identifier.

**Description:** Provides a listing of projects that have ACSS or HSP funds without a safety item group.

ITEMS WITH ACSS AND HSP FUND CODES AND NO SFA1, SFA2 SFA3, SFA4, SFA5, SFA6, SFA7, SFA8, SFA9, CTST, HEBC, SKID, SCES ITEM GROUP

**Work program instructions reference:** Programming Guidelines; Safety

- **EDIT #41 - EDITSUNT**

**Purpose:** To identify SUNTrail projects with the incorrect work mix, group identifier and associated trail identification number.

**Description:** Report 1 provides a list of projects that have SUNT without an associated trail identification number. Report 2 provides a list of projects with trail identification numbers but no SUNT group identifier. Report 3 provides a list of SUNTrail projects using TLWR funds without 0106 Bike Path/Trail work mix.

ITEMS WITH SUNT AND NO TRAIL ID

ITEMS WITH TRAIL ID AND NO SUNT

ITEMS WITH TLWR AND NO 0106 WORK MIX

**Work project instructions reference:** Programming Guidelines; Trails

- **EDIT #42 – EDITDDR**

**Purpose:** To identify projects with DDR funds with a remaining percentage on districtwide county breakout in WP23.

**Description:** When using DDR funds on a project, the allocation percentage of DDR funds must be assigned to specific counties. To correct this edit, the usage (%) of the DDR funds must be allocated within the WP23 screen, to specific counties with no funding remaining on the district/state-wide (County 99) option.

ITEMS WITH CO 99 AND DDR FUNDS WITH % ON DISTRICTWIDE ON WP23

**Work Program Instructions Reference:** Schedule A: Work Program Fund Allocation Process

- **EDIT #43 - EDITCC**

**Purpose:** To identify local funds programmed on an X8 phase with an allocation type other than 4 (non-budgeted); to identify X8 phases with federal funds on projects without a contract class 2 or 5; and to identify projects that have a contract class 2 or 5 but no X8 phase.

**Description:** Report 1 provides a listing of contract class 2 or 5 (JPA/LAP) projects with phase X8 (other agency) programmed with LF.. (local) funds with an allocation type other than 4 (non-budgeted), excluding phase A8 (administration other agency). Report 2 provides a listing of items with phase X8 and federal funds that are not contract class 2 or 5. Report 3 provides a listing of contract class 2 or 5 projects that do not have an X8 phase, excluding X1 phases. Report 4 provides a listing of projects with an X4 or X8 phase without a contract class 2 or 5. Report 5 provides a listing of projects with phase 52 or 56 with federal funds and contract class 7.

ITEMS WITH CONTRACT CLASS 2 OR 5, PHASE X8 (EXCLUDING A8), LF FUNDS, FUND ALLOCATION TYPE NOT EQUAL TO 4

ITEMS WITH PHASE X8 AND FEDERAL FUNDS THAT ARE 'NOT' CONTRACT CLASS 2, 5

ITEMS WITH CONCLASS 2, 5 WITHOUT A MATCHING PHASE TYPE 8 (EXCLUDES 'X1' PHASES) (EXCLUDES GREATER THAN OR EQUAL TO '090' STATUS) (INCLUDES PHASE GROUPS C, D, E, F, G, H, I, J, K, L, 1, 2, 3, 4, 5, 6)

ITEMS WITH PHASE 'X4', 'X8' WITHOUT CC2 OR 5

ITEMS WITH PHASE '52' OR '56' WITH CONCLASS 7 AND FEDERAL FUNDS (FUND GROUP FXX) (INCLUDES STATUS less than '090') (CURRENT YEAR + FIRST YEAR OF TWP ONLY)

**Work program instructions reference:** Programming Guidelines; Federal Aid used off the State Highway System and Local Agency Program

- **EDIT #44 - EDITTRIP**

**Purpose:** To ensure TRIP funded projects are programmed with the correct match.

**Description:** Report 1 provides a listing of projects with TRIP (transportation regional incentive program) funds that do not have GFSU, CARU, local funds, or XU.. funds programmed for the required match. The match excludes program 87 (Small County Outreach/CO Incentive Grant), phase A8 (Admin Other Agency), and/or Fund Allocation



Type 2 (Unfunded). This also excludes projects with a WAIV (local match waived) or REDC (local match reduced) item group identifier and item status 096 – Construction Completed. Report 2 provides a listing of projects programmed with TRIP funds on in-house (X1) phases. Report 3 provides a listing of projects programmed with TRIP funds and Allocation Type 6 (Fund Transfer).

ITEMS WITH 'GFSU', 'CARU', 'LF', 'LFP', 'LFF', 'LFR' OR 'XU++' FUNDS TOTAL LESS THAN THE 'TRIP' AMOUNT (EXCLUDING ITEM GROUP 'WAIV' AND 'REDC') (EXCLUDING BUD DIST '31') (EXCLUDING ITEM STATUS 096) (EXCLUDING CONTRACT CLASS 8) (EXCLUDING X9 PHASES) (EXCLUDING PROGRAM 87) (EXCLUDING ALLOCATION TYPE '2')

ITEMS WITH 'TRIP' FUNDS PROGRAMMED ON AN 'X1' PHASE

ITEMS WITH 'TRIP' FUNDS PROGRAMMED WITH ALLOCATION TYPE 6

**Work program instructions reference:** Programming Guidelines; Transportation Regional Incentive Program

- **EDIT #45 - EDITSTIP**

**Purpose:** To identify items with an estimate increase which may require a STIP amendment. (This is a warning report)

**Description:** Report 1 provides a report listing project phase groups that have an estimate increase that may require a STIP amendment. Report 2 provides a report listing projects that have scope changes that may require a STIP amendment.

STIP AMENDMENTS NEEDED FOR ESTIMATE INCREASES

STIP AMENDMENTS NEEDED FOR SCOPE CHANGES

**Work program instructions reference:** Programming Guidelines; Federal Aid Programs

- **EDIT #46 - EDITSYS**

**Purpose:** To ensure the transportation system programmed on the project matches Roadway Characteristics Inventory (RCI).

**Description:** Provides a comparison of the transportation system programmed on the project to that indicated by RCI using the transportation system crosswalk. This crosswalk is included in the edit report. Any project for which the construction phase was started prior to fiscal year 2014 for transportation system 05 (non-intrastate state highway) or 07 (non-intrastate toll) is exempt from the edit. Project cost redistribution (XC) phases are excluded.

**WPA VS RCI TRANSPORTATION SYSTEM INCONSISTENCIES (excl. XC phases)**

**Work program instructions reference:** Programming Guidelines; Location Information for Roadways, Bridges and Trails

- **EDIT #47 – EDITGF**

**Purpose:** To identify projects with federal General Funds (GF) programmed for use on non-allowable activities and/or projects not classified as part of the Federal Aid System.

**Description:** The “activities eligible” under, 133(b)(1)(a) of title 23 USC, pursuant to the Department of Transportation Appropriations Act, 2018, through public law 115-141 would only include: construction of highways, bridges, and tunnels, that are functionally classified as part of the federal aid system; and off-system bridges (except for new bridges or tunnels at new locations). Construction is defined by 23 USC 101(a)(4) as the supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a highway or any project eligible for assistance under this title, including bond costs and other costs relating to the issuance in accordance with section 122. Program FAC of Z970, Z971, Z972, Z973, Z918, Z919, Z920, Z921, or Z922 to clear an edit for projects that are programmed with FFY2021 GF.. allocations. The FFY2021 eligibilities were expanded to include any project under 23 USC 133(b), and special eligibilities for availability payments, debt service payments, and other revenue losses, etc.

**Work Program Instructions Reference:** Programming Guidelines; Part IV, Chapter 1: Overview of Major Programs.

- **EDIT #48 – EDITERX9**

**Purpose:** To prevent the condition which allows indirect costs on ER projects from being accumulated onto one X9 indirect phase.

**Description:** Report 1 identifies ER projects that could have multiple federal aid numbers assigned to the same financial project phase group, with sequences in the range of 02-89. Currently the direct costs will have indirect costs accumulated from sequences on the same item/segment/phase sequences 01-89 distributed to a single x9 phase, sequence 01. To avoid the edit, reprogram the additional sequences as 90-99, which will programmatically allow the costs to be allocated and distributed to the individual sequences in a one to one relationship, where indirect costs will be distributed to x90-99 sequences.

EMERGENCY ITEMS WITH MORE THAN ONE FEDERAL AID NUMBER AND SEQ02-89

**Work program instructions reference:** Programming Guidelines; Emergencies/Disasters, Part IV, Chapter 2: Financial Provisions.

- **EDIT #49 – EDITSCOP**

**Purpose:** To ensure projects programmed under the small county outreach program have the mandatory match programmed.

**Description:** Provides a listing of project phase(s) under the small county outreach program (SCOP) that do not have the mandatory match programmed or the amount of the match is incorrect. Report 1 identifies projects funded with SCOP, SCED, SCWR, SCMC, SCHR, GRSC, or ARSC funds with a local fund match less than the required match, excluding those with an item group identifier of WAIV or REDC. Report 2 identifies projects funded with SCOP, SCED, SCWR, SCMC, SCRC, SCHR, GRSC, or ARSC funds that are programmed on an X1 (in-house) phase. Report 3 identifies projects funded with SCOP, SCED, SCWR, SCMC, SCRC, SCHR, GRSC, or ARSC funds that are programmed on an A8 phase. Report 4 identifies projects funded with SCOP, SCED, SCWR, SCMC, SCRC, SCHR, GRSC, or ARSC funds that are not programmed with a correct program number.

SCOP/SCED/SCWR/SCMC/SCHR/GRSC/ARSC FUNDS THAT HAVE LF/LFP/FTA/XL../XU.. FUNDS PGM 93 WITH LESS THAN SCOP/SCED/SCWR/SCMC/SCHR/GRSC/ARSC FUNDS (EXCL. ITEM GROUP REDC/WAIV)

SCOP/SCED/SCWR/SCMC/SCRC/SCHR/GRSC/ARSC FUNDS ON IN-HOUSE PHASES

SCOP/SCED/SCWR/SCMC/SCRC/SCHR/GRSC/ARSC ON PHASE A8

SCOP/SCED/SCWR/SCMC/SCRC/SCHR/GRSC NOT PGM 93

- **EDIT #50 – EDITSTE**

**Purpose:** To identify off-system projects which have state funds programmed on primary phases and support phases, excluding in-house phases.

**Description:** Report 1 provides a listing of projects with transportation system 06 or 16 with state funds, excluding projects with program number 'LP', item groups 'BWAV' and/or 'SUNT', or ARSC, ARSR, CIGP, CIGR, DDRF, DSF, DER, GRSC, SCED, SCHR, SCOP, SCRA, SCRC, SCWR, SCMC, SRMC, ART, ARTW, LFU, SED, TLWR, TRIP, or TRWR funds.

ITEMS ON TRAN SYS 06 OR 16 WITH STATE FUNDS

**Work program instructions reference:** Programming Guidelines; Bridge Repair and Replacement; Construction Engineering Inspection; Preliminary Engineering; Project Development & Environmental; Right of Way; Traffic Engineering & Operations

- **EDIT #51 - This edit report was deleted**
- **EDIT #52 – This edit report was deleted**
- **EDIT #53 - EDITBMS – This edit report has been combined with edit report 19 (EDITBRDG)**
- **EDIT #54 - EDITDPTO**

**Purpose:** To identify projects funded with DPTO funds that are not programmed with a public transportation system or with an intermodal access program number.

**Description:** This report provides a listing of projects programmed with DPTO funds but not on any of the following transportation systems: 08 - transit; 09 - aviation; 10 - rail; 11 - seaport; 15 - multimodal; or on a project with a program number 11 - intermodal access.

DPTO FUNDS THAT ARE NOT EITHER TRANSPORTATION SYSTEM 08-11, 15 OR PGM NO. 11

**Work program instructions reference:** Programming Guidelines; Modal Development

- **EDIT #55 - EDITPGM**

**Purpose:** To identify construction phases funded with multiple program numbers on the same sequence. This edit is for informational purposes. Errors should be corrected timely.

**Description:** This report provides a listing of construction phases with multiple program numbers on the same financial project.

DIFFERENT BUDGET CATEGORIES ON THE SAME ITEM/PHASE/SEQ (PHASE 52 ONLY, EXCLUDE 'ARRA' PROGRAM NUMBERS)

**Work program instruction reference:** Programming Guidelines; Resurfacing; Safety; SIS

- **EDIT #56 - This edit report is no longer available.**
- **EDIT #57 - EDITSMCO**

**Purpose:** To identify small county projects with the incorrect program number or funds.

**Description:** Reports 1-3 identify projects funded with SCRA, SCRC, SCOP, SCHR, GRSC, and CIGP funds that are not programmed with a correct program number. Report 4 identifies

DS/DDR funds with specific program numbers, but no CIGP, GRSC, SCOP, SCHR, SCRA, or SCRC funds.

'SCRA' FUNDS THAT ARE NOT PROGRAM NUMBER 94

'SCRC' 'SCOP' 'SCHR' OR 'GRSC' FUNDS NOT PROGRAM NUMBER 93

'CIGP' FUNDS NOT PROGRAM NUMBER 87 (EXCLUDING PHASE X1)

'DS/DDR' FUNDS WITH PROGRAM NUMBERS 87, 93, 94 BUT NO CIGP/GRSC/SCOP/SCHR/SCRA/SCRC

**Work program instructions reference:** Programming Guidelines; County Incentive Grant Program; Small County Outreach Program

- **EDIT #58 – EDITARPA**

**Purpose:** To identify American Rescue Plan Act (ARPA) projects with incorrect programming.

**Description:** Report 1 provides a listing of projects with ARPA funds (ARPA, ARSC, ARSR) and program number FR (highways) with transportation system 08, 09, 10, 11, 12, or 15. Report 2 provides a listing of projects with ARPA funds and program number PA (ports), which are not transportation system 11. Report 3 provides a listing of projects with ARPA funds and no ARPA item group. Report 4 provides a listing of projects with the ARPA item group, but no ARPA funds.

'ARPA' FUNDS AND PGM FR WITH TRANSPORTATION SYSTEM 08, 09, 10, 11, 12, 15

'ARPA' FUNDS AND PGM PA NOT TRANSPORTATION SYSTEM 11

'ARPA' FUNDS AND NO ARPA ITEM GROUP

ARPA ITEM GROUP AND NO 'ARPA' FUNDS

**Work program instructions reference:** Part 6, Chapter 1 – State Fiscal Recovery Fund

- **EDIT #59 - EDITFLRE**

**Purpose:** To identify programming situations where rail enterprise projects are incorrectly programmed.

**Description:** Report 1 provides a listing of projects with budgeting district 31 and no FLRE item group identifier. Report 2 provides a listing of projects with budgeting district 31 without budgeting entity 55100500. Report 3 provides a listing of projects with budgeting entity 55100500 that are not budgeting district 31.

BUDGETING DISTRICT 31 WITH NO 'FLRE' ITEM GROUP

BUDGETING DISTRICT 31 WITH BUDGET ENTITY NOT '55100500' (EXCLUDING FISCAL YEAR 2012)

BUDGET ENTITY '55100500' NOT ON BUDGETING DISTRICT 31

**Work program instructions reference:** Programming Guidelines; Modal Development

- **EDIT #60 – EDITSTAT**

**Purpose:** To ensure the project item status is current.

**Description:** This report provides a listing of projects with various item statuses past 3 months or more.

ITEMS WITH STATUS 030, 040, 060 AND A STATUS DATE BEYOND 3 MONTHS (DESIGN BUILD 6 MONTHS)

**Work program instructions reference:** No specific reference.

- **EDIT #61 – EDITPHST**

**Purpose:** To ensure the phase status is correct.

**Description:** Report 0 provides a listing of projects with a phase status of replaced and the estimated is not equal to 0 or the committed amount is greater than 0. Report 1 provides a listing of projects with a phase status of candidate and the estimated is equal to 0 or the committed is not equal to 0. Report 2 provides a listing of projects with a phase status of unauthorized and the estimated is equal to 0 or the committed amount is not 0. Report 3 provides a listing of projects with a phase status of dropped and the estimated is equal to 0 or the committed amount is not 0. Report 4 provides a listing of projects with a phase status of authorized and the estimated is equal to 0. Report 5 provides a listing of projects with a phase status of closed and the estimated is equal to 0 or the committed amount is equal to 0. Report 6 provides a listing of projects with a phase status of final and the estimated is equal to 0 or the committed amount is equal to 0. Report 7 provides a listing of projects with a phase status of converted and the estimated is not equal to 0 or the committed amount is not equal to 0. Report 8 provides a listing of projects with a phase status of undefined and the estimated is not equal to 0. Report 9 provides a listing of projects without a phase status of \*, 0, 1, 2, 3, 4, 5, 6, 7.

PHASE STATUS EQUAL TO 0 (REPLACED) ESTIMATED NOT EQUAL 0 OR COMMITTED GREATER THAN 0

PHASE STATUS EQUAL TO 1 (CANDIDATE) ESTIMATED EQUAL TO 0 OR COMMITTED NOT EQUAL 0

PHASE STATUS EQUAL TO 2 (UNAUTHORIZED) ESTIMATED EQUAL TO 0 OR COMMITTED NOT EQUAL 0

PHASE STATUS EQUAL TO 3 (DROPPED) ESTIMATED EQUAL TO 0 OR COMMITTED NOT EQUAL 0

PHASE STATUS EQUAL TO 4 (AUTHORIZED) ESTIMATED EQUAL TO 0

PHASE STATUS EQUAL TO 5 (CLOSED) ESTIMATED EQUAL TO 0 OR COMMITTED EQUAL TO 0

PHASE STATUS EQUAL TO 6 (FINALED) ESTIMATED EQUAL TO 0 OR COMMITTED EQUAL TO 0 (ONLY DISPLAYING THOSE OVER 20K)

PHASE STATUS EQUAL TO 7 (CONVERTED) ESTIMATED NOT EQUAL 0 OR COMMITTED NOT EQUAL TO 0

PHASE STATUS EQUAL TO \* (UNDEFINED) ESTIMATED NOT EQUAL 0

PHASE STATUS NOT \*, 0, 1, 2, 3, 4, 5, 6, 7

**Work program instructions reference:** No specific reference.

- **EDIT #62 – EDITDRA**

**Purpose:** To ensure the programming is correct for Deferred Reimbursement Agreements (DRA).

**Description:** Report 1 provides a listing of projects with LFR funds on a phase 94 or 98 with no DRA item group identifier. Report 2 provides a listing of projects with a DRA item group identifier and no LFR funds on a phase 94 or 98. Report 3 provides a listing of projects with DRA item group identifiers and no phase A8. Report 4 provides a listing of DRA projects in which the A8 and LFR phases do not equal. Report 5 provides a listing of projects with an item status less than 070 and the LFR year greater than the phase A8 year. Report 6 provides a listing of projects in which the funds on the A8 phase do not have a Modal Development budget category.

'LFR' FUNDS ON PHASE '94', '98' WITH NO 'DRA' ITEM GROUP

ITEM GROUP 'DRA' WITH NO 'LFR' FUNDS ON PHASE '94' OR '98'

ITEM GROUP 'DRA' WITH NO PHASE 'A8'

ITEM GROUP 'DRA' WITH PHASE 'A8' AND 'LFR' FUNDS ON PHASE '94' OR '98' BUT PHASE 'A8' TOTAL NOT EQUAL 'LFR'

ITEM STATUS LESS THAN '070' AND 'LFR' YEAR GREATER THAN PHASE 'A8' YEAR

PHASE 'A8' FUND DOES NOT HAVE A MODAL DEVELOPMENT BUDGET CATEGORY

**Work program instructions reference:** Programming Guidelines; Modal Development



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## **PART IV - CHAPTER 1: OVERVIEW OF MAJOR PROGRAMS**

### **A. INTRODUCTION**

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58). The Infrastructure Investment and Jobs Act is the largest long-term investment in our infrastructure and economy in our nation's history. It provides \$550 billion, nationally over fiscal years 2022 through 2026 in new federal investment in infrastructure, including roads, bridges, and mass transit.

### **B. PROGRAM STRUCTURE**

The IIJA retains most of the highway program structure enacted in the FAST Act and the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) surface transportation laws with the creation of several new additional programs and funding opportunities:

### **C. NATIONAL HIGHWAY PERFORMANCE PROGRAM**

#### **1. WPA FUND CODES**

- **NHPP** – National Highway Performance Program
  - **ACNP** – Advanced construction fund type version of NHPP
- **NHRE** - National Highway Performance Program – resurfacing
  - **ACNR** – Advanced construction fund type version of NHRE
- **NHBR** – NHPP for bridges (including inspection) on the national highway system (NHS) (Note that beginning in FY2016 these funds may be used for any bridge on the federal aid highway system, not just those on the NHS)
  - **ACBR** - Advanced construction fund type version of NHBR

#### **2. PROGRAM PURPOSE**

The IIJA continues the national highway performance program, which was established under MAP-21 and continued under the FAST Act. The NHPP provides support for the condition and performance of the NHS, for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

#### **3. STATUTORY CITATION(S):**

23 USC 119

**4. FUNDING FEATURES**

- The NHPP is funded by contract authority from the highway account of the highway trust fund.
- Funds are subject to the overall federal-aid obligation limitation.

**a. Federal share**

The federal share is generally 80%, subject to the sliding scale adjustment, which is a 1.93% additive for Florida, for a total federal share of 81.93% (except that projects on the interstate are not eligible for the sliding scale adjustment in Florida).

When the funds are used for interstate projects to add high occupancy vehicle (HOV) or auxiliary lanes, but not other thru lanes, the federal share may be 90%.

An increased federal share may be granted for:

- Projects incorporating innovative project delivery methods

Although the nominal federal share is stated above, Florida has elected to utilize toll credits to “soft match” these federal funds in lieu of matching with state funds. This, in essence, allows the department to increase the federal share to 100% with no additional non-federal funds required. See the soft match section in this chapter for further information on use of toll credits for the non-federal share.

**b. Innovative program delivery**

Authorizes the department to allow a 5% increase above the regular federal share for projects which:

- Contain innovative project delivery methods that improve work zone safety for motorists or workers and the quality of the facility
- Contain innovative technologies, manufacturing processes, financing, or contracting methods that improve the quality of, extend the service life of, or decrease the long-term costs of maintaining highways and bridges
- Accelerate project delivery while complying with other applicable federal laws (including regulations) and not causing any significant adverse environmental impact
- Reduce congestion related to highway construction

Note: Add item group identifier of IVPD for an increased federal share of an additional +5% for project(s) that meet the criteria above. FHWA review and approval of the specific project and innovative techniques would be required prior to programming the IVPD item group.

**5. ELIGIBLE ACTIVITIES**

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on

the NHS, and be consistent with metropolitan and statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels, and for bridges not on the NHS but still on the federal aid highway System.
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS and non-NHS highway infrastructure assets, as long as they are on the federal aid highway system.
- Training of bridge and tunnel inspectors
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow
- Bicycle transportation and pedestrian walkways in accordance with 23 U.S.C. 217. The project or activity must be associated with an NHS facility.
- Highway safety improvements on the NHS
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs. The project or activity must be associated with an NHS facility.
- Development and implementation of a state asset management plan for the NHS including data collection, maintenance and integration, software costs, and equipment costs
- Infrastructure-based Intelligent Transportation System (ITS) capital improvements where the work is associated with an NHS facility.
- Environmental restoration and pollution abatement. The project or activity must be associated with an NHS facility.
- Control of noxious weeds and establishment of native species, that are associated to an NHS facility.
- Environmental mitigation related to NHPP projects.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.



- Workforce development, training, and education activities are also an eligible use of NHPP funds. 23 USC 504(e)

The FAST Act continues all prior NHPP eligibilities, and adds four new eligible categories:

- Installation of vehicle-to-infrastructure communication equipment [23 U.S.C. 119(d)(2)(L)];
- Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS federal-aid highway (if interstate system and NHS bridge condition provision requirements are satisfied) [23 U.S.C. 119(i)];
- A project to reduce the risk of failure of critical NHS infrastructure (defined to mean a facility, the incapacity or failure of which would have a debilitating impact in certain specified areas) [23 U.S.C. 119(j)(3)]; and

TIFIA subsidy and administrative costs. Upon request of a state and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an NHPP-eligible project, then the state may use NHPP funds to pay the subsidy and administrative costs associated with providing federal credit assistance for the project. 23 U.S.C. 119(h).

## **6. LOCATION OF PROJECTS**

NHPP funds may only be used for projects on or associated with the NHS as described above under "eligible activities." An exception is provided under certain circumstances for non-NHS highway or transit projects in an NHS corridor.

## **7. ENHANCED NATIONAL HIGHWAY SYSTEM PROGRAM FEATURES**

The enhanced NHS is composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The interstate system
- All principal arterials (including those not previously designated as part of the NHS) and border crossings on those routes
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities
- STRAHNET -- the network of highways important to U.S. strategic defense
- STRAHNET connectors to major military installations [§1104; 23 USC 103]

### **a. Asset Management Plan**

The United States Department of Transportation (USDOT) Secretary is directed to publish a rulemaking establishing the process for states to use in developing a risk-based, performance-

based asset management plan for preserving and improving the condition of the NHS. States are encouraged to include all infrastructure assets within the right-of-way corridor. The plan must include at least the following:

- Summary list, including condition, of the state's NHS pavements and bridges
- Asset management objectives and measures
- Performance gap identification
- Lifecycle cost and risk management analysis
- Financial plan
- Investment strategies

Each state's process must be reviewed and recertified at least every four years. If certification is denied, the state has 90 days to cure deficiencies. If a state has not developed and implemented an asset management plan consistent with requirements by the beginning of the second federal fiscal year after the establishment of the process, the federal share for NHPP projects in that federal fiscal year is reduced to 65%.

**b. Performance**

The USDOT Secretary, in consultation with states, Metropolitan Planning Organizations (MPO), and other stakeholders, is directed to publish a rulemaking establishing:

- Minimum standards for states to use in developing and operating bridge and pavement management systems
- Performance measures for interstate and NHS pavement condition, NHS bridge condition, and interstate and NHS performance
- Minimum conditions for interstate pavements – may vary geographically
- Data elements necessary to collect and maintain standardized data to carry out a performance-based approach [23 USC 150(c)]

States are required to establish targets for these measures within one year of the final rule on national performance measures. [23 USC 150(d)]

- States will report to the USDOT on progress in achieving targets within four years of enactment and then every two years [23 USC 150(e)] and MPOs will report to the USDOT on progress in their metropolitan transportation plan (four or five year frequency). [23 USC 134(i)]
- If a state does not meet or make significant progress toward targets for two consecutive reporting periods, the state must document in its next report the actions it will take to achieve the targets. [23 USC 119(e)(7)]

## **8. MODIFICATIONS TO THE NATIONAL HIGHWAY SYSTEM**

In general, the USDOT Secretary may make any modification to the national highway system, including any modification consisting of a connector to a major intermodal terminal or the withdrawal of a road from that system, that is proposed by a state if the Secretary determines that the modification—

- Meets the criteria established for the national highway system under this title after the date of enactment of the MAP–21; and
  - Enhances the national transportation characteristics of the national highway system; or
  - In the case of the withdrawal of a road, is reasonable and appropriate.

In general, when proposing a modification under this paragraph, a state shall cooperate with local and regional officials.

- Urbanized areas. In an urbanized area, the local officials shall act through the metropolitan planning organization designated for the area under section 134.

## **D. SURFACE TRANSPORTATION BLOCK GRANT PROGRAM**

### **1. PROGRAM PURPOSE**

The IIJA's Surface Transportation Block Grant (STBG) program promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

### **2. STATUTORY CITATION(S)**

IIJA (Public Law 117-58) § 11109; 23 USC 133

### **3. FUNDING FEATURES**

Funded by contract authority from the highway account of the highway trust fund. Funds are subject to the overall federal-aid obligation limitation.

IIJA continues the requirement for states to make available obligation authority to urban areas over 200,000 population but changes the period of time to which that requirement attaches (now over the period of FFY 2022-2026).

#### **a. Program Allocation:**

- Of a state's STBG apportionment (after set-asides), 55% is to be obligated in the following areas in proportion to their relative shares of the state's population.

- SU (ACSU for advance construction fund type) - 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 USDOT Secretary approves a joint request from the state and relevant MPO(s) to use other factors.
- SL (ACSL for advance construction fund type) - Areas with population 50,000 or greater but no more than 200,000 – Projects in these areas are to be identified for funding by the state in consultation with regional planning organizations, if any.
- SM (ACSM for advance construction fund type) - Areas with population greater than 5,000 and less than 50,000.
- SN (ACSN for advance construction fund type) - Areas with population of 5,000 or less.
- SA (ACSA for advanced construction fund type) The remaining 45% of the State's STBG apportionment may be obligated in any area of the state.

The following distribution areas have been established for sub-allocation of SU funding for urban areas over 200K:

<b>Distribution Area</b>	<b>Transportation Management Area</b>
X01	CAPE CORAL
X02	BRADENTON - SARASOTA - VENICE
X03	JACKSONVILLE
X04	PENSACOLA
X05	FT. LAUD. - HOLLYWOOD - POMPAÑO
X06	W. PALM - BOCA RATON - DELRAY
X07	DAYTONA BEACH – PALM COAST - PORT ORANGE
X08	PALM BAY - MELBOURNE
X09	ORLANDO
X10	MIAMI - HIALEAH
X11	TAMPA - ST. PETE.
X12	BONITA SPRINGS - ESTERO
X13	TALLAHASSEE
X14	PORT ST. LUCIE
X15	LAKELAND
X16	WINTER HAVEN
X17	KISSIMMEE - ST CLOUD
X50	DELTONA
X51	NAVARRE - MIRAMAR BEACH - DESTIN
X52	GAINESVILLE

**4. ELIGIBLE ACTIVITIES**

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways
- Replacement, rehabilitation, preservation, and protection projects for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes
- Construction of new bridges and tunnels on a federal-aid highway
- Inspection and evaluation of bridges, tunnels, and other highway assets as well as training for bridge and tunnel inspectors
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings
- Highway and transit research, development, technology transfer
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification
- Surface transportation planning
- TAP eligible projects --This new program includes most transportation enhancement eligibilities. See the Transportation Alternatives section of the Overview of Major Programs chapter for specific eligibilities.
- Transportation control measures
- Development and establishment of management systems
- Environmental mitigation efforts (as under NHPP)
- Intersections with high accident rates or levels of congestion
- Infrastructure-based ITS capital improvements
- Environmental restoration and pollution abatement
- Control of noxious weeds and establishment of native species

- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs
- Recreational trails projects
- Construction of ferry boats and terminals
- Border infrastructure projects
- Truck parking facilities
- Development and implementation of state asset management plan for the NHS, and similar activities related to the development and implementation of a performance-based management program for other public roads
- Surface transportation infrastructure modifications within port terminal boundaries, only if necessary, to facilitate direct intermodal interchange, transfer, and access into and out of the port
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow
- Workforce development, training, and education activities are also an eligible use of STP funds
- Subsidy and administrative costs necessary to provide an eligible entity Federal credit assistance to a project eligible for the TIFIA program
- The creation and operation by a state of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under Title 23 and Chapter 53 of Title 49, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs
- A state may use STBG funds to create and operate a state office to help design, implement, and oversee public-private partnerships (P3) eligible to receive federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances.
- At a state's request, the U.S. DOT may use the state's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects.

The IJA's STBG program continues all prior STBG eligibilities, as amended, which carries forward all pre-FAST Act eligibilities. It also adds the following new eligibilities:

- Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit, or otherwise meet the foremost needs of the surface transportation system.
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions.

- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
- Projects eligible under the rail crossing safety improvement program; and installation of safety barriers and nets on bridges.
- Maintenance and restoration of existing recreational trails.
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure.
- Installation and deployment of current and emerging intelligent transportation technologies.
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop.
- Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility.
- Measures to protect an eligible transportation facility from cybersecurity threats.
- Conducting value for money analyses or similar comparative analyses of public-private partnerships.
- Up to 5% of STBG apportionment may be used for rural barge landing, docks, and waterfront infrastructure in a rural community.
- Projects to enhance travel and tourism.
- Replacement of low-water crossing with a bridge not on a federal-aid highway.
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane; and
- Up to 15% of STBG apportionment may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads.

## **5. LOCATION OF PROJECTS**

In general, STBG projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A state may use up to 15% of the STBG amounts suballocated for a fiscal year for use in areas with a population of not more than 49,999 on:

- Roads functionally classified as rural minor collectors or local roads; or
- Critical rural freight corridors designated under 23 U.S.C. 167(e).

Other exceptions include: bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, TAP, recreational trails, port terminal modifications, and minor collectors in NHS corridors.

## **6. PROGRAM FEATURES**

### **a. Off-system Bridges - BRTZ Funds (ACBZ for advance construction)**

- The off-federal aid system bridge program is continued under the IIJA.
- Credit for off-system bridges -- For projects to replace or rehabilitate deficient off-system bridges funded wholly by state/local sources, any amounts spent post-enactment that are in excess of 20% of project costs may be credited to the non-federal share of eligible bridge projects in the state.

## **7. FEDERAL SHARE**

The federal share is generally 80%, subject to the sliding scale adjustment, which is a 1.93% additive for Florida, for a total federal share of 81.93% (except that the sliding scale is not available if these funds are used on the interstate). When the funds are used for interstate projects to add high occupancy vehicle or auxiliary lanes, but not other lanes, the federal share may be 90%.

Although the nominal federal share is stated above, Florida has elected to utilize toll credits to “soft match” these federal funds in lieu of matching with state funds. This, in essence, allows the department to increase the federal share to 100% with no additional non-federal funds required. See the Soft Match section in this chapter for further information on use of toll credits for the non-federal share.

## **E. BRIDGE REPLACEMENT, REHABILITATION, PRESERVATION, PROTECTION, AND CONSTRUCTION PROGRAM**

### **1. WPA FUND CODES**

- GfBR Bridge repair and replacement formula program appropriations from the general fund
- GfBZ Off-system bridge (15% minimum set aside)

### **2. PROGRAM PURPOSE**

IIJA establishes the Bridge Formula Program to replace, rehabilitate, preserve, protect, and construct highway bridges.

### **3. STATUTORY CITATION(S)**

Public Law 117-58, Division J, title VIII, Highway Infrastructure Program

### **4. FUNDING FEATURES**

The funds resulting from this apportionment are eligible to be obligated on highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. Such projects shall be treated as projects on a federal-aid highway. **Davis-Bacon wage**



**requirements and Buy America provisions (domestic steel) apply to all projects funded with these funds.** Every project funded under the program is treated as if it were located on a Federal-aid highway.

### **Set Asides**

Sets aside 15% of each State's apportionment for use on "off-system" bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways). The 15% set aside is a minimum, not a maximum.

### **Eligible Activities**

Consistent with the statutory formula provided in IIJA which distributes this funding based on the relative cost of replacing and rehabilitating highway bridges in poor and fair condition in the National Bridge Inventory (NBI) and subject to the national bridge inspection standards, this funding may be used on any highway bridge that is listed in the NBI or any new highway bridge that upon the completion of construction would meet the established definition of a highway bridge (20-feet or longer) and would be required to be reported to the NBI, regardless of whether the bridge is an on-system or off-system bridge and what public agency owns the bridge. These funds shall be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. In authorizing eligible projects, funds shall be obligated with the following appropriate Fiscal Management Information System (FMIS) Improvement Types:

- New bridge (only allowable if all bridge replacement needs have been satisfied)
- Bridge replacement (adding capacity or non-capacity improvements)
- Bridge Rehabilitation (adding capacity or non-capacity improvements)
- Bridge preventative maintenance
- Bridge protection
- Bridge resurfacing

Inspection and load rating and posting of highway bridges are not eligible projects under this program. Bicycle and pedestrian only bridges are not eligible under this program because they are non-highway bridges. Please see PART III - CHAPTER 5: BRIDGE REPAIR & REPLACEMENT of these instructions for the appropriate FDOT work mix when programming projects.

## **5. FEDERAL SHARE**

The federal share for GFBR is generally 80%, subject to the sliding scale adjustment, which is a 1.93% additive for Florida, for a total federal share of 81.93%.

The federal share for GFBZ is 100%.

Although the nominal federal share is stated above, Florida has elected to utilize toll credits to “soft match” these federal funds in lieu of matching with state funds. This, in essence, allows the department to increase the federal share to 100% with no additional non-federal funds required. See the Soft Match section in this chapter for further information on use of toll credits for the non-federal share.

## **F. CARBON REDUCTION PROGRAM**

### **1. WPA FUND CODES**

- CARU - Carbon reduction funds for urban areas >200K: suballocated to urban areas within FDOT districts based on Distribution Area/Transportation Management Area (TMA) as posted by FHWA to each urban area code.
  - Program with x01 through x17, and x50 through x52 with the same distribution areas that are used for STBG – Urban (SU) funds.
- CARL - Carbon reduction funds for urbanized areas less than <200K and greater than or equal to ≥50K: suballocated by relative population in each geographic district.
  - New distribution areas have been established for these urbanized areas consistent with how FHWA posted these funds.

Suballocation of carbon reduction funds to urbanized areas with population 50K to 200K:

<b><u>Distribution Area (new)</u></b>	<b><u>DistArea Description</u></b>
x50 <sup>1</sup>	DELTONA
x51 <sup>1</sup>	NAVARRE-MIRAMAR BCH - DESTIN
x52 <sup>1</sup>	GAINESVILLE
x53	BEV HILLS - HOMOSASSA - PINE RIDGE
x54	THE VILLAGES - LADY LAKE
x55	LEESBURG - EUSTIS - TAVARES
x56	PORT CHARLOTTE - NORTH PORT
x57	OCALA
x58	PANAMA CITY - PANAMA CITY BCH
x59	ST. AUGUSTINE
x60	VERO BEACH - SEBASTIAN

<sup>1</sup> x50 through x52 will have a balance forward of CARL and an allocation of CARU effective for the FFY 2024 apportionments now that the 2020 census is effective.

x61	SEBRING - AVON PARK
x62	SPRING HILL
x63	TITUSVILLE
x64	ZEPHYRHILLS
x65	FERNANDINA BEACH - YULEE
x66	FOUR CORNERS
x67	POINCIANA

- CARM – Carbon reduction funds for suburbanized areas greater than or equal to  $\geq 5K$  and less than 50K: suballocated by relative population in each geographic district.
- CARN – Carbon reduction funds for non-urban; rural areas with less than  $< 5K$  suballocated to geographic districts by relative population in each geographic district.
- CARB – Carbon Reduction funds for any area of the state, allocated by statutory formula. 65% of funding under this program shall be suballocated by population. The remaining 35% may be used in any area of the state.

## **2. PROGRAM PURPOSE**

The purpose of the new FHWA Carbon Reduction program is to reduce transportation emissions..

## **3. STATUTORY CITATION(S)**

IIJA Public Law No: 117-58; Sec. 11403

## **4. ELIGIBILITIES**

Carbon reduction funds are eligible for activities in accordance with 23 USC 175. The carbon reduction program funds apportioned to Florida may be obligated for projects to support the reduction of transportation emissions, including:

- Projects to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- Public transportation projects eligible for assistance under [23 USC 142](#);
- On-road and off-road trail facilities projects including the construction, planning, and design of such systems for pedestrians, bicyclists, and other non-motorized forms of transportation;
- Projects For advanced transportation and congestion management technologies;
- Projects for the deployment of infrastructure based Intelligent Transportation Systems (ITS) capital improvements and the installation of vehicle-to-infrastructure communications

equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle to-everything (C-V2X) technology;

- Projects to replace street lighting and traffic control devices with energy-efficient alternatives;
- Development of a carbon reduction strategy in accordance with subsection (d);
- Projects or strategies that are designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- Efforts to reduce the environmental and community impacts of freight movement;
- Projects to support deployment of alternative fuel vehicles, including—
  - Acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
  - The purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- Projects described in section 149(b)(8) for a diesel engine retrofit;
- Projects described in section 149(b)(5) that do not result in the construction of new capacity; and
- Projects that reduce transportation emissions at port facilities, including through the advancement of port electrification.

## **5. FEDERAL SHARE**

The federal share is generally 80%, subject to the sliding scale adjustment, which is a 1.93% additive for Florida, for a total federal share of 81.93% (except that the sliding scale is not available if these funds are used on the interstate). When the funds are used for interstate projects to add high occupancy vehicle or auxiliary lanes, but not other lanes, the federal share may be 90%.

Although the nominal federal share is stated above, Florida has elected to utilize toll credits to “soft match” these federal funds in lieu of matching with state funds. This, in essence, allows the department to increase the federal share to 100% with no additional non-federal funds required. See the Soft Match section in this chapter for further information on use of toll credits for the non-federal share.

## **G. NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM**

### **1. WPA FUND CODES**

GFEV - General funds for the National Electric Vehicle Infrastructure Program (NEVI)

## **2. PROGRAM PURPOSE**

The National Electric Vehicle Formula Program (EV Charging Program) provides funding to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

Initially, funding under this program is directed to designated Alternative Fuel Corridors for electric vehicles to build out this national network, particularly along the Interstate Highway System. When the national network is fully built out, funding may be used on any public road or in other publicly accessible locations.

All funding distributed under the NEVI Formula Program shall be for projects directly related to the charging of a vehicle and only to support EV charging infrastructure that is open to the general public or to authorized commercial motor vehicle operators from more than one company.

- Renewable energy generation and storage, such as on-site solar panels, would be considered directly related if it leads to lower overall construction and operating costs, and therefore would be eligible.
- The development of FDOT's electric vehicle deployment plan is an eligible expense as a direct cost for use of the NEVI Formula Program funds.

FDOT's EV charging infrastructure network will be considered fully built out when the following criteria has been satisfied:

- EV charging infrastructure is installed every 50 miles along the State's portions of the Interstate Highway System within 1 travel mile of the Interstate, unless a discretionary exception has been granted;
- EV charging infrastructure includes at least four 150kW Direct Current (DC) Fast Chargers with Combined Charging System (CCS) ports capable of simultaneously DC charging four EVs;
- EV charging infrastructure has minimum station power capability at or above 600kW and supports at least 150kW per port simultaneously across four ports for charging.

## **3. STATUTORY CITATION(S)**

IIJA Public Law 117-58; 23 USC 151; [23 CFR 680](#)

## **4. ELIGIBILITIES**

In general, NEVI Formula Program funds may be used for:

- Acquisition and installation of EV charging infrastructure;
- Operating assistance for costs allocable to operating and maintaining EV charging infrastructure acquired or installed under this program, for a period not to exceed five years;
- Development phase activities relating to the acquisition of stations and equipment as well as installation of EV charging infrastructure;

- Traffic control devices and on-premise signs to provide information about EV charging infrastructure acquired, installed, or operated;
- Data sharing about EV charging infrastructure to ensure the long-term success of investments;
- The acquisition or installation of traffic control devices located in the right-of-way to provide directional information to EV charging infrastructure acquired, installed, or operated;
- Mapping and analysis activities to evaluate the location of current and future EV owners;
  - This includes identifying disadvantaged communities with the greatest disparity of EV investments and estimating the benefits to disadvantaged communities.

## **5. FEDERAL SHARE AND FEDERAL AUTHORIZATION**

The federal share is generally 80%, subject to the sliding scale adjustment, which is a 1.93% additive for Florida, for a total federal share of 81.93% (except that the sliding scale is not available if these funds are used on the interstate).

Federal matching requirements for GFEV funds will be in accordance with federal law and the request for application and standard operating procedures published for this program area. Grant recipients will be reimbursed 80% of the total project costs. Allocation type 4 (non-budgeted) LF should be programmed for the 20% share of subrecipient costs. Districts should authorize 80% of the total project costs at 100% federal participation rate.

Consultant support authorizations will continue to use soft match and should be authorized at 100%.

We anticipate FHWA will require a two-step authorization process. The initial authorization will be for Pre-construction activities. Once the NEPA environmental determination type has been documented, we may then authorize the Construction, Operations & Maintenance activities.

## **H. PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) PROGRAM**

### **1. WPA FUND CODES**

- PROT Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) formula program
- ACPR - Advanced Construction version of PROT.

### **2. PROGRAM PURPOSE**

Section 176 of Title 23 USC establishes the PROTECT program to assist States in planning and implementing transportation resilience improvements through formula funding distributed to states as well as discretionary funding distributed on a multiyear basis (see Part IV for discretionary grant information). The PROTECT program is intended to help make surface transportation more resilient

to natural hazards, including sea level rise (low intensity, chronic coastal flooding), flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

### **3. STATUTORY CITATION(S)**

IIJA, 23 USC 176

### **4. FUNDING FEATURES**

The PROTECT Program includes both formula funding distributed to States and discretionary grants awarded on a competitive basis. Federal Appropriation Category (FAC) codes for PROTECT formula funds are provided as follows:

#### **CONSTRUCTION: (FAC Y800)**

- Federal Appropriation Category (FAC) Y800 is the main federal appropriation code for non-capacity, non-planning, construction project work that should be authorized with PROT or ACPR authorizations during IIJA.

#### **PLANNING SET-ASIDE (Minimum 2%; FAC Y810):**

- 2% of PROTECT formula funds are set aside for planning activities, including development of resilience improvement plans, resilience planning, predesign, design, or development of draft tools, vulnerability assessment, technical capacity building, or evacuation planning and preparation. The planning set-aside will be allocated by Central Office (Office of Policy Planning). Use FAC Y810 to authorize resilience planning projects from the PROT 2% planning set-aside.

#### **DEVELOPMENT PHASE ACTIVITIES AND OTHER PRECONSTRUCTION ACTIVITIES (10% Maximum; FAC Y830):**

- Up to 10% of the State's formula apportionment (after 2% planning set-aside) may be used for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Use FAC Y830 for preliminary phases of work leading to construction, excluding right-of-way.

#### **CONSTRUCTION OF NEW CAPACITY (40% Maximum; FAC Y820):**

- No more than 40% of the State's formula apportionment may be used for the construction of new capacity.
- Use FAC Y820 for construction projects that are adding additional capacity. Right-of-way acquired for capacity projects should also use this FAC.

## **5. ELIGIBLE USE OF FUNDING**

### **ELIGIBLE FACILITIES**

PROTECT formula funds must be associated with:

- Highway projects eligible for assistance under Title 23 USC;
- Public transportation facilities or services eligible for assistance under Chapter 53 of Title 49 USC; or
- Port facilities, including facilities that connect ports with other modes of transportation, improve the efficiency of evacuations and disaster relief; or aid transportation.

### **ELIGIBLE ACTIVITIES**

PROTECT formula funds are eligible for:

- Planning activities that assess vulnerabilities to current and future weather events and natural disasters, and plan transportation improvements and emergency response strategies to address those vulnerabilities;
- Resilience improvement activities that protect transportation assets by making the assets more resilient to current and future weather events and natural disasters;
- Community resilience and evacuation route activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events;
- Coastal infrastructure activities that strengthen, stabilize, harden, elevate, relocate, or otherwise enhance the resilience of infrastructure; and
- Natural infrastructure that protects and enhances surface transportation assets while improving ecosystem conditions, including culverts that ensure adequate flows in rivers and estuarine systems.

## **6. SYSTEM RESILIENCE ELEMENTS**

Projects carried out with PROTECT formula funds may include the use of natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements that are functionally connected to a transportation improvement. Examples provided by FHWA include, but are not limited to:

- Increasing marsh health and total area adjacent to a highway right-of-way to promote additional flood storage;
- Upgrades to and installation of culverts designed to withstand 100-year flood events;
- Upgrades to and installation of tide gates to protect highways; and
- Upgrades to and installation of flood gates to protect tunnel entrances



## **7. DEFINITIONS**

Emergency Event – The term ‘emergency event’ means a natural disaster or catastrophic failure resulting in—

- (A) an emergency declared by the Governor; or
- (B) an emergency or disaster declared by the President.

Evacuation Route – The term ‘evacuation route’ means a transportation route or system that—

- (A) is owned, operated, or maintained by a Federal, State, Tribal, or local government; and
- (B) is used—
  - (i) to transport the public away from emergency events; or
  - (ii) to transport emergency responders and recovery resources.

Natural Infrastructure – The term ‘natural infrastructure’ means infrastructure that uses, restores, or emulates natural ecological processes.

Resilience Improvement - The term ‘resilience improvement’ means the use of materials or structural or nonstructural techniques, including natural infrastructure that allow a project to-

- Anticipate, prepare for, and adapt to changing conditions and to withstand and respond to disruptions; and
- Continue to serve the primary function of the project during and after weather events and natural disasters (such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes) for the expected life of the project; or
- Projects that reduce the magnitude and duration of impacts of current and future weather events and natural disasters to a project; or
- Projects that have the absorptive capacity, adaptive capacity, and recoverability to decrease project vulnerability to current and future weather events or natural disasters.

## **8. FEDERAL SHARE**

### **FORMULA FUNDING**

The federal share is generally 80%, subject to the sliding scale adjustment, which is a 1.93% additive for Florida, for a total federal share of 81.93%. For those on the interstate system, the federal share will be 90%. Once FHWA has approved FDOT’s resilience improvement plan and such plan has been included into our Long-Range Transportation Plan (LRTP), the federal share can be increased up to an additional 10%.

Although the nominal federal share is stated above, Florida has elected to utilize toll credits to “soft match” these federal funds in lieu of matching with state funds. This, in essence, allows the Department to increase the federal share to 100% with no additional non-federal funds required. See the Soft Match section in this chapter for further information on use of toll credits for the non-federal share.

**9. PROJECTS IN FLOODPLAINS**

For projects carried out in a floodplain, PROTECT formula funds require identifying and disclosing the floodplain and indicating whether one or more components of the risk mitigation plan under section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act will be implemented. Please be prepared to include the information in the state remarks that are transmitted to FHWA, if applicable.

**I. CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM****1. WPA FUND CODES**

CM and ACCM

**2. PROGRAM PURPOSE**

IIJA continued the CMAQ program to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the national ambient air quality standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

**3. STATUTORY CITATION(S)**

IIJA, Section 11115; 23 USC 149

**4. FUNDING FEATURES**

Funded by contract authority from the highway account of the highway trust fund. Funds are subject to the overall federal-aid obligation limitation.

**a. Set Asides**

From the state's CMAQ apportionment, the following sums are to be set aside.

- A proportionate share of funds for the state's TAP funding
- 2% for SPR

**b. Eligible Activities**

Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution and be included in the MPO's current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.

A state without a nonattainment or maintenance area may use its CMAQ funds for any CMAQ- or STBG-eligible project. Florida has no nonattainment or maintenance areas. In Florida CM funds can be used for the same activities as SA (STBG-any area).

## **5. PROGRAM FEATURES**

- High Occupancy Vehicles (HOV) facilities -- No funds may be used to add capacity except HOV facilities that are available to Single Occupancy Vehicles only at off-peak times.

### **a. State Flexibility**

- A state without a nonattainment or maintenance area may use its CMAQ funds for any CMAQ- or STP-eligible project. Florida has no nonattainment or maintenance areas.
- States with a nonattainment or maintenance area that received a minimum apportionment in FY 2009 may use an amount of its current CMAQ funds for any STBG-eligible project. The amount is based on the proportion of the state's FY 2009 CMAQ apportionment that could be obligated in any area of the state for STP projects.
- The amount that may be obligated in any area of the state for STBG-eligible projects is to be adjusted if a new nonattainment area is designated or a nonattainment area re-designated as an attainment area.

### **b. Performance**

The CMAQ program has performance-based features.

- The USDOT Secretary, in consultation with states, MPOs, and other stakeholders, is directed to publish a rulemaking establishing measures for states to use to assess traffic congestion and on-road mobile source emissions. [23 USC 150(c)]
- States are required to establish targets for these measures within one year of the final rule on national performance measures. [23 USC 150(d)]
- Each MPO with a transportation management area of more than one million in population representing a nonattainment or maintenance area is required to develop and update biennially a performance plan to achieve air quality and congestion reduction targets. [23 USC 149(l)]

### **c. Assistance to MPOs**

- Upon request of an MPO serving a transportation management area (TMA) with population of 1M or more, the United States Department of Transportation is available to assist the MPO in tracking progress made in minority or low-income populations as part of a performance plan.

**d. Operating Assistance**

- CMAQ funds may be used for operating assistance (without time limitation) in association with a transit system located in certain areas. 23 USC 149(m)(2)

**6. FEDERAL SHARE**

The federal share is generally 80%, subject to the sliding scale adjustment, which is a 1.93% additive for Florida, for a total federal share of 81.93%. For those on the interstate system, the federal share will be 90%. Certain other activities, including carpool/vanpool projects, priority control systems for emergency vehicles and transit vehicles and traffic control signalization receive a federal share of 100%.

Although the nominal federal share is stated above, Florida has elected to utilize toll credits to “soft match” these federal funds in lieu of matching with state funds. This, in essence, allows the department to increase the federal share to 100% with no additional non-federal funds required. See the Soft Match section in this chapter for further information on use of toll credits for the non-federal share.

**J. HIGHWAY SAFETY IMPROVEMENT PROGRAM****1. WPA FUND CODES**

HSP - Highway safety improvement program

ACSS - Advance construction of HSP projects which should be used for all initial project authorizations that will be converted to HSP.

- Railway-highway crossings:
  - Hazard elimination – RHH fund code; ACRH for AC version of fund code
    - IIJA eliminates the 50% set aside for protective devices
  - High risk rural roads – HRRR fund code (used until balance forward is obligated)

**2. PROGRAM PURPOSE**

IIJA Act continues the HSIP to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

**3. STATUTORY CITATION(S)**

IIJA Act § 11111; 23 U.S.C. 148

#### **4. FUNDING FEATURES**

Funded by contract authority from the highway account of the highway trust fund. Funds are subject to the overall federal-aid obligation limitation.

#### **5. ELIGIBLE USE OF FUNDING**

A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven state strategic highway safety plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

An exclusive list of examples of highway safety improvement projects is included in 23 U.S.C. 148(a)(4):

The term “highway safety improvement project” only includes a project for 1 or more of the following:

- An intersection safety improvement.
- Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition).
- Installation of rumble strips or another warning device, if the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists and pedestrians, including persons with disabilities.
- Installation of a skid-resistant surface at an intersection or other location with a high frequency of crashes.
- An improvement for pedestrian or bicyclist safety or safety of persons with disabilities.
- Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices, or a grade separation project
- The conduct of a model traffic enforcement activity at a railway-highway crossing.
- Construction of a traffic calming feature.
- Elimination of a roadside hazard.
- Installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retro reflectivity, that addresses a highway safety problem consistent with a State strategic highway safety plan.
- Installation of a priority control system for emergency vehicles at signalized intersections.
- Installation of a traffic control or other warning device at a location with high crash potential.
- Transportation safety planning.

- Collection, analysis, and improvement of safety data.
- Planning integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to work zone safety.
- Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of road users and workers), and crash attenuators.
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife.
- Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones.
- Construction and operational improvements on high-risk rural roads.
- Geometric improvements to a road for safety purposes that improve safety.
- A road safety audit.
- Roadway safety infrastructure improvements consistent with the recommendations included in the publication of the Federal Highway Administration entitled “Highway Design Handbook for Older Drivers and Pedestrians” (FHWA–RD–01–103), dated May 2001 or as subsequently revised and updated.
- Truck parking facilities eligible for funding under section 1401 of the MAP–21.
- Systemic safety improvements.
- Installation of vehicle-to-infrastructure communication equipment
- Pedestrian hybrid beacons
- Roadway improvement that provides separation between pedestrian and motor vehicles, including medians and pedestrian crossing islands
- Any physical infrastructure safety project not described above.

The IIJA restores the eligibility to use funds for automated traffic enforcement systems. HSP funds may be used to purchase, operate, or maintain an automated traffic enforcement system.

The IIJA restores the eligibility for states to use up to 10% of its HSIP funding for specified safety projects. This ("specified safety projects") includes a project that:

- Promotes public awareness and informs the public regarding highway safety matters;
- Facilitates enforcement of traffic safety laws;
- Provides infrastructure and infrastructure-related equipment to support emergency services;

- Conducts safety-related research to evaluate experimental safety countermeasures or equipment; or
- Supports safe routes to school non-infrastructure-related activities.

## **6. PROGRAM FEATURES**

The primary features of the current HSIP are retained, including the requirement for a comprehensive, data driven, SHSP that defines state safety goals and describes a program of strategies to improve safety. To obligate HSIP funds, a state must develop, implement, and update a SHSP, produce a program of projects or strategies to reduce identified safety problems, and evaluate the SHSP on a regular basis.

The SHSP remains a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders.

States are required to have a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures.

### **a. Strategic Highway Safety Plan Updates**

IIJA continues the requirement for regular SHSP updates.

- The USDOT Secretary was directed to establish requirements for plan updates.
- States submit updated plans to the USDOT Secretary, along with a description of the process used to update the plan.
- If a state fails to have an approved updated plan by August 1<sup>st</sup> of the first federal fiscal year after the requirements are established, that state will not be eligible to receive additional obligation limitation during the annual redistribution of unused obligation limitation (August redistribution).

### **b. Vulnerable Road User Safety Assessment**

The IIJA requires states to complete a vulnerable road user (non-motorist) safety assessment within 2 years of enactment and update that assessment in accordance with updates required to the Strategic Highway Safety Plan.

Vulnerable road user safety assessments are required to include—

- a quantitative analysis of vulnerable road user fatalities and serious injuries (including data such as location, roadway functional classification, design speed, speed limit, and time of day; considering demographics of the locations of fatalities and serious injuries; and identifying areas as “high-risk” to vulnerable road users); and

- a program of projects or strategies to reduce safety risks to vulnerable road users identified as high-risk.

The IIJA requires states, when carrying out a vulnerable road user safety assessment, to take into consideration a safe system approach (i.e., a roadway design that emphasizes minimizing road users' risk of injuries or fatalities, takes human error into consideration, accommodates human injury tolerance, and considers vulnerable road users).

#### **c. Special Rules**

- High Risk Rural Road (HRRR) safety – A HRRR is any rural major or minor collector or a rural local road with significant safety risks, as defined by a state in accordance with an updated SHSP. If the fatality rate on such roads increases over the most recent two-year period for which data are available, in the next federal fiscal year the state must obligate for this purpose an amount at least equal to 200% of its FY 2009 HRRR set-aside.
- Older drivers – If fatalities and serious injuries per capita for drivers and pedestrians over age 65 increases during the most recent two-year period for which data are available, a state is required to incorporate strategies focused on older drivers and pedestrians in the next SHSP update.

#### **Vulnerable Road User Special Rule**

- Applies to each state in which vulnerable road user fatalities account for more than 15% of all annual crash fatalities and requires a state subject to the special rule to obligate more than 15% of its HSIP funds the following FY for highway safety improvement projects to address vulnerable road user safety.

#### **d. Reporting**

States are required to report to the USDOT Secretary on progress made implementing highway safety improvements, effectiveness, and the extent to which fatalities and serious injuries on all public roads have been reduced, including a breakdown by functional classification and ownership to the maximum extent practicable. The USDOT Secretary will establish the content and schedule for such reports, which will be made available to the public on the USDOT website.

#### **e. Implementation**

States will administer the HSIP, with appropriate oversight by the Office of Safety and the FHWA Florida Division Office.

#### **f. Performance**

The USDOT Secretary, in consultation with states, MPOs, and other stakeholders, is directed to publish a rulemaking establishing measures for the states to use to assess serious injuries and fatalities per vehicle mile traveled and number of serious injuries and fatalities.



States will establish targets for these measures within one year of the final rule on national performance measures.

If a state has not met or made significant progress toward meeting the targets within two years of their establishment, the state must use an amount of its formula obligation limitation equal to its prior year HSIP apportionment only for obligation of its HSIP funding and submit an annual implementation plan on how the state will make progress to meet performance targets.

## **7. FEDERAL SHARE**

The federal share is generally 90% for Florida. The federal share is 100% for certain safety improvements listed in 23 USC 120(c). The federal share for rail highway crossing safety improvements is now 100%.

Although the nominal federal share is stated above, Florida has elected to utilize toll credits to “soft match” these federal funds in lieu of matching with state funds. This, in essence, allows the department to increase the federal share to 100% with no additional non-federal funds required. See the Soft Match section in this chapter for further information on use of toll credits for the non-federal share.

## **K. HIGH RISK RURAL ROADS**

The term ‘high risk rural road’ means any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a state in accordance with an updated state strategic highway safety plan. While the SAFETEA-LU specific set-aside for high-risk rural roads was not continued, IIJA continues the special rule (23 U.S.C. 148(g)(1)) requiring additional obligation of funds for high-risk rural road projects if the fatality rate on rural roads in a state increase over the most recent 2-year period for which data are available. The special rule requires the state to obligate, in the next fiscal year, an amount for high-risk rural roads equal to at least 200 percent of the amount of funds the state received for fiscal year 2009 for high-risk rural roads.

## **L. NATIONAL HIGHWAY FREIGHT PROGRAM**

### **1. WPA FUND CODE**

- **NFP** – National Highway Freight Program
  - **ACFP** – Advance construction fund type version of NFP

### **2. PROGRAM PURPOSE**

The purpose of the National Highway Freight Program is to improve the efficient movement of freight on the National Highway Freight Network (NHFN). This involves:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving state flexibility to support multi-state corridor planning and address highway freight connectivity; and
- Reducing the environmental impacts of freight movement on the NHFN.

### **3. STATUTORY CITATION**

23 U.S.C. 167

### **4. FUNDING FEATURES**

Funds are apportioned among the states by formula. States continue to develop a state freight investment plan before obligating any funds. NHFP funds may be obligated for projects that are on the states approved freight plan. A state may not obligate NHFP funds apportioned to the state unless the state has developed a State Freight Plan (SFP) in accordance with 49 U.S.C. 70202. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and consistent with the long-range statewide transportation plan and the metropolitan transportation plan(s). In addition, the project must be an eligible project type as established in 23 U.S.C. 167 (i)(5).

Funds are subject to the overall federal-aid obligation limitation.

### **5. NATIONAL HIGHWAY FREIGHT NETWORK**

**Network Components** – the National Highway Freight Network consists of:

- a. the primary highway freight system
- b. critical rural freight corridors
- c. critical urban freight corridors, and
- d. the portions of the Interstate System not designated as part of the primary highway freight system.

**6. ELIGIBLE ACTIVITIES**

Eligible uses of program funds are as follows:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- Efforts to reduce the environmental impacts of freight movement.
- Environmental and community mitigation for freight movement.
- Railway-highway grade separation.
- Geometric improvements to interchanges and ramps.
- Truck-only lanes.
- Climbing and runaway truck lanes.
- Adding or widening of shoulders.
- Truck parking facilities.
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
- Traffic signal optimization, including synchronized and adaptive signals.
- Work zone management and information systems.
- Highway ramp metering.
- Electronic cargo and border security technologies that improve truck freight movement.
- Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- Additional road capacity to address highway freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.

- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN.
- Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility. The state may use up to 30% of their funds for freight intermodal improvements or freight rail projects including;
  - Modernization or rehabilitation of a lock and dam; or
  - A marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing)
- Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles.
- Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets to carry out section 167 of title 23, and reporting to the administrator to comply with the freight performance target under section 150 of title 23. [23 U.S.C. 167(i)(6)]

## **7. FUNDING ALLOCATION AND APPROVAL PROCESS**

The Department's NHFP funding process has a quarterly estimate update component and a yearly submission component completed by work program, the Freight and Multimodal Operations (FMO) Office and the district freight coordinators (DFCs). Refer to the FMO Handbook for details.

## **M. STATE PLANNING AND RESEARCH PROGRAM**

### **1. WPA FUND CODES**

Statewide planning activities – use HP fund code

Research activities – use HR fund code

### **2. PROGRAM PURPOSE**

IIJA continues the statewide and nonmetropolitan planning process, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State.

### **3. STATUTORY CITATION(S)**

23 USC 505

#### **4. FUNDING FEATURES**

A minimum of 25% must be used for research purposes, unless the state certifies that more than 75% of the funds are needed for statewide and metropolitan planning and the USDOT Secretary accepts such certification.

In addition, transportation planning, research and development, and technology transfer activities are eligible for funding under the STP.

#### **5. ELIGIBLE ACTIVITIES**

- Engineering and economic surveys and investigations
- Planning of future highway programs and local public transportation systems and planning of the financing of such programs and systems, including metropolitan and statewide planning
- Development and implementation of management systems, plans and processes under the NHPP, HSIP, CMAQ, and the national freight policy
- Studies of the economy, safety, and convenience of surface transportation systems and the desirable regulation and equitable taxation of such systems
- Research, development, and technology transfer activities necessary in connection with the planning, design, construction, management, and maintenance of highway, public transportation, and intermodal transportation systems
- Study, research, and training on the engineering standards and construction materials for transportation systems described in the previous bullet, including the evaluation and accreditation of inspection and testing and the regulation and taxation of their use
- Conduct of activities relating to the planning of real-time monitoring elements
- SPR funds may be used by states as the non-federal share for the local technical assistance program and the university transportation centers program.

#### **6. FEDERAL SHARE**

The federal share is generally 80%.

Although the nominal federal share is stated above, Florida has elected to utilize toll credits to “soft match” these federal funds in lieu of matching with state funds. This, in essence, allows the department to increase the federal share to 100% with no additional non-federal funds required. See the Soft Match section in this chapter for further information on use of toll credits for the non-federal share.

## **N. METROPOLITAN PLANNING**

### **1. WPA FUND CODE**

Use PL fund code

### **2. PROGRAM PURPOSE**

IIJA continues the metropolitan planning program. The program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

In accordance with 23 U.S.C. 104 generally, metropolitan planning funds shall be made available to each MPO designated for an urbanized area with a population of more than 50,000 individuals and responsible for carrying out the cooperative, continuous, and comprehensive metropolitan planning process.

### **3. STATUTORY CITATION(S)**

The following are sections of Title 23 applicable to metropolitan planning.

- 23 U.S.C. 104 Apportionment
- 23 U.S.C. 120 Federal share payable
- 23 U.S.C. 134 Metropolitan transportation planning
- 23 U.S.C. 135 Statewide transportation planning
- 23 U.S.C. 150 National goals and performance management measures
- 23 U.S.C. 168 Integration of planning and environment
- 23 U.S.C. 169 Development of programmatic mitigation plans

### **4. FUNDING FEATURES**

#### **a. Period of Availability**

Metropolitan Planning funds are contract authority from the highway account of the highway trust fund. They are available for obligation for a period of 3 years after the last day of the federal fiscal year for which the funds are authorized.

#### **b. Obligation Limitation**

Metropolitan planning funds are subject to the annual obligation limitation imposed on the federal-aid highway program.

**c. Set-aside for Increasing Safe and Accessible Transportation Options**

- The IIJA requires each MPO to use at least 2.5% of its PL funds (and each state to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
- A state or MPO may opt out of the requirement, with the approval of the Secretary, if the state or MPO has complete streets standards and policies in place and has developed an up-to-date complete streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.
- For the purpose of this requirement, the term “complete streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

**5. ELIGIBILITY**

Generally, funds apportioned to a state to carry out metropolitan transportation planning shall be obligated for planning activities to carry out the requirements of 23 U.S.C. 134. See 23 U.S.C. 104(b)(5) and 104(d). Each state shall make the metropolitan planning funds available to the MPOs for use on metropolitan transportation planning activities within the state, by establishing a formula to allocate metropolitan planning funds within the state to the MPOs based on the following factors, at a minimum:

- Population
- Attainment of air quality standards
- Status of planning
- Metropolitan area transportation needs
- Other factors, as necessary to provide for an appropriate distribution of funds to carry out Section 134, and other applicable requirements of federal law

The distribution formula for metropolitan planning funds within the state shall be developed by the state and be reviewed and approved by the USDOT Secretary. See 23 U.S.C. 104(d)(2)(A).

The state shall reimburse MPOs not later than 15 business days after the date of receipt by the state of a request for reimbursement of expenditures made by an MPO for carrying out Section 134. 23 U.S.C. 104(d)(2)(B).

Subject to approval of the USDOT Secretary, a state that received a minimum apportionment for carrying out 23 U.S.C. 134 for FY 2009 may use the funds apportioned for metropolitan planning to fund transportation planning outside of urbanized areas. 23 U.S.C. 104(d)(2)(A)(ii).

Any funds that are not used to carry out Section 134 may be made available by an MPO to the state to fund activities under Section 135 (statewide and nonmetropolitan transportation planning).

## **6. ELIGIBLE ACTIVITIES**

Metropolitan planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134. Under certain circumstances described above and in 23 U.S.C. 104(d)(1), a state may utilize the funds to carry out statewide transportation planning activities under 23 U.S.C. 135, including statewide transportation planning activities outside of urbanized areas.

## **7. FEDERAL SHARE**

The federal share is generally 81.93% (including sliding scale).

Although the nominal federal share is stated above, Florida has elected to utilize toll credits to “soft match” these federal funds in lieu of matching with state funds. Soft matching with toll credits allows the department to increase the federal share to 100% with no additional non-federal funds required. See the Soft Match section in this chapter for further information on use of toll credits for the non-federal share.

# **O. TRANSPORTATION ALTERNATIVES PROGRAM**

## **1. PROGRAM PURPOSE**

IIJA includes a 10% set-aside from the Surface Transportation Block Grant (STBG) program funding for transportation alternatives program (TAP). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

## **2. STATUTORY CITATION(S)**

- IIJA Section 11109; 23 U.S.C. 133(h)

## **3. FUNDING FEATURES**

The TAP is funded by contract authority from the highway account of the highway trust fund. Funds are subject to the overall federal-aid obligation limitation.

### **a. Set-asides**

Unless the Governor opts out in advance, an amount equal to the state’s FY 2009 recreational trails program (RTP) apportionment is to be set aside from the state’s TAP funds for the RTP. See further detail in the Program Features section below. [23 USC 213(f)-(g)]



- 41% of the TAP apportionment (after set-asides) may be used in any area of the state (TALT funds)
- 59% of a state's TAP apportionment is to be obligated in in proportion to their relative shares of the state's population, further described in the following section.

#### **4. WPA FUND CODES**

- TALU - Urbanized areas with population greater than 200,000 – This portion is to be divided among those areas based on their relative share of population.
  - Requires each state, over the period of FY22-26, to make available to each urbanized area with a population over 200,000 obligation authority for use with the suballocated TA funding.
  - NOTE: Urbanized areas with population greater than 200,000 may use up to 50% of their sub-allocated TAP funds (TALU funds) for any STP eligible purpose, not just those eligible activities specifically allowed for the TAP program. However, they will still be subject to the competitive selection of projects, just like any other TAP eligible project.
- TALL - Areas with population greater than 50,000 but no more than 200,000 – Projects in these areas are to be identified for funding by the state in consultation with regional planning organizations, if any.
- TALM – Areas with population greater than 5,000 but no more than 50,000.
- TALN - Areas with population of 5,000 or less.
- The following distribution areas have been established for sub-allocation of TALU funding for urban areas over 200K:

<b>Distribution Area</b>	<b>Transportation Management Area</b>
X01	CAPE CORAL
X02	SARASOTA - BRADENTON
X03	JACKSONVILLE
X04	PENSACOLA
X05	FT. LAUD. - HOLLYWOOD - POMPANO
X06	W. PALM - BOCA RATON - DELRAY
X07	DAYTONA BEACH - PORT ORANGE
X08	MELBOURNE - PALM BAY
X09	ORLANDO
X10	MIAMI - HIALEAH
X11	TAMPA - ST. PETE.
X12	BONITA SPRINGS - NAPLES
X13	TALLAHASSEE
X14	PORT ST. LUCIE

X15	LAKELAND
X16	WINTER HAVEN
X17	KISSIMMEE
X50	DELTONA
X51	NAVARRE - MIRAMAR BEACH - DESTIN
X52	GAINESVILLE

- A state may transfer up to 50% of its TAP funds to NHPP, STP, HSIP, CMAQ, and/or metropolitan planning. The amount transferred must come from the portion of TAP funds available for use anywhere in the state (no transfers of sub allocated TAP funds, or funds set aside for the RTP).

**a. Federal Share**

The federal share for most projects is determined in accordance with 23 USC 120. Federal share for projects funded from funds set aside for the RTP are determined in accordance with 23 USC 206(f).

**b. Eligible Activities**

Funds may be used for projects or activities that are related to surface transportation and described in the definition of “transportation alternatives.”

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, including—
  - inventory, control, or removal of outdoor advertising;
  - historic preservation and rehabilitation of historic transportation facilities;
  - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
  - archaeological activities relating to impacts from implementation of a transportation project funded with FHWA funds.

- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
  - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff
  - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

In addition to defined transportation alternatives (as described above), the following are eligible activities:

- The recreational trails program under 23 USC 206
- The safe routes to school program under §1404 of SAFETEA–LU
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former interstate system routes or other divided highways
- Boulevard - A boulevard is defined as a walkable, low-speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips and provide pedestrian access to land. Boulevards may be high-ridership transit corridors. Boulevards are primary goods movement and emergency response routes and use vehicular and pedestrian access management techniques. Curb parking is encouraged on boulevards.
- Workforce development, training, and education activities are also eligible uses of TAP funds
- Vulnerable road user safety assessment

### **c. Program Features**

#### **1. Selection of Projects**

- In general, TAP funds are administered by the state DOT. States administer the RTP through a designated state agency or agencies, which may or may not be the state DOT. [23 USC 206(c)]. In Florida, the recreational trails program is administered by Florida Department of Environmental Protection (FDEP). FDOT approves the NEPA documents and FDEP ensures applicant compliances with any commitments made during the NEPA process.
- TAP funds must be obligated for eligible projects submitted by eligible entities (see below) through a competitive process.
- Funds sub allocated to urbanized areas over 200,000 must be on the MPO TIP. The MPO, through a competitive process, selects the projects in consultation with the state from proposed projects submitted by eligible entities.

- Funds sub allocated to small urban areas and rural areas will be administered by the state. The state, through a competitive process, selects the projects from proposed projects submitted by eligible entities.

## **2. Competitive Process for Project Selection**

FHWA has not established specific standards or procedure for the competitive process. Responsibility for establishing specific standard and procedures is with the state and the MPOs.

- TALU funds – MPOs will administer the competitive process for TAP funds sub-allocated to areas over 200,000
- TALT, TALL, TALM, TALN funds – The state will administer the competitive process for all other TAP funds except those sub-allocated to areas over 200,000

## **3. Eligible Project Sponsors**

Under 23 USC 133(h)(4)(B), the eligible entities to receive TAP funds are:

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Non-profit entities responsible for local transportation safety programs
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than an MPO or a state agency) that the state determines to be eligible.

## **4. Treatment of Projects**

Projects funded under the TAP (excluding projects funded under the RTP set-aside) shall be treated as projects on a federal-aid highway. [23 USC 213(e)]

## **5. Youth Conservation Corps**

States and regional transportation planning agencies are encouraged to enter into contracts and cooperative agreements with qualified youth service or conservation corps to perform appropriate projects. Such contracts and cooperative agreements are exempt from some federal-aid highway program contracting requirements. [§1524]

**6. Recreational Trails Program**

Note: Florida has opted out of the recreational trails program.

To provide for the continuation of recreational trails projects, MAP-21 requires each state to set aside a portion of its TAP funds for projects relating to recreational trails under 23 USC 206.

- The amount to be set aside is equal to each state's FY 2009 RTP apportionment.
- 1% of the set-aside funds are to be returned for FHWA administration of the RTP.
- A state may opt out of this set-aside if the Governor notifies the Secretary no later than 30 days prior to the start of a fiscal year. A state opting out may not use TAP funds for RTP administrative costs for that fiscal year.
- If the state does not opt out of the RTP, the RTP provisions and requirements remain unchanged.

**7. Safe Routes to School (SRTS)**

- States have the option to continue eligible SRTS program activities from Section 1404 of SAFETEA-LU.
- States are not required to have a state SRTS coordinator, but they may use TAP funds to support this position.

**8. Reporting Requirements**

- States and MPOs are required to report annually to USDOT on project applications and projects that are awarded TAP funding (including the recreational trails set-aside). USDOT must make these reports available to the public.

**P. RECREATIONAL TRAILS PROGRAM****1. WPA FUND CODE**

RECT fund code

IIJA continued funding for the RTP as a set-aside of the transportation alternatives program (23 U.S.C. 213). The RTP funding is the same as the FY 2009 amount (unless the state opts out; see below): whatever a state received for the RTP in FY 2009 (as revised) will be the RTP amount.

IIJA did not amend the RTP as a program in 23 U.S.C. 206. Existing RTP requirements and provisions remain unchanged, including how states administer the RTP. RTP funds are still considered apportioned funds.

IJIA authorized an opt-out provision for the RTP. A state may opt out of the RTP if the Governor of the state notifies the USDOT Secretary not later than 30 days prior to apportionments being made for any federal fiscal year (September 1<sup>st</sup>).

Note: Florida opted out of the recreational trails program for FFY2013, 2014 and 2015. New projects continued to be authorized during the period of time from prior year funds that were still available. However, beginning in fiscal year 2016 Florida has elected to continue the recreational trails program. FDEP and FDOT have continued with the program since 2016.

Solicitation and management of RECT projects is administered by FDEP. FDOT authorizes an annual priority list of projects on behalf of FDEP. Additional authorizations will occur throughout the year as NEPA documents are approved for each project on the FDEP approved priority list.

Under NEPA Assignment, FDOT is responsible for approval of the recreational trails environmental document(s) approval.

FDEP ensures compliance by the applicant regarding any NEPA commitments made in support of FDOT's NEPA approval.

FDEP invoices FHWA directly for reimbursement.

IJIA allows any project eligible under the RTP to be eligible for STBG funds. Recreational trail projects in highway rights-of-way must be treated as highway projects, but projects not in highway-rights-of-way may use "common rule" procedures under 49 CFR Part 18. The recreational trails program provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the FHWA. Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

## **2. FEDERAL SHARE**

The federal share is generally 80%, subject to the sliding scale adjustment, which is a 1.93% additive for Florida, for a total federal share of 81.93%.

Although the nominal federal share is stated above, Florida has the option to utilize toll credits to "soft match" these federal funds in lieu of providing matching funds. Soft-matching with toll credits allows the department to increase the federal share to 100% with no additional non-federal funds required. The FDEP advises the department on which projects to use soft match when authorizing these federal funds. See the Soft Match section in this chapter for further information on use of toll credits for the non-federal share.

Funds from other federal programs outside the USDOT may be used to fulfill the non-federal share requirement, except that the combination of the USDOT other federal agency share may not exceed 95%.

Upon approval, planning and environmental assessment costs incurred prior to project approval may be credited toward the non-federal share cost of the project.

Recreational trails funds may be used to match other federal program funds for purposes that would be eligible under the recreational trails program.

### **3. REPORTING REQUIREMENT**

States and MPOs are required to report annually to USDOT on project applications and projects that are awarded recreational trails funding. USDOT must make these reports available to the public.

## **Q. FEDERAL LANDS ACCESS PROGRAM**

### **1. WPA FUND CODE**

Use **PLH** fund code for existing project authorized through Eastern Federal Lands Highway Division.

**FLAP** work program fund has been established for new projects where the funds are allocated to FMIS for obligation.

### **2. PROGRAM PURPOSE**

The federal lands access program (access program) provides funds for projects on federal lands access transportation facilities that are located on or adjacent to, or that provide access to federal lands.

### **3. STATUTORY CITATION(S)**

IIJA; 23 USC 201, 204

### **4. FUNDING FEATURES**

Funded by contract authority from the highway account of the highway trust fund. Funds are subject to the overall federal-aid obligation limitation.

Funds are distributed by formula among states that have federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.

Eighty percent (80%) of funds go to states that contain at least 1.5% of the national total of public lands, and the remaining 20% going to states with less than 1.5% of the national total.

Funds are distributed by formula based on the following factors \*

- 30% based on the state's share of total recreational visitation in all states
- 5% based on the state's share of total federal land area in all states
- 55% based on the state's share of total federal public road miles in all states
- 10% based on the state's share of total number of federal public bridges in all states

\* Necessary data is to be provided by the Federal Land Management Agencies (FLMAs).

Prior to distribution of access program and federal lands transportation program (FLTP) funds, the USDOT Secretary may set aside up to 5% of funds each federal fiscal year under both programs to conduct transportation planning, asset management, road and bridge inventory, and condition data collection. [§1119; 23 USC 201(c)(7)]

## **5. FEDERAL SHARE**

IJA increased the Federal Share to 100%.

## **6. ELIGIBLE ACTIVITIES**

- Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of federal lands access transportation facilities located on or adjacent to, or that provide access to, federal land, and—
  - Adjacent vehicular parking areas
  - Acquisition of necessary scenic easements and scenic or historic sites
  - Provisions for pedestrians and bicycles
  - Environmental mitigation in or adjacent to federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
  - Construction and reconstruction of roadside rest areas, including sanitary and water facilities
  - Other appropriate public road facilities, as determined by the USDOT Secretary
- Operation and maintenance of transit facilities
- Any transportation project eligible for assistance under Title 23 of the United States Code that is within or adjacent to, or that provides access to, federal land [23 USC 204(a)(1)]

## **7. PROGRAM FEATURES**

### **a. Definition**

Federal lands access transportation facility— A public highway, road, bridge, trail, or transit system that is located on, is adjacent to, or provides access to federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government. [23 USC 101(a)(7)]

### **b. Programming Decisions Committee**

- Each state is required to create a committee composed of a representative of the FHWA, a representative of the state DOT, and a representative of the appropriate political subdivisions of the state. This committee will make programming decisions for access program funds.



- The committee is required to cooperate with applicable federal agencies within the state prior to any joint discussion or final programming decision.
- The committee shall give preference to projects that provide access to, are adjacent to, or are located within high-use federal recreation sites or federal economic generators, as identified by the FLMAs.

**c. Program Administration**

Point of obligation is the authorization by the USDOT Secretary, or the USDOT Secretary of the appropriate FLMA if the agency is the contracting office, of engineering and related work for the development, design, and acquisition associated with a construction project, whether performed by contract or agreement authorized by law, or the approval of plans, specifications, and estimates (PS&E) (except for federal salaries and expenses) for all project work performed by USDOT or FLMAs, regardless of funding source.

**d. Planning**

- Transportation planning procedures for the access program must be consistent with statewide and metropolitan planning processes.
- Regionally significant access program projects must be developed in cooperation with state and MPOs and included in federal lands access program plans, federal lands transportation plans, tribal transportation program plans, state and metropolitan plans, and TIP.

**e. Data Collection**

FLMAs are required to collect data necessary to support the access program, FLTP, and tribal transportation program, including inventory and condition of federal lands and tribal transportation facilities and bridge inspection and inventory information on tribal bridges and any federal bridge open to the public.

**f. Reimbursable Agreements**

Reimbursable agreements may be used with state, local and/or tribal governments, in addition to agreements between federal agencies.

**g. Transfers**

Funds made available for the access program and the FLTP may be voluntarily transferred by the USDOT Secretary within and between those programs with the concurrence, as appropriate, of the affected FLMAs, state DOTs, and local government agencies. Transferred funds must be credited back at a later date. [23 USC 201]

## **R. FERRY BOAT AND FERRY TERMINAL FACILITIES PROGRAM**

The Ferry Boat Discretionary (FBD) program was discontinued by the Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law 112-141. The last FBD project solicitation was for FY 2011. When the ferry boat discretionary program was eliminated, it was replaced by a formula driven program. The formula ferry boat program was continued in the FAST Act.

### **1. WPA FUND CODES**

Use the FBD fund code for the FHWA formula ferry boat program.

### **2. PROGRAM PURPOSE**

This program provides funding for the construction of ferry boats and ferry terminal facilities.

### **3. STATUTORY CITATION(S)**

23 U.S.C. 129(c), 147

### **4. FUNDING FEATURES**

Funded by contract authority from the highway account of the highway trust fund, to remain available until expended. Funds are subject to the overall federal-aid obligation limitation.

Funds will be allocated to states, United States territories, and Puerto Rico, and further distributed among eligible entities based on the following ratio. However, the FAST Act modifies that formula, giving greater weight to the number of passengers carried by ferry systems. The formula is now:

- 35% based on the number of ferry passengers, including passengers in vehicles, carried by each ferry system;
- 35% based on the number of vehicles carried by each ferry system; and
- 30% based on the total route nautical miles serviced by each ferry system. 23 U.S.C. 147(d).

Any funds not obligated by the state at the end of four years will be withdrawn and redistributed to other eligible recipients (other states).

### **5. ELIGIBILITY REQUIREMENTS**

Ferry Boat formula funds from FHWA are eligible for:

- Construction of ferry boats and ferry terminal facilities within Florida or improvements to existing ferry boat/terminals.
- Funds may only be used for capital improvements to the boat or dock facilities. Operational costs such as fuel and boat crew/captain salaries are not eligible for this program.

- It is not feasible to build a bridge, tunnel, combination thereof, or other normal highway structure in lieu of the use of such ferry.
- Ferry must operate on a route that has been classified as a public road (and that has not been designated as part of the interstate system).
- Ferry must be either publicly owned or operated or majority publicly owned. Leased boats may still be eligible for the program if the rates and management of the ferry are under the control of a public entity such as a state or national park.
- The operating authority and the amount of fares charged for passage on the ferry shall be under the control of the state or other public entity.
- All revenues must be applied to actual and necessary costs of operation, maintenance, repair, debt service, negotiated management fees, and a reasonable return on investment for any privately operated ferry.
- Except as permitted under 23 USC 129(c)(5), ferry cannot be operated in foreign or international waters.
- Please use allocation type 6 for programming of projects that will be directly allocated to FTA.
- Use allocation type 1 for grant disbursement agreements that are budgeted for reimbursement of a sub-recipient.
- Funds should be allocated directly from FHWA to the administering agency whenever possible.

## **S. TOLLING PROGRAMS**

### **1. SECTION 129 GENERAL TOLLING PROGRAM**

Section 1512(a) of MAP-21 provides a complete replacement for the statutory language of 23 U.S.C. 129(a). The new language makes a number of significant changes to the program, including tolling eligibilities; requirements for tolling agreements; and requiring audits to ensure compliance with requirements on the use of toll revenues.

### **2. TOLLING ELIGIBILITIES**

The FAST Act includes a number of provisions that modify federal requirements related to high-occupancy vehicle (HOV) facilities and the tolling of highways

MAP-21 incorporated some of the key flexibilities from existing pilot programs to Section 129 tolling eligibilities, which include:

- Tolling of newly constructed lanes added to existing toll-free interstate highways is now permitted under Section 129(a)(1)(B) so long as the facility has the same number of toll-free lanes after construction as it did before (excluding HOV lanes and auxiliary lanes) (this authority was previously available under the express lanes demonstration program, Section 1604(b) of SAFETEA-LU).

- Tolling for initial construction of highways, bridges, and tunnels on the interstate system is now permitted under Section 129(a)(1)(A). Prior to MAP-21, such authority was limited to non-interstate facilities under Section 129. This change effectively mainstreams the interstate system construction toll pilot program.

### **3. TOLLING AGREEMENTS**

Prior to October 1, 2012, public authorities were required to execute a tolling agreement with FHWA prior to imposing tolls on a federal-aid highway (or to use federal-aid funds on an existing toll facility). Under MAP-21, such agreements are no longer be statutorily required. For toll facilities that have executed Section 129 tolling agreements prior to October 1, 2012, the terms of those agreements will continue in force.

### **4. USE OF TOLLING REVENUE AND COMPLIANCE AUDITS**

While the requirement for upfront tolling agreements under Section 129 no longer exists, MAP-21 largely continues the restrictions on the use of toll revenues that were in place previously. MAP-21 also imposes a new requirement for annual audits to ensure compliance with these limitations, the results of which must be transmitted to USDOT. If the USDOT Secretary concludes that the public authority with responsibility for the toll facility is not in compliance with these restrictions, the USDOT Secretary may require that toll collection on the facility be discontinued until an agreement is reached to achieve compliance. Additional guidance will be developed in the future regarding use of toll revenue and compliance.

### **5. SECTION 166 HOV/HOT LANES**

23 U.S.C. 166(b)(4) provides authority for public agencies to allow toll-paying vehicles that do not meet the minimum occupancy standards to use high occupancy vehicle (HOV) lanes. Such authority is continued under MAP-21. Section 166 includes a number of provisions that will thus continue to apply whenever a HOV lane is converted to a high occupancy toll (HOT), including:

- The state must annually certify to FHWA that it continues to meet all requirements of 23 U.S.C. 166, including those related to vehicle eligibility; operational performance monitoring, evaluation, and reporting; and enforcement. In particular, states are required to include in their certification a clear demonstration that the presence of HOT vehicles has not caused the facility to become degraded. (23 U.S.C. § 166(d))
- The state must indicate the presence of a program that addresses how motorists can enroll and participate in the toll program.

The state must indicate that they have implemented a system that will automatically collect the tolls or indicate that such a system will be implemented in a reasonable period of time following establishment of the HOT lane.

#### **Performance of HOV facilities**

If the performance of an HOV facility becomes degraded (i.e., average speeds fall below specified minimums), the FAST Act requires the public authority to submit to DOT for approval a plan detailing the actions that will be taken to make significant progress toward bringing the facility into compliance with minimum average operating speed performance standards through changes to the operation of the facility. The FAST Act also allows DOT, upon request of a public authority, to grant a waiver for compliance requirements in certain instances if: (1) the waiver is in the best interest of the traveling public; (2) the public authority is meeting the conditions under 23 U.S.C. 166(d)(1)(D); and (3) the public authority is making a good faith effort to improve performance of the facility. [23 U.S.C. 166(d)(1)]

**Consultation regarding tolls**

The FAST Act requires public authorities operating a high-occupancy toll (HOT) or low emission and energy-efficient vehicle toll lane on the interstate system and located in a metropolitan planning area (established under 23 U.S.C. 134) to consult with the metropolitan planning organization for the area regarding the placement and amount of tolls on the facility. [23 U.S.C. 166(g)]

**6. USE OF TOLLING REVENUE AND COMPLIANCE AUDITS**

The use of tolling revenues from facilities tolled under section 166 is governed by the requirements of section 129(a)(3). (23 U.S.C. 166(c)) Such facilities will thus also be subject to the changes made by MAP-21 that were noted previously for section 129, including the new statutory requirement for annual audits to ensure compliance with the limitations on the use of revenue. MAP-21 also rescinds a prior requirement that public authorities give priority consideration to projects for developing alternatives to single occupant vehicle travel and projects for improving highway safety when using toll revenues for other Title 23 purposes.

**7. TOLL PILOT PROGRAMS**

Each of the four toll pilot programs is treated differently under MAP-21:

**a. Express Lanes Demonstration Program**

The express lanes demonstration program (ELDP) was authorized under section 1604(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); it expires on September 30, 2012. The program allows up to 15 toll projects aimed at managing congestion and financing highway capacity expansion by tolling new lanes added to an existing facility. The five tolling agreements that were executed by FHWA and project sponsors under this program will continue in force. Projects for which slots were allocated but still not subject to an agreement should proceed under Section 129.

**b. Interstate System Construction Toll Pilot Program**

The interstate system construction toll pilot program (ISCTPP) was authorized under section 1604(c) of SAFETEA-LU. To date, only one of the three slots authorized under this program has been reserved, and no projects have received final acceptance into the program or executed

tolling agreements. The ISCTPP, which expires on August 9, 2015, was not directly affected by MAP-21. However, MAP-21 does amend section 129 to include the initial construction of any highway, whether on or off the interstate system, as an eligible activity for tolling. As this pilot program has thus been effectively mainstreamed under the general tolling program, FHWA will no longer be accepting applications for this program. Division offices should direct project sponsors interested in constructing new interstate highways, bridges, or tunnels as toll facilities to the requirements under Section 129.

### **c. Interstate System Reconstruction and Rehabilitation Pilot Program**

The interstate system reconstruction and rehabilitation pilot program (ISRRPP) were authorized under section 1216(b) of the Transportation Equity Act for the 21st Century (TEA-21). MAP-21 does not make any changes to this program, which thus continues in force. In order to receive tolling authority under the ISRRPP, project sponsors are required to have their program application approved by FHWA and to execute a tolling agreement. All three of the slots authorized for this program are conditionally reserved at the present time.

The interstate system reconstruction and rehabilitation pilot program allows up to three states to reconstruct existing non-tolled interstate facilities and return them to service as tolled facilities. Missouri, North Carolina, and Virginia were selected, but have yet to make any progress towards implementing tolls. They have one year after the enactment of the FAST Act (Dec. 2015) to show progress. If not, other states will be eligible to submit applications for the pilot program. New states selected will have three years to advance a project before this “kick out” provision would remove them from the program.

### **d. Value Pricing Pilot Program**

The value pricing pilot program (VPPP) was first authorized under section 1012(b)(8) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and was subsequently amended under other laws, most recently in section 1604(a) of SAFETEA-LU. MAP-21 does not make any changes to this program. While no additional funds are authorized after federal fiscal year 2012 for the discretionary grant component of this program, FHWA's ability to enter into cooperative agreements for tolling projects under the VPPP will continue in force. Of the 15 slots authorized for this program, seven have been permanently reserved for states that have executed tolling cooperative agreements under the VPPP. The remaining eight slots are currently reserved for state agencies that are undertaking studies or non-toll projects under the program. Once these studies or projects have been completed, these slots will become available for use by any states with eligible tolling projects under the program, at the discretion of the USDOT Secretary.

A number of congestion pricing strategies, including HOV to HOT conversion and the construction of priced express lanes, can now be accommodated under the section 129 general tolling program and the section 166 HOV/HOT lanes program. FHWA prefers that the two mainstream programs be used where possible as opposed to the pilot programs. As a result, requests for tolling authority under the VPPP will be limited to situations that cannot be

accommodated under the mainstream tolling programs, such as the pricing of existing toll-free facilities without substantial reconstruction of those facilities.

## **8. TOLLING PROGRAM ADMINISTRATION**

The program changes resulting from MAP-21, as noted above, have a number of implications for the administration of these programs by the FHWA program and division offices.

## **9. COMPLIANCE AUDITS**

The statutes authorizing the ISRRPP and ISCTPP programs require regular audits to ensure compliance with the limitations on the use of toll revenues, which must be transmitted to USDOT. Similar audit requirements have also been included in tolling agreements executed under the section 129, section 166, ELDP, and VPPP tolling programs. As noted above, Section 1512 of MAP-21 extends such audit requirements for facilities tolled under section 129 or section 166, specifying that such audits be conducted annually and establishing the authority of the USDOT Secretary to require that toll collection be discontinued if a public authority is found to be in noncompliance. (23 U.S.C. 129(a)(3)) FHWA division offices will be responsible for receiving the annual audits from the tolling operators and ensuring compliance with the statutory requirements. These audit requirements will be further addressed in forthcoming guidance.

## **10. TOLLING MEMORANDUM OF UNDERSTANDING**

Although tolling agreements are no longer required under the mainstream tolling programs, state departments of transportation (or other public agencies with responsibilities for toll facilities) may wish to enter into a memorandum of understanding (MOU) with their FHWA division offices, particularly in light of the new requirements for audits and the potential consequences of noncompliance (including the discontinuation of toll collection). Suggested elements of the MOU could include establishing the eligibility for tolling a federal-aid highway facility under section 129 and outlining how the statutory requirements regarding the use of toll revenues, audits, and other federal requirements will be met. A sample template for a tolling MOU is provided.

# **T. EMERGENCY RELIEF PROGRAM**

The FAST Act continues the emergency relief program, which provides funds for emergency repairs and permanent repairs on federal-aid highways and roads, tribal transportation facilities, and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.

For additional information on Emergencies, please see Part III, Chapter 10 of these instructions.

## **1. WPA FUND:**

ERxx where xx is to signify the last two digits of the federal fiscal year of the event. ACER can be used until an allocation is received.

**2. PROGRAM PURPOSE**

The emergency relief (ER) program provides funds for emergency repairs and permanent repairs on federal-aid highways and roads on federal lands that the USDOT Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.

**3. STATUTORY CITATION(S)**

FAST Act §§ 1107 & 1408(b); 23 USC 120(e) and 125;

**4. FUNDING FEATURES**

Funded by a permanent authorization of \$100 million per year in contract authority from the highway account of the transportation trust fund. Funds are available until expended and exempt from the federal-aid highway obligation limitation. [23 USC 125]

In addition to the permanent authorization, SAFETEA-LU authorized from the general fund of the treasury such sums as may be necessary to supplement the permanent authorization in years when emergency relief allocations exceed \$100 million. Appropriation legislation would be necessary to make the additional funds available.

Funds are allocated to the states based on an assessment of repair costs following a disaster.

Up to 5% of ER funds may be used by the USDOT Secretary for projects to protect public safety or maintain or protect roadways included within the scope of an emergency declaration.

**5. FEDERAL SHARE**

In accordance with 23 USC 120, including sliding scale adjustment for states with high percentages of federally owned public lands.

- Emergency repair work to restore essential travel, minimize the extent of damage, or protect the remaining facilities, accomplished in the first 270 days after the disaster occurs, may be reimbursed at 100% federal share; time period may be extended for delay in the ability to access damaged areas. The 117th Congress (2021-2022) Infrastructure Investment and Jobs Act, H.R.3684 implemented a major change in the ER program, by increasing the 100% emergency repairs participation timeframe from 180 days to 270 days. No other major changes occurred to the ER program under the Bill.
- For eligible permanent repairs to restore damaged facilities, up to 90% federal share is allowed if total eligible expenses incurred by the state due to natural disasters or catastrophic failures in a federal fiscal year exceeds the state's apportionments under 23 USC 104 for the federal fiscal year in which the event occurred.
- The federal share for repair work on federal land, federal land access, and tribal transportation facilities is 100%.



- The state's application for ER funds must include a comprehensive list of all eligible project sites and repair costs within two years after the event.

## **6. ELIGIBLE ACTIVITIES**

ER eligibilities are continued, with some changes:

- Addition of actual and necessary costs of maintenance and operation of transit service as eligible activity to provide a temporary substitute for highway traffic service.
- Debris removal is eligible only if the event is not declared a major disaster by the President or where the event is declared a major disaster by the President, but the debris removal is not eligible for assistance under the Stafford Act.
- ER funds may participate in costs to repair or reconstruct a comparable facility, which is defined as a facility that meets the current geometric and construction standards required for the types and volume of traffic that the facility will carry over its design life.
- Construction phase defined – No funds may be used for repair or reconstruction of a bridge if the construction phase of a replacement structure is included in a state's approved STIP at the time of the event.

### **Federal Lands and Tribal Transportation facilities or other federally owned roads**

100% federal share for repair work on federal land transportation facilities, tribal transportation facilities, and other federally owned roads open to public travel. Under MAP-21, federal lands access program facilities also had been eligible for this 100% federal share; the FAST Act eliminated that eligibility. Per § 421 of the Department of Transportation Appropriations Act, 2016 (P.L. 114-113), the FAST Act amendment applies to projects to repair or reconstruct facilities damaged as a result of a qualifying natural disaster or catastrophic failure that occurs after October 1, 2015.

- Eligibility for debris removal on federal lands and tribal transportation facilities or other federally owned roads if the facility is eligible under the emergency relief program.
- The definition of “open to public travel” for purposes of eligibility of roads on tribal transportation facilities, federal lands transportation facilities, and other federally owned roads.

## **U. STATE INFRASTRUCTURE BANK PROGRAM**

States that established SIBs authorized by the NHS Designation Act and TEA-21 may continue to operate those SIBs. Florida's federal state infrastructure bank was established under this prior legislation.

Florida has both a federally funded account and a state funded account within the state infrastructure bank. For additional information on Florida's SIB, see the SIB Chapter in Part III of these Instructions.

### **1. STATUTORY CITATION**

23 USC 610

The FAST Act restores a state's ability to use up to 10 percent of its allocated federal highway funds to capitalize a state infrastructure bank. States had this authority under the 2005 SAFETEA-LU law, but it was not continued in MAP-21 in 2012.

## **2. ELIGIBLE USE OF FUNDS**

SIBs provide various forms of non-grant assistance to public or private entities for eligible projects, including below-market rate subordinate loans, interest rate buy-downs on third party loans, and guarantees and other forms of credit enhancement. Any debt issued or guaranteed by the SIB must be of investment grade quality.

Projects eligible under Title 23, United States Code, capital projects as defined in section 5302 of Title 49, United States Code and any other projects related to surface transportation that the USDOT Secretary determines to be appropriate are eligible for assistance from the SIBs.

Both the initial credit assistance funded with federal capitalization grants, including the required non-federal match, and any assistance funded with loan repayments and other recycled funds are subject to the requirements of Titles 23 and 49, as applicable.

## **V. TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)**

### **1. PROGRAM PURPOSE**

The FAST Act continues the TIFIA Program

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, and intermodal freight transfer facilities. The program is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt.

### **2. STATUTORY CITATION**

FAST Act § 2001; 23 USC 601-609

### **3. FUNDING FEATURES**

Funded by contract authority and reimbursed from the highway account of the highway trust fund, to remain available until expended. Funds are subject to the overall federal-aid obligation limitation.

### **4. PROGRAM PRODUCTS**

The TIFIA credit program may provide to states (including D.C. and Puerto Rico), localities, or other public authorities, as well as private entities undertaking projects sponsored by public authorities, three types of financial assistance:

- Secured loans are direct federal loans to project sponsors offering flexible repayment terms and providing combined construction and permanent financing of capital costs.

- Loan guarantees provide full-faith-and-credit guarantees by the federal government to institutional investors, such as pension funds, that make loans for projects.
- Lines of credit are contingent sources of funding in the form of federal loans that may be drawn upon to supplement project revenues, if needed, during the first 10 years of project operations.

MAP-21 also newly authorizes "master credit agreements," under which DOT may make a contingent commitment of future TIFIA assistance (subject to the availability of future funding) for a program of projects secured by a common revenue pledge.

## **5. FEDERAL SHARE**

TIFIA credit assistance may cover the following portions of the total cost of a project:

- TIFIA line of credit: up to 33%
- TIFIA loan: up to 49% (or, if the loan does not receive an investment grade rating, up to the amount of senior project obligations)
- TIFIA loan and TIFIA line of credit, combined: up to 49%
- Total federal assistance (grants and loans) to a project receiving a TIFIA loan: up to 80%

## **6. ELIGIBLE ACTIVITIES**

Most types of projects retain their previous TIFIA eligibility:

- Projects eligible for assistance under Title 23 or chapter 53 of title 49
- International bridges and tunnels
- Intercity passenger bus or rail facilities and vehicles, including those owned by Amtrak
- Public freight rail projects
- Private freight rail projects that provide public benefit for highway users by way of direct highway-rail freight interchange (a refinement of the SAFETEA-LU eligibility criterion)
- Intermodal freight transfer facilities
- Projects providing access to, or improving the service of, the freight rail projects and transfer facilities described above
- Surface transportation infrastructure modifications necessary to facilitate direct intermodal interchange, transfer and access into and out of a port
- A project to improve or construct public infrastructure that is located within walking distance of, and accessible to, a fixed guideway transit facility, passenger rail station, intercity bus station, or intermodal facility, including a transportation, public utility, or capital project and related infrastructure; and

- The capitalization of a rural projects fund.

To receive TIFIA assistance, a project must have costs that equal or exceed at least one of the following:

- \$50 million and 1/3 of a state's annual federal apportionments
- for a rural infrastructure project (as defined below), \$10 million
- for an intelligent transportation system (ITS) project, \$10 million

Multiple related TIFIA-eligible projects may be grouped in order to meet one of these cost thresholds as long as the projects' credit assistance is secured by a common pledge. [23 USC 601(a)(12)(D)(iv)]

## **7. RE-FINANCING**

MAP-21 continues the ability to use TIFIA to refinance an earlier TIFIA interim construction loan, or to refinance existing project debt in order to provide addition funding capacity for TIFIA-eligible projects.

## **8. OTHER PROVISIONS**

### **a. Application Process**

MAP-21 requires DOT to establish a rolling application process for providing TIFIA credit assistance to eligible projects on terms acceptable to DOT.

### **b. Repayment of Federal Assistance**

TIFIA assistance must be repaid through dedicated revenue sources that secure project obligations, such as tolls, other user fees, or payments received under a public-private partnership agreement. Repayment of a TIFIA loan must begin by five years after the substantial completion of the project, and the loan must be fully repaid within 35 years after the project's substantial completion or by the end of the useful life of the asset being financed, if that life is less than 35 years.

### **c. Provisions Related to Rural Projects**

- "Rural infrastructure project" is defined as a surface transportation project not located in a city with a population of more than 150,000 within the city limits.
- Of the total amount authorized for TIFIA in a federal fiscal year, not more than 10% shall be set aside for rural infrastructure projects.
- Loans to rural infrastructure projects under this set aside (for either new financing or refinancing of an existing federal credit instrument) are at ½ the Treasury interest rate.

**d. Investment Grade Rating**

Debt senior to the federal credit instrument (or the federal credit instrument if *it* is the senior debt) must generally receive an investment-grade rating from at least two rating agencies.

**e. Non-subordination**

In most cases a TIFIA loan may not be subordinated to other debt in the event of project bankruptcy, insolvency, or liquidation. However, TIFIA loans may be subordinated in some circumstances in which a public agency has outstanding senior bonds under a preexisting indenture.

**f. Limited Buy-downs**

MAP-21 allows project sponsors to "buy down" their TIFIA interest rate if that rate has increased between the date of submission of a project application and the execution of the TIFIA agreement.

**9. WPA PROGRAMMING**

Projects will not be programmed with TIFIA funds until an approved federal award is given.

Use fund code TIFI and allocation type 1 on the projects programmed using TIFIA funds.

The payback of TIFIA funds should be programmed using a phase of A8 and program number 85. No federal funds should be programmed on this phase. TIFI fund code should not be listed on the payback phase. The payback schedule should be in the application package. The amounts programmed for the payback of TIFIA funds must match the payback schedule.

**W. NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAY PROJECTS PROGRAM  
(FORMERLY KNOWN AS FASTLANE GRANTS), NOW KNOWN AS  
INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANTS**

The nationally significant freight and highway projects program is a competitively awarded discretionary freight-focused grant program. This new program allows states, Metropolitan Planning Organizations (MPOs), local governments, tribal governments, special purpose districts and public authorities (including port authorities), and other parties to apply for funding to complete projects that improve safety and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements. The IIJA added multistate corridor organizations as an eligible entity to apply for this program.

The USDOT re-designated the FASTLANE program as the "Infrastructure for Rebuilding America" Program, otherwise known as the INFRA grants program.

INFRA program preserves statutory requirements and utilizes updated criteria to evaluate projects and align with national and regional economic vitality goals.

The Office of the Secretary of Transportation, not FHWA, is responsible for project selection.

Notwithstanding any other provision of law, a freight project under this program shall be treated as if the project is located on a federal aid highway.

### **1. WPA FUND CODE**

Use the **NFPD** fund code – “National Freight Program Discretionary”

### **2. PROGRAM PURPOSE**

Multimodal freight and highway projects of national or regional significance are funded through this discretionary program.

The goals of the program shall be to –

- a. improve the safety, efficiency, and reliability of the movement of freight and people;
- b. generate national or regional economic benefits and an increase in the global economic competitiveness of the United States;
- c. reduce highway congestion and bottlenecks;
- d. improve connectivity between modes of freight transportation;
- e. enhance the resiliency of critical highway infrastructure and help protect the environment;
- f. improve roadways vital to national energy security; and
- g. address the impact of population growth on the movement of people and freight.

### **3. STATUTORY CITATION**

Title 23 USC §117

### **4. FUNDING FEATURES**

- Subject to annual obligation limitation
- The aggregate amount for intermodal (non-highway freight) projects is capped at 30% per year over the life of the IJJA
- At least 30% of funds must be obligated in rural areas. “Rural area” is defined in this context as an area that is outside an urban area with a population of over 200,000
- 15% set aside for small projects (between \$5 and \$25 million)
- Federal share may not exceed 60%. Other federal funds may be used to satisfy up to 20% of the matching requirement, but total federal funds on the project may not exceed 80%

## **5. COST SHARE**

- Up to 60 percent INFRA grants
- Up to 80 percent total federal
- Previously incurred expenses cannot count toward cost share

## **6. REQUIREMENTS FOR LARGE AND SMALL PROJECTS**

- Large project requirements
  - Generates national or regional economic, mobility, or safety benefits
  - Cost-effective
  - Contributes to one or more 23 U.S.C. 150 goals
  - Based on the results of preliminary engineering
  - One or more stable and dependable funding or financing sources
  - Cannot easily be completed without Federal funding
  - Reasonably expected to begin construction 18 months from obligation
- Small Project Considerations
  - Cost-effectiveness
  - Effect on mobility in the project's state or region

## **7. ELIGIBLE APPLICANTS**

Eligible applicants are limited to -

- A state or a group of states
- Metropolitan planning organizations
- Local government or group of local governments
- A political subdivision of a state or local government
- Special purpose district or public authority with a transportation function, including a port authority
- Federal land management agency that applies jointly with a state or group of states
- Indian tribes, or
- Combinations thereof

If a non-FDOT applicant receives an award, recipients will be encouraged to administer the grant as a direct recipient of the award for which they applied. Programming will be accomplished as allocation type 4, non-budgeted for TIP/STIP purposes only.

- Non-FDOT applicants may be able to request FDOT assistance in administering the grant with district secretary concurrence and approval by at least one assistant secretary of FDOT.

## **8. PROJECT LOCATION**

Funds may be used for a project that is –

- a highway freight project carried out on the national highway freight network;
- a highway or bridge project carried out on the national highway system, including—
  - a project to add capacity to the interstate system to improve mobility; or
  - a project in a national scenic area;
- a freight project that is –
  - a freight intermodal or freight rail project; or
  - within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility; or
  - a railway-highway grade crossing or grade separation project

## **9. ELIGIBLE ACTIVITIES**

Funds may be used for –

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities;
- Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance;
- A highway, bridge, or freight project on the National Multimodal Freight Network;
- Marine highway corridor projects functionally connected to NHFN and likely to reduce on-road emissions;
- Wildlife crossing projects;
- Surface transportation projects within the boundaries of or functionally connected to an international border crossing area; and



- Funds may also be used to pay subsidy and administrative costs necessary to provide the eligible entity with TIFIA credit assistance with respect to the project for which the grant was awarded.

## **10. SELECTION CRITERIA**

- Support for national or regional economic vitality
  - Achieve a significant reduction in traffic fatalities and serious injuries on the surface transportation system;
  - Improve interactions between roadway users, reducing the likelihood of derailments or high consequence events;
  - Eliminate bottlenecks in the freight supply chain;
  - Ensure or restore the good condition of infrastructure that supports commerce and economic growth;
  - Sustain or advance national or regional economic development in areas of need, including projects that provide or improve connections to the nation’s transportation network to support the movement of freight and people; and
  - Reduce barriers separating workers from employment centers, including projects that are primarily oriented toward reducing traffic congestion and corridor projects that reduce transportation network gaps to connect peripheral regions to urban centers or job opportunities.

The USDOT will evaluate this selection criterion by relying on quantitative, data-supported analysis, including an assessment of the applicant supplied benefit-cost analysis.

- Leveraging of federal funding
  - To maximize the impact of INFRA awards, the USDOT seeks to leverage INFRA funding with non-federal contributions.
  - An application which proposes a 20 percent federal share will be more competitive than an otherwise identical application proposing a 50 percent federal share.
  - The USDOT will consider three additional pieces of information in assessing this criterion:
    - The applicant’s available resources or other broader fiscal constraints. (This may apply to applicants from rural OR less wealthy areas.)
    - If the applicant is a regular recipient of federal funding, the non-federal share of their overall transportation program.
    - The applicant’s plan for future operation and maintenance costs associated within the project’s lifecycle.
- Potential for Innovation

- USDOT is seeking to encourage innovation in three areas: Environmental review and permitting (New Approach)
- Use of experimental project delivery authorities (SEP-14/15)
- Safety and technology
- These will be assessed to the extent they are applicable to the project.
- Performance and Accountability
  - USDOT seeks projects that allow it to condition funding on specific, measurable, outcomes, such as:
    - Reaching project delivery milestones in a timely manner
    - Making specific state or local policy changes that advance desirable transportation outcomes
    - Achieving specific transportation performance objectives that support economic vitality or improve safety.
  - These examples are illustrative, but USDOT encourages creativity.
  - USDOT does not intend to impose these conditions on unwilling or interested INFRA recipients

## **11. ADDITIONAL CONSIDERATIONS**

- Geographic diversity
  - The department will consider the contributions to geographic diversity among recipients, including the need for a balance between urban and rural areas
- Project readiness
  - The department will consider the risks to successful completion of the project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery.
  - The department is required to determine that a large project is reasonably expected to begin construction within 18 months of obligation.

## **X. REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE); (FORMERLY KNOWN AS BUILD) BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT TRANSPORTATION DISCRETIONARY GRANTS PROGRAM (FORMERLY KNOWN AS TIGER)**

### **1. WPA FUND:**

Use **TGR** work program funds code for funds that will be authorized with FHWA.

- Program as allocation type 1 for FDOT budgeted items where FDOT is the applicant or has agreed to help administer the grant on the recipient's behalf.

Use **TIGR** if Federal Transit Administration (FTA) or other federal agency such as Maritime Administration (MARAD) is the lead.

- Program as TIGR with allocation type 4 (non-budgeted) for TIP/STIP purposes. Use this fund code allocation type if the non-FDOT applicant will be a direct recipient.

For information on this U.S. Department of Transportation (DOT) program, see the build discretionary grants website at: <https://www.transportation.gov/RAISEgrants> This site also contains information on the former TIGER program. BUILD is very similar to TIGER and the work program fund code for both programs is the same. See the referenced website for specifics as the Notice of Funding Opportunity (NOFO) can change the eligibilities and timeframes for each application cycle that is announced in the federal register.

## **Y. GENERAL FUND (GF) HIGHWAY INFRASTRUCTURE PROGRAM FUNDING (TEMPORARY SECTION TO BE SUNSET WHEN NO LONGER APPLICABLE)**

FHWA has posted additional funds from the 2021 general fund (GF) for the highway infrastructure program apportionment. These same work program funds are also being used for the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 - HIP-CRRSAA funds.

The 2020 general fund GF highway infrastructure program apportionment may be used for rail-highway crossing safety improvements within the existing GFSU, GFSA, GFSL and GFSN fund codes already established and allocated for construction of highways, bridges, and tunnels; and for the elimination of hazards and the installation of protective devices at railway-highway crossings; and for improvements to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151.

The 2019 general fund highway infrastructure program apportionment added rail-highway crossing safety improvements as an eligible activity for the elimination of hazards and the installation of protective devices at railway-highway crossings.

The 2018 GF apportionment was only for roads, highways, and bridges on the federal aid highway system (or bridges at any location on a public road).

- Transportation system 16 – “off-state/off-federal” should not be programmed unless the funds are being used to improve or replace an existing off-system bridge (except for a new bridge or tunnel at a new location). For the bridge to be eligible for funding, it must be located on a public road that is open to traffic. The first three years (2018-2020) of funds made available under this heading were limited to roads and bridges 23 USC 133(b)1(a), or as otherwise noted.
- The FFY 2021 eligibilities were expanded by Congress to include all of 23 USC 133(b) which includes pedestrian and bicycle improvements transportation system 16 – “off-state/off-federal”.

## 1. WPA FUND CODE

Program with the appropriate Federal Appropriation Category (FAC) so that the year of lapse and eligibilities for each round can be readily known. Plan to use the oldest FAC first to prevent the risk of lapsing the older funds. It is important to program the correct FAC due to the eligibility of these funds becoming more flexible over time. For example, the FFY2021 GF funds may also be used for off-system bicycle and pedestrian projects.

<u>Work Program Fund Code</u>	<u>Description</u>	<u>Federal Appropriation Category (FAC)</u> <u>FFY2018 lapse if not obligated by 9/30/2021 (use 1st)</u>	<u>FAC FFY2019 lapse if not obligated by 9/30/2022 (use 2nd)</u>	<u>FAC FFY2020 lapse if not obligated by 9/30/2023 (use 3rd)</u>	<u>FAC FFY2021 lapse if not obligated by 9/30/2024 (use 4th)</u>
GFSA	General Fund - STPBG (Any Area)	Z004	Z904	Z909	Z918 Z970
GFSU*	General Fund - STPBG >200K (Urban).  Special eligibilities (such as availability payments, debt service, or loss of revenue) use FAC Z973** (Coronavirus Response and Relief Supplemental Appropriations Act, 2021 - HIP-CRRSAA funds)	Z005*	Z905*	Z910*	Z919* Z972* (parent) Z973** (child code-special eligibilities). Please coordinate with CO-FAMO prior to using funds for any of the special eligibilities.
GFSL	General Fund - STPBG <200K >5K (Small Urban)	Z006	Z906	Z911	Z920
GFSN	General Fund - STPBG <5k (Rural)	Z007	Z907	Z912	Z921
GFBR	General Fund - Bridge Repair and Replacement (will be allocated to a bridge project by statewide programs)	N/A	N/A	Z913	Z922

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GFNP (new)	General Fund – National Highway Program – special eligibilities (Coronavirus Response and Relief Supplemental Appropriations Act, 2021 - HIP-CRRSAA funds)	N/A	N/A	N/A	Z970 (parent) Z971 (child code) Child code is used for Special eligibilities only. Contact CO-FAMO before using child code
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\*Use the same distribution area as you would for SU (STPBG >200K Urban) funds for the appropriate transportation management area/urban area in your district X01 through X17.

\*\* Please coordinate with CO-FAMO prior to using funds for any of the special eligibilities.

<b>Area</b>	<b>Description</b>
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X01	CAPE CORAL
X02	SARASOTA - BRADENTON
X03	JACKSONVILLE
X04	PENSACOLA
X05	FT. LAUD. - HOLLYWOOD - POMPANO
X06	W. PALM - BOCA RATON - DELRAY
X07	DAYTONA BEACH - PORT ORANGE
X08	MELBOURNE - PALM BAY
X09	ORLANDO
X10	MIAMI - HIALEAH
X11	TAMPA - ST. PETE.
X12	BONITA SPRINGS - NAPLES
X13	TALLAHASSEE
X14	PORT ST. LUCIE
X15	LAKELAND
X16	WINTER HAVEN
X17	KISSIMMEE
X50	DELTONA
X51	NAVARRE - MIRAMAR BEACH – DESTIN
X52	GAINESVILLE

FHWA has provided clarification and definition of construction which includes preliminary and necessary phases of work to support construction or activities that lead to construction as being also eligible for this funding made available by Congress through the general fund as an additive to what we normally receive from FHWA through the USDOT highway trust fund annually.

As defined by [23 USC 101\(a\)\(4\)](#) the term “construction” means the supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a highway or any project eligible for assistance under this title, including bond costs and other costs relating to the issuance in accordance with section 122 of bonds or other debt financing instruments and costs incurred

by the state in performing federal-aid project related audits that directly benefit the federal-aid highway program. Such term includes—

(A)preliminary engineering, engineering, and design-related services directly relating to the construction of a highway project, including engineering, design, project development and management, construction project management and inspection, surveying, mapping (including the establishment of temporary and permanent geodetic control in accordance with specifications of the National Oceanic and Atmospheric Administration), and architectural-related services;

(B)reconstruction, resurfacing, restoration, rehabilitation, and preservation;

(C)acquisition of rights-of-way;

(D)relocation assistance, acquisition of replacement housing sites, and acquisition and rehabilitation, relocation, and construction of replacement housing;

(E)elimination of hazards of railway-highway grade crossings;

(F)elimination of roadside hazards;

(G)improvements that directly facilitate and control traffic flow, such as grade separation of intersections, widening of lanes, channelization of traffic, traffic control systems, and passenger loading and unloading areas

(H)capital improvements that directly facilitate an effective vehicle weight enforcement program, such as scales (fixed and portable), scale pits, scale installation, and scale houses

**PART IV - CHAPTER 2: FINANCIAL PROVISIONS****Table of Contents**

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## **PART IV - CHAPTER 2: FINANCIAL PROVISIONS**

### **A. FEDERAL OBLIGATION LIMITATION (A.K.A. OBLIGATION AUTHORITY)**

#### **1. PURPOSE**

Overall, the methodology for the obligation limitation distribution calculations under [Fixing America's Surface Transportation \(FAST\) Act](#) (Pub. L. No. 114-94) is similar to the methodology used for MAP-21. The FAST Act established an obligation limitation of \$42.361 billion for FY 2016, increasing each fiscal year up to \$46.365 billion for FY 2020, for the purpose of limiting annual highway spending. Distribution of the limitation under the FAST Act is similar to the methodology under previous transportation acts. The Act also continues the requirement to annually recover unused obligation limitation and distribute it as formula limitation to states that can use it before the end of the fiscal year.

Section 1102 of the FAST Act lists the funding that is exempt from the obligation limitation. Of new contract authority, funding for the emergency relief program in the amount of \$100 million and a portion of national highway performance program (NHPP) funding are exempt from the obligation limitation. A national total of \$639 million in NHPP funds is exempt from the obligation limitation for each federal fiscal year, with each state's share of the exempt NHPP funds proportional to that state's overall share of NHPP funds.

Under the distribution process in Section 1104 of the FAST Act, limitation is first provided for administrative expenses and programs authorized under Section 104(a) of Title 23, the Bureau of Transportation Statistics, and unobligated balances of funding for allocated programs (or for the apportioned tribal transportation program and federal lands access program) carried over from previous federal fiscal years.

The remaining limitation is then compared to the total remaining new authorizations of contract authority subject to the limitation for the federal fiscal year. This is known as the limitation ratio. The limitation ratio is used to distribute obligation limitation for each of the allocated programs (other than those allocated programs for which obligation limitation has already been provided) and for the tribal transportation program and the federal lands access program. The amount of obligation limitation provided for each program is determined by multiplying the amount of contract authority authorized for the program for the federal fiscal year by the limitation ratio.

The remaining balance of the limitation is then distributed among the states as formula obligation limitation with each state's portion of the limitation being based on the state's relative share of the total apportioned funds (subject to limitation) for the federal fiscal year.

All the obligation limitation under Section 1102 of the FAST Act is available for one federal fiscal year, except that the limitation distributed for transportation research programs is available for four federal fiscal years.



## **2. AUGUST REDISTRIBUTION**

The redistribution of obligation limitation after August 1<sup>st</sup> (August redistribution) under the FAST ACT works in the same manner as August redistribution under MAP-21. The August redistribution process ensures that all one-year obligation limitation for a federal fiscal year will be utilized prior to its expiration at the end of the federal fiscal year.

After August 1<sup>st</sup> of each federal fiscal year, the United States Department of Transportation (USDOT) Secretary will revise the distribution of obligation authority made available if a state does not plan to obligate the amount distributed during that federal fiscal year. The amount returned will be redistributed as formula obligation limitation to those states able to obligate amounts in addition to those previously distributed during the federal fiscal year.

## **B. FEDERAL HIGHWAY TRUST FUND AND TAXES: STATUTORY REFERENCES**

- FAST Act Division C; Internal Revenue Code (26 U.S.C.)

The FAST Act extends through September 30, 2022, the deposit to the Highway Trust Fund of amounts equivalent to the proceeds of the highway-user taxes, expend out of the Highway Trust Fund to reimburse states, and to receive transfers as necessary to remain solvent.

- Title I—Extension of Highway Trust Fund expenditure authority and related taxes
  - 31101. Extension of trust fund expenditure authority
  - 31102. Extension of highway-related taxes
- Title II—Revenue provisions
  - 31201 and 31203. Transfer from Leaking Underground Storage Tank Trust Fund to Highway Trust Fund
  - 31201. Additional transfers to Highway Trust Fund
- Other: In addition, the FAST Act dedicates the proceeds of certain motor vehicle safety penalties to the highway account. 26 USC 9503;

## **C. USE OF TOLL CREDITS TOWARD NON-FEDERAL SHARE (SOFT MATCH)**

Section 120 of Title 23, U.S.C., permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100% to the extent credits are available.

All Federal Highway Administration (FHWA) funded highway programs except for the emergency relief program will be soft-matched with toll credits. Soft match credits earned in prior years will be used to cover the non-federal share for the state-matching portion of projects funded by FHWA these programs. Each eligible federal-aid project that will be soft-matched is authorized at 100% federal share. Note that

there sometimes will be “hard dollar” state and/or local funds also programmed on federal aid projects. These non-federal funds on the project, if any, will be used first to either fully or partially satisfy the required non-federal match. If these “hard dollars” are not sufficient to fully satisfy the required non-federal match, then toll credits will be used to increase the non-federal match to the required level. Any “hard dollar” state and/or local funds programmed on the project should be shown as associated funds in the Federal Authorization Management System (FAMS). When calculating the amount of soft-match needed on any given project, FDOT only uses participating, allocation type 1 (budgeted expenditures) that flowed through our financial management system. This methodology will ensure that we can always demonstrate compliance with the non-federal matching share of any state or local dollars used for match within FDOT’s accounting system supported by readily available expenditure documentation. Indirect costs incurred by FDOT and allocated as participating based on approved rates are also used as hard match to meet the minimum non-federal share when those indirect costs have been associated to the federal project in FAMS. A portion of soft-match credits will also be used to fund the state or local share on transit projects managed by local transit agencies. The central public transit office should be contacted for more information on using soft match credits for transit projects.

## **D. ADVANCE CONSTRUCTION PROGRAM**

### **1. PROGRAM PURPOSE**

Under the conditions provided in 23 U.S.C. 115, and discussed in more detail in 23 CFR 630, Subpart G, "Advance Construction of Federal-Aid Projects," a state may request and receive approval to construct projects in advance of the apportionment of authorized federal-aid funds. The project must meet all the normal federal requirements, as if it were being financed with federal funds. Like other projects using federal funds, the project must have an approved federal authorization prior to advertising or work commencing in order to be eligible for conversion to federal funds at a later date.

For additional information on the Florida Department of Transportation’s use of the federal advance construction program, see the Advanced Construction chapter of these instructions.

### **2. STATUTORY REFERENCES**

23 U.S.C. 115

23 CFR 630, Subpart G

### **3. CONVERSIONS**

An existing advance construction project may be converted to a regular federal-aid project at any time provided that sufficient federal-aid funds and obligation authority are available.

The state may request a partial conversion where only a portion of the federal share of project costs is obligated and the remainder may be converted at a later time provided funds are available.

Only the amount converted is an obligation of the federal government.

**4. ELIGIBLE USE OF FUNDS**

Any project eligible for federal participation under Title 23, U.S.C., is eligible for advance construction. Conversion may be to any category of funds for which the project is eligible.

**5. FEDERAL SHARE**

The federal share is only applicable upon conversion to a regular federal fund.

**E. TRANSFERRING FEDERAL FUNDS**

The FAST Act continued the same provisions for flexible funding that were one of the hallmarks of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) that was continued under the 1998 Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and under the SAFETEA-LU. To enhance flexibility, a state may transfer up to 50 percent of any apportionment to another formula program.

However, no transfers are permitted of metropolitan planning funds, funds suballocated to areas based on population (under either STBG or transportation alternatives), or funds set aside for the recreational trails program.

These flexible funding provisions enable state and local governments, transit operators, and metropolitan planning organizations (MPO) to more effectively meet their unique needs and facilitate a multimodal approach to meeting transportation needs at both the statewide and metropolitan levels. The flexibility provisions of these transportation acts include:

- Broad highway/ transit eligibility within selected categories of major highway and transit programs
- Transfer of funds within the federal-aid highway program to other programs with broader highway/transit eligibility
- Transfer of funds from FHWA to Federal Transit Administration (FTA) and vice versa

**1. TRANSFERS FROM ONE FEDERAL-AID HIGHWAY PROGRAM TO ANOTHER**

If funds are transferred from one federal-aid highway program to another, those funds then have the same eligibility as the program that they are transferred to. For example, National Highway Performance Program (NHPP – Z001) funds transferred to the Surface Transportation Block Grant (SA – Z240 flexible – any area) program (STBG) would have the same eligibility as STBG (SA - flexible any area) funds.

**2. INTERAGENCY TRANSFERS**

Following are a few important points to keep in mind when considering interagency transfers:

- Funds transferred to or from FHWA or FTA can be used only for purposes eligible under the original program that the funds are transferred from. The FHWA prefers that congestion mitigation and air quality improvement program funds (CMAQ) and STBG funds used for projects to purchase transit vehicles be transferred to and be administered by the FTA.

Since Florida is in attainment of air quality standards, Congestion Mitigation (CM) and Advance Construction CM (ACCM) funds can be used for any Title 23 purpose. There is no requirement for FDOT to transfer funds to FTA if the funds will be used for an eligible FHWA project.

- Funds that are transferred from FHWA to FTA shall be administered under the requirements of the Chapter 53 of title 49, U.S.C. and funds transferred from FTA to FHWA shall be administered under the requirements of Title 23, U.S.C., except that the non-federal share for the original source of the funding applies to the transferred funds (see 23 U.S.C. §104(k) and 49 U.S.C. §5334(h)).
- For transit capital projects funded with National Highway Performance Program (NHPP) funds under 23 U.S.C. 103(b)(6)(C) or STBP funds under 23 U.S.C. 133(b)(2), applicable Chapter 53 statutory requirements (e.g., employee protective arrangements (49 U.S.C. 5333(b)), charter bus transportation services (49 U.S.C. 5323(d)), etc.) must be complied with even if the funds are not transferred to FTA for administration under Chapter 53. If the funds will be administered by the FHWA for such capital projects, the FHWA division should work with the FTA regional office to determine which Chapter 53 provisions apply and how.
- To transfer funds from FHWA to FTA, the state transportation department must request that the funds be transferred, with the concurrence of the MPO if the project is within a metropolitan planning area, in a letter to the FHWA division office.
- In a Transportation Management Area (TMA), the MPO may elect to transfer portions of its FTA Section 5307 funds that cannot be used for operating assistance to FHWA for highway projects subject to the requirements of 49 U.S.C. §5307(b)(2).
- To transfer 49 U.S.C. §5307 funds from FTA to FHWA, the MPO must submit a request to the FTA regional office with a certification that: (1) Americans with Disabilities Act (ADA) needs have been met, (2) notice and opportunity for comment and appeal have been provided to affected transit providers, and (3) local funds used for the non-federal match are eligible to provide assistance for either highway or transit projects.
- Funding transfers are permitted only for projects contained in an approved metropolitan transportation improvement program (TIP) and/or STIP.

### **3. DEPARTMENTAL PROCESS TO TRANSFER FUNDS FROM FHWA TO FTA**

The Federal Aid Management Office (FAMO) sends out a quarterly email to the district federal aid coordinators requesting all FTA transfers anticipated to be needed for the next quarter (three months). The district must submit the following required information to their district representative in the FAMO for an FTA transfer to be processed:

- Work program financial project number
- FTA grant recipient name and grant number
- Federal appropriation category

- STIP page number where the project is listed
- Project description
- Amount of requested transfer

A transfer request form will be prepared by the FAMO requesting FHWA to transfer the funds to FTA. Districts will be notified by email when the transfers are complete.


Documentation is required to confirm the correct FTA grant number. Districts shall provide documentation as shown in the SAMPLE on the next page for each grant for which funds are requested to be transferred.

#### **4. TRANSFER OF FHWA FUNDS TO FTA FOR ITS PROJECTS**

FTA has provided the following information on this process:

- The applicant electronically submits earmark integration application as directed in the earmark guidance document.
- The application goes to FHWA and if it's determined to be a transit project, the application is forwarded to FTA's regional office for the initial review.
- Then the application comes to this office (FTA's Headquarters ITS office for secondary review), and sometimes additional clarification of certain portions of the application may be necessary.
- If all looks well, the application is approved for further processing and an e-mail is sent to FTA's regional offices stating that project is approved, and the transfer of funds process will now begin.
- Next, this office requests that FHWA/ITS-JPO transfer the fund to FTA headquarters. We, in turn, request that the FTA regional offices provide TEAM a project number so that FTA's headquarters budget office can transfer funds to the appropriate project in the regional offices once the funds are received from FHWA. A small percentage of the time, some projects are managed at FTA Headquarters.
- The review and transfer of funds does not happen quickly. But review and approval of the application, and transfer of funds does happen as quickly as we can get everything processed.

## SAMPLE DOCUMENTATION FOR FTA TRANSFER

<b>DOT</b>		<b>FTA</b>
U.S. Department of Transportation		Federal Transit Administration
<b>Application for Federal Assistance</b>		
Recipient ID:	5454	
Recipient Name:	SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY	
Project ID:	FL-90-X394-04	
Budget Number:	6 - Budget Pending Approval	
Project Information:	Double Track Project - Segment 5	
<b>Part 1: Recipient Information</b>		
Project Number:	FL-90-X394-04	
Recipient ID:	5454	
Recipient Name:	SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY	
Address:	800 NW 33rd Street Suite 100, Pompano Beach, FL 33064 0000	
Telephone:	(954) 942-7245	
Facsimile:	(954) 788-7878	
<b>Part 2: Project Information</b>		
Project Type:	Grant	Gross Project Cost: \$12,500,000
Project Number:	FL-90-X394-04	Adjustment Amt: \$0
Project Description:	Double Track Project - Segment 5	Total Eligible Cost: \$12,500,000
Recipient Type:	Other Governmental Organization	Total FTA Amt: \$10,000,000
FTA Project Mgr:	Christopher White	Total State Amt: \$2,500,000
Recipient Contact:	Michael Williams	Total Local Amt: \$0
New/Amendment:	Amendment	Other Federal Amt: \$0
Amend Reason:	Increase Award	Special Cond Amt: \$0
		Special Condition: None Specified
Fed Dom Asst. #:	20507	S.C. Tgt. Date: None Specified
Sec. of Statute:	5307	S.C. Eff. Date: None Specified

**5. TRANSFER PROVISIONS BY PROGRAM CATEGORY**

The tables below show which federal-aid highway programs have eligible transit activities and those programs that do not, but where funds may be transferred to another program that does have such eligibility. These tables also list federal transit programs that may be used for highway related activities.

**FHWA and FTA Funds That May be Used for Either Highway or Transit Purposes**

Federal Highway Administration Programs			
Primary Purpose	Eligible Transit Activities	Transfer Among Title 23 Programs	Interagency Transfer Considerations
<i>Metropolitan Planning (PL) (23 U.S.C. 104(f))</i>			

To carry out the metropolitan transportation planning process under 23 U.S.C. 134.	49 U.S.C. 5303 metropolitan transportation planning process	None.	May be transferred to FTA at the request of the state DOT to be combined with 49 U.S.C. 5305(d) metropolitan planning funds as a consolidated planning grant.
<b>Statewide Planning &amp; Research (SPR) (23 U.S.C. 505)</b>			
Highway and transit planning; statewide transportation planning under 23 U.S.C. 135; metropolitan transportation planning under 23 U.S.C. 134.	49 U.S.C. 5305 statewide transportation planning process; public transportation management systems under 23 U.S.C. 303.	None.	SPR funds for planning may be transferred to FTA at the request of the state DOT to be combined with 49 U.S.C. 5305(e) statewide planning funds as a consolidated planning grant. The 25% of SPR funds that can only be used for RD&T may not be transferred.
<b>National Highway System (NHS) (23 U.S.C. 103)</b>			
Improvements to rural and urban roads that are part of the NHS or that are NHS Intermodal connectors.	Transit improvements within an NHS corridor, subject to statutory conditions set in 23 U.S.C. 103 (b)(6)(C); transportation planning in accordance with 23 U.S.C. 134 & 135; fringe and corridor parking facilities; carpool and vanpool projects; public transportation management systems under 23 U.S.C. 303; publicly owned intracity and intercity bus terminals.	Up to 50% of funds may be transferred to CMAQ, STBG, and/or HSIP.  Up to 100% of NHPP funds may be transferred to STBG if approved by the USDOT Secretary and if sufficient notice and opportunity for public comment is given.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for NHPP funds under 23 U.S.C. 103(b)(6).
<b>Surface Transportation Block Grant Program (STBG) (23 U.S.C. 133)</b>			

Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges including construction or reconstruction necessary to accommodate other transportation modes.	Capital costs of transit projects that are eligible under Ch. 53 of 49 U.S.C., including vehicles and facilities, publicly or privately owned, that are used to provide intercity bus service; carpool projects and fringe & corridor parking facilities; transit safety infrastructure improvements and programs; transit research, development and technology transfer; surface transportation planning programs; public transportation management systems under 23 U.S.C. 303.	Up to 50% of the STBG funds may be transferred to NHPP, CMAQ, and/or HSIP, except that funds sub allocated under 23 U.S.C. 133(d)(3) for use in urbanized areas of a state may not be transferred to other 23 U.S.C. programs.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for STBG funds under 23 U.S.C. 133(b). FHWA policy dictates STBG funds used to purchase transit vehicles should be administered by FTA.
<b>Highway Safety Improvement Program (HSIP) (23 U.S.C. 148)</b>			
To achieve a significant reduction in traffic fatalities and serious injuries on public roads.	No direct transit uses.	Up to 50% of HSIP funds apportioned under 23 U.S.C. 104 may be transferred to NHPP, CMAQ, and/or STBG; the annual set-aside for 23 U.S.C. 130, Rail-highway crossings, may not be transferred.	Must first be transferred to another 23 U.S.C. program that has transit eligibility before the funds may be transferred to FTA.
<b>Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. 149)</b>			



Projects in non-attainment and maintenance areas that reduce transportation related emissions.	Transit capital projects and operating expenses for new services. Operating assistance is limited to new or expanded transportation services and to 3 years.  States without nonattainment or maintenance areas may use their minimum apportionment of CMAQ for any project in the state eligible under either CMAQ or STBG.	An amount not to exceed 50% of the state's annual apportionment may be transferred to NHPP, STBG, and/or HSIP	May be administered by FHWA or may be transferred to FTA for transit projects eligible for CMAQ funds under 23 U.S.C. 149(b). FHWA policy dictates CMAQ funds used to purchase transit vehicles should be administered by the FTA.
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**Federal Lands Highways Program (FLHP) (23 U.S.C. 204)**

Coordinated program of public roads and transit facilities serving federal and Indian lands. Funding is broken into 4 discrete sources: Indian Reservation Roads (IRR); Public Lands Highway – Discretionary & Forest Highways; Parkways & Park Roads; Refuge Roads	May be used for transit facilities within, adjacent, or providing access to public lands, national parks, national forests, refuge roads, and Indian reservations.  Refuge roads category funds may not be used for new construction and transit.	None.	May be administered by FHWA or may be transferred to FTA for transit projects eligible for FLH funds under 23 U.S.C. 204(h).
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**Recreational Trails Program (RTP) (23 U.S.C. 206)**

Develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	No direct transit uses.	Up to 50% of funds may be transferred to NHPP, CMAQ, STBG, and/or HSIP, subject to approval of the state agency administering the RTP.	Cannot be transferred to FTA.
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<b>Federal Transit Administration Programs</b>			
<b>Primary Purpose</b>	<b>Eligible Highway Categories</b>	<b>Transfer Among Title 49 Programs</b>	<b>Interagency Transfer Considerations</b>
<b><i>Metropolitan Planning Program (MPP) (49 U.S.C. 5305(d))</i></b>			
To carry out the metropolitan transportation planning process under 49 U.S.C. 5303.	23 U.S.C. 134 metropolitan transportation planning process	None.	May be transferred to FHWA at the request of the state DOT to be combined with 23 U.S.C. 104(f) metropolitan planning funds as a consolidated planning grant; FHWA matching ratio may be used for MPP funds in a consolidated planning grant (CPG).
<b><i>Statewide Planning &amp; Research (SPR) (49 U.S.C. 5305(e))</i></b>			
To carry out the provisions of 49 U.S.C. Sections 5304, 5306, 5315, and 5322.	23 U.S.C. 135 statewide transportation planning process.	None.	SPR funds for state planning may be transferred to FHWA at the request of the state DOT to be combined with 23 U.S.C. 505 statewide planning funds as a consolidated planning grant FHWA matching ratio may be used for SPR funds in a consolidated planning grant (CPG).
<b><i>Urbanized Area Formula Grants (Section 5307)</i></b> Transit capital and planning assistance to urbanized areas with populations over 50,000 and operating assistance to areas with populations of 50,000 - 200,000.	In a Transportation Management Area, the MPO may elect to transfer portions of its FTA Section 5307 (Urbanized Area Formula Grants) funds that cannot be used for operating assistance to FHWA for highway projects subject to the requirements of 49 U.S.C. 5307(b)(2).	Funds apportioned to the Governor under Section 5307 may be transferred to the Nonurbanized Formula Program (Section 5311).	FTA funds must be transferred to FHWA if they are to be used for highway purposes. Only funds in designated TMAs (urbanized areas with population 200,000 and greater) that cannot be used for operating assistance may be made available for highway projects.

FTA requires flexed fund transfers to be in separate and identifiable grants in order to ensure the drawdown of flexed funds can be tracked and that liquidating cash can be secured from the FHWA to

avoid deficiencies in the formula and bus grants account. FHWA planning funds transferred to Consolidated Planning Grants (CPG) within FTA will be transferred separately from FHWA “flex fund” transfers.

## **6. POOL FUND TRANSFERS AND TRANSFERS TO OTHER AGENCIES (OTHER THAN FEDERAL TRANSIT ADMINISTRATION)**

The transportation pooled fund (TPF) program has existed for more than 20 years and is a popular means by which the states, commercial entities, and FHWA program offices can combine resources to achieve common research goals. Pooling resources reduces marginal costs, provides efficient use of taxpayer dollars, and provides greater benefits to participating interests compared to individual entities contracting on their own. The program developed through ad hoc processes until 1999 when FHWA led a workshop to “Reengineer the TPF Program.” This led to development of a web site for managing solicitations, for participant pledging, and for TPF progress reporting. With many of the coordinating issues addressed and because of increasing use of the TPF program, awareness of other issues emerged including policy, fiscal, and collaboration tools.

In Florida, the program is generally administered through the department’s research center, in central office. In accordance with the transportation pooled fund accounting procedures established by FHWA, Office of the CFO in November 2007, transfers are no longer obligated in FL’s FHWA’s Fiscal Management Information System (FMIS) through a traditional project authorization. Funds are transferred to the lead state or FHWA program office and obligated there. Any unused funds are transferred back to the contributing states. The work program estimate should be set up with an allocation type 6 (transfer) and the box item reduced accordingly. A transfer form will be completed by the Research Center staff in accordance with the information published on [www.pooledfund.org](http://www.pooledfund.org) for projects that the department has committed to participate in and submitted to the FAMO.

There are two FHWA forms for transferring funds to a lead agency. Form FHWA 1575 is used to transfer funds to a state that is a lead agency. Form FHWA 1576 is used to transfer funds to FHWA as the lead agency. Both forms are available from the [www.pooledfund.org](http://www.pooledfund.org) website.

Once the form is submitted to FAMO, it is checked for accuracy, maximization of the oldest fund, signed and processed for further handling to FHWA. The Florida division reviews the request and submits it to headquarters. Once processed, the FMIS team adjusts the account balance and limitation data accordingly. Each morning, FAMO performs reconciliation and will bypass a transaction through FAMS so that the record is processed in work program to be shown as authorized and as a use of funds on the Production Accomplishment Report (PAR).

Federal aid numbers assigned with route identifiers such as NPST (National Park Service Transfer) and USFW (United States Fish and Wildlife) have also been processed on a very limited basis to perform similar transactions in accordance with the Anti-deficiency Act. For information, please contact FAMO. This process requires a special tri-party agreement and District Secretary signature is often required prior to processing.

## **F. FEDERAL INDIRECT COSTS**

The department has elected to state fund departmental indirect costs, with the exception of the Emergency Relief (ER) program. All indirect estimates should be associated to the relevant federal aid project in the Federal Aid Management System (FAMS) to reflect total project cost.

Indirect costs associated with projects qualifying for the ER program should use the same funds as the direct phases of work (ACER, or ER if available).

If more than one federal aid project will be assigned to the same item/segment/phase as additional sites are identified, sequences in the 90-99 range should be used so that the ER indirect will allocate correctly for the costs attributable to the appropriate indirect phase sequence.

## **G. INACTIVE FEDERAL PROJECTS**

Title 23 Code of Federal Regulations (CFR) 630 Subpart A, Project Authorization and Agreements, requires a quarterly review of inactive projects and revision of federal funds to reflect the current cost estimate within 90 days of the review for all projects with no financial activity for 12 months or more.

The review of inactive projects is part of FHWA's financial integrity review and evaluation (FIRE) program. A report of the inactive projects, called the FIRE report, is posted to the Office of Work Program and Budget's SharePoint site quarterly. The FHWA division office shall work with the state to determine the validity of the amount obligated for each project. The FHWA will issue a notice of intent to de-obligate based on the review. The state shall be given an opportunity to respond before any action is taken to de-obligate projects. The FHWA shall not adjust obligations without a state's consent during the August obligation authority redistribution process, August 1<sup>st</sup> to September 30<sup>th</sup>.

The following information regarding the FIRE program for inactive projects can be found on the Office of Work Program and Budget's SharePoint site:

- The FIRE process for the review of inactive projects (under documents-Federal Aid Management).
- The FIRE report schedule outlining the activities and due dates (under documents-Federal Aid Management).
- The FIRE report of inactive projects (under applications/reports-work program applications-federal project information).
- The notice of intent to de-obligate letters (are located under documents-Federal Aid Management on the OWPB SharePoint site).

## PART IV - CHAPTER 3: FEDERAL STEWARDSHIP

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## **PART IV - CHAPTER 3: FEDERAL STEWARDSHIP**

### **A. FEDERAL HIGHWAY ADMINISTRATION OVERSIGHT PROGRAM**

Under Section 106(c) of Title 23, U.S.C., the state may, for certain types of projects, assume the responsibilities of the United States Department of Transportation (USDOT) Secretary under this title for design, plans, specifications, estimates, contract awards, and inspections of projects, under certain conditions. This assumption of responsibilities Florida Department of Transportation (department) assumes is set forth in the partnership agreement between Federal Highway Administration (FHWA) and the department which addresses the administration of federal-aid highway projects exempt from FHWA oversight.

The FHWA-FDOT stewardship and oversight agreement provides for a risk-based approach where the department and FHWA agree on how the federal-aid highway program will be administered in Florida. The stewardship and oversight agreement is the documentation of the delegations, under 23 U.S.C., Section 106, from direct federal oversight that are desired and accepted by both FHWA and the department. Notwithstanding the agreement, FHWA retains overall responsibility for all aspects of federal-aid programs and an agreement does not preclude FHWA's access to and review of a federal-aid project at any time and does not replace the provisions of Title 23, U.S.C.

The procedure for project selection is set forth in the stewardship and oversight agreement. Annually, during the period from July through September, FHWA and the department will negotiate which new projects will be selected for "full oversight" by FHWA. FHWA transportation engineers will coordinate the project selection with their assigned department district office. The criteria for project selection are set forth in the procedure, "Selection of FHWA Oversight Projects."

FDOT uses the item group 'OVST' to identify the FHWA Projects of Division Interest (PoDI) programmed in the Department Financial Systems.

FHWA will continue to be responsible for the oversight of applicable non-Title 23 U.S.C. requirements. All federally funded projects must comply with applicable non-Title 23 requirements such as approvals required under the Clean Air Act; National Environmental Policy Act, Executive Order on Environmental Justice (E.O. 12898), and other related environmental laws and statutes; the Uniform Act; and the Civil Rights Act of 1964 and related statutes.

### **B. FINANCIAL PLANS FOR MAJOR FEDERAL PROJECTS**

Federal law continues to require FHWA oversight and financial reporting on major projects that are \$500 million or more. The FHWA also has the discretion to designate a project with a total cost of less than \$500 million as a major project. The FHWA may choose to do so in situations where the projects require a substantial portion of the State Transportation Agency (STA)'s program resources; have a high level of public or congressional interest; are unusually complex; have extraordinary implications for the national transportation system; or are likely to exceed \$500 million in total cost.

Project Finance, Office of the Comptroller is responsible for coordinating all the department's major project financial plans, including initial financial plans and annual updates. Project managers should

contact the Project Finance Office as soon as it is determined that a project will meet (or is near) the \$500 million threshold. In determining the \$500 million threshold, costs for all phases (past and future) of the project are considered.

A major "project" is determined by its NEPA (PD&E) scope. The exception to this is if a procurement covers multiple PD&E scopes. If procuring as one project, all PD&E limits must be included in the major project. A project could comprise several segments, and each segment could be constructed by one or more construction contracts. For the purposes of determining whether the project costs exceed \$500 million, FHWA will look at the total cost estimate for the project limits as set forth in the ROD or final environmental determination.

A financial plan is a comprehensive document which reflects the cost and revenue structure of a project and provides a reasonable assurance that there will be sufficient financial resources available to implement and complete the project as planned. Identified funding shortfalls should be highlighted along with proposed resource solutions. The financial plan is designed primarily for the USDOT for oversight responsibilities mandated by federal law.

In essence, a financial plan provides a description of how a project will be implemented over time by identifying project costs and the financial resources to be utilized in meeting those costs. The plan should clearly explain the assumptions about both cost and revenue upon which the plan is based. In addition, the annual updates to the plan will enable decision makers to track the financial progress of the project over time by highlighting significant deviations from the Initial financial plan and the subsequent annual updates and explaining the mitigating actions taken to adjust for those deviations.

USDOT's financial plan guidance for major projects presents an outline for the "initial financial plan" and for the "annual updates" and is available at [https://www.fhwa.dot.gov/majorprojects/financial\\_plans/guidance14.cfm](https://www.fhwa.dot.gov/majorprojects/financial_plans/guidance14.cfm) Recipients of federal financial assistance for projects with a total cost of between \$100 million and up to \$500 million must provide a financial plan upon request.

The major project designation as determined by FHWA may extend beyond the adopted work program.

The district will identify all known work items associated with the project and will provide them to the OOC Project Finance Office. The use of item group identifiers are encouraged.

## **C. VALUE ENGINEERING ANALYSIS**

Value engineering (VE) is a systematic process of project review and analysis conducted during the concept and design phases by a multi-disciplined team not involved in the project. The process is to provide recommendations for:

- Providing the needed functions safely, reliably, and at the lowest overall cost
- Improving the value and quality of the project
- Reducing the time to complete the project

States are no longer required to provide a value engineering analysis or other cost-reduction analysis for design-build contract delivery.

See Procedure No.: [625-030-002](#), Value Engineering Program, for more detail.

Section 1503(a)(3) of MAP-21 essentially doubled the thresholds for the total cost of projects requiring a VE analysis. VE analyses are now required for:

- Projects on the national highway system (NHS) receiving federal assistance with an estimated total cost of \$50,000,000 or more; and
- Bridge projects on the NHS receiving federal assistance with an estimated total cost of \$40,000,000 or more.
- Any other project designated by the USDOT Secretary



## **PART IV - CHAPTER 4: OTHER FEDERAL PROGRAM CHARACTERISTICS**

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## **PART IV - CHAPTER 4: OTHER FEDERAL PROGRAM CHARACTERISTICS**

### **A. USING FEDERAL FUNDS FOR EARLY STAGES OF A PROJECT (PD&E, PE AND/OR R/W) BUT NOT CONSTRUCTION**

Title 23 U.S.C. Section 145 provides the statutory authority that allows State Transportation Agencies (STA) to select projects for the federal-aid highway program. If a STA uses federal funds for early phases of project development (preliminary engineering, environmental documentation, right of way (R/W), etc.) there is no requirement to use federal funds for construction. If the STA chooses to use state funds for construction, federal requirements such as the use of form "FHWA-1273 Required Contract Provisions Federal-aid Construction Contracts" would not be required.

In light of the proposed Florida Future Corridor Planning and Screening Process (FCPSP) and the Florida Department of Transportation (department) executive board's proposal to use state procedures and funds to acquire right of way, the department requested an opinion by Federal Highway Administration (FHWA) as to whether the use of federal-aid funds for National Environmental Policy Act (NEPA) activities triggers the application of the Uniform Act for right of way acquisition purposes. The FHWA chief counsel issued a legal opinion dated April 26, 2007, reaffirms FHWA's previous position that the use of federal funds for NEPA activities does trigger the application of the Uniform Act. The legal opinion provides that when federal-aid funds participate in NEPA activities and FHWA issues a NEPA finding, the state is obligated to comply with the Uniform Act and all other federal requirements (environmental mitigation and FHWA 1273 construction provisions such as Davis-Bacon and Buy America if federal funds are used for construction).

The legal opinion provides that the Uniform Act would *not* apply if the *only* federal expenditures on a project relate to planning level feasibility studies or other expenditures typically associated with planning level decision-making. Based on the FCPSP's concept, feasibility, and ETDM/PD&E stages of activity, the legal opinion provides that (based on the *Future Corridors Planning Screening Process Implementation Guidance*) the FCPSP concept and feasibility stages would be considered planning level activities. Additionally, the legal opinion provides that a state may withdraw or "defederalize" a project under certain circumstances at early stages of project development provided there is repayment of all federal funds previously received for the project and provided FHWA has not issued a NEPA finding (i.e., a finding of no significant impact or record of decision, or the project does not involve significant environmental impacts and is classified as a categorical exclusion under 23 CFR 771).

It is important to note that the department inquiry and the FHWA response dealt with the issue of Uniform Act applicability for right of way acquisition subsequent to FHWA NEPA approval. The Uniform Act also applies to all state, local, and privately funded early right of way acquisition (i.e., pre-FHWA NEPA approval) in advance of projects that will utilize federal funds in the NEPA, right of way, preliminary and final design, or construction project phases (see 49 CFR 24.101(b), 24.2(22), and Uniform Act, Sec. 207). Local governments and others should work closely with their department local agency program and right of way offices prior to undertaking early right of way acquisition in advance of federal-aid projects.

If the STA has used federal funds for preliminary engineering or environmental phases of the project development, and now wants to use state funds for construction, this would not free them from compliance with federal environmental requirements, such as NEPA and Section 4(f). However, if the STA was in compliance with federal environmental law and was choosing to use state funds for construction for another reason, that is their right under 23 U.S.C. 145, and, if they do so, compliance with federal requirements for construction projects, such as the form FHWA-1273 requirements would not be required.

## **B. FEDERAL AND STATE FUNDED PROJECTS UNDER A SINGLE CONTRACT**

There are instances where multiple financial projects have been tied (or strung) together under a single contract for bidding purposes. In some instances, both federally funded, and state funded projects have been tied together.

It is important to understand that, when this takes place, the entire contract becomes federalized, including the 100% state funded financial project which was tied to the federally funded financial project and, as a result, must comply with applicable federal laws, rules, and regulations.

Many of the federal requirements described in the code of federal regulations pertain to contract provisions. When referring to a federal-aid project, the regulations intend for the work described in the proposed contract to constitute the “federal-aid project” if any federal funds are financing the contract. This is without regard to how the individual financial projects are set up and funded in the department’s adopted work program.

Generally speaking, FHWA's construction contracting requirements apply when the division office authorizes traditional federal-aid funding, loan or credit assistance for a specific construction contract. The requirements will apply to a specific contract regardless of the level of federal investment. Federal construction requirements under Title 23 and its implementing regulations apply to the specific activity or contract carried out with federal funds, whether those funds are in the form of a grant or TIFIA credit assistance.

## **C. PROJECTS WITH MINIMAL SHARES OF FEDERAL FUNDS**

FHWA encourages the utilization of the highest permissible percentage of federal-aid funds on projects, but they will approve a lesser federal aid percentage when justified and determined to be in the traveling public’s best interest. The FHWA Florida division office relies on the current provision of 23 CFR 630.106(g) which states:

“The state may contribute more than the normal non-federal share of Title 23, U.S.C. projects. In general, financing proposals that result in only minimal amounts of federal funds in projects should be avoided unless they are based on sound project management decisions.”

## **D. DISTRICTWIDE AND GENERAL CONSULTANT CONTRACTS**

This guidance pertains to FHWA’s position relative to the use of area wide, district wide, program wide, general, and other similar types of grouped work consultant contracts. These contracts generally involve

multiple tasks, multiple projects/locations with similar scopes, or specific task assignments. Generally, federal funds may only be used when the scope of work, method of payment, and a detailed cost estimate including labor costs are clearly defined.

## **1. TASK ASSIGNMENT CONTRACTS**

As required by 23 CFR Section 172, FHWA is required to approve the procedures to hire consultants using federal-aid funds. On December 22, 2006, FHWA issued a letter approving the department's quality assurance review (QAR) process for consultant agreements and has agreed to classify all types of districtwide consultant agreements as exempt from project-by-project oversight.

- FHWA accepted the increased cost limits for districtwide miscellaneous minor professional services contracts from \$750,000 to \$1.5 million
- Increased the limit per task assignment from \$150,000 to \$300,000
- Increased the contract term from two years to five years

This approval will be retroactive and any existing districtwide consultant contracts (except planning) that were previously oversight may be modified to state administered. The following comment should be used when submitting the authorization request,

“Due to FHWA approval of the districtwide consultant selection and quality assurance review process this project is being changed from oversight to state administered.”

For new contracts:

- The department will provide the FHWA transportation engineer with a copy of the executed contract with scope, staff hours (if available) and method of compensation, upon request for any federally funded contract.
- Individual executed task work orders are no longer required for submittal to or approval from the FHWA transportation engineer.
- FHWA will continue to review and approve task work orders for consultant scopes of work for federally funded planning contracts following the process outlined in the stewardship and oversight agreement between FHWA and FDOT.

The quality assurance monitoring plan provides for the review of every district on a 2-year cycle. FHWA may elect to participate in these reviews or conduct independent evaluations. An annual summary report of the reviews performed, including findings, positive or negative, will be submitted to the FHWA with recommendations and actions on how to correct any deficiencies noted.

Additional details on the QAR process for review of these contracts can be obtained from the procurement office responsible for the quality assurance reviews in accordance with the department's quality assurance (QA) and quality control (QC) policy, topic No.: [375-030-003](#)

Procedure No.: [375-040-020](#), “Procurement of Commodities and Contractual Services” includes the following statement:

“The procurement unit may proceed with the contract vendor hiring process up to, but not including contract execution prior to being provided a copy of the executed FHWA electronic signature document (ESD). If the contract is executed prior to receipt of an approved ESD, services provided prior to approval will not be federally funded and such action will likely cause the contract to become ineligible for federal funding altogether.”

Procedure No.: [375-030-002](#), “Acquisition for Professional Services” has also been updated by the procurement office to incorporate the FHWA approved changes.

Professional services provided to the department on a continuing basis with no time limitation except that the contract will provide a termination clause. Continuing contracts for professional services will be restricted in use to services for projects which construction costs do not exceed \$2,000,000 each, or for each study activity when the fee for such professional service does not exceed \$200,000, or for work of a specified nature as outlined in the contract. Continuing contracts using federal-aid funds must be limited in duration to a period not to exceed five years, unless otherwise approved by the appropriate federal agency. Without the approval of the Secretary of Transportation, the period for a continuing contract may not exceed five years and total fee may not exceed \$5,000,000.

## **2. GENERAL CONSULTANTS**

FHWA will not participate in general consultant contracts.

## **E. REPAYMENT OF FEDERAL FUNDS FOR RIGHT OF WAY IF CONSTRUCTION IS NOT STARTED WITHIN 20-YEARS.**

Title 23, Chapter 1, Section 630.112(c), Code of Federal Regulations, states:

- Project for acquisition of rights-of-way. In the event that actual construction of a road on this right of way is not undertaken by the close of the twentieth federal fiscal year following the federal fiscal year in which the project is authorized, the state transportation department will repay to the FHWA the sum or sums of federal funds paid to the transportation department under the terms of the agreement. The state may request a time extension beyond the 20-year limit with no repayment of federal funds, and the FHWA may approve this request if it is considered reasonable.

IIJA removed the requirement in section 102(b) of title 23, United States Code, that a State must repay Federal-aid reimbursements for preliminary engineering costs on a project that has not advanced to right-of-way acquisition or construction within 10 years.

## **F. NON-TRADITIONAL FEDERAL AWARDS**

These are federal funds that are being passed through the Department to a subrecipient using a grant disbursement agreement. Federally funded work undertaken by a local public agency that does not meet the definition in 23 USC 101(a)(4) utilizes the **Federal Highway Funds Subrecipient Grant Agreement (Form No. 525-010-70)**, ensuring that purchase orders or other contracts include any clauses required by federal statutes and executive orders and their implementing regulations 2 CFR 200.

Non-traditional federal awards are **not** Local Agency Program (LAP) projects using a LAP agreement nor are they projects using Public Transportation Grant Agreement.

Agreements that are issued for subrecipients of federal highway funds that do not lead to or meet the definition of construction as described in Part I, Chapter 17: LAP, with a local agency are limited.

Examples of non-traditional federal projects are:

- Leasing of equipment or services (such as ferry boat or water taxi)
- Procurement of a consultant to make arrangements for a conference
- Developing a planning study
- State highway planning and research (HP, HR funds), including university transportation centers;
- STIC incentive program, SHRP, SHRP2 programs; of
- DBE support services.

Planning studies must be procured following all federal requirements including 23 CFR 172 and 2 CFR 200. FDOT prefers a local agency be LAP certified to procure professional services for a planning study and has completed the required training. Planning studies included in a Metropolitan Planning Organization (MPO) UPWP are covered in Part III, Chapter 22, Planning, in the Work Program Instructions.

1) FDOT must make a determination prior to programming the project that the agreement will either be a subaward or a vendor agreement as required by 2 CFR 200.330(c). If a federal award is determined to be a subaward to a subrecipient, FDOT evaluates each subrecipient's risk of noncompliance with federal statutes, regulations, and use an appropriate contracting method to ensure the required terms and conditions of the subaward are incorporated into the agreement. For purposes of determining the appropriate subrecipient monitoring requirement(s) applicable, FDOT assesses the risk the subrecipient will comply with program requirements and achieve performance goals. The consideration of which monitoring requirements may be applicable, include evaluation of such factors as identified in 2 CFR 200.331:

- The subrecipient's prior experience with the same or similar subawards;
- The results of previous audits including whether or not the subrecipient receives a single audit and the extent to which the same or similar subaward has been audited as a major program;
- Whether the subrecipient has new personnel or new or substantially changed systems; and
- The extent and results of federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a federal awarding agency)

An agency risk assessment must be completed, and a project monitoring plan must be developed prior to each federal award authorization per 2 CFR 200. Contact central office Local Programs unit for risk and monitoring plan templates.

**2) Programming Guidelines**

- Item group: Use SUBR – “Subrecipient agreement”. This item group should be added to all externally managed projects
- Transportation system: Use system 13 - non-system specific unless a more specific location is relevant to the subaward.
- Work mix: Use appropriate work mix (see Appendix D for work mix codes).
- Contract class: Use 2 – Externally managed (Not LAP).
- Managing district: Indicate the FDOT district in which the subrecipient will be monitored from.
- County: Use the largest county (based on population) if more than 1 subrecipient county.
- Description: Should accurately describe the scope of work as identified in the award letter, memo or grant documentation.
- Phase: Use the appropriate phase group relevant to the work being done and phase type of 4 – grant
- Fund code: Use the appropriate work program fund code where the subaward is allocated by Office of work program and budget for this specific purpose.
- Federal appropriation category: Use the appropriate FAC crosswalked to the work program fund code in consultation with the Federal Aid Management Office.

Example: To program \$1,000,000 of a non-traditional federal award for administration of a subrecipient grant to the City of Orlando, use transportation system 13, work mix 0041, managing district 5, Orange County, phase A4, program no. 00, fund code TSM or otherwise identified by Office of Work Program and Budget.

<u>PHASE</u>	<u>SEQUENCE</u>	<u>PROGRAM NO.</u>	<u>FUND</u>	<u>AMOUNT</u>	<u>ALLOC TYPE</u>	<u>FISCAL YEAR</u>
A4	01	00	SU	\$1,000,000	1	202X

**Federal Authorization**

Federal authorizations must reflect the full amount of the project(s) phase including federal, state and local funds amounts in compliance with 23 CFR 630.106 and 23 CFR 630.108. Procedures for adjusting the agreement when the agency contracts are awarded for more or less than the original agreement/federal authorization amount are in the LAP manual Chapter 10. Federal authorizations must be modified to reflect the total agency contract award amount including local funds, including when the contract exceeds the federal funding award amount. Districts modify FAMS to match adjusted amounts when agency contract changes are issued and at project close out. Please update the associated funds in FAMS to include the total project cost including non-budgeted (allocation type 4) local funds.

**Grant Application Process (GAP)**

The department's Grant Application Process "GAP" system, launched on June 7, 2021, is the authorized platform for the submission and receipt of applications for federal-aid funds and the management of grant agreements for the disbursement of the federal-aid funding awards made by the department. Required compliance documents including project estimates, plans, certifications, risk assessments, project monitoring plans, and others are stored and maintained in GAP by agency and department staff.

**Contacts & Resources**

Contact the Local Programs unit in Central Office Program Management at [CO-LocalPrograms@dot.state.fl.us](mailto:CO-LocalPrograms@dot.state.fl.us).

Resources are provided on the website at [Federal Discretionary Grants main page \(fdot.gov\)](#) and in the [FDOT LAP Manual \(Topic No. 525-010-300\)](#).

Additional resources for consideration when an entity in the State of Florida receives a discretionary award through a response to a Notice of Funding Opportunity (NOFO): Federal [discretionary grants](#) that fund capital projects under Title 23 or Title 49, US Code must be in the TIP and STIP before executing a grant agreement with USDOT.



## **PART IV - CHAPTER 5: STATEWIDE AND LOCAL TRANSPORTATION IMPROVEMENT PROGRAMS (STIP AND TIP)**

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## **PART IV - CHAPTER 5: STATEWIDE AND LOCAL TRANSPORTATION IMPROVEMENT PROGRAMS (STIP AND TIP)**

### **A. REQUIREMENTS TO OBTAIN APPROVED FEDERAL AUTHORIZATION**

Before initial federal authorization can be obtained, the project must be properly listed in the federally mandated four-year state transportation improvement program (STIP) and, if the project is located within a metropolitan planning organization's (MPO's) boundary, it must also be listed in the first four years of the MPO's five-year transportation improvement program (TIP).

Generally, a properly filed initial Federal Authorization Request (FAR) will be approved by Federal Highway Administration (FHWA) within two weeks of submission to FHWA by the Federal Aid Management Office (FAMO). However, if the project is not properly listed in the STIP/TIP, then a TIP amendment requiring MPO board action may be required to obtain the initial federal authorization, which may delay commencement of work by weeks, if not months.

A STIP amendment generally needs to accompany the TIP amendment. STIP amendments are processed monthly. Both the federal STIP and MPO TIPs follow the same guidelines for amendments to the plans, as outlined in later sections of these instructions.

Prior to submitting an initial FAR to the district federal aid coordinator, district staff (e.g., in the Offices of Planning, Work Program, Estimates, Right of Way) should verify that the project is properly listed in the STIP/TIP. This verification should take place at least two months in advance of the district's submission of the initial project authorization request to the district federal aid coordinator to ensure adequate time to process a STIP/TIP amendment if required. For advanced warning on projects that may need TIP/STIP amendments the following reporting tool has been developed: [FDOT OWPB - Federal Aid Management Reports; STIP Needs](#)

If a project falls within the STIP/TIP amendment criteria, district planning staff will notify the MPO of the need to process a TIP amendment and will notify the Office of Policy Planning (OPP) of the need to process a STIP amendment. The OPP will review all TIP amendments for accuracy and for compliance with all applicable criteria prior to submitting them to the FAMO for final review and electronic transmission to FHWA along with the accompanying STIP amendment.

### **B. STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

The STIP is a federally mandated document which, as a component of this plan, must include a listing of projects planned with federal participation in the next four federal fiscal years. Although the STIP is approved annually by FHWA at the beginning of each federal fiscal year (October 1<sup>st</sup>), FHWA allows the Florida Department of Transportation (department) to report these four years on a state federal fiscal year basis (July 1<sup>st</sup> thru June 30<sup>th</sup>). This is because the report is based upon the federally funded projects listed in the first four years of the department's adopted five-year work program.

Therefore, in order for a project to be listed in the approved STIP, it must first be included in the first four years of the adopted five-year work program. The project must either be programmed into the tentative

work program during the annual tentative work program development cycle, or it must be amended into the work program after it has been adopted on July 1<sup>st</sup> of each state fiscal year.

The STIP must include a description of the performance measures and targets required by 23 CFR 450.206(c). The STIP should include a discussion of the anticipated effect of the STIP toward achieving the performance targets, linking investment priorities to the targets.

### **1. REGIONALLY SIGNIFICANT PROJECTS (NOT FEDERALLY FUNDED):**

Federal law requires all regionally significant transportation projects for which an FHWA or FTA approval is required be included in the TIP/STIP, whether the projects are to be funded with Title 23, U.S.C., or Federal Transit Act funds (e.g., addition of an interchange to the interstate system with state, local, and/or private funds, demonstration projects not funded under Title 23, U.S.C., or the Federal Transit Act, etc.). FHWA or FTA approval in this context is not limited to obtaining federal approval to participate in the cost of the project but extends to FHWA or FTA approval of environmental and/or permitting documents as well.

The STIP should, for information purposes, include all regionally significant transportation projects proposed to be funded with federal funds other than those administered by the FHWA or the FTA. It should also include, for information purposes, if appropriate and cited in any TIPs, all regionally significant projects, to be funded with non-federal funds (23 C.F.R. 450.216(h)).

### **2. REGIONALLY SIGNIFICANT PROJECT DEFINITION (23 CFR 450.104 AND 40 CFR 93.101):**

A transportation project (other than an air quality exempt project, and projects that may be grouped in the TIP/STIP pursuant to 23 C.F.R. 450.216 and 23 C.F.R. 450.324) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Additions in any of the four years of the TIP/STIP of regionally significant projects (for which an FHWA or FTA approval is required) will require a TIP/STIP amendment.

### **3. FULL PROJECT COST IN STIP**

The total cost of a typical transportation project will include costs for discrete "phases" of work, generally accomplished in a chronological sequence, as follows:

1. Project development and environmental (PD&E)
2. Preliminary engineering (design plans and specifications)
3. Right of way acquisition
4. Construction

The time span necessary to accomplish all phases of a project from PD&E to construction can be many years and generally cannot be displayed in the four years of the STIP. Some phases may have already been completed prior to the four-year STIP “window” and some phases may extend well beyond the four years of the STIP.

According to federal planning regulations, projects in metropolitan planning areas must show full project costs in the MPO long range metropolitan transportation plan. Projects in non-MPO areas do not need to be specifically identified or have their costs shown in the statewide long range transportation plan, but the projects do need to be consistent with the objectives of that plan.

It is FHWA’s preference for full project costs to also be shown in the STIP and MPO TIPs. However, FHWA’s guidance document issued 2-9-2011 states that “for projects scheduled to start within the existing STIP/TIP years, if the majority of the work will be conducted in years beyond the STIP/TIP [four year] time frame, only the project costs within the next four years must be in the STIP/TIP.”

It is FDOT’s intention to accommodate FHWA’s preference for full project costs to be shown in the STIP, to the extent that the information is available in FDOT’s work program database. Project phases commenced by FDOT in years prior to the four years of the STIP will automatically be included in the STIP.

FDOT lists in the work program database five years of project phases for projects not on the Florida strategic intermodal system, and ten years of project phases for projects on the strategic intermodal system, so all of these phases will be listed in the annual STIP document.

Public private partnership (P3) projects in the Work Program database which have project phases in the four years of the STIP and have deferred payments to the contractor beyond the four-year time frame will show all future year payments in the STIP. P3 projects which have project phases in the four years of the STIP and which will be procured via concessionaire agreements to operate and maintain the facilities for long periods (30-40 years) will also show all planned future payments in the STIP.

## **C. MPO’S TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Each MPO in the state is required by Florida statutes to have a TIP which, as a component of this plan, must include a listing of projects planned for the next five federal fiscal years. MPOs are also required to have a similar TIP for federally funded projects for the next four years. Therefore, each MPO annually publishes a single five-year document to satisfy both state and federal requirements.

Projects in the MPO’s TIP should support the achievement of performance targets.

## **D. PROJECTS ADMINISTERED BY FEDERAL TRANSIT ADMINISTRATION (FTA)**

Federal law requires virtually identical treatment of highway and bridge projects administered by FHWA and transit projects administered by FTA relative to TIP/STIP requirements. Both federal agencies require projects to be included in the currently approved STIP and applicable TIP before highway and bridge projects are initially authorized with FHWA or before transit grants are approved by FTA.

MAP-21 FTA Section 5339 replaces Section 5309 (bus and bus facilities, and new starts). Funds are eligible to be transferred by the State to supplement urban and rural formula grant programs (5307 and 5311, respectively). Projects must be listed in the current approved STIP in order to be funded. To ensure all transit projects funded with FTA funds are included in the State Transportation Improvement Plan (STIP), projects in the Metropolitan Planning Organization Transportation Improvement Plan (MPO/TIP) will be programmed in the department's five-year work program whether a state matching share is involved. Projects listed in the department's five-year work program with a status of less than 070 (contract executed), must roll forward and appear in the new STIP submitted to FTA before they will process the grants.

In July of each year, the work program staff will provide the district transit staff a list of all FTA nonbudgeted projects for that year. The transit staff will be responsible for contacting the transit agencies throughout the year to confirm when the grants have been received. The transit staff will then inform the district work program staff and the status of the project can be adjusted to 070 (Contract Executed). With this status change, the project will not roll forward. As many of these projects have multiple years programmed on each project, the status will be in place for the entire item. If multiple years exist, the status should be set to 010 after July 1st each new year and not be re-set to status 070 until the grant for that fiscal year has been received. At such time that a particular grant should have rolled forward, and the status was 070 or greater, the work program staff will have to manually roll the project forward.

When federal FTA discretionary funds are awarded that are non-budgeted (do not require a state match), these funds must still be programmed in the department's five-year work program to align with the MPO's TIP and provide a STIP reference when the local agency eventually files a grant application with FTA. These discretionary projects should be programmed using program 16, even though they may not be a capital project. The FTA fund code must be used and may include LF (local funds) if the discretionary grant requires a local match.

## **E. AMENDING THE STIP AND TIP**

### **1. HOW TO DETERMINE IF A TIP/STIP AMENDMENT IS REQUIRED**

Not all changes to the TIP/STIP require state review and federal approval of the changes. Changes requiring formal state review and federal approval are referred to as "TIP/STIP amendments," and are based upon criteria established under federal law. All TIP/STIP amendment requests should be reviewed by a single point of contact within the district to ensure that the information is accurate and complete before submittal to the MPO Liaison in the OPP by the 10th of each month. The TIP/STIP amendment requests will be reviewed by the OPP to ensure they are complete, prior to submittal to the FAMO by the 15<sup>th</sup> of each month. The FAMO will review the TIP/STIP for financial constraint and submit to FHWA and/or FTA for their review and approval.

TIP/STIP will require formal amendments only upon initial federal authorization request and based on the following criteria:

- The change adds new individual projects to the current TIP/STIP.

- The change affects air quality conformity.
- The change adversely impacts financial constraint, including cost estimate increases.
- The change results in major scope changes; and/or.
- The change removes or deletes an individually listed project from the TIP/STIP.

Administrative modifications – Project changes which do not meet the criteria for a formal TIP/STIP amendment

Caution: Please note that, although advancements from year two, three, or four of the TIP/STIP into year one do not require a formal TIP/STIP amendment, a work program amendment will be required for such advancements (assuming the dollar thresholds are exceeded) along with all required notifications (including to MPOs). Similarly, deferrals from year one to year two, three, or four of the TIP/STIP do not require a formal TIP/STIP amendment, but a work program amendment will be required (if dollar thresholds are exceeded) along with required notifications (including to MPO).

## **2. APPLICATION OF MINIMUM FEDERAL CRITERIA**

### **a. Adding New Individual Projects to the Current TIP/STIP:**

- The TIP/STIP covers a period of four years. Any federally funded project listed in any of the years of the TIP/STIP may be advanced or deferred within those years without requiring a TIP/STIP amendment.
- Any new project added to any of the years of the TIP/STIP will require a TIP/STIP amendment, if any federal funding is involved.
- If a project is listed in the first four years of the work program with state funds only, and the funding is subsequently changed to add federal funds, then this fund change will not require a TIP/STIP amendment.

### **b. Changes Affecting Air Quality Conformity:**

If the MPO is in a designated maintenance area of the state, a determination must be made as to the effect of the change on air quality conformity. Any additions or deletions of projects, and any major scope changes to projects already in the TIP/STIP must consider the effect on air quality conformity.

If the project is exempt from air quality conformity as defined by 40 C.F.R. 93.126, the TIP/STIP amendment transmittal letter must state that it is exempt.

If the project is not exempt, a new conformity determination must be made by the MPO before the TIP/STIP amendment can be approved. The TIP/STIP amendment transmittal letter must state that conformity has been re-determined.

A project is seen as affecting air quality conformity when it includes additions and modifications to the transportation network that the transportation plan reports will be operational in specific horizon years (40 C.F.R. 93.106).

If a project affecting air quality is advanced or deferred such that the change crosses a designated horizon year, air quality must be re-determined.

If a project affecting a milestone (an emissions level and the date on which it is required to be achieved) is added or deleted, air quality conformity must be re-determined.

For further information regarding air quality conformity determinations, please contact the OPP.

**c. Adverse Impacts to Financial Constraint, Including Cost Estimate Increases:**

Federal law requires that the TIP/STIP must be financially constrained to the amount of funds that have been projected to be available, by year, over the four-year period of the approved TIP/STIP. This means that the cost of new projects and cost increases on existing projects must be offset by decreases in other areas of the TIP/STIP to maintain the financial constraints upon which the TIP/STIP was originally developed unless new sources of funds are identified.

If new projects are added to the TIP/STIP, the TIP/STIP amendment transmittal letter must identify the source of funds for the new project. Examples include, but are not limited to, one or more of the following:

- The funds are coming from a contingency box item already included in the appropriate year of the work program. The TIP/STIP amendment should show the reduction in the contingency box item as well as the cost of the new project addition.
- The funds are coming from the deletion or deferral of another individual project in the appropriate year of the TIP/STIP. The TIP/STIP amendment should identify the specific project being deleted or deferred as well as the new project addition.
- The funds are coming from reduction(s) of cost estimate(s) to other project(s) already included in the appropriate year of the TIP/STIP. The TIP/STIP amendment should identify the specific project(s) where estimated costs are being reduced.
- The funds are coming from new appropriations or allocations of federal funds that were not available, or reasonably expected to be available, when the TIP/STIP was originally developed. The TIP/STIP amendment should identify the source and amount of the new funds.

If the estimated cost increases on an existing project already included in the TIP/STIP, then a TIP/STIP amendment is not required to make this cost adjustment, as long as all of the following statements are true:

- The funds financing this cost increase did not come from the deletion of another project already included in the TIP/STIP (or deferral of another project beyond the four years of the TIP/STIP).

- The TIP/STIP remains financially constrained after the cost adjustment.
- The cost increase did not arise as a result of a major scope change to the project, as defined below.
- The cost increase does not represent more than 20% of the total project cost of all the phases on the federal authorization and \$2 million.

If the cost increase represents more than 20% of the total cost of all the phases on the FAR, and such cost increase is more than \$2 million, then a TIP/STIP amendment will be required.

The following table provides examples of how these criteria are applied:

Cost Estimate in STIP	Latest Estimate in Work Program	Increase in Cost	Percentage Increase	Increase Exceed 20%?	Increase Exceed \$2 million?	STIP Amendment Required?
\$ 1,000,000	\$ 1,250,000	\$ 250,000	25.0%	Yes	No	No
\$ 1,000,000	\$ 3,200,000	\$2,200,000	220.0%	Yes	Yes	Yes
\$ 5,000,000	\$ 6,500,000	\$1,500,000	30.0%	Yes	No	No
\$ 5,000,000	\$ 7,500,000	\$2,500,000	50.0%	Yes	Yes	Yes
\$10,000,000	\$ 12,000,000	\$2,000,000	20.0%	No	No	No
\$10,000,000	\$ 15,000,000	\$5,000,000	50.0%	Yes	Yes	Yes
\$15,000,000	\$ 17,500,000	\$2,500,000	16.7%	No	Yes	No
\$15,000,000	\$ 18,500,000	\$3,500,000	23.3%	Yes	Yes	Yes

#### **d. Major Scope Changes**

A TIP/STIP amendment is required if there are major changes to the scope of a project. In this context a major scope change is defined to be one that changes or significantly expands the basic attributes or nature of a project (design concept). Examples include, but are not limited to, the following:

- Any change that would materially affect air quality conformity determinations.
- Any material changes to project limits such as the length changing by more than 20% and 1/2 mile as determined by the milepoint limits.
- Any material changes to capacity (e.g., adding additional lanes).



- Any material changes to type of work (e.g., adding bridge repairs to resurfacing job, or changing modes from highway to transit).
- Any scope change that is significant enough to affect the priority order of projects in the TIP/STIP, or to affect consistency with the MPO's Long Range Transportation Plan (LRTP).

**e. Deleting an Individually Listed Project From the TIP/STIP:**

The deletion of any individually listed project in the four years of the TIP/STIP requires a TIP/STIP amendment, including a statement of its effect on air quality conformity, if applicable.

**3. CONTENTS OF TIP/STIP AMENDMENT PACKAGE**

TIP amendment packages must include specific documents and provide specific information regarding project(s) changes to be considered complete. The accompanying STIP amendment (prepared by the FAMO) will draw upon the contents of individual TIP amendments as the basis for its preparation.

TIP amendments must contain the following information for new projects:

- Project name, limits, a detailed project description and type of work
  - Financial project number (FPN)
  - Federal aid project number, if assigned
  - Department work program fund code
  - Project cost estimates by fund type
  - Phase
  - State fiscal year in which work is to commence
  - Reason for the proposed change
  - Effect of the change to financial constraints
  - Effect of the change on air quality conformity, if applicable
  - Consistency of the change with the goals of the MPO's LRTP
  - FHWA documentation requirements of MPO board approval of the TIP amendment (or staff approval if approval authority has been delegated to MPO staff, and documentation of the delegation of approval authority)
1. Appropriate agenda & TIP page(s)
    - For All projects within MPO boundaries, attach the amended TIP page reflecting the amended project as incorporated into the TIP. If the amended TIP page is not yet available, attach documentation of the TIP amendment considered by the MPO board. Example

documentation must include the MPO agenda item that specifically addresses the project. If the required project information is not included in the agenda item, other documentation can be provided with the agenda for the needed details, such as the agency letter requesting the TIP amendment or an MPO adopted resolution. Signed document (by MPO chair or designee) attesting that the TIP amendment was developed and approved in compliance with applicable laws and procedures

- Board approval is attested to with the MPO's signature on the electronic STIP form.
- **\*PLEASE NOTE\*** The STIP amendment form itself does NOT suffice as the required TIP page.
- For all projects outside of MPO boundaries, this section does not apply.

2. Appropriate LRTP pages

- For **capacity projects inside MPO boundaries**, attach the cost feasible plan page(s) from the current LRTP that specify the line items of the project.
- For **non-capacity projects inside MPO boundaries**, attach the current LRTP page(s) containing the project's line item(s) from the cost feasible plan, if available. If the MPO does not list non-capacity projects individually in the cost feasible plan, attach the current LRTP page(s) indicating any goals and/or objectives that correlate with the project.
- For **all projects outside of MPO boundaries**, attest via signature in STIP amendment that the amendment is consistent with the Florida Transportation Plan (FTP).
- For all TIP amendments involving FTA funding, include the FTA funding section number and description, i.e., section 5307 Large Urban Cities Transit Improvements. Including this information on the Item Segment Definition (WP01) screen as an "xdesc" field will ensure that the reference is automatically incorporated. See the Modal Development chapter, transit section of these instructions for specific programming guidelines

For existing projects, include the same information as above (Section 3. CONTENTS OF TIP/STIP AMENDMENT PACKAGE), and:

- As listed in the current TIP (include TIP page number)
- As proposed to be amended (include new TIP page number)
- The page number in the existing STIP where it may be found

To assist MPO, district/Turnpike Enterprise staff in the preparation of TIP amendment packages, a TIP amendment form has been developed and is available in electronic form from the OPP. This form is designed to function as a checklist to ensure all applicable criteria are met, and the amendment package is accurate and complete when submitted to the OPP for review.

District/Turnpike Enterprise staff will be notified via email when TIP/STIP amendment(s) are approved by FHWA, and approved amendment packages will be posted to the FAMO's internet site.

More information regarding TIP/STIP amendment documentation can be found on the following OWPB SharePoint site: [Federal Aid SharePoint](#).

#### **4. ROUTING OF STIP AMENDMENT REQUESTS**

##### **a. STIP Amendment requests within MPO boundaries**

STIP amendment requests within MPO boundaries are generally accompanied by corresponding TIP amendments already prepared by the various MPOs. These STIP amendment requests must be routed to the OPP for review for completeness and consistency with the TIP amendments, and for air quality conformity determinations, if applicable. After completing their review, OPP forwards these requests to the FAMO. The FAMO then consolidates all requests on hand into a single STIP amendment for submission to FHWA.

##### **b. STIP Amendment Requests Outside of MPO Boundaries**

STIP amendment requests from areas outside of MPO boundaries will not have accompanying TIP amendments, and there are no air quality conformity areas outside MPO boundaries in Florida at the present time. Therefore, these requests DO NOT need to be sent to OPP for their review.

STIP Amendment requests outside of MPO areas may be sent directly to the FAMO for incorporation into the next consolidated STIP Amendment.

#### **5. SCHEDULE FOR PROCESSING TIP/STIP AMENDMENTS**

FHWA has requested we limit the processing of STIP amendments to once per month. Further, FHWA has indicated that in the month of September each year their staff is very involved in the review of the new MPO TIPs and the state STIP and will not accept STIP amendments to the current STIP during the month of September.

STIP amendments will be processed according to the following schedule:

##### **a. TIP/STIP Amendment Requests Within MPO Boundaries**

TIP/STIP amendment requests received by the OPP for review by the 10<sup>th</sup> of each month will be included in the STIP amendment for that month, provided the requests are complete and require no clarifications or other district/Turnpike Enterprise, or MPO input.

##### **b. STIP Amendment Requests Outside of MPO Boundaries**

STIP amendment requests from areas outside of MPO boundaries received by the FAMO by the 15<sup>th</sup> of each month will be included in the STIP amendment for that month, provided the requests are complete and require no clarifications or other district/Turnpike Enterprise input.

This should enable FHWA to routinely approve the amendment by the end of the month, or thereabouts.

This schedule will apply to all months except September. No STIP amendments will be processed during the month of September, so plan accordingly.

It is important to note that submitting an incomplete STIP amendment request may result in the request not being included in the consolidated STIP amendment for that month, if needed information cannot be obtained prior to the due dates for that month as outlined above.

## **F. ROLL FORWARD PROJECTS IN NEW TIP**

Every March, the Office of Work Program and Budget (OWPB) provides the districts the tentative work program that is to be adopted on July 1<sup>st</sup>. The MPO's TIP incorporates the tentative work program and is also adopted on July 1<sup>st</sup>. Year 1 of the TIP and the work program should always match. However, when the new TIP and work program become adopted on July 1<sup>st</sup>, there are often projects which were intended to be authorized prior to June 30<sup>th</sup> (i.e., when the previous TIP and work program were in effect) but did not. These projects will automatically roll forward in the work program (and in the STIP) but not in the TIP. Hence there is a need to reconcile the two documents and bring the TIP up to date. This is accomplished by what is known as a roll forward TIP amendment. Around mid to late July, the OWPB posts the roll forward report online. This report lists, by district, those projects which did not get authorized by the end of the last federal fiscal year and have been rolled forward in the newly adopted work program. The districts provide this list to the MPO, and the MPO uses this list to process a roll forward TIP amendment.

An MPO can do a roll forward TIP amendment as soon as the roll forward report is published. However, FHWA will not recognize the approval of the roll forward TIP amendment until after October 1<sup>st</sup>, the effective date of the new MPO TIP. Please note that there is no need for the MPOs to request a roll forward STIP amendment because these roll forward projects are already included in the new STIP, to be effective October 1<sup>st</sup>.

## **G. ADMINISTRATIVE TIP AMENDMENTS FOR AMENDING OLD TIP AFTER NEW TIP IS ADOPTED ON JULY 1ST**

MPOs statewide will adopt their new TIPs to be effective July 1<sup>st</sup>. However, they will not be recognized as effective for federal purposes until October 1<sup>st</sup> since the federal fiscal year doesn't start until October 1<sup>st</sup>.

This difference in state versus federal fiscal year presents the MPOs with the situation of having some projects in the new current year of the new TIP that may not appear in the old TIP because they were added during the last tentative work program development cycle.

FHWA has, in the past, required board action to amend these same projects into the old TIP during the months of July, August and September before we can get a federal authorization approved for these projects. Yet MPO board action to adopt the new TIPs on July 1<sup>st</sup> each year clearly demonstrates the intent of the MPO to include these projects in their TIPs for that time period.

FHWA recognizes the confusion caused by having to bring to the MPO board these requests to amend projects into the old TIP, after July 1<sup>st</sup> each year, when these same projects are already included in the new TIP already approved by the board and adopted on July 1<sup>st</sup>.

Therefore, FHWA has agreed to allow the MPO executive directors to process "administrative" TIP amendments for these types of projects when adding them to the old TIPs during this three-month period, rather than having to take full board action to add projects already included in the new adopted TIPs. FHWA will allow this ONLY under the following conditions:

- The administrative amendments take place between July 1<sup>st</sup> and September 30<sup>th</sup> of each year.
- The projects included in the administrative amendment are the identical projects already approved and included in the first year of the new TIP adopted on July 1<sup>st</sup>. There must be no change in the project description, funding, or scope of work. They must appear in the administrative amendment exactly as they appear in the new TIP.

All other requirements for processing TIP amendments must be adhered to, including a letter from the MPO executive director approving the amendment, with the detailed project information included.



## **PART IV - CHAPTER 6: AUTHORIZING FEDERAL PROJECTS WITH FEDERAL HIGHWAY ADMINISTRATION**

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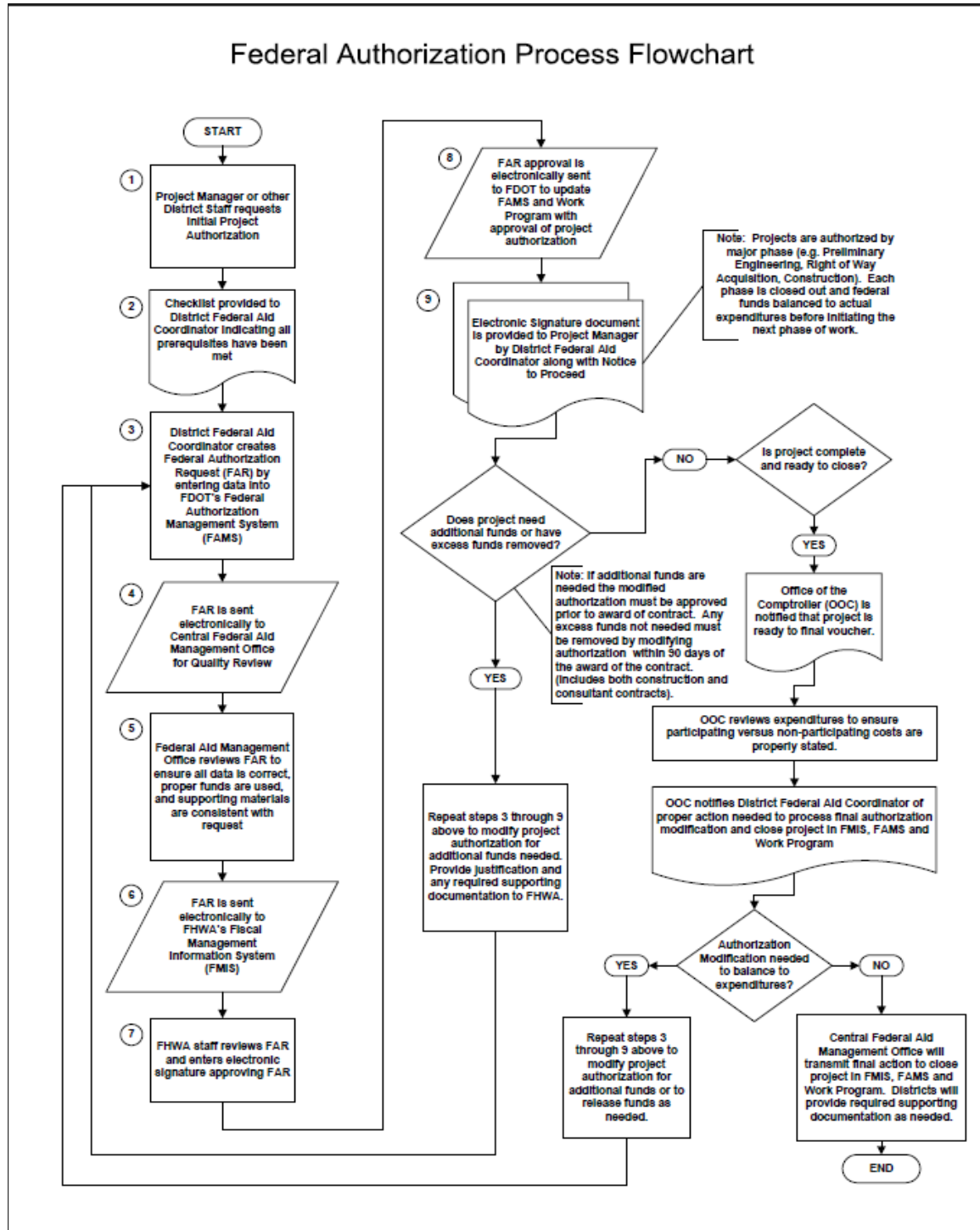
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## PART IV - CHAPTER 6: AUTHORIZING FEDERAL PROJECTS WITH FEDERAL HIGHWAY ADMINISTRATION

### A. FLOWCHART ON FEDERAL AUTHORIZATION PROCESS



## **B. DEPARTMENT PROCEDURE NO. 350-050-005 FEDERAL PROJECT AUTHORIZATIONS**

This Florida Department of Transportation (department) procedure provides an overview of the process for obtaining an approved authorization from Federal Highway Administration (FHWA) to provide funding to begin a specific transportation project.

It also provides an overview of the process for modifying initial project authorizations for contract awards, supplemental agreements, non-participating costs, and other adjustments as required throughout the life of the project, and for closing the project in FHWA's (and the department's) fiscal records upon completion.

It is a brief procedure designed for individuals interested in the basic steps involved in obtaining federal participation in the cost of transportation projects administered by FHWA. It does not address detailed instructions for each of these basic steps. Detailed instructions are found in later sections within this chapter and the procedure is available from: [350-050-005](#).

## **C. DEFINING THE FEDERAL PROJECT**

### **1. RELATIONSHIP OF FINANCIAL PROJECTS TO FEDERAL PROJECTS**

Each phase group generally represents a separate federal project phase. A typical road or bridge job will consist of two or three separate federal project phases, each having a separate Federal Aid Project Number (FAP No.):

- Preliminary engineering
- Right of way (if needed)
- Construction

With few exceptions, each phase of work must be closed in the fiscal systems (FAMS and FMIS) before the next phase of work can begin.

Other types of phases are treated differently in terms of phasing and closing procedures. These are discussed in other sections of this chapter.

Each federal project will consist of one or more financial projects and/or financial project phases. Generally, a federal project will consist of only one set of related phases, such as PE, R/W or Construction. These are known as "phase groups" in the department's work program (1<sup>st</sup> digit of phase). The work program phase types (2<sup>nd</sup> digit of phase) are more specific subsets of the phase groups. See Appendix D of these instructions for details.

Examples follow:

- A single federal project may consist of (be associated to) multiple types of construction (5x,6x) phases from a single financial project in a single year, such as:
  - Phase 52, construction contractor

- Phase 56, construction utilities
- Phase 61, construction engineering support, in-house
- Phase 62, construction engineering support, consultant
- A single federal project may consist of a single type of design consultant phase for multiple financial projects in a single year, such as:
  - Phase 32, PE consultant, for financial project No. 123456 32 01
  - Phase 32, PE consultant, for financial project No. 234567 32 01
  - Phase 32, PE consultant, for financial project No. 345678 32 01
- A single federal project may consist of multiple right of way phases of a single financial project programmed over several years, such as
  - Phase 42, R/W consultant Yr1
  - Phase 42, R/W consultant in Yr2
  - Phase 43, R/W purchase in Yr1
  - Phase 43, R/W purchase in Yr2

## **2. ASSIGNING THE FEDERAL AID PROJECT NUMBER**

The district federal aid coordinator initiates the request for FAP number. The request should include:

- A statement requesting an FAP No.
- Financial Project number(s) (FPN) including the phase(s) and sequence(s) to be associated.
- FAP No.'s are primarily assigned by district and federal fiscal year of FAP as the federal route (first four alpha/numeric). Each new FAP number assignment would be made upon request and the Improvement would be incremented up to 999 for the next three digits. For example, D119-001, would be assigned to the first district 1 FAP number assignment in FFY 2019 as the requested financial project(s) phase(s) in the work program prior to requesting the initial federal authorization.
- Additional related phases may be added later during the life of the project by modifying the federal authorization, if appropriate to do so.
- District federal aid coordinators and statewide program coordinators in the central office are responsible for requesting the Federal Aid Management Office to assign federal aid number(s) to financial project(s) in the work program. The list of district federal aid coordinators may be found at: <https://www.fdot.gov/workprogram/federal/>
- Federal aid project numbers should not be assigned any earlier than one year in advance of the year in which the project is to be authorized. This is to prevent the assignment of an FAP No. to

projects that may have their funding changed from federal to state during development of subsequent tentative work program(s).

### 3. SHOW TOTAL PROJECT COSTS ON FEDERAL AUTHORIZATION REQUESTS; ASSOCIATING STATE/LOCAL FUNDS TO FEDERAL AID PROJECTS

When creating a new Federal Authorization Request (FAR) it is important to associate all applicable state and/or local funds related to the group of phases being authorized. This is important for two reasons:

1. To accurately state total project cost for the federal aid project, and
2. To utilize state and/or local funds as “hard match” dollars to help with satisfying the federal matching requirements necessary to obtain the federal funds on the project.

The following guidance is provided to properly associate these state/local funds:

- Associate all the non-federally funded phases of the phase group requesting federal authorization. For example, all non-federal 5x and 6x phases highlighted below should be associated when authorizing a federal aid project for construction:

Phase	Seq.	Year	Fund	Type of Fund	Amount
52	01	2021	DDR	State	4,661,590
56	01	2021	NHRE	Federal	7,276,894
57	01	2021	DS	State	3,524,180
59	01	2021	DIOH	State	148,239
61	01	2021	ACSA	Federal	35,500
62	01	2021	ACSA	Federal	1,489,762
69	01	2021	DIOH	State	310

- Do not associate future state/local funded phases that are not part of the major group of funds being authorized. For example, if authorizing preliminary engineering (3x) group of phases, do not associate any right of way or construction phases.
- Do not associate local funds on LAP projects, as there may be difficulty in easily documenting that the local funds were actually expended on the project. Only associate local funds if FDOT is administering the project and the local funds have been deposited in FDOT accounts for future expenditure.
- Note that prior phases of eligible associated costs can be included as hard match funds if they were not used previously.
- Associate state funded indirect costs to the federal project using improvement type ‘administration’ in FAMS. If transportation alternative funds are being associated, use Improvement type ‘Other’.

## **D. COMMON CRITERIA FOR ALL FEDERAL PROJECTS**

FAR are prepared in the department's Federal Authorization Management System (FAMS) and submitted electronically to the Federal Aid Management Office (FAMO) in Tallahassee by the federal aid coordinators in each district, turnpike and central offices where statewide programs are managed.

It is the responsibility of project managers to ensure that federal aid coordinators are notified in a timely manner of the need to request federal authorizations for federally funded projects. This responsibility includes ensuring all the required prerequisite criteria are met (and supporting materials are available) BEFORE requesting the federal aid coordinators to prepare the FAR.

Federal authorizations must be approved by FHWA before construction contracts can be advertised, or in the case of professional services contracts before the contracts may be executed.

Concurrence in award must be obtained from FHWA on oversight construction contracts let in central office before the contract is awarded. FHWA's concurrence in award is obtained and documented by the FAMO.

Federal projects must be modified to match the contract award amount. Obligation of additional federal funds to match the contract award must be approved by FHWA prior to the award of the contract. De-obligation of federal funds to match the contract award must be requested within 90 days after award, so the federal funds can be released and used on other projects. See Procedure 525-010-300, Local Agency Program Manual, for de-obligation of federal funds on LAP agreements.

FARs submitted to the FAMO must be reviewed for accuracy before they are transmitted electronically to FHWA and are occasionally returned to the originator for corrections. FHWA's financial administrator also reviews all project transmittals and electronically approves projects exempt from federal oversight, and if the project is subject to FHWA oversight, a FHWA engineer reviews and approves it electronically. Occasionally, an engineer may be on travel status, which may also delay the approval. For these reasons, FARs should be submitted to the FAMO at least 30 days prior to the date the approval is needed, to avoid unnecessary delays.

The federal aid coordinators will notify appropriate staff when federal project authorizations are approved. Approved authorizations are also posted daily to the FAMO's Infonet site.

Certain criteria must be met for all projects that are partially or fully funded with federal funds before work can commence on the project. These criteria are listed below:

- The project phase(s) must be included in department's adopted five-year work program.
- The project phase(s) must be listed in department's federally mandated state transportation improvement program (STIP), with the exception of planning and emergency repair phases.
- If the project phase(s) is located in an area represented by a Metropolitan Planning Organization (MPO), the project phase(s) must also be included in the MPO's transportation improvement program (TIP).
- State budget authority must be available for the project so it can be encumbered prior to contract execution.

- A FAP No. must be assigned to the project phase(s) included in each FAR.
- A FAR must be prepared by the district federal aid coordinator (or selected statewide program managers) in FAMS and submitted electronically to the FAMO in Tallahassee, along with all required supporting materials. The FAMO, after reviewing the FAR for accuracy, will electronically transmit the FAR to FHWA for their approval.
- The initial federal authorization must be approved by FHWA before any work can commence or any costs can be incurred on the project with the exception of emergency repairs performed immediately after a declared disaster to keep roads and bridges open to traffic. See the Overview of Major Programs chapter, Emergency Relief Program section of these instructions for further details.

Please refer to the following sections of this chapter for guidelines on the specific steps necessary to obtain approved federal authorizations for specific types of projects.

## **E. COMPLIANCE WITH SUPERCIRCULAR REQUIREMENTS**

The Office of Management and Budget (OMB) has published 2 CFR Part 200 (referred to as the "supercircular") to streamline the government-wide guidance on administrative requirements, cost principles, and audit requirements for federal awards.

The supercircular consolidates and eliminates the duplicative guidance found in a number of other OMB circulars which includes A-50, Audit Follow-Up; A-87, Cost Principles for State, Local, and Indian Tribal Governments; A-102, Grants and Cooperative Agreements with States and Local Governments; and A-133, Audits of States, Local Governments, and Non-Profit Organizations.

The administrative requirements and cost principles will apply to all authorization requests (initial federal authorizations - authorized on or after December 26, 2014, and for modifications to any project.) which has a contractual cost increase:

The new supercircular expands requirements in several areas. FHWA issued implementation guidance on December 4, 2014, (Appendix A) to address these expanded requirements and describe the key changes affecting FHWA business processes.

### **Federal Award Requirements as related to FAMS authorization requests to FHWA**

Included in the district's authorization request, by automation, is the following information:

- Catalog of Federal Domestic Assistance (CFDA) number (derived by FHWA's for each detail line by program code).
- Indirect cost rate claimed for reimbursement (not applicable in most authorization requests) and will default to zero in FAMS, as not applicable.
- Period of performance end date for the FAP (as a new field on FP info screen).

The district must include the following information, for emergency relief funded projects, federal earmarks, and discretionary awards, where direct costs are not sufficient to fully consume the total amount of the grant award:

- Indirect cost rate claimed for reimbursement should be included on the FP Info page. By agreement with the FHWA Florida Division Office the appropriate rate to include on the federal aid authorization will be for the phase group with the highest rate (if more than one phase is on the federal aid project) in effect at the date of the initial federal authorization.

The district must also include, in the FAMS comments (state remarks) for all authorization requests, a justification if the period of performance end date is changed.

**Catalog of Federal Domestic Assistance (CFDA) number**

Almost all of our federal aid projects authorized through FMIS will be under CFDA# 20.205, with the few exceptions noted below.

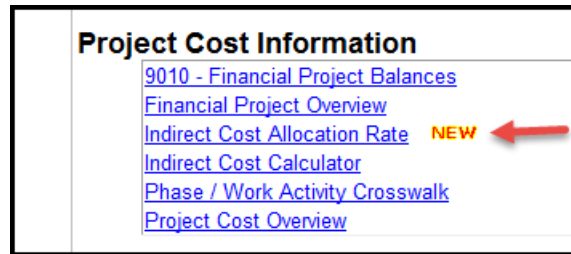
CFDA#	Program Title	Federal Agency	Type of Assistance	Comments
20.205	Highway Planning and Construction	FHWA	Formula Grants & Project Grants	This covers almost all of our FHWA administered funds. Exceptions are shown below.
20.200	Highway Research and Development	FHWA	Project Grants	This covers discretionary R&D grants awarded through FHWA Headquarters
20.215	Highway Training and Education	FHWA	Cooperative Agreements	This covers On-the-Job Training Grants and Cooperative Agreements
20.219	Recreational Trails Program	FHWA	Formula Grants	This program is administered in Florida by Florida DEP
20.240	Fuel Tax Evasion- Intergovernmental Enforcement Effort	FHWA	Project Grants	This program is administered in Florida by Florida DOR
20.933	National Infrastructure Investments	USDOT Office of the Secretary (OST)	Project Grants	This covers TIGER discretionary grants

**FDOT Indirect cost rate claimed for reimbursement**

The current FDOT policy is to program phases for indirect costs (x9 phases) with state funds, not federal. So, the indirect cost rate included in the federal authorization request by automation, will be “Indirect N/A”. The only exceptions are for Emergency Relief (ER) funded projects, and federal earmarks and discretionary awards where direct costs are not sufficient to fully consume the total amount of the grant award.

Indirect cost rates (an approved percentage of direct costs) will vary by the phase of work and by the year approved by FHWA. By agreement with the FHWA Florida Division Office the appropriate rate to include on the federal aid authorization will be for the phase with the highest rate (if more than one phase is on the federal aid project) in effect at the date of the initial federal authorization.

Please use the following link to determine the appropriate indirect cost rate for ER funded projects and earmarks/discretionary awards: [Indirect Cost Allocation Rate](#)



This link is on the Office of Work Program and Budget SharePoint site as shown below:

This link allows indirect cost rates to be displayed in four different ways: 1) by FAP, 2) by item segment, 3) by transportation system and 4) by program plan category.

For modifications to existing FAP's, the most useful option will be by FAP. Under this option (if the checkbox is checked) the application will return the maximum rate (out of all of the phases on the project) for the year in which the initial federal authorization was approved. For example, see results below for FAP # E191-128 which returned a rate of zero:

## Indirect Cost Allocation Rate

A screenshot of a web application interface for "Indirect Cost Allocation Rate". It features a dropdown menu for "Output Format" set to "Screen". Below this is a section for "Federal Project:" with three input fields containing "e191", "128", and an empty field. A checkbox labeled "Return Maximum Rate for Earliest Authorized Date" is checked.

### Sub-recipient indirect cost rates claimed for reimbursement

Under the new rules, federal agencies, and pass-through entities (like FDOT) must accept from a sub-recipient a negotiated indirect cost rate if one exists or negotiate a rate in accordance with federal guidelines.

Non-federal entities that have never had a negotiated indirect cost rate may use a de minimis rate of 10% of modified total direct costs, as long as they receive less than \$35 million in direct federal assistance annually.

FDOT's sub-recipients include, but are not limited to, local agencies under the LAP Program, MPOs receiving federal metropolitan planning funds (PL funds), other state agencies such as DEP and DOR, and universities and transportation research institutes.

### Period of Performance End Date for Federal Aid Project

The period of performance for the federal aid project is from the date of the initial approved federal authorization to the end date specified in the authorization. This end date for the federal aid project is the new data element required by the supercircular. Please take note that this end date is not a contractual end date. This end date must be based on the federal aid project's estimated project schedule and should include the time required to accomplish all required physical work (deliverables) plus the additional time required for final invoices to be received and paid, for final federal



reimbursements to be billed and collected from FHWA, and for completing closing packages and/or any other type of required documentation following completion of the physical work.

Important points regarding the federal aid project end date:

- Costs incurred after the end date will not be eligible for federal reimbursement.
- The end date may be modified as necessary, based on documented revisions to project schedules or other circumstances.
- The established end date does not include the time it takes for the Office of Comptroller to complete the final voucher process. The end date should be established based on the assumption that the final invoice has been paid to the vendor and reimbursed by FHWA and that all required paperwork has been completed to enable the project to enter the final voucher process, by the established end date.
- The Office of the Comptroller will need an average of approximately 3-4 months following the federal aid project end date to complete the final voucher process and to complete the final federal authorization request to close the project on the federal books. Some projects may take a longer or shorter timeframe depending upon the financial complexity of the project.
- The end date must be established to ensure that the federal aid project does not go financially inactive before it can be closed.
- FDOT issued guidance to use **14 months after the contract end date as the period of performance end date**, as [Federal Aid Technical Bulletin 15-01](#), which contains additional examples if needed.

Key components (time periods) for determining the FAP period of performance end date include the following timeframes:

- 1 Period of time to complete physical construction or, in the case of other phases of work, the period of time estimated to accomplish the deliverables of the contract. In most cases this period of time will represent the contract period.

For task order based federalized contracts: This time period 1 represents the time allowed in the individual task order (work order) to accomplish the deliverables of the task order.

- 2 Period of time (2 months) to receive final invoice from vendor, pay the invoice, request reimbursement from FHWA, and collect the reimbursement.
- 3 Period of time (6 months) to remove excess encumbrances, balance project to expenditures, adjust federal obligation if needed, and complete the closing packages and/or other required reports or documentation required by FHWA.
- 4 Period of time (4 months) to complete the Office of Comptroller's final voucher process.
- 5 Period of time (2 months) reserved for any delays in the above processes. If cumulative delays in accomplishing the above milestones do not exceed 2 months, then the project can still be closed before it becomes financially inactive and in jeopardy of having federal funds withdrawn.

## **F. GRANT DISBURSEMENT AGREEMENT (GD)GDAUTHORIZING HIGHWAY PLANNING AND RESEARCH PROJECTS**

Planning includes the activities and resources required to evaluate the impact of development throughout the state, identify transportation problems and needs, develop short and long range transportation plans, and provide planning database services.

New contracts and task work orders must be submitted to FHWA for their approval prior to authorization.

See the Planning chapter, Programming Guidelines section of these instructions for additional detail.

Highway planning and research projects should use the HP numbers assigned for this purpose by central office. Each district will be assigned an FAP No. in the form HP0#-xxx where the # is representative of the district and “xxx” is the improvement number as the next sequential number available. Central office will utilize HP09-xxx

FPN are established for each type of work activity approved in the SPR are associated to the FAP No. established for each district and central office as follows:

Transportation planning activities	Phase 11 with a 1-year date range
Data collection activities	Phase 11 with a 1-year date range
Systems planning activities	Phase 11 with a 1-year date range
Operating consultants	Phase 12 will not have a date range and the sequence number should be incremented for new contracts.

Note: Central office will have many more project numbers for specialized tasks and special projects to be identified by the Office of Work Program and Budget in consultation and coordination with the Office of Policy Planning (OPP).

- The phase 11 FPN will have a one-year length and will be re-used and associated to a new FAP No. where the improvement number will be incremented by one. See “Example 1.”
- The phase 12 FPN will not have a date range and the sequence number will be incremented by one and associated to the new FAP No. See “Example 2.”

Example 1:

FAP No. HP0X-057 with an FPN phase 11 should be established to end at the state federal fiscal year end 6/30/2020. The next number would be HP0X-057 and it would be associated with the same phase 11 FPN and the date range would be from 7/1/2020 to 6/30/2021.

Example 2:

An FAP No. such as HP57-001 with an FPN phase 12 will be assigned for the consultant phase of work with a three-year date range to allow for the processing of invoices that will be submitted until the encumbrance is fully expended. Each year a new route identifier will be established to track which year the contract originated and will correspond to that year’s SPR approval. Each new consultant contract will receive the next subsequent FAP No. for that year’s approved SPR. The next contract would receive

HP56-002 and would remain open until the encumbrance is fully expended or the maximum contract length negotiated with FHWA (currently three years with the potential for an extension). The following year's route ID would be HP58-001 and all consultant contracts approved in that year's SPR will receive the next sequential number.

FHWA may grant approval of three-year planning contracts (for HP funds) if all of the federal requirements are incorporated into the boilerplate contractual provisions. PL funds will still be subject to the two-year \$750,000 limitation unless a documented exception is obtained from FHWA. Regardless of contract length, task work orders should be submitted to FHWA for approval prior to commencing work. Any work that begins prior to task work order approval by the FHWA Division planning programs coordinator must be coded as non-participating.

See Procedure No. [375-030-002](#), "Acquisition for Professional Services" or <https://www.fdot.gov/procurement/ProfServProc>

which documents the process to be used when federal funds are used on any contract.

In the event that federal funds are utilized on a task work order, operating margin will be established as a lump sum compensation element (fixed fee); otherwise FHWA will not participate in cost reimbursement.

## **G. AUTHORIZING METROPOLITAN PLANNING PROJECTS**

PL funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Eligible activities include conducting inventories of existing routes to determine their physical condition and capacity, determining the types and volumes of vehicles using these routes, predicting the level and location of future population, employment, and economic growth, and using such information to determine current and future transportation needs. Under 23 U.S.C. 134, MPOs are responsible for developing, in cooperation with the state and affected transit operators, a long-range transportation plan and a transportation improvement program (TIP) for the area. Both the plan and the TIP must be fiscally constrained. The TIP also must be prioritized, and consistent with the transportation plan, and must include all projects in the metropolitan area that are proposed for funding with either Title 23 or Federal Transit Act (Title 49, U.S.C., Chapter 53) money.

- Any supplemental funds must be identified in the UPWP. As referenced in Part IV Chapter 5, an amendment to the UPWP that meets the criteria for a formal TIP/STIP amendment must be submitted through FDOT's STIP amendment application for documentation purposes. District MPO liaisons will coordinate with the MPO to concurrently process the UPWP amendment with the TIP/STIP amendment. If the amendment to the UPWP does not meet the criteria for a formal TIP/STIP amendment, it is processed as a modification and the documentation should be uploaded to Office of Policy Planning MPO document Portal. All funds in the UPWP must be programmed on the same item as the PL funds with a new sequence for each type of non-PL FHWA federal funds so that the supplemental funds can be tracked.

The FAST Act continued the MAP-21 requirement for the state to promptly reimburse metropolitan planning (PL) funds to MPO's in Section 1007, metropolitan planning, with the following provision of 23 USC 104(f)(4):

"(B) REIMBURSEMENT. - Not later than 30 days after the date of receipt by a state of a request for reimbursement of expenditures made by a metropolitan planning organization for carrying out Section 134, the state shall reimburse, from funds distributed under this paragraph to the metropolitan planning organization by the state, the metropolitan planning organization for those expenditures."

This provision became effective with SAFETEA-LU and is applicable to all claims for reimbursement for PL funds that the state receives from an MPO after August 10, 2005, which must be paid within 30 days of receipt of the MPO's request for reimbursement. This requirement is also reflected in a revision to 23 CFR Part 420, planning and research program administration.

For FAP No. assignment, the route ID number will represent the county using the federal county codes and improvement number will be the next sequential number incremented by one each year they are assigned for a period of two federal fiscal years.

See the Planning chapter of these instructions for additional detail. See also the [MPO Program Management Handbook](#) on FDOT's Office of Policy Planning, SharePoint site: [Metropolitan Planning Support \(fdot.gov\)](#)

## **H. AUTHORIZING PRELIMINARY ENGINEERING PROJECTS (INCLUDING PD&E)**

District federal aid coordinators should e-mail their central office representative for a FAP No. and the financial management phases to be associated to the project.

With the exception of interstate, bridge and off the state highway system projects, all in-house preliminary engineering phases shall be programmed with DIH, DSBX or PKXX, as appropriate. For interstate or bridge projects, in-house preliminary engineering phases may be programmed with federal funds. For projects Off the state highway system, in-house engineering phases must be programmed with federal funds.

## **I. AUTHORIZING RIGHT OF WAY PROJECTS**

FHWA has confirmed that R/W map submission is no longer required on any project, including oversight, except for advance acquisition (hardship buying, protective buying).

However, there have been several instances recently where it was discovered that offers had been presented to property owners prior to the date of the approved federal authorization. This is a violation of the federal regulations relating to acquisition of right of way land with federal aid funds. The FHWA Florida Division Office realty officer has requested the department to provide documentation that offers have not been made prior to the federal authorization.

In addition to the R/W cost estimate, districts must also provide the "acquisition detail" report for the R/W phase requesting authorization. This report is generated out of the Right of Way Management

System (RWMS) and will show, for each parcel, the dates when initial negotiations began. The column on this report titled “Initiation of Negotiation” should be blank prior to the approval of the FAR. This will provide FHWA with the negative assurance they require in order to approve the initial authorization request.

This report may be generated and saved in either Adobe PDF format or Excel spreadsheet XLS format. The file can then be attached to an email and sent directly to FHWA Florida Division Office right of way officer, or it can be sent to your district representative in the FAMO. We will forward the document to FHWA when we submit the authorization request to FHWA for approval. If the document is sent directly to FHWA by the district, then a comment should be placed on the authorization request indicating it was sent and include the date it was sent.

A representative sample of the acquisition detail report is shown below:

RWMPW016 FLORIDA DEPARTMENT OF TRANSPORTATION PAGE 04/26/06 10:00:29 PAGE: 1

ACQUISITION DETAIL

Selected Values - Parcels: All, Sort By: R/W Project  
Project Numbers: 2568812

District	R/W Project	Construction Project	Parcel	Interest Parcel Name	Interest Status	Status Date	Agent	Notification Date	Appraisal Due	Appraisal Received	Initiation of Negotiation	Initial Offer
07	2568812	2568812	0100	MENNA-PINELLAS, LLC, A FLORIDA LIMITED LIABILITY	OPEN	02/06/2008			04/20/2006	04/04/2006		\$0.00
				SYNOVUS BANK OF TAMPA BAY	OPEN	04/10/2008						\$0.00
				SYNOVUS BANK OF TAMPA BAY	OPEN	04/10/2008						\$0.00
			0102	CHHABRIA ENTERPRISES, INC., A FLORIDA CORPORATION AND SHANTIA SINGH	OPEN	04/10/2008						\$0.00
				DILLEY, BARBARA JEAN, INDIVIDUALLY AND AS TRUSTEE	OPEN	04/10/2008						\$0.00
				HUMBLE OIL AND REFINING COMPANY, A DELAWARE CORPORATION	OPEN	04/10/2008						\$0.00
				CBS OUTDOOR, INC., A DELAWARE CORPORATION	OPEN	04/10/2008						\$0.00
			0103	S & A FEE PROPERTIES SPE 2, LLC., A DELAWARE LIMITED LIABILITY COMPANY	OPEN	04/10/2008						\$0.00
				WELLS FARGO BANK N.A.	OPEN	04/10/2008						\$0.00
				GOOCH REALTY, INC. A FLORIDA CORPORATION	OPEN	04/10/2008						\$0.00
				FLORIDA POWER CORP	OPEN	04/10/2008						\$0.00
			0104	HELIKA PROPERTIES, A FLORIDA GENERAL PARTNERSHIP	OPEN	04/10/2008						\$0.00
				FLORIDA POWER CORP	OPEN	04/10/2008						\$0.00
			0105	SANDELMAN, JEFFREY, AS TRUSTEE OF THE SABROOKE TRUST	OPEN	04/10/2008						\$0.00
				SANDELMAN, SANFORD AS TRUSTEE OF THE JASUE TRUST & SUSAN SANDELMAN	OPEN	04/10/2008						\$0.00
				SANDELMAN, JEFFREY, AS TRUSTEE OF THE SABROOKE TRUST	OPEN	04/10/2008						\$0.00
				FLORIDA POWER CORP	OPEN	04/10/2008						\$0.00
			0106	KULACH, STANLEY AND ANNA KULACH, HUSBAND AND WIFE	OPEN	04/10/2008						\$0.00
				SYNOVUS BANK OF TAMPA BAY	OPEN	04/10/2008						\$0.00
				CITY OF CLEARWATER	OPEN	04/10/2008						\$0.00
				FLORIDA POWER CORP	OPEN	04/10/2008						\$0.00
			0107	CONGO RIVER GOLF AND EXPLORATION CO., - CLEARWATER, A MICHIGAN CORP.	OPEN	04/10/2008						\$0.00

*Look for dates in this column*

## J. AUTHORIZING CONSTRUCTION PROJECTS

### 1. INITIAL AUTHORIZATION

Construction letting projects must be authorized prior to advertisement. Schedule of advertising dates can be found on production management’s website under “Critical Dates.”

For each letting, the FAMO determines the oversight classification of each project and posts the classification to production management’s processing list. Projects of Division Interest (PoDI) will have an ‘O’ on the processing list if they have the ‘OVST’ item group programmed in work program.

Production Management Office coordinates receipt of required documents known as the contract package. The completed contract package is forwarded to FAMO on or before the date shown on the

critical processing dates list as “To Fed Aid for assembly of PS&E package.” On or before that same date, the district federal aid coordinator submits the FAR to FAMO.

Documents as required by the FDOT design manual are listed below.

- Checklist
- Preliminary engineering certification
- Utility certification
- Environmental class of action determination or re-evaluation (no more than one year old)
- Design certification (including documentation of design variances, if applicable)
- Calendar days
- Maintenance agreement (all off-system jobs)
- Right of way certification
- Estimate (from TRNS\*PRT) including summary sheet available from AASHTO-Ware Webgate from the enterprise applications main menu off the Infonet.

FAMO does a quality assurance review of each FAR, certifies that the project is ready and transmits the FAR to FHWA for final approval. FHWA completes the authorization process by electronically “signing” the authorization. A nightly batch process updates FDOT financial systems for projects approved by FHWA the previous day.

## **2. MODIFICATIONS**

All project modifications that result in an increase of federal funds must accurately and succinctly describe in the comments why additional funds are justified. Supplemental agreements should be approved by the FHWA area engineer for Projects of Division Interest (PoDI) projects and remain available upon request in accordance with the department’s records retention schedule. Prior approval must be obtained before commencing work. Initial contingency amounts and other non-participating pay items should be funded with state or local funds.

## **3. CLOSING THE PROJECT**

When closing out projects using federal aid highway funds the following objectives are to be met:

- Upon physical completion of the project the financial records in both state and federal financial systems will be closed in a timely manner. This will ensure that
  - Completed projects do not fall into the category of “financially inactive” which show up on FHWA’s FIRE report and count against our performance metrics, and
  - Unused federal funds not needed on the projects are released as soon as possible for use on other projects.

(See Federal Aid Technical Bulletin 15-01 for more information on establishing period of performance end dates for federal aid projects).

- Federal funds will be maximized on the project, and only eligible costs will be charged to the federal funds for reimbursement from FHWA.
- All related state and local funds on the financial project will be included as “associated funds” on the federal aid project in FAMS to ensure that
  - The total cost of the project is shown in FHWA’s FMIS system, and
  - All eligible state and local funds are used to satisfy, or partially satisfy, the federal match requirements. This will minimize the use of toll credits to “soft match” any required match that is not already covered with “associated” state and/or local “hard” dollars on the project.
- At the point that the project is placed in ready final voucher project status, FAMS will automatically update the associated state and local funds on the project to match current expenditure levels. This will prevent any possibility of non-compliance with federal matching requirements due to a reduction of state and/or local funds used as hard match on the federal aid project after the federal aid project has been closed on the federal books in FMIS.

To meet these objectives, it is necessary to modify the process used to close out federal aid projects, as described below.

Different phases of work require different types of documentation to demonstrate that a federal aid project is complete. For planning phases, it may be deliverables in a consultant contract. For project development and environmental phases, it may be a categorical exclusion determination or record of decision. For preliminary engineering phases it may be a set of final plans and specs. For right of way phases, it may be clear title to the final parcels. For construction phases it is a checklist of items that comprise the “closing package”. For non-construction phases, an email from the project manager will usually suffice for verification that the project is ready for close-out.

For purposes of describing the federal aid closing process in this bulletin, a construction project will be used as the example. Other than the type of documentation required to demonstrate the project is complete, this closing process as described applies to all types of projects in the federal aid highway program. (See appendix ‘Documents Needed for Closing Federal Aid Projects’ at end of document.)

Steps to complete before notifying the Office of Comptroller that the project is ready to enter the final voucher audit process:

1. Verify that a complete closing package has been loaded into EEDMS Loading Dock (or LAPIT) as required by the project’s phase of work. (Please check to make sure these documents can be retrieved from the EEDMS system).
2. For standard construction projects, add the following comment to the 'FP Notes' section of the FAMS 'FP Info' screen: **“ALL CLOSING DOCUMENTS ARE UPLOADED INTO EEDMS WITH THE FDOT FINAL ACCEPTANCE DATED <enter date of final acceptance>”**. For LAP construction projects, add the following comment to the FP Notes section: **“ALL CLOSING**

**DOCUMENTS ARE UPLOADED INTO LAPIT WITH THE FDOT FINAL ACCEPTANCE DATED <enter date of Final Acceptance>".** The final step is to then add the date of the final acceptance into the "Project Completed:" field on the 'FP Info' screen and click the 'Update' button.

3. Verify that all AC funds have been converted and/or de-obligated off the project.
4. Verify that all encumbrances (both federal and non-federal) have been removed from the project. If special circumstances require leaving some or all encumbrances on the project, approval to do so must be obtained in writing from FAMO, and the approval attached to the email requesting the RFV status change.
5. Verify that all federal authorizations have been balanced to expenditure levels. (Please ensure that all non-participating expenditures have been moved to non-federal funds).
6. Check for any pending costs using the 'OOC Financial Reporting System (Dashboard)' – 'Federal Projects Management' section – 'Print Pending Report'. A link can be found on the main OOC Share Point site. All pending costs must be cleared before requesting the project be changed to RFV.

Once all these steps are complete notify OOC that the project is ready to advance to ready final voucher project status. To facilitate this notification, the OOC PCM-Team has setup a special Outlook Inbox for these RFV requests at: "RFV Status Change". Please make sure to include the characters "RFV" as well as the district, Federal Aid Project number (FAP), and the lead Item-segment on the subject line of these email requests. Note also that all emails addressed to this special Outlook Inbox will automatically be forwarded to the Central Office FAMO group as long as they include the "RFV" characters on the subject line.

Sample Email Subject Line



Once OOC has completed their final processes, district staff will need to check and revise the project cost estimates in WPA, if needed to ensure the cost estimates match the final project expenditures.

Documents Needed for Closing Federal Aid Projects			
Federal Aid Management Office			
Phase	Description	Final Acceptance Form	Final Closing Documents
1X	Planning, In-house, consultant, or grant	NO	NO
2X	PD & E, In-house, consultant, or grant	NO	NO
3X	PE, In-house, consultant, or grant	NO	NO
4X	Right of Way All phases	NO	NO



52	Construction	<u>YES</u>	<u>YES</u>
54	Construction Grant JPA	<u>YES</u>	NO
56	Utility	NO	NO
57	Rail	NO	NO
58	Construction Grant LAP (not FHP)	<u>YES</u>	<u>YES</u>
62	CEI & Post Design Consultant	NO	NO
71	Maintenance In-house	NO	NO
72	Maintenance consultant	NO	NO
74	Maintenance Grant	NO	NO
78	Maintenance LAP	<u>YES</u>	NO
84	Operations Grant	NO	NO
88	Other Agency or Inter-Local Agency	NO	NO
ER	Emergency Relief In-house	NO	NO
ER	Emergency Relief CEI Consultant	NO	NO
ER	Emergency Relief Construction	<u>YES</u>	NO
ER	Emergency Relief Permanent Construction (ph 5X)	<u>YES</u>	<u>YES</u>
ER	Emergency Relief Permanent Non-construction	NO	NO
ER	Emergency Relief LAP or JPA	<u>YES</u>	NO
ER	Emergency Relief Maintenance consultant	<u>YES</u>	NO
HR / HP	Highway Planning and Highway Research	NO	NO
PL	Metropolitan Planning Orgs.	NO	<u>YES</u>
NBIS	Bridge Inspection	NO	NO

**Environmental Certification, ROW and Utility clearances/certifications must be included in PS&E package for letting or local initial authorization of any of these phases.**

**Final Inspection and Acceptance of Federal-Aid Project (Form 700-010-032) must be completed and uploaded through the EEDMS Loading DOC application. If the Federal Project is an Oversight or PoDI project, then the FHWA Final Acceptance will also need to be uploaded.**

**Local Agency Program (LAP) projects have a different Closing Document Package than regular construction projects. Previously referenced in Federal Aid Technical Bulletin 12-01, please refer to:**

[LAP Manual Chapter 23, Section 23.10.1](#)

**Note that if any PL federal planning funds were used on a project, then a PL Funds Close-out Confirmation Form (confirming Final Invoice and Reimbursement details) must be completed and uploaded into EEDMS.**

## **K. AUTHORIZING DESIGN/BUILD PROJECTS**

The following instructions cover the scheduling of the project authorization, preparing the authorization request, and closing the project. Design/Build (D/B) projects are authorized under the Special Experimental Project (SEP) 14 plan approved by FHWA. This annually approved plan governs federal participation in D/B projects. See the Special Contracting Methods chapter of these instructions for more information on SEP 14.

Federal aid authorization on D/B projects is also subject to the provisions of the Florida Federal Aid Stewardship Agreement executed between FHWA and the department. This agreement identifies types of projects and functions subject to oversight by FHWA and those projects and functions delegated to the department.

It is suggested that district work program managers and district federal aid coordinators be included in district coordination activities, meetings and correspondence concerning D/B Projects to insure timely programming and federal aid authorization activities.

### **1. PHASING IN THE WORK PROGRAM**

Once a project is identified as a D/B project, it should be decided who is going to perform the services necessary to bring the project to completion (services such as utilities/railroad, permits, geotechnical services, survey, and CEI). Some of these services may be done prior to the D/B contract. However, it is important to ensure that the funds are programmed in the correct category, i.e., in-house or consultant.

D/B contracts will be identified in WPA as phase 52, contract class 9. Depending upon who is to perform necessary services, additional phases may be needed for PD&E work prior to the D/B phase, right of way (R/W) land acquisition and/or R/W services, construction engineering (CEI) services, and/or phases for the payment of compensation to the short-listed firms on D/B projects. The following guidelines provide more information on when each of these additional phases may be appropriate.

Construction Engineering and Inspection (CEI): FHWA requires that the department provide independent verification testing and oversight inspection outside of the D/B firm's contract. This can be accomplished with in-house forces (phase 61) or with an oversight CEI contract (phase 62). This is true even if the majority of the CEI work is done within the D/B contract and is included in the phase 52.

In-house CEI estimates that are automatically generated by WPA (based on the overall phase 52 level) must be manually revised to represent only the in-house effort required to manage the CEI consultant.

When independent inspection is to be performed by CEI consultants who are not members of the D/B firm and included in the D/B contract, a separate contract shall be advertised and awarded for CEI services (use phase 62).

If R/W services (consultant and support) are to be provided as part of the D/B contract, R/W support will be included in the construction (phase 52) authorization. Consideration must be given to how

R/W support will be provided in the eminent domain phase of the project and whether that portion of the total R/W support needs to be authorized separately. R/W land payments and relocation payments must be programmed as phase 43 and phase 45 respectively. R/W land and relocation payments can never be programmed in phase 52. Phases 41 and 49 (in-house support and indirect overhead) will be programmed in accordance with the work program instructions for right of way projects. D/B projects including right of way services will still require in-house support.

The district federal aid coordinator should request one FAP No. for the entire D/B project, regardless of the number of phases programmed.

## **2. TIMING OF THE FEDERAL AUTHORIZATION**

Unlike regular construction which uses activities/events pertaining to the letting schedule, D/B projects must be authorized before the request for proposals and design criteria package is published or mailed and after approval of the RFP and design criteria package.

RFP and design criteria packages for interstate system capacity projects subject to FHWA oversight (\$1 million or more) are approved by the FHWA Division office. The FHWA Division office requests up to three weeks to review the RFP and design criteria package before granting their approval. Since several draft submittals and re-submittals can occur, the authorization request is processed only upon final written package approval. For exempt projects, the district D/B team approves the package. Usually, the district professional services administrator notifies the federal aid coordinator in writing of this approval.

These package approvals are necessary for FHWA participation in the project. The D/B authorization request should be processed immediately upon notice of receipt of package approval. Upon receipt of the approved FHWA authorization, district federal aid coordinators should notify the district D/B team so that the RFPs and design criteria packages can be distributed.

D/B projects must be included in the TIP/STIP before the federal authorization can be approved by FHWA.

## **3. SCHEDULING THE FEDERAL AUTHORIZATION**

The department plans for the obligation of federal funds apportioned and allocated to Florida based upon projects in the adopted work program and their related activities and events in the project scheduling system. Major D/B projects consume significant amounts of these funds. The federal obligating authority plan includes D/B project fund commitments in months when the authorization is needed as defined by the scheduled activity/event.

A project scheduling system activity/event has been established to plan for the future obligation of federal funds and also to schedule the anticipated date of package approval. The PSM code is: "RFP/DES BUILD PKG APPROVAL" – activity/event No. 285

Regardless of the oversight or exempt project nature or type of D/B (adjusted score or low bid), this Activity/Event is to be scheduled in PSM when the project is incorporated into the work program.

#### **4. PREPARING THE FEDERAL AUTHORIZATION**

Since R/W must be certified clear with environmental determinations and permitting complete before the RFP design criteria package is approved, these activities normally will be authorized with federal funds in advance of the D/B authorization. Therefore, district work for project development phases should serve as the basis for the original federal project authorization, followed by R/W (survey and acquisition) if required.

The sequence of federal authorizations is as follows:

- PD&E advance activities are included in the original project authorization
- Authorization modification for R/W, if required
- Authorization modification for D/B

Note: If the RFP package includes a provision to pay compensation to short-listed firms on an adjusted score D/B project, the authorization request will include a work program phase 32 for the compensation with the D/B phase 52 and CEI phase.

- Work program phase estimates for D/B (phase 52) and CEI (phase 61 and/or 62) and the FHWA federal aid authorization previously established, will need to be adjusted after the contract is awarded. Generally, these contract price adjustments should occur in the month following D/B contract award.
- For district-let D/B oversight projects, the district must ensure that the FHWA area engineer has provided concurrence in award via e-mail or formal letter to be included in the central office, FAMO files and district Procurement Office files. The EDMS loading doc could also be a place where it would be convenient to store such relevant documentation. Each year Florida's Auditor General conducts a federal awards audit, and this information must be readily available upon request and must be provided to the central office, FAMO letting coordinator as soon as it becomes available.
- Final authorization modification for project closeout, if needed, to balance authorization to final expenditures.

#### **5. RIGHT OF WAY (R/W):**

If R/W services are included in the D/B contract, the request for federal authorization for each D/B project shall include a R/W certification signed by the district right of way manager. The certification may be either a certification for construction or a certification for authorization and advertisement. The certification for construction shall state that either no additional R/W is required for the project, or additional R/W was required for the project and all R/W activities have been completed in accordance with applicable federal and state requirements. The certification for authorization and advertisement shall state that additional R/W is required for the project, that the necessary processes and procedures are in place to address R/W issues, and appropriate controls have been included in the D/B contract to ensure construction activities do not commence prior to the

department's certification that all R/W activities have been completed in accordance with applicable federal and state regulations.

On federally funded projects, federal authorization is required prior to beginning any R/W activities. For those projects which include R/W services in the D/B contract, authorization for R/W land may be obtained at the same time as the authorization for the D/B contract as long as the department has controls established by contract to preclude the start of negotiations prior to NEPA approval. R/W maps, title information and legal descriptions must also be complete prior to the start of negotiations.

## **6. DOCUMENTATION REQUIREMENTS FOR FEDERAL AUTHORIZATION**

The form of documentation requirements for D/B is different from regular construction projects. D/B authorizations with federal funds, whether oversight or exempt, should be supported by:

- R/W clear certifications
- Written FHWA or district D/B Team approval of the RFP and design criteria package
- For projects exempt from FHWA's project level oversight, the state is required to assure these projects meet the 12 D/B operating parameters described in FHWA memo to the department dated December 19, 2001, and reproduced as part of [Federal Aid Technical Bulletin 02-03](#).
- FHWA authorization of funds for the project

The RFP and design criteria package documentation should confirm that other applicable checklist items, such as utilities and permits and NEPA status, are complete. Please see Pt. III, Chapter 25, PD&E, for retention requirements on NEPA documents.

See Procedure [625-020-010](#), Design-Build Procurement and Administration, for additional information.

## **L. AUTHORIZING LOCAL AGENCY PROGRAM (LAP) PROJECTS**

Local agency program (LAP) agreements executed between the department and local LAP certified government entities may include more than one phase of work. Locals may be performing design phases (including PD&E) and right of way (R/W) acquisition phases as well as the construction phase.

FHWA requires 1) the PE phase is complete and 2) R/W (if any) is certified clear before the construction phase can be authorized. This means that **encumbrances and federal authorizations must be requested by phase of work**, not for the entire amount of the LAP agreement, unless the agreement only includes a single phase of work (PE, R/W, or construction).

LAP agreements must contain language stating that: **"Encumbrances and federal authorizations can only be requested for the cost of the first phase of work included in the LAP agreement. Subsequent phases of work, if any, must request additional encumbrance and federal authorization before a notice to proceed can be issued to begin the subsequent phase of work."**

Construction LAP projects must be authorized before the project will be encumbered.

The district federal aid coordinators prepare the Federal Authorization Request (FAR) and submit to FAMO for review authorization, and the authorization process is completed in the same manner as for regular construction projects. Once Central Office has completed review of the project in FAMS, the project will be certified and transmitted to FHWA for approval in FHWA's Fiscal Management Information System (FMIS). Projects approved and electronically signed by FHWA in FMIS will be updated in FDOT's system, as part of an overnight batch process, as approved the following morning.

LAP project certification process: To ensure compliance with all federal-aid requirements, a checklist will be used to verify and reference the corresponding construction contractual documents. The process will be as outlined in FDOT's Local Agency Program Manual:

<https://www.fdot.gov/programmanagement/LAP/LAP-TOC.shtm>

- The local agency and the district LAP Administrator will review the contract documents, reference the location of the requirements, and sign indicating that the project complies with all requirements in the checklist.
- The district federal aid coordinator will place the date of the district LAP administrator/esignee signature on the "Local Agency Program (LAP) Checklist for Construction Contracts (Phase 58)- Federal Requirements" in the "LAP project check list" field in Federal Authorization Management System (FAMS) which has been designed to store this information. This information will also be transmitted to FHWA as a state defined field in FMIS to indicate that the department has reviewed the contractual documents for the most common state and federal requirements for federally funded construction. The local agency is responsible for compliance with all local, state, and federal requirements.

## **M. AUTHORIZING NATIONAL BRIDGE INSPECTION PROGRAM**

The NBIS program is a districtwide program that will fall under the rules outlined in Chapter 5: Section D of this part of these instructions and will be subject to the five-year limitation unless a documented exception is obtained from FHWA. The work improvement type should be entered as "special bridge" in FAMS. Each district should request to have an on-system and an off-system number set up, every two years.

The project must be in the approved STIP prior to authorization. Contact your district representative in FAMO for assistance. The route number for these FAP No.'s will begin with NBIS so that they can be more easily identified by FHWA's bridge engineer.

## **N. AUTHORIZING INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECTS**

Intelligent Transportation System (ITS) projects with federal funds must be in conformance with FDOT's systems engineering And Intelligent Transportation Systems (ITS) Architecture Procedure [750-040-003](#) including the following highlights from FHWA:

- FDOT/MPOs must demonstrate appropriate use of and adherence to the regional ITS architecture to guide the project.

- The project must be based on a system engineering (SE) analysis that should be at a scale commensurate with the project scope.
- The project must indicate which portion of its respective Regional ITS Architecture (RITSA) it intends to fulfill.
- The project must be identified in the RITSA sequence of projects for implementation.
- Feedback from the project must be provided to update the RITSA, where such project-level detail may consequentially become inconsistent with the RITSA.
- Results of post implementation validation corresponding to the system ConOps must be used to determine the extent to which the project fulfills its intent in the RITSA, and to refine the RITSA and the associated ITS implementation plans as necessary.

For projects that have an ITS item group programmed, the following comment will be appended to the state remarks when the project is submitted to review for authorization of federal funds, 'CONFORMS TO FDOT ITS TOPIC PROCEDURE 750-040-003'. Projects that are not considered ITS should not use this item group.

## **O. AUTHORIZING PROJECTS IN LOCAL GOVERNMENT**

### **ADVANCE/REIMBURSEMENT PROGRAM WHERE REPAYMENT IS WITH FEDERAL FUNDS**

It is not necessary to associate the A8 payback phase of a project in FAMS because this would create an inflated appearance and overstate the financial impact of the project. The locals are providing the funds to the department to advance the project into a more current year of the adopted work program, and they will be paid back when the project was originally scheduled. A note should be added on the Federal Project Information (FP Info) screen in FAMS indicating that the A8 phase does not need to be associated.

## **P. AUTHORIZING PROJECTS WITH STATE INFRASTRUCTURE BANK (SIB) LOANS WHERE REPAYMENT IS WITH FEDERAL FUNDS**

The State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program consisting of two separate accounts. The federally funded SIB account is capitalized by federal money matched with state money as required by law; the state-funded SIB account is capitalized by bond proceeds and state money only. SIB funds may be loaned to a variety of public and private entities and may be used for various forms of financial assistance such as subordinated loans, interest subsidies, letters of credit, capital reserves for bond financing and construction loans.

Federal payback of SIB loans federalizes the entire project, and all normal federal requirements must be fulfilled prior to letting the project. Additionally, all repayments with federal (FHWA) funds must be authorized in FAMS for the total of all future loan repayments before any loan proceeds are disbursed.

The estimate summary sheet for letting projects should not include the payback phases because this would potentially make the project appear to be in excess of the STIP/TIP amendment threshold.

All right of way land acquired using the federally funded SIB must be in compliance with Public Law 91-646, Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and all state/federal laws and rules governing right of way acquisition by the department.

See the State Infrastructure Bank chapter, Programming Guidelines section for additional guidance and programming examples.

## **Q. AUTHORIZING PROJECTS WITH TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA) LOANS**

The Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) established a new federal credit program under which the United States Department of Transportation (USDOT) may provide three forms of credit assistance - secured (direct) loans, loan guarantees, and standby lines of credit for surface transportation projects of national or regional significance. The program's fundamental goal is to leverage federal funds by attracting substantial private and other non-federal co-investment to help finance critical improvements in the nation's surface transportation system. The USDOT uses a merit-based system to award credit assistance to project sponsors for eligible projects, taking into account statutory selection criteria. After approval of a project and completion of negotiations, the USDOT executes a credit agreement that is the definitive legal agreement between the USDOT and the project sponsor specifying all terms and conditions of the TIFIA credit assistance.

Although the repayment is with state funds, a project that includes federal TIFIA loans as part of the funding becomes federalized. A FAP No. will not be assigned since TIFIA doesn't flow through our normal federal authorization process. TIFIA loans are obtained through electronic funds transfer directly from FHWA into the State Transportation Trust Fund, well ahead of the time of the construction letting. There may be times when a FAP No. will be assigned for tracking purposes and additional assurance that oversight responsibilities are being fulfilled.

Nonetheless, if any part of a contract is funded by federal dollars, then the entire contract becomes federalized and subject to all the federal contract provisions such as Davis-Bacon, Buy America, etc.

See the Overview of Major Programs chapter of these instructions for more detail or <https://www.fhwa.dot.gov/majorprojects/>.

## **R. AUTHORIZING FEDERAL LANDS ACCESS PROGRAM PROJECTS**

The Eastern Federal Lands Highway Division holds a program decision committee meeting with the Federal Aid Management Office, FHWA, and the designated Local Representative (LPA) such as the Florida Association of Counties each year. For more information see: <https://flh.fhwa.dot.gov/programs/flap/>

Work program fund: PLH

FDOT soft matches all FLAP projects in Florida by policy.

The CFDA number for this program is 20.244



FAMO will create a PR2 form for the initial authorization or modification for submittal to Eastern Federal Lands Highway Division. FLAP projects are not transmitted to FHWA. Once the approved PR-2 funds obligation document is loaded in Delphi as a purchase order, FAMO will bypass to approved in FAMS. OOC will apply the agreement and the project will bill through the normal federal weekly bill.

- Obligations of EFLHD funds are done with work program fund PLH and awards are for a fixed amount as detailed in a project specific Memorandum of Agreement (MOA) between the LAP certified applicant, FDOT, and EFLHD.
- FDOT is also able to sponsor projects and deliver an FDOT managed solution that meets the intent of the FLAP program.
- Funds are obligated in USDOT's Delphi accounting system but typically bill for reimbursement of expenditures back to FDOT through FHWA's normal weekly federal bill.

Locally Administered Projects (LAP) are often used as the project delivery method where FDOT reimburses the local agency first, upon submittal of a properly prepared invoice package, and then EFLHD reimburses the department. Any project application submitted to the PDC from an applicant that is not FDOT, LAP certified will be rejected as ineligible.

## **S. REQUIRED STATISTICAL INFORMATION IN FAMS AND FMIS**

### **1. ENVIRONMENTAL CLEARANCE INFORMATION**

The date (month, day and year) of the environmental clearance class of action must be present on Federal Authorization Requests (FARs) when funds will be authorized for construction or ROW acquisition (unless the AROW item group has been programmed for advanced acquisition and in accordance with the FDOT ROW manual).

Pursuant to 23 United States Code (U.S.C.) § 327 and the implementing first renewal of the Memorandum of Understanding (MOU) executed on May 26, 2022, the Florida Department of Transportation (FDOT) has assumed Federal Highway Administration's (FHWA's) responsibilities under the National Environmental Policy Act (NEPA) for highway projects on the state highway system (SHS) and Local Agency Program (LAP) projects off the SHS. In general, FDOT's assumption includes all highway projects in Florida whose source of federal funding comes from FHWA, or which constitute a federal action through FHWA. This includes responsibilities for environmental review, interagency consultation and other activities pertaining to the review or approval of NEPA actions. Consistent with law and the MOU, FDOT will be the lead federal agency for highway projects with approval authority resting in the Office of Environmental Management (OEM).

In FAMS, one of the following valid values will be required for authorization depending on the phase of work being authorized:

- Categorical exclusion - District documented (Type I under department PD&E procedures);
- Categorical exclusion - OEM documented (Type 2 under department PD&E procedures);

Other environmental clearance type class of action selections when issued by OEM (or FHWA prior to 7/14/2016) are available options in FAMS from the drop-down menu when applicable (i.e.: environmental assessment, Finding of No Significant Impact (FONSI), Record of Decision (ROD) or Environmental Impact Statement (EIS).

There are two selections (ENVIR. ASSESSMENT and ENV. IMPACT STATEMENT) which would only be utilized to authorize preliminary design on a D/B project where the final design (at 60% plans) would not be able to commence until a ROD or FONSI were received. Ordinarily, on a traditional low bid/build project one of the categorical exclusions, FONSI or ROD would be in hand and should be selected.

## **2. CONGRESSIONAL DISTRICTS**

Projects with a valid roadway ID in FDOT's Roadway Characteristics Inventory are added to the Department's Linear Reference System (LRS) each year until all public roads are mapped as part of our LRS as required. FDOT updates FHWA's Highway Performance Monitoring System (HPMS) each year on an annual basis with the new LRS files, typically becoming effective in October in FMIS.

FAMS utilizes an extract of the annual HPMS submittal to determine if FMIS will be able to geospatially derive the congressional district. If the FHWA improvement is not a roadway, or otherwise not part of our LRS, the user will be prompted to input a valid congressional district for the county where the project is located. FAMS maintain location detail page also has a link to FDOT's Enterprise Geographic Information System (GIS) for projects which are funded by urban area attributable funds such as SU, ACSU, GFSU, TALU, or ACTU where there is a distribution area that begins with X01 thru X17.

## **3. PROJECT COMPLETION AND ESTIMATED CONSTRUCTION DATES**

The "project completed" date in FAMS should be entered from the final inspection date that the resident engineer signed the "Final Inspection and Acceptance of Federal-Aid Project" form number [700-010-32](#). These may be signed by a local public official if an engineer is not on staff but may not be signed by a consultant.

The "estimated construction" date field should be the day that construction is anticipated to begin and should always be prior to the project completion date.

Project completion dates are not required on the project for R/W and PE phases unless earmark, demonstration, or discretionary funds are being utilized.

Period of performance end dates should be maintained so that they don't expire. Standard closing activities are typically estimated to be 14 months after the contract end date for most projects.

## **T. USING THE "COMMENTS" AND "NOTES" FIELDS IN FAMS AND OTHER MISCELLANEOUS INFORMATION**

In general, comments should summarize the modifications being requested on the project. These will be transmitted with the project and will be reviewed by FHWA prior to approval. They should

not include information which is department specific, such as phase numbers or obscure activity work codes which may be superfluous information to FHWA.

Notes, on the other hand, which are reviewed by both the district and central office federal aid staff, are an excellent method of capturing any relevant information to explain irregularities, status changes, special exceptions, dates, or other useful information. These are not transmitted to FHWA and will appear each time project edits are generated during the review process.

## **1. BOILERPLATE CONTRACT LANGUAGE FOR LAP PROJECTS**

This provision has been added to new local agency program (LAP) and joint participation agreements (JPA), and emergency agreement contracts. LAP example:

“If agency fails to timely perform its obligations in submitting invoices and documents necessary for the close out of the project and said failure results in a loss of the remaining unbilled federal (FHWA) funding either by federal withdrawal of funds or loss of state appropriation, agency will be responsible for the remaining unbilled federal funds on the project. No other funds will be provided by the department. Agency waives the right to contest such removal of funds by the department, if said removal is directly related to federal (FHWA) withdrawal of funds or loss of state appropriation due to local agency’s failure or nonperformance. In addition to loss of funding, the department will consider de-certification of said agency for future LAP projects.”

The OOC, in consultation with the Office of General Counsel, has updated the Locally Funded Agreements Financial Provisions and Processing, Procedure [350-020-300](#) and the Financial Provisions for All Department Funded Agreements Procedure [350-020-301](#), have been updated to reflect the current boilerplate in the most recently published procedures. In addition, if there is not already a start date in the agreement, language must be added setting a date certain by which the project must begin, or the agreement becomes null and void. There should already be an end date. This will allow the department to pull the funding if the project does not start in a timely manner and FHWA requires the funds to be de-obligated.

## **2. DEPARTMENT FINAL INSPECTION AND ACCEPTANCE FOR EMERGENCY RELIEF (ER) PROJECTS**

There is a final inspection and acceptance website form accessible from the Infonet → Offices → Work Program SharePoint → Work Program Applications → Federal Project Information → Final Acceptance Form, which will link to the following location:

<https://owpb.fdot.gov/federalaid/FinalAcceptance.aspx>

The form should be processed by contract number. All the FPN, the amounts for each financial project, DDIR number(s) if applicable, and federal aid numbers will appear and can be selected for inclusion in the automated form. This form has been updated to be consistent with the official FDOT form but does not yet have an electronic signature field capability in the application. Printing to .pdf and signing electronically can be accomplished with a variety of FDOT standard software like Nuance or Adobe. This form was primarily developed to expedite final acceptance or emergency projects.

Final inspection and acceptance for a contract that has more than one FAP No. or multiple projects that will be completed at different times may be closed by FPN. When the contract number is

entered, the form will be populated with all of the associated phase/project(s) which are associated to that contract number and only those portions of the contract that are being final accepted should be selected. If all of the associated FPN are not selected, when the print suitable format button is selected, a note will be automatically inserted indicating: Note: This is a partial contract closeout.

### **3. INTERSTATE PROJECTS AND CAPACITY WORK MIXES**

Projects on the interstate which are adding capacity through lanes will default to an 80/20 participation rate in FAMS for the soft-match calculation. Projects will still be entered at 100% on the AR detail and the soft match will be displayed on the FAR update screen once the project has been submitted to review.

Projects for the reconstruction or new construction of bridges, interchanges, and over crossings along existing interstate routes, including the acquisition of right-of-way where necessary are not considered capacity and is eligible for 90% participation.

If there is any capacity work on the project that is adding through lanes, we will soft-match at 80/20. The amount of state and local funds associated to the project will affect the actual amount that is recorded for the project for the soft match calculation. Some work mixes are designated as optional, as to whether capacity is being added such as:

0022 - Bridge Replacement;

0238 - Pedestrian/Wildlife Overpass, as to whether capacity is being added; and

8420 - Intermodal Hub.

The FP info page must be updated as to whether capacity is being added, or not, prior to any authorization requests being pulled. The system will not allow a pending authorization until this field has been updated by the district federal aid coordinator. This determination should be made based on the plans and in consultation with the project manager.

The following work mixes have been identified as capacity work types and will default to added capacity in the system. The following work mixes will not allow changing the interstate added capacity value:

0002	NEW ROAD CONSTRUCTION
0020	NEW BRIDGE CONSTRUCTION
0023	BRIDGE-REPLACE AND ADD LANES
0025	BRIDGE-REHAB AND ADD LANES
0213	ADD LANES & RECONSTRUCT
0218	ADD LANES & REHABILITATE PAVEMENT
0237	ADD MANAGED LANES
0547	ADD THRU LANE(S)
2000	RIGHT OF WAY - FUTURE CAPACITY

9982      PRELIM ENG FOR FUTURE CAPACITY

#### **4. PAYBACK PHASES FOR LOCAL GOVERNMENT REIMBURSEMENTS**

A note should be added on the Federal Project Information (FP Info) screen in FAMS indicating that the A8 phase does not need to be associated if it is part of a local government reimbursement.

#### **5. EDIT ERRORS**

Any edit error that cannot be corrected must include a legitimate explanation to proceed with federal aid authorization. Certification and transmission of projects with edit errors will be evaluated by the FAMO coordinators in central office on a case-by-case basis.

#### **6. ESTIMATING FUEL OVERRUNS**

FHWA has approved authorizing the estimated fuel/bituminous overruns that are expected to occur over the lifecycle of a construction project. These will be tracked by pay item and activity 209 and will periodically be adjusted to actual amounts as other modifications to the project are needed. This should reduce the number of authorization requests for the project in the because the funds would be authorized in advance.

Please do not encumber these amounts. The OOC's current process will continue, and they will be paid as unencumbered disbursements.

Please indicate in the FAMS comments the amount of the modification and that the increase is for "anticipated fuel/bituminous adjustments." The estimate should be added to the phase 52 of the construction project based on current prices and the remaining term of the contract.



## PART V - CHAPTER 1: PRODUCTION MANAGEMENT

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## **Part V - Chapter 1: Production Management**

### **A. INTRODUCTION**

Over the fiscal year, production management (PM) monitors and reports on how well the Florida Department of Transportation (department) accomplishes its planned projects. It is the department's goal to measure performance and use the results to guide decision making processes at all levels. This feedback helps produce informed decisions on transportation systems, agency operations, and program outcomes. All of which allow the department to deliver top-notch products while exercising accountability and maximizing the efficient use of taxpayer dollars.

Duties and responsibilities of the central office (CO) production management office:

- Plans processing
- Performance and production reporting based on the department's annual lockdown plan
- Statewide scheduling for letting coordination
- Provide information to the Florida Transportation Commission (FTC) and assist the FTC with its annual evaluation of the department
- Monitor and report on the following:
  - Right of way
  - Maintenance
  - Construction
  - Consultant acquisition
  - Estimates
  - Advanced production
  - Federal aid obligations
  - Addenda and revision

### **B. LOCKDOWN PLANS**

#### **1. OVERVIEW**

The lockdown plan is based on the first year of the adopted work program. The lockdown plan lists the funded and scheduled transportation projects the department plans to deliver between July 1<sup>st</sup> and June 30<sup>th</sup>. In other words, it's FDOT's "to-do list" for the fiscal year. The department uses the lockdown plan as a baseline to determine how well it accomplishes projects with respect to cost and schedule.



The lockdown plan consists of the following:

- Consultant acquisitions (Including Local Agency Programs)
- Lettings (Including Local Agency Programs)
- Right of way activities
- Maintenance

## **2. LETTINGS (INCLUDING LOCAL AGENCY PROGRAMS)**

The letting plan consists of scheduled lettings for the fiscal year greater than \$100,000. Projects added after the lockdown plan has been finalized are defined as added projects. The letting plan illustrates awarded construction projects along with their associated planned cost estimates and scheduled delivery dates. To report purposeful use of funds, all phase 58 programming in the year in which the funding is programmed will be included just like consultant contracts.

- The FDOT letting targets:
  - Award at least 95% of the department's planned construction projects
  - Stay within 5% of planned estimates

Credit is given in the month the awarded project was let.

Lettings consist of:

- Phase 52 (Phase 58 for Local Agency Programs (LAP))
- Contract class 1, 5, 7, and 9
- Program areas:
  - Roadway
  - Bridge
  - Bridge repair
  - Roadway resurfacing
  - Safety
  - Traffic operations
- Transportation systems 1-7, 16 (highways and bridges)
- Excludes fund allocation type 4 (non-budgeted)
- Excludes push-button contracts

### **3. CONSULTANT ACQUISITIONS (INCLUDING LOCAL AGENCY PROGRAMS)**

The consultant plan captures how well the department negotiated consultant projects according to the planned cost and schedule.

- Consultant acquisition targets:
  - At least 95% of the department’s planned consultant projects
  - Within 5% of the planned estimate

The consultant plan consists of:

- New contracts
- Planned supplemental agreements
- Task work orders greater than \$100k scheduled for encumbrance

After finalizing the lockdown plan, new consultant contracts, supplemental agreements, and task work orders over \$100k will be reported as “added production.”

The consultant acquisition plan consists of:

- Phases 12, 22, 32, 42, 62 (x8 LAP)
- Transportation systems 1-7, 13, 16
- Excludes: Program numbers 40, 96, IS, SD, and fund allocation type 4 (non-budgeted)

Credit is given in the month funds are authorized and committed against the original plan.

## **C. Scheduling**

### **1. OVERVIEW**

Districts perform scheduling and management of projects in the work program using Primavera software. CO provides assistance and oversight of this process. Accurate scheduling ensures timely project delivery and a balanced workload of projects throughout the year. Not only does the balanced workload yield a steady workflow, but it also helps increase competitive bidding on projects.

Current project schedules allow planning for program support activities and activities associated with funding. Project scheduling is a decentralized function performed by the districts with oversight from CO. PSM is the database that uses information from Primavera for scheduling and reporting requirements. PSM integrates with departmental systems, including those in the Office of Comptroller (OOC), the Federal Aid Management Office (FAMO), and the Office of Work Program and Budget (OWPB).

The department must obligate federal funds within the federal fiscal year to ensure maximum benefit. The FAMO uses the obligating authority (OA) report (using PSM schedules) to determine when to expect the authorization of the federal funds. The districts, CO PM, and FAMO monitor the PSM schedules monthly to ensure scheduling of federally funded project activities. Scheduling will occur in the same fiscal year as they are programmed in the work program. All phases listed in Section G of this chapter must have the defined activity event (AE) programmed in PSM.

Critical timeframes for uploading schedules:

- Plans processing for monthly letting (monthly)
- Federal aid obligation authority plan (monthly)
- Reviewing of the tentative work program (annually)
- Statewide lockdown plans (annually)

In preparation for the central office review, all projects within the five-year work program should have complete schedules loaded in PSM. PM reviews the letting plan and consultant acquisition plan to ensure balanced lettings in terms of dollars, type of work, and number of projects let each month, including consultant phases (12, 22, 32, 42, and 62).

Mandatory activity events for the consultant and letting plan:

- AE 253 Planning contract executed – Phase 12 (PLN)
- AE 239 Project development and environmental (PD&E) contract executed – Phase 22 (PDE)
- AE 233 PE contract executed – Phase 32 (PE)
- AE 127 R/W consultant contract executed – Phase 42 (R/W)
- AE 280 Letting date or AE 283 Open design-build bid – Phase 52 (CST)
- AE 203 Construction engineering and inspection (CEI) Consultant contract executed – Phase 62 (CEI)

## **2. PROGRAMMING GUIDELINES**

Project schedules must remain in PSM even after completion of all project phases. Various departmental systems use PSM activity events. Removal of these schedules may have adverse effects on dependent systems.

Any project with R/W phases programmed in the first five years of the tentative work program must have a R/W schedule in PSM. Completion must occur prior to AE 204 (production date), except for design-build contracts.

On design-build projects (CC9), districts will ensure that R/W activities are complete. Districts will confirm the issuance of a R/W certification for construction (AE 255) prior to the start of construction.

Design-bid projects (CC1 and CC7) with a 30 day advertisement require scheduling of R/W certification for construction (AE 255) at least 60 days prior to the letting date (AE 280).

Design-bid projects (CC1 and CC7) with a 60 day advertisement must have the 60DA item group identifier.

On lump sum projects that require a pre-bid meeting and have a 60 day advertisement, R/W certification for constructions (AE 255) must be scheduled at least 90 days prior to the letting date (AE 280).

See the Right of Way chapter of these instructions for phase detail and scheduling guidelines.

See required activity event codes referenced in Section G.

## **D. ADVANCED PRODUCTION POTENTIAL (APP)**

### **1. APP OVERVIEW**

The APP report provides a list of projects eligible for advancement in order to maintain production readiness should funds become available. The department occasionally receives unexpected funding during the fiscal year. This, along with low bids, creates the need for advanced production to consume the available funds.

The districts will maintain a list of prioritized projects of all phases. Projects on the APP report must be able to advance as shown. The current scheduled activities must be maintained as programmed in FM until the project is advanced.

There are two versions of this report, the APP and APP+:

- APP consists of projects available to advance that exclude SIS capacity projects
- APP+ consists of projects available to advance that are SIS projects with a capacity work mix that excludes program numbers 39, 52, 61, 78, and SB.

### **2. APP CRITERIA**

Criteria to add projects to the APP:

- Projects eligible to advance.
- Projects programmed in one of the following versions: AD, G1, AM, or CA.
- “APP” item group identifier added to the WP03 screen in FM.
- All contract classes, except CC8 (boxes).

- Must include comments (maximum of 60 characters) using activity event 600 to communicate priority and benefit to the state or region. Establish priority designation in the comments and list in numerical order (#01, #02, #03).
- The funding need amount must be in Present Day Costs (PDC).
- Schedule APP “approve by date” activities (AE 501-509) and APP “advance date” activities (601-609) with the appropriate activities for each phase to indicate the month/year to which the phase group can be advanced (See Section G.).
- System preservation type projects are not eligible, i.e., resurfacing, bridge replacement, and trails.

Example: A project scheduled for Phase 32 execution (activity 233) in FY2025 and scheduled for letting date (activity 280) in FY2026. District leadership decides this project can advance a year. So now enter both an approval date and an APP date for both the phase 32 execution (50332xxxx and 60332xxxx) and the letting (50552xxxx and 60552xxxx).

### **3. APP REPORTING**

The APP can show different attributes based on what information is required.

Report Options:

- 6 year detail: lists projects designated as APP for 6 years.
- 6 year summary: produces a table for the projects designated as APP, by district and phase grouping.
- 11 year detail: list projects designated as APP in current year plus 10 years.
- 11 year summary: produces a table for the projects designated as APP, by district and phase grouping.

Show Options:

- Show SIS capacity projects only (APP+): Displays SIS projects with a capacity work mix.
- Exclude SIS capacity projects (APP): Displays all projects excluding SIS projects with a capacity work mix.
- Show all: Displays all projects designated APP.

Additional Information:

- If “Approve By Date” is within 30 days of expiring, it will be highlighted in orange.
- If “Approve By Date” has expired, it will be highlighted in red.

- An extra column titled “> 20XX” is included to indicate additional funding beyond the years selected.
- Construction and CEI estimates are calculated using the inflation factor for the year into which the project is being advanced.
- All trailing phases in the project pipeline should be shown based on the potential advanced date of the previous phase.

#### **4. APP MAINTENANCE**

The districts will review and update the APP report monthly, per executive policy. Maintenance of the APP includes but is not limited to:

- Confirm readiness of projects and schedules for advancement. If approval date has passed, enter a new approval date or remove the APP designation.
- Verify project phase alignment in FM. For example, if phase 56 construction utility has been programmed then it needs to be added to the APP.
- Verify project coordination and identify any let together (G/W) projects and projects following or adjoining projects.
- If a project phase gets funded for advancement, replace the item group APP with item group APYY (YY represents the fiscal year that funding has been advanced / programmed to). Use APP in addition to APYY for any additional phases that could be advanced.
- Current scheduled activities should remain as programmed in FM.
- Delete the item group APP for projects removed from the APP Report and remove PSM activities from the schedule.

#### **5. APP EXECUTIVE TRACKING AND REPORTING**

When applicable, advanced production potential will be assessed and reported during the monthly performance review.

Central office runs the APP report during the first full work week of each month. For monthly performance review, CO PM will separate the APP report into two categories: APP+ and APP.

### **E. LETTING PROCESS**

#### **1. OVERVIEW**

CO PM processes federally funded construction contracts (phase 52) to be let in Tallahassee as contract class 1. Effective July 1, 2016, the districts will let all solely state-funded construction contracts as contract class 7. Refer to Procedure 375-000-001 Road and Bridge Contract Procurement for exceptions. Design-build contracts are let in the district as contract class 9.

The construction letting process for CO lettings (CC1) starts with the critical dates chart. This chart reflects monthly letting dates for Tallahassee let projects and provides the critical milestone dates to ensure successful lettings. These milestones begin with the electronic transmittal of contract packages to Tallahassee (plans, specifications, and bidding documents) by the districts. The milestones end with the actual letting date.

As of July 1, 2016, the following require 60-day advertisements. This requirement extends to phase 52 regardless of state or federal funding:

- Contracts which include a mandatory pre-bid meeting
- Contracts which include projects with the following work mixes
  - 0023 Bridge – Replace and Add Lanes
  - 0025 Bridge – Rehabilitate and Add Lanes
  - 0213 Add Lanes and Reconstruct
  - 0218 Add Lanes and Rehabilitate Pavement
  - 0236 Interchange Add Lanes

The Assistant Secretary of Engineering and Operations may issue exceptions on a case-by-case basis.

CO PM tracks CO lettings using the processing list. The processing list tracks all required documents and approvals needed for a CC1 advertisement. This web-based application refreshes each night with updated project information.

CO PM verifies every project scheduled for each letting meets all state and federal requirements. CO PM verifies the Contract File Index (CFI) documents which include:

- PE certification
- Permit transmittal memo
- Railroad clear letter
- Certification for construction
- Utility certification
- Status of environmental certification
- Calendar day recommendation

Other offices also supply check points and verify information on the processing list including: Federal Aid Management Office, State Estimates Office, Program Management Office, Office of Right of Way, and Central Office Contracts.

PM will advise the Contracts Administration Office of projects authorized for advertisement. This requires a completed contract package, approved PS&E package, state and federal funds approved and authorized, and local funds on deposit if applicable.

## **F. PRODUCTION MANAGEMENT REPORTING**

Each month CO and district staff provide status updates to the following:

- Consultant acquisition plans by dollar and number
- R/W program expenditures and certifications
- Advanced Production Potential (APP) and APP+ (by exception)
- Work program amendments
- Addenda/Revisions for contract class 1 projects
- Project lettings by dollar and number
- Monthly bid analysis
- Average construction time and cost
- Contract maintenance
- Maintenance rating program
- Average contract execution time
- Federal aid highway program

## **G. PROJECT SCHEDULE AND MANAGEMENT (PSM): ACTIVITY TO PHASE CROSSWALK**

Phase	Phase Description	PSM Activity Number or Activity Event (AE)	Activity Description
<b>Standard Activities</b>			
12	Planning Consultant	253	Planning Contract Executed
22	PD&E Consultant	239	PD&E Contract Executed
31	PE In-House	250	PE Begin
32	PE Consultant	233	PE Contract Executed
4B	R/W Service Contract	349	R/W Service Contract Executed



Phase	Phase Description	PSM Activity Number or Activity Event (AE)	Activity Description
41	R/W In-House	268	Documents to Right of Way
42	R/W Consultant	127	Right of Way Contract Executed
43	R/W Purchase	121	Right of Way Contract Negotiation
45	R/W Relocate	129	Right of Way Relocation Work
46	R/W Utility	282	Right of Way Contract Executed
5A	Construction Contract Bonus	166	Alternative Contract Payment
52	Construction Contractor	280 283	Letting Date Design Build Letting Date
54	Construction Grant	853	Construction Grant Executed
56	Construction Utility	205	Construction Utility Contract Executed
57	Construction Railroad	823	JPA to Railroad
62	CEI Contractor	203	CEI Consultant Contract Executed
72	Maintenance Contract	350	Maintenance Contract Executed
82	Operations Consultant	317	Operations Consultant Contract Exec.
84	Operations Grant	825	JPA Encumbered / Committed
92	Capital Consultant	318	Capital Consultant Contract Executed
93	Capital Purchase	318	Capital Consultant Contract Executed
94	Capital Grant	825	JPA Encumbered / Committed
C2	Environmental Consultant	323	Retention/Mitigat. R/W Requirements
C8	Environmental Other Agency	323	Retention/Mitigat. R/W Requirements
<b>Local Agency (LAP)</b>			
18	Planning Other Agency	448	Planning Other Agency
28	PD&E Other Agency	451	PD&E Other Agency
38	PE Other Agency	452	PE Other Agency
48	R/W Other Agency	453	R/W Other Agency
58	Construction Other Agency	454	Construction Other Agency
68	CEI Other Agency	455	CEI Other Agency
78	Maintenance Other Agency	456	Maintenance Other Agency
88	Operations Other Agency	457	Operations Other Agency
<b>Other Required Activities Not Affiliated With The Beginning Of A Particular Phase</b>			
		204	Production Date
		212	Transmit Package for Letting
		370	Plans to District Contract
<b>Advanced Production Potential (APP) Activities</b>			
12	Planning Consultant	<b>50112</b>	APP Approve by Date for PLAN CONSULT
22	PD&E Consultant	<b>50222</b>	APP Approve by Date for PD&E CONSULT
32	Preliminary Engineering Consultant	<b>50332</b>	APP Approve by Date for PRELIMINARY ENGINEERING CONSULTANT

Phase	Phase Description	PSM Activity Number or Activity Event (AE)	Activity Description
36	Preliminary Engineering Consultant-Utilities	<b>50336</b>	APP Approve by Date for PRELIMINARY ENGINEERING CONSULTANT-UTILITIES
38	Preliminary Engineering Other Agency	<b>50338</b>	APP Approve by Date for PRELIMINARY ENGINEERING SERVICES
C2	Environmental Consultant/Contractor	<b>504C2</b>	APP Approve by Date for ENVIRONMENTAL CONSULTANT/CONTRACTOR
C8	Environmental Other Agency	<b>504C8</b>	APP Approve by Date for R/W ENVR MITGTN
4B	R/W Service Contract	<b>5044B</b>	APP Approve by Date for R/W SVCS
42	R/W Consultant	<b>50442</b>	APP Approve by Date for R/W CONSULT
43	R/W Purchase	<b>50443xxxx</b>	APP Approve by Date for R/W PURCHASE
45	R/W Relocate	<b>50445</b>	APP Approve by Date for R/W RELOCATE
46	R/W Utility	<b>50446</b>	APP Approve by Date for R/W UTILITY
52	Construction Contractor	<b>50552</b>	APP Approve by Date for CONSTR
53	Construction Purchase	<b>50553</b>	APP Approve by Date for CONSTR PURCHASE
54	Construction Grant	<b>50554</b>	APP Approve by Date for CONSTR GRANT
56	Construction Utility	<b>50556</b>	APP Approve by Date for CONSTR UTILITY
57	Construction Railroad	<b>50557</b>	APP Approve by Date for PROD CONSTR RR
58	Construction Other Agency	<b>50558xxxx</b>	APP Approve by Date for CONSTR OTHER AGCY
5A	Construction Contract Bonus	<b>5055A</b>	APP Approve by Date for CONSTR CONTR BON
62	CEI Consultant	<b>50562</b>	APP Approve by Date for CEI CONSULTANT
68	CEI Other Agency	<b>50568</b>	APP Approve by Date for CEI OTHER AGENCY
84	Operations Grant	<b>50884</b>	APP Approve by Date for OPERATIONS GRANT
94	Capital Grant	<b>50994</b>	APP Approve by Date for CAPITAL GRANT
12	Planning Consultant	<b>60112</b>	APP Advance Date for PLANNING CONSULT
22	PD&E Consultant	<b>60222</b>	APP Advance Date for PD&E CONSULT
36	Preliminary Engineering Consultant-Utilities	<b>60336</b>	APP Advance Date for PRELIM ENG CONSULT-UTILITIES

Phase	Phase Description	PSM Activity Number or Activity Event (AE)	Activity Description
32	Preliminary Engineering Consultant	<b>60332</b>	APP Advance Date for PRELIM ENG CONSULT
38	Preliminary Engineering Other Agency	<b>60338</b>	APP Advance Date for PRELIM ENG SVCS
C2	Environmental Consultant/Contractor	<b>604C2</b>	APP Advance Date for ENVIRONMENTAL CONSULTANT/CONTRACTOR
C8	Environmental Other Agency	<b>604C8</b>	APP Advance Date for R/W ENVR MITGT
4B	R/W Service Contract	<b>6044B</b>	APP Advance Date for R/W SVCS
42	R/W Consultant	<b>60442</b>	APP Advance Date for R/W CONSULT
43	R/W Purchase	<b>60443</b>	APP Advance Date for R/W PURCHASE
45	R/W Relocate	<b>60445</b>	APP Advance Date for R/W RELOCATE
46	R/W Utility	<b>60446</b>	APP Advance Date for R/W UTILITY
52	Construction Contractor	<b>60552</b>	APP Advance Date for CONSTRUCTION
53	Construction Purchase	<b>60553</b>	APP Advance Date for CONSTR PURCHASE
54	Construction Grant	<b>60554</b>	APP Advance Date for CONSTR GRANT
56	Construction Utility	<b>60556</b>	APP Advance Date for CONSTR UTILITY
57	Construction Railroad	<b>60557</b>	APP Advance Date for CONSTR RR
58	Construction Other Agency	<b>60558</b>	APP Advance Date for CONSTR OTHER AGENCY
5A	Construction Contract Bonus	<b>6055A</b>	APP Advance Date for CONSTR CONTR BONUS
62	CEI Consultant	<b>60562</b>	APP Advance Date for CEI CONSULTANT
68	CEI Other Agency	<b>60568</b>	APP Advance Date for CEI OTHER AGENCY
84	Operations Grant	<b>60884</b>	APP Advance Date for OPERATIONS GRANT
94	Capital Grant	<b>60994</b>	APP Advance Date for CAPITAL GRANT

## **H. REFERENCES**

Section [337.11](#), Florida Statutes

[Procedure 350-020-200, Contract Funds Management Funds Approval](#)

[Procedure 375-000-001-v, Road and Bridge Contract Procurement](#)

[Procedure 575-000-000, Right of Way Manual](#)

[Procedure 600-010-001-f, Preparation of the Authorization/Official Construction Cost Estimate & Contract Bid Review Pkg](#)

[Procedure 625-000-002, FDOT Design Manual](#)

[Procedure 700-000-000, Construction Project Administration Manual](#)

## PART VI - CHAPTER 1: STATE FISCAL RECOVERY FUND (SFRF)

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## **PART VI - CHAPTER 1: STATE FISCAL RECOVERY FUND (SFRF)**

### **A. OVERVIEW**

The American Rescue Plan Act (ARPA) is a federal grant from the US Treasury that provides a substantial infusion of resources to meet pandemic response needs and rebuild a stronger, more equitable economy as the country recovers. The ARPA established the Coronavirus State Fiscal Recovery Fund (SFRF) and Coronavirus Local Fiscal Recovery Fund. SFRF funding to the Florida Department of Transportation (department) is an appropriation from the General Revenue fund as a state budget mechanism. The proviso requires the Chief Financial Officer to transfer \$2,000,000,000 from the General Revenue Fund to the State Transportation Trust Fund in the department to offset revenue losses associated with the COVID-19 pandemic. From these funds, \$1,725,000,000 must be used on state highway system projects, and the department shall place a priority on restoring funding for such projects in the work program that were deferred or deleted under Executive Order 20-275 issued on October 23, 2020. The remaining \$250,000,000 is specifically to support the financial recovery of Florida's ports.

Authorizing legislation includes the American Rescue Plan Act (P.L. 117-2) for the SFRF, Treasury's Terms and Conditions for SFRF, and the General Appropriations Act (Ch. 2021-36, L.O.F.).

The department must ensure that funds are obligated (represents a contractual agreement) by December 31, 2024 and expended (paid out) by December 31, 2026.

### **B. STATE HIGHWAY SYSTEM**

\$1,725,000,000 of the SFRF must be used for state highway system projects. The increased project production will improve the movement of people and goods, increase job opportunities in the transportation sector, and aid recovery of impacted industries such as tourism, travel, and hospitality.

#### **1. PROGRAMMING GUIDELINES**

All changes to projects funded with the ARPA fund code must be submitted for approval by the Assistant Secretary of Engineering and Operations and the Assistant Secretary of Finance and Administration. The requests should be submitted through the [SFRF Change Log](#).

This process is required for any change to the project that would result in a change in scope (splitting a project up, grouping projects together, changing data attributes on the project definition, changing limits, etc.), schedule (moving the project between fiscal years), or estimate.

- Phase – Program standard phase of work
- Program Number – FR
- Item Group Identifier – ARPA
- Fund Code – ARPA

## **C. SEAPORTS**

This funding is provided specifically to support the financial recovery of Florida’s ports through the America Rescue Plan and the Coronavirus State Fiscal Recovery Fund. The \$250 million in funding is outlined below:

<b>Seaport</b>	<b>Amount</b>
Port Canaveral	\$72,205,076
Port Everglades	\$58,260,881
JAXPORT	\$13,716,224
Port Manatee	\$4,885,564
PortMiami	\$66,901,040
Port of Fernandina	\$806,772
Port of Fort Pierce	\$806,772
Port of Key West	\$5,018,855
Port of Palm Beach	\$4,050,839
Port of Panama City	\$806,772
Port of Pensacola	\$806,772
Port of St. Joe	\$806,772
Port St. Pete	\$806,772
Port Tampa Bay	\$20,120,889
<b>Total</b>	<b>\$250,000,000</b>

By providing operating assistance to seaports, the flow of goods into and out of Florida Ports continued without interruption, allowing Florida to be a key solution to supply chain concerns caused by the pandemic.

### **1. PROGRAMMING GUIDELINES**

- Phase – 84
- Program Number – PA
- Item Group Identifier – ARPA
- Fund Code – ARPA
- Description – “Coronavirus State Fiscal Recovery Fund - Port of \_\_\_\_\_”

## **D. SMALL COUNTY OUTREACH PROGRAM**

Pursuant to the 2022 Legislative Session and the General Appropriations Act effective July 1, 2022, the nonrecurring sum of \$50 million from the General Revenue Fund is appropriated to the FDOT for county transportation programs. Of that amount, \$30 million is allocated for the SCOP Program under Section [339.2818](#), F.S.

For eligibility criteria and FDOT managed versus county managed programming, see Part III Chapter 31 Small County Outreach Program.

**1. PROGRAMMING GUIDELINES**

- Fund code – ARSC
- In-house phases are not eligible for ARSC funds.
- Program number – SC
- Item Group Identifier – ARPA

**E. SMALL COUNTY RESURFACING ASSISTANCE PROGRAM**

Pursuant to the 2022 Legislative Session and the General Appropriations Act effective July 1, 2022, the nonrecurring sum of \$50 million from the General Revenue Fund is appropriated to the FDOT for county transportation programs. Of that amount, \$20 million is allocated for the SCRAP Program under [Section 339.2816, F.S.](#)

For eligibility criteria and FDOT managed versus county managed programming, see Part III Chapter 32 Small County Road Assistance Program.

**1. PROGRAMMING GUIDELINES**

- Fund code – ARSR
- In-house phases are not eligible for ARSR funds.
- Program number – SR
- Item Group Identifier – ARPA

**F. UNAUTHORIZED ALIENS**

A nonrecurring sum of \$12,000,000 from the General Revenue Fund is appropriated to the department, for implementing a program to facilitate the transport of unauthorized aliens from this state consistent with federal law. The department may, upon the receipt of at least two quotes, negotiate and enter into contracts with private parties, including common carriers, to implement the program. The department may enter into agreements with any applicable federal agency to implement the program. The term "unauthorized alien" means a person who is unlawfully present in the United States according to the terms of the federal Immigration and Nationality Act, 8 U.S.C. ss. 1101 et seq. The term shall be interpreted consistently with any applicable federal statutes, rules, or regulations.

**1. PROGRAMMING GUIDELINES**

- Phase – Program standard phase of work



- Program Number – FR
- Item Group Identifier – ARPA
- Fund Code – ARAL

## **G. REFERENCES**

[SFRF Change Log](#)

[Section 339.2818, F.S.](#)

[Section 339.2816, F.S.](#)

American Rescue Plan Act (P.L. 117-2)



# Office of Work Program and Budget

## Program Allocation Guide

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Section 3-----	Obligating Authority Constraints
Section 4-----	Federal Fund Allocations
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Section 6-----	District Dedicated Revenue
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### Introduction

This guide describes the processes, assumptions, and requirements used to develop the Work Program Fund Allocations of the Florida Department of Transportation.

It is best viewed as the funding mechanism which implements the department's Program Plan. The funding plan is transmitted in the form of a document entitled "Schedule A" (see sections 4 and 5). Schedule A specifies and distributes the estimated funds legally available in the current and ensuing five years.

Legally apportioned funds are subsequently constrained by Obligating Authority (OA) limits imposed by the Congress and the Federal Highway Administration.

The department uses the term 'Obligating Authority Constraint' to designate the shortfall, i.e., the difference between Apportionments and Obligating Authority.

OA constraints are shown in Obligating Authority Constraints Section 3. They are displayed in the Program Accomplishment Report (PAR) as a deduction from Apportionments. OA is not distributed by formula or law, except that a proportional share must be made available to urban areas. It is strategically assigned to protect or optimize program and production levels. Section 3 explains the Obligating Authority Plan.

2025 Allocations and Suballocations are based on the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021 and provides obligation authority through September 30, 2025

### Section 1 - Fund Distribution Factors

The model, Master Tables - Fund Distribution Factors, records the fund distribution factors which are used to allocate work program funds in accordance with state and federal law and policy. The legal authority and method for each fund is detailed in Exhibits 1-3 in Appendices, Work Program Fund Allocations. The model includes:

- 1 The Statutory Formula table is updated annually from data supplied by the Finance, Program and Resource Allocation staff of the Office of Work Program and Budget. Currently, the data is a spreadsheet titled "Schedule A Allocations" which details population and collections by county, and then rolls up the information by District. The

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new formula is applied to future years only, since the current year went to public hearing under the old formula.

- 2 The Population Shares table reflects data from the 2020 U.S. Census.
- 3 The Resurfacing Needs table is provided by the Program and Resource Allocation Staff in the Office of Work Program and Budget. The data is based upon the latest resurfacing need inventory and analysis.
- 4 The DIHT (State 100% in-house product support and indirect cost) table is used when computing the district's individual shares of DS funds. Since 1996, the DIH shown in Schedule A is based upon direct cost only. In the DS formula, it was the intent of the department to distribute DS based upon the total of available district DS plus total DIHT, including overhead, multiplied by the statutory formula and less the individual district's DIHT. The DIHT table combines each district's direct and indirect costs.

### **Section 2 - Apportionments**

The Schedule of Available Funds records estimated IIJA Apportionments using the Federal Aid Revenue Forecast prepared by the Office of Work Program and Budget. In the Schedule of Available Funds:

- 1 Actual current year Apportionments are recorded when received from FHWA on, or about, October, annually.
- 2 The HP and HR program percentage levy, which is required by the IIJA to be deducted from the Apportionments, is performed.
- 3 Any approved IIJA transfers on the federal books, made at the state's request, are shown in federal dollars.
- 4 Releases of Obligor Authority versus Apportionments are also recorded.
- 5 The various suballocations of the Carbon Reduction, Surface Transportation Block Grant and Transportation Alternative Programs required by the IIJA are computed. Exhibit 3 provides a detailed suballocation logic diagram.

The final apportionment table is published in the Work Program Instructions Appendix A.

### **Section 3 - Obligor Authority Constraints**

The Obligor Authority Plan, performs the following functions:

- 1 Records the estimated Obligor Authority provided by the Office of Work Program and Budget, DOT.
- 2 Updates the current year when a formal obligor release letter is received from the FHWA.
- 3 Applies the OA constraints against the programs in such a fashion as to preserve previously approved projects and production levels wherever possible, in accordance with the strategic and policy actions of the DOT Executive Board.

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- 4 Utilizes internal balancing controls to show that no more, or no less, than the authorized constraints are assigned.

### **Section 4 - Federal Fund Allocations**

The model produces the federal funding portion of Schedule A and performs the following functions:

- 1 Records the balance forward in each federal fund from the Federal Aid Reconciliation model (Annual Recon) and any subsequent adjustments thereto.
- 2 Records current year apportionments provided by FHWA and the department's future year estimates of apportionments. Distributes same in accordance with law and department policy, respectively.
- 3 Constructs upload records to record these distributions in the department's Program Accomplishment Report (PAR).

### **Section 5 - State Fund Allocations**

The model provides that portion of Schedule A which deals with non-federal funds and records or calculates the distribution of non-federal funds under the control of the department. These include the State Transportation Trust Funds and Bond funds. The State Funds model includes:

- 1 Right of Way and Bridge Bonds funds (BNxx) reimbursed by bonds are provided by the Office of Work Program and Budget.
- 2 Public Transportation - needs-based programs, required uses of 100% State (DPTO) and District Dedicated Revenue (DDR), and the Ports program (PORT) are developed by the Public Transportation staff in conjunction with the Office of Work Program and Budget.
- 3 Funding detail for the Commission for the Transportation Disadvantaged is provided by their staff.
- 4 The Small County Road Assistance Program (SCRAP) (a.k.a. Small County Resurfacing Assistance (SCRA) Funding is allocated to the individual "Small Counties" having a population of 75,000 or less according to the 1990 Census Data. In addition, at a minimum these "Small Counties" must have enacted the maximum rate of the Local Option Fuel Tax authorized by 335.025(1)(a) F.S. (i.e., at least 6%) to receive these funds.

The Small County Outreach Program authorized in s. 339.2818, F.S. has been modified over the years. In 2000, when the program was created, counties were eligible if they had a population of 150,000 or less based on the most recent official population estimates. The population threshold has changed over the years. For FY 2015-16, the Implementing Bill (SB 2502A, section 62) increased the threshold to 165,000 or less. Beginning in FY 2016-17, HB 7061 (Ch. 2016-239, s. 45, Laws of Florida) increased the threshold to 170,000 or less. (The Implementing Bill also contained the change in the population threshold.) Beginning in FY 2019/20, HB 905 (Ch. 2019-153, s. 7, Laws of Florida) increased the threshold to 200,000 or less.

Funding for the program has expanded as well. There are currently five funding sources for the Small County Outreach Program. A separate fund code has been established for each revenue source:

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- Local Option Fuel Tax (Ch. 2000-257, s. 5, Laws of Florida) (Fund code SCOP);
- Documentary Stamp Tax (s. 201.15(4)(a)2., F.S.) (Fund code GRSC);
- Motor Vehicle Title Fees (s. 339.0801, F.S.) (Fund code SCED);
- Motor Vehicle Registration transactions, initial registration fee which is also known as “wheels on the road” fee (s. 320.072(4)(c), F.S.) (Fund code SCWR); or
- State Fiscal Recovery Funds have been provided for this program in FY 2023 (Chapter 2022-156, Sec. 197, LOF) (Fund code ARSC).

Allocations for this program are made to the districts based on the number of eligible counties. However, preference is given to counties impacted by hurricanes for the portion which comes from motor vehicle license taxes (s. 338.2278(8), F.S.).

The official population estimates as of April 1 each year are published by the Office of Economic and Demographic Research (EDR) late October or early November.

The Rural Areas of Economic Opportunity (SCRC) funds are made available for eligible municipalities and communities within rural areas of economic concern, as designated by the Governor.

- 5 District Dedicated Revenue (DDR) is a straight-forward representation of SCETS tax actual receipts less commitments plus estimated receipts -- attributed to individual counties within the department's districts. Schedule A -- State Fund Allocations reflects the district amounts, whereas the DDR Report shown in Section 6 provides the county detail. Beginning in 2012, the department made a policy decision to soft match the SU Federal Funds. Since SU Funds will be soft matched, the need to use DDR to match SU was eliminated.
- 6 100% State Funds for the Districts (DS) are comprised of needs-distributed or adjustment components (Resurfacing, Non-Formula DS and Rental car fees) and a remainder, known as Regular DS distributed by Statutory Formula.
- 7 All other program levels are developed by the Office of Work Program and Budget. Once these levels have been represented as supported in the Finance Plan of the Office of Work Program and Budget and the Comptroller's Cash Forecast, they are distributed in Schedule A - State Fund Allocations, in accordance with law and policy.
- 8 Section 320.072, F.S. was amended in 2015 to provide the STTF with a greater portion of the proceeds from motor vehicle registration fees. The statute specifies how the proceeds are to be used:
  - \$25 Million is to go for a non-motorized trail network (TLWR)
  - 3.4% for New Starts Transit (NSWR)
  - 5% for the Small County Outreach Program (SCWR)
  - 20.6% for the Strategic Intermodal System (SIWR)
  - 6.9 % for the Transportation Regional Incentive Program (TRWR)
- 9 In 2021 SB 100 (Ch 2021-161, LOF) was signed into law which repeals s.338.2278, F.S. aka MCORES And directs the department to use motor vehicle license fees previously dedicated as MCORES for three arterial programs which are created in the bill.

## **Office of Work Program and Budget Program Allocation Guide**

- The first area is an upgraded arterials program (s. 339.66, F.S.) which seeks to make targeted improvements to improve traffic flow by providing alternatives to signaled intersections.
- The second area is to make improvements to US 19 between the end of Suncoast Parkway north to I-10 Madison County. (s.339.67, F.S.). The intent is to make improvements to congestion points and provide grade separations- alternatives to signalized intersections.
- The third area is the Arterial Rural Highway Projects or emphasis area (s. 339.68, F.S.). This program applies to 2 lane arterial roads which have more than 15% truck traffic. The department is required to allocate at least \$20M/year to expand those roads to 4 lanes.

The bill also makes changes to the use of tag and title fees revenue which was increased in 2012. S. 339.0801, F.S. previously required the department to allocate \$35M/Year for feeder roads, structures, interchanges, appurtenances, and other rights to create or facilitate access to the existing turnpike system. The SB100 removes this requirement and redirects the \$35M/year to the Strategic Economic Corridors Program for the purpose of connecting major markets within this state and other states, which focus on job creation, and which increase the state's viability in the national and global markets.

### **Section 6 – District Dedicated Revenue (DDR)**

The DDR model is designed to show sources and uses of State Comprehensive Enhanced Transportation System (SCETS) tax revenues by county.

- 1 The model is also data-linked to a "Use" file downloaded from the WPA database on the mainframe.
- 2 DDR data is dependent upon receipt of final year-end data from the Department of Revenue, but is usually available on, or about, August 15 of each year.

### **Section 7 - Schedule A - Work Program Fund Allocations**

Contains basic explanations of the legal and policy basis for fund allocations and distributions used in Schedule A.

### **Exhibits - Fund Matrices and Logic**

Current allocated funds are listed and described in the exhibits to the procedures.





## Schedule A - Fund Distribution Factors

### Statutory Formula

Source: FDOT OWPB Finance, Program and Resource Allocation, Last Update: 08/15/2024

District	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
01	14.97%	15.02%	15.02%	15.02%	15.02%	15.02%
02	11.36%	11.43%	11.43%	11.43%	11.43%	11.43%
03	7.37%	7.35%	7.35%	7.35%	7.35%	7.35%
04	18.04%	17.85%	17.85%	17.85%	17.85%	17.85%
05	21.73%	21.89%	21.89%	21.89%	21.89%	21.89%
06	11.86%	11.76%	11.76%	11.76%	11.76%	11.76%
07	14.68%	14.70%	14.70%	14.70%	14.70%	14.70%
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

### Population Share

Source: U.S. Census Bureau, 2020 Census

#### Statewide

District	Population	% Based on Population for All Areas
01	3,134,110	14.55%
02	2,254,791	10.47%
03	1,496,947	6.95%
04	4,084,011	18.96%
05	4,454,569	20.68%
06	2,784,641	12.93%
07	3,329,118	15.46%
<b>Total</b>	<b>21,538,187</b>	<b>100.00%</b>

#### Transportation Management Areas (TMA's)

District	Population	% Based on Population for All Areas	% Based on Population for TMA's
01	2,334,811	10.84%	13.46%
02	1,461,125	6.78%	8.42%
03	857,506	3.98%	4.94%
04	3,836,831	17.81%	22.12%
05	3,395,810	15.77%	19.57%
06	2,678,436	12.44%	15.44%
07	2,783,392	12.92%	16.04%
<b>Total</b>	<b>17,347,911</b>	<b>80.5449%</b>	<b>100.00%</b>

**Transportation Management Areas (TMA's)  
Population Greater Than 200,000**

District	TMA		Population	% Based on Population for All Areas	% Based on Population for TMA's
01	X01	Cape Coral	599,242	2.78%	3.45%
01	X02	Bradenton--Sarasota--Venice	779,075	3.62%	4.49%
02	X03	Jacksonville	1,247,374	5.79%	7.19%
03	X04	Pensacola--AL	378,359	1.76%	2.18%
04	X05	*Ft. Lauderdale--Hollywood--Pompano	1,944,223	9.03%	11.21%
04	X06	*W Palm Bch--Boca Raton--Delray	1,454,863	6.75%	8.39%
05	X07	Daytona Beach--Palm Coast--Ponce	402,126	1.87%	2.32%
05	X08	Palm Bay--Melbourne	510,675	2.37%	2.94%
05	X09	Orlando	1,853,896	8.61%	10.69%
06	X10	*Miami	2,678,436	12.44%	15.44%
07	X11	Tampa	2,783,045	12.92%	16.04%
01	X12	Bonita Springs--Estero	425,675	1.98%	2.45%
03	X13	Tallahassee	252,934	1.17%	1.46%
04	X14	Port St. Lucie	437,745	2.03%	2.52%
01	X15	Lakeland	277,915	1.29%	1.60%
01	X16	Winter Haven	253,251	1.18%	1.46%
05	X17	Kissimmee--St. Cloud	418,404	1.94%	2.41%
05	x50	Deltona	210,712	0.98%	1.21%
03	x51	Navarre--Miramar Bch--Destin	226,213	1.05%	1.30%
02	x52	Gainesville	213,748	0.99%	1.23%
<b>Total</b>			<b>17,347,911</b>	<b>80.54%</b>	<b>100.00%</b>

\* Consolidated into Miami TMA by 2020 Census

\*\* The difference in population from district rollup and TMA breakdown totals is 11,813 from Alabama included in the Pensacola-AL TMA

**Non-TMA's**

District	Population	% Based on Population for All Areas	% Based on Population for Non- TMA's
01	799,299	3.71%	19.08%
02	793,666	3.68%	18.94%
03	639,441	2.97%	15.26%
04	247,180	1.15%	5.90%
05	1,058,759	4.92%	25.27%
06	106,205	0.49%	2.53%
07	545,726	2.53%	13.02%
<b>Total</b>	<b>4,190,276</b>	<b>19.4551%</b>	<b>100.00%</b>

**Rural Area**

**Population Less Than 5,000**

District	Population	% Based on Population for All Areas	% Based on Population for Rural Areas
01	295,988	1.37%	16.03%
02	523,597	2.43%	28.36%
03	399,363	1.85%	21.63%
04	47,639	0.22%	2.58%
05	372,100	1.73%	20.15%
06	34,198	0.16%	1.85%
07	173,579	0.81%	9.40%
<b>Total</b>	<b>1,846,464</b>	<b>8.5730%</b>	<b>100.00%</b>

**Non-TMA Med Sub-Urbanized Area  
Population 5,000 to Less Than 50,000**

District	Population	% Based on Population for All Areas	% Based on Population for Sub- Urbanized
01	171,588	0.80%	29.76%
02	127,478	0.59%	22.11%
03	78,018	0.36%	13.53%
04	35,188	0.16%	6.10%
05	39,141	0.18%	6.79%
06	72,007	0.33%	12.49%
07	53,214	0.25%	9.23%
<b>Total</b>	<b>576,634</b>	<b>2.6773%</b>	<b>100.00%</b>

**Non-TMA Small Urbanized Area  
Population 50,000 to 200,000**

District	Population	% Based on Population for All Areas	% Based on Population for Small Urbanized
01	331,723	1.54%	18.77%
02	142,591	0.66%	8.07%
03	162,060	0.75%	9.17%
04	164,353	0.76%	9.30%
05	647,518	3.01%	36.64%
06		0.00%	0.00%
07	318,933	1.48%	18.05%
<b>Total</b>	<b>1,767,178</b>	<b>8.2049%</b>	<b>100.00%</b>

**Non-TMA Small Urbanized Area  
Population 50,000 to 200,000**

District	Non-TMA Small Urban Area		Population	% Based on Population for All Areas	% Based on Population for Non- TMA Sm Urban
07	x53	Homosassa Springs--Beverl	96,729	0.45%	5.47%
05	x54	Lady Lake--The Villages	161,736	0.75%	9.15%
05	x55	Leesburg--Eustis--Tavares	151,523	0.70%	8.57%
01	x56	North Port--Port Charlotte	199,998	0.93%	11.32%
05	x57	Ocala	182,647	0.85%	10.34%
03	x58	Panama City	162,060	0.75%	9.17%
02	x59	St. Augustine	91,786	0.43%	5.19%
04	x60	Sebastian--Vero Beach Sout	174,292	0.81%	9.86%
01	x61	Sebring--Avon Park	63,297	0.29%	3.58%
07	x62	Spring Hill	169,050	0.78%	9.57%
05	x63	Titusville	62,459	0.29%	3.53%
07	x64	Zephyrhills	55,133	0.26%	3.12%
02	x65	Fernandina Bch--Yulee	50,805	0.24%	2.87%
01	x66	Four Corners	92,396	0.43%	5.23%
05	x67	Poinciana	53,267	0.25%	3.01%
<b>Total</b>			<b>1,767,178</b>	<b>8.2049%</b>	<b>100.00%</b>

**Resurfacing Distribution**

Source: FDOT OWPB Finance, Program and Resource Allocation, Last Update: 08/19/2024

(Note: Distribution percentages for FY 2025 did not change.)

Urban			
TMA	FY 2028	FY 2029	FY 2030
X01	4.09%	4.07%	4.19%
X02	6.17%	6.16%	6.33%
X03	13.04%	13.25%	13.44%
X04	5.69%	5.68%	5.84%
X05	4.39%	4.36%	3.23%
X06	3.52%	3.50%	2.59%
X07	3.61%	3.66%	3.70%
X08	3.61%	3.67%	3.70%
X09	7.50%	7.61%	7.68%
X10	5.66%	4.90%	5.93%
X11	19.95%	20.37%	20.42%
X12	1.90%	1.90%	1.95%
X13	3.49%	3.48%	3.58%
X14	1.37%	1.36%	1.01%
X15	3.09%	3.08%	3.16%
X16	4.11%	4.10%	4.22%
X17	1.51%	1.53%	1.54%
X50	1.06%	1.07%	1.08%
X51	3.56%	3.55%	3.66%
X52	2.67%	2.71%	2.75%
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

Non-Urban			
District	FY 2028	FY 2029	FY 2030
01	18.02%	17.47%	18.13%
02	30.81%	30.18%	31.18%
03	28.47%	27.81%	28.66%
04	2.89%	3.56%	2.09%
05	12.53%	12.64%	12.60%
06	1.35%	1.98%	1.39%
07	5.93%	6.37%	5.96%
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

**District In-House**

Source: FDOT OWPB Finance, Program and Resource Allocation, Last Update: 09/19/2024

**Include Direct and Indirect Costs (Fund DIHT)**

District	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
01	27,430,907	28,165,393	28,920,145	29,695,735	30,492,752	31,311,803
02	23,568,909	24,178,974	24,805,401	25,448,642	26,109,161	26,787,437
03	16,778,110	24,168,572	24,817,882	25,485,157	26,170,905	26,875,648
04	37,512,045	38,526,796	39,569,777	40,641,791	41,743,664	42,876,245
05	29,217,930	29,999,469	30,396,363	30,799,163	31,207,968	31,622,878
06	26,226,225	26,931,554	27,656,414	28,401,358	29,166,956	29,953,793
07	23,387,544	23,999,411	24,627,840	25,273,290	25,936,236	26,617,165
<b>Total District</b>	<b>184,121,670</b>	<b>195,970,170</b>	<b>200,793,822</b>	<b>205,745,136</b>	<b>210,827,642</b>	<b>216,044,970</b>

99	51,380,487	52,408,097	53,456,259	54,525,384	55,615,892	56,728,209
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<b>Total</b>	<b>235,502,157</b>	<b>248,378,266</b>	<b>254,250,080</b>	<b>260,270,520</b>	<b>266,443,533</b>	<b>272,773,179</b>
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**Include Direct Costs Only (Fund DIH)**

District	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
01	18,586,781	19,144,384	19,718,715	20,310,277	20,919,585	21,547,173
02	13,868,661	14,284,720	14,713,262	15,154,660	15,609,300	16,077,579
03	9,351,933	16,593,872	17,091,688	17,604,439	18,132,572	18,676,549
04	26,450,992	27,244,522	28,061,858	28,903,713	29,770,825	30,663,950
05	19,718,031	20,309,571	20,512,667	20,717,794	20,924,972	21,134,222
06	18,080,487	18,622,902	19,181,589	19,757,036	20,349,748	20,960,240
07	14,411,663	14,844,013	15,289,333	15,748,013	16,220,454	16,707,067
<b>Total District</b>	<b>120,468,548</b>	<b>131,043,985</b>	<b>134,569,113</b>	<b>138,195,933</b>	<b>141,927,455</b>	<b>145,766,779</b>

99	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
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<b>Total</b>	<b>125,468,548</b>	<b>136,043,985</b>	<b>139,569,113</b>	<b>143,195,933</b>	<b>146,927,455</b>	<b>150,766,779</b>
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Apportionments

			Current Year	Five Year Work Program					Five Year	Current + 5Yr
Fund	Description	unit	2025	2026	2027	2028	2029	2030	WP Total	WP Total
ARDR	American Rescue Plan - SCETS Motor Fuel Tax	\$ K	-	-	-	-	-	-	-	-
ARHF	American Rescue Plan - SHS Motor Fuel Tax	\$ K	-	-	-	-	-	-	-	-
ARPA	American Rescue Plan Act	\$ K	-	-	-	-	-	-	-	-
ARSC	American Rescue Plan SCOP Program	\$ K	-	-	-	-	-	-	-	-
ARSR	American Rescue Plan SCRAP Program	\$ K	-	-	-	-	-	-	-	-
BRTZ	Off NHS Bridges	\$ K	28,135.457	28,135.457	28,135.457	28,135.457	28,135.457	28,135.457	140,677.285	168,812.742
CARB	CRP any area	\$ K	42,866.654	23,323.987	23,323.987	23,323.987	23,323.987	23,323.987	116,619.935	159,486.589
CARL	CRP Urban Area >= 50K and <= 200K	\$ K	3,484.328	3,554.015	3,554.015	3,554.015	3,554.015	3,554.015	17,770.075	21,254.403
CARM	CRP Urban Area >= 5K and < 50K	\$ K	1,136.944	1,159.683	1,159.683	1,159.683	1,159.683	1,159.683	5,798.414	6,935.358
CARN	CRP Rural Area < 5K	\$ K	3,640.656	3,713.469	3,713.469	3,713.469	3,713.469	3,713.469	18,567.345	22,208.001
CARU	CRP Urban Area > 200K	\$ K	34,204.715	34,888.809	34,888.809	34,888.809	34,888.809	34,888.809	174,444.046	208,648.760
CMAQ	Congestion Mitigation and Air Quality Improvement Plan	\$ K	15,408.088	15,716.250	15,716.250	15,716.250	15,716.250	15,716.250	78,581.250	93,989.338
DU	Federal Transit Administration Pass-Thru Funds	\$ K	66,920.504	67,928.580	69,966.437	72,065.430	74,227.393	76,454.215	360,642.055	427,562.559
GFBR	General Funds Bridge Replacement and Rehabilitation	\$ K	44,772.107	44,772.107	44,772.107	44,772.107	3,200.000	-	137,516.321	182,288.428
GFBZ	General Fund - Off National Highway System Bridges	\$ K	7,900.960	7,900.960	7,900.960	7,900.960	-	-	23,702.880	31,603.840
GFEV	General Funds - National Electric Vehicle Formula Program	\$ K	42,185.579	42,185.251	-	-	-	-	42,185.251	84,370.830
GFNP	General Funds NP Federal Relief	\$ K	-	-	-	-	-	-	-	-
GFSA	General Funds STP Any Area	\$ K	-	-	-	-	-	-	-	-
GFSL	General Funds STP Urban Area < 200K	\$ K	-	-	-	-	-	-	-	-
GFSN	General Funds STP Rural Area <= 5K	\$ K	-	-	-	-	-	-	-	-
GFSU	General Funds STP Urban Area >= 200K	\$ K	-	-	-	-	-	-	-	-
HP	Highway Planning	\$ K	37,275.903	38,028.755	38,028.755	38,028.755	38,028.755	38,028.755	190,143.776	227,419.679
HR	Highway Research	\$ K	12,425.301	12,676.252	12,676.252	12,676.252	12,676.252	12,676.252	63,381.259	75,806.560
HSP	Highway Safety Improvement Plan	\$ K	140,557.030	144,187.332	144,187.332	144,187.332	144,187.332	144,187.332	720,936.658	861,493.688
HSPT	Safety Educational Transferred	\$ 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
NFP	National Freight Program	\$ K	68,334.886	69,701.584	69,701.584	69,701.584	69,701.584	69,701.584	348,507.921	416,842.808
NHBR	On NHS Bridges	\$ K	74,827.737	360,025.904	476,902.511	101,545.285	326,257.744	285,899.179	1,550,630.623	1,625,458.360
NHEX	NHPP Exempt	\$ K	31,888.973	31,888.973	31,888.973	31,888.973	31,888.973	31,888.973	159,444.865	191,333.838
NHPP	National Highway Performance Program	\$ K	1,012,489.504	792,986.206	623,291.648	935,873.886	654,955.366	772,421.790	3,779,528.897	4,792,018.401
NHRE	Resurfacing	\$ K	356,797.112	286,320.427	373,440.261	436,215.248	492,421.309	415,313.450	2,003,710.695	2,360,507.807
PL	Metropolitan Planning Program	\$ K	28,985.729	40,737.296	40,737.296	40,737.296	40,737.296	40,737.296	203,686.478	232,672.207
PROT	PROTECT Formula Program	\$ K	74,288.639	110,076.295	75,774.412	75,774.412	75,774.412	75,774.412	413,173.942	487,462.581
RECT	Recreational Trails	\$ K	2,602.532	2,602.532	2,602.532	2,602.532	2,602.532	2,602.532	13,012.660	15,615.192
RED	Redistribution of Certain Authorized Funds	\$ K	15,377.873	-	-	-	-	-	-	15,377.873
RHH	Railroad Highway Hazards	\$ K	10,018.490	9,854.699	9,854.699	9,854.699	9,854.699	9,854.699	49,273.495	59,291.985
SA	STP any area	\$ K	268,585.289	260,435.697	260,435.697	260,435.697	260,435.697	260,435.697	1,302,178.484	1,570,763.773
SAAN	Off NHS Projects	\$ K	-	-	-	-	-	-	-	-
SL	STP Urban Area >= 50K and <= 200K	\$ K	31,761.269	28,938.382	28,938.382	28,938.382	28,938.382	28,938.382	144,691.910	176,453.178
SM	STP Urban Area >= 5K and < 50K	\$ K	10,363.771	9,442.657	9,442.657	9,442.657	9,442.657	9,442.657	47,213.283	57,577.053
SN	STP Rural Area < 5K	\$ K	33,186.266	30,236.728	30,236.728	30,236.728	30,236.728	30,236.728	151,183.640	184,369.906
SR2T	Safe Routes to School Transfer	\$ K	7,000.000	7,000.000	7,000.000	7,000.000	7,000.000	7,000.000	35,000.000	42,000.000
SU	STP Urban Area > 200K	\$ K	311,791.829	284,080.310	284,080.310	284,080.310	284,080.310	284,080.310	1,420,401.552	1,732,193.381
TALL	TAP Urban Area >= 50K and <= 200K	\$ K	4,730.163	4,286.347	4,286.347	4,286.347	4,286.347	4,286.347	21,431.735	26,161.898
TALM	TAP Urban Area >= 5K and < 50K	\$ K	1,543.462	1,398.644	1,398.644	1,398.644	1,398.644	1,398.644	6,993.221	8,536.684
TALN	TAP Rural Area < 5K	\$ K	4,942.386	4,478.658	4,478.658	4,478.658	4,478.658	4,478.658	22,393.288	27,335.674
TALT	TAP Any Area	\$ K	40,062.385	36,303.460	36,303.460	36,303.460	36,303.460	36,303.460	181,517.298	221,579.683
TALU	TAP Urban Area > 200K	\$ K	46,434.738	42,077.915	42,077.915	42,077.915	42,077.915	42,077.915	210,389.574	256,824.312
Total		\$ K	2,926,927.260	2,891,043.618	2,850,896.225	2,852,995.218	2,805,684.114	2,804,710.936	14,205,330.111	17,132,257.371





## Obligation Authority Constraint Revisions

Date	Description
March 27, 2025	FASA2509C Update to distribution to completely constrain Carbon Funds
September 25, 2024	FASA2503B Initial Load



## Obligation Authority Constraint

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year	Five Year Work Program					Five Year	Current + 5Yr
					2025	2026	2027	2028	2029	2030	WP Total	WP Total
NATIONAL HIGHWAY FREIGHT PROGRAM												
NFP	99	-	\$ K	(14,420.757)	(7,526.423)	(1,453.623)	(1,809.574)	(1,247.069)	(1,730.505)	(1,489.120)	(7,729.890)	(15,256.313)
NATIONAL HIGHWAY PERFORMANCE PROGRAM												
NHPP	99	-	\$ K	(179,266.958)	(111,515.863)	(16,537.681)	(16,181.730)	(16,744.235)	(16,260.799)	(16,502.184)	(82,226.630)	(193,742.492)
CARBON REDUCTION PROGRAM, ANY AREA												
CARB	-	-	\$ K	(25,195.179)	(42,866.654)	(23,323.987)	(23,323.987)	(23,323.987)	(23,323.987)	(23,323.987)	(116,619.935)	(159,486.589)
CARB	01	-	\$ K	(2,988.537)	(4,505.328)	(3,503.281)	(3,503.281)	(3,503.281)	(3,503.281)	(3,503.281)	(17,516.406)	(22,021.735)
CARB	02	-	\$ K	(5,330.174)	(8,937.356)	(2,666.976)	(2,666.976)	(2,666.976)	(2,666.976)	(2,666.976)	(13,334.879)	(22,272.235)
CARB	03	-	\$ K	(8,984.136)	(12,411.958)	(1,713.518)	(1,713.518)	(1,713.518)	(1,713.518)	(1,713.518)	(8,567.590)	(20,979.548)
CARB	04	-	\$ K	(493.846)	(4,477.476)	(4,162.168)	(4,162.168)	(4,162.168)	(4,162.168)	(4,162.168)	(20,810.838)	(25,288.314)
CARB	05	-	\$ K	(3,829.428)	(5,392.581)	(5,105.728)	(5,105.728)	(5,105.728)	(5,105.728)	(5,105.728)	(25,528.638)	(30,921.219)
CARB	06	-	\$ K	(323.674)	(2,944.841)	(2,743.203)	(2,743.203)	(2,743.203)	(2,743.203)	(2,743.203)	(13,716.016)	(16,660.857)
CARB	07	-	\$ K	(3,245.385)	(4,197.113)	(3,429.114)	(3,429.114)	(3,429.114)	(3,429.114)	(3,429.114)	(17,145.568)	(21,342.681)
CARBON REDUCTION PROGRAM 50K to 200K												
CARL	-	-	\$ K	(8,458.880)	(3,484.328)	(3,554.015)	(3,554.015)	(3,554.015)	(3,554.015)	(3,554.015)	(17,770.075)	(21,254.403)
CARL	05	X50	\$ K	(783.223)	-	-	-	-	-	-	-	-
CARL	03	X51	\$ K	(280.413)	-	-	-	-	-	-	-	-
CARL	02	X52	\$ K	(597.358)	-	-	-	-	-	-	-	-
CARL	07	X53	\$ K	(535.070)	(190.720)	(194.534)	(194.534)	(194.534)	(194.534)	(194.534)	(972.670)	(1,163.390)
CARL	05	X54	\$ K	(731.028)	(318.893)	(325.271)	(325.271)	(325.271)	(325.271)	(325.271)	(1,626.356)	(1,945.250)
CARL	05	X55	\$ K	(857.571)	(298.756)	(304.732)	(304.732)	(304.732)	(304.732)	(304.732)	(1,523.658)	(1,822.415)
CARL	01	X56	\$ K	(689.004)	(394.334)	(402.221)	(402.221)	(402.221)	(402.221)	(402.221)	(2,011.104)	(2,405.439)
CARL	05	X57	\$ K	(427.593)	(360.123)	(367.326)	(367.326)	(367.326)	(367.326)	(367.326)	(1,836.629)	(2,196.753)
CARL	03	X58	\$ K	-	(319.532)	(325.923)	(325.923)	(325.923)	(325.923)	(325.923)	(1,629.614)	(1,949.146)
CARL	02	X59	\$ K	(474.830)	(180.974)	(184.593)	(184.593)	(184.593)	(184.593)	(184.593)	(922.965)	(1,103.939)
CARL	04	X60	\$ K	(958.709)	(343.650)	(350.523)	(350.523)	(350.523)	(350.523)	(350.523)	(1,752.615)	(2,096.264)
CARL	01	X61	\$ K	(387.307)	(124.802)	(127.298)	(127.298)	(127.298)	(127.298)	(127.298)	(636.491)	(761.293)
CARL	07	X62	\$ K	(964.040)	(333.314)	(339.981)	(339.981)	(339.981)	(339.981)	(339.981)	(1,699.903)	(2,033.217)
CARL	05	X63	\$ K	-	(123.150)	(125.613)	(125.613)	(125.613)	(125.613)	(125.613)	(628.064)	(751.214)
CARL	07	X64	\$ K	(392.955)	(108.705)	(110.879)	(110.879)	(110.879)	(110.879)	(110.879)	(554.397)	(663.102)
CARL	02	X65	\$ K	(98.208)	(100.172)	(102.175)	(102.175)	(102.175)	(102.175)	(102.175)	(510.876)	(611.048)
CARL	01	X66	\$ K	(178.604)	(182.176)	(185.820)	(185.820)	(185.820)	(185.820)	(185.820)	(929.099)	(1,111.276)
CARL	05	X67	\$ K	(102.967)	(105.026)	(107.127)	(107.127)	(107.127)	(107.127)	(107.127)	(535.633)	(640.659)
CARBON REDUCTION PROGRAM >5K and <50K												
CARM	-	-	\$ K	(2,119.454)	(1,136.944)	(1,159.683)	(1,159.683)	(1,159.683)	(1,159.683)	(1,159.683)	(5,798.414)	(6,935.358)
CARM	01	-	\$ K	(751.182)	(338.318)	(345.085)	(345.085)	(345.085)	(345.085)	(345.085)	(1,725.424)	(2,063.743)
CARM	02	-	\$ K	(321.964)	(251.347)	(256.374)	(256.374)	(256.374)	(256.374)	(256.374)	(1,281.871)	(1,533.218)
CARM	03	-	\$ K	(41.247)	(153.827)	(156.904)	(156.904)	(156.904)	(156.904)	(156.904)	(784.520)	(938.347)
CARM	04	-	\$ K	(192.766)	(69.380)	(70.767)	(70.767)	(70.767)	(70.767)	(70.767)	(353.837)	(423.217)
CARM	05	-	\$ K	(245.474)	(77.174)	(78.717)	(78.717)	(78.717)	(78.717)	(78.717)	(393.587)	(470.761)
CARM	06	-	\$ K	(426.054)	(141.976)	(144.815)	(144.815)	(144.815)	(144.815)	(144.815)	(724.075)	(866.051)
CARM	07	-	\$ K	(140.768)	(104.922)	(107.020)	(107.020)	(107.020)	(107.020)	(107.020)	(535.100)	(640.021)
CARBON REDUCTION PROGRAM <= 5K												
CARN	-	-	\$ K	(7,208.982)	(3,640.656)	(3,713.469)	(3,713.469)	(3,713.469)	(3,713.469)	(3,713.469)	(18,567.345)	(22,208.001)
CARN	01	-	\$ K	(389.627)	(583.597)	(595.269)	(595.269)	(595.269)	(595.269)	(595.269)	(2,976.344)	(3,559.940)
CARN	02	-	\$ K	(3,042.999)	(1,032.371)	(1,053.019)	(1,053.019)	(1,053.019)	(1,053.019)	(1,053.019)	(5,265.094)	(6,297.465)
CARN	03	-	\$ K	(847.826)	(787.420)	(803.169)	(803.169)	(803.169)	(803.169)	(803.169)	(4,015.844)	(4,803.264)
CARN	04	-	\$ K	(268.747)	(93.929)	(95.808)	(95.808)	(95.808)	(95.808)	(95.808)	(479.040)	(572.969)
CARN	05	-	\$ K	(1,662.239)	(733.666)	(748.339)	(748.339)	(748.339)	(748.339)	(748.339)	(3,741.697)	(4,475.363)
CARN	06	-	\$ K	(130.946)	(67.428)	(68.776)	(68.776)	(68.776)	(68.776)	(68.776)	(343.882)	(411.310)
CARN	07	-	\$ K	(866.598)	(342.244)	(349.089)	(349.089)	(349.089)	(349.089)	(349.089)	(1,745.445)	(2,087.689)





					Current Year	Five Year Work Program						Five Year	Current + 5Yr
Fund	BD	Dist	Area	unit	Bal-Fwd	2025	2026	2027	2028	2029	2030	WP Total	WP Total
CARBON REDUCTION PROGRAM >200K													
CARU	-	-		\$ K	(73,656.139)	(34,204.715)	(34,888.809)	(34,888.809)	(34,888.809)	(34,888.809)	(34,888.809)	(174,444.046)	(208,648.760)
CARU	01	X01		\$ K	(2,250.977)	(1,181.520)	(1,205.150)	(1,205.150)	(1,205.150)	(1,205.150)	(1,205.150)	(6,025.751)	(7,207.271)
CARU	01	X02		\$ K	(1,083.809)	(1,536.095)	(1,566.817)	(1,566.817)	(1,566.817)	(1,566.817)	(1,566.817)	(7,834.084)	(9,370.179)
CARU	02	X03		\$ K	(2,784.831)	(2,459.436)	(2,508.624)	(2,508.624)	(2,508.624)	(2,508.624)	(2,508.624)	(12,543.122)	(15,002.558)
CARU	03	X04		\$ K	(986.825)	(746.007)	(760.927)	(760.927)	(760.927)	(760.927)	(760.927)	(3,804.635)	(4,550.642)
CARU	04	X05		\$ K	(6,305.225)	(3,833.406)	(3,910.075)	(3,910.075)	(3,910.075)	(3,910.075)	(3,910.075)	(19,550.373)	(23,383.779)
CARU	04	X06		\$ K	(7,620.221)	(2,868.540)	(2,925.911)	(2,925.911)	(2,925.911)	(2,925.911)	(2,925.911)	(14,629.553)	(17,498.093)
CARU	05	X07		\$ K	(2,278.097)	(792.868)	(808.725)	(808.725)	(808.725)	(808.725)	(808.725)	(4,043.627)	(4,836.495)
CARU	05	X08		\$ K	(2,813.460)	(1,006.893)	(1,027.031)	(1,027.031)	(1,027.031)	(1,027.031)	(1,027.031)	(5,135.155)	(6,142.048)
CARU	05	X09		\$ K	(9,624.532)	(3,655.310)	(3,728.416)	(3,728.416)	(3,728.416)	(3,728.416)	(3,728.416)	(18,642.078)	(22,297.388)
CARU	06	X10		\$ K	(13,433.698)	(5,281.047)	(5,386.668)	(5,386.668)	(5,386.668)	(5,386.668)	(5,386.668)	(26,933.342)	(32,214.389)
CARU	07	X11		\$ K	(14,555.880)	(5,487.304)	(5,597.050)	(5,597.050)	(5,597.050)	(5,597.050)	(5,597.050)	(27,985.250)	(33,472.554)
CARU	01	X12		\$ K	(2,341.946)	(839.299)	(856.085)	(856.085)	(856.085)	(856.085)	(856.085)	(4,280.427)	(5,119.727)
CARU	03	X13		\$ K	(927.154)	(498.708)	(508.682)	(508.682)	(508.682)	(508.682)	(508.682)	(2,543.409)	(3,042.116)
CARU	04	X14		\$ K	(2,381.127)	(863.098)	(880.360)	(880.360)	(880.360)	(880.360)	(880.360)	(4,401.799)	(5,264.896)
CARU	01	X15		\$ K	(804.146)	(547.962)	(558.922)	(558.922)	(558.922)	(558.922)	(558.922)	(2,794.608)	(3,342.571)
CARU	01	X16		\$ K	(698.110)	(499.333)	(509.319)	(509.319)	(509.319)	(509.319)	(509.319)	(2,546.596)	(3,045.929)
CARU	05	X17		\$ K	(1,508.329)	(824.963)	(841.463)	(841.463)	(841.463)	(841.463)	(841.463)	(4,207.313)	(5,032.276)
CARU	05	X50		\$ K	(407.313)	(415.459)	(423.768)	(423.768)	(423.768)	(423.768)	(423.768)	(2,118.840)	(2,534.299)
CARU	03	X51		\$ K	(437.277)	(446.022)	(454.943)	(454.943)	(454.943)	(454.943)	(454.943)	(2,274.713)	(2,720.735)
CARU	02	X52		\$ K	(413.181)	(421.445)	(429.874)	(429.874)	(429.874)	(429.874)	(429.874)	(2,149.369)	(2,570.814)
CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM													
CMAQ	-	-		\$ K	(3,339.915)	-	-	-	-	-	-	-	-
CM	01		-	\$ K	(1,531.050)	-	-	-	-	-	-	-	-
CM	02		-	\$ K	(1,089.573)	-	-	-	-	-	-	-	-
CM	03		-	\$ K	(719.292)	-	-	-	-	-	-	-	-
CM	04		-	\$ K	-	-	-	-	-	-	-	-	-
CM	05		-	\$ K	-	-	-	-	-	-	-	-	-
CM	06		-	\$ K	-	-	-	-	-	-	-	-	-
CM	07		-	\$ K	-	-	-	-	-	-	-	-	-
SURFACE TRANSPORTAION BLOCK GRANT PROGRAM, ANY AREA													
SA	-	-		\$ K	-	-	-	-	-	-	-	-	-
SA	01		-	\$ K	-	-	-	-	-	-	-	-	-
SA	02		-	\$ K	-	-	-	-	-	-	-	-	-
SA	03		-	\$ K	-	-	-	-	-	-	-	-	-
SA	04		-	\$ K	-	-	-	-	-	-	-	-	-
SA	05		-	\$ K	-	-	-	-	-	-	-	-	-
SA	06		-	\$ K	-	-	-	-	-	-	-	-	-
SA	07		-	\$ K	-	-	-	-	-	-	-	-	-
SURFACE TRANSPORTAION BLOCK GRANT PROGRAM =>50K and <= 200K													
SL	-	-		\$ K	(20,868.759)	-	-	-	-	-	-	-	-
SL	01		-	\$ K	(11,359.185)	-	-	-	-	-	-	-	-
SL	02		-	\$ K	(1,612.096)	-	-	-	-	-	-	-	-
SL	03		-	\$ K	(7,897.477)	-	-	-	-	-	-	-	-
SL	04		-	\$ K	-	-	-	-	-	-	-	-	-
SL	05		-	\$ K	-	-	-	-	-	-	-	-	-
SL	06		-	\$ K	-	-	-	-	-	-	-	-	-
SL	07		-	\$ K	(0.000)	-	-	-	-	-	-	-	-
SURFACE TRANSPORTAION BLOCK GRANT PROGRAM >5K and <50K													
SM	-	-		\$ K	(282.748)	-	-	-	-	-	-	-	-
SM	01		-	\$ K	-	-	-	-	-	-	-	-	-
SM	02		-	\$ K	(85.689)	-	-	-	-	-	-	-	-
SM	03		-	\$ K	(197.059)	-	-	-	-	-	-	-	-
SM	04		-	\$ K	-	-	-	-	-	-	-	-	-
SM	05		-	\$ K	-	-	-	-	-	-	-	-	-
SM	06		-	\$ K	-	-	-	-	-	-	-	-	-
SM	07		-	\$ K	-	-	-	-	-	-	-	-	-



	Fund	BD	Dist Area	unit	Bal-Fwd	Current Year 2025	2026	2027	Five Year Work Program 2028	2029	2030	Five Year WP Total	Current + 5Yr WP Total
<b>SURFACE TRANSPORTAION BLOCK GRANT PROGRAM &lt;= 5K</b>													
SN	-	-	\$ K	(14,831.927)	-	-	-	-	-	-	-	-	-
SN	01	-	\$ K	(1,571.465)	-	-	-	-	-	-	-	-	-
SN	02	-	\$ K	(3,893.626)	-	-	-	-	-	-	-	-	-
SN	03	-	\$ K	(9,366.836)	-	-	-	-	-	-	-	-	-
SN	04	-	\$ K	-	-	-	-	-	-	-	-	-	-
SN	05	-	\$ K	-	-	-	-	-	-	-	-	-	-
SN	06	-	\$ K	-	-	-	-	-	-	-	-	-	-
SN	07	-	\$ K	-	-	-	-	-	-	-	-	-	-
<b>SURFACE TRANSPORTAION BLOCK GRANT PROGRAM &gt; 200K</b>													
SU	-	-	\$ K	0.002	-	-	-	-	-	-	-	-	-
SU	01	X01	\$ K	0.000	-	-	-	-	-	-	-	-	-
SU	01	X02	\$ K	0.000	-	-	-	-	-	-	-	-	-
SU	02	X03	\$ K	-	-	-	-	-	-	-	-	-	-
SU	03	X04	\$ K	0.000	-	-	-	-	-	-	-	-	-
SU	04	X05	\$ K	-	-	-	-	-	-	-	-	-	-
SU	04	X06	\$ K	-	-	-	-	-	-	-	-	-	-
SU	05	X07	\$ K	-	-	-	-	-	-	-	-	-	-
SU	05	X08	\$ K	-	-	-	-	-	-	-	-	-	-
SU	05	X09	\$ K	-	-	-	-	-	-	-	-	-	-
SU	06	X10	\$ K	-	-	-	-	-	-	-	-	-	-
SU	07	X11	\$ K	-	-	-	-	-	-	-	-	-	-
SU	01	X12	\$ K	-	-	-	-	-	-	-	-	-	-
SU	03	X13	\$ K	-	-	-	-	-	-	-	-	-	-
SU	04	X14	\$ K	0.000	-	-	-	-	-	-	-	-	-
SU	01	X15	\$ K	-	-	-	-	-	-	-	-	-	-
SU	01	X16	\$ K	-	-	-	-	-	-	-	-	-	-
SU	05	X17	\$ K	-	-	-	-	-	-	-	-	-	-
SU	05	X50	\$ K	-	-	-	-	-	-	-	-	-	-
SU	03	X51	\$ K	0.000	-	-	-	-	-	-	-	-	-
SU	02	X52	\$ K	-	-	-	-	-	-	-	-	-	-
<b>TRANSPORTAION ALTERNATIVE PROGRAM =50K and &lt;= 200K</b>													
TALL	-	-	\$ K	(1,088.389)	-	-	-	-	-	-	-	-	-
TALL	01	-	\$ K	(360.241)	-	-	-	-	-	-	-	-	-
TALL	02	-	\$ K	(373.800)	-	-	-	-	-	-	-	-	-
TALL	03	-	\$ K	(354.348)	-	-	-	-	-	-	-	-	-
TALL	04	-	\$ K	-	-	-	-	-	-	-	-	-	-
TALL	05	-	\$ K	-	-	-	-	-	-	-	-	-	-
TALL	06	-	\$ K	-	-	-	-	-	-	-	-	-	-
TALL	07	-	\$ K	-	-	-	-	-	-	-	-	-	-
<b>TRANSPORTAION ALTERNATIVE PROGRAM &gt;5K and &lt;50K</b>													
TALM	-	-	\$ K	(85.095)	-	-	-	-	-	-	-	-	-
TALM	01	-	\$ K	-	-	-	-	-	-	-	-	-	-
TALM	02	-	\$ K	(53.701)	-	-	-	-	-	-	-	-	-
TALM	03	-	\$ K	(31.394)	-	-	-	-	-	-	-	-	-
TALM	04	-	\$ K	-	-	-	-	-	-	-	-	-	-
TALM	05	-	\$ K	-	-	-	-	-	-	-	-	-	-
TALM	06	-	\$ K	-	-	-	-	-	-	-	-	-	-
TALM	07	-	\$ K	-	-	-	-	-	-	-	-	-	-
<b>TRANSPORTAION ALTERNATIVE PROGRAM &lt;= 5K</b>													







## Schedule - A Federal Fund Allocations Revisions

Date	Model	Description
June 26, 2025	FASA2512C	Update NHRE for the Resurfacing 300 LM Reduction
June 4, 2025	FASA2512A	Update PL with DU 5305(d) transfer amount
May 13, 2025	FASA2511A	Update GFEV in FY26
May 9, 2025	FASA2511A	Updated NHBR outer years to program planning workshop per I Ameen
March 25, 2025	FASA2509B	Transfer from SA to CARB \$20M in FY25 to make CARB program whole
March 25, 2025	FASA2509B	Update to distribute TIFIA Redistribution to STBG and TAP
March 4, 2025	FASA2509A	Update to RED
February 20, 2025	FASA2508A	Update to DU
November 1, 2024	FASA2505A	Update to RHH
October 16, 2024	FASA2504A	Update to NHBR and NHPP due to changes in bridge amounts
October 14, 2024	FASA2504A	Update to RED, GFEV, HSP, RHH, HP & HR per FHWA Notices
September 25, 2024	FASA2503B	Initial Upload
September 23, 2024	FASA2503A	Update DU D30 in FY25
September 20, 2024	FASA2503A	Update for August Redistribution and adjustments for resurfacing
September 18, 2024	FASA2503A	Update RHH and DU district distribution, NHBR
September 6, 2024	FASA2503A	Update HP district distribution
August 28, 2024	FASA2502C	Updated Resurfacing, Uploaded Bal-Fwd & OAC Bal-Fwd to PAR
August 19, 2024	FASA2502B	Update Statutory Formula, Bal Fwd, NEVI and Bridge
August 7, 2024	FASA2502A	Resurfacing
July 30, 2024	FASA2501C	Update HSPT & SR2T
July 29, 2024	FASA2501B	FHWA Advance Notice
July 23, 2024	FASA2501A	Baseline



## Schedule - A Federal Fund Allocations

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year 2025	2026	2027	Five Year Work Program 2028			2029	2030	Five Year WP Total	Current + 5Yr WP Total
STATEWIDE FUNDS														
Bridge Program														
BRTZ - Bridge Off National Highway System														
BRTZ	99	-	\$ K	969.317	28,135.457	28,135.457	28,135.457	28,135.457	28,135.457	28,135.457		140,677.285	168,812.742	
ACBZ	99	-	\$ K	10,848.807	-	-	-	-	-	-		-	-	
GFBR - General Funds Bridge Replacement and Rehabilitation														
GFBR	99	-	\$ K	4,071.309	44,772.107	44,772.107	44,772.107	44,772.107	3,200.000		-	137,516.321	182,288.428	
GFBZ - General Funds Bridge Off National Highway System														
GFBZ	99	-	\$ K	2,252.003	7,900.960	7,900.960	7,900.960	7,900.960		-	-	23,702.880	31,603.840	
NHBR - Bridge On National Highway System														
NHBR	99	-	\$ K	103,574.888	74,827.737	360,025.904	476,902.511	101,545.285	326,257.744	285,899.179		1,550,630.623	1,625,458.360	
ACBR	99	-	\$ K	(212,457.068)	-	-	-	-	-	-		-	-	
National Electric Vehicle Formula Program														
GFEV - National Electric Vehicle Program														
GFEV	99	-	\$ K	101,686.236	42,185.579	42,185.666	-	-	-	-		42,185.666	84,371.245	
Freight Program														
NFP - National Highway Freight Program														
NFP	99	-	\$ K	79,291.691	68,334.886	69,701.584	69,701.584	69,701.584	69,701.584	69,701.584		348,507.921	416,842.808	
ACFP	99	-	\$ K	(49,350.754)	-	-	-	-	-	-		-	-	
NHPF - National Highway Performance Program transfer from NFP														
NHPF	99	-	\$ K	50,000.000	-	-	-	-	-	-		-	-	
Metropolitan Planning Program														
PL - Metropolitan Planning Program														
Metropolitan Planning Program														
PL	-	-	\$ K	-	28,985.729	29,565.444	29,565.444	29,565.444	29,565.444	29,565.444		147,827.218	176,812.947	
5305(d) Transfer														
PL	99	-	\$ K	-	12,530.781	-	12,530.781	12,530.781	12,530.781	12,530.781		50,123.124	62,653.905	
Combined														
PL	99	-	\$ K	2,345.148	41,516.510	29,565.444	42,096.225	42,096.225	42,096.225	42,096.225		197,950.342	239,466.852	
ACPL	99	-	\$ K	-	-	-	-	-	-	-		-	-	
National Highway Performance Program														
NHPP - National Highway Performance Program														
NHPP	99	-	\$ K	106,783.199	1,012,489.504	849,170.572	623,291.648	935,873.886	654,955.366	772,421.790		3,835,713.263	4,848,202.767	
ACNP	99	-	\$ K	(6,220.977)	-	-	-	-	-	-		-	-	
NHEX - NHPP Exempt after Sequestration														
NHEX	99	-	\$ K	90,258.309	30,071.302	30,071.302	30,071.302	30,071.302	30,071.302	30,071.302		150,356.510	180,427.812	
PROTECT Program														
PROT - PROTECT Resilience Planning														
PROT	20	-	\$ K	2,635.109	1,485.773	1,515.488	1,515.488	1,515.488	1,515.488	1,515.488		7,577.441	9,063.214	
ACPR	20	-	\$ K	(1,808.889)	-	-	-	-	-	-		-	-	
PROT - PROTECT Formula Program														
PROT	99	-	\$ K	93,889.838	72,802.866	108,560.807	74,258.924	74,258.924	74,258.924	74,258.924		405,596.501	478,399.367	
ACPR	99	-	\$ K	(56,763.996)	-	-	-	-	-	-		-	-	
Safety Program														
HSPT - Safety Educational Transfer														
HSPT	99	-	\$ K	3,180.755	10,000.000	10,000.000	10,000.000	10,000.000	10,000.000	10,000.000		50,000.000	60,000.000	
SR2T - Safe Routes to School Transfer														
SR2T	99	-	\$ K	7,349.366	7,000.000	7,000.000	7,000.000	7,000.000	7,000.000	7,000.000		35,000.000	42,000.000	



## Schedule - A Federal Fund Allocations

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year	2025	2026	2027	2028	2029	2030	Five Year WP Total	Current + 5Yr WP Total
State Highway Research													
HR - State Highway Research													
HR	99	-	\$ K	14,891.637	12,425.301	12,676.252	12,676.252	12,676.252	12,676.252	12,676.252	12,676.252	63,381.259	75,806.560
State Fiscal Recovery Funds													
ARAL - American Rescue Plan Alien Fund													
ARAL	99	-	\$ K	-	-	-	-	-	-	-	-	-	-
ARHF - American Rescue Plan - SHS Motor Fuel Tax													
ARHF	99	-	\$ K	-	-	-	-	-	-	-	-	-	-
ARPA - American Rescue Plan Act													
ARPA	99	-	\$ K	8,787.594	-	-	-	-	-	-	-	-	-
Miscellaneous Programs													
GFNP - General Funds NP Federal Relief													
GFNP	99	-	\$ K	11,123.305	-	-	-	-	-	-	-	-	-
RECT - Recreational Trails													
RECT	99	-	\$ K	7,678.814	2,576.507	2,576.507	2,576.507	2,576.507	2,576.507	2,576.507	2,576.507	12,882.535	15,459.042
RED - Redistributed Funds													
RED	99	-	\$ K	59,569.974	15,377.873	-	-	-	-	-	-	-	15,377.873
SAAN - Off National Highway System - Anywhere													
SAAN	99	-	\$ K	-	-	-	-	-	-	-	-	-	-
ACAN	99	-	\$ K	-	-	-	-	-	-	-	-	-	-
DISTRICT FUNDS													
Revolving Advanced Construction													
ACRE - Revolving Advanced Construction													
AC	01	-	\$ K	32,795.177	-	-	-	-	-	-	-	-	-
AC	02	-	\$ K	(297.669)	-	-	-	-	-	-	-	-	-
AC	03	-	\$ K	23,437.781	-	-	-	-	-	-	-	-	-
AC	04	-	\$ K	22,676.130	-	-	-	-	-	-	-	-	-
AC	05	-	\$ K	53,558.057	-	-	-	-	-	-	-	-	-
AC	06	-	\$ K	23,165.829	-	-	-	-	-	-	-	-	-
AC	07	-	\$ K	16,789.409	-	-	-	-	-	-	-	-	-
Total AC \$ K				172,124.714	-	-	-	-	-	-	-	-	-
Carbon Reduction Program													
CARB - Any Area													
CARB	01	-	\$ K	390.821	4,505.328	3,503.281	3,503.281	3,503.281	3,503.281	3,503.281	3,503.281	17,516.406	22,021.735
CARB	02	-	\$ K	568.428	8,937.356	2,666.976	2,666.976	2,666.976	2,666.976	2,666.976	2,666.976	13,334.879	22,272.235
CARB	03	-	\$ K	1,030.694	12,411.958	1,713.518	1,713.518	1,713.518	1,713.518	1,713.518	1,713.518	8,567.590	20,979.548
CARB	04	-	\$ K	493.846	4,477.476	4,162.168	4,162.168	4,162.168	4,162.168	4,162.168	4,162.168	20,810.838	25,288.314
CARB	05	-	\$ K	1,855.945	5,392.581	5,105.728	5,105.728	5,105.728	5,105.728	5,105.728	5,105.728	25,528.638	30,921.219
CARB	06	-	\$ K	323.674	2,944.841	2,743.203	2,743.203	2,743.203	2,743.203	2,743.203	2,743.203	13,716.016	16,660.857
CARB	07	-	\$ K	525.515	4,197.113	3,429.114	3,429.114	3,429.114	3,429.114	3,429.114	3,429.114	17,145.568	21,342.681
Total CARB \$ K				5,188.923	42,866.654	23,323.987	23,323.987	23,323.987	23,323.987	23,323.987	23,323.987	116,619.935	159,486.589



## Schedule - A Federal Fund Allocations

				Current Year	Five Year Work Program					Five Year	Current + 5Yr	
Fund	BD	Dist Area	unit	Bal-Fwd	2025	2026	2027	2028	2029	2030	WP Total	WP Total
CARL - Population 50K to 200K												
CARL	05	X50	\$ K	783.223							-	-
CARL	03	X51	\$ K	255.128							-	-
CARL	02	X52	\$ K	597.351							-	-
CARL	07	X53	\$ K	535.070	190.720	194.534	194.534	194.534	194.534	194.534	972.670	1,163.390
CARL	05	X54	\$ K	548.227	318.893	325.271	325.271	325.271	325.271	325.271	1,626.356	1,945.250
CARL	05	X55	\$ K	857.571	298.756	304.732	304.732	304.732	304.732	304.732	1,523.658	1,822.415
CARL	01	X56	\$ K	386.602	394.334	402.221	402.221	402.221	402.221	402.221	2,011.104	2,405.439
CARL	05	X57	\$ K	397.956	360.123	367.326	367.326	367.326	367.326	367.326	1,836.629	2,196.753
CARL	03	X58	\$ K	-	319.532	325.923	325.923	325.923	325.923	325.923	1,629.614	1,949.146
CARL	02	X59	\$ K	474.830	180.974	184.593	184.593	184.593	184.593	184.593	922.965	1,103.939
CARL	04	X60	\$ K	257.390	343.650	350.523	350.523	350.523	350.523	350.523	1,752.615	2,096.264
CARL	01	X61	\$ K	387.307	124.802	127.298	127.298	127.298	127.298	127.298	636.491	761.293
CARL	07	X62	\$ K	964.040	333.314	339.981	339.981	339.981	339.981	339.981	1,699.903	2,033.217
CARL	05	X63	\$ K	-	123.150	125.613	125.613	125.613	125.613	125.613	628.064	751.214
CARL	07	X64	\$ K	392.955	108.705	110.879	110.879	110.879	110.879	110.879	554.397	663.102
CARL	02	X65	\$ K	98.208	100.172	102.175	102.175	102.175	102.175	102.175	510.876	611.048
CARL	01	X66	\$ K	178.604	182.176	185.820	185.820	185.820	185.820	185.820	929.099	1,111.276
CARL	05	X67	\$ K	102.967	105.026	107.127	107.127	107.127	107.127	107.127	535.633	640.659
Total CARL \$ K				7,217.429	3,484.328	3,554.015	3,554.015	3,554.015	3,554.015	3,554.015	17,770.075	21,254.403
CARM - Population 5K to Less Than 50K												
CARM	01	-	\$ K	573.304	338.318	345.085	345.085	345.085	345.085	345.085	1,725.424	2,063.743
CARM	02	-	\$ K	265.726	251.347	256.374	256.374	256.374	256.374	256.374	1,281.871	1,533.218
CARM	03	-	\$ K	(5.121)	153.827	156.904	156.904	156.904	156.904	156.904	784.520	938.347
CARM	04	-	\$ K	192.766	69.380	70.767	70.767	70.767	70.767	70.767	353.837	423.217
CARM	05	-	\$ K	215.865	77.174	78.717	78.717	78.717	78.717	78.717	393.587	470.761
CARM	06	-	\$ K	196.054	141.976	144.815	144.815	144.815	144.815	144.815	724.075	866.051
CARM	07	-	\$ K	140.768	104.922	107.020	107.020	107.020	107.020	107.020	535.100	640.021
Total CARM \$ K				1,579.361	1,136.944	1,159.683	1,159.683	1,159.683	1,159.683	1,159.683	5,798.414	6,935.358
CARN - Population Less Than 5K												
CARN	01	-	\$ K	172.685	583.597	595.269	595.269	595.269	595.269	595.269	2,976.344	3,559.940
CARN	02	-	\$ K	3,042.999	1,032.371	1,053.019	1,053.019	1,053.019	1,053.019	1,053.019	5,265.094	6,297.465
CARN	03	-	\$ K	760.666	787.420	803.169	803.169	803.169	803.169	803.169	4,015.844	4,803.264
CARN	04	-	\$ K	268.747	93.929	95.808	95.808	95.808	95.808	95.808	479.040	572.969
CARN	05	-	\$ K	1,476.176	733.666	748.339	748.339	748.339	748.339	748.339	3,741.697	4,475.363
CARN	06	-	\$ K	102.280	67.428	68.776	68.776	68.776	68.776	68.776	343.882	411.310
CARN	07	-	\$ K	843.845	342.244	349.089	349.089	349.089	349.089	349.089	1,745.445	2,087.689
Total CARN \$ K				6,667.398	3,640.656	3,713.469	3,713.469	3,713.469	3,713.469	3,713.469	18,567.345	22,208.001
CARU - Population Greater than 200K												
CARU	01	X01	\$ K	1,888.350	1,181.520	1,205.150	1,205.150	1,205.150	1,205.150	1,205.150	6,025.751	7,207.271
CARU	01	X02	\$ K	795.613	1,536.095	1,566.817	1,566.817	1,566.817	1,566.817	1,566.817	7,834.084	9,370.179
CARU	02	X03	\$ K	1,274.666	2,459.436	2,508.624	2,508.624	2,508.624	2,508.624	2,508.624	12,543.122	15,002.558
CARU	03	X04	\$ K	130.190	746.007	760.927	760.927	760.927	760.927	760.927	3,804.635	4,550.642
CARU	04	X05	\$ K	223.036	3,833.406	3,910.075	3,910.075	3,910.075	3,910.075	3,910.075	19,550.373	23,383.779
CARU	04	X06	\$ K	4,129.632	2,868.540	2,925.911	2,925.911	2,925.911	2,925.911	2,925.911	14,629.553	17,498.093
CARU	05	X07	\$ K	2,278.097	792.868	808.725	808.725	808.725	808.725	808.725	4,043.627	4,836.495
CARU	05	X08	\$ K	2,813.460	1,006.893	1,027.031	1,027.031	1,027.031	1,027.031	1,027.031	5,135.155	6,142.048
CARU	05	X09	\$ K	2,714.763	3,655.310	3,728.416	3,728.416	3,728.416	3,728.416	3,728.416	18,642.078	22,297.388
CARU	06	X10	\$ K	12,842.260	5,281.047	5,386.668	5,386.668	5,386.668	5,386.668	5,386.668	26,933.342	32,214.389
CARU	07	X11	\$ K	9,285.087	5,487.304	5,597.050	5,597.050	5,597.050	5,597.050	5,597.050	27,985.250	33,472.554
CARU	01	X12	\$ K	1,007.843	839.299	856.085	856.085	856.085	856.085	856.085	4,280.427	5,119.727
CARU	03	X13	\$ K	488.929	498.708	508.682	508.682	508.682	508.682	508.682	2,543.409	3,042.116
CARU	04	X14	\$ K	1,661.244	863.098	880.360	880.360	880.360	880.360	880.360	4,401.799	5,264.896
CARU	01	X15	\$ K	537.218	547.962	558.922	558.922	558.922	558.922	558.922	2,794.608	3,342.571
CARU	01	X16	\$ K	536.405	499.333	509.319	509.319	509.319	509.319	509.319	2,546.596	3,045.929
CARU	05	X17	\$ K	808.787	824.963	841.463	841.463	841.463	841.463	841.463	4,207.313	5,032.276
CARU	05	X50	\$ K	407.313	415.459	423.768	423.768	423.768	423.768	423.768	2,118.840	2,534.299
CARU	03	X51	\$ K	326.277	446.022	454.943	454.943	454.943	454.943	454.943	2,274.713	2,720.735
CARU	02	X52	\$ K	413.181	421.445	429.874	429.874	429.874	429.874	429.874	2,149.369	2,570.814
Total CARU \$ K				44,562.351	34,204.715	34,888.809	34,888.809	34,888.809	34,888.809	34,888.809	174,444.046	208,648.760





## Schedule - A Federal Fund Allocations

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year 2025	2026	Five Year Work Program				Five Year WP Total	Current + 5Yr WP Total
					2027	2028	2029	2030				
<b>Congestion Mitigation &amp; Air Quality Improvement Program</b>												
<b>Congestion Mitigation &amp; Air Quality Improvement Program</b>												
CM	01	-	\$ K	1,382.771	2,306.346	2,360.593	2,360.593	2,360.593	2,360.593	2,360.593	11,802.966	14,109.312
CM	02	-	\$ K	787.342	1,749.746	1,797.071	1,797.071	1,797.071	1,797.071	1,797.071	8,985.354	10,735.100
CM	03	-	\$ K	1,223.495	1,135.750	1,154.609	1,154.609	1,154.609	1,154.609	1,154.609	5,773.043	6,908.793
CM	04	-	\$ K	1,847.543	2,779.382	2,804.566	2,804.566	2,804.566	2,804.566	2,804.566	14,022.831	16,802.213
CM	05	-	\$ K	990.325	3,347.432	3,440.359	3,440.359	3,440.359	3,440.359	3,440.359	17,201.795	20,549.227
CM	06	-	\$ K	4,100.379	1,828.002	1,848.435	1,848.435	1,848.435	1,848.435	1,848.435	9,242.174	11,070.176
CM	07	-	\$ K	<u>2,064.898</u>	<u>2,261.431</u>	<u>2,310.617</u>	<u>2,310.617</u>	<u>2,310.617</u>	<u>2,310.617</u>	<u>2,310.617</u>	<u>11,553.086</u>	<u>13,814.517</u>
Total CM				\$ K <u>12,396.753</u>	<u>15,408.088</u>	<u>15,716.250</u>	<u>15,716.250</u>	<u>15,716.250</u>	<u>15,716.250</u>	<u>15,716.250</u>	<u>78,581.250</u>	<u>93,989.338</u>
ACCM	01	-	\$ K	-	-	-	-	-	-	-	-	-
ACCM	02	-	\$ K	-	-	-	-	-	-	-	-	-
ACCM	03	-	\$ K	-	-	-	-	-	-	-	-	-
ACCM	04	-	\$ K	-	-	-	-	-	-	-	-	-
ACCM	05	-	\$ K	-	-	-	-	-	-	-	-	-
ACCM	06	-	\$ K	-	-	-	-	-	-	-	-	-
ACCM	07	-	\$ K	-	-	-	-	-	-	-	-	-
Total ACCM				\$ K -	-	-	-	-	-	-	-	-
<b>Highway Infrastructure Funds - Federal General Revenue</b>												
<b>GFSA - Any Area</b>												
GFSA	01	-	\$ K	373.149	-	-	-	-	-	-	-	-
GFSA	02	-	\$ K	637.660	-	-	-	-	-	-	-	-
GFSA	03	-	\$ K	0.001	-	-	-	-	-	-	-	-
GFSA	04	-	\$ K	19.849	-	-	-	-	-	-	-	-
GFSA	05	-	\$ K	6.112	-	-	-	-	-	-	-	-
GFSA	06	-	\$ K	38.295	-	-	-	-	-	-	-	-
GFSA	07	-	\$ K	-	-	-	-	-	-	-	-	-
GFSA	99	-	\$ K	-	-	-	-	-	-	-	-	-
Total GFSA				\$ K <u>1,075.066</u>	-	-	-	-	-	-	-	-
<b>GFSL - Population Greater Than 5K and Less Than 200K</b>												
GFSL	01	-	\$ K	-	-	-	-	-	-	-	-	-
GFSL	02	-	\$ K	-	-	-	-	-	-	-	-	-
GFSL	03	-	\$ K	-	-	-	-	-	-	-	-	-
GFSL	04	-	\$ K	210.687	-	-	-	-	-	-	-	-
GFSL	05	-	\$ K	0.001	-	-	-	-	-	-	-	-
GFSL	06	-	\$ K	-	-	-	-	-	-	-	-	-
GFSL	07	-	\$ K	<u>0.001</u>	-	-	-	-	-	-	-	-
Total GFSL				\$ K <u>210.689</u>	-	-	-	-	-	-	-	-
<b>GFSN - Population Less Than or Equal To 5K</b>												
GFSN	01	-	\$ K	-	-	-	-	-	-	-	-	-
GFSN	02	-	\$ K	226.800	-	-	-	-	-	-	-	-
GFSN	03	-	\$ K	214.060	-	-	-	-	-	-	-	-
GFSN	04	-	\$ K	59.075	-	-	-	-	-	-	-	-
GFSN	05	-	\$ K	-	-	-	-	-	-	-	-	-
GFSN	06	-	\$ K	-	-	-	-	-	-	-	-	-
GFSN	07	-	\$ K	-	-	-	-	-	-	-	-	-
Total GFSN				\$ K <u>499.935</u>	-	-	-	-	-	-	-	-



## Schedule - A Federal Fund Allocations

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year	Five Year Work Program						Five Year WP Total	Current + 5Yr WP Total
				2025	2026	2027	2028	2029	2030				
GFSU - Population Greater than or Equal To 200K													
GFSU 01	X01		\$ K	-	-	-	-	-	-	-	-	-	-
GFSU 01	X02		\$ K	90.995	-	-	-	-	-	-	-	-	-
GFSU 02	X03		\$ K	88.351	-	-	-	-	-	-	-	-	-
GFSU 03	X04		\$ K	298.872	-	-	-	-	-	-	-	-	-
GFSU 04	X05		\$ K	49.771	-	-	-	-	-	-	-	-	-
GFSU 04	X06		\$ K	122.348	-	-	-	-	-	-	-	-	-
GFSU 05	X07		\$ K	48.135	-	-	-	-	-	-	-	-	-
GFSU 05	X08		\$ K	0.002	-	-	-	-	-	-	-	-	-
GFSU 05	X09		\$ K	0.002	-	-	-	-	-	-	-	-	-
GFSU 06	X10		\$ K	1,393.984	-	-	-	-	-	-	-	-	-
GFSU 07	X11		\$ K	30.919	-	-	-	-	-	-	-	-	-
GFSU 01	X12		\$ K	24.206	-	-	-	-	-	-	-	-	-
GFSU 03	X13		\$ K	215.087	-	-	-	-	-	-	-	-	-
GFSU 04	X14		\$ K	99.328	-	-	-	-	-	-	-	-	-
GFSU 01	X15		\$ K	-	-	-	-	-	-	-	-	-	-
GFSU 01	X16		\$ K	256.517	-	-	-	-	-	-	-	-	-
GFSU 05	X17		\$ K	-	-	-	-	-	-	-	-	-	-
GFSU 05	X50		\$ K	-	-	-	-	-	-	-	-	-	-
GFSU 03	X51		\$ K	-	-	-	-	-	-	-	-	-	-
GFSU 02	X52		\$ K	-	-	-	-	-	-	-	-	-	-
Total GFSU \$ K				2,718.517	-	-	-	-	-	-	-	-	-

### State Highway Planning

#### HP - State Highway Planning

HP 01	-	\$ K	-	2,062.001	1,797.241	1,833.186	1,869.850	1,907.247	1,945.391	9,352.914	11,414.915
HP 02	-	\$ K	-	4,653.860	4,746.937	4,841.876	4,938.713	5,037.488	5,138.237	24,703.252	29,357.112
HP 03	-	\$ K	-	1,953.036	1,992.097	2,031.939	2,072.577	2,114.029	2,156.310	10,366.951	12,319.987
HP 04	-	\$ K	-	3,958.495	1,997.665	2,037.618	2,078.371	2,119.938	2,162.337	10,395.928	14,354.423
HP 05	-	\$ K	-	1,328.358	1,354.925	1,382.024	1,409.664	1,437.857	1,466.615	7,051.085	8,379.443
HP 06	-	\$ K	-	2,418.634	2,467.007	2,516.347	2,566.674	2,618.007	2,670.367	12,838.402	15,257.036
HP 07	-	\$ K	-	4,460.616	1,948.828	1,987.805	2,027.561	2,068.112	2,109.474	10,141.781	14,602.397
HP 20	-	\$ K	-	<u>8,689.425</u>	<u>16,440.903</u>	<u>21,724.055</u>	<u>21,397.961</u>	<u>21,065.345</u>	<u>20,726.077</u>	<u>105,293.463</u>	<u>121,734.366</u>
<b>Total HP \$ K</b>				<b>8,689.425</b>	<b>37,275.903</b>	<b>38,028.755</b>	<b>38,028.755</b>	<b>38,028.755</b>	<b>38,028.755</b>	<b>190,143.776</b>	<b>227,419.679</b>

### Safety Program

#### HSP - Highway Safety Improvement Program

HSP 01	-	\$ K	27,247.414	18,387.718	18,754.328	15,750.312	15,750.312	15,750.312	15,750.312	81,755.575	100,143.293
HSP 02	-	\$ K	40,274.092	17,850.808	18,103.532	11,990.387	11,990.387	11,990.387	11,990.387	66,065.082	83,915.890
HSP 03	-	\$ K	19,415.075	9,619.148	9,173.080	7,703.761	7,703.761	7,703.761	7,703.761	39,988.126	49,607.274
HSP 04	-	\$ K	22,018.892	22,530.695	22,281.584	18,712.582	18,712.582	18,712.582	18,712.582	97,131.913	119,662.608
HSP 05	-	\$ K	13,999.640	28,611.380	27,332.800	22,954.709	22,954.709	22,954.709	22,954.709	119,151.635	147,763.015
HSP 06	-	\$ K	4,607.538	19,487.711	21,945.630	12,333.097	12,333.097	12,333.097	12,333.097	71,278.018	90,765.728
HSP 07	-	\$ K	7,710.680	19,723.004	22,185.281	15,416.863	15,416.863	15,416.863	15,416.863	83,852.734	103,575.739
HSP 23	-	\$ K	(2,022.122)	-	-	-	-	-	-	-	-
HSP 63	-	\$ K	1,260.214	-	-	-	-	-	-	-	-
HSP 67	-	\$ K	<u>3,804.146</u>	<u>4,346.566</u>	<u>4,411.096</u>	<u>39,325.620</u>	<u>39,325.620</u>	<u>39,325.620</u>	<u>39,325.620</u>	<u>161,713.576</u>	<u>166,060.142</u>
<b>Total HSP \$ K</b>				<b>138,315.569</b>	<b>140,557.030</b>	<b>144,187.332</b>	<b>144,187.332</b>	<b>144,187.332</b>	<b>144,187.332</b>	<b>720,936.658</b>	<b>861,493.688</b>

ACSS 01	-	\$ K	(14,298.195)	-	-	-	-	-	-	-	-
ACSS 02	-	\$ K	(23,960.849)	-	-	-	-	-	-	-	-
ACSS 03	-	\$ K	(6,412.205)	-	-	-	-	-	-	-	-
ACSS 04	-	\$ K	(12,728.455)	-	-	-	-	-	-	-	-
ACSS 05	-	\$ K	(8,469.803)	-	-	-	-	-	-	-	-
ACSS 06	-	\$ K	(2,850.985)	-	-	-	-	-	-	-	-
ACSS 07	-	\$ K	(3,797.786)	-	-	-	-	-	-	-	-
ACSS 23	-	\$ K	2,022.546	-	-	-	-	-	-	-	-
ACSS 63	-	\$ K	(1,260.214)	-	-	-	-	-	-	-	-
ACSS 67	-	\$ K	<u>(6,518.617)</u>	-	-	-	-	-	-	-	-
<b>Total ACSS \$ K</b>				<b>(78,274.563)</b>	-	-	-	-	-	-	-

ACID 01	-	\$ K	(136.160)	-	-	-	-	-	-	-	-
ACID 02	-	\$ K	(120.044)	-	-	-	-	-	-	-	-
ACID 03	-	\$ K	-	-	-	-	-	-	-	-	-
ACID 04	-	\$ K	(184.223)	-	-	-	-	-	-	-	-
ACID 05	-	\$ K	(71.162)	-	-	-	-	-	-	-	-
ACID 06	-	\$ K	(100.000)	-	-	-	-	-	-	-	-
ACID 07	-	\$ K	(395.267)	-	-	-	-	-	-	-	-
ACID 67	-	\$ K	-	-	-	-	-	-	-	-	-
<b>Total ACID \$ K</b>				<b>(1,006.856)</b>	-	-	-	-	-	-	-



## Schedule - A Federal Fund Allocations

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year	Five Year Work Program					Five Year WP Total	Current + 5Yr WP Total
					2025	2026	2027	2028	2029	2030		
ACLD 01	-		\$ K	-	-	-	-	-	-	-	-	-
ACLD 02	-		\$ K	-	-	-	-	-	-	-	-	-
ACLD 03	-		\$ K	(242.632)	-	-	-	-	-	-	-	-
ACLD 04	-		\$ K	-	-	-	-	-	-	-	-	-
ACLD 05	-		\$ K	-	-	-	-	-	-	-	-	-
ACLD 06	-		\$ K	-	-	-	-	-	-	-	-	-
ACLD 07	-		\$ K	(314.955)	-	-	-	-	-	-	-	-
ACLD 67	-		\$ K	-	-	-	-	-	-	-	-	-
Total ACLD				\$ K	(557.587)	-	-	-	-	-	-	-

### NHPP Resurfacing

#### NHRE - NHPP Resurfacing

NHRE 01	-		\$ K	66,317.535	61,734.811	48,449.021	67,816.992	79,758.970	87,594.017	76,868.825	360,487.826	422,222.637
NHRE 02	-		\$ K	88,766.691	101,721.986	50,356.886	96,597.891	121,267.011	136,422.570	115,629.322	520,273.678	621,995.665
NHRE 03	-		\$ K	120,685.617	70,865.549	40,325.163	78,211.868	110,544.077	123,971.274	104,624.350	457,676.732	528,542.281
NHRE 04	-		\$ K	85,373.528	14,808.601	3,741.887	18,333.798	18,163.338	22,367.549	13,055.275	75,661.847	90,470.449
NHRE 05	-		\$ K	53,083.953	70,325.388	64,003.211	67,208.423	58,798.705	66,430.257	57,043.463	313,484.059	383,809.447
NHRE 06	-		\$ K	37,728.611	11,980.385	7,912.577	10,177.348	9,626.553	12,258.543	9,963.524	49,938.544	61,918.929
NHRE 07	-		\$ K	60,245.862	25,360.391	15,347.316	35,093.941	38,056.594	43,377.101	38,128.691	170,003.642	195,364.033
NHRE 99	-		-	-	-	-	-	-	-	-	-	-
Total NHRE				\$ K	512,201.797	356,797.112	230,136.061	373,440.261	436,215.248	492,421.309	1,947,526.329	2,304,323.441
ACNR 01	-		\$ K	(66,317.534)	-	-	-	-	-	-	-	-
ACNR 02	-		\$ K	(88,717.952)	-	-	-	-	-	-	-	-
ACNR 03	-		\$ K	(114,994.336)	-	-	-	-	-	-	-	-
ACNR 04	-		\$ K	(85,375.807)	-	-	-	-	-	-	-	-
ACNR 05	-		\$ K	(53,051.396)	-	-	-	-	-	-	-	-
ACNR 06	-		\$ K	(37,856.308)	-	-	-	-	-	-	-	-
ACNR 07	-		\$ K	(60,574.024)	-	-	-	-	-	-	-	-
Total ACNR				\$ K	(506,887.357)	-	-	-	-	-	-	-

### Railway-Highway Crossing Program

#### RHH - Railroad Highway Hazards

RHH 01	-		\$ K	592.563	1,229.746	1,229.746	1,229.746	1,229.746	1,229.746	1,229.746	6,148.730	7,378.476
RHH 02	-		\$ K	278.185	1,540.800	1,540.800	1,540.800	1,540.800	1,540.800	1,540.800	7,704.000	9,244.800
RHH 03	-		\$ K	39.120	1,169.560	419.560	419.560	419.560	419.560	419.560	2,097.800	3,267.360
RHH 04	-		\$ K	2,049.235	1,801.218	1,801.218	1,801.218	1,801.218	1,801.218	1,801.218	9,006.090	10,807.308
RHH 05	-		\$ K	2,453.414	2,088.386	1,837.386	1,837.386	1,837.386	1,837.386	1,837.386	9,186.930	11,275.316
RHH 06	-		\$ K	484.066	593.172	593.172	593.172	593.172	593.172	593.172	2,965.860	3,559.032
RHH 07	-		\$ K	955.145	1,258.682	1,258.682	1,258.682	1,258.682	1,258.682	1,258.682	6,293.410	7,552.092
RHH 30	-		\$ K	638.072	336.926	1,174.135	1,174.135	1,174.135	1,174.135	1,174.135	5,870.675	6,207.601
Total RHH				\$ K	7,489.800	10,018.490	9,854.699	9,854.699	9,854.699	9,854.699	49,273.495	59,291.985

#### RHP - Railroad Highway Protective Devices

RHP 01	-		\$ K	-	-	-	-	-	-	-	-	-
RHP 02	-		\$ K	110.726	-	-	-	-	-	-	-	-
RHP 03	-		\$ K	-	-	-	-	-	-	-	-	-
RHP 04	-		\$ K	139.676	-	-	-	-	-	-	-	-
RHP 05	-		\$ K	446.536	-	-	-	-	-	-	-	-
RHP 06	-		\$ K	171.887	-	-	-	-	-	-	-	-
RHP 07	-		\$ K	747.470	-	-	-	-	-	-	-	-
RHP 30	-		\$ K	-	-	-	-	-	-	-	-	-
Total RHP				\$ K	1,616.295	-	-	-	-	-	-	-

### Surface Transportation Block Grant Program

#### SA - Any Area

##### Resurfacing

SA 01	-		\$ K	-	54,642.803	37,059.610	35,814.649	35,625.982	39,558.422	38,708.096	186,766.759	241,409.562
SA 02	-		\$ K	-	29,460.541	42,361.150	37,776.433	35,184.566	44,003.656	39,494.048	198,819.854	228,280.396
SA 03	-		\$ K	-	13,749.497	32,671.538	29,183.107	29,910.854	37,745.298	33,576.569	163,087.367	176,836.864
SA 04	-		\$ K	-	29,106.051	12,680.369	14,896.766	14,848.568	15,459.131	11,314.948	69,199.781	98,305.832
SA 05	-		\$ K	-	34,585.648	50,656.310	39,426.163	30,433.589	33,620.917	32,811.458	186,948.436	221,534.085
SA 06	-		\$ K	-	15,042.411	7,879.294	9,005.129	8,888.386	8,277.714	9,618.070	43,668.594	58,711.005
SA 07	-		\$ K	-	35,971.687	28,516.650	28,964.872	31,811.310	33,088.494	33,705.461	156,086.785	192,058.473
Total Resurfacing SA				\$ K	-	212,558.640	211,824.922	195,067.119	186,703.254	211,753.632	1,004,577.577	1,217,136.217



## Schedule - A Federal Fund Allocations

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year 2025	2026	2027	2028	2029	2030	Five Year WP Total	Current + 5Yr WP Total
Regular												
SA	01	-	\$ K	-	7,712.721	6,625.473	9,142.508	10,398.768	6,636.181	8,517.443	41,320.373	49,033.094
SA	02	-	\$ K	-	5,851.378	5,043.836	6,960.003	7,916.367	5,051.988	6,484.154	31,456.347	37,307.725
SA	03	-	\$ K	-	3,798.095	3,240.638	4,471.766	5,086.225	3,245.876	4,166.035	20,210.540	24,008.634
SA	04	-	\$ K	-	9,294.614	7,871.572	10,862.003	12,354.536	7,884.294	10,119.378	49,091.783	58,386.396
SA	05	-	\$ K	-	11,194.247	9,656.051	13,324.410	15,155.299	9,671.656	12,413.432	60,220.848	71,415.095
SA	06	-	\$ K	-	6,113.077	5,187.999	7,158.934	8,142.633	5,196.384	6,669.484	32,355.434	38,468.511
SA	07	-	\$ K	-	<u>7,562.518</u>	<u>6,485.206</u>	<u>8,948.953</u>	<u>10,178.616</u>	<u>6,495.687</u>	<u>8,337.121</u>	<u>40,445.583</u>	<u>48,008.101</u>
Total Regular SA				\$ K	<u>51,526.649</u>	<u>44,110.775</u>	<u>60,868.578</u>	<u>69,232.443</u>	<u>44,182.065</u>	<u>56,707.047</u>	<u>275,100.907</u>	<u>326,627.556</u>
Combined												
SA	01	-	\$ K	6,341.784	62,355.524	43,685.083	44,957.157	46,024.750	46,194.603	47,225.539	228,087.132	290,442.656
SA	02	-	\$ K	9,934.138	35,311.919	47,404.986	44,736.436	43,100.933	49,055.644	45,978.202	230,276.201	265,588.120
SA	03	-	\$ K	4,627.396	17,547.592	35,912.177	33,654.873	34,997.079	40,991.174	37,742.604	183,297.907	200,845.499
SA	04	-	\$ K	36,098.310	38,400.665	20,551.941	25,758.769	27,203.104	23,343.424	21,434.326	118,291.564	156,692.229
SA	05	-	\$ K	32,626.626	45,779.896	60,312.361	52,750.574	45,588.887	43,292.573	45,224.890	247,169.284	292,949.180
SA	06	-	\$ K	790.842	21,155.488	13,067.293	16,164.063	17,031.019	13,474.098	16,287.554	76,024.027	97,179.516
SA	07	-	\$ K	(4,931.288)	43,534.205	35,001.856	37,913.825	41,989.926	39,584.181	42,042.582	196,532.369	240,066.574
SA	21	-	\$ K	<u>16,020.284</u>	4,500.000	4,500.000	4,500.000	4,500.000	4,500.000	4,500.000	22,500.000	27,000.000
Total SA				\$ K	<u>101,508.091</u>	<u>268,585.289</u>	<u>260,435.697</u>	<u>260,435.697</u>	<u>260,435.697</u>	<u>260,435.697</u>	<u>1,302,178.484</u>	<u>1,570,763.773</u>
ACSA	01	-	\$ K	-	-	-	-	-	-	-	-	-
ACSA	02	-	\$ K	-	-	-	-	-	-	-	-	-
ACSA	03	-	\$ K	-	-	-	-	-	-	-	-	-
ACSA	04	-	\$ K	-	-	-	-	-	-	-	-	-
ACSA	05	-	\$ K	-	-	-	-	-	-	-	-	-
ACSA	06	-	\$ K	-	-	-	-	-	-	-	-	-
ACSA	07	-	\$ K	-	-	-	-	-	-	-	-	-
Total ACSA				\$ K	-	-	-	-	-	-	-	-
SL - Population 50K to 200K												
SL	01	-	\$ K	7,752.890	5,962.016	5,432.122	5,432.122	5,432.122	5,432.122	5,432.122	27,160.611	33,122.627
SL	02	-	\$ K	6,138.739	2,562.770	2,334.996	2,334.996	2,334.996	2,334.996	2,334.996	11,674.978	14,237.748
SL	03	-	\$ K	13,541.588	2,912.684	2,653.810	2,653.810	2,653.810	2,653.810	2,653.810	13,269.049	16,181.733
SL	04	-	\$ K	4,190.138	2,953.896	2,691.359	2,691.359	2,691.359	2,691.359	2,691.359	13,456.794	16,410.689
SL	05	-	\$ K	769.807	11,637.760	10,603.416	10,603.416	10,603.416	10,603.416	10,603.416	53,017.079	64,654.839
SL	06	-	\$ K	68.393	-	-	-	-	-	-	-	-
SL	07	-	\$ K	<u>8,343.504</u>	<u>5,732.143</u>	<u>5,222.680</u>	<u>5,222.680</u>	<u>5,222.680</u>	<u>5,222.680</u>	<u>5,222.680</u>	<u>26,113.399</u>	<u>31,845.542</u>
Total SL				\$ K	<u>40,805.059</u>	<u>31,761.269</u>	<u>28,938.382</u>	<u>28,938.382</u>	<u>28,938.382</u>	<u>28,938.382</u>	<u>144,691.910</u>	<u>176,453.178</u>
ACSL	01	-	\$ K	-	-	-	-	-	-	-	-	-
ACSL	02	-	\$ K	-	-	-	-	-	-	-	-	-
ACSL	03	-	\$ K	-	-	-	-	-	-	-	-	-
ACSL	04	-	\$ K	-	-	-	-	-	-	-	-	-
ACSL	05	-	\$ K	-	-	-	-	-	-	-	-	-
ACSL	06	-	\$ K	-	-	-	-	-	-	-	-	-
ACSL	07	-	\$ K	-	-	-	-	-	-	-	-	-
Total ACSL				\$ K	-	-	-	-	-	-	-	-
SM - Population 5K to Less Than 50K												
SM	01	-	\$ K	646.586	3,083.930	2,809.835	2,809.835	2,809.835	2,809.835	2,809.835	14,049.176	17,133.106
SM	02	-	\$ K	363.064	2,291.146	2,087.513	2,087.513	2,087.513	2,087.513	2,087.513	10,437.565	12,728.711
SM	03	-	\$ K	(41.701)	1,402.208	1,277.582	1,277.582	1,277.582	1,277.582	1,277.582	6,387.910	7,790.117
SM	04	-	\$ K	1,371.429	632.430	576.220	576.220	576.220	576.220	576.220	2,881.101	3,513.531
SM	05	-	\$ K	150.340	703.476	640.953	640.953	640.953	640.953	640.953	3,204.763	3,908.239
SM	06	-	\$ K	201.181	1,294.173	1,179.149	1,179.149	1,179.149	1,179.149	1,179.149	5,895.745	7,189.917
SM	07	-	\$ K	<u>106.372</u>	<u>956.409</u>	<u>871.405</u>	<u>871.405</u>	<u>871.405</u>	<u>871.405</u>	<u>871.405</u>	<u>4,357.023</u>	<u>5,313.432</u>
Total SM				\$ K	<u>2,797.270</u>	<u>10,363.771</u>	<u>9,442.657</u>	<u>9,442.657</u>	<u>9,442.657</u>	<u>9,442.657</u>	<u>47,213.283</u>	<u>57,577.053</u>
ACSM	01	-	\$ K	-	-	-	-	-	-	-	-	-
ACSM	02	-	\$ K	-	-	-	-	-	-	-	-	-
ACSM	03	-	\$ K	-	-	-	-	-	-	-	-	-
ACSM	04	-	\$ K	-	-	-	-	-	-	-	-	-
ACSM	05	-	\$ K	-	-	-	-	-	-	-	-	-
ACSM	06	-	\$ K	-	-	-	-	-	-	-	-	-
ACSM	07	-	\$ K	-	-	-	-	-	-	-	-	-
Total ACSM				\$ K	-	-	-	-	-	-	-	-



## Schedule - A Federal Fund Allocations

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year	Five Year Work Program					Five Year	Current + 5Yr
					2025	2026	2027	2028	2029	2030	WP Total	WP Total
SN - Population Less Than 5K												
SN	01	-	\$ K	841.115	5,319.755	4,846.945	4,846.945	4,846.945	4,846.945	4,846.945	24,234.723	29,554.478
SN	02	-	\$ K	9,985.048	9,410.543	8,574.150	8,574.150	8,574.150	8,574.150	8,574.150	42,870.752	52,281.295
SN	03	-	\$ K	5,514.971	7,177.701	6,539.759	6,539.759	6,539.759	6,539.759	6,539.759	32,698.797	39,876.498
SN	04	-	\$ K	3,804.481	856.210	780.111	780.111	780.111	780.111	780.111	3,900.557	4,756.766
SN	05	-	\$ K	6,318.002	6,687.707	6,093.315	6,093.315	6,093.315	6,093.315	6,093.315	30,466.574	37,154.281
SN	06	-	\$ K	1,087.640	614.636	560.009	560.009	560.009	560.009	560.009	2,800.043	3,414.679
SN	07	-	\$ K	2,019.012	3,119.714	2,842.439	2,842.439	2,842.439	2,842.439	2,842.439	14,212.194	17,331.908
Total SN \$ K				29,570.268	33,186.266	30,236.728	30,236.728	30,236.728	30,236.728	30,236.728	151,183.640	184,369.906
ACSN	01	-	\$ K	-	-	-	-	-	-	-	-	-
ACSN	02	-	\$ K	-	-	-	-	-	-	-	-	-
ACSN	03	-	\$ K	-	-	-	-	-	-	-	-	-
ACSN	04	-	\$ K	-	-	-	-	-	-	-	-	-
ACSN	05	-	\$ K	-	-	-	-	-	-	-	-	-
ACSN	06	-	\$ K	-	-	-	-	-	-	-	-	-
ACSN	07	-	\$ K	-	-	-	-	-	-	-	-	-
Total ACSN \$ K				-	-	-	-	-	-	-	-	-
SU - Population Greater than 200K												
SU	01	X01	\$ K	6,503.000	10,770.101	9,812.873	9,812.873	9,812.873	9,812.873	9,812.873	49,064.367	59,834.468
SU	01	X02	\$ K	15,751.217	14,002.217	12,757.724	12,757.724	12,757.724	12,757.724	12,757.724	63,788.622	77,790.839
SU	02	X03	\$ K	11,199.722	22,418.896	20,426.344	20,426.344	20,426.344	20,426.344	20,426.344	102,131.719	124,550.615
SU	03	X04	\$ K	11,590.999	6,800.199	6,195.809	6,195.809	6,195.809	6,195.809	6,195.809	30,979.045	37,779.244
SU	04	X05	\$ K	4,755.925	34,943.276	31,837.578	31,837.578	31,837.578	31,837.578	31,837.578	159,187.891	194,131.167
SU	04	X06	\$ K	32,022.890	26,148.070	23,824.075	23,824.075	23,824.075	23,824.075	23,824.075	119,120.375	145,268.445
SU	05	X07	\$ K	7,078.978	7,227.360	6,585.005	6,585.005	6,585.005	6,585.005	6,585.005	32,925.024	40,152.385
SU	05	X08	\$ K	4,877.720	9,178.298	8,362.547	8,362.547	8,362.547	8,362.547	8,362.547	41,812.733	50,991.030
SU	05	X09	\$ K	19,782.265	33,319.840	30,358.431	30,358.431	30,358.431	30,358.431	30,358.431	151,792.153	185,111.993
SU	06	X10	\$ K	33,840.369	48,139.194	43,860.666	43,860.666	43,860.666	43,860.666	43,860.666	219,303.330	267,442.524
SU	07	X11	\$ K	25,709.703	50,019.319	45,573.688	45,573.688	45,573.688	45,573.688	45,573.688	227,868.441	277,887.760
SU	01	X12	\$ K	683.328	7,650.603	6,970.631	6,970.631	6,970.631	6,970.631	6,970.631	34,853.155	42,503.758
SU	03	X13	\$ K	1,309.948	4,545.951	4,141.915	4,141.915	4,141.915	4,141.915	4,141.915	20,709.574	25,255.525
SU	04	X14	\$ K	5,809.183	7,867.536	7,168.283	7,168.283	7,168.283	7,168.283	7,168.283	35,841.415	43,708.951
SU	01	X15	\$ K	55.440	4,994.931	4,550.991	4,550.991	4,550.991	4,550.991	4,550.991	22,754.953	27,749.884
SU	01	X16	\$ K	581.088	4,551.648	4,147.106	4,147.106	4,147.106	4,147.106	4,147.106	20,735.529	25,287.178
SU	05	X17	\$ K	5,543.952	7,519.923	6,851.565	6,851.565	6,851.565	6,851.565	6,851.565	34,257.825	41,777.747
SU	05	X50	\$ K	3,316.522	3,787.100	3,450.509	3,450.509	3,450.509	3,450.509	3,450.509	17,252.547	21,039.647
SU	03	X51	\$ K	3,560.501	4,065.698	3,704.346	3,704.346	3,704.346	3,704.346	3,704.346	18,521.728	22,587.426
SU	02	X52	\$ K	3,364.307	3,841.666	3,500.225	3,500.225	3,500.225	3,500.225	3,500.225	17,501.127	21,342.793
Total SU \$ K				197,337.057	311,791.829	284,080.310	284,080.310	284,080.310	284,080.310	284,080.310	1,420,401.552	1,732,193.381
ACSU	01	X01	\$ K	-	-	-	-	-	-	-	-	-
ACSU	01	X02	\$ K	-	-	-	-	-	-	-	-	-
ACSU	02	X03	\$ K	-	-	-	-	-	-	-	-	-
ACSU	03	X04	\$ K	-	-	-	-	-	-	-	-	-
ACSU	04	X05	\$ K	-	-	-	-	-	-	-	-	-
ACSU	04	X06	\$ K	-	-	-	-	-	-	-	-	-
ACSU	05	X07	\$ K	-	-	-	-	-	-	-	-	-
ACSU	05	X08	\$ K	-	-	-	-	-	-	-	-	-
ACSU	05	X09	\$ K	-	-	-	-	-	-	-	-	-
ACSU	06	X10	\$ K	-	-	-	-	-	-	-	-	-
ACSU	07	X11	\$ K	-	-	-	-	-	-	-	-	-
ACSU	01	X12	\$ K	-	-	-	-	-	-	-	-	-
ACSU	03	X13	\$ K	-	-	-	-	-	-	-	-	-
ACSU	04	X14	\$ K	-	-	-	-	-	-	-	-	-
ACSU	01	X15	\$ K	-	-	-	-	-	-	-	-	-
ACSU	01	X16	\$ K	-	-	-	-	-	-	-	-	-
ACSU	05	X17	\$ K	-	-	-	-	-	-	-	-	-
ACSU	05	X50	\$ K	-	-	-	-	-	-	-	-	-
ACSU	03	X51	\$ K	-	-	-	-	-	-	-	-	-
ACSU	02	X52	\$ K	-	-	-	-	-	-	-	-	-
Total ACSU \$ K				-	-	-	-	-	-	-	-	-



## Schedule - A Federal Fund Allocations

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year 2025	2026	2027	2028	2029	2030	Five Year WP Total	Current + 5Yr WP Total
Transportation Alternative Program												
TALT - Any Area												
TALT	01	-	\$ K	6,166.329	5,996.703	5,452.808	5,452.808	5,452.808	5,452.808	5,452.808	27,264.041	33,260.744
TALT	02	-	\$ K	4,197.562	4,549.493	4,151.110	4,151.110	4,151.110	4,151.110	4,151.110	20,755.552	25,305.045
TALT	03	-	\$ K	2,191.385	2,953.049	2,667.067	2,667.067	2,667.067	2,667.067	2,667.067	13,335.334	16,288.383
TALT	04	-	\$ K	8,808.864	7,226.637	6,478.356	6,478.356	6,478.356	6,478.356	6,478.356	32,391.779	39,618.416
TALT	05	-	\$ K	13,779.972	8,703.618	7,946.993	7,946.993	7,946.993	7,946.993	7,946.993	39,734.967	48,438.585
TALT	06	-	\$ K	3,326.551	4,752.967	4,269.758	4,269.758	4,269.758	4,269.758	4,269.758	21,348.788	26,101.754
TALT	07	-	\$ K	<u>3,282.157</u>	<u>5,879.919</u>	<u>5,337.367</u>	<u>5,337.367</u>	<u>5,337.367</u>	<u>5,337.367</u>	<u>5,337.367</u>	<u>26,686.837</u>	<u>32,566.755</u>
Total TALT				\$ K	<u>41,752.819</u>	<u>40,062.385</u>	<u>36,303.460</u>	<u>36,303.460</u>	<u>36,303.460</u>	<u>36,303.460</u>	<u>181,517.298</u>	<u>221,579.683</u>
TALL - Population 50K to 200K												
TALL	01	-	\$ K	1,104.200	887.915	804.605	804.605	804.605	804.605	804.605	4,023.024	4,910.939
TALL	02	-	\$ K	1,724.636	381.670	345.859	345.859	345.859	345.859	345.859	1,729.295	2,110.965
TALL	03	-	\$ K	368.608	433.782	393.082	393.082	393.082	393.082	393.082	1,965.409	2,399.191
TALL	04	-	\$ K	687.517	439.920	398.643	398.643	398.643	398.643	398.643	1,993.217	2,433.137
TALL	05	-	\$ K	1,192.236	1,733.196	1,570.576	1,570.576	1,570.576	1,570.576	1,570.576	7,852.878	9,586.074
TALL	06	-	\$ K	9.022	-	-	-	-	-	-	-	-
TALL	07	-	\$ K	<u>713.806</u>	<u>853.680</u>	<u>773.582</u>	<u>773.582</u>	<u>773.582</u>	<u>773.582</u>	<u>773.582</u>	<u>3,867.911</u>	<u>4,721.591</u>
Total TALL				\$ K	<u>5,800.024</u>	<u>4,730.163</u>	<u>4,286.347</u>	<u>4,286.347</u>	<u>4,286.347</u>	<u>4,286.347</u>	<u>21,431.735</u>	<u>26,161.898</u>
TALM - Population 5K to Less Than 50K												
TALM	01	-	\$ K	164.616	459.285	416.192	416.192	416.192	416.192	416.192	2,080.961	2,540.246
TALM	02	-	\$ K	126.984	341.217	309.202	309.202	309.202	309.202	309.202	1,546.010	1,887.227
TALM	03	-	\$ K	581.119	208.829	189.235	189.235	189.235	189.235	189.235	946.176	1,155.005
TALM	04	-	\$ K	360.064	94.187	85.350	85.350	85.350	85.350	85.350	426.748	520.935
TALM	05	-	\$ K	(60.018)	104.768	94.938	94.938	94.938	94.938	94.938	474.689	579.457
TALM	06	-	\$ K	506.254	192.739	174.655	174.655	174.655	174.655	174.655	873.276	1,066.016
TALM	07	-	\$ K	<u>168.650</u>	<u>142.437</u>	<u>129.072</u>	<u>129.072</u>	<u>129.072</u>	<u>129.072</u>	<u>129.072</u>	<u>645.361</u>	<u>787.798</u>
Total TALM				\$ K	<u>1,847.668</u>	<u>1,543.462</u>	<u>1,398.644</u>	<u>1,398.644</u>	<u>1,398.644</u>	<u>1,398.644</u>	<u>6,993.221</u>	<u>8,536.684</u>
TALN - Population Less Than 5K												
TALN	01	-	\$ K	573.766	792.264	717.928	717.928	717.928	717.928	717.928	3,589.642	4,381.906
TALN	02	-	\$ K	2,226.467	1,401.500	1,270.001	1,270.001	1,270.001	1,270.001	1,270.001	6,350.007	7,751.506
TALN	03	-	\$ K	488.863	1,068.965	968.668	968.668	968.668	968.668	968.668	4,843.339	5,912.304
TALN	04	-	\$ K	331.315	127.514	115.550	115.550	115.550	115.550	115.550	577.750	705.264
TALN	05	-	\$ K	79.710	995.991	902.540	902.540	902.540	902.540	902.540	4,512.702	5,508.694
TALN	06	-	\$ K	76.716	91.537	82.948	82.948	82.948	82.948	82.948	414.742	506.279
TALN	07	-	\$ K	<u>105.434</u>	<u>464.615</u>	<u>421.021</u>	<u>421.021</u>	<u>421.021</u>	<u>421.021</u>	<u>421.021</u>	<u>2,105.107</u>	<u>2,569.722</u>
Total TALN				\$ K	<u>3,882.271</u>	<u>4,942.386</u>	<u>4,478.658</u>	<u>4,478.658</u>	<u>4,478.658</u>	<u>4,478.658</u>	<u>22,393.288</u>	<u>27,335.674</u>
TALU - Population Greater than 200K												
TALU	01	X01	\$ K	3,594.283	1,603.977	1,453.481	1,453.481	1,453.481	1,453.481	1,453.481	7,267.404	8,871.380
TALU	01	X02	\$ K	1,705.268	2,085.331	1,889.671	1,889.671	1,889.671	1,889.671	1,889.671	9,448.357	11,533.688
TALU	02	X03	\$ K	1,576.005	3,338.816	3,025.546	3,025.546	3,025.546	3,025.546	3,025.546	15,127.728	18,466.544
TALU	03	X04	\$ K	2,252.574	1,012.744	917.722	917.722	917.722	917.722	917.722	4,588.609	5,601.354
TALU	04	X05	\$ K	5,043.733	5,204.055	4,715.775	4,715.775	4,715.775	4,715.775	4,715.775	23,578.876	28,782.932
TALU	04	X06	\$ K	2,336.726	3,894.197	3,528.817	3,528.817	3,528.817	3,528.817	3,528.817	17,644.084	21,538.281
TALU	05	X07	\$ K	2,142.014	1,076.361	975.370	975.370	975.370	975.370	975.370	4,876.848	5,953.209
TALU	05	X08	\$ K	796.103	1,366.912	1,238.659	1,238.659	1,238.659	1,238.659	1,238.659	6,193.293	7,560.205
TALU	05	X09	\$ K	6,725.827	4,962.279	4,496.684	4,496.684	4,496.684	4,496.684	4,496.684	22,483.421	27,445.700
TALU	06	X10	\$ K	2,477.387	7,169.305	6,496.632	6,496.632	6,496.632	6,496.632	6,496.632	32,483.162	39,652.468
TALU	07	X11	\$ K	3,916.241	7,449.310	6,750.365	6,750.365	6,750.365	6,750.365	6,750.365	33,751.825	41,201.135
TALU	01	X12	\$ K	1,274.561	1,139.394	1,032.488	1,032.488	1,032.488	1,032.488	1,032.488	5,162.442	6,301.836
TALU	03	X13	\$ K	722.835	677.022	613.500	613.500	613.500	613.500	613.500	3,067.498	3,744.520
TALU	04	X14	\$ K	827.467	1,171.702	1,061.765	1,061.765	1,061.765	1,061.765	1,061.765	5,308.823	6,480.524
TALU	01	X15	\$ K	1,049.422	743.888	674.092	674.092	674.092	674.092	674.092	3,370.459	4,114.347
TALU	01	X16	\$ K	1,675.802	677.871	614.268	614.268	614.268	614.268	614.268	3,071.342	3,749.213
TALU	05	X17	\$ K	522.932	1,119.932	1,014.852	1,014.852	1,014.852	1,014.852	1,014.852	5,074.262	6,194.194
TALU	05	X50	\$ K	490.659	564.008	511.089	511.089	511.089	511.089	511.089	2,555.444	3,119.451
TALU	03	X51	\$ K	526.755	605.499	548.687	548.687	548.687	548.687	548.687	2,743.434	3,348.933
TALU	02	X52	\$ K	<u>497.729</u>	<u>572.134</u>	<u>518.453</u>	<u>518.453</u>	<u>518.453</u>	<u>518.453</u>	<u>518.453</u>	<u>2,592.263</u>	<u>3,164.397</u>
Total TALU				\$ K	<u>40,154.323</u>	<u>46,434.738</u>	<u>42,077.915</u>	<u>42,077.915</u>	<u>42,077.915</u>	<u>42,077.915</u>	<u>210,389.574</u>	<u>256,824.312</u>



## Schedule - A Federal Fund Allocations

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year	2025	2026	2027	Five Year Work Program			2029	2030	Five Year	Current + 5Yr
									2028					WP Total	WP Total
State Fiscal Recovery Funds															
ARDR - American Rescue Plan - SCETS Motor Fuel Tax															
ARDR	01	-	\$ K	142.980	-	-	-	-	-	-	-	-	-	-	-
ARDR	02	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARDR	03	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARDR	04	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARDR	05	-	\$ K	15.125	-	-	-	-	-	-	-	-	-	-	-
ARDR	06	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARDR	07	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
Total ARDR				\$ K	158.105	-	-	-	-	-	-	-	-	-	-
ARSC - American Rescue Plan SCOP Program															
ARSC	01	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSC	02	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSC	03	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSC	04	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSC	05	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSC	06	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSC	07	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
Total ARSC				\$ K	-	-	-	-	-	-	-	-	-	-	-
ARSR - American Rescue Plan SCRAP Program															
ARSR	01	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSR	02	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSR	03	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSR	04	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSR	05	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSR	06	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
ARSR	07	-	\$ K	-	-	-	-	-	-	-	-	-	-	-	-
Total ARSR				\$ K	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous Programs															
DU - Federal Transit Administration Pass-Thru															
DU	01	-	\$ K	131.666	3,404.409	3,506.541	3,611.738	3,720.090	3,831.692	3,946.643	18,616.704	22,021.113			
DU	02	-	\$ K	1,647.193	4,931.176	5,079.111	5,231.485	5,388.429	5,550.082	5,716.584	26,965.692	31,896.868			
DU	03	-	\$ K	59.120	4,110.631	4,547.521	4,683.947	4,824.465	4,969.199	5,118.275	24,143.407	28,254.038			
DU	04	-	\$ K	0.386	1,151.968	1,186.527	1,222.123	1,258.787	1,296.550	1,335.447	6,299.433	7,451.401			
DU	05	-	\$ K	1,201.241	3,402.529	3,504.605	3,609.743	3,718.035	3,829.576	3,944.464	18,606.423	22,008.952			
DU	06	-	\$ K	541.356	382.536	394.012	405.832	418.007	430.548	443.464	2,091.864	2,474.400			
DU	07	-	\$ K	8.245	695.230	716.087	737.570	759.697	782.487	805.962	3,801.803	4,497.033			
DU	30	-	\$ K	108,440.771	48,842.025	48,994.175	50,464.000	51,977.920	53,537.258	55,143.376	260,116.730	308,958.755			
Total DU				\$ K	112,029.978	66,920.504	67,928.580	69,966.437	72,065.430	74,227.393	76,454.215	360,642.055	427,562.559		
SUNSETTING FUNDS															
Equity Bonus															
EB - Any Area															
EB	01	-	\$ K	-											
EB	02	-	\$ K	-											
EB	03	-	\$ K	0.051											
EB	04	-	\$ K	1.135											
EB	05	-	\$ K	-											
EB	06	-	\$ K	0.005											
EB	07	-	\$ K	-											
Total EB				\$ K	1.191										
EBNH - Supplementing National Highway System															
EBNH	99	-	\$ K	-											
Bridge Program															
BRT - Bridge Replacement Program															
BRT	99	-	\$ K	-											
Surface Transportation Program Enhancement															
SE - Surface Transportation Program Enhancement															
SE	99	-	\$ K	373.108											
Safe Routes to School															
SR2S - Safe Routes to School - Infrastructure															
SR2S	99	-	\$ K	482.414											



## Schedule - A Federal Fund Allocations

Fund	BD	Dist Area	unit	Bal-Fwd	Current Year	Five Year Work Program					Five Year	Current + 5Yr
					2025	2026	2027	2028	2029	2030	WP Total	WP Total
					TIFIA Funds Redistributed							
					TIFR - TIFIA Funds Redistributed							
TIFR	99			-								





## Schedule - A State Fund Allocations Revisions

Date	Description
July 1, 2025	STSA2512G Update to DI and TLWR per OPT2633
June 30, 2025	STSA2512F Update to TDTF per OPT2632
June 27, 2025	STSA2512E Update to MFF and FINC w/ Dist Area ARTB & INTB per OPT2631
June 27, 2025	STSA2512D Update to DS, DPTO, DI, NSTP, NSW, TLWR per OPT2630 for financing changes
June 26, 2025	STSA2512C Update DS for Resurfacing 300 LM Reduction
June 25, 2025	STSA2512B Update to DPTO, GMR, NSTP, TRIP and GRSC as per OPT2629
June 20, 2025	STSA2512A Update to MFF and FINC w/ Dist Area INTB. Move funds from FY26 to FY25
May 8, 2025	STSA2511A Update DPTO per model updates from Calvin D.
April 7, 2025	STSA2510A Update DPTO per model updates from Maya B, adjustment to D2 from CO.
April 7, 2025	STSA2510A Move \$1.2M from DI to DRA per OPT2627 to assist w/ the Visit Florida I-95 Welcome Center renovation project
March 31, 2025	STSA2509E Move \$12M from DI to DRA per OPT2626 to cover rest area projects previously funded by CARB
March 27, 2025	STSA2509D Update per OPT2625 for REC changes
March 20, 2025	STSA2509C Update to DDR Link
March 20, 2025	STSA2509C Update to DS-Rental Car Surcharge
March 20, 2025	STSA2509B Move \$1.5M from RBRP to BRRP per OPT2624
March 10, 2025	STSA2509A Update population and local option fuel tax for FY27 which caused a change in GRSC, SCED, SCOP & SCWR
February 27, 2025	STSA2508C Update DIFC per OPT 2623
February 21, 2025	STSA2508B Update FINC per OPT2622 increasing 95EL by \$2M
February 20, 2025	STSA2508A Update DPTO per model updates from Maya B, adjustment to D3 from CO.
January 14, 2025	STSA2507A Update FINC by moving \$44,565,096 from INTB to ARTB in FY27
January 9, 2025	STSA2507A Update FINC by moving \$6,843,966 from INTB to 95EL in FY25
January 7, 2025	STSA2507A Update FINC per OPT2621 Increasing 95EL by \$31,334
December 19, 2024	STSA2506C Update FINC 95EL
December 18, 2024	STSA2506B Update DC to move from D99 to districts
December 5, 2024	STSA2506A Update FINC by adding INTB Distribution Area
November 22, 2024	STSA2505F Update FINC and MFF per OPT2619
November 14, 2024	STSA2505E Update FINC and MFF per OPT2618
November 8, 2024	STSA2505D Update DIFC and MFF per OPT2617
November 5, 2024	STSA2505C Update DI per OPT2615
November 1, 2024	STSA2505B Update DI per OPT2614
November 1, 2024	STSA2505A Update to BNIR per OPT2613 and DPTO
October 16, 2024	STSA2504B Update to BNBR, BRRP, DC, DI, DS, and FC5 per OPT2612
October 8, 2024	STSA2504A Update to BNBR, DI and DS per OPT2611
September 25, 2024	STSA2503I Initial Upload
September 24, 2024	STSA2503I Update to DC, DI and DS per OPT2609
September 23, 2024	STSA2503H Update per OPT2608 and DPTO FY28
September 20, 2024	STSA2503G Update per OPT2607
September 19, 2024	STSA2503F Update In-House
September 17, 2024	STSA2503E Update per OPT2606 and update to FINC distribution breakout
September 12, 2024	STSA2503D Update per OPT2605
September 10, 2024	STSA2503C Update per OPT2604
September 5, 2024	STSA2503B Update FY34 Toll Facility Allocations (DSBx)
September 5, 2024	STSA2503A Updates for District Generated Revenues per OPT2603
August 27, 2024	STSA2502F Updated for REC per OPT2602; updated DS resurfacing
August 26, 2024	STSA2502E Updates for Program Planning Workshop decisions per OPT2601
August 16, 2024	STSA2502D Updates to DS, DI, NSTP and NSW per OPT2600
August 15, 2024	STSA2502C Update DDR Combined Link, DS Rental Car Fee, BRRP and Statutory Formula
August 7, 2024	STSA2502B Resurfacing
August 6, 2024	STSA2502A District Generated Revenues - DS & ROWR
July 23, 2024	STSA2501A 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
				2025	2026	2027	2028	2029	2030		
State Primary Highways											
DS - Regular											
DS	01	- district regular DS	\$ K	25,929.988	33,991.415	39,937.116	27,151.522	27,958.876	36,573.903	165,612.833	191,542.821
DS	02	- district regular DS	\$ K	16,914.178	23,139.721	27,614.211	17,828.002	18,388.857	24,892.550	111,863.340	128,777.518
DS	03	- district regular DS	\$ K	9,499.222	6,233.443	8,861.445	2,319.861	2,418.841	6,328.475	26,162.066	35,661.287
DS	04	- district regular DS	\$ K	26,793.267	35,320.274	42,237.947	26,897.124	27,701.368	37,777.197	169,933.911	196,727.178
DS	05	- district regular DS	\$ K	48,230.105	60,588.669	69,957.103	52,050.766	53,980.193	67,314.631	303,891.362	352,121.467
DS	06	- district regular DS	\$ K	16,067.446	21,739.605	26,261.456	16,112.219	16,602.906	23,203.313	103,919.500	119,986.946
DS	07	- district regular DS	\$ K	28,934.164	36,841.480	42,771.650	30,370.459	31,277.918	39,831.339	181,092.846	210,027.010
Total				172,368.370	217,854.607	257,640.929	172,729.954	178,328.959	235,921.408	1,062,475.858	1,234,844.228
DS - Rental Car Fees											
DS	01	- DS - rental car fees	\$ K	15,985.157	16,162.770	16,364.064	16,494.313	16,624.563	16,766.653	82,412.363	98,397.520
DS	02	- DS - rental car fees	\$ K	8,263.736	8,355.555	8,459.617	8,526.951	8,594.285	8,667.740	42,604.148	50,867.884
DS	03	- DS - rental car fees	\$ K	6,519.091	6,591.526	6,673.618	6,726.737	6,779.855	6,837.803	33,609.538	40,128.629
DS	04	- DS - rental car fees	\$ K	28,177.335	28,490.416	28,845.242	29,074.835	29,304.428	29,554.893	145,269.815	173,447.150
DS	05	- DS - rental car fees	\$ K	35,617.589	33,891.754	36,461.858	36,752.076	37,042.293	37,358.894	181,506.875	217,124.465
DS	06	- DS - rental car fees	\$ K	22,367.629	22,616.158	22,897.824	23,080.079	23,262.334	23,461.157	115,317.552	137,685.181
DS	07	- DS - rental car fees	\$ K	18,069.463	12,664.683	18,497.777	18,645.009	18,792.242	18,952.859	87,552.570	105,622.034
Total				135,000.000	128,772.862	138,200.000	139,300.000	140,400.000	141,600.000	688,272.862	823,272.862
DS - Non-formula											
DS	01	- DS - non-formula	\$ K	2,095.659	1,243.112	-	-	-	-	1,243.112	3,338.771
DS	02	- DS - non-formula	\$ K	395.075	634.537	-	-	-	-	634.537	1,029.611
DS	03	- DS - non-formula	\$ K	1,172.497	166.201	-	-	-	-	166.201	1,338.698
DS	04	- DS - non-formula	\$ K	1,772.547	4,366.415	1,025.000	1,025.000	1,025.000	1,025.000	8,466.415	10,238.963
DS	05	- DS - non-formula	\$ K	768.455	920.900	-	-	-	-	920.900	1,689.355
DS	06	- DS - non-formula	\$ K	2,678.433	2,204.509	-	-	-	-	2,204.509	4,882.942
DS	07	- DS - non-formula	\$ K	3,144.989	3,679.502	-	-	-	-	3,679.502	6,824.491
Total				12,027.655	13,215.176	1,025.000	1,025.000	1,025.000	1,025.000	17,315.176	29,342.831
DS - Resurfacing											
DS	01	- DS - resurfacing	\$ K	59,018.756	33,424.285	35,020.322	25,867.059	17,115.958	34,640.886	146,068.510	205,087.266
DS	02	- DS - resurfacing	\$ K	114,956.035	60,368.022	58,454.475	44,229.983	29,572.681	59,591.929	252,217.090	367,173.125
DS	03	- DS - resurfacing	\$ K	80,747.004	64,107.390	48,237.080	40,877.367	27,244.876	54,782.685	235,249.397	315,996.402
DS	04	- DS - resurfacing	\$ K	7,841.381	278.730	6,090.853	4,151.491	3,483.414	3,989.365	17,993.853	25,835.234
DS	05	- DS - resurfacing	\$ K	69,181.614	(0.000)	32,159.356	17,992.619	12,381.025	24,073.969	86,606.969	155,788.584
DS	06	- DS - resurfacing	\$ K	8,514.303	3,496.426	2,904.707	1,937.262	1,941.323	2,651.998	12,931.717	21,446.020
DS	07	- DS - resurfacing	\$ K	16,627.364	0.000	11,367.526	8,517.645	6,240.527	11,387.701	37,513.399	54,140.763
DS	89	- DS - resurfacing	\$ K	-	-	-	-	-	-	-	-
Total				356,886.456	161,674.853	194,234.320	143,573.426	97,979.804	191,118.533	788,580.936	1,145,467.393
DS - Combined											
DS	01	- DS - combined	\$ K	103,029.560	84,821.581	91,321.502	69,512.895	61,699.397	87,981.442	395,336.818	498,366.378
DS	02	- DS - combined	\$ K	140,529.023	92,497.834	94,528.303	70,584.936	56,555.823	93,152.220	407,319.115	547,848.138
DS	03	- DS - combined	\$ K	97,937.814	77,098.560	63,772.143	49,923.965	36,443.572	67,948.962	295,187.202	393,125.016
DS	04	- DS - combined	\$ K	64,584.531	68,455.836	78,199.042	61,148.451	61,514.210	72,346.455	341,663.994	406,248.525
DS	05	- DS - combined	\$ K	153,797.764	95,401.324	138,578.317	106,795.461	103,403.511	128,747.494	572,926.106	726,723.871
DS	06	- DS - combined	\$ K	49,627.810	50,056.698	52,063.988	41,129.561	41,806.563	49,316.469	234,373.278	284,001.089
DS	07	- DS - combined	\$ K	66,775.980	53,185.666	72,636.953	57,533.113	56,310.687	70,171.899	309,838.318	376,614.297
DS	31	- DS - combined	\$ K	-	-	-	-	-	-	-	-
DS	89	- DS - combined	\$ K	-	-	-	-	-	-	-	-
Total				676,282.481	521,517.499	591,100.249	456,628.381	417,733.762	569,664.941	2,556,644.832	3,232,927.313
DIH - Direct In-House											
DIH	01	- DIH	\$ K	18,586.781	19,144.384	19,718.715	20,310.277	20,919.585	21,547.173	101,640.134	120,226.915
DIH	02	- DIH	\$ K	13,868.661	14,284.720	14,713.262	15,154.660	15,609.300	16,077.579	75,839.521	89,708.181
DIH	03	- DIH	\$ K	9,351.933	16,593.872	17,091.688	17,604.439	18,132.572	18,676.549	88,099.121	97,451.054
DIH	04	- DIH	\$ K	26,450.992	27,244.522	28,061.858	28,903.713	29,770.825	30,663.950	144,644.867	171,095.860
DIH	05	- DIH	\$ K	19,718.031	20,309.571	20,512.667	20,717.794	20,924.972	21,134.222	103,599.226	123,317.256
DIH	06	- DIH	\$ K	18,080.487	18,622.902	19,181.589	19,757.036	20,349.748	20,960.240	98,871.515	116,952.002
DIH	07	- DIH	\$ K	14,411.663	14,844.013	15,289.333	15,748.013	16,220.454	16,707.067	78,808.881	93,220.545
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				125,468.548	136,043.985	139,569.113	143,195.933	146,927.455	150,766.779	716,503.265	841,971.813
District Dedicated Revenue											
DDR - Regular											
DDR	01	- DDR - Regular	\$ K	93,245.730	128,678.325	132,877.693	139,018.476	144,936.372	144,774.526	690,285.393	783,531.124
DDR	02	- DDR - Regular	\$ K	95,720.728	104,526.468	108,853.261	113,061.336	117,151.101	117,436.416	561,028.582	656,749.310
DDR	03	- DDR - Regular	\$ K	67,809.250	64,325.271	66,724.918	65,634.736	69,047.749	68,278.961	334,011.635	401,820.886
DDR	04	- DDR - Regular	\$ K	148,094.375	174,131.926	177,254.772	185,541.140	191,256.305	200,730.081	928,914.223	1,077,008.599
DDR	05	- DDR - Regular	\$ K	203,972.064	194,111.507	214,952.190	236,702.986	243,917.387	247,176.093	1,136,860.163	1,340,832.228
DDR	06	- DDR - Regular	\$ K	99,345.170	111,196.657	113,719.228	119,283.659	124,568.369	124,383.803	593,151.716	692,496.886
DDR	07	- DDR - Regular	\$ K	104,601.162	113,001.866	117,528.387	122,419.169	127,019.757	127,572.819	607,541.997	712,143.159
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	-	-	-	-	-	-	-	-
Total				815,788.480	892,972.020	934,910.449	984,661.502	1,020,897.040	1,033,352.700	4,866,793.711	5,682,582.191

				Current Year	Five Year Work Program					Five Year	Current + 5Yr	
BD	Distribution Area		Description	unit	2025	2026	2027	2028	2029	2030	WP TOTAL	WP TOTAL
DDR - Urban Resurfacing												
DDR	01	X01 Cape Coral	urban resurfacing	\$ K	15,193.682	9,287.579	9,668.258	9,594.292	9,201.258	10,203.278	47,954.665	63,148.347
DDR	01	X02 Sarasota - Bradenton	urban resurfacing	\$ K	23,393.783	14,028.611	14,603.614	14,491.892	13,898.226	15,411.746	72,434.089	95,827.872
DDR	01	X12 Bonita Springs - Naples	urban resurfacing	\$ K	7,189.094	4,319.330	4,496.371	4,461.972	4,279.185	4,745.190	22,302.048	29,491.142
DDR	01	X15 Lakeland	urban resurfacing	\$ K	11,686.458	7,015.356	7,302.901	7,247.031	6,950.154	7,707.027	36,222.469	47,908.928
DDR	01	X16 Winter Haven	urban resurfacing	\$ K	15,394.054	9,344.315	9,727.319	9,652.902	9,257.467	10,265.608	48,247.611	63,641.664
DDR	02	X03 Jacksonville	urban resurfacing	\$ K	39,280.722	29,545.210	30,103.759	30,602.544	29,917.853	32,742.591	152,911.957	192,192.679
DDR	02	X52 Alachua	urban resurfacing	\$ K	-	6,047.831	6,162.165	6,264.265	6,124.110	6,702.327	31,300.697	31,300.697
DDR	03	X04 Pensacola	urban resurfacing	\$ K	11,260.726	11,384.205	11,741.569	13,367.982	12,815.495	14,226.926	63,536.177	74,796.903
DDR	03	X13 Tallahassee	urban resurfacing	\$ K	7,071.937	6,981.788	7,200.955	8,198.413	7,859.581	8,725.193	38,965.931	46,037.868
DDR	03	X51 Ft Walton Bch - Navarre - \	urban resurfacing	\$ K	-	7,126.420	7,350.128	8,368.249	8,022.397	8,905.941	39,773.135	39,773.135
DDR	04	X05 Ft. Laud,Hollywd,Pomp	urban resurfacing	\$ K	18,478.889	9,473.044	11,260.754	10,311.724	9,853.544	7,868.932	48,767.998	67,246.887
DDR	04	X06 W Palm Bch, Boca R, Delri	urban resurfacing	\$ K	14,634.392	7,590.595	9,023.057	8,262.615	7,895.483	6,305.246	39,076.995	53,711.387
DDR	04	X14 Port St. Lucie	urban resurfacing	\$ K	5,694.787	2,951.831	3,508.887	3,213.166	3,070.396	2,451.984	15,196.264	20,891.052
DDR	05	X07 Daytona B - Pt Orange	urban resurfacing	\$ K	10,485.293	13,689.564	11,278.617	8,477.751	8,272.428	9,007.802	50,728.163	61,211.456
DDR	05	X08 Palm Bay - Melbourne	urban resurfacing	\$ K	10,384.110	13,701.615	11,288.545	8,485.214	8,279.710	9,015.731	50,770.816	61,154.926
DDR	05	X09 Orlando	urban resurfacing	\$ K	20,992.913	28,436.663	23,428.521	17,610.419	17,183.912	18,711.468	105,370.983	126,363.895
DDR	05	X17 Kissimmee	urban resurfacing	\$ K	4,251.881	5,705.844	4,700.955	3,533.547	3,447.968	3,754.474	21,142.788	25,394.669
DDR	05	X50 Deltona	urban resurfacing	\$ K	-	4,002.436	3,297.544	2,478.651	2,418.621	2,633.623	14,830.875	14,830.875
DDR	06	X10 Miami	urban resurfacing	\$ K	20,056.548	12,940.011	14,817.711	13,277.154	11,058.033	14,433.598	66,526.508	86,583.056
DDR	07	X11 Tampa - St. Petersburg	urban resurfacing	\$ K	47,962.250	45,355.732	46,527.920	46,838.716	45,997.138	49,728.614	234,448.119	282,410.369
Total					283,411.520	248,927.980	247,489.551	234,738.498	225,802.960	243,547.300	1,200,506.289	1,483,917.809
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	166,102.801	172,673.517	178,676.156	184,466.564	188,522.662	193,107.375	917,446.275	1,083,549.077	
DDR	02	- DDR - combined	\$ K	135,001.450	140,119.509	145,119.185	149,928.144	153,193.064	156,881.335	745,241.237	880,242.687	
DDR	03	- DDR - combined	\$ K	86,141.914	89,817.684	93,017.571	95,569.380	97,745.222	100,137.022	476,286.879	562,428.792	
DDR	04	- DDR - combined	\$ K	186,902.443	194,147.396	201,047.471	207,328.644	212,075.728	217,356.242	1,031,955.481	1,218,857.924	
DDR	05	- DDR - combined	\$ K	250,086.262	259,647.628	268,946.373	277,288.570	283,520.027	290,299.191	1,379,701.788	1,629,788.050	
DDR	06	- DDR - combined	\$ K	119,401.718	124,136.668	128,536.938	132,560.813	135,626.403	138,817.401	659,678.224	779,079.942	
DDR	07	- DDR - combined	\$ K	152,563.412	158,357.598	164,056.306	169,257.885	173,016.894	177,301.433	841,990.117	994,553.528	
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	-	-	-	-	-	-	-	-	-
Total				-	1,099,200.000	1,141,900.000	1,182,400.000	1,219,400.000	1,246,700.000	1,276,900.000	6,067,300.000	7,166,500.000
Public Transportation												
DPTO - Public Transporation												
DPTO	01	- PTO - funding	\$ K	38,230.335	25,662.768	20,828.675	29,460.242	75,568.565	63,078.370	214,598.621	252,828.956	
DPTO	02	- PTO - funding	\$ K	22,195.839	19,905.863	13,293.290	23,471.274	14,683.239	16,026.312	87,379.979	109,575.818	
DPTO	03	- PTO - funding	\$ K	16,576.855	10,897.319	10,987.780	16,171.529	12,305.432	12,371.020	62,733.081	79,309.936	
DPTO	04	- PTO - funding	\$ K	47,852.088	41,311.003	38,357.459	50,952.812	47,850.313	34,228.266	212,699.853	260,551.941	
DPTO	05	- PTO - funding	\$ K	51,475.996	52,862.632	44,381.752	43,807.181	47,535.619	47,427.385	236,014.569	287,490.565	
DPTO	06	- PTO - funding	\$ K	43,919.886	37,390.045	39,175.283	40,456.182	54,667.070	43,194.593	214,883.173	258,803.059	
DPTO	07	- PTO - funding	\$ K	31,869.336	28,638.168	23,096.995	31,951.590	24,034.001	24,052.246	131,773.001	163,642.337	
DPTO	30	- PTO - funding	\$ K	56,521.873	57,396.464	81,340.067	98,545.669	108,944.123	165,556.263	511,782.587	568,304.460	
DPTO	31	- PTO - funding	\$ K	55,577.858	41,679.738	111,449.497	60,477.120	19,386.238	7,281.143	240,273.736	295,851.594	
Total				-	364,220.066	315,744.000	382,910.800	395,293.600	404,974.600	413,215.600	1,912,138.600	2,276,358.666
DL - Local Funds PTO Budgeted												
DL	31	- OPTI	\$ K	12,794.223	15,318.741	15,318.741	15,318.741	15,318.741	15,318.741	76,593.705	89,387.928	
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	60,000.000	
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
PORT - Seaports												
PORT	01	- seaport - funding	\$ K	3,000.000	3,000.000	-	-	-	-	3,000.000	6,000.000	
PORT	02	- seaport - funding	\$ K	3,195.262	3,946.314	-	-	-	-	3,946.314	7,141.576	
PORT	03	- seaport - funding	\$ K	5,625.000	4,625.000	-	-	-	-	4,625.000	10,250.000	
PORT	04	- seaport - funding	\$ K	3,195.263	3,575.000	-	-	-	-	3,575.000	6,770.263	
PORT	05	- seaport - funding	\$ K	3,195.263	3,200.000	-	-	-	-	3,200.000	6,395.263	
PORT	06	- seaport - funding	\$ K	3,195.263	3,200.000	-	-	-	-	3,200.000	6,395.263	
PORT	07	- seaport - funding	\$ K	3,345.263	3,200.000	-	-	-	-	3,200.000	6,545.263	
PORT	30	- seaport - funding	\$ K	25,248.686	25,253.686	50,000.000	50,000.000	50,000.000	50,000.000	225,253.686	250,502.372	
Total				-	50,000.000	50,000.000	50,000.000	50,000.000	50,000.000	50,000.000	250,000.000	300,000.000
PORB - Port Debt Service Refund												
PORB	30	- OPTI	\$ K	20.473	18.053	24.525	10.536	5.208	11.480	69.802	90.275	
Transportation Bridge Funds												
BRP - Bridge Replacement Program												
BRP	99	- OPTI	\$ K	-	20,000.000	-	-	-	-	20,000.000	20,000.000	
RBRP - Reimburseable Bridge Replacement												
RBRP	99	- OPTI	\$ K	3,500.000	5,000.000	5,000.000	5,000.000	5,000.000	5,000.000	25,000.000	28,500.000	

BD	Distribution Area	Description	unit	Current Year	Five Year Work Program					Five Year	Current + 5Yr
				2025	2026	2027	2028	2029	2030	WP TOTAL	WP TOTAL
<b><u>BRRP - State Bridge Repair &amp; Rehabilitation</u></b>											
BRRP	01	- allocation	\$ K	7,202.167	7,565.247	7,565.247	7,586.164	7,680.429	8,124.706	38,521.792	45,723.960
BRRP	02	- allocation	\$ K	21,463.556	148,071.880	15,058.696	122,102.173	14,433.399	13,938.906	313,605.052	335,068.608
BRRP	03	- allocation	\$ K	13,398.603	10,664.500	10,664.500	9,700.189	9,157.181	9,238.162	49,424.533	62,823.136
BRRP	04	- allocation	\$ K	21,465.782	21,098.256	21,098.256	21,806.653	21,435.373	21,436.077	106,874.615	128,340.397
BRRP	05	- allocation	\$ K	12,295.839	12,551.329	12,551.329	14,202.308	14,064.849	17,187.402	70,557.217	82,853.056
BRRP	06	- allocation	\$ K	29,825.265	33,984.800	31,151.389	10,798.961	26,558.089	10,582.733	113,075.972	142,901.236
BRRP	07	- allocation	\$ K	14,985.627	15,372.521	15,372.521	14,858.190	15,414.447	14,874.840	75,892.519	90,878.146
BRRP	31	- allocation	\$ K	-	-	-	-	-	-	-	-
BRRP	99	- allocation	\$ K	7,200.000	7,000.000	7,000.000	7,000.000	7,000.000	7,000.000	35,000.000	42,200.000
Total				127,836.839	256,308.533	120,461.938	208,054.638	115,743.766	102,382.824	802,951.701	930,788.540
<b><u>BRRR - Railroad Bridge Repair</u></b>											
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	3,916.167	4,214.486	5,488.486	3,700.035	1,373.000	-	14,776.007	18,692.174
BRRR	99	- allocation	\$ K	-	-	-	-	-	-	-	-
Total				3,916.167	4,214.486	5,488.486	3,700.035	1,373.000	-	14,776.007	18,692.174
Statewide Funds											
<b><u>ART - Arterial Highways Program</u></b>											
ART	99	- OPTI	\$ K	126,100.000	127,200.000	129,000.000	131,000.000	133,000.000	134,900.000	655,100.000	781,200.000
<b><u>ARTW - Arterial Widening Program</u></b>											
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	120,000.000
<b><u>BRAS -</u></b>											
BRAS	99	- OPTI	\$ K	-	6,100.000	36,660.000	24,530.000	-	-	67,290.000	67,290.000
<b><u>DC - State Primary PE Consultants</u></b>											
DC	10	-	\$ K	2,427.826	2,024.136	2,000.000	2,000.000	2,000.000	2,000.000	10,024.136	12,451.962
DC	21	-	\$ K	3,530.934	3,000.205	2,700.000	2,700.000	2,700.000	2,700.000	13,800.205	17,331.139
DC	22	-	\$ K	5,989.626	5,598.350	5,120.000	5,120.000	5,120.000	5,120.000	26,078.350	32,067.976
DC	23	-	\$ K	13,458.134	3,495.243	6,515.500	5,695.500	6,736.500	6,327.500	28,770.243	42,228.377
DC	40	-	\$ K	2,198.060	2,140.890	2,130.890	2,130.890	2,130.890	2,130.890	10,664.450	12,862.510
DC	41	-	\$ K	10,715.402	18,107.402	20,137.307	20,137.307	20,137.307	20,137.307	98,656.630	109,372.032
DC	50	-	\$ K	6,877.255	6,699.375	6,810.500	7,105.500	7,360.500	7,209.500	35,185.375	42,062.630
DC	67	-	\$ K	360.035	415.471	350.000	350.000	350.000	350.000	1,815.471	2,175.506
DC	99	-	\$ K	-	-	-	-	-	-	-	-
Total				45,557.272	41,481.072	45,764.197	45,239.197	46,535.197	45,975.197	224,994.860	270,552.132
<b><u>DEM - Environmental Mitigation</u></b>											
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	36,000.000
<b><u>DI - Statewide Inter/Intrastate Highway</u></b>											
DI	99	- OPTI	\$ K	708,066.841	249,841.558	854,795.664	392,434.650	496,768.632	472,006.045	2,465,846.549	3,173,913.390
<b><u>DIS - Strategic Intermodal System</u></b>											
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	360,000.000
<b><u>DITS - Statewide ITS</u></b>											
DITS	99	- OPTI	\$ K	151,916.538	122,467.863	112,048.623	90,200.313	131,002.103	132,317.103	588,036.005	739,952.543
<b><u>DRA - Rest Areas</u></b>											
DRA	99	- OPTI	\$ K	21,733.640	39,368.901	32,152.901	70,806.901	36,475.901	81,641.901	260,446.506	282,180.146
<b><u>DWS - Weigh Stations</u></b>											
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	112,454.555
<b><u>FC5 - Open Crade Friction Course FC5</u></b>											
FC5	99	- OPTI	\$ K	30,000.000	60,000.000	30,000.000	-	-	-	90,000.000	120,000.000
<b><u>MFF - Moving Florida Forward</u></b>											
MFF	99	- OPTI	\$ K	2,095,585.587	-	626,974.075	236,804.738	45,213.965	76,857.888	985,850.666	3,081,436.253
<b><u>PKED - Turnpike Access</u></b>											
PKED	99	- OPTI	\$ K	-	-	-	-	-	-	-	-
<b><u>STED - Strategic Economic Corridors</u></b>											
STED	99	- OPTI	\$ K	170,000.000	170,000.000	170,000.000	170,000.000	170,000.000	170,000.000	850,000.000	1,020,000.000
Transportation Bond Funds											
<b><u>BNIR - ROW &amp; Bridge Bonds - ROW Acquisition</u></b>											
BNIR	99	- OPTI	\$ K	50,000.000	129,500.000	87,500.000	50,000.000	-	-	267,000.000	317,000.000
<b><u>BNBR - ROW &amp; Bridge Bonds - Bridge Construction</u></b>											
BNBR	99	- OPTI	\$ K	-	32,576.440	35,705.424	-	27,131.101	310,370.898	405,783.863	405,783.863
<b><u>FINC - Transportation Financing Corporation</u></b>											
FINC	99	4BTU	\$ K	-	-	-	-	-	-	-	-
FINC	99	95EL	\$ K	13,186.633	-	-	-	-	-	-	13,186.633
FINC	99	ARTB	\$ K	175,549.118	-	251,313.182	-	-	-	251,313.182	426,862.300
FINC	99	INTB	\$ K	465,710.910	-	527,305.538	-	-	-	527,305.538	993,016.448
Total				654,446.661	-	778,618.720	-	-	-	778,618.720	1,433,065.381
<b><u>DIFC - FINC Debt Service</u></b>											
DIFC	99	- OPTI	\$ K	-	6,072.070	19,606.860	30,962.236	42,050.168	52,831.046	151,522.380	151,522.380

BD	Distribution Area	Description	unit	Current Year	Five Year Work Program					Five Year	Current + 5Y
				2025	2026	2027	2028	2029	2030	WP TOTAL	WP TOTAL
Special Programs											
<u>DSPC -Service Patrol Contract</u>											
DSPC	01	- service patrol contract	\$ K	3,376.000	3,479.000	3,590.000	4,649.000	4,802.417	4,960.897	21,481.314	24,857.314
DSPC	02	- service patrol contract	\$ K	7,291.000	7,513.000	7,753.000	9,590.000	9,906.470	10,233.384	44,995.854	52,286.854
DSPC	03	- service patrol contract	\$ K	3,104.000	3,199.000	3,301.000	4,253.000	4,393.349	4,538.330	19,684.679	22,788.679
DSPC	04	- service patrol contract	\$ K	7,768.000	8,005.000	8,260.000	10,700.000	11,053.100	11,417.852	49,435.952	57,203.952
DSPC	05	- service patrol contract	\$ K	6,930.000	7,141.000	7,369.000	9,495.000	9,808.335	10,132.010	43,945.345	50,875.345
DSPC	06	- service patrol contract	\$ K	7,486.000	7,715.000	7,961.000	10,527.000	10,874.391	11,233.246	48,310.637	55,796.637
DSPC	07	- service patrol contract	\$ K	6,156.000	6,344.000	6,547.000	8,435.000	8,713.355	9,000.896	39,040.251	45,196.251
DSPC	08	- service patrol contract	\$ K	-	-	-	-	-	-	-	-
DSPC	99	- service patrol contract	\$ K	-	-	-	-	-	-	-	-
Total				42,111.000	43,396.000	44,781.000	57,649.000	59,551.417	61,516.614	266,894.031	309,005.031
<u>ROWR - ROW Lease Revenues</u>											
ROWR	01	- ROW Lease Revenues	\$ K	-	-	-	-	-	-	-	-
ROWR	02	- ROW Lease Revenues	\$ K	-	-	-	-	-	-	-	-
ROWR	03	- ROW Lease Revenues	\$ K	-	-	-	-	-	-	-	-
ROWR	04	- ROW Lease Revenues	\$ K	-	-	-	-	-	-	-	-
ROWR	05	- ROW Lease Revenues	\$ K	-	-	-	-	-	-	-	-
ROWR	06	- ROW Lease Revenues	\$ K	-	-	-	-	-	-	-	-
ROWR	07	- ROW Lease Revenues	\$ K	33.279	8.178	-	-	-	-	8.178	41.457
Total				33.279	8.178	-	-	-	-	8.178	41.457
<u>SAFE - Secure Airports for Florida Economy</u>											
SAFE	30	- OPTI	\$ K	360.000	360.000	360.000	360.000	360.000	360.000	1,799.998	2,159.997
<u>SPN - Sponsorship Agreements</u>											
SPN	01	- sponsorships	\$ K	-	-	-	-	-	-	-	-
SPN	02	- sponsorships	\$ K	59.607	29.357	-	-	-	-	29.357	88.964
SPN	03	- sponsorships	\$ K	-	-	-	-	-	-	-	-
SPN	04	- sponsorships	\$ K	-	-	-	-	-	-	-	-
SPN	05	- sponsorships	\$ K	-	-	-	-	-	-	-	-
SPN	06	- sponsorships	\$ K	-	-	-	-	-	-	-	-
SPN	07	- sponsorships	\$ K	-	-	-	-	-	-	-	-
SPN	63	- sponsorships	\$ K	345.103	426.431	-	-	-	-	426.431	771.534
SPN	67	- sponsorships	\$ K	-	-	-	-	-	-	-	-
Total				404.710	455.788	-	-	-	-	455.788	860.498
<u>SSI - Statewide Safety Initiatives</u>											
SSI	67	- OPTI	\$ K	-	45,000.000	45,000.000	15,000.000	15,000.000	15,000.000	135,000.000	135,000.000
<u>TD - Transportation Disadvantaged</u>											
TDTF	12	- OPTI	\$ K	45,441.502	45,492.310	53,174.338	53,174.338	53,174.338	53,174.338	258,189.662	303,631.164
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	1,538.462	1,538.462	1,578.947	1,578.947	1,578.947	1,578.947	7,854.251	9,392.713
SCED	02	- district allocation	\$ K	3,589.744	3,589.744	3,684.211	3,684.211	3,684.211	3,684.211	18,326.586	21,916.329
SCED	03	- district allocation	\$ K	3,333.333	3,333.333	3,157.895	3,157.895	3,157.895	3,157.895	15,964.912	19,298.246
SCED	04	- district allocation	\$ K	512.821	512.821	526.316	526.316	526.316	526.316	2,618.084	3,130.904
SCED	05	- district allocation	\$ K	512.821	512.821	526.316	526.316	526.316	526.316	2,618.084	3,130.904
SCED	06	- district allocation	\$ K	256.410	256.410	263.158	263.158	263.158	263.158	1,309.042	1,565.452
SCED	07	- district allocation	\$ K	256.410	256.410	263.158	263.158	263.158	263.158	1,309.042	1,565.452
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
<u>SCOP - Small County Outreach Program</u>											
SCOP	01	- district allocation	\$ K	1,520.000	1,532.308	1,578.947	1,585.263	1,591.579	1,594.737	7,882.834	9,402.834
SCOP	02	- district allocation	\$ K	3,546.667	3,575.385	3,684.211	3,698.947	3,713.684	3,721.053	18,393.279	21,939.946
SCOP	03	- district allocation	\$ K	3,293.333	3,320.000	3,157.895	3,170.526	3,183.158	3,189.474	16,021.053	19,314.386
SCOP	04	- district allocation	\$ K	506.667	510.769	526.316	528.421	530.526	531.579	2,627.611	3,134.278
SCOP	05	- district allocation	\$ K	506.667	510.769	526.316	528.421	530.526	531.579	2,627.611	3,134.278
SCOP	06	- district allocation	\$ K	253.333	255.385	263.158	264.211	265.789	265.789	1,313.806	1,567.139
SCOP	07	- district allocation	\$ K	253.333	255.385	263.158	264.211	265.263	265.789	1,313.806	1,567.139
Total				9,880.000	9,960.000	10,000.000	10,040.000	10,080.000	10,100.000	50,180.000	60,060.000
<u>SCRA - Small County Road Assistance Program</u>											
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
<u>CIGP - County Incentive Grant Program</u>											
CIGP	01	- district allocation	\$ K	5,915.516	5,983.999	6,008.032	6,032.064	6,056.096	6,068.112	30,148.302	36,063.819
CIGP	02	- district allocation	\$ K	4,487.900	4,555.495	4,573.790	4,592.086	4,610.381	4,619.528	22,951.280	27,439.180
CIGP	03	- district allocation	\$ K	2,913.069	2,926.882	2,938.637	2,950.391	2,962.146	2,968.023	14,746.078	17,659.147
CIGP	04	- district allocation	\$ K	7,128.799	7,109.452	7,138.004	7,166.556	7,195.108	7,209.384	35,818.503	42,947.302
CIGP	05	- district allocation	\$ K	8,585.784	8,721.158	8,756.183	8,791.208	8,826.233	8,843.745	43,938.527	52,524.310
CIGP	06	- district allocation	\$ K	4,688.619	4,685.701	4,704.519	4,723.337	4,742.155	4,751.564	23,607.274	28,295.893
CIGP	07	- district allocation	\$ K	5,800.313	5,857.313	5,880.836	5,904.359	5,927.883	5,939.644	29,510.035	35,310.348
Total				39,520.000	39,840.000	40,000.000	40,160.000	40,320.000	40,400.000	200,720.000	240,240.000
Growth Management Funds											
<u>GMR - Strategic Intermodal System</u>											
GMR	99	- OPTI	\$ K	279,420.000	280,862.400	280,862.400	280,862.400	280,862.400	280,862.400	1,404,312.000	1,683,732.000

BD	Distribution Area	Description	unit	Current Year	Five Year Work Program					Five Year	Current + 5Yr
				2025	2026	2027	2028	2029	2030	WP TOTAL	WP TOTAL
GRSC - Small County Outreach Program											
GRSC	01	- district allocation	\$ K	5,780.000	5,816.985	5,970.063	5,970.063	5,970.063	5,970.063	29,697.237	35,477.237
GRSC	02	- district allocation	\$ K	13,486.667	13,572.964	13,930.147	13,930.147	13,930.147	13,930.147	69,293.554	82,780.220
GRSC	03	- district allocation	\$ K	12,523.333	12,603.467	11,940.126	11,940.126	11,940.126	11,940.126	60,363.972	72,887.305
GRSC	04	- district allocation	\$ K	1,926.667	1,938.995	1,990.021	1,990.021	1,990.021	1,990.021	9,899.079	11,825.746
GRSC	05	- district allocation	\$ K	1,926.667	1,938.995	1,990.021	1,990.021	1,990.021	1,990.021	9,899.079	11,825.746
GRSC	06	- district allocation	\$ K	963.333	969.497	995.011	995.011	995.011	995.011	4,949.540	5,912.873
GRSC	07	- district allocation	\$ K	963.333	969.497	995.011	995.011	995.011	995.011	4,949.540	5,912.873
Total				37,570.000	37,810.400	37,810.400	37,810.400	37,810.400	37,810.400	189,052.000	226,622.000
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	-	-	-	-	-	-	-	-
TRIP - Transportation Regional Incentive Program											
TRIP	01	- district allocation	\$ K	4,960.531	4,867.587	4,867.587	4,867.587	4,867.587	4,867.587	24,337.935	29,298.467
TRIP	02	- district allocation	\$ K	3,763.386	3,705.594	3,705.594	3,705.594	3,705.594	3,705.594	18,527.968	22,291.353
TRIP	03	- district allocation	\$ K	2,442.791	2,380.825	2,380.825	2,380.825	2,380.825	2,380.825	11,904.123	14,346.914
TRIP	04	- district allocation	\$ K	5,977.946	5,783.068	5,783.068	5,783.068	5,783.068	5,783.068	28,915.339	34,893.285
TRIP	05	- district allocation	\$ K	7,199.718	7,094.084	7,094.084	7,094.084	7,094.084	7,094.084	35,470.422	42,670.140
TRIP	06	- district allocation	\$ K	3,931.701	3,811.507	3,811.507	3,811.507	3,811.507	3,811.507	19,057.534	22,989.235
TRIP	07	- district allocation	\$ K	4,863.927	4,764.536	4,764.536	4,764.536	4,764.536	4,764.536	23,822.679	28,686.605
TRIP	31	- statutory set aside	\$ K	60,000.000	-	-	-	-	-	-	60,000.000
Total				93,140.000	32,407.200	32,407.200	32,407.200	32,407.200	32,407.200	162,036.000	255,176.000
SB-2514A Wheels on the Road											
SIWR - Strategic Intermodal System											
SIWR	99	- OPTI	\$ K	56,856.000	55,187.400	54,219.201	52,900.801	51,582.401	50,140.401	264,030.205	320,886.205
NSWR - New Starts Transit Program											
NSWR	99	- OPTI	\$ K	17.000	0.000	8,948.800	8,731.200	8,513.600	8,275.600	34,469.201	34,486.201
TLWR - Trail Network											
TLWR	99	- OPTI	\$ K	36,000.000	50,000.000	50,000.000	50,000.000	50,000.000	50,000.000	250,000.000	286,000.000
TRWR - Transportation Regional Incentive Program											
TRWR	01	- district allocation	\$ K	2,850.584	2,776.477	2,727.766	2,661.438	2,595.109	2,522.562	13,283.352	16,133.936
TRWR	02	- district allocation	\$ K	2,162.641	2,113.674	2,076.592	2,026.098	1,975.603	1,920.374	10,112.342	12,274.982
TRWR	03	- district allocation	\$ K	1,403.757	1,358.025	1,334.200	1,301.757	1,269.315	1,233.831	6,497.127	7,900.884
TRWR	04	- district allocation	\$ K	3,435.244	3,298.668	3,240.796	3,161.993	3,083.189	2,996.998	15,781.644	19,216.888
TRWR	05	- district allocation	\$ K	4,137.340	4,046.473	3,975.482	3,878.814	3,782.146	3,676.415	19,359.329	23,496.669
TRWR	06	- district allocation	\$ K	2,259.364	2,174.087	2,135.946	2,084.008	2,032.070	1,975.263	10,401.373	12,660.737
TRWR	07	- district allocation	\$ K	2,795.070	2,717.696	2,670.017	2,605.093	2,540.168	2,469.157	13,002.131	15,797.201
Total				19,044.000	18,485.100	18,160.800	17,719.200	17,277.600	16,794.600	88,437.299	107,481.298
SCWR - Small County Outreach Program											
SCWR	01	- district allocation	\$ K	2,123.077	2,060.769	2,077.895	2,027.368	1,976.842	1,921.579	10,064.454	12,187.531
SCWR	02	- district allocation	\$ K	4,953.846	4,808.462	4,848.421	4,730.526	4,612.632	4,483.684	23,483.725	28,437.571
SCWR	03	- district allocation	\$ K	4,600.000	4,465.000	4,155.790	4,054.737	3,953.684	3,843.158	20,472.369	25,072.369
SCWR	04	- district allocation	\$ K	707.692	686.923	692.632	675.789	658.947	640.526	3,354.818	4,062.510
SCWR	05	- district allocation	\$ K	707.692	686.923	692.632	675.789	658.947	640.526	3,354.818	4,062.510
SCWR	06	- district allocation	\$ K	353.846	343.462	346.316	337.895	329.474	320.263	1,677.409	2,031.255
SCWR	07	- district allocation	\$ K	353.846	343.462	346.316	337.895	329.474	320.263	1,677.409	2,031.255
Total				13,800.000	13,395.000	13,160.000	12,840.000	12,520.000	12,170.000	64,085.001	77,885.001
Toll Funds											
DSB1	99	- Sunshine Skyway	\$ K	23,482.000	24,300.750	25,077.750	25,815.500	26,500.250	27,137.750	128,832.000	152,314.000
DSB2	99	- Alligator Alley	\$ K	35,119.750	35,883.500	36,615.000	40,117.000	40,799.000	41,452.000	194,866.500	229,986.250
DSB3	99	- Pinellas Bayway	\$ K	5,660.000	5,740.000	5,814.000	5,884.000	5,949.000	6,008.000	29,395.000	35,055.000
DSBC	99	- Garcon Point Bridge	\$ K	-	-	-	-	-	-	-	-
DSBD	99	I-95 Express Lanes - Broward	\$ K	18,252.000	27,864.000	39,096.000	41,869.000	44,538.000	47,457.000	200,824.000	219,076.000
DSBD	99	I-95 Express Lanes - Miami Da	\$ K	32,322.000	33,810.000	34,995.000	35,917.000	36,846.000	37,828.000	179,396.000	211,718.000
DSBD	99	I-95 Express Lanes - Palm Bch	\$ K	7,087.000	10,854.000	15,359.000	16,182.000	16,926.000	17,735.000	77,056.000	84,143.000
DSBF	99	- I-595	\$ K	2,107.000	2,290.000	2,483.000	2,657.000	2,844.000	3,044.000	13,318.000	15,425.000
DSBG	99	I-75 Express Lanes - Broward	\$ K	6,665.000	7,636.000	8,764.000	10,100.000	11,099.000	11,709.000	49,308.000	55,973.000
DSBG	99	I-75 Express Lanes - Miami Da	\$ K	2,243.000	2,715.000	3,293.000	4,017.000	4,470.000	4,601.000	19,096.000	21,339.000
DSBH	99	- I-4 Ultimate	\$ K	21,805.000	25,294.000	28,961.000	32,726.000	36,654.000	40,685.000	164,320.000	186,125.000
DSBI	99	- Palmetto Express Lanes	\$ K	21,623.000	23,422.000	25,382.000	27,519.000	29,025.000	30,075.000	135,423.000	157,046.000
DSBJ	99	- I-295 Express Lanes	\$ K	1,802.000	1,870.000	1,955.000	2,023.000	2,108.000	2,193.000	10,149.000	11,951.000
DSBK	99	- Tampa Bay Next Express Lane	\$ K	4,498.000	6,037.000	6,507.000	6,956.000	7,389.000	7,896.000	34,785.000	39,283.000
DSBW	99	- Wekiva Parkway	\$ K	14,839.000	15,830.000	16,474.000	17,144.000	17,839.000	18,561.000	85,848.000	100,687.000
Total				197,504.750	223,546.250	250,775.750	268,926.500	282,986.250	296,381.750	1,322,616.500	1,520,121.250



# District Dedicated Revenue Revision

Date	Description	
March 20, 2025	DDR2509A	Distribution Factors due to March 2025 REC
August 15, 2024	DDR2502A	Distribution Factors
August 15, 2024	DDR2501B	PY Revenues
July 25, 2024	DDR2501B	PY Commitments - Use Actuals and PTransactions
July 25, 2024	DDR2501B	PPY Revenues and Commitments
July 24, 2024	DDR2501A	Baseline





## District Dedicated Revenue

OK - Bal-Fwd			Estimated Collections						6-yr plus B-F
			2025	2026	2027	2028	2029	2030	Total
DISTRICT 1									
CHARLOTTE	\$ K	(1,337.700)	10,694.156	11,080.129	11,480.017	11,872.582	12,169.084	12,468.041	68,426.308
COLLIER	\$ K	35,220.083	18,641.189	19,414.740	20,114.559	20,703.428	21,197.759	21,696.355	156,988.112
DESOTO	\$ K	(27,774.981)	1,569.784	1,666.922	1,668.037	1,766.169	1,766.480	1,865.297	(17,472.292)
GLADES	\$ K	(3,650.315)	1,177.338	1,274.705	1,275.557	1,373.687	1,373.929	1,374.430	4,199.332
HARDEE	\$ K	(13,081.773)	1,667.896	1,764.976	1,766.156	1,864.290	1,864.618	1,963.471	(2,190.366)
HENDRY	\$ K	(13,747.906)	3,139.569	3,235.790	3,336.073	3,434.218	3,532.960	3,632.421	6,563.125
HIGHLANDS	\$ K	11,906.621	5,494.245	5,687.146	5,887.188	6,083.472	6,182.680	6,381.281	47,622.632
LEE	\$ K	31,286.321	40,225.723	41,771.106	43,270.832	44,644.833	45,634.065	46,730.610	293,563.490
MANATEE	\$ K	(16,092.221)	20,112.861	20,885.553	21,684.476	22,371.477	22,866.101	23,365.305	115,193.552
OKEECHOBEE	\$ K	(4,827.045)	3,630.126	3,824.115	3,924.792	4,022.941	4,121.786	4,221.463	18,918.179
POLK	\$ K	70,512.154	40,127.611	41,673.052	43,172.712	44,546.713	45,535.927	46,632.437	332,200.606
SARASOTA	\$ K	1,274.952	19,622.304	20,395.282	21,095.757	21,782.754	22,277.275	22,776.264	129,224.587
Transferred to D31	\$ K	-	-	-	-	-	-	-	-
PAR Allocation	\$ K	69,688.189	166,102.801	172,673.517	178,676.156	184,466.564	188,522.662	193,107.375	1,153,237.266
Total DDR REC	\$ K		166,102.801	172,673.517	178,676.156	184,466.564	188,522.662	193,107.375	1,083,549.077
DISTRICT 2									
ALACHUA	\$ K	19,754.252	13,931.836	14,413.973	14,914.210	15,404.921	15,800.181	16,198.636	110,418.008
BAKER	\$ K	11,958.010	2,158.453	2,157.193	2,256.755	2,354.892	2,355.307	2,454.339	25,694.950
BRADFORD	\$ K	(34,079.123)	1,569.784	1,666.922	1,668.037	1,766.169	1,766.480	1,865.297	(23,776.433)
CLAY	\$ K	(19,127.379)	8,437.591	8,726.827	9,027.022	9,321.449	9,519.364	9,817.355	35,722.228
COLUMBIA	\$ K	28,365.686	8,143.256	8,432.665	8,732.662	9,027.087	9,224.951	9,424.661	81,350.967
DIXIE	\$ K	(389.799)	1,079.227	1,176.651	1,177.438	1,177.446	1,275.791	1,276.256	6,773.009
DUVAL	\$ K	(74,881.248)	56,806.569	58,930.598	61,030.516	62,993.369	64,378.379	65,972.626	295,230.810
GILCHRIST	\$ K	706.160	981.115	980.542	1,079.318	1,079.326	1,079.516	1,079.909	6,985.885
HAMILTON	\$ K	47,498.176	4,611.241	4,804.658	5,004.110	5,200.387	5,299.440	5,399.545	77,817.557
LAFAYETTE	\$ K	(341.748)	392.446	392.217	392.479	392.482	392.551	392.694	2,013.122
LEVY	\$ K	(11,843.398)	2,649.011	2,745.519	2,845.474	2,943.615	2,944.133	3,043.380	5,327.735
MADISON	\$ K	24,457.487	3,139.569	3,235.790	3,434.193	3,532.338	3,631.098	3,632.421	45,062.896
NASSAU	\$ K	(9,469.392)	4,709.353	4,902.712	5,102.230	5,298.508	5,397.578	5,497.719	21,438.707
PUTNAM	\$ K	1,703.063	3,826.349	4,020.224	4,121.032	4,317.303	4,416.200	4,515.983	26,920.153
ST. JOHNS	\$ K	27,026.809	16,384.624	17,061.438	17,661.564	18,152.295	18,646.177	19,045.669	133,978.576
SUWANNEE	\$ K	21,012.814	3,532.015	3,726.061	3,826.672	3,924.821	4,023.649	4,123.289	44,169.320
TAYLOR	\$ K	(6,608.297)	1,864.119	1,961.085	2,060.516	2,158.651	2,159.031	2,257.992	5,853.097
UNION	\$ K	3,226.186	784.892	784.434	784.958	883.085	883.240	883.562	8,230.357
Transferred to D31	\$ K	-	-	-	-	-	-	-	-
PAR Allocation	\$ K	28,968.258	135,001.450	140,119.509	145,119.185	149,928.144	153,193.064	156,881.335	909,210.944
Total DDR REC	\$ K		135,001.450	140,119.509	145,119.185	149,928.144	153,193.064	156,881.335	880,242.687
DISTRICT 3									
BAY	\$ K	8,049.944	12,067.717	12,550.943	12,951.814	13,344.390	13,641.150	14,038.818	86,644.775
CALHOUN	\$ K	(19,836.352)	588.669	686.380	686.839	686.844	686.964	687.215	(15,813.442)
ESCAMBIA	\$ K	(21,063.298)	16,090.289	16,767.275	17,367.205	17,857.933	18,253.626	18,751.148	84,024.179
FRANKLIN	\$ K	(18,083.595)	686.781	686.380	784.958	784.964	785.102	785.388	(13,570.022)
GADSDEN	\$ K	20,153.143	4,022.572	4,216.332	4,415.391	4,513.544	4,612.475	4,712.330	46,645.788
GULF	\$ K	(6,348.802)	686.781	784.434	784.958	784.964	785.102	785.388	(1,737.174)
HOLMES	\$ K	(6,147.488)	1,177.338	1,176.651	1,275.557	1,275.567	1,373.929	1,374.430	1,505.984
JACKSON	\$ K	46,263.616	5,199.910	5,491.037	5,690.948	5,789.110	5,986.404	6,086.760	80,507.787
JEFFERSON	\$ K	(12,012.857)	1,275.450	1,372.759	1,373.677	1,471.808	1,472.067	1,472.603	(3,574.493)
LEON	\$ K	43,881.233	13,441.278	14,021.756	14,521.730	14,914.318	15,309.493	15,609.595	131,699.403
LIBERTY	\$ K	(31,432.169)	588.669	588.325	588.719	588.723	588.827	589.041	(27,899.864)
OKALOOSA	\$ K	9,747.409	11,577.159	12,060.672	12,461.215	12,853.787	13,150.462	13,449.777	85,300.480
SANTA ROSA	\$ K	63,915.239	8,731.925	9,119.044	9,419.501	9,713.931	9,911.915	10,210.049	121,021.604
WAKULLA	\$ K	(20,916.935)	1,667.896	1,764.976	1,766.156	1,864.290	1,864.618	1,963.471	(10,025.528)
WALTON	\$ K	10,554.366	6,965.918	7,157.960	7,457.105	7,653.400	7,851.022	8,050.231	55,690.002
WASHINGTON	\$ K	(28,710.162)	1,373.561	1,372.759	1,471.797	1,471.808	1,472.067	1,570.777	(19,977.393)
Transferred to D31	\$ K	-	-	-	-	-	-	-	-
PAR Allocation	\$ K	38,013.292	86,141.914	89,817.684	93,017.571	95,569.380	97,745.222	100,137.022	600,442.085
Total DDR REC	\$ K		86,141.914	89,817.684	93,017.571	95,569.380	97,745.222	100,137.022	562,428.792
DISTRICT 4									
BROWARD	\$ K	166,873.975	87,809.809	91,190.443	94,489.368	97,433.669	99,609.840	102,100.493	739,507.598
INDIAN RIVER	\$ K	(43,828.595)	8,830.037	9,217.099	9,517.621	9,812.051	10,108.191	10,308.223	13,964.626
MARTIN	\$ K	(54,852.503)	8,830.037	9,217.099	9,517.621	9,812.051	10,010.053	10,308.223	2,842.580
PALM BEACH	\$ K	(3,113.080)	63,870.599	66,284.666	68,683.860	70,843.010	72,425.677	74,219.205	413,213.937
ST. LUCIE	\$ K	(4,616.756)	17,561.962	18,238.089	18,839.002	19,427.862	19,921.968	20,420.099	109,792.225
Transferred to D31	\$ K	-	-	-	-	-	-	-	-
PAR Allocation	\$ K	60,463.042	186,902.443	194,147.396	201,047.471	207,328.644	212,075.728	217,356.242	1,279,320.967
Total DDR REC	\$ K		186,902.443	194,147.396	201,047.471	207,328.644	212,075.728	217,356.242	1,218,857.924



OK - Bal-Fwd			Estimated Collections						6-yrs plus B-F
			2025	2026	2027	2028	2029	2030	Total
DISTRICT 5									
BREVARD	\$ K	141,487.678	45,131.299	46,869.927	48,569.301	50,041.462	51,227.918	52,424.676	435,752.260
FLAGLER	\$ K	(11,447.315)	4,709.353	4,902.712	5,004.110	5,200.387	5,299.440	5,399.545	19,068.232
LAKE	\$ K	(22,222.099)	18,641.189	19,316.685	20,016.439	20,605.308	21,099.621	21,598.181	99,055.324
MARION	\$ K	175,115.013	23,448.653	24,317.452	25,216.789	26,001.936	26,595.337	27,194.074	327,889.253
ORANGE	\$ K	(57,359.660)	78,096.769	81,090.857	83,990.549	86,640.413	88,520.271	90,712.361	451,691.560
OSCEOLA	\$ K	(8,604.653)	21,290.200	22,160.258	22,960.033	23,647.044	24,141.892	24,739.735	130,334.509
SEMINOLE	\$ K	(97,156.004)	20,603.419	21,375.824	22,175.075	22,862.080	23,356.790	23,954.346	37,171.531
SUMTER	\$ K	49,432.029	10,105.486	10,491.804	10,793.178	11,185.738	11,383.982	11,682.653	115,074.870
VOLUSIA	\$ K	(106,645.991)	28,059.894	29,122.109	30,220.899	31,104.203	31,894.776	32,593.619	76,349.509
Transferred to D31	\$ K	-	-	-	-	-	-	-	-
PAR Allocation	\$ K	62,598.998	250,086.262	259,647.628	268,946.373	277,288.570	283,520.027	290,299.191	1,692,387.048
Total DDR REC	\$ K		250,086.262	259,647.628	268,946.373	277,288.570	283,520.027	290,299.191	1,629,788.050
DISTRICT 6									
MIAMI-DADE	\$ K	116,401.476	114,299.919	118,743.685	123,042.230	126,869.823	129,738.136	132,828.815	861,924.084
MONROE	\$ K	(39,984.961)	5,101.799	5,392.983	5,494.709	5,690.990	5,888.266	5,988.587	(6,427.627)
Transferred to D31	\$ K	-	-	-	-	-	-	-	-
PAR Allocation	\$ K	76,416.515	119,401.718	124,136.668	128,536.938	132,560.813	135,626.403	138,817.401	855,496.457
Total DDR REC	\$ K		119,401.718	124,136.668	128,536.938	132,560.813	135,626.403	138,817.401	779,079.942
DISTRICT 7									
CITRUS	\$ K	(38,153.413)	6,671.583	6,961.851	7,162.745	7,457.159	7,556.609	7,755.711	5,412.245
HERNANDO	\$ K	18,073.042	9,222.483	9,609.316	9,910.100	10,204.533	10,500.742	10,700.917	78,221.132
HILLSBOROUGH	\$ K	47,178.275	72,308.189	75,011.494	77,710.882	80,164.459	81,945.041	84,036.560	518,354.900
PASCO	\$ K	10,046.547	26,490.110	27,455.187	28,454.742	29,338.033	30,030.159	30,728.322	182,543.100
PINELLAS	\$ K	(12,783.862)	37,871.046	39,319.750	40,817.837	42,093.700	42,984.345	44,079.924	234,382.741
Transferred to D31	\$ K	-	-	-	-	-	-	-	-
PAR Allocation	\$ K	24,360.589	152,563.412	158,357.598	164,056.306	169,257.885	173,016.894	177,301.433	1,018,914.117
Total DDR REC	\$ K		152,563.412	158,357.598	164,056.306	169,257.885	173,016.894	177,301.433	994,553.528
DISTRICT 31									
	\$ K	3,721.504	-	-	-	-	-	-	3,721.504
DDR Allocation									
	\$ K	364,230.388	1,096,200.000	1,138,900.000	1,179,400.000	1,216,400.000	1,243,700.000	1,273,900.000	7,512,730.388
District 30	\$ K		3,000.000	3,000.000	3,000.000	3,000.000	3,000.000	3,000.000	18,000.000
Net SCETS Total	\$ K		1,099,200.000	1,141,900.000	1,182,400.000	1,219,400.000	1,246,700.000	1,276,900.000	7,166,500.000



# Schedule A -- Work Program Fund Allocation Process

An Appendix to Work Program Instructions

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## **PURPOSE**

This appendix and accompanying exhibits document the allocation requirements, processes, and methodology for the work program of the department. It is designed to reflect changes in the fund allocation methods or distributions within the statutory timeframes for the required work program modifications.

## **BACKGROUND**

The Governor and Legislature have established a series of allocation requirements in the statutes. The most significant of these requirements is contained in section 339.135(4), Florida Statutes.

Section 339.135(5), Florida Statutes, addresses the adoption of the work program. This section specifies that the adopted work program may include only those projects submitted as part of the tentative work program developed plus any projects which are separately identified by specific appropriation in the General Appropriations Act and any roll forwards.

## **PROCEDURE**

The department's instructions for building a five-year project work program to the specifications of the Program and Resource Plan contain a *Schedule A* for fund allocations and a *Schedule B* for program performance targets. *Schedule A* allocates product and product-support funds to conform with the Program and Resource Plan and the Finance Plan. Funds under the budgetary control of other agencies are not included. Fund amounts are based upon (a) the Federal Aid Forecast, (b) the Transportation Revenue Estimating Conferences (REC) projection of State Funds, and (c) Bond, Toll, and Local Funds.

### **(1) State Funds**

(A) ***Summary of the State Fund Allocation Process.*** The use and allocation of state funds can be summarized as follows:

1. ***Federal Aid Matching Requirements.*** Section 120 of Title 23, U.S.C., permits a state to use certain toll revenue expenditures (toll credits) as a credit toward the non-federal matching share of all programs authorized by Title 23, (except for Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100% to the extent toll credits are available.

Effective July 1, 2011, all Federal Highway Administration (FHWA) funded highway and transit programs except for the emergency relief program will be "soft-matched."

2. ***District Dedicated Revenue (DDR).*** Those state revenues which are collected pursuant to Section 206.608, Florida Statutes, are allocated

directly to the districts, and to the maximum extent feasible, in the county where the proceeds were collected, without being reduced by any other requirements. DDR, statutorily known as the "State Comprehensive Enhanced Transportation Systems Tax", in addition to highway uses, may also be used for district public transportation projects to meet the required statewide minimum distribution of 15% of state funds for public transportation.

3. ***Non-Product Funding.*** State funds are set aside to fund the "non-product" needs of the department; those matters having to do with the administration, operations and maintenance of the department and the transportation system which do not appear in the product sections of the department's Program and Resource Plan.
4. ***In-House Product Support.*** In-house product support is calculated. The manpower and related program components which directly support the product needs of the Program and Resource Plan are analyzed on a direct cost basis to ensure the product levels can be supported. The resultant state funds needed for support by department forces are formed into a District In-House (DIH) fund allocation. DIH is comprised of preliminary engineering, R/W support, construction engineering inspection, materials testing, and traffic operations estimated ***direct*** costs which are not funded with federal aid or other funds.
5. ***Needs-based Program Funding.*** The state funds for the needs-based state programs are allocated at the levels consistent with the objectives and assessments (program weights) apparent in the Program and Resource Plan. Maintenance, State Planning, and the FLPO component percentage required by statute are also deducted as "needs based" requirements.
6. ***Public Transportation.*** Funds must be set aside pursuant to Section 206.46(3), Florida Statutes, which requires a minimum of 15% of all state revenues deposited into the State Transportation Trust Fund be committed to Public Transportation programs. Only DPTO, DDR, and PORT funds will be included in the 15% calculation. Beginning in fiscal year 2009, the DS funded portion of statutorily allocated Public Transportation was transferred to fund code DPTO. DPTO funds allocated for Public Transportation in Schedules A and B must be fully programmed. The deduction calculation is performed by the Office of Work Program and Budget, Allocation Section and itemized by year. The allocation to districts is needs based as provided by the Office of Modal Development.

7. ***Allocate Residual to Non-resurfacing DS.*** Finally, the residual state funds, i.e., the amounts available for "new construction" after considering allocations for rental car surcharge, district generated revenue, and resurfacing are allocated in such a manner that the total of each district's allocation of DIHT (state 100% in-house product support and indirect costs) and regular DS is in accordance with the district allocation formula.
- (B) ***State Fund Designations.*** The state fund designations are explained in the current year's Work Program Instructions.
- (C) ***State Bridge Needs Assessments.*** The assessment process for the state bridge programs is set forth below.
1. BRP (State Bridge Replacement) funds are allocated statewide and managed by the Statewide Programs Manager in the Office of Work Program and Budget. Projects are programmed based on statewide bridge replacement priorities. The State Maintenance Office uses district data in the Bridge Management System Bridge Work Plan to develop statewide bridge replacement priorities.
  2. BRRP (State Bridge Repair and Rehabilitation) funds are first distributed to the districts based on painting (tons of steel), fenders and number of movables. Afterward, the remainder is distributed based on the condition of the deck inventory. Large or unusual costs will be presented to the Executive Board for approval to fund.
  3. BRRR (State Rail Repair and Rehabilitation) funds are allocated based on the funding requests approved by the Executive Team during the Spring and Summer Program Planning Workshops.
  4. RBRP (Reimbursable Bridge Repair Program, also known as the Emergency Structures Repair) funds are used to repair impact damage from marine and vehicular traffic. These funds are partially reimbursed by insurance companies. Funds are allocated to the districts by the State Maintenance Office after notification of accident damage and cost of repairs. All projects are coordinated by the State Maintenance Office.
  5. Resurfacing targets are based on results from two pavement models: PaveMARS and the Probabilistic Pavement Performance Forecasting Method (3PM). One-half SA and one-half DDR funds are used to meet the resurfacing needs in areas greater than 200,000 population whereas non-urban resurfacing needs are funded by a combination of NHRE, SA, and DS funds.
- (D) ***The DS Allocation.*** The DS Allocation shown on *Schedule A* is the result of the Combined DS total **less** the resurfacing component, rental car fees, non-formula, and DIHT. A special allocation formula compensates for direct product support costs and associated overhead (DIHT). This technique

ensures the total district product and product support components are subjected to the district formula distribution.

- (E) ***State Bond Funds and Local Funds.*** The levels for state bond funds, subject to Chapters 75 (Bond Validation) and 215.605 (State Bonds for right-of-way and bridge construction), Florida Statutes, are provided by the Office of Work Program and Budget, Allocation Section. Currently active are the Right of Way Acquisition and Bridge Construction Trust Fund bond categories and the various bond related funds of the Florida Turnpike Enterprise. DSBx contains allocations based upon actual or proposed reimbursements from toll revenues or bond funds, as determined by the Comptroller. DSBx resurfacing is charged against the respective district's DS allocation; and DSBx bridge against BRRP levels.

## (2) **Federal Funds**

Federal funds must be spent for the purposes and programs authorized by Congress and as interpreted by the U.S. Department of Transportation. These regulations often designate the projects or specify a needs-based inventory or formula for funds distribution. For example, under the Infrastructure Investment and Jobs Act (IIJA, aka the Bipartisan Infrastructure Law; BIL), prescribed percentages of Surface Transportation Block Grant and Transportation Alternative funds are allocated by population relationships based upon 2010 US Census data and cannot be loaned or transferred by the department.

- (A) ***Federal Aid Apportionments versus Obligating Authority.*** Formula-based Federal Apportionments are constrained by Obligating Authority, i.e., the amount of the Authorizations that the Federal Highway Administration will allow the department to program and thus legally commit for expenditure. Federal Fund Allocations are issued in *Schedule A* based upon the Apportionments. Once Obligating Authority levels are received from the FHWA the reductions are selectively applied to the programs to protect the program production previously authorized by the Governor and Legislature in the Adopted Work Program.

The resulting document is the department's Obligating Authority Plan. In the department's *Program Accomplishment Report (PAR)* a separate line is used to subtract the Obligating Authority constraint from the allocation of the apportioned federal authorizations thus providing a net available for programming. Both federal Apportionments and Obligating Authority constraint values are stated in terms of federal dollars. Records are kept for cumulative Apportionments and cumulative Obligating Authority constraints; and Apportionments which are not obligated and used are carried forward into the following year's allocations.

- (B) ***Federal Aid Fund Transfers.*** Transfers between certain Federal Fund categories are permitted by federal law in 23 U.S.C 104.
- (C) ***Federal Fund Distributions.*** The department distributes federal funds to its districts in one of three ways:

1. In accord with a specific method dictated by federal law.
2. By using the formula required by federal law for FHWA's distributions among the various states for each program type.
3. Those federal funds which are ***not*** distributed by needs or formula are distributed using the district statutory formula. When the needs defined by resurfacing targets are met, the remainder is distributed using the district statutory formula.

(D) ***Federal Aid Direct Needs Assessments.*** The following federal funds are allocated based upon needs assessments:

NHPP	- National Highway Performance Program
PL, HP, HR	- Planning and Research
PROT	- PROTECT Formula Program
NFP	- National Highway Freight Program
BRTZ	- Off System Bridges

(E) ***Federal Aid Needs Based Formulas.*** Either needs-based allocation Formulas or specific stipulations in federal law form the basis for distributing the following funds:

1. Rail Crossings: Federal Railway-Highway Crossing (RHH) are statewide funds which are programmed by the Safety Office using FHWA approved methods. Projects are prioritized by the Safety Index Model using average daily traffic, train speed and train count.
2. Rural Funds: Surface Transportation Block Grant and Transportation Alternative funds, in areas of less than 5,000 population, have been suballocated by FHWA as SN, GFSN, and TALN funds.
3. Congestion Mitigation: Since all areas within Florida are now determined to be in attainment of the specified air quality standards, beginning in FY 2010, funding received for this program will be allocated to all districts based on statutory formula.

## **DEFINITIONS**

- (1) **Allocation** - As used in this section, the cumulative federal authorizations or state fund distributions. Allocations are recorded and maintained by fund, district and fiscal year.
- (2) **Bond Funds** – Those transportation funds planned to be supported from the proceeds of State bond sales and utilized as provided by law to supplement other transportation resources of the department.
- (3) **Bridge Inventory** – A data file which contains the findings of the bridge inspection program. Maintenance of this file is required by the Code of Federal Regulations and Florida Statutes. The file is used to identify and prioritize bridge maintenance, repair, and replacement needs; and, to project future bridge needs.

- (4) **Department** - The Florida Department of Transportation.
- (5) **Distribution** - The allocation of funds to program, district, or project subsets.
- (6) **Effective Matching Ratio** - The percent used to match Federal Aid Funds to develop the Schedule A.
- (7) **Executive Board** - The senior management policy-making committee of the department. It is comprised of the Secretary, the three Assistant Secretaries, the seven District Secretaries, and the Executive Directors of the Turnpike Enterprise and the Rail Enterprise.
- (8) **FS** - Florida Statutes.
- (9) **FY** - State Fiscal Year, July 1 to June 30.
- (10) **Forecast of Federal Aid** - The documentation, prepared by the Office of Work Program and Budget, which provides the department with anticipated levels of federal funds for the current and five succeeding years. The Forecast is developed by analyzing likely congressional appropriation actions related to the latest federal transportation acts. Current (or likely) distribution factors are applied to estimate the apportionment to Florida.
- (11) **Funds** - As used in this document, funds are estimated state revenues or federal apportionments available for contractual commitment during the respective fiscal years. Funds are available in categories established by federal and state laws or regulations. A list of funds current at the date of writing is shown as Exhibit 1, Schedule A -- Federal Funds Distribution Matrix and Exhibit 2, Schedule A -- State Funds Distribution Matrix.
- (12) **In-House** - Refers to the use of department personnel rather than consultants or contractors.
- (13) **Needs Based Formula** - A fund distribution method in which needs have been determined (or estimated) using a mathematical statement of logical relationships. These types of formulae will vary by program and fund category and should be distinguished from distribution based strictly upon quantified needs inventory, i.e., prioritized or ranked listings.
- (14) **Nominal Ratio** - The federal government's program matching percentage as authorized by law for reimbursement of eligible costs.
- (15) **Program and Resource Plan** - The ten-year comprehensive plan which is input to the 36-Month Cash Forecast and the 5-Year Finance Plan to ensure the Work Program is financed. The plan allocates all transportation resources to department programs over the current and succeeding five years and forms the basis for department work programming, the PAR and the Schedule A.
- (16) **Program Targets** - Program dollar level requirements, by district and program area, that establish specific programming objectives to be attained in developing the



Tentative and Adopted 5-Year Work Program. Targets are derived from the objectives developed pursuant to Section 334.046, FS, through needs assessments and related statutory criteria, and are implemented using individual allocations, or by requiring mandatory use of specific levels of other allocations.

- (17) **Safety Index (Rail/Highway Crossing)** - A data index designed to show the degree of safety at crossings. Higher values indicate higher levels of safety.
- (18) **Schedule A** - A schedule of the Work Program Instructions which shows, by district and fiscal year, the allocation of each type of state and federal fund. The document does not attempt to predict or propose projects which will be 'line-item' specified in future appropriation acts; however, adjustments are made to district shares as directed in Section 339.135(4), FS, for any appropriated project line-items.
- (19) **District Statutory Formula** - This fund distribution method for "new construction", is based on 50% population and 50% motor fuel tax collections as specified in Section 339.135(4) (a), FS. Motor fuel tax collections include gasoline, gasohol and special fuels. Motor fuels purchased, multiplied by the applicable tax rates, gives the district motor fuel tax collections. This is divided by the total statewide motor fuel tax collections to give the district percentage of motor fuel tax collections.

The formula is applied to funds after they are reduced for system needs other than "new construction", such as resurfacing, bridge repair and replacement, etc. The formula may be stated as follows:

**District Statutory Formula:** when  
    district population/statewide population = x; and  
    district collections/statewide collections = y; then  
    district distribution factor =  $(x + y)/2$ .

Each district factor is multiplied by the total funds available for distribution to give each district's share of those funds. The most recently available official population and collections data is used. The current factor is used for all five years of the work program.

- (20) **SCETS** - State Comprehensive Enhanced Transportation Systems.
- (21) **Schedule B** - A schedule that shows the allocation of program targets by district and fiscal year. The Schedule B is published in the annual Work Program Instructions.
- (22) **Tentative Work Program** - The listing of all transportation projects planned for each of the ensuing five fiscal years. It is compiled by the central office based on the district and relevant central office Work Programs.



## Schedule A - Federal Funds Distribution Matrix

FUND		ALLOCATION CHARACTERISTICS		
Code	Description	Level	Method	Comment
ARAL	American Rescue Plan Alien Fund	Statewide	Needs	HB5001 Section 185 of the Back of the Bill
ARDR	American Rescue Plan SCETS Motor Fuel Tax	District	Statute	HB5001 Section 197 of the Back of the Bill and HB7071
ARHF	American Rescue Plan SHS Motor Fuel Tax	Statewide	Needs	HB5001 Section 197 of the Back of the Bill and HB7071
ARPA	American Rescue Plan Act	Statewide	Needs	Section 9901 amended Title VI of the Social Security Act adding s. 602, and s. 603, to establish the Fiscal
ARSC	American Rescue Plan SCRAP Program	Statewide	Needs	HB5001 Section 197 of the Back of the Bill
ARSR	American Rescue Plan SCOP Program	Statewide	Needs	HB5001 Section 197 of the Back of the Bill
BRT	Bridge Replacement Program, On System	Statewide	Needs	SAFETEA-LU, Section 1101(a)(3) and 1114 and Title 23 U.S.C., Section 144
BRTZ	Bridge Replacement Program, Off-System	Statewide	Needs	IIJA, Section 11109(a)(5) and Title 23, U.S.C., Section 133(f)
CARB	Carbon Reduction Grant Program	District	Statutory %	IIJA, Section 11403
CARL	CARB for Urban Areas 50k-200K	District	Population	IIJA, Section 11403 and Title 23 U.S.C., Section 175(e)(1)(A)(ii) and (e)(3)
CARM	CARB for Small Urban Areas 5K-49,999	District	Population	IIJA, Section 11403 and Title 23 U.S.C., Section 175(e)(1)(A)(iii)
CARN	CARB for Rural Areas < than 5K	District	Population	IIJA, Section 11403 and Title 23 U.S.C., Section 175(e)(1)(A)(iv)
CARU	CARB for Urban Areas > than 200k	District	Population	IIJA, Section 11403 and Title 23 U.S.C., Section 175(e)(1)(A)(i) and (e)(3)
CM	Congestion Mitigation	District	Federal	IIJA, Section 11115 and Title 23 U.S.C., Section 149
DU	State Primary, Federal Reimbursable Funds	District	Federal	Federal Law provides distribution based upon Rural or Elderly Handicapped Population
DUCA	Transit Cares Act	District	Federal	Public Law No: 116-136 Coronavirus Aid, Relief, and Economic Security Act or the CARES Act
EB	Equity Bonus	District	Statutory %	SAFETEA-LU, Section 1104 and Title 23 U.S.C., Section 105
EBBP	Equity Bonus Supplement, Bridges	Statewide	Needs	SAFETEA-LU, Section 1104 and Title 23 U.S.C., Section 105
EBNH	Equity Bonus Supplement, NH System	Statewide	Needs	SAFETEA-LU, Section 1104 and Title 23 U.S.C., Section 105
GFBP	General Funds Bridge Repair / Replace	Statewide	Needs	Title VIII of division J of the Infrastructure Investment and Jobs Act (IIJA), Public Law (Pub L) 117-58
GFBZ	General Funds Bridge Off-System	Statewide	Needs	Title VIII of division J of the Infrastructure Investment and Jobs Act (IIJA), Public Law (Pub L) 117-58
GFEV	General Funds E-Vehicle Charging Program	Statewide	Needs	Title VIII of division J of the Infrastructure Investment and Jobs Act (IIJA), Public Law (Pub L) 117-58
GFNP	General Funds NP Federal Relief	Statewide	Needs	Title 23 U.S.C., Section 133(B)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-141
GFSA	General Funds STPBG Any Area	District	Statutory %	Title 23 U.S.C., Section 133(B)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-141
GFSL	General Funds STPBG <200k >5k [Small Urban]	District	Population	Title 23 U.S.C., Section 133(B)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-141
GFSP	General Funds STPBG <5k [Rural]	District	Population	Title 23 U.S.C., Section 133(B)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-141
GFSP	General Funds Safety Program	Statewide	Population	Title 23 U.S.C., Section 133(B)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-141
GFSP	General Funds STPBG >200k [Urban]	District	Population	Title 23 U.S.C., Section 133(B)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-141
HP	Highway Planning	Statewide	Needs	FAST Act, Section 1104(e)(6) and Title 23 U.S.C., Section 505
HR	Highway Research	Statewide	Needs	FAST Act, Section 1104(e)(6) and Title 23 U.S.C., Section 505
HRRR	High Risk Rural Roads	Districts	Rural Miles	FAST Act, Section 1113, and Title 23 U.S.C., Section 148
HSID	Set Aside of NHPP for Intersection Improvement	Statewide	Needs	Fund to fund transfer from NHPP to HSP for intersection improvement
HSLD	Set Aside of NHPP for Lane Departure Improvement	Statewide	Needs	Fund to fund transfe from NHPP to HSP for lane departure improvement
HSP	Highway Safety Program	Statewide	Needs	IIJA, Section 11111 and Title 23 U.S.C., Section 148
HSPT	Transfer from HSP for Education	Statewide	Needs	Fund to Fund transfer from HSP to SA for Safety Educational Programs
IM	Interstate Maintenance	Statewide	Needs	SAFETEA-LU, Section 1101(a)(1) and Title 23 U.S.C., Section 119
NFP	National Freight Program	Statewide	Needs	IIJA, Section 11114 and Title 23 U.S.C. Section 167
NFPD	National Freight Program, Discretionary	Statewide	Needs	IIJA, Section 11114 and Title 23 U.S.C. Section 167
NFPI	National Freight Program, Intermodal	Statewide	Needs	IIJA, Section 11114 and Title 23 U.S.C. Section 167
NH	National Highway System	Statewide	Needs	SAFETEA-LU, Sections 1101 (a)(1) and Title 23, U.S.C., Section 119
NHPP	NHPP xfer from NFP	Statewide	Needs	Title 23 U. S. C., Section 126; Provides flexibility to Freight Program to adapt to flucuatins in costs
NHBR	National Highway Bridges	Statewide	Needs	IIJA, Section 11105 and Title 23, U.S.C., Section 119
NHEX	National Highway Performance Program Exempt	Statewide	Needs	IIJA, Section 11105; Title 23, U.S.C., Section 119; and Title 2, U.S.C., Section 901a and 906(k)(6)
NHPP	National Highway Performance Program	Statewide	Needs	IIJA, Section 11105 and Title 23, U.S.C., Section 119
NHRE	National Highway Performance Program, Resurfacing	District	Needs	IIJA, Section 11105 and Title 23, U.S.C., Section 119
PL	Metropolitan Planning	Statewide	Needs	IIJA, Section 1101(a)(1); Section 11201, and Title 23 U.S.C., Section 104; Section 134
PROT	PROTECT Grant Program	Statewide	Needs	IIJA, Section 11405; and Title 23 U.S.C., Section 176(c)
RECT	Recreational Trails	Statewide	Needs	IIJA, Section 11109(b)(7), and Title 23 U.S.C., Section 133(h)(5) and (6); Title 23 U.S.C., Section 206
RED	Redistribution of Certain Authorized Funds	Statewide	Needs	IIJA, Section 120(e)
RHH	Rail Highway Crossings, Hazard Devices	District	Needs	IIJA, Section 11108 and Title 23 U.S.C., Section 130

FUND		ALLOCATION CHARACTERISTICS		
Code	Description	Level	Method	Comment
RHP	Rail Highway Crossings, Protective Devices	Statewide	Needs	FAST Act, Section 1108 and Title 23 U.S.C., Section 130(e)(1)(B)
SA	Surface Transportation Program, Any Area	District	Statutory %	IIJA, Section 11109(a)(3) and Title 23, U.S.C., Section 133(d)(1)(B)
SAAN	Surface Transportation Program, Not on NHS	Statewide	Needs	Fund to fund transfer from NHPP to SA for STP, Not on NHS
SE	Surface Transportation Program, Enhancement	District	Statutory %	SAFETEA-LU, Section 1101(a)(4) and 1113 and Title 23, U.S.C., Section 133
SL	Surface Transportation Program, Population 50K to 200K	District	Population	IIJA, Section 11109(a)(3) and Title 23, U.S.C., Section 133(d)(1)(A)(iii) and (d)(3)(B)
SM	Surface Transportation Program, Population 5K to < 50K	District	Population	IIJA, Section 11109(a)(3) and Title 23, U.S.C., Section 133(d)(1)(A)(ii) and (d)(3)(A)
SN	Surface Transportation Program, Population < 5K	District	Population	IIJA, Section 11109(a)(3) and Title 23, U.S.C., Section 133(d)(1)(A)(iv) and (d)(3)(B)
SR2E	Safe Routes to School, Either	District	% Enrollment	SAFETEA-LU, Section 1101(a)(17) and 1404, Title 23, U.S.C., Section 402
SR2N	Safe Routes to School, Non-Infrastructure	District	% Enrollment	SAFETEA-LU, Section 1101(a)(17) and 1404, Title 23, U.S.C., Section 402
SR2S	Safe Routes to School, Infrastructure	District	% Enrollment	SAFETEA-LU, Section 1101(a)(17) and 1404, Title 23, U.S.C., Section 402
SR2T	Safe Routes to School, Transfer	Statewide	Needs	Fund to Fund transfer from HSP to SA for Safe Routes to School Program
SU	Surface Transportation Program, Population > 200K	District	Population	IIJA, Section 11109(a)(3) and Title 23, U.S.C., Section 133 (d)(1)(A)(i) and (d)(4)
TALL	Transportation Alternative Program, Population 50K to 200K	District	Population	IIJA, Section 11109(a)(3) and Title 23, U.S.C., Section 133(d)(1)(A)(iii) and (d)(3)(B)
TALM	Transportation Alternative Program, Population 5K to < 50K	District	Population	IIJA, Section 11109(a)(3) and Title 23, U.S.C., Section 133(d)(1)(A)(ii) and (d)(3)(A)
TALN	Transportation Alternative Program, Population < 5K	District	Population	IIJA, Section 11109(a)(3) and Title 23, U.S.C., Section 133(d)(1)(A)(iv) and (d)(3)(B)
TALT	Transportation Alternative Program, Any Area	District	Statutory %	IIJA, Section 11109(a)(3) and Title 23, U.S.C., Section 133(d)(1)(B)
TALU	Transportation Alternative Program, Population > 200K	District	Population	IIJA, Section 11109(a)(3) and Title 23, U.S.C., Section 133 (d)(1)(A)(i) and (d)(4)
TIFR	Redistribution of TIFIA Funds	Statewide	Needs	Title 23 U.S.C., Section 608(a)(4)

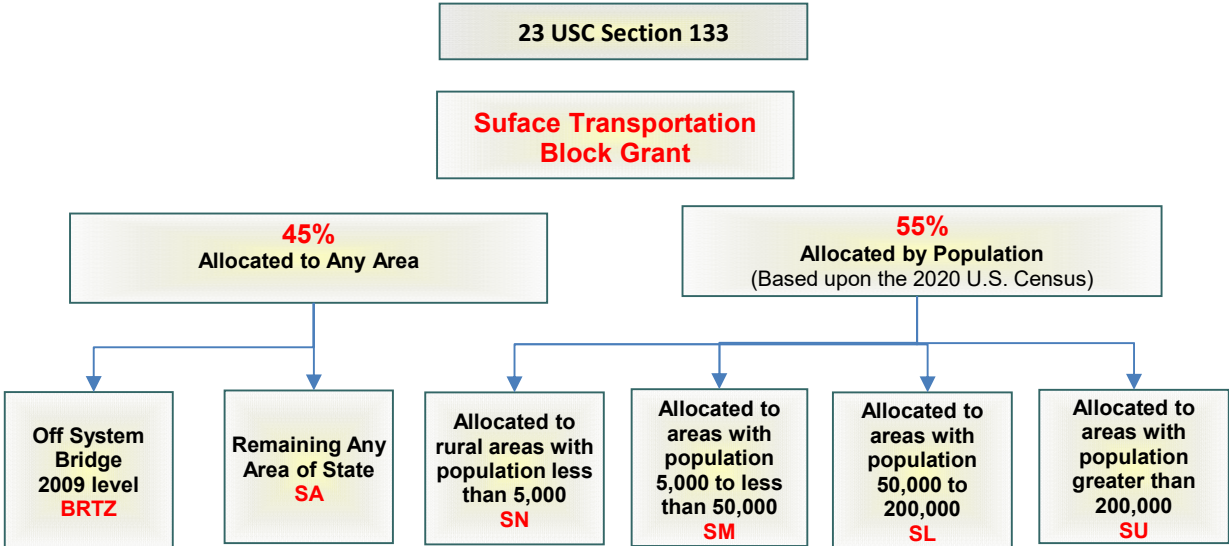
## Schedule A - State Funds Distribution Matrix

FUND		ALLOCATION CHARACTERISTICS		
Code	Description	Level	Method	Comment
AC	Advanced Construction	District	Statutory %	Revolving AC allocation by district
ART	Arterial Highways Program	Statewide	Needs	Section 339.66, F.S., Section 339.67, F.S., SB 100 and SB1126
ARTW	Arterial Widening Program	Statewide	Needs	Section 339.66, F.S., Section 339.67, F.S., Section 339.68, F.S., SB 100 and SB1126
BNBR	Amendment 4 Bonds	District	Needs	337.276, FS
BNCA	Bonds, Controlled Access	District	Statutory %	337.276, FS
BNDS	Bonds, State	District	Statutory %	337.276, FS
BNIR	Intrastate RW Bridge Bonds	Statewide	Needs	337.276, FS
BRAS	Ancillary Structures	Statewide	Needs	
BRP	Bridge Replacement Program	Statewide	Needs	339.135(4)(a), FS
BRRP	Bridge Repair and Rehabilitation	District	Needs	339.135(4)(a), FS
BRRR	Railroad Bridge Repair	District	Needs	339.135(4)(a), FS
CIGP	County Incentive Grant Program	District	Statutory %	339.2817, FS
DC	State Primary PE Consultants	Statewide	Needs	State 100%
DDR	District Dedicated Revenue	District	Statute	206.608, FS
DEM	Environmental Mitigation	Statewide	Needs	253, FS; 267, FS and 373 (Part IV), FS
DEMW	Environmental Mitigation, Wetlands	Statewide	Needs	253, FS; 267, FS and 373 (Part IV), FS
DI	Statewide Inter/Intrastate Highway	Statewide	Needs	339.135(4)(a)2., FS and 339.65(6), FS
DIH	District In-House	District	Budget	District PE,RW and CEI manpower/support costs in LBR
DIS	Strategic Intermodal System	Statewide	Needs	339.61, FS and 339.65(6), FS
DITS	Statewide Intelligent Transportation System	Statewide	Needs	Intelligent Transportation Systems (ITS) Program
DL	Public Transportation Office, Local	Statewide	Needs	State 100%
DPTO	Public Transportation Office, State	District	Needs	206.46(3), FS; 341.302, FS; 332.006, FS; 341.053, FS; 311.14, FS; 341, FS and 331.360, FS
DRA	Rest Areas	Statewide	Needs	State 100%
DS	State Primary Highways and Public Transportation Office:			
	Resurfacing	District	Needs	339.135(4)(a), FS
	Formula	District	Statutory %	339.135(4)(a), FS
	Rental Car Fees	District	Statute	212.0606, FS
DSPC	Service Patrol Contract	District	Needs	
DWS	Weigh Stations	Statewide	Needs	State 100%
FC5	Open Grade Friction Course FC5	Statewide	Needs	
FINC	FDOT Financing Corporation	Statewide	Needs	339.0809, FS
GMR	Growth Management, Strategic Intermodal System	Statewide	Needs	201.15, FS and 339.65(6), FS
GREM	General Revenue Emergency Management	District	Budget	Executive Order 18-360
GRSC	Growth Management, Small County Outreach Program	Statewide	Eligible Counties	201.15, FS and 339.2818, FS
MCOR	Multi-Use Cor. S.338.2278, F.S.	District		SB 7068 Section 338.2278, F.S.
MFF	Moving Florida Forward	Statewide	Needs	SB 2500 Section 215, FS
NSTP	New Starts Transit	Statewide	Needs	201.15, FS
NSWR	Wheels on the Road, New Starts Transit	Statewide	Needs	320.072, FS
PKED	Turnpike Access Roads	Statewide	Needs	339.0801, FS
POED	Seaport Investment program	Statewide	Needs	339.0801, FS
PORB	Port Funds Returned from Bonds	District	Needs	320.20(3) & (4), FS and 311.07, FS
PORT	Seaports	Statewide	Needs	320.20(3) & (4), FS and 311.07, FS
RBRP	Reimbursable Structure Repair	Statewide	Needs	339.135(4)(a), FS
ROWR	ROW Lease Revenues	District	Needs	Proceeds from the sale/lease of real property; 23 U.S. Code Section 156
SAFE	Secure Airports for Florida Economy	Statewide	Needs	320.08058(32), FS and 332.007, FS
SCED	Small County Outreach Program, from Motor Vehicle Title Fee	District	Eligible Counties	339.0801, FS; 319.32, FS and 339.2818, FS
SCMC	SCOP Mcorr s.338.2278, F.S.	District	Eligible Counties	SB 7068 Section 338.2278, F.S.
SCOP	Small County Outreach Program, from Excise Tax	District	Eligible Counties	201.15, FS and 339.2818, FS
SCRA	Small Counties Resurfacing Assistance	District	Eligible Counties	339.2816, FS and 336.025(1)(a), FS
SCRC	SCOP for Rural Communities	Statewide	Eligible Counties	339.2818, FS; 288.0656(7)(a), FS and 288.0656(2)(d) & (e), FS
SCWR	Wheels on the Road, Small County Outreach Program	District	Eligible Counties	320.072, FS
SIWR	Wheels on the Road, Strategic Intermodal System	Statewide	Needs	320.072, FS
SPN	Sponsorship Agreement	Statewide	Needs	Established to track revenue and projects funded with proceeds from sponsorship agreements
SSI	Statewide Safety Initiatives	Statewide	Needs	For Safety Initiatives and Behavioral Campaigns
STED	Strategic Economic Corridors	Statewide	Needs	339.0801, FS
SRMC	SCRAP Mcorr s.338.2278, F.S.	District		SB 7068 Section 338.2278, F.S.
SROM	SunRail Revenues for Operations and Maintenance	Statewide	Needs	Established to track SunRail revenues

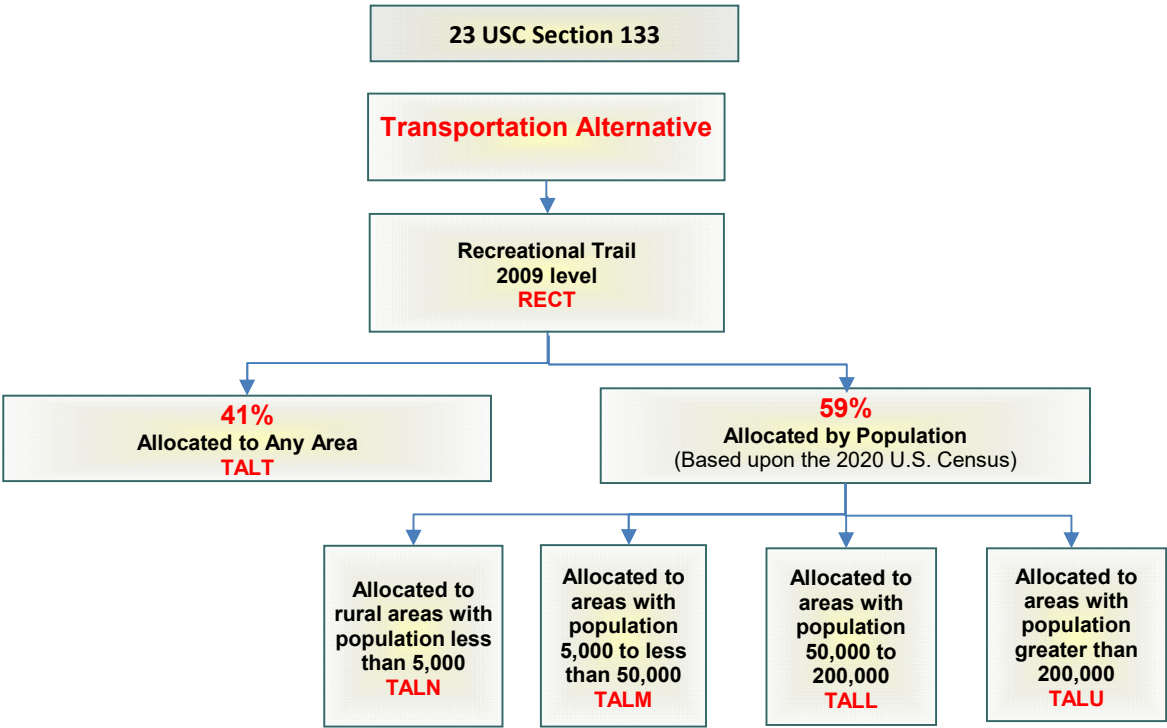
**Schedule A - State Funds Distribution Matrix**

FUND		ALLOCATION CHARACTERISTICS		
Code	Description	Level	Method	Comment
TDDR	Transportation Disadvantaged, DDR Use	Statewide	Needs	427, FS
TDED	Transportation Disadvantaged, \$10M	District	Needs	338.0801(3), FS
TDHC	Transportation Disadvantaged, Healthcare	Statewide	Needs	427, FS
TDMC	TD. Mcorr. S.338.2278, F.S.	Statewide		SB 7068 Section 338.2278 F.S.
TDTF	Transportation Disadvantaged, Trust Fund	Statewide	Needs	427, FS
TLWR	Wheels on the Road, Trail Network	Statewide	Needs	320.072, FS
TRIP	Transportation Regional Incentive Program	District	Statutory %	201.15, FS and 339.2819, FS
TRWR	Wheels on the Road, Transportation Regional Incentive Program	District	Statutory %	320.072, FS
WFMC	WF. Mcorr. S.338.2278. F.S.	Statewide		338.2278 F.S.
WKBL	Transfer Beachline East to Turnpike	Statewide	Needs	338.165(10), FS
WKOC	Repayment of OOC Debt	Statewide	Needs	348.757, FS

# Surface Transportation Block Grant Program Distribution per the IIJA

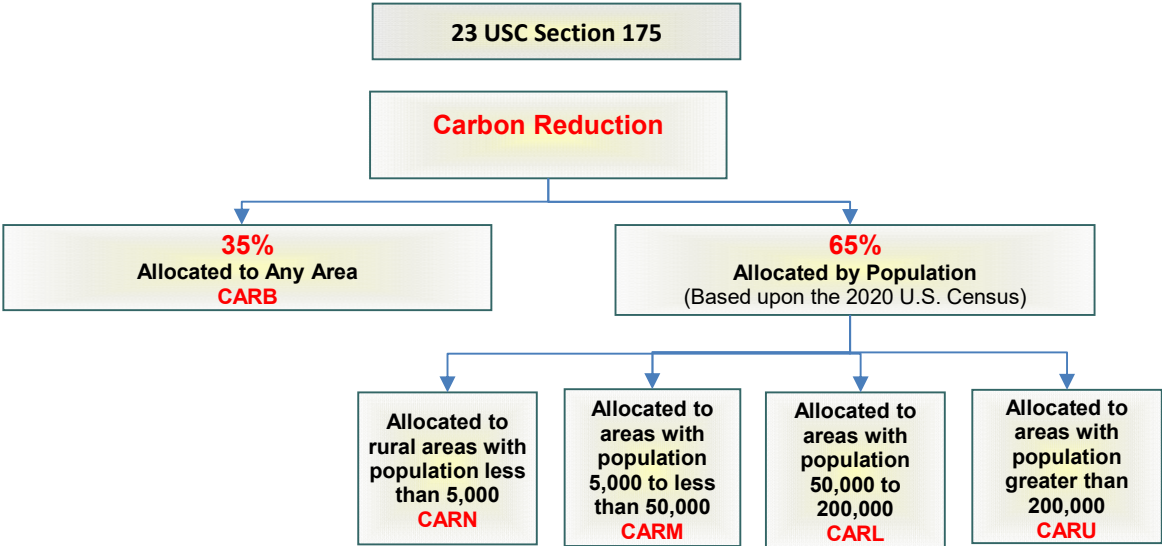


# Transportation Alternatives Program Distribution per the IIJA





# Carbon Reduction Program Distribution per the IIJA





SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

Date of Change	Change to Schedule B
August 1, 2024	<b>Initial Allocations</b>  <b>SIS</b> Loaded Targets for FY 2025-2030  <b>Acxx</b> Loaded Targets for FY 2025-2030
September 5, 2024	<b>Planning</b> Loaded Targets for FY 2025-2030
September 24, 2024	<b>Inhouse</b> Loaded Targets for FY 2025-2030  <b>Modal Development</b> Loaded Targets for FY 2025-2030  <b>Maintenance</b> Loaded Targets for FY 2025-2030  <b>ITS</b> Loaded Targets for FY 2025-2030
October 2, 2024	<b>Maintenance</b> D7: FY2026 - Increased MCCF by \$50 and decreased MHWY by the same. D1: FY 2026-2030 MCCF increased by \$414,400; decreased by \$386,900; increased by \$449,161; decreased by \$397,000; decreased by \$755,502 D1: FY2026-2030 MHWY decreased by \$414,400; increased by \$386,900; decreased by \$449,161; increased by \$397,000; increased by \$755,502
October 3, 2024	<b>Maintenance</b> D1: FY2030 - Decreased MCCF by \$3,000 and increased MHWY by the same.
October 14, 2024	<b>Maintenance</b>  D5: FY2026-2030 MCCF decreased by \$109; decreased by \$109; increased by 470; increased by 470; increased by 470 D5: FY2026-2030 MHWY increased by \$109; increased by \$109; decreased by 470; decreased by 470; decreased by 470 D2: FY2026-2030 MCCF decreased by \$80,000 per year and MHWY increased by the same
October 16, 2024	<b>Planning</b> HP decreased to \$37,275,903  <b>Modal Development</b> RHH increased to \$10,018,490
October 30, 2024	<b>Maintenance</b> CO - FY26-FY30: MNTI increased by \$650,000 and CO MHWY decreased by the same. CO - FY26-FY30: MNPD increased by \$250,000 and CO MHWY decreased by the same. D1-TPK - FY27-FY30: MITS targets were adjusted per Districts and CO Traffic Ops approval.
October 31, 2024	<b>Modal Development</b> Various changes to Aviation, Rail, Transit, and Intermodal
November 7, 2024	<b>Maintenance</b> D4 - FY26-FY29: MNTI decreased by \$2,000,000. D4 - FY26-FY30: MCNF various decreases and increases were made to the target. D4 - FY26, FY27, FY29, & FY30: MMCC various decreases and increases were made to the target.
November 12	<b>Maintenance</b> D1- FY26, FY27 MMCC increased by \$3,000; increased by \$24,000; MHWY decreased by the same.

SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

Date of Change	Change to Schedule B
November 13	<b>Maintenance</b> D7- FY26 MMCC increased by \$174, MHWY decreased by the same  CO- FY26-FY30 MNTI increased by \$2,350,000; MHWY decreased by the same
December 5	<b>Maintenance</b> D1- FY26, FY27 MITS increased by \$605,408 and \$999,779, MHWY decreased by the same D7- FY26, FY27 MITS decreased by \$605,408 and \$999,779, MHWY increased by the same
February 20, 2025	<b>Modal Development</b> D3- FY25, AADS increased by \$2,092,536 D3- FY25, T18F decreased by \$304,438 D30- FY25, T18F increased by \$304,438 D30- FY25, RR29 decreased by \$2,092,536
March 27, 2025	<b>Modal Development</b> March 2025 REC Updates to Intermodal
April 4, 2025	Modal Development D30- FY25 I11A decreased by \$7,500,000 D2- FY25 I11A increased by \$7,500,000

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

(\$ IN MILLIONS)								
Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
	99	765.999	784.455	803.518	822.365	839.560	859.143	4,109.041
Strategic Intermodal System Highway corridors	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Minimum Targets	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
(Includes R/W Land, "Other" Construction, Bridge Replace & Associated Support) (1)	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Excludes Turnpike (Pxxx), Local (LFxx)	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		765.999	784.455	803.518	822.365	839.560	859.143	4,109.041

(1) "Other" Construction is all construction except Resurfacing, Bridge Repair, and Highway Safety programs.

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
ACSA	1	53.896	0.000	0.000	0.000	0.000	0.000	0.000
	2	18.896	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, ANY AREA TARGET	3	27.038	0.000	0.000	0.000	0.000	0.000	0.000
	4	26.718	0.000	0.000	0.000	0.000	0.000	0.000
	5	41.120	0.000	0.000	0.000	0.000	0.000	0.000
ACSA' funds only	6	19.772	0.000	0.000	0.000	0.000	0.000	0.000
	7	29.604	0.000	0.000	0.000	0.000	0.000	0.000
Total		217.045	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
SX01	1	11.822	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K TARGET	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X01 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		11.822	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
SX02	1	15.370	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K TARGET	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X02 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		15.370	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
SX03	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	11.740	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K TARGET	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X03 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		11.740	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
SX04	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K TARGET	3	6.391	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X04 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		6.391	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
SX05	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K TARGET	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	24.726	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X05 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		24.726	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
SX06	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K TARGET	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	18.502	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X06 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		18.502	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
SX07	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K TARGET	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	5.618	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X07 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		5.618	0.000	0.000	0.000	0.000	0.000	0.000

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
SX08	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	7.134	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X08 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		7.134	0.000	0.000	0.000	0.000	0.000	0.000
SX09	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	25.900	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X09 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		25.900	0.000	0.000	0.000	0.000	0.000	0.000
SX10	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X10 only	6	33.698	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		33.698	0.000	0.000	0.000	0.000	0.000	0.000
SX11	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X11 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	31.920	0.000	0.000	0.000	0.000	0.000	0.000
Total		31.920	0.000	0.000	0.000	0.000	0.000	0.000
SX12	1	8.398	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X12 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		8.398	0.000	0.000	0.000	0.000	0.000	0.000
SX13	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	4.272	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X13 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		4.272	0.000	0.000	0.000	0.000	0.000	0.000
SX14	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	5.567	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X14 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		5.567	0.000	0.000	0.000	0.000	0.000	0.000
SX15	1	5.483	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X15 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		5.483	0.000	0.000	0.000	0.000	0.000	0.000
SX16	1	4.996	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X16 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		4.996	0.000	0.000	0.000	0.000	0.000	0.000

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
SX17	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	5.845	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X17 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		5.845	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
SX50	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	2.944	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X50 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		2.944	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
SX51	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	3.821	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X51 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		3.821	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
SX52	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	2.012	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, URBAN AREA >200K	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
'ACSU' funds using Dist Area X52 only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		2.012	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
ACSL	1	6.549	0.000	0.000	0.000	0.000	0.000	0.000
	2	1.343	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, AREAS <200K	3	2.702	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	2.092	0.000	0.000	0.000	0.000	0.000	0.000
	5	9.052	0.000	0.000	0.000	0.000	0.000	0.000
'ACSL' funds only	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	3.661	0.000	0.000	0.000	0.000	0.000	0.000
Total		25.398	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
ACSN	1	5.843	0.000	0.000	0.000	0.000	0.000	0.000
	2	4.931	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STP, MANDATORY NON-URBAN	3	6.659	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.606	0.000	0.000	0.000	0.000	0.000	0.000
	5	5.202	0.000	0.000	0.000	0.000	0.000	0.000
'ACSN' funds only	6	0.431	0.000	0.000	0.000	0.000	0.000	0.000
	7	1.992	0.000	0.000	0.000	0.000	0.000	0.000
Total		25.664	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
ACCM	1	2.799	0.000	0.000	0.000	0.000	0.000	0.000
	2	1.031	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR CONGESTION MITIGATION	3	1.187	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	2.214	0.000	0.000	0.000	0.000	0.000	0.000
	5	2.907	0.000	0.000	0.000	0.000	0.000	0.000
'ACCM' funds only	6	1.435	0.000	0.000	0.000	0.000	0.000	0.000
	7	1.622	0.000	0.000	0.000	0.000	0.000	0.000
Total		13.196	0.000	0.000	0.000	0.000	0.000	0.000

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
ACSM	1	3.387	0.000	0.000	0.000	0.000	0.000	0.000
	2	1.201	0.000	0.000	0.000	0.000	0.000	0.000
ADVANCED CONSTRUCTION FOR STB AREA POP. W/5K TO 49,999	3	1.301	0.000	0.000	0.000	0.000	0.000	0.000
TARGET	4	0.448	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.547	0.000	0.000	0.000	0.000	0.000	0.000
'ACSM' funds only	6	0.907	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.611	0.000	0.000	0.000	0.000	0.000	0.000
Total		8.401	0.000	0.000	0.000	0.000	0.000	0.000



NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
	20	0.619	0.644	0.670	0.696	0.724	0.753	3.487
PLNI	21	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.704	0.732	0.762	0.792	0.824	0.857	3.967
PLANNING	2	1.483	1.542	1.604	1.668	1.735	1.804	8.353
In-House Planning Targets	3	0.391	0.406	0.423	0.439	0.457	0.475	2.201
	4	0.158	0.165	0.171	0.178	0.185	0.193	0.893
D Funds	5	1.190	1.238	1.287	1.339	1.392	1.448	6.703
Program - IS,00,82 Phase - 11,12,21,82	6	0.514	0.535	0.556	0.579	0.602	0.626	2.897
	7	0.636	0.662	0.688	0.716	0.745	0.774	3.585
Total		5.696	5.924	6.161	6.407	6.663	6.930	32.085

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
	20	8.520	8.691	8.865	9.042	9.223	9.407	45.227
PLHP	1	1.762	1.797	1.833	1.870	1.907	1.945	9.353
	2	4.654	4.747	4.842	4.939	5.037	5.138	24.703
PLANNING	3	1.953	1.992	2.032	2.073	2.114	2.156	10.367
In-House Planning Targets	4	1.958	1.998	2.038	2.078	2.120	2.162	10.396
HP Funds	5	1.328	1.355	1.382	1.410	1.438	1.467	7.051
excludes Program - PC	6	2.419	2.467	2.516	2.567	2.618	2.670	12.838
	7	1.911	1.949	1.988	2.028	2.068	2.109	10.142
Tpk		0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		24.505	24.995	25.495	26.005	26.525	27.056	130.077

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
	20	7.214	9.650	9.650	9.650	9.650	9.650	48.252
	23	2.400	0.000	0.000	0.000	0.000	0.000	0.000
	30	0.203	0.203	0.203	0.203	0.203	0.203	1.015
PLNC	1	5.228	5.133	4.733	4.933	4.933	4.933	24.664
	2	4.847	4.577	4.577	4.577	4.577	4.577	22.884
Consultant & Grant Planning Targets	3	3.828	3.838	3.838	3.838	3.838	3.838	19.192
	4	6.167	6.342	6.917	6.792	6.542	6.542	33.133
D Funds	5	5.834	5.776	5.776	5.776	5.776	5.776	28.882
	6	5.430	5.618	5.641	5.641	5.641	5.641	28.182
Includes "Modal Development Planning Consultants"	7	5.235	5.223	5.223	5.223	5.223	5.223	26.117
Total		46.387	46.360	46.559	46.634	46.384	46.384	232.320

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
	20	1.102	1.102	1.102	1.102	1.102	1.102	5.510
HPPC								
Planning Consultants	Total	1.102	1.102	1.102	1.102	1.102	1.102	5.510
HP Funds								
Program - PC Phase - 12								

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
	20	14.141	10.537	10.037	9.527	9.007	8.477	47.585
PLEM	1	0.300	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Planning Consultants	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Work Program	4	2.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
HP Funds	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - PC Phase - 12,18	7	2.550	0.000	0.000	0.000	0.000	0.000	0.000
Total		18.991	10.537	10.037	9.527	9.007	8.477	47.585

Fund/Program	Budgeting District	Roll Forward to	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		FY24/25	24/25	25/26	26/27	27/28	28/29	29/30	
	40	7.103	3.500	3.500	3.500	3.500	3.500	3.500	17.500
PEIH	1	1.276	7.672	7.902	8.139	8.384	8.635	8.894	41.954
	2	0.000	4.756	4.898	5.045	5.197	5.352	5.513	26.005
Preliminary Eng. (In-House)	3	4.907	3.189	5.658	5.828	6.003	6.183	6.369	30.041
	4	6.308	9.752	10.044	10.345	10.656	10.975	11.305	53.325
	5	4.851	7.806	8.040	8.120	8.202	8.284	8.367	41.013
Program - 00 & 44 Phase - 31,21 excludes HP funds	6	0.740	7.812	8.047	8.288	8.537	8.793	9.057	42.722
	7	0.994	7.099	7.312	7.531	7.757	7.990	8.230	38.820
Tpk.		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		26.179	51.585	55.402	56.798	58.235	59.713	61.233	291.380

Fund/Program	Budgeting District	Roll Forward to	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		FY24/25	24/25	25/26	26/27	27/28	28/29	29/30	
	50	0.087	1.000	1.000	1.000	1.000	1.000	1.000	5.000
CEIH	1	0.589	7.111	7.325	7.545	7.771	8.004	8.244	38.888
	2	11.646	6.623	6.821	7.026	7.237	7.454	7.678	36.216
C.E.I. (In-House)	3	3.400	4.499	7.983	8.223	8.469	8.723	8.985	42.384
	4	7.778	13.066	13.458	13.862	14.278	14.706	15.147	71.452
	5	4.962	7.519	7.744	7.822	7.900	7.979	8.059	39.505
Program - 00 & 44 Phase - B1 & 61	6	1.082	4.783	4.926	5.074	5.226	5.383	5.544	26.153
	7	4.460	4.129	4.253	4.380	4.512	4.647	4.786	22.578
Tpk.		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		34.002	48.730	53.511	54.931	56.393	57.897	59.444	282.175

Fund/Program	Budgeting District	Roll Forward to	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		FY24/25	24/25	25/26	26/27	27/28	28/29	29/30	
	40	0.001	0.500	0.500	0.500	0.500	0.500	0.500	2.500
ROWI	1	0.000	1.722	1.774	1.827	1.882	1.938	1.996	9.416
	2	2.136	1.020	1.051	1.082	1.115	1.148	1.183	5.579
Right-of-Way Sup. (In-House)	3	0.326	0.794	1.409	1.452	1.495	1.540	1.586	7.482
	4	0.237	2.033	2.094	2.157	2.222	2.288	2.357	11.118
Program - 00 Phase - 41	5	2.076	1.743	1.795	1.813	1.831	1.850	1.868	9.158
	6	0.046	1.920	1.978	2.037	2.098	2.161	2.226	10.500
	7	0.993	1.495	1.539	1.586	1.633	1.682	1.733	8.173
Tpk.		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		5.814	11.227	12.140	12.454	12.776	13.108	13.449	63.926



NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

Fund/Program	Budgeting District	Roll	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		Forward to FY24/25		24/25	25/26	26/27	27/28	28/29	
TEIH	63	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	2.081	2.144	2.208	2.274	2.343	2.413	11.382
	2	0.307	1.470	1.514	1.560	1.606	1.655	1.704	8.039
Traffic Operations (In-House)	3	0.014	0.870	1.543	1.589	1.637	1.686	1.737	8.192
	4	0.001	1.600	1.648	1.698	1.749	1.801	1.855	8.750
Program - 08 Phase - 21,31,61	5	0.000	2.650	2.730	2.757	2.784	2.812	2.840	13.924
	6	0.060	3.565	3.672	3.782	3.896	4.013	4.133	19.497
	7	0.118	1.689	1.740	1.792	1.846	1.901	1.958	9.238
	Tpk	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		0.500	13.926	14.991	15.386	15.793	16.211	16.641	79.022

Fund/Program	Budgeting District	Roll	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		Forward to FY24/25		24/25	25/26	26/27	27/28	28/29	
	*	7.192	5.000	5.000	5.000	5.000	5.000	5.000	25.000
	1	1.865	18.587	19.144	19.719	20.310	20.920	21.547	101.640
	2	14.088	13.869	14.285	14.713	15.155	15.609	16.078	75.840
	3	8.648	9.352	16.594	17.092	17.604	18.133	18.677	88.099
AINH	4	14.324	26.451	27.245	28.062	28.904	29.771	30.664	144.645
Total In-House Sup.	5	11.888	19.718	20.310	20.513	20.718	20.925	21.134	103.599
Roll up of PEIH, CEIH, ROWI & TEIH	6	1.927	18.080	18.623	19.182	19.757	20.350	20.960	98.872
	7	6.564	14.412	14.844	15.289	15.748	16.220	16.707	78.809
	Tpk	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		66.496	125.469	136.044	139.569	143.196	146.927	150.767	716.503

\* Includes several Central Office Budgeting Districts

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			24/25	25/26	26/27	27/28	28/29	
	CO	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTR	1	2.967	3.085	0.000	0.000	0.000	0.000	3.085
ITS Traffic Operations	2	4.996	5.181	0.000	0.000	0.000	0.000	5.181
Replacement	3	2.378	2.390	0.000	0.000	0.000	0.000	2.390
Program TI; Phase 92, 93, 98	4	2.831	2.872	0.000	0.000	0.000	0.000	2.872
(ACNH, ACNP, NHPP, NHAC, NH, DI, DITS funds ONLY)	5	1.759	1.535	0.000	0.000	0.000	0.000	1.535
	6	1.362	4.950	0.000	0.000	0.000	0.000	4.950
	7	3.690	4.916	0.000	0.000	0.000	0.000	4.916
Total		19.983	24.929	0.000	0.000	0.000	0.000	24.929

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			24/25	25/26	26/27	27/28	28/29	
	CO	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTI	1	3.436	4.235	6.198	8.096	8.059	8.325	34.913
ITS Traffic Operations	2	4.248	4.769	4.908	4.928	5.190	5.361	25.155
Operations	3	3.011	3.756	3.933	3.794	4.006	4.138	19.627
Program TI; Phase 82	4	6.928	7.187	7.801	7.779	7.733	7.988	38.488
(ACNH, ACNP, NHPP, NHAC, NH, DI, DITS, DSBx, TOxx funds ONLY)	5	5.522	5.838	8.041	8.166	8.685	8.971	39.701
	6	4.405	4.934	5.317	4.282	4.953	5.117	24.604
	7	6.846	7.009	7.608	8.076	7.984	8.248	38.925
Total		34.397	37.728	43.807	45.121	46.610	48.148	221.414

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			24/25	25/26	26/27	27/28	28/29	
	C/O	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOSP	1	3.465	3.571	3.685	4.748	4.905	5.067	21.975
	2	7.291	7.513	7.753	9.990	10.320	10.660	46.236
ITS Traffic Operations	3	3.104	3.199	3.301	4.253	4.393	4.538	19.685
Service Patrol Contracts	4	7.971	8.215	8.476	10.922	11.282	11.655	50.550
(D, DSPC, TMXX, and TOXX funds only)	5	6.930	7.141	7.369	9.495	9.808	10.132	43.945
Program - 86 Phase - 72, 78, 82, 88	6	9.767	10.113	11.103	12.301	13.941	14.401	61.858
	7	6.156	6.344	6.547	8.435	8.713	9.001	39.040
	TPK	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		44.684	46.096	48.234	60.144	63.363	65.453	283.290

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

# MAINTENANCE

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

(\$ IN MILLIONS)								
Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	38.896	40.705	45.021	46.507	48.041	219.170
	1	0.000	103.583	108.462	120.013	125.161	129.291	586.509
Maintenance	2	0.000	145.040	151.871	168.046	173.591	179.320	817.868
Total	3	0.000	108.642	113.759	125.874	130.028	134.319	612.623
(Does not include	4	0.000	105.615	110.589	122.367	126.405	130.577	595.554
Administrative Overhead)	5	0.000	133.601	141.162	156.100	165.853	173.432	770.147
(Excludes DS, DDR, & FEMA Funds)	6	0.000	75.893	79.468	87.931	90.833	93.830	427.954
	7	0.000	92.918	97.279	107.571	111.127	114.788	523.683
	Tpk	0.000	76.134	79.720	88.210	91.121	94.128	429.313
Total		0.000	880.322	923.015	1,021.133	1,060.626	1,097.725	4,982.821

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	7.000	7.000	7.000	7.000	7.000	35.000
MNTI	1	0.000	20.241	20.241	20.241	20.241	20.241	101.205
	2	0.000	31.728	31.728	31.728	31.728	31.728	158.640
Maintenance	3	0.000	18.656	18.656	18.656	18.656	18.656	93.280
In-House Routine Maintenance	4	0.000	15.100	15.100	15.100	15.100	17.100	77.500
	5	0.000	18.020	18.020	18.020	18.020	18.020	90.100
(Excludes DS, DDR, TOBD, & FEMA Funds)	6	0.000	14.500	14.500	14.500	14.500	14.500	72.500
(Excludes Program - 26 & 51 Phase - 61 & 81)	7	0.000	13.500	13.500	13.500	13.500	13.500	67.500
	Tpk	0.000	6.300	6.300	6.300	6.300	6.300	31.500
Total		0.000	145.045	145.045	145.045	145.045	147.045	727.225

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	27.896	29.705	33.771	35.176	36.708	163.256
	1	0.000	72.333	76.644	79.081	83.735	87.724	399.517
MHWY	2	0.000	95.299	95.214	100.034	104.214	108.452	503.212
	3	0.000	80.648	82.575	87.074	90.308	93.950	434.555
Highway Maintenance	4	0.000	70.221	73.219	75.932	75.361	74.819	369.552
M. & O. Contracts	5	0.000	99.783	108.112	108.176	116.642	122.763	555.475
	6	0.000	46.517	44.855	42.070	46.557	45.575	225.574
Program IS, 00,41,45,46 Phase - 72,74,77,78	7	0.000	69.636	72.681	70.145	73.145	75.158	360.765
	Tpk	0.000	41.426	44.970	39.764	54.261	56.305	236.726
(Excludes DS, DDR, TOBD, LF, & FEMA Funds)	Total	0.000	603.760	627.974	636.048	679.398	701.453	3,248.632

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
	Tpk	0.000	13.227	13.637	14.073	14.538	15.018	70.493
MFAC								
Total		0.000	13.227	13.637	14.073	14.538	15.018	70.493
Turnpike Facility Maintenance								
M. & O. Contracts								
Program - 00 Phase - 7B								
(Excludes DS, DDR, & FEMA Funds)								

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	1.500	1.500	1.500	1.500	1.500	7.500
MCCF	1	0.000	2.470	2.083	2.532	2.135	1.376	10.597
	2	0.000	2.595	0.000	2.725	0.000	2.861	8.181
Maintenance	3	0.000	2.600	3.515	3.475	3.515	3.475	16.580
Consultants/Contracts	4	0.000	1.634	3.688	0.000	1.312	3.996	10.630
Contract Bridge Inspection	5	0.000	1.243	1.243	1.491	1.491	1.491	6.960
(Other Federal Funds)	6	0.000	2.560	0.200	2.856	0.200	2.856	8.672
	7	0.000	1.455	0.970	1.491	0.994	1.529	6.439
Program - 43 Phase - 72	Tpk	0.000	0.000	0.000	0.000	0.000	0.000	0.000
(Excludes FEMA Funds)	Total	0.000	16.057	13.199	16.071	11.147	19.085	75.559

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MCNF	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	1.075	6.704	1.140	7.051	1.210	17.180
Maintenance	3	0.000	0.900	1.000	1.000	1.100	1.100	5.100
Consultants/Contracts	4	0.000	1.959	1.302	3.626	3.025	4.203	14.115
Contract Bridge Inspection	5	0.000	0.902	0.902	1.082	1.082	1.082	5.050
(Non-Federal Funds)	6	0.000	1.650	2.643	2.578	2.650	2.578	12.099
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 43 Phase - 72	Tpk	0.000	0.000	0.000	12.520	0.000	0.000	12.520
(Excludes DS, DDR, Funds)	Total	0.000	6.486	12.551	21.946	14.908	10.173	66.064

Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	0.500	0.500	0.500	0.500	0.500	2.500
MDOC	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
M & O Contracts	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
D.O.C.	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 64	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
(Excludes DS, DDR, & FEMA Funds)	Total	0.000	0.500	0.500	0.500	0.500	0.500	2.500

(\$ IN MILLIONS)								
Fund/Program	Budgeting District	Curr Year 24/25	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
			25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	1.000	1.000	1.000	1.000	1.000	5.000
MHWB	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
M & O Contracts	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Highway Beautification	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 42	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
(Excludes DS, DDR, DEP, & FEMA Funds)	Total	0.000	1.000	1.000	1.000	1.000	1.000	5.000

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	1.000	1.000	1.000	1.000	1.000	5.000
MNPD	1	0.000	2.516	2.594	2.677	2.765	2.857	13.409
	2	0.000	3.698	3.813	3.935	4.064	4.199	19.708
Maintenance	3	0.000	2.203	2.271	2.344	2.421	2.501	11.741
M & O Contracts	4	0.000	3.616	3.728	3.847	3.974	4.106	19.271
	5	0.000	2.528	2.606	2.690	2.779	2.870	13.473
N.P.D.E.S	6	0.000	2.481	2.558	2.640	2.727	2.817	13.222
	7	0.000	3.179	3.278	3.382	3.494	3.609	16.942
Program - 50 Phase - 72,74 (Excludes DS, DDR & FEMA Funds)	TPK	0.000	0.142	0.146	0.151	0.156	0.161	0.757
	Total	0.000	21.363	21.994	22.666	23.381	24.120	113.524

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MMCC	1	0.000	0.667	0.691	0.691	0.708	0.726	3.483
	2	0.000	2.735	1.050	3.751	0.750	3.978	12.264
Maintenance	3	0.000	0.525	0.420	0.620	0.750	0.750	3.065
Consultants/Contracts	4	0.000	0.974	0.805	0.927	3.791	1.561	8.058
Management Consultants/Contracts	5	0.000	0.915	1.023	1.152	1.307	1.568	5.965
	6	0.000	2.795	2.749	2.860	2.725	2.915	14.044
(Non-Federal Aid)	7	0.000	0.473	0.471	0.483	0.495	0.507	2.429
Program - 83	TPK	0.000	6.739	6.941	7.149	7.363	7.584	35.776
(Excludes DS, DDR, DI, DIS, GMR, TOBD Funds)	Total	0.000	15.824	14.150	17.633	17.889	19.589	85.084

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MTS	1	0.000	5.355	6.209	5.903	6.079	6.261	29.808
	2	0.000	7.910	13.363	15.322	15.811	16.316	68.722
Maintenance ITS Contracts	3	0.000	3.110	5.322	5.857	6.039	6.226	26.554
M. & O. Contracts	4	0.000	12.110	12.748	12.727	13.123	13.533	64.242
	5	0.000	10.210	9.256	11.256	11.587	11.929	54.238
Program TI Phases - 72,74,77,78	6	0.000	5.390	11.963	9.112	9.402	9.700	45.567
Program TR Phases - 92, 93,98	7	0.000	4.675	6.379	9.139	9.433	9.737	39.362
(Excludes DS, DDR, TOBD, LF, & FEMA Funds)	TPK	0.000	8.300	7.726	8.253	8.502	8.760	41.541
	Total	0.000	57.060	72.966	77.569	79.976	82.462	370.034

Fund/Program	Budgeting District	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR TOTAL
		24/25	25/26	26/27	27/28	28/29	29/30	
	C/O	0.000	0.000	0.000	0.250	0.331	0.333	0.914
MSCA	1	0.000	0.000	0.000	8.887	9.498	10.106	28.491
	2	0.000	0.000	0.000	9.411	9.973	10.576	29.960
Maintenance Signal Agreements	3	0.000	0.000	0.000	6.848	7.239	7.661	21.748
M. & O. Contracts	4	0.000	0.000	0.000	10.208	10.719	11.259	32.186
	5	0.000	0.000	0.000	12.233	12.945	13.708	38.886
Program TM Phase - 78	6	0.000	0.000	0.000	11.315	12.072	12.889	36.276
	7	0.000	0.000	0.000	9.431	10.066	10.748	30.245
(Excludes DS, DDR, TOBD, LF, & FEMA Funds)	TPK	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Total	0.000	0.000	0.000	68.583	72.843	77.280	218.706

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

# MODAL DEVELOPMENT

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

		(\$ IN THOUSANDS)						
MODAL DEVELOPMENT SUMMARY		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM				5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
DRDS	30	64,526.556	71,550.255	85,180.067	102,490.669	112,919.123	169,546.263	541,686.378
	31	55,577.858	83,785.947	111,449.497	60,477.120	19,386.238	7,281.143	282,379.945
Modal Development Total	1	61,229.235	49,555.093	45,568.394	54,974.124	101,653.652	89,795.341	341,546.604
	2	35,512.951	39,313.379	33,389.136	44,195.966	35,871.916	37,728.262	190,498.659
State DDR/DPTO	3	28,514.136	23,298.320	23,828.611	29,414.179	25,844.559	26,238.118	128,623.788
	4	73,713.460	68,176.997	66,176.315	79,642.183	77,181.984	64,270.466	355,447.944
Aviation, Transit, Rail, Intermodal & Seaport	5	86,056.170	88,786.122	81,579.347	82,168.774	86,756.053	87,597.894	426,888.191
	6	59,808.319	57,560.548	56,954.777	58,792.036	73,413.428	62,395.063	309,115.852
Total	7	50,970.982	50,559.539	45,795.856	55,360.750	47,967.246	48,565.249	248,248.639
	Total	515,909.666	532,586.200	549,922.000	567,515.800	580,994.200	593,417.800	2,824,436.000
		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM				5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
DDR	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Modal Development Total	1	22,998.900	23,892.325	24,739.719	25,513.881	26,085.087	26,716.971	126,947.983
	2	18,681.795	19,407.516	20,095.846	20,724.691	21,188.677	21,701.950	103,118.680
State DDR (Required use in Modal Development)	3	11,937.281	12,401.002	12,840.831	13,242.650	13,539.127	13,867.098	65,890.707
	4	25,861.372	26,865.994	27,818.856	28,689.371	29,331.671	30,042.200	142,748.092
Total	5	34,580.173	35,923.490	37,197.595	38,361.593	39,220.435	40,170.509	190,873.622
	6	16,528.433	17,170.503	17,779.493	18,335.854	18,746.358	19,200.469	91,232.679
Total	7	21,101.647	21,921.370	22,698.860	23,409.159	23,933.245	24,513.003	116,475.638
	Total	151,689.600	157,582.200	163,171.200	168,277.200	172,044.600	176,212.200	837,287.400
		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM				5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
DPTO	30	64,526.556	71,550.255	85,180.067	102,490.669	112,919.123	169,546.263	541,686.378
	31	55,577.858	83,785.947	111,449.497	60,477.120	19,386.238	7,281.143	282,379.945
Modal Development Total	1	38,230.335	25,662.768	20,828.675	29,460.242	75,568.565	63,078.370	214,598.621
	2	16,831.156	19,905.863	13,293.290	23,471.274	14,683.239	16,026.312	87,379.979
State DPTO	3	16,576.855	10,897.319	10,987.780	16,171.529	12,305.432	12,371.020	62,733.081
	4	47,852.088	41,311.003	38,357.459	50,952.812	47,850.313	34,228.266	212,699.853
Total	5	51,475.996	52,862.632	44,381.752	43,807.181	47,535.619	47,427.385	236,014.569
	6	43,279.886	40,390.045	39,175.283	40,456.182	54,667.070	43,194.593	217,883.173
Total	7	29,869.336	28,638.168	23,096.995	31,951.590	24,034.001	24,052.246	131,773.001
	Total	364,220.066	375,004.000	386,750.800	399,238.600	408,949.600	417,205.600	1,987,148.600
		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM				5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
PDU	30	48,842.025	48,994.175	50,464.000	51,977.920	53,537.258	55,143.376	260,116.730
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Modal Development Total	1	3,404.409	3,506.541	3,611.738	3,720.090	3,831.692	3,946.643	18,616.704
	2	4,931.176	5,079.111	5,231.485	5,388.429	5,550.082	5,716.584	26,965.692
Federal DU	3	4,110.631	4,547.521	4,683.947	4,824.465	4,969.199	5,118.275	24,143.407
	4	1,151.968	1,186.527	1,222.123	1,258.787	1,296.550	1,335.447	6,299.433
Total	5	3,402.529	3,504.605	3,609.743	3,718.035	3,829.576	3,944.464	18,606.423
	6	382.536	394.012	405.832	418.007	430.548	443.464	2,091.864
Total	7	695.230	716.087	737.570	759.697	782.487	805.962	3,801.803
	Total	66,920.504	67,928.580	69,966.437	72,065.430	74,227.393	76,454.215	360,642.055
		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM				5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
PIM	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	4,000.000	4,000.000	4,000.000	4,000.000	4,000.000	4,000.000	20,000.000
FRE Total SFRT	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal ACNP, NHPP, IM	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Total	4,000.000	4,000.000	4,000.000	4,000.000	4,000.000	4,000.000	20,000.000
		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM				5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
PSP	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Modal Development Total	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Protective Devices	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal RHP	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Total	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM				5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
PSR	30	336.926	1,174.135	1,174.135	1,174.135	1,174.135	1,174.135	5,870.675
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Modal Development Total	1	1,229.746	1,229.746	1,229.746	1,229.746	1,229.746	1,229.746	6,148.730
	2	1,540.800	1,540.800	1,540.800	1,540.800	1,540.800	1,540.800	7,704.000
Hazard Elimination	3	1,169.560	419.560	419.560	419.560	419.560	419.560	2,097.800
	4	1,801.218	1,801.218	1,801.218	1,801.218	1,801.218	1,801.218	9,006.090
Federal RHH	5	2,088.386	1,837.386	1,837.386	1,837.386	1,837.386	1,837.386	9,186.930
	6	593.172	593.172	593.172	593.172	593.172	593.172	2,965.860
Total	7	1,258.682	1,258.682	1,258.682	1,258.682	1,258.682	1,258.682	6,293.410
	Total	10,018.490	9,854.699	9,854.699	9,854.699	9,854.699	9,854.699	49,273.495
		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM				5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
PSEA	30	25,248.686	25,253.686	50,000.000	50,000.000	50,000.000	50,000.000	225,253.686
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MODAL DEVELOPMENT TOTAL	1	3,000.000	3,000.000	0.000	0.000	0.000	0.000	3,000.000
	2	3,195.262	3,946.314	0.000	0.000	0.000	0.000	3,946.314
STATE PORT	3	5,625.000	4,625.000	0.000	0.000	0.000	0.000	4,625.000
	4	3,195.263	3,575.000	0.000	0.000	0.000	0.000	3,575.000
Total	5	3,195.263	3,200.000	0.000	0.000	0.000	0.000	3,200.000
	6	3,195.263	3,200.000	0.000	0.000	0.000	0.000	3,200.000
TOTAL	7	3,345.263	3,200.000	0.000	0.000	0.000	0.000	3,200.000
	Total	50,000.000	50,000.000	50,000.000	50,000.000	50,000.000	50,000.000	250,000.000



NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

MODAL DEVELOPMENT SUMMARY		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program		District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
PWS		30	138,954.194	146,972.251	186,818.202	205,642.725	217,630.516	275,863.774	1,032,927.469
		31	59,577.858	87,785.947	115,449.497	64,477.120	23,386.238	11,281.143	302,379.945
		1	68,863.390	57,291.380	50,409.878	59,923.959	106,715.091	94,971.730	369,312.038
MODAL DEVELOPMENT TOTAL		2	45,180.189	49,879.604	40,161.421	51,125.195	42,962.798	44,985.647	229,114.665
Aviation/Transit/Rail/Intermodal/Seaports		3	39,419.327	32,890.402	28,932.118	34,658.204	31,233.318	31,775.953	159,489.995
		4	79,861.909	74,739.742	69,199.655	82,702.188	80,279.752	67,407.131	374,328.467
		5	94,742.348	97,328.113	87,026.476	87,724.195	92,423.016	93,379.744	457,881.544
		6	63,979.290	61,747.732	57,953.781	59,803.215	74,437.148	63,431.699	317,373.576
		7	56,270.157	55,734.308	47,792.107	57,379.128	50,008.415	50,629.893	261,543.852
TOTAL			646,848.660	664,369.479	683,743.136	703,435.929	719,076.292	733,726.714	3,504,351.550

MODAL DEVELOPMENT SUMMARY		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program		District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
		30	99,775.242	106,803.941	145,180.067	162,490.669	172,919.123	229,546.263	816,940.064
		31	55,577.858	83,785.947	111,449.497	60,477.120	19,386.238	7,281.143	282,379.945
MODAL DEVELOPMENT TOTAL		1	64,229.235	52,555.093	45,568.394	54,974.124	101,653.652	89,795.341	344,546.604
		2	38,708.213	43,259.693	33,389.136	44,195.966	35,871.916	37,728.262	194,444.973
		3	34,139.136	27,923.320	23,828.611	29,414.179	25,844.559	26,238.118	133,248.788
TOTAL		4	76,908.723	71,751.997	66,176.315	79,642.183	77,181.984	64,270.466	359,022.944
DDR/DPTO/PORT/POED/ARDR		5	89,251.433	91,986.122	81,579.347	82,168.774	86,756.053	87,597.894	430,088.191
		6	63,003.582	60,760.548	56,954.777	58,792.036	73,413.428	62,395.063	312,315.852
		7	54,316.245	53,759.539	45,795.856	55,360.750	47,967.246	48,565.249	251,448.639
TOTAL			575,909.666	592,586.200	609,922.000	627,515.800	640,994.200	653,417.800	3,124,436.000

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

# AVIATION



NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

(\$ IN THOUSANDS)								
AVIATION PROGRAM	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	3,209.993	3,300.000	4,800.000	4,800.000	6,600.000	6,600.000	26,100.000
ADRS	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	31,204.089	24,799.287	25,101.521	34,318.512	80,536.109	68,202.009	232,957.438
Aviation Total	2	16,934.189	15,703.916	18,550.101	18,735.085	20,038.068	20,163.318	93,190.488
	3	17,159.199	14,745.811	16,297.995	16,687.874	17,916.695	18,102.647	83,751.022
	4	36,924.133	32,158.742	30,478.765	29,799.829	39,264.832	28,731.223	160,433.391
	5	40,818.595	35,781.451	33,246.871	33,047.578	36,822.476	36,827.565	175,725.941
State DDR/DPTO	6	25,349.420	21,064.732	21,395.064	22,237.786	21,832.529	23,761.334	110,291.445
	7	24,485.588	25,931.626	22,385.816	31,321.992	23,280.908	23,211.904	126,132.246
Total		196,085.206	173,485.565	172,256.133	190,948.656	246,291.617	225,600.000	1,008,581.971
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	1,800.000	0.000	0.000	0.000	0.000	0.000	0.000
ADU	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Aviation Total	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal DU	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		1,800.000	0.000	0.000	0.000	0.000	0.000	0.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	5,009.993	3,300.000	4,800.000	4,800.000	6,600.000	6,600.000	26,100.000
AVID	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	31,204.089	24,799.287	25,101.521	34,318.512	80,536.109	68,202.009	232,957.438
Aviation Total	2	16,934.189	15,703.916	18,550.101	18,735.085	20,038.068	20,163.318	93,190.488
	3	17,159.199	14,745.811	16,297.995	16,687.874	17,916.695	18,102.647	83,751.022
	4	36,924.133	32,158.742	30,478.765	29,799.829	39,264.832	28,731.223	160,433.391
	5	40,818.595	35,781.451	33,246.871	33,047.578	36,822.476	36,827.565	175,725.941
DDR/DPTO/DU	6	25,349.420	21,064.732	21,395.064	22,237.786	21,832.529	23,761.334	110,291.445
	7	24,485.588	25,931.626	22,385.816	31,321.992	23,280.908	23,211.904	126,132.246
Total		197,885.206	173,485.565	172,256.133	190,948.656	246,291.617	225,600.000	1,008,581.971
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	3,109.993	3,200.000	4,700.000	4,700.000	6,500.000	6,500.000	25,600.000
ACDS	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Aviation Consultants	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 20 mits	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DDR/DPTO	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		3,109.993	3,200.000	4,700.000	4,700.000	6,500.000	6,500.000	25,600.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Spaceports	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
(Moved to Spaceports Program)	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - SF	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Phase: A8, 12, 14, 94, 98	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DDR/DPTO	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	100.000	100.000	100.000	100.000	100.000	100.000	500.000
AADS	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	28,576.210	22,786.219	24,097.460	33,265.772	79,394.665	67,073.929	226,618.045
Airport Improvement Program	2	16,934.189	15,703.916	18,550.101	18,735.085	20,038.068	20,163.318	93,190.488
	3	17,159.199	14,745.811	16,297.995	16,687.874	17,916.695	18,102.647	83,751.022
Program - 28,33,34,35,91,99	4	29,416.841	25,661.418	28,954.827	28,309.838	37,726.589	27,294.662	147,947.334
	5	30,052.332	26,998.399	29,922.184	29,742.820	34,244.903	34,249.635	155,157.941
State DDR/DPTO	6	19,078.772	16,477.279	20,325.311	21,125.897	20,740.903	22,573.267	101,242.657
	7	20,160.557	22,974.689	21,266.525	30,173.391	22,116.863	22,051.309	118,582.777
Total		161,478.100	145,447.731	159,514.403	178,140.677	232,278.686	211,608.767	926,990.264
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
ADIS	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	2,627.879	2,013.068	1,004.061	1,052.740	1,141.444	1,128.080	6,339.393
Airport Discretionary Capacity Improvement Program	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 32	4	7,507.292	6,497.324	1,523.938	1,489.991	1,538.243	1,436.561	12,486.057
	5	10,766.263	8,783.052	3,324.687	3,304.758	2,577.573	2,577.930	20,568.000
State DDR/DPTO	6	6,270.648	4,587.453	1,069.753	1,111.889	1,091.626	1,188.067	9,048.788
	7	4,325.031	2,956.937	1,119.291	1,148.601	1,164.045	1,160.595	7,549.469
Total		31,497.113	24,837.834	8,041.730	8,107.979	7,512.931	7,491.233	55,991.707

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

# TRANSIT

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

(\$ IN THOUSANDS)								
TRANSIT PROGRAM	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TRD	30	38,826.554	39,271.928	49,735.654	52,005.386	51,928.772	66,004.118	258,945.857
	31	40,512.627	2,984.017	2,937.277	0.000	5,000.000	0.000	10,921.294
	1	14,449.968	15,729.493	16,072.365	16,129.268	16,455.410	16,791.335	81,177.872
Transit Total	2	11,061.354	12,643.814	11,269.417	11,784.174	12,046.840	13,664.326	61,408.571
	3	5,400.708	6,338.031	5,249.704	5,376.965	5,508.044	5,643.057	28,115.801
	4	30,734.728	31,220.726	30,756.096	31,698.611	32,674.763	30,139.583	156,489.780
State DDR/DPTO	5	21,838.462	21,589.723	21,725.080	22,315.578	22,923.791	23,550.249	112,104.420
	6	31,380.775	33,429.636	32,401.547	33,301.340	48,230.401	35,182.716	182,545.641
	7	20,726.511	20,713.359	19,378.049	19,885.807	20,408.799	20,947.480	101,333.493
Total		214,931.687	183,920.728	189,525.189	192,497.129	215,176.819	211,922.863	993,042.727
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TRDU	30	47,042.025	48,994.175	50,464.000	51,977.920	53,537.258	55,143.376	260,116.730
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	3,404.409	3,506.541	3,611.738	3,720.090	3,831.692	3,946.643	18,616.704
Transit Total	2	4,931.176	5,079.111	5,231.485	5,388.429	5,550.082	5,716.584	26,965.692
	3	4,110.631	4,547.521	4,683.947	4,824.465	4,969.199	5,118.275	24,143.407
	4	1,151.968	1,186.527	1,222.123	1,258.787	1,296.550	1,335.447	6,299.433
Federal DU	5	3,402.529	3,504.605	3,609.743	3,718.035	3,829.576	3,944.464	18,606.423
	6	382.536	394.012	405.832	418.007	430.548	443.464	2,091.864
	7	695.230	716.087	737.570	759.697	782.487	805.962	3,801.803
Total		65,120.504	67,928.580	69,966.437	72,065.430	74,227.393	76,454.215	360,642.055
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TRTD	30	85,868.579	88,266.103	100,199.655	103,983.306	105,466.030	121,147.494	519,062.587
	31	40,512.627	2,984.017	2,937.277	0.000	5,000.000	0.000	10,921.294
	1	17,854.377	19,236.035	19,684.103	19,849.358	20,287.102	20,737.978	99,794.575
Transit Total	2	15,992.530	17,722.925	16,500.902	17,172.603	17,596.922	19,380.911	88,374.262
	3	9,511.339	10,885.552	9,933.650	10,201.430	10,477.243	10,761.332	52,259.208
	4	31,886.696	32,407.254	31,978.218	32,957.398	33,971.314	31,475.029	162,789.213
DDR/DPTO/DU	5	25,240.991	25,094.328	25,334.823	26,033.613	26,753.367	27,494.712	130,710.843
	6	31,763.311	33,823.648	32,807.380	33,719.347	48,660.949	35,626.180	184,637.505
	7	21,421.741	21,429.446	20,115.618	20,645.504	21,191.286	21,753.442	105,135.295
Total		280,052.191	251,849.308	259,491.626	264,562.559	289,404.212	288,377.078	1,353,684.782
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
Transportation Disadvantaged Commission Not included in PTO 15% DDR Funds to TDDR \$3m DDR to TDDR beginning in FY 03/04	30	3,000.000	3,000.000	3,000.000	3,000.000	3,000.000	3,000.000	15,000.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		3,000.000	3,000.000	3,000.000	3,000.000	3,000.000	3,000.000	15,000.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TCDP	30	0.000	0.000	887.209	1,801.035	0.000	12,655.335	15,343.579
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	3,797.031	3,910.942	5,517.622	5,257.882	5,257.882	5,257.882	25,202.210
Transit Corridor Development Program	2	3,228.698	4,375.559	2,768.879	3,028.619	3,028.619	4,375.559	17,577.236
	3	978.307	1,007.657	1,007.657	1,007.657	1,007.657	1,007.657	5,038.284
	4	2,248.953	2,316.422	2,316.422	2,316.422	2,316.422	2,316.422	11,582.110
Program - 13	5	1,788.189	1,841.835	1,841.835	1,841.835	1,841.835	1,841.835	9,209.173
	6	2,338.313	2,408.462	2,408.462	2,408.462	16,410.737	2,408.462	26,044.586
	7	2,381.321	2,452.760	2,452.760	2,452.760	2,452.760	2,452.760	12,263.800
Total		16,760.813	18,313.636	19,200.846	20,114.672	32,315.912	32,315.912	122,260.979
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TSDP	30	0.000	0.000	7,683.898	7,914.415	8,151.848	8,396.403	32,146.564
	31	40,512.627	2,984.017	2,937.277	0.000	5,000.000	0.000	10,921.294
	1	410.231	1,717.570	0.000	0.000	0.000	0.000	1,717.570
Transit Service Development	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	235.000	1,203.448	0.000	0.000	0.000	0.000	1,203.448
	4	4,040.450	4,147.500	2,977.540	3,156.192	3,345.564	0.000	13,626.796
Program - 14	5	579.000	400.761	0.000	0.000	0.000	0.000	400.761
	6	2,358.130	1,080.816	0.000	0.000	0.000	0.000	1,080.816
	7	2,270.000	1,800.000	0.000	0.000	0.000	0.000	1,800.000
Total		50,405.438	13,334.112	13,598.715	11,070.607	16,497.412	8,396.403	62,897.249
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TMPS	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MPO Planning - Sec. 5305(D)	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 15	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TMPF	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MPO Planning - Sec. 5305(D)	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 15	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		0.000	0.000	0.000	0.000	0.000	0.000	0.000

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

TRANSIT PROGRAM								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TUTB	30	3,473.417	3,687.415	3,798.037	3,911.978	4,029.338	4,150.218	19,576.985
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital & Operating	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Intercity Bus Sec 5311F	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - TB	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Phase - 82, 84, 92, 94	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal DU	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		3,473.417	3,687.415	3,798.037	3,911.978	4,029.338	4,150.218	19,576.985
TSTB								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TSTB	30	3,473.417	3,687.415	3,798.037	3,911.978	4,029.338	4,150.218	19,576.985
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital & Operating	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Intercity Bus Sec 5311F	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - TB	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Phase - 82, 84, 92, 94	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DDR/DPTO	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		3,473.417	3,687.415	3,798.037	3,911.978	4,029.338	4,150.218	19,576.985
TUC								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TUC	30	4,400.000	4,400.000	4,400.000	4,400.000	4,400.000	4,400.000	22,000.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Transit Capital for TD Commission	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 16	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DPTO	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		4,400.000	4,400.000	4,400.000	4,400.000	4,400.000	4,400.000	22,000.000
TEHS								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TEHS	30	4,190.539	4,392.565	4,524.342	4,660.072	4,799.874	4,943.871	23,320.724
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Elderly & Handicapped - Sec. 5310	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 17	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DDR/DPTO	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		4,190.539	4,392.565	4,524.342	4,660.072	4,799.874	4,943.871	23,320.724
TEHF								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TEHF	30	33,524.313	35,140.520	36,194.735	37,280.577	38,398.995	39,550.964	186,565.791
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Elderly & Handicapped - Sec. 5310	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 17	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal DU	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		33,524.313	35,140.520	36,194.735	37,280.577	38,398.995	39,550.964	186,565.791
TNSS								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TNSS	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Small Urban Systems	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - SS	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal DU	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		0.000	0.000	0.000	0.000	0.000	0.000	0.000
T18F								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
T18F	30	1,604.217	1,338.772	1,378.936	1,420.304	1,462.913	1,506.800	7,107.724
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	3,404.409	3,506.541	3,611.738	3,720.090	3,831.692	3,946.643	18,616.704
Rural Operating	2	4,931.176	5,079.111	5,231.485	5,388.429	5,550.082	5,716.584	26,965.692
and Capital Asst. - Sec. 5311	3	4,110.631	4,547.521	4,683.947	4,824.465	4,969.199	5,118.275	24,143.407
	4	1,151.968	1,186.527	1,222.123	1,258.787	1,296.550	1,335.447	6,299.433
Program - 18	5	3,402.529	3,504.605	3,609.743	3,718.035	3,829.576	3,944.464	18,606.423
	6	382.536	394.012	405.832	418.007	430.548	443.464	2,091.864
Federal DU	7	695.230	716.087	737.570	759.697	782.487	805.962	3,801.803
Total		19,682.696	20,273.177	20,881.372	21,507.813	22,153.048	22,817.639	107,633.049
TRRB								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TRRB	30	4,000.000	4,243.600	4,370.908	4,502.035	4,637.096	4,776.209	22,529.849
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Rural Bus & Facilities Sec 5339	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - RB	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Phase - 92, 94	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal DU	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Dist. Tot.		4,000.000	4,243.600	4,370.908	4,502.035	4,637.096	4,776.209	22,529.849



NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TPS	30	632.538	651.514	671.060	691.192	711.927	733.285	3,458.978
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Transit Planning Program - Sec. 5313	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 19	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DPTO	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		632.538	651.514	671.060	691.192	711.927	733.285	3,458.978
(\$ IN THOUSANDS)								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TPF	30	2,530.153	2,606.058	2,684.239	2,764.766	2,847.709	2,933.141	13,835.914
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Transit Planning Program - Sec. 5313	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 19	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal DU	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		2,530.153	2,606.058	2,684.239	2,764.766	2,847.709	2,933.141	13,835.914
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TTAS	30	6,050.772	5,932.745	6,104.730	6,281.869	6,810.678	7,008.997	32,139.019
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Technical Assistance Program	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 20 Phase - 12, 94	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DPTO	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		6,050.772	5,932.745	6,104.730	6,281.869	6,810.678	7,008.997	32,139.019
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TTAF	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Transit Consultants Technical Assistance	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 20 Phase - 82	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal DU	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TCAR	30	442.592	755.418	784.083	813.606	864.061	889.983	4,107.152
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	563.010	579.900	597.297	615.216	633.673	652.683	3,078.769
Commuter Assistance Ridesharing Program	2	245.975	253.354	260.955	268.783	276.847	285.152	1,345.090
	3	544.834	561.179	578.014	595.354	613.215	631.612	2,979.374
Program - 21	4	1,295.717	1,334.589	1,374.627	1,415.865	1,458.341	1,502.092	7,085.514
	5	1,325.706	1,359.477	1,394.261	1,430.089	1,466.992	1,505.002	7,155.821
State DDR/DPTO	6	1,501.713	1,546.764	1,593.167	1,640.962	1,690.191	1,740.897	8,211.982
	7	1,598.836	1,646.801	1,696.205	1,747.091	1,799.504	1,853.489	8,743.088
Total		7,518.383	8,037.482	8,278.609	8,526.968	8,802.824	9,060.909	42,706.792
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TPTP	30	854.240	79.867	906.263	933.451	961.454	990.298	3,871.332
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Public Transit Park and Ride Program	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 22	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DDR/DPTO	6	0.000	800.000	0.000	0.000	0.000	0.000	800.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		854.240	879.867	906.263	933.451	961.454	990.298	4,671.332
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TSBF	30	429.026	468.221	504.574	542.017	542.017	558.278	2,615.106
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State Bus Fleet Program	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 23	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DPTO	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		429.026	468.221	504.574	542.017	542.017	558.278	2,615.106

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

(\$ IN THOUSANDS)								
TRANSIT PROGRAM	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TBG	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	9,679.695	9,521.081	9,957.446	10,256.170	10,563.855	10,880.770	51,179.322
Block Grant Urban Systems	2	7,586.681	8,014.901	8,239.583	8,486.771	8,741.374	9,003.615	42,486.244
	3	3,642.567	3,565.748	3,664.033	3,773.954	3,887.172	4,003.788	18,894.695
Program - 25 & 85	4	23,149.608	23,422.216	24,087.507	24,810.132	25,554.436	26,321.069	124,195.360
	5	18,145.567	17,987.650	18,488.984	19,043.654	19,614.964	20,203.412	95,338.664
State DDR/DPTO	6	25,182.619	27,593.594	28,399.918	29,251.915	30,129.473	31,033.357	146,408.257
	7	14,476.355	14,813.798	15,229.084	15,685.956	16,156.535	16,641.231	78,526.604
Note: System Detail Under Separate Cover	Total	101,863.092	104,918.988	108,066.555	111,308.552	114,647.809	118,087.242	557,029.146

(\$ IN THOUSANDS)								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	17,975.840	18,515.115	19,070.569	19,642.686	20,231.967	20,838.926	98,299.262
TBG	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Block Grant TD Commission	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 25 & 85	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DPTO	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		17,975.840	18,515.115	19,070.569	19,642.686	20,231.967	20,838.926	98,299.262
Block Grant Total		119,838.933	123,434.103	127,137.124	130,951.238	134,879.776	138,926.168	655,328.408

(\$ IN THOUSANDS)								
TRANSIT PROGRAM	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	377.589	389.067	400.889	413.066	425.608	438.526	2,067.155
TSOS	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Safety Oversight Program	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - SO	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DDR/DPTO	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		377.589	389.067	400.889	413.066	425.608	438.526	2,067.155

(\$ IN THOUSANDS)								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	1,530.357	1,576.268	1,623.556	1,672.262	1,722.430	1,774.103	8,368.619
TSOF	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Safety Oversight Program	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - SO Phase - 11	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal DU	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		1,530.357	1,576.268	1,623.556	1,672.262	1,722.430	1,774.103	8,368.619

(\$ IN THOUSANDS)								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	379.568	401.543	413.590	425.997	438.777	451.940	2,131.848
TTAP	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
RTAP Tech Assist/Expense	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 31 Phase - 11,12, 82, 84, & 94	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal DU	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		379.568	401.543	413.590	425.997	438.777	451.940	2,131.848

(\$ IN THOUSANDS)								
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOCE	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Operations Contracts from Expenses (Cat. 040000 & 100686)	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 81, IS, 82 Phase - 12 & 82	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal DU	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		0.000	0.000	0.000	0.000	0.000	0.000	0.000

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

RAIL

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

(\$ IN THOUSANDS)								
RAIL PROGRAM	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
RTS	30	9,988.688	6,756.940	2,711.000	13,211.000	13,211.000	2,711.000	38,600.941
	31	15,065.231	80,801.930	108,512.220	60,477.120	14,386.238	7,281.143	271,458.651
	1	0.000	4,759.800	0.000	0.000	0.000	0.000	4,759.800
Rail Total	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	13,054.045	0.000	0.000	13,054.045
State DDR/DPTO	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		25,053.919	92,318.670	111,223.220	86,742.165	27,597.238	9,992.143	327,873.437
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
RBDG	30	10,325.614	7,931.075	3,885.135	14,385.135	14,385.135	3,885.135	44,471.616
	31	19,065.231	84,801.930	112,512.220	64,477.120	18,386.238	11,281.143	291,458.651
	1	1,229.746	5,989.546	1,229.746	1,229.746	1,229.746	1,229.746	10,908.530
TOTAL BUDGETED FUNDS	2	1,540.800	1,540.800	1,540.800	1,540.800	1,540.800	1,540.800	7,704.000
	3	1,169.560	419.560	419.560	419.560	419.560	419.560	2,097.800
	4	1,801.218	1,801.218	1,801.218	14,855.263	1,801.218	1,801.218	22,060.135
	5	2,088.386	1,837.386	1,837.386	1,837.386	1,837.386	1,837.386	9,186.930
	6	593.172	593.172	593.172	593.172	593.172	593.172	2,965.860
	7	1,258.682	1,258.682	1,258.682	1,258.682	1,258.682	1,258.682	6,293.410
Total		39,072.409	106,173.369	125,077.919	100,596.864	41,451.937	23,846.842	397,146.932
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
RR29	30	2,086.395	4,045.940	0.000	10,500.000	10,500.000	0.000	25,045.940
	31	15,065.231	80,801.930	108,512.220	60,477.120	14,386.238	7,281.143	271,458.651
	1	0.000	4,759.800	0.000	0.000	0.000	0.000	4,759.800
Rail Passenger Service Development	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	13,054.045	0.000	0.000	13,054.045
Program - 29	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		17,151.626	89,607.670	108,512.220	84,031.165	24,886.238	7,281.143	314,318.436
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
RTA	30	7,093.293	1,902.000	1,902.000	1,902.000	1,902.000	1,902.000	9,510.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Rail Technical Assistance	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 20	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		7,093.293	1,902.000	1,902.000	1,902.000	1,902.000	1,902.000	9,510.000
RAIL PROGRAM	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
R29F	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	4,000.000	4,000.000	4,000.000	4,000.000	4,000.000	4,000.000	20,000.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Rail Passenger Service Development	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 29	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		4,000.000	4,000.000	4,000.000	4,000.000	4,000.000	4,000.000	20,000.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
R36S	30	809.000	809.000	809.000	809.000	809.000	809.000	4,045.001
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Rail Crossing Program - Central Office	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 36	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		809.000	809.000	809.000	809.000	809.000	809.000	4,045.001
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Rail Crossing Program - Sec. 1010	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 36	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
R36F	30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Rail Crossing Program - Sec 1010	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 36	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		0.000	0.000	0.000	0.000	0.000	0.000	0.000



NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

RAIL PROGRAM		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program		District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
R53R		30	336.926	1,174.135	1,174.135	1,174.135	1,174.135	1,174.135	5,870.675
		31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Rail Crossing Safety Program	Hazard Elimination	1	1,229.746	1,229.746	1,229.746	1,229.746	1,229.746	1,229.746	6,148.730
		2	1,540.800	1,540.800	1,540.800	1,540.800	1,540.800	1,540.800	7,704.000
Program - 53		3	1,169.560	419.560	419.560	419.560	419.560	419.560	2,097.800
		4	1,801.218	1,801.218	1,801.218	1,801.218	1,801.218	1,801.218	9,006.090
Federal RHH		5	2,088.386	1,837.386	1,837.386	1,837.386	1,837.386	1,837.386	9,186.930
		6	593.172	593.172	593.172	593.172	593.172	593.172	2,965.860
Total		7	1,258.682	1,258.682	1,258.682	1,258.682	1,258.682	1,258.682	6,293.410
		Total	10,018.490	9,854.699	9,854.699	9,854.699	9,854.699	9,854.699	49,273.495

		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program		District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
R53P		30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Rail Crossing Safety Program	Protective Devices	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 53		3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Federal RHP		5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Total	0.000	0.000	0.000	0.000	0.000	0.000	0.000

		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program		District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
RSAF		30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Rail Crossing Safety Program	Protective Devices	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 53		3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DDR/DPTO		5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
		Total	0.000	0.000	0.000	0.000	0.000	0.000	0.000

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

# INTERMODAL

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

		(\$ IN THOUSANDS)						
INTERMODAL PROGRAM		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM				5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
I11A	30	8,201.321	16,921.387	22,633.413	27,174.283	35,879.352	83,931.145	186,539.580
	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Intermodal Access	1	4,142.245	4,266.513	4,394.508	4,526.343	4,662.133	4,801.997	22,651.495
	2	3,364.708	10,965.649	3,569.618	3,676.707	3,787.008	3,900.618	25,899.601
Program - 11 & 84	3	2,149.979	2,214.478	2,280.912	2,349.340	2,419.820	2,492.415	11,756.965
	4	4,657.794	4,797.528	4,941.454	5,089.698	5,242.389	5,399.660	25,470.729
State DDR/DPTO	5	6,228.105	6,414.948	6,607.396	6,805.618	7,009.787	7,220.080	34,057.830
	6	2,976.874	3,066.180	3,158.165	3,252.910	3,350.498	3,451.013	16,278.766
	7	5,646.383	3,914.554	4,031.991	4,152.951	4,277.539	4,405.865	20,782.900
	Total	37,367.409	52,561.237	51,617.458	57,027.850	66,628.525	115,602.794	343,437.865

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

# PORTS

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

(\$ IN THOUSANDS)								
PORTS PROGRAM	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	248.686	253.686	25,000.000	25,000.000	25,000.000	25,000.000	100,253.686
SP76	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	3,000.000	3,000.000	0.000	0.000	0.000	0.000	3,000.000
Seaports Program	2	3,195.262	3,946.314	0.000	0.000	0.000	0.000	3,946.314
	3	5,625.000	4,625.000	0.000	0.000	0.000	0.000	4,625.000
Program - 76	4	3,195.263	3,575.000	0.000	0.000	0.000	0.000	3,575.000
	5	3,195.263	3,200.000	0.000	0.000	0.000	0.000	3,200.000
State PORT	6	3,195.263	3,200.000	0.000	0.000	0.000	0.000	3,200.000
	7	3,345.263	3,200.000	0.000	0.000	0.000	0.000	3,200.000
Total		25,000.000	25,000.000	25,000.000	25,000.000	25,000.000	25,000.000	125,000.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	25,000.000	25,000.000	25,000.000	25,000.000	25,000.000	25,000.000	125,000.000
SP71	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Seaports Program	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - 71 & 77	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State PORT	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		25,000.000	25,000.000	25,000.000	25,000.000	25,000.000	25,000.000	125,000.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	300.000	1,300.000	1,300.000	1,300.000	1,300.000	1,300.000	6,500.000
SDS	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	11,432.933	0.000	0.000	0.000	0.000	0.000	0.000
Seaports Program	2	4,152.700	0.000	0.000	10,000.000	0.000	0.000	10,000.000
	3	3,804.250	0.000	0.000	5,000.000	0.000	0.000	5,000.000
Program - 76	4	1,396.804	0.000	0.000	0.000	0.000	0.000	0.000
	5	172.933	0.000	0.000	0.000	0.000	0.000	0.000
State DPTO/DDR	6	101.250	0.000	0.000	0.000	0.000	0.000	0.000
	7	112.500	0.000	0.000	0.000	0.000	0.000	0.000
Total		21,473.370	1,300.000	1,300.000	16,300.000	1,300.000	1,300.000	21,500.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	35,548.686	36,553.686	61,300.000	61,300.000	61,300.000	61,300.000	281,753.686
STOT	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	14,432.933	3,000.000	0.000	0.000	0.000	0.000	3,000.000
SEAPORT TOTAL	2	7,347.962	3,946.314	0.000	10,000.000	0.000	0.000	13,946.314
	3	9,429.250	4,625.000	0.000	5,000.000	0.000	0.000	9,625.000
Program - PO, 71, 76, 77	4	4,592.067	3,575.000	0.000	0.000	0.000	0.000	3,575.000
	5	3,368.196	3,200.000	0.000	0.000	0.000	0.000	3,200.000
State PORT/DPTO/DDR/POED	6	3,296.513	3,200.000	0.000	0.000	0.000	0.000	3,200.000
	7	3,457.763	3,200.000	0.000	0.000	0.000	0.000	3,200.000
Total		81,473.370	61,300.000	61,300.000	76,300.000	61,300.000	61,300.000	321,500.000
Fund/Program	Budgeting	Curr Year	FIVE YEAR WORK PROGRAM					5 YEAR
	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	10,000.000	10,000.000	10,000.000	10,000.000	10,000.000	10,000.000	50,000.000
POED	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Seaport Program	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
POED funds only	5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Not included in PTO 15%	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total		10,000.000	10,000.000	10,000.000	10,000.000	10,000.000	10,000.000	50,000.000

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

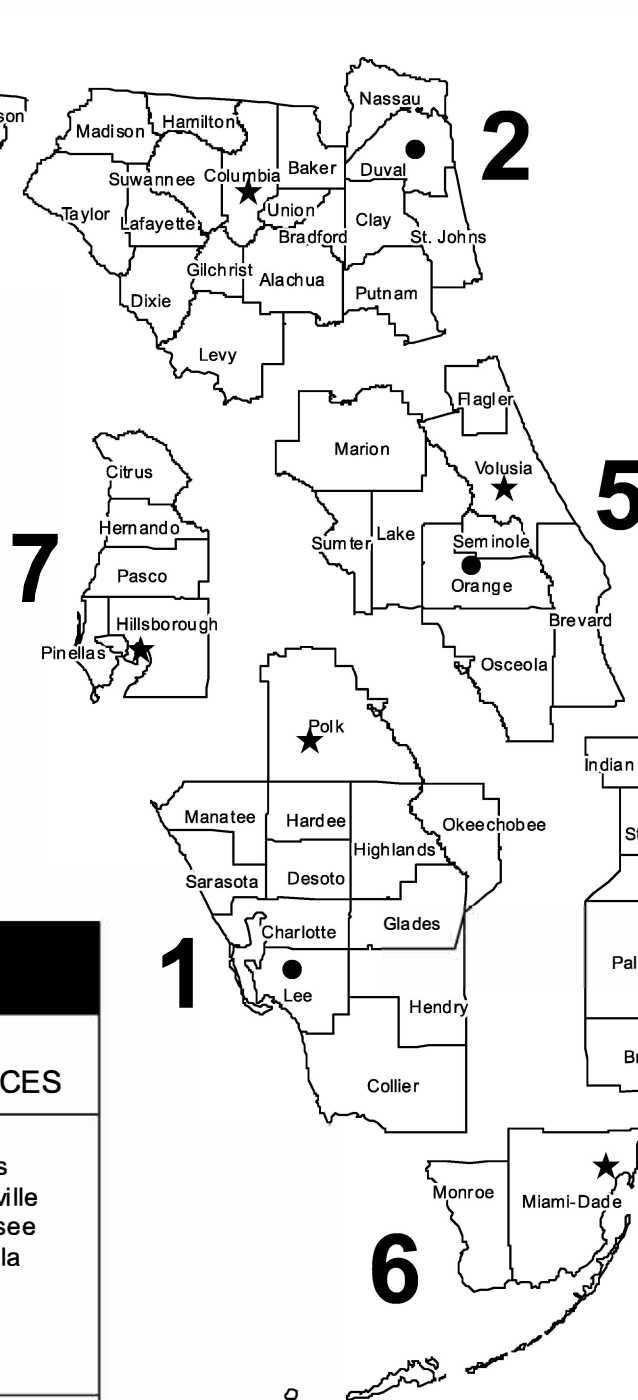
# SPACEPORTS

NEW - SCHEDULE B  
PROGRAM TARGETS FOR FISCAL YEARS 24/25 THROUGH 29/30

		(\$ IN THOUSANDS)						
SPACEPORTS PROGRAM		Budgeting	Curr Year	FIVE YEAR WORK PROGRAM				5 YEAR
Fund/Program	District	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
	30	4,000.000	4,000.000	4,000.000	4,000.000	4,000.000	9,000.000	25,000.000
ADSF	31	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Spaceports	2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Program - SF	4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Phase: A8, 12, 14, 94, 98	5	16,998.075	25,000.000	20,000.000	20,000.000	20,000.000	20,000.000	105,000.000
	6	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State DDR/DPTO	7	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Total	20,998.075	29,000.000	24,000.000	24,000.000	24,000.000	29,000.000	130,000.000







### DISTRICT 1

01 Charlotte  
03 Collier  
04 DeSoto  
05 Glades  
06 Hardee  
07 Hendry  
09 Highlands  
12 Lee  
13 Manatee  
91 Okeechobee  
16 Polk  
17 Sarasota

### DISTRICT 2

26 Alachua  
27 Baker  
28 Bradford  
71 Clay  
29 Columbia  
30 Dixie  
72 Duval  
31 Gilchrist  
32 Hamilton  
33 Lafayette  
34 Levy  
35 Madison  
74 Nassau  
76 Putnam  
78 St. Johns  
37 Suwannee  
38 Taylor  
39 Union

### DISTRICT 3

46 Bay  
47 Calhoun  
48 Escambia  
49 Franklin  
50 Gadsden  
51 Gulf  
52 Holmes  
53 Jackson  
54 Jefferson  
55 Leon  
56 Liberty  
57 Okaloosa  
58 Santa Rosa  
59 Wakulla  
60 Walton  
61 Washington

### DISTRICT 4

86 Broward  
88 Indian River  
89 Martin  
93 Palm Beach  
94 St. Lucie

### DISTRICT 5

70 Brevard  
73 Flagler  
11 Lake  
36 Marion  
75 Orange  
92 Osceola  
77 Seminole  
18 Sumter  
79 Volusia

### DISTRICT 6

87 Miami-Dade  
90 Monroe

### DISTRICT 7

02 Citrus  
08 Hernando  
10 Hillsborough  
14 Pasco  
15 Pinellas

## DEPARTMENT OFFICES

#### CENTRAL OFFICE

■ - Tallahassee

#### DISTRICT HEADQUARTERS

★ District 1 - Bartow  
District 2 - Lake City  
District 3 - Chipley  
District 4 - Ft. Lauderdale  
District 5 - DeLand  
District 6 - Miami  
District 7 - Tampa

#### DISTRICT URBAN AREA OFFICES

● District 1 - Ft. Myers  
District 2 - Jacksonville  
District 3 - Tallahassee  
- Pensacola  
District 5 - Orlando

Florida's Turnpike Enterprise - Ocoee



## **APPENDIX D1 – STANDARD STATEWIDE ABBREVIATIONS FOR USE ON THE WP01 SCREEN**

Use the following standard project description abbreviations for the Item Segment Definition (WP01) screen in Work Program Administration.

### **A. PROJECT DESCRIPTION GUIDELINES**

- Descriptions for roadway projects:

SRxxx (USxxx) Local Name from: SRxxx (USxxx) Local Name to: SRxxx (USxxx) Local Name

- Descriptions for bridge projects:

SRxxx (USxxx) Local Name Official Bridge Name Bridge NOxxxxx

- Descriptions for intersection projects:

SRxxx (USxxx) Local Name @ SRxxx (USxxx) Local Name Intersection

- Descriptions for interchange projects:

Use a “/” when identifying an interchange, e.g. I-xx/I-xx. If one or both legs of the interchange are state or local roads, put the local name in parentheses: SR 688 (Ulmerton Rd.).

- Description of interstate projects:

SRxxx (I-xxx) Local Name

Write descriptions so that someone outside the Department of Transportation can locate projects and determine the type of work to be accomplished.

Use only abbreviations on the standardized statewide list; spell out everything else. Spell out local names when used in conjunction with standard abbreviations.

- For example, Bay County Transit System would be Bay Co. TS **not** BCTS.

If a roadway has a US highway number/state road number in conjunction with a local road name, use both when space is available. If both will not fit, enter the US highway number/state highway number on the top line followed by the local road name in the additional description lines.

### **B. STANDARD ABBREVIATION LIST**

AC	Air Carrier	AFB	Air Force Base
ACFT	Aircraft	AGMT	Agreement
ACQ	Acquisition	AIP	Airport Improvement Plan
ADA	American with Disabilities Act	ALP	Airport Layout Plan
ADMIN	Administration	AMP	Airport Master Plan

**Work Program Instructions****Tentative Work Program – FY 25/26-29/30****September 6, 2024**

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APT	Airport	CSX	CSX Railroad
ARFF	Airport Rescue and Fire Fighting	CT	Court
ASST	Assistance	CTR	Center
AT	Area Transit	CTSP	Community Traffic Safety
ATCT	Air Traffic Control Tower	CTY	City
ATIS	Advanced Travelers Information System	CTY/W	Citywide
ATMS	Automatic Traffic Monitoring System	CSWY	Causeway
AUX	Auxiliary	CW	Countywide
AVE	Avenue	DBL	Double
AVL	Automated Vehicle Locator	DWTN	Downtown
AWOS	Airport Weather Observation Station	DC	Discretionary Capacity
BCH	Beach	DG	Design Group
BLVD	Boulevard	DEMO	Demonstration
BR	Bridge	DEV	Development
BSWY	Busway	DMS	Dynamic Message Sign System
C-D	Collector-Distributor	DR	Drive
C&G	Curb and Gutter	D/W	Districtwide
CADD	Computer Aided Design	E	East
CAR	Contamination Assessment & Remediation	EB	Eastbound
CAT	Category	ENG	Engineering
C/L	County Line	EOC	Emergency Operations Center
CCTV	Closed Caption Television	ETDM	Efficient Transportation Decision Making
CEI	Construction Engineering Inspection	EXT	Extension
CHG	Change	EXEC	Executive
CIGP	County Incentive Grant Program	FAA	Federal Aviation Administration
CIR	Circle	FBO	Fixed Base Operator
CK	Creek	FDOT	Florida Department of Transportation
CL	City Limits	FED	Federal
CN	Canal	FHP	Florida Highway Patrol
CNTY	County	FL	Florida
CO	Central Office	FTA	Federal Transit Administration
COMM	Community	FY	Fiscal Year
CONST	Construction	FYCC	Florida Youth Conservation Corp
CR	County Road	FEC	Florida East Coast Railroad
CS	Commercial Service	GIS	Geographic Information System

**Work Program Instructions****Tentative Work Program – FY 25/26-29/30****September 6, 2024**

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GRUB	Grubbing	NB	Northbound
GA	General Aviation	NE	Northeast
GU	General Use	NPDES	National Pollution Discharge Elimination System
GRWY	Greenway	NW	Northwest
HGR	Hanger	O&M	Operations and Maintenance
HOV	High Occupancy Vehicles	OFA	Other Federal-Aid
HWY	Highway	OMD	Office of Modal Development
I	Interstate	OOCEA	Orlando-Orange County Expressway Authority
IC	Intermodal Center	OP	Operations
ICTF	Intermodal Cargo Transfer Facility	OPS	Other Personal Services
INFO	Information	OVRRPS	Overpass
ICWW	Intercoastal Water Way	PAPI	Precision Approach Path Indicators
IND	Indian	PB	Pushbutton
ILS	Instrument Landing System	PD&E	Project Development & Environmental
ISL	Island	PE	Preliminary Engineering
INT'L	International	PED	Pedestrian
INTCHG	Interchange	PH	Phase
ITS	Intelligent Transportation System	PKWY	Parkway
JARC	Job Access & Reverse Commute Program	PRG	Program
JPA	Joint Participation Agreement	PROJ	Project
LAP	Local Agency Program	PL	Place
LN	Lane	PLN	Planning
LRTP	Long Range Transportation Plan	PRK	Park
MAINT	Maintenance	PVT CHG	Pavement Change
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	PZ	Plaza
MGMT	Management	R/W	Right of Way
MI	Mile(s)	RD	Road
MM	Mile Marker	RDWY	Roadway
MOA	Memorandum of Agreement	REG	Regional
MOB	Mobility	REHAB	Rehabilitation
MOT	Maintenance of Traffic	REILS	Runway End Identifier Lights
MP	Mile Post	RPM	Reflective Pavement Markers
MPO	Metropolitan Planning Organization	RPZ	Runway Protection Zone
N	North	RR	Railroad
		RTA	Regional Transit Authority

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**Work Program Instructions****Tentative Work Program – FY 25/26-29/30****September 6, 2024**

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RTS	Regional Transit System	TRL	Trail
RV	River	TS	Transit System
RVR	Runway Visual Range	TW	Taxiway
RW	Runway	UTIL	Utilities
S	South	UPWP	Unified Planning Work Program
SB	Southbound	US	United State Route
SE	Southeast	VASI	Visual Approach Slope Indicator
SECT	Section	VE	Value Engineering
SEG	Segment	VMS	Variable Message Sign
SFRC	South Florida Rail Corridor	W	West
SFRTA	South Florida Regional Transit Agency	W/	With
SHS	State Highway System	WY	Way
SIS	Strategic Intermodal System	WB	Westbound
SIB	State Infrastructure Bank	XING	Crossing
SPL	Supplemental Agreement	XWAY	Expressway
SR	State Road		
ST	Street		
SW	Southwest		
S/W	Statewide		
SWK	Sidewalk		
SYS	System		
TA	Transit Authority		
TD	Transportation Disadvantage		
TECH	Technical		
TER	Terrace		
TERM	Terminal		
T-HGR	T-Hanger		
TIFI	Transportation Infrastructure Finance & Innovation Act		
TMA	Transportation Management Area		
TMI	Transportation Management Initiative		
T/O	Traffic Operations		
TPA	Transportation Planning Agency		
TPK	Turnpike		
TPO	Transportation Planning Organization		
TRAN	Transportation		

## APPENDIX D2 – FUND CODE REFERENCE GUIDE

Subject	Uses	Fund Examples (Most commonly used)	References
Beautification Grants	Awarded to local governments to purchase and install plants and irrigation systems to beautify the state highway system (SHS).	D	<a href="#">339.2405</a> , F.S.
Bond (Right of Way & Bridge)	May be used for right of way acquisition, bridge construction, right of way activities, and consultants supporting acquisition or construction.	BNDS (Non-Turnpike), BNIR (Intrastate), BNBR (Bridge Construction)	<a href="#">215.605</a> , F.S.
Bridge Repair and Rehabilitation	Used for rehabilitation and periodic maintenance on bridge and ancillary structures. These funds are allocated to each district based on factors quantifying their portion of the total state bridge inventory.	BRRP, PKYI (Turnpike), PKYR (Turnpike)	<a href="#">334.046(4)(a)(2)</a> , F.S.
Bridge Replacement	Used for replacement of bridge and ancillary structures. Funds are allocated statewide based on the bridge work plan and several qualifying factors.	BRP, GFBR, GFBZ, PKYI (Turnpike), PKYR (Turnpike), ACBR (off state highway/on federal highway), ACBZ (off state highway/off federal highway)	<a href="#">334.046(4)(a)(2)</a> , F.S.
Carbon Reduction Program (CARB)	Funds used to identify projects and strategies to reduce transportation emissions.	CARB, CARL, CARM, CARN, CARU	<a href="#">23 USC 175</a>
Congestion Mitigation and Air Quality Improvement Program (CM)	Provide a flexible federal funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.	CM, ACCM, CMAQ	<a href="#">23 USC 149</a>
Construction Engineering Inspection	Funds used on activities and resources required to review and inspect highway and bridge construction projects.	Most state and federal	<a href="#">Procedure 425-020-001</a> , Building Code Compliance

County Incentive Grant Program	Provides grants to counties to improve transportation facilities, including transit, which are located on the SHS, or which relieves traffic congestion on the SHS. The department must provide 50 percent of project costs for eligible projects.	CIGP	<a href="#">339.2817</a> , F.S.
District Dedicated Revenue	In addition to highway uses, these funds may also be used for district public transportation projects to meet the required statewide minimum distribution of 15% of state funds for public transportation. To the greatest extent feasible, costs should be used in the county in which the revenue was received. They are allocated directly to the districts.	DDR	<a href="#">206.608</a> , F.S.
Earmarks/Proviso Funds (State)	Used on certain projects identified by specific appropriations in the General Appropriations Act.	EMXX, GRXX (for General Revenue)	<a href="#">339.135(4)(a)</a> , F.S.; <a href="#">216.179</a> , F.S.
Electric Vehicle Formula Program	Provides funding to strategically deploy Electric Vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Projects will be located along the Interstate Highway System.	GFEV	<a href="#">23 USC 151</a>
Emergency Relief Program (ER)	Provides funds for emergency repairs and permanent repairs on federal-aid highways and state roads, tribal transportation facilities, and roads on federal lands that have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.	ACER, DER, ERXX, FEMA	<a href="#">23 USC 120</a> ; <a href="#">23 USC 125</a>



Environmental Mitigation	A statewide program for the purchase of advanced mitigation of wetlands and other surface water impacts and species impacts related to transportation projects, and for ecosystem or environmental management projects. These projects are used to perform mitigation related activities, research, and to purchase land for future environmental mitigation opportunities. Coordination with the appropriate regulatory agency is required when compensatory mitigation is proposed. Funds can be programmed for district use in coordination with the Office of Environmental Management (OEM).	DEM	<a href="#">253, F.S.; 267, F.S.; 373 (Part IV), F.S.</a>
Federal Lands Access Program	Provides for projects on federal lands access transportation facilities that are located on or adjacent to, or that provide access to Federal lands. Funds are distributed by formula among states that have Federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.	FLAP, PLH	<a href="#">23 USC 201; 23 USC 204</a>
Fixed Capital Outlay	The fixed capital outlay (FCO) program is used to fund real property (land, buildings (including appurtenances), fixtures, fixed equipment structures, etc.) including additions, replacements, major repairs, and renovations which materially	FCO	<a href="#">216.011(1)(r), F.S.</a>

	extend its useful life or materially improve or change its functional use, including furniture and equipment necessary to furnish and operate a new or improved facility, when appropriated by the Legislature in the FCO budget category.		
Highway Planning	Highway Planning includes the activities and resources required for the identification, definition, selection, analysis, reporting, development, and implementation support of transportation facilities/service projects for all modes of transportation for people and/or goods.	D, HP	<a href="#">334, F.S.; 335, F.S.; 23 USC 505</a>
Highway Safety Improvement Program (HSP)	Provide support to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Projects require a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Estimated benefit-cost ratio (BCR) greater than 1.0 and net present value (NPV) greater than zero required.	ACID, ACLD, ACSS, GFSP, NHTS, HRRR, HSP	<a href="#">23 USC 148</a>
In-House Product Support	Funds are used to directly support the product needs of the Work Program and are analyzed on a direct cost basis to ensure the product levels can be supported.	DIH, DSBX, PKXX, federal funds	
Local Funds	Programmed when a portion of the funding for a project is being provided from an outside source. May be used for all program areas, but mandatory for some.	LF, LFD, LFP, LFR, LFRF, LFU	<a href="#">339.12, F.S.</a>

Maintenance	Preserves Florida's existing transportation infrastructure by setting certain goals and delineating preservation standards for the SHS. The program accomplishes a multitude of activities including minor pavement repair work, roadside aesthetics, movable bridge operations, drainage facilities, traffic services, etc.	D, PKM1 (Turnpike)	<a href="#">334.046, F.S.</a>
Materials/Testing and Applied Research	Managed by the State Materials Office. Program includes material testing and construction project related testing to ensure contractor compliance with materials standards.	DC, DS, FEDR, HR, TSM	
Metropolitan Planning	Provide for the Metropolitan Planning program which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Projects must be included in the MPOs' Unified Planning Work Program (UPWP).	PL	<a href="#">23 USC 104;</a> <a href="#">23 USC 120;</a> <a href="#">23 USC 134;</a> <a href="#">23 USC 135;</a> <a href="#">23 USC 150;</a> <a href="#">23 USC 168;</a> <a href="#">23 USC 169;</a> <a href="#">339.175 F.S.</a>
Modal Development	The areas of responsibility for the Modal Development (MD) program are transit, aviation, rail, spaceports, intermodal, and seaports. A minimum of 15% of all state revenues deposited into the State Transportation Trust Fund are required to be allocated to MD.	DPTO, DU, FAA, FTA, POED, PORB, PORT, district allocated funds (state), statewide allocated funds (state)	<a href="#">206.46(3), F.S.</a>
National Highway Freight Program (NHFP)	Facilitate the construction of infrastructure projects that are difficult to complete solely using existing Federal, State, Local, and private funds. Projects supported by this program will reduce the	ACFP, NFP, NFPD	<a href="#">23 USC 167</a>

	impact of congestion, generate national and regional economic benefits, and facilitate the efficient movement of freight.		
Preliminary Engineering	Includes the activities and resources related to location engineering and design phases of highway and bridge construction projects. Activities include topographic data collection, project development, surveying and mapping, engineering, and design.	DC, district allocated funds (state or federal), statewide allocated funds (state or federal)	
Project Development and Environment (PD&E)	Activities consist of the work necessary to determine purpose and need, comply with National Environmental Policy Act (NEPA) requirements, develop project concepts, consider environmental impact, etc.	district allocated funds (state or federal), statewide allocated funds (state or federal)	
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT)	Grant program to help improve the resiliency of transportation infrastructure. Projects may include assessing vulnerabilities to current and future weather events, natural disasters, and changing conditions, and planning transportation improvements/emergency response strategies to address those vulnerabilities.	ACPR, PROT	<a href="#">23 USC 176</a>
Rest Areas	Addresses rest area replacement and rehabilitation needs. Projects are funded based on established standardized guidelines outlined in the Department's Facilities Design Manual. The Rest Area Program Manager (RPM) in the Office of Maintenance develops and coordinates the programming	DRA	

	of the rest area work program with district assistance.		
Resurfacing (Arterials)	Provides for pavement resurfacing, rehabilitation, minor reconstruction, and pavement milling and recycling on non-interstate State roadways. Allocated to districts by cost per lane mile; needs based program.	ACNR, DS, NHRE, SA	<a href="#">334.046 F.S.</a>
Resurfacing (Interstate)	Provides for pavement resurfacing, rehabilitation, minor reconstruction, and pavement milling and recycling on the interstate. Funding associated to lane mile targets.	ACNP	<a href="#">334.046 F.S.</a>
Road Ranger Service Patrol	Projects are established to improve the overall safety and mobility of the surface transportation system. Road rangers provide maintenance of traffic services during incidents, assist in incident management and response, clear disabled vehicles, and debris from travel lanes, change flat tires, jump-start vehicles, and make minor repairs, provide up to five gallons of fuel, provide stranded motorists up to three free local calls, and monitor abandoned vehicles and notify FHP.	DSPC	
Small County Outreach Programs (SCOP)	Allocated to districts based on the number of eligible counties. Eligible counties must have a population of 200,000 or less. (In-house phases are not eligible)	ARSC, GRSC, SCED, SCHR, SCOP, SCRC, SCWR	<a href="#">339.2818, F.S.</a>
Small County Road Assistance Programs (SCRAP)	Allocated to districts based on the number of eligible counties. Eligible counties must have a population of	ARSR, SCRA	<a href="#">339.2816, F.S.</a>

	75,000 or less. (In-house phases are not eligible)		
State Infrastructure Bank (SIB)	The SIB provides loans and other assistance to public or private entities carrying out, or proposing to carry out, projects eligible for assistance under Federal and State law.	SIBF, SIB1	<a href="#">TEA-21; Title 23 USC; Title 49 USC; 339.55, F.S.; 215.617, F.S.</a>
Strategic Intermodal System (SIS)	Composed of transportation facilities and services of statewide and interregional significance (hubs, corridors, connectors, military access facilities, intermodal logistic centers (ILC)). Federal funds must be used on the national highway system (NHS).	ACNP, DI, DIS, GFNP, GMR, NHPP, SIWR, STED	<a href="#">339.135, F.S.; 339.155, F.S.; 339.61, F.S.</a>
Surface Transportation Block Grant Program (STBG)	Provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway bridge and/or tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	ACSA, ACSL, ACSM, ACSN, ACSU, GFSA, GFSL, GFSN, GFSU, SA, SL, SM, SN, SU	<a href="#">23 USC 133</a>
Toll Facilities/Express Lanes	Toll facilities can use excess revenue for construction, maintenance, or improvement of any road on the SHS within the county of the tolled facility. The department can request bonds from the Division of Bond Finance secured by bond revenues. Also, section 339.08(1)(g) F.S., allows the State Transportation Trust Fund (STTF) to lend or pay a portion of the operating, maintenance, and capital cost of a revenue-producing	DSBX, TMXX, TOXX	<a href="#">338, F.S.; 339.08, F.S.</a>

	facility transportation project on the SHS.		
Trails	Creates bicycle and pedestrian ways along state roads and transportation facilities, authorizes FDOT to use the STTF to develop a statewide system of non-motorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) Plan. Projects must be located on the SUNTrail Network for TLWR funds.	GRTR, TALL, TALM, TALN, TALT, TALU, TLWR	<a href="#">260, F.S.</a> ; <a href="#">335.065, F.S.</a> ; <a href="#">339.81, F.S.</a>
Transportation Alternatives Program (TAP)	Subsection of the STBG program and are set-aside to include all projects and activities that were previously eligible under TAP (MAP-21), encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	TALL, TALM, TALN, TALT, TALU	<a href="#">23 USC 133</a>
Transportation Disadvantaged (TD)	Assures the cost-effective provision of transportation by qualified community transportation coordinators or transportation operators for the transportation disadvantaged without any bias or presumption.	TDXX	<a href="#">427.011, F.S.</a>
Transportation Regional Incentive Program (TRIP)	Provides matching funds of up to 50 percent of project costs for improvements to regionally significant facilities	TRIP, TRWR	<a href="#">288.0656, F.S.</a> ; <a href="#">339.2819, F.S.</a>

	identified and prioritized by regional partners. Allocation comes from document stamp tax revenues and "Wheels on Road" revenues. (In-house phases are not eligible)		
Transportation Systems Management and Operations (TSM&O)	Application of technology and communications to improve the management, operations, safety, and efficiency of transportation systems. Includes all aspects of planning, systems engineering, design, construction, maintenance, and operations that involve transportation system management and operations, traffic operations, traffic engineering, and Intelligent Transportation Systems.	DITS (may supplement with other state funds)	<a href="#">316.0745, F.S.</a>
Turnpike Enterprise	Florida's Turnpike Enterprise (FTE) operates a system of limited-access toll highways for the benefit of Florida's traveling public. Net revenue from Florida's Turnpike is reinvested into projects like building new highways or making improvements to existing highways on a statewide basis. Florida's Turnpike System includes the mainline from Miami to Central Florida, the Homestead Extension (HEFT), Sawgrass Expressway, Seminole Expressway, Beachline Expressway, Southern Connector Extension, Veterans Expressway, Suncoast Parkway, Polk Parkway, Western Beltway, the I-4 Connector, and the First Coast Expressway.	PKXX	<a href="#">338, F.S.</a>



Weigh Stations	The weigh station program provides the facilities, technology, and equipment to maintain the day-to-day weight enforcement operations. Weight enforcement operations are a centralized function of the Motor Carrier Size and Weight (MCSAW) Office.	DWS	<a href="#">23 USC 127</a>
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## APPENDIX D3 – FUND CODE MATRIX

State Highway System	Project Type	Eligible Funds
On	Beautification Grants	D
	Bond (Right of Way & Bridge)	BNDS, BNIR, BNBR
	Bridge Repair and Rehabilitation	BRRP
	Bridge Replacement	ACBR, BRP, GFBR, NHBR
	Carbon Reduction Program	CARB, CARL, CARM, CARN, CARU
	Congestion Mitigation and Air Quality Improvement Program (CM)	ACCM, CM
	Construction Engineering Inspection	Any eligible state, federal, or local fund (based on location)
	County Incentive Grant Program	CIGP
	District Dedicated Revenue	DDR
	Earmarks/Proviso Funds (State)	EMXX, GRXX
	Electric Vehicle Formula Program	GFEV
	Emergency Relief Program (ER)	ACER, ERXX, FEMA, DER
	Environmental Mitigation	DEM, Any eligible state, federal, or local fund (based on location)
	Federal Lands Access Program	FLAP, PLH
	Fixed Capital Outlay	FCO
	Highway Planning	D, HP
	Highway Safety Improvement Program (HSP)	ACID, ACLD, ACSS, GFSP, DDR, DS, HSP, NHTS, SR2S, SR2T
	In-House Product Support	DIH, DSBX, PKXX, Any eligible federal fund (based on location)
	Local Funds	LFXX
	Maintenance	D, DDR, DS
	Materials/Testing and Applied Research	D, DC, DDR, DS, FEDR, HR
	Metropolitan Planning	PL
	National Highway Freight Program (NHFP)	ACFP, NFP
	Preliminary Engineering	Any eligible state, federal, or local fund (based on location)
	Project Development and Environment (PD&E)	Any eligible state, federal, or local fund (based on location)
	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	ACPR, PROT
	Rest Areas	DDR, DRA, DS

<b>State Highway System</b>	<b>Project Type</b>	<b>Eligible Funds</b>
	<b>Resurfacing (Arterials)</b>	DDR, DS, ACNR, NHRE, SA
	<b>Resurfacing (Interstate)</b>	ACNP, NHPP
	<b>Road Ranger Service Patrol</b>	DSPC
	<b>Small County Outreach Programs</b>	Not applicable
	<b>Small County Road Assistance Programs</b>	Not applicable
	<b>State Infrastructure Bank (SIB)</b>	SIB1, SIBF
	<b>Strategic Intermodal System (PD&amp;E, Design, Utilities, Construction, CEI)</b>	ACNP, DI, DIS, GFNP, GMR, NHPP, SIWR, STED
	<b>Strategic Intermodal System (R/W)</b>	ACNP, BNIR, DI, DIS, GFNP, GMR, NHPP, SIWR, STED
	<b>Surface Transportation Block Grant Program (STBG)</b>	ACSA, ACSL, ACSM, ACSN, ACSU, GFSA, GFSL, GFSN, GFSU, SA, SL, SM, SN, SU
	<b>Toll Facilities/Express Lanes</b>	DSBX, TMXX, TOXX
	<b>Trails</b>	DDR, DS, GRTR, RECT, STBG Funds, TLWR (SUN-Trail Network), Transportation Alternative Funds
	<b>Transportation Alternatives Program (TA)</b>	RECT, TALL, TALM, TALN, TALT, TALU
	<b>Transportation Disadvantaged (TD)</b>	TDXX
	<b>Transportation Regional Incentive Program</b>	TRIP, TRWR
	<b>Transportation Systems Management and Operations (TSM&amp;O)</b>	DITS, Any eligible district allocated state, federal, or local fund (based on location)
	<b>Turnpike Enterprise</b>	PKXX
	<b>Weigh Stations (Design, R/W, Construction, CEI)</b>	DWS, DS, DDR
<b>Off</b>	<b>Beautification Grants</b>	Not applicable
	<b>Bond (Right of Way &amp; Bridge)</b>	Not applicable
	<b>Bridge Repair and Rehabilitation</b>	ACBR, NHBR
	<b>Bridge Replacement</b>	ACBR, ACBZ, BRTZ, GFBZ, NHBR
	<b>Carbon Reduction Program</b>	CARB, CARL, CARM, CARN, CARU
	<b>Congestion Mitigation and Air Quality Improvement Program (CM)</b>	ACCM, CM
	<b>Construction Engineering Inspection</b>	Any eligible federal fund (based on location)
	<b>County Incentive Grant Program</b>	CIGP
	<b>District Dedicated Revenue</b>	Not applicable
	<b>Earmarks/Proviso Funds (State)</b>	EMXX, GRXX
	<b>Electric Vehicle Formula Program</b>	Not applicable
	<b>Emergency Relief Program (ER)</b>	ACER, ERXX, FEMA, DER

<b>State Highway System</b>	<b>Project Type</b>	<b>Eligible Funds</b>
	<b>Environmental Mitigation</b>	Any eligible federal fund (based on location)
	<b>Federal Lands Access Program</b>	FLAP, PLH
	<b>Fixed Capital Outlay</b>	Not applicable
	<b>Highway Planning</b>	HP
	<b>Highway Safety Improvement Program (HSP)</b>	ACID, ACLD, ACSS, HSP, NHTS, SR2S, SR2T
	<b>In-House Product Support</b>	Any eligible Federal fund (based on location)
	<b>Local Funds</b>	LFXX
	<b>Maintenance</b>	Not applicable
	<b>Materials/Testing and Applied Research</b>	FEDR, HR
	<b>Metropolitan Planning</b>	PL
	<b>National Highway Freight Program (NHFP)</b>	ACFP, NFP
	<b>Preliminary Engineering</b>	Any eligible federal fund (based on location)
	<b>Project Development and Environment (PD&amp;E)</b>	Any eligible federal fund (based on location)
	<b>Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)</b>	ACPR, PROT
	<b>Rest Areas</b>	Not applicable
	<b>Resurfacing (Arterials)</b>	ACNR, NHRE, SA
	<b>Resurfacing (Interstate)</b>	Not applicable
	<b>Road Ranger Service Patrol</b>	Not applicable
	<b>Small County Outreach Programs</b>	ARSC, GRSC, SCED, SCHR, SCOP, SCRC, SCWR
	<b>Small County Road Assistance Programs</b>	ARSR, SCRA
	<b>State Infrastructure Bank (SIB)</b>	SIBF
	<b>Strategic Intermodal System (PD&amp;E, Design, Utilities, Construction, CEI)</b>	ACNP, GFNP, NHPP
	<b>Strategic Intermodal System (R/W)</b>	ACNP, GFNP, NHPP
	<b>Surface Transportation Block Grant Program (STBG)</b>	ACSA, ACSL, ACSN, ACSU, GFSA, GFSL, GFSN, GFSU, SA, SL, SN, SU
	<b>Toll Facilities/Express Lanes</b>	Not applicable
	<b>Trails</b>	RECT, STBG Funds, Transportation Alternative Funds
	<b>Transportation Alternatives Program (TA)</b>	RECT, TALL, TALM, TALN, TALT, TALU

<b>State Highway System</b>	<b>Project Type</b>	<b>Eligible Funds</b>
	<b>Transportation Disadvantaged (TD)</b>	TDXX
	<b>Transportation Regional Incentive Program</b>	TRIP, TRWR
	<b>Transportation Systems Management and Operations (TSM&amp;O)</b>	Any eligible district allocated federal fund (based on location)
	<b>Turnpike Enterprise</b>	Not applicable
	<b>Weigh Stations (Design, R/W, Construction, CEI)</b>	Not applicable
<b>08</b>	<b>Transit</b>	DDR, DFTA, DIS, DPTO, DS, DU, FTA, GMR, NSTP, NSW, SIWR, SU (via FTAT)
<b>09</b>	<b>Aviation</b>	DDR, DIS, DPTO, DS, GMR, FAA, SAFE, SIWR
	<b>Spaceports</b>	DDR, DIS, DPTO, GMR, SIWR
<b>10</b>	<b>Rail</b>	ACRH, ACRP, DDR, DIS, DL, DPTO, DS, GMR, FRA, RHH, RHP, SIWR, TRIP, TRWR
<b>11</b>	<b>Seaports</b>	DDR, DIS, DPTO, DS, GMR, POED, PORB, PORT, SIWR
<b>15</b>	<b>Intermodal</b>	ACSU, DDR, DFTA, DIS, DPTO, DS, FTAT, GMR, SIWR, SU

## APPENDIX D4 – BRM CODE TABLES FOR ITEM SEGMENT LOCATION BRIDGE (WP10) SCREEN

The Item Segment Location Bridge (WP10) screen in the Work Program Administration system is used to record bridge project information defined in the Bridge Maintenance (BrM) code tables. BrM is the software utilized by the Florida Department of Transportation (department) to manage their bridge projects.

WP10	D_	Display	Item_Seg_def	Add	DElete	Road
FDOT - Work Program Administration						08-16-2024
Item Segment Location - Bridge						08:48:45
						MORE:
Item: 209503	Segment: 5	Geographic District: 02			County: 72	
Desc: SR211 @ ORTEGA RIVER BRIDGE NO720005						
Roadway Id: 72050000		SR No: SR 211			US No:	
Beginning Point: 2.449		Ending Point: 2.665			Length: 0.216	
Display Included Bridges Only: N (Y/N)						
Brdg						
Se1	No.	Inc	Length	NBI Rat	Op St	Suff Rat
-	0005	Y	348.3 M	FO	A	64.8
				Struc Typ	Act Typ	Def Disc
				3	16	Year
Successfully displayed. No more data to display.						
F1=Help F3=Exit F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff						
MB + 01A				LTIP9J8U		01/012

### A. NBI RATING (NBI RAT)

Provides the overall structural rating status based on the numerical condition rating.

- ND – Not Deficient
- FO – Functionally Obsolete
- SD – Structurally Deficient

**B. OPERATIONAL STATUS (OP ST)**

This single alpha code provides information about the actual operational status of the structure as follows:

<b>CODE</b>	<b>DESCRIPTION</b>
A	Open, no restriction required
B	Open, posting recommended but not legally implemented (signs not in place)
C	Open, structural analysis is not yet complete
D	Open, would be posted or closed except for temporary shoring
E	Open, temporary structure in place to carry legal loads while original structure is closed and awaiting replacement
F	Proposed Bridge - Bridge is proposed or under construction
G	New structure not yet open to traffic
K	Bridge closed to all traffic
P	Posted for load (weight) restriction(s)
R	Posted for other reason(s)
Z	Deleted Bridge - Structure deleted from active list

**C. SUFFICIENCY RATING (SUFF RAT)**

The sufficiency rating is established by the Federal Highway Administration and is on a scale of 0 (worst) to 100 (best).

**D. STRUCTURE TYPE (STRUC TYP)**

This three digit code identifies the type of structure for the main span(s). The first digit indicates the kind of material and/or design, and the second and third digits indicate the type of design and/or type of construction as follows:



TYPE OF MATERIAL (First Digit)		TYPE OF DESIGN/CONSTRUCTION (Second and Third Digits)	
CODE	DESCRIPTION	CODE	DESCRIPTION
1	Concrete	01	Slab
2	Concrete - Continuous	02	Multi-Beam or Multi-Girder
3	Steel	03	Girder-Floorbeam (GF) or Girder-
4	Steel - Continuous	04	Tee Beam, or Double Tee Beam
5	Pre-stressed Concrete	05	Box Beam or Girders – Multiple*
6	Pre-stressed Concrete -	06	Box Beam or Girders – Single or Spread*
7	Wood or Timber	07	Frame (except frame culverts)
8	Masonry	08	Orthotropic
9	Aluminum, Wrought Iron, or	09	Truss- Deck
0	Other	10	Truss- Thru or Pony
		11	Arch - Deck
		12	Arch - Thru
		13	Suspension
		14	Cable Stayed Girder
		15	Moveable - Lift
		16	Moveable – Bascule
		17	Moveable – Swing
		18	Tunnel
		19	Culvert (includes frame culverts)
		21	Segmental Box Girder
		22	Channel Beam
		88	Sign – Monotube – Span
		89	Sign – Monotube – Cantilever
		91	Cantilever Sign Structure
		92	Span Sign Structure
		93	Butterfly Sign Structure
		94	Cable Sign Structure
		96	High Mast Light Standard
		97	Traffic Signal Mast Arm
		98	Earth Retaining Wall
		99	Sea Retaining Wall
		00	Other

Note: Department employees can view the Bridge Management System (BMS) Coding Guide for BrM code definitions at the following link:

[BMS Coding Guide 02.22.22](#)

**E. DEFICIENCY DISCOVERY YEAR (DEF DISC YEAR)**

This field is used to record the fiscal year in which the structural deficiency or deterioration, which causes the bridge to be placed on the bridge work plan (BWP), is first discovered. These dates are used to determine compliance with department policy regarding time limits for taking corrective actions.

Example: 2019 means FY 2018/2019.

## **APPENDIX D5 – WORK PROGRAM BUDGET CATEGORIES**

Click on the following link for a list of active work program budget categories and their descriptions:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=BC>



## **APPENDIX D6 – WPA DEFINITIONS**

### **1. WORK PROGRAM ITEM NUMBER**

The system assigned sequential, six-digit number used to identify each work program project.

### **2. ITEM SEGMENT**

The item segment is used to partition a project for scheduling or funding reasons. Item segments may be used when the boundaries of construction projects are different from the preliminary engineering and/or right of way (R/W) phase of a project. It may also be used when it is desirable to use the same item number to track projects along a corridor. For example, the Florida Department of Transportation (department) may want or need to let different segments at different times. Item segments may **NOT** cross county lines, except for districtwide items. Item segment numbers cannot be reused for a new project and must be retained for historical purposes.

Note the following:

- Lettings are done via item segment.
- Item status is tracked via item segment.
- English/metric indicator is tracked via item segment.
- Item segments are limited to nine per item.

### **3. PHASE**

The work program phase consists of the phase group and phase type. Phase group identifies the various major areas of work performed by the department, such as planning, R/W, construction, etc. Phase type identifies who is performing the work on a department defined activity. Examples include in-house, consultant/contractor, etc. The exception is utilities which further divides the phase group into specific types of work for tracking purposes.

A list of the phase groups and phase types is available at the following link:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=P>  
[H](#)

Notes:

- Use phase type 4 when there is a grant number attached and it can be tracked in the Florida Accounting Information Resource (FLAIR) system. Typically, the department is not involved in monitoring these projects.
- Use phase type 8 when department contracts with another governmental agency for services provided. The department will be responsible for the administration and oversight of the project (e.g., local agency program (LAP) projects).
- Do not use phase type C for direct programming. This phase is used as part of the automated redistribution of costs for districtwide/GC contracts.

#### **4. FINANCIAL PROJECT SEQUENCE NUMBER**

The number comprised of the work program item number, item segment, phase and financial project sequence number. Use a different financial project sequence if you would like to collect costs to isolate the project amount in the FLAIR system. For example, joint participation agreements with different utility companies should each carry a different sequence number. This is a two digit code.

#### **5. PAY SEQUENCE**

The pay sequence designates the order in which funds should be charged when multiple funds exist. This is an optional field and will default to pay sequence 1.

#### **6. PROGRAM NUMBER**

The two digit alpha numeric code used to crosswalk estimates to specific budget categories or classify generic phase usage. For example, program 07 identifies the arterial traffic operations improvement sub-program within the construction programs of the department. See the [program plan crosswalk](#) for specific combinations of program numbers allowed on each combination of transportation system and phase. Each combination of phase, transportation system and program number crosswalks to a specific program line in the program and resource plan. It also denotes a specific appropriation category, and, when combined with budgeting district, a specific budget entity.

#### **7. OVERRUN FLAG**

The overrun indicator flag for the cost allocation process. When set to N, it signifies that accounting transactions allocated to the project cost estimate must not exceed the amount authorized.

- Note: the system will not allow all estimates to be set to N.

## **8. TRANSPORTATION SYSTEM**

This code identifies the major system designations used by the department to meet Federal Highway Administration (FHWA) or program plan requirements.

A list of the transportation systems is available at the following link:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=TS>

Some department programs do not use all the codes available. For example, routine maintenance programs use code 05 to represent routine maintenance performed on the state highway system not otherwise identified as interstate, turnpike or toll.

## **9. OLD ITEM NUMBER**

The numbers assigned prior to the conversion to the FM system. This field is no longer used.

## **10.CONTRACT CLASS**

Describes the contract's classification.

A list of the contract classes is available at the following link:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=CC>

## **11.ITEM STATUS**

This code specifies the stage of the project.

A list of the item statuses is available at the following link:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=ST>

## **12.EXAMPLES FOR WP CODE LISTINGS:**

### **A. FIELDS IDENTIFIED ON THE ITEM SEGMENT DEFINITION (WP01) SCREEN:**

- Item
- Segment
- Transportation system
- Contract type

- Status

WP01	D_ Display Add_Item/seg	Item_Comm Phases Group
Seg_Comm	Location Change_Hist Status_Hist Phase_Est Phase_Sum Items Rel_Item	
FDOT - Work Program Administration		07-18-2024
Item/Segment Definition		17:31:52
More:		
Item: _____	Segment: _	Item Managing District: __ Box Item: _ (y/N)
Geo District: __	County: __	Project Mgr: _____
Trans System: __		Contract Type: _
Work Mix . : _____		Measure Type : E
Status . . : _____		As of: _____
Box Code . : _____	EMRG: _____	Related Items: _____
Description : _____	(Version: Displayed - _____	Old Item Number: _____
		Requested - __ )
Work Length: _____	Project Length: 0.000	
Item Segment Comments	Type (1=xdesc, 2=misc)	
_____	2	
_____	2	
_____	2	
_____	2	
_____	2	
_____	2	
_____	2	
F1=Help F3=Exit F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff		

**B. FIELDS IDENTIFIED ON THE PHASE ESTIMATE DETAIL (WP20) SCREEN:**

- Managing district
- Phase (group and type)
- Financial project sequence
- Program number
- Pay sequence
- Overrun flag



WP20 **D\_ Display** **Propose\_Change**  
 Prd\_Prj\_mgr Phase\_Sum Auth\_Req Fin\_proj\_Loc proj\_cost\_Hist Item\_Seg\_def Phases

**Phase Group** **Phase Type** FDOT - Work Program Administration 08-21-2024  
 Phase Estimate Detail - ADOPTED 09:59:00  
 Requested Version: G1 MORE: - +  
 Item/Segment: 415064 4 Status: 010 PRE-CONST.UNDERWAY old Item Nbr: \_\_\_\_\_  
 Desc: FDTM  
 Trans Sys: 13 NON-SYSTEM SPECIFIC **Man Dist : 21** Box Item: N  
 Phase: **2 8** PD&E OTHER AGENCY Phase Mgr :  
 Begin Search at FP Seq: 01 Phase Total: 58,947,594

FP	PDC	+	Total	AMT	All	Dstr	Bud	Apr	Pay	0				
Seq	FYR	Fund	Pgm	Amount	-	Amount	TYP	Typ	Typ/Area	Dis	Cat	Seq	V	Status
07	2025	ACSA	00	150,000	-	150,000	E	1		21	Z240	G	Y	4 AUTH
	2026	ACSA	00	320,000	-	320,000	E	1		21	Z240	G	Y	4 AUTH
	2027	ACSA	00	150,000	-	150,000	E	1		21	Z240	G	Y	4 AUTH
	2028	ACSA	00	150,000	-	150,000	E	1		21	Z240	G	Y	4 AUTH
09	2022	ACSA	00	200,000	-	200,000	E	1		21	Z240	G	Y	4 AUTH
	2023	ACSA	00	400,000	-	400,000	E	1		21	Z240	G	Y	4 AUTH

Comment: \_\_\_\_\_

\_\_\_\_\_ **Program #** \_\_\_\_\_ **Overrun Flag**

AAA250-I: Successfully displayed.  
 F1=Help F3=Exit F5=Refresh F6=Clear F7=Bkwd F8=Frwd F15=Logoff

### 13.ITEM SEGMENT STATUS UPDATES

The following status updates are driven by the WP20 screen in WPA, the Federal Aid Management System (FAMS) or the Project Scheduling and Management (PSM) system:

- Adopted, Not Begun (005) - WP20 and gaming adopt batch process: Set when the first phase on an item segment is adopted.
- Pre-Construction Underway (010) - WP20 (state funds) or FAMS (federal funds): When the first project delivery and environmental (PD&E) or preliminary engineering (PE) phase is authorized.
- R/W Acquisition Begun (014) - WP20 (state funds) or FAMS (federal funds): When first R/W phase is authorized.
- Plans & R/W in Central Office (020) – PSM: When plans to Tallahassee activity occurs.
- Advertised (030) - Manually updated by production management staff: For contract class 1 projects only.
- Bids Received (040) - PSM: When this activity occurs, and the status has not already been set by wTContractStatusChange process. (Contract class not equal to 1.)
- Line Item Completed (100) - WP20: When last estimate is closed (status 5).

The following status updates are driven by a daily M-F 8:00pm batch process wTContractStatusChange that runs against AASHTOWare PrP/PrC and updates the work program item segment status for the below statuses only.

<b>AASHTOWare Status (PrP/PrC)</b>	<b>Item Segment Status</b>
00-Bids Received/Letting(PrP)	040-Bids Received
99-Bid Rejected(PrP)	050-Bids Rejected
01-Award Date(PrP)	060-Awarded
02-Execution Date(PrC)	070-Contract Executed
03-Work Begin Date(PrC)	090-Under Construction – Construction 091-Work Underway - Maintenance
07-Final Acceptance(PrC) – for Construction	096-Construction Complete - Construction only
04-Work Complete (PrC) – for Maintenance	095-Work Complete – Maintenance (updated manually)

Note: Item segments with construction contracts that are not in PrP/PrC must be updated manually by district work program staff. All other status updates are done manually by district or central office work program staff.

## **14.PROJECT COST STATUS CODES**

This code specifies the project cost status of the estimate.

A list of the project cost statuses is available at the following link:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=ES>

## **15.DISTRICT CODES**

The following table presents district and central office division codes with related managing, budgeting and geographic indicators.

- Managing district is the district or central office division responsible for the project’s management.
- Geographic district is one of the seven physical districts in Florida where the project resides.

- Budgeting district is the district or central office division in which the budget will be requested.
- Production district is the district or central office division responsible for a group of phases when it differs from the managing district for the work program item.

The list of district comparisons is available at the following link:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=D>  
[C](#)

## **16.FUND ALLOCATION TYPE**

Following are fund allocation codes, name and definitions.

- Code 1     REGULAR: The normal code for projects that require the use of state budget. Exceptions are made for program numbers 61, 69, 75, and 78, which are non-operating budget.
- Code 2     UNFUNDED: Not to be used at the current time. Reserve for future use.
- Code 3     REVENUE: No longer being used for new projects.
- Code 4     NON-BUDGETED: Used to identify funds not managed within the department's state budgeting process. Standard use is to identify federal funds from agencies other than FHWA which are paid directly from the federal government to local project sponsors without passing through the state budget.
- Code 5     PENDING CONVERSION: Coded to temporarily identify regular funds in the process of replacing advanced construction funds. When conversion is obligated, allocation type is changed to 1. These funds are not budgeted and should not normally be included as a use in the production accomplishment report (PAR).
- Code 6     TRANSFER: Used to indicate transfers from one outside agency to another outside agency or trust fund. Example of current use is for transfers from a FHWA fund to the Federal Transit Authority. The transfer amount is always coded without matching funds; include only the amount to be transferred. These funds are not budgeted but must always be included as a use in the PAR. Only for funds that do not generate an expenditure (pass-through dollars) with the exception of program number 75, state infrastructure bank to the Florida Turnpike Enterprise.

## **17.DISTRIBUTION AREA CODES**

The following distribution area codes are to be used for specific transportation management areas or other Surface Transportation Block Grant (STBG) funds suballocated for use in areas based on population.

A list of distribution areas is available at the following link:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=D>  
[A](#)

## **18.COUNTY CODES**

A list of county codes is available at the following link:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=C>  
[O](#)

## **19.SYSTEM CODE INTERRELATIONSHIPS**

<b>PROJECT LEVEL</b>	<b>DATA ELEMENTS</b>
Item	Managing District, Box Code, Project Manager
Item/Segment	Geographic District, Contract Type, English/Metric Indicator, Project Status, Work Mix, Letting Information, Physical Inventory Code (Road, Bridge, Airport), County
Item/Segment/Phase	Production Manager
Item/Segment/Phase/Sequence	Budgeting District, Fund, Amount, Fiscal Year, Phase Status, Program Number, Distribution Area, Allocation Type

## **20.REFERENCES**

A report that will run selected codes listed in Appendix D of these instructions is available at:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx>

The program plan crosswalk is available at:

<https://owpb.fdot.gov/itemsegmentsearch/ProgramPlanCrosswalk.aspx>

## **APPENDIX D7 – ACTIVE FUND CODES AND GROUPS IN FM**

Click on the following link for a complete list of active fund codes and fund groups:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=FC>

Note: O.F.A. means other federal aid.



## **APPENDIX D8 – ITEM GROUP IDENTIFIERS**

Click on the following link for a list of item group identifiers and their descriptions:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=IG>





## **APPENDIX D9 – ACTIVE PROGRAM NUMBERS IN FM**

Click on the following link for a complete list of program numbers and their descriptions:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=PN>



## APPENDIX D10 – PROJECT SCHEDULE AND MANAGEMENT (PSM): ACTIVITY TO PHASE CROSSWALK

Phase	Phase Description	PSM Activity Number or Activity Event (AE)	Activity Description
<b>Standard Activities</b>			
12	Planning Consultant	253	Planning Contract Executed
22	PD&E Consultant	239	PD&E Contract Executed
31	PE In-House	250	PE Begin
32	PE Consultant	233	PE Contract Executed
4B	R/W Service Contract	349	R/W Service Contract Executed
41	R/W In-House	268	Documents to Right of Way
42	R/W Consultant	127	Right of Way Contract Executed
43	R/W Purchase	121	Right of Way Contract Negotiation
45	R/W Relocate	129	Right of Way Relocation Work
46	R/W Utility	282	Right of Way Contract Executed
5A	Construction Contract Bonus	166	Alternative Contract Payment
52	Construction Contractor	280	Letting Date
		283	Design Build Letting Date
54	Construction Grant	853	Construction Grant Executed
56	Construction Utility	205	Construction Utility Contract Executed
57	Construction Railroad	823	JPA to Railroad
62	CEI Contractor	203	CEI Consultant Contract Executed
72	Maintenance Contract	350	Maintenance Contract Executed
82	Operations Consultant	317	Operations Consultant Contract Exec.
84	Operations Grant	825	JPA Encumbered / Committed
92	Capital Consultant	318	Capital Consultant Contract Executed
93	Capital Purchase	318	Capital Consultant Contract Executed
94	Capital Grant	825	JPA Encumbered / Committed
C2	Environmental Consultant	323	Retention/Mitigat. R/W Requirements
C8	Environmental Other Agency	323	Retention/Mitigat. R/W Requirements
<b>Local Agency (LAP)</b>			
18	Planning Other Agency	448	Planning Other Agency
28	PD&E Other Agency	451	PD&E Other Agency
38	PE Other Agency	452	PE Other Agency
48	R/W Other Agency	453	R/W Other Agency
58	Construction Other Agency	454	Construction Other Agency
68	CEI Other Agency	455	CEI Other Agency
78	Maintenance Other Agency	456	Maintenance Other Agency
88	Operations Other Agency	457	Operations Other Agency
<b>Other Required Activities Not Affiliated With The Beginning Of A Particular Phase</b>			
		204	Production Date
		212	Transmit Package for Letting
		370	Plans to District Contract
<b>Advanced Production Potential (APP) Activities</b>			
12	Planning Consultant	50112	APP Approve by Date for PLAN CONSULT
22	PD&E Consultant	50222	APP Approve by Date for PD&E CONSULT

**Work Program Instructions****Tentative Work Program – FY 25/26-29/30****September 6, 2024**

Phase	Phase Description	PSM Activity Number or Activity Event (AE)	Activity Description
32	Preliminary Engineering Consultant	50332	APP Approve by Date for PRELIMINARY ENGINEERING CONSULTANT
36	Preliminary Engineering Consultant-Utilities	50336	APP Approve by Date for PRELIMINARY ENGINEERING CONSULTANT-UTILITIES
38	Preliminary Engineering Other Agency	50338	APP Approve by Date for PRELIMINARY ENGINEERING SERVICES
C2	Environmental Consultant/Contractor	504C2	APP Approve by Date for ENVIRONMENTAL CONSULTANT/CONTRACTOR
C8	Environmental Other Agency	504C8	APP Approve by Date for for R/W ENVR MITGTN
4B	R/W Service Contract	5044B	APP Approve by Date for R/W SVCS
42	R/W Consultant	50442	APP Approve by Date for R/W CONSULT
43	R/W Purchase	50443xxxx	APP Approve by Date for R/W PURCHASE
45	R/W Relocate	50445	APP Approve by Date for R/W RELOCATE
46	R/W Utility	50446	APP Approve by Date for R/W UTILITY
52	Construction Contractor	50552	APP Approve by Date for CONSTR
53	Construction Purchase	50553	APP Approve by Date for CONSTR PURCHASE
54	Construction Grant	50554	APP Approve by Date for CONSTR GRANT
56	Construction Utility	50556	APP Approve by Date for CONSTR UTILITY
57	Construction Railroad	50557	APP Approve by Date for PROD CONSTR RR
58	Construction Other Agency	50558xxxx	APP Approve by Date for CONSTR OTHER AGCY
5A	Construction Contract Bonus	5055A	APP Approve by Date for CONSTR CONTR BON
62	CEI Consultant	50562	APP Approve by Date for CEI CONSULTANT
68	CEI Other Agency	50568	APP Approve by Date for CEI OTHER AGENCY
84	Operations Grant	50884	APP Approve by Date for OPERATIONS GRANT
94	Capital Grant	50994	APP Approve by Date for CAPITAL GRANT
12	Planning Consultant	60112	APP Advance Date for PLANNING CONSULT
22	PD&E Consultant	60222	APP Advance Date for PD&E CONSULT
36	Preliminary Engineering Consultant-Utilities	60336	APP Advance Date for PRELIM ENG CONSULT-UTILITIES

**Work Program Instructions****Tentative Work Program – FY 25/26-29/30****September 6, 2024**

Phase	Phase Description	PSM Activity Number or Activity Event (AE)	Activity Description
32	Preliminary Engineering Consultant	<b>60332</b>	APP Advance Date for PRELIM ENG CONSULT
38	Preliminary Engineering Other Agency	<b>60338</b>	APP Advance Date for PRELIM ENG SVCS
C2	Environmental Consultant/Contractor	<b>604C2</b>	APP Advance Date for ENVIRONMENTAL CONSULTANT/CONTRACTOR
C8	Environmental Other Agency	<b>604C8</b>	APP Advance Date for R/W ENVR MITGT
4B	R/W Service Contract	<b>6044B</b>	APP Advance Date for R/W SVCS
42	R/W Consultant	<b>60442</b>	APP Advance Date for R/W CONSULT
43	R/W Purchase	<b>60443</b>	APP Advance Date for R/W PURCHASE
45	R/W Relocate	<b>60445</b>	APP Advance Date for R/W RELOCATE
46	R/W Utility	<b>60446</b>	APP Advance Date for R/W UTILITY
52	Construction Contractor	<b>60552</b>	APP Advance Date for CONSTRUCTION
53	Construction Purchase	<b>60553</b>	APP Advance Date for CONSTR PURCHASE
54	Construction Grant	<b>60554</b>	APP Advance Date for CONSTR GRANT
56	Construction Utility	<b>60556</b>	APP Advance Date for CONSTR UTILITY
57	Construction Railroad	<b>60557</b>	APP Advance Date for CONSTR RR
58	Construction Other Agency	<b>60558</b>	APP Advance Date for CONSTR OTHER AGENCY
5A	Construction Contract Bonus	<b>6055A</b>	APP Advance Date for CONSTR CONTR BONUS
62	CEI Consultant	<b>60562</b>	APP Advance Date for CEI CONSULTANT
68	CEI Other Agency	<b>60568</b>	APP Advance Date for CEI OTHER AGENCY
84	Operations Grant	<b>60884</b>	APP Advance Date for OPERATIONS GRANT
94	Capital Grant	<b>60994</b>	APP Advance Date for CAPITAL GRANT



**APPENDIX D11 – ACTIVE WORK MIX GROUPS**

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
<b>AVIATION/SPACEPORTS</b>	<b>8099</b>		<b>Public Trans In-House Support</b>	<b>Direct or Indirect in-house charges</b>
<b>AVIATION/SPACEPORTS</b>	<b>8165</b>		<b>PTO Studies</b>	<b>Public Transportation Study.</b>
<b>AVIATION/SPACEPORTS</b>	<b>8201</b>		<b>Aviation Safety Projects</b>	<b>Aviation Safety Project.</b>
AVIATION/SPACEPORTS	8201	8801	Apron Lighting	Install apron lighting.
AVIATION/SPACEPORTS	8201	8802	ARFF Facility or Vehicle	Construct facility or purchase vehicle.
AVIATION/SPACEPORTS	8201	8803	Auto Weather Observation System	Purchase and install an automated weather observation system (AWOS or ASOS).
AVIATION/SPACEPORTS	8201	8804	Clear Zone Purch/Clearing	Purchase and clear land.
AVIATION/SPACEPORTS	8201	8805	Equipment	Purchase equipment (e.g. sweepers, mowers, computers, etc.).
AVIATION/SPACEPORTS	8201	8806	Fencing	Install fencing.
AVIATION/SPACEPORTS	8201	8807	Instrument Approach Aids/Equip	Install instrument approach equipment.
AVIATION/SPACEPORTS	8201	8808	New or Extended Overrun	Construct runway overrun.
AVIATION/SPACEPORTS	8201	8809	New/Extend/Expand Taxiway	Construct taxiway.
AVIATION/SPACEPORTS	8201	8810	Runway Extension	Construct a runway extension.
AVIATION/SPACEPORTS	8201	8811	Runway Grooving	Treat (groove) runway surface.
AVIATION/SPACEPORTS	8201	8812	Runway or Taxiway Lighting	Install lighting.
AVIATION/SPACEPORTS	8201	8813	Visual Approach Aids	Install visual approach aids.
<b>AVIATION/SPACEPORTS</b>	<b>8203</b>		<b>Aviation Security Projects</b>	<b>Aviation Security Projects.</b>
AVIATION/SPACEPORTS	8203	8801	Apron Lighting	Install apron lighting.
AVIATION/SPACEPORTS	8203	8805	Equipment	Install security equipment including computers, biometrics, etc.
AVIATION/SPACEPORTS	8203	8806	Fencing	Install security fence.
AVIATION/SPACEPORTS	8203	8814	Airfield Security Equipment	Install equipment.
AVIATION/SPACEPORTS	8203	8815	Cargo Screening Equipment	Install cargo screening equipment.
AVIATION/SPACEPORTS	8203	8816	Explosives Detection System	Install EDS and other equipment.

**Work Program Instructions****Tentative Work Program – FY 25/26-29/30****September 6, 2024**

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
AVIATION/SPACEPORTS	8203	8817	In-line Baggage Equipment	Install in-line baggage system.
AVIATION/SPACEPORTS	8203	8818	New or Expanded Term Facility	Terminal construction.
AVIATION/SPACEPORTS	8203	8819	Terminal Security Equipment	Install equipment.
<b>AVIATION/SPACEPORTS</b>	<b>8205</b>		<b>Aviation Preservation Projects</b>	<b>Aviation Preservation Projects.</b>
AVIATION/SPACEPORTS	8205	8807	Instrument Approach Aids/Equip	Repair instrument approach aids.
AVIATION/SPACEPORTS	8205	8812	Runway or Taxiway Lighting	Repair lighting.
AVIATION/SPACEPORTS	8205	8820	Airfield Utilities	Repair utilities.
AVIATION/SPACEPORTS	8205	8821	Road Reconst/Repair/Overlay	Repair road.
AVIATION/SPACEPORTS	8205	8822	Apron Reconst/Repair/Overlay	Repair apron.
AVIATION/SPACEPORTS	8205	8823	Building Repair/Expansion	Repair building.
AVIATION/SPACEPORTS	8205	8824	Drainage/Retention	Repair drainage system or retention pond.
AVIATION/SPACEPORTS	8205	8825	Environmental Assessment/DRI	Environmental study.
AVIATION/SPACEPORTS	8205	8826	General Aviation Terminal	Repair terminal.
AVIATION/SPACEPORTS	8205	8827	Hangars	Repair hangar.
AVIATION/SPACEPORTS	8205	8828	Master Drainage Plan	Prepare a drainage plan.
AVIATION/SPACEPORTS	8205	8829	Multimodal Airport Access	Repair multimodal access facility (e.g. transit, rail, etc.).
AVIATION/SPACEPORTS	8205	8830	Passenger Terminal	Repair terminal.
AVIATION/SPACEPORTS	8205	8831	Pavement Test & Evaluation	Pavement study.
AVIATION/SPACEPORTS	8205	8832	People Mover/Moving Walkways	Repair people mover.
AVIATION/SPACEPORTS	8205	8833	Runway Reconst/Repair/Overlay	Repair runway.
AVIATION/SPACEPORTS	8205	8834	Taxiway Reconst/Repair/Overlay	Repair taxiway.
AVIATION/SPACEPORTS	8205	8835	Term Gates/Aircraft Bridges	Repair terminal gates or aircraft bridges.
<b>AVIATION/SPACEPORTS</b>	<b>8207</b>		<b>Aviation Capacity Projects</b>	<b>Aviation Capacity Projects.</b>
AVIATION/SPACEPORTS	8207	8807	Instrument Approach Aids/Equip	Install instrument approach equipment.
AVIATION/SPACEPORTS	8207	8809	New/Extend/Expand Taxiway	Construct a taxiway.
AVIATION/SPACEPORTS	8207	8812	Runway or Taxiway Lighting	Install runway lighting.



Category	Major Code	Minor Code	Project Type	Definition of Work Mix
AVIATION/SPACEPORTS	8207	8818	New or Expanded Term Facility	Construct a terminal.
AVIATION/SPACEPORTS	8207	8824	Drainage/Retention	Construct drainage system or retention pond.
AVIATION/SPACEPORTS	8207	8825	Environmental Assessment/DRI	Study environmental impact.
AVIATION/SPACEPORTS	8207	8828	Master Drainage Plan	Design a master drainage plan.
AVIATION/SPACEPORTS	8207	8829	Multimodal Airport Access	Repair multimodal access facility (e.g. transit, rail, etc.).
AVIATION/SPACEPORTS	8207	8830	Passenger Terminal	Construct a passenger terminal.
AVIATION/SPACEPORTS	8207	8832	People Mover/Moving Walkways	Install a people mover.
AVIATION/SPACEPORTS	8207	8835	Term Gates/Aircraft Bridges	Install gates or aircraft bridges.
AVIATION/SPACEPORTS	8207	8836	Air Traffic Control Tower	Construct a control tower.
AVIATION/SPACEPORTS	8207	8837	Airport Access Road	Construct an access road.
AVIATION/SPACEPORTS	8207	8838	Airport Master/Layout Plan	Plan airport improvements (ALP).
AVIATION/SPACEPORTS	8207	8839	Aviation Systems Planning	Plan a statewide system of airports.
AVIATION/SPACEPORTS	8207	8840	Baggage Handling Equipment	Install baggage handling equipment.
AVIATION/SPACEPORTS	8207	8842	Helicopter Landing Area	Construct a helicopter landing area.
AVIATION/SPACEPORTS	8207	8843	Land Acquisition	Purchase land.
AVIATION/SPACEPORTS	8207	8844	New Airport	Construct a new Airport.
AVIATION/SPACEPORTS	8207	8845	New or Expanded Apron	Construct an apron.
AVIATION/SPACEPORTS	8207	8846	New or Expanded Cargo Facility	Construct a cargo facility.
AVIATION/SPACEPORTS	8207	8847	New Heliport	Construct a heliport.
AVIATION/SPACEPORTS	8207	8848	New Runway	Construct a runway.
AVIATION/SPACEPORTS	8207	8849	New Seaplane Base	Construct a seaplane base.
AVIATION/SPACEPORTS	8207	8850	Site Selection Study	Studying new airport sites.
AVIATION/SPACEPORTS	8207	8851	Taxiway Lighting	Install taxiway lighting.
<b>AVIATION/SPACEPORTS</b>	<b>8209</b>		<b>Aviation Environmental Projects</b>	<b>Aviation Environmental Projects.</b>
AVIATION/SPACEPORTS	8209	8824	Drainage/Retention	Construct drainage system or retention pond.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
AVIATION/SPACEPORTS	8209	8825	Environmental Assessment/DRI	Study environmental impact.
AVIATION/SPACEPORTS	8209	8828	Master Drainage Plan	Design a drainage plan.
AVIATION/SPACEPORTS	8209	8843	Land Acquisition	Purchased land to mitigate the environmental impact.
AVIATION/SPACEPORTS	8209	8852	Environmental mitigation	Conduct a project to mitigate environmental impact.
AVIATION/SPACEPORTS	8209	8853	FAA Reg Part 150 Noise Study	Analyze airport noise.
AVIATION/SPACEPORTS	8209	8854	Noise Mitigation	Conduct a project to mitigate airport noise.
<b>AVIATION/SPACEPORTS</b>	<b>8211</b>		<b>Aviation Revenue &amp; Operational</b>	<b>Airport Revenue and Operational Improvements.</b>
AVIATION/SPACEPORTS	8211	8805	Equipment	Purchase equipment (e.g. ramp sweepers, etc.).
AVIATION/SPACEPORTS	8211	8809	New/Extend/Expand Taxiway	Construct a taxiway.
AVIATION/SPACEPORTS	8211	8820	Airfield Utilities	Construct utilities for a revenue-producing facility.
AVIATION/SPACEPORTS	8211	8825	Environmental Assessment/DRI	Environmental impact of an economic development project.
AVIATION/SPACEPORTS	8211	8826	General Aviation Terminal	Construct a terminal.
AVIATION/SPACEPORTS	8211	8827	Hangars	Construct a hangar for lease.
AVIATION/SPACEPORTS	8211	8845	New or Expanded Apron	Construct an apron.
AVIATION/SPACEPORTS	8211	8855	Air Service Analysis & Promotion	Analyze and promote new air service.
AVIATION/SPACEPORTS	8211	8856	Auto Parking	Construct a parking facility.
AVIATION/SPACEPORTS	8211	8857	Economic Development Planning	Design an airport economic development plan.
AVIATION/SPACEPORTS	8211	8858	Buildings	Construct buildings for lease (administration, rental, etc.).
AVIATION/SPACEPORTS	8211	8859	Computer Systems	Purchase computer systems.
AVIATION/SPACEPORTS	8211	8860	Fuel Facility	Construct an aircraft fueling facility.
AVIATION/SPACEPORTS	8211	8861	On-Airport Road	Construct a road.
<b>AVIATION/SPACEPORTS</b>	<b>8880</b>		<b>Spaceport Safety Project</b>	<b>Project that increases safety of spaceport operations or facilities.</b>

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
AVIATION/SPACEPORTS	8881		Spaceport Security Project	Project that improves security of spaceport crew, passenger, or cargo/freight operation. Example projects include security cameras and fencing.
AVIATION/SPACEPORTS	8882		Spaceport Preservation Project	Project that extends/increases the usable life of the spaceport system or launch support facility.
AVIATION/SPACEPORTS	8883		Spaceport Capacity Project	Project that increases spaceport capacity. Examples include processing and launch support facilities, taxiways, aprons, and fueling areas.
AVIATION/SPACEPORTS	8884		Spaceport Environmental Project	Project to enhance or mitigate environmental impacts of a spaceport project. Example projects include wetlands mitigation and ground pollution cleanup.
AVIATION/SPACEPORTS	8885		Spaceport Revenue/Operational	Project that improves spaceport operational efficiency and/or revenue services.
AVIATION/SPACEPORTS	9980		Preliminary Engineering	Engineering design.
BRIDGE	0020		New Bridge Construction	For new bridge only. Not used for replace, rehabilitation, operations, maintenance or rail bridge.
BRIDGE	0022		Bridge Replacement	Replacement bridge only. Not used for new. Not used for railroad, culvert, or movable span.
BRIDGE	0023		Bridge - Replace and Add Lanes	Replacement of existing lanes or the addition of new lanes on a bridge. Must add lanes. Not for replace only.
BRIDGE	0024		Bridge Repair/ Rehabilitation	Repair only. Not used for new construction.
BRIDGE	0025		Bridge - Rehabilitate and Add Lanes	Rehabilitation of existing lanes or the addition of new lanes on a bridge. Must add lanes. Not for rehabilitation only.
BRIDGE	0026		New Rail Bridge Construction	For new rail bridge only. Not used for replace, rehabilitation, operations, or maintenance.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
BRIDGE	0027		New Bridge w/ No Added Capacity	No capacity added when adding a new bridge.
BRIDGE	0029		Miscellaneous Structure	Other structures attached to the bridge, such as overhead signs, abutment walls, lighting fixtures, etc.
BRIDGE	0031		Fishing Pier	Fishing Pier.
BRIDGE	0032		Bridge Demolition	Demolition of existing structure.
BRIDGE	0315		Fender Work	Pier protection systems.
BRIDGE	0327		Construct Bridge Culvert	For new bridge culverts only. Not for new bridges. Culvert greater than 20 feet.
BRIDGE	0328		Pedestrian or Wildlife Overpass	Pedestrian or wildlife bridge constructed over roadway, railway, or waterway.
BRIDGE	0329		Pedestrian or Wildlife Underpass	Pedestrian or wildlife tunnel constructed under roadway, railway, or waterway.
BRIDGE	0330		Construct Culvert	For new culvert only. Not for new bridges. Culvert less than 20 feet.
BRIDGE	0333		Replace Bridge with Culvert	Replacement of bridge with non-inventoried structure (culvert).
BRIDGE	0424		Replace Movable Span Bridge	Replacement only. Not used for new. Not used for bridge, bridge culvert, or railroad span.
BRIDGE	0425		Replace Railroad Bridge	Replacement only. Not used for new. Not used for bridge, bridge culvert, or movable span.
BRIDGE	0427		Replace or Widen Br Culvert	Replacement only. Not used for new. Not used for railroad, bridge, or movable span.
BRIDGE	0429		Bridge Rehabilitation	Rehabilitation only. Not used for new construction.
BRIDGE	0925		Bridge Painting	Painting only.
BRIDGE	6050		Drawbridge Operations Contract	Operations for drawbridge only.
BRIDGE	7092		Bridge Routine Maintenance	Maintenance only. Not for replacement or rehabilitation.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
BRIDGE	7093		Bridge Operations	Operations for bridge only. Not for drawbridge.
BRIDGE	8345		Rail Preservation Project	Project that extends/increases the usable life of a segment of railroad. Example projects include tie replacement, track replacement, bridge/trestle replacement or repair (excludes routine maintenance of rail structures).
CAPACITY	0002		New Road Construction	For new road only. Not used for replace, rehabilitation, operations, or maintenance.
CAPACITY	0020		New Bridge Construction	For new bridge only. Not used for replace, rehabilitation, operations, maintenance or rail bridge.
CAPACITY	0023		Bridge - Replace and Add Lanes	Replacement of existing lanes or the addition of new lanes on a bridge. Must add lanes. Not for replace only.
CAPACITY	0025		Bridge - Rehabilitate and Add Lanes	Rehabilitation of existing lanes or the addition of new lanes on a bridge. Must add lanes. Not for rehabilitation only.
CAPACITY	0026		New Rail Bridge Construction	For new rail bridge only. Not used for replace, rehabilitation, operations, or maintenance.
CAPACITY	0037		Ferry Boat/Water Taxi	Water Taxi Service
CAPACITY	0213		Add Lanes & Reconstruct	For new lanes of an existing roadway and the reconstruction of existing lanes during the addition of the new lanes. Must add lanes. Not for reconstruction only.
CAPACITY	0218		Add Lanes & Rehabilitate Pavement	For new lanes of an existing roadway and the rehabilitation of pavement of existing lanes during the addition of the new lanes. Must add lanes. Not for rehabilitation only.
CAPACITY	0229		Interchange Ramp (New)	For new interchange ramp only.
CAPACITY	0230		Interchange (New)	For the construction of a new interchange (two roadways intersecting at a grade-separated overpass with ramps) where one currently does not exist.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
CAPACITY	0232		Intersection (New)	For the construction of a new intersection (two roadways intersecting at grade) where one currently does not exist.
CAPACITY	0234		Add Special Use Lane	For new special use lanes only. These include High Occupancy Vehicle (HOV), High Occupancy Toll (HOT) and Exclusive Bus Lane.
CAPACITY	0235		Roundabout	Intersection reconfiguration.
CAPACITY	0236		Interchange Add Lanes	For the modification of a grade-separated interchange with the intent of increasing capacity. This includes the expansion by adding lanes to ramps, adding specific directional ramps, or adding lanes along the mainline.
CAPACITY	0237		Add Managed Lanes	For new managed lanes only. These lanes are dynamic priced based on congestion.
CAPACITY	0547		Add Thru Lane(s)	For new thru lane on existing facility only.
CAPACITY	0548		Add Auxiliary Lane(s)	For new auxiliary lane on existing facility only.
CAPACITY	0549		Add Left Turn Lane(s)	For new left turn lane on existing facility only.
CAPACITY	0550		Add Right Turn Lane(s)	For new right turn lane on existing facility only.
CAPACITY	0551		Add Turn Lane(s)	For new turn lanes (composite) on existing facility only.
CAPACITY	0630		Interchange Justification/Modification	Study for modification of existing or potential new interchanges.
CAPACITY	0750		ITS Communication System	Projects include the planning, design, deployment and integration of communications infrastructure that support ITS.
CAPACITY	0752		ITS Surveillance System	Projects that provide surveillance of traffic and roadway conditions or security of critical infrastructure.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
CAPACITY	0753		Traffic Management Centers	Hubs for communications infrastructure and contain information systems that support the management and operations of facilities and services.
CAPACITY	0754		ADV Traveler Information System	Advanced Traveler Information Systems (ATIS).
CAPACITY	0756		ITS Freeway Management	Projects that include the planning, design, deployment and integration of roadside infrastructure.
CAPACITY	0760		Dynamic Message Sign	Devices that provide information to the public at the facility level, such as incidents that have occurred that may impact travel times and/or travel speeds.
CAPACITY	0761		ATMS – Arterial Traffic Management	Traffic signal systems, characterized by the interconnection of signals and the use of computers that provide for the safe and efficient movement of traffic along urban arterials.
CAPACITY	2000		Right of Way - Future Capacity	For Right of Way for potential capacity projects only. No other phases associated with project.
CAPACITY	8053		Public Transportation Station	Construction of transfer station for transit, rail, or intermodal facility.
CAPACITY	8140		Park and Ride Lots	Commuter Parking.
CAPACITY	8165		PTO Studies	Public Transportation Study.
CAPACITY	8207		Aviation Capacity Project	For enhancement of aviation capacity. Must be capacity project such as new or extended runway or taxiway.
CAPACITY	8350		Rail Capacity Project	For enhancement of rail capacity. Must be a capacity project such as track upgrade, double tracking, or siding. Does not include rail crossings.
CAPACITY	8401		Seaport Capacity Project	Project that increases seaport capacity. Example projects include capacity dredging, berth expansion, etc.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
CAPACITY	8420		Intermodal Hub Capacity	For enhancement of intermodal hub capacity. Hub must connect more than one mode of transport.
CAPACITY	8883		Spaceport Capacity Project	Project that increases spaceport capacity. Examples include processing and launch support facilities, taxiways, aprons, and fueling areas.
CAPACITY	9982		PE for Potential Capacity Projects	For engineering studies, documents, plans, specifications for capacity projects.
CAPACITY	9999		PD&E/EMO Study	Project Development and Environment for potential capacity projects only. No other phases associated with project.
ENGINEERING	0920		Inspect Construction Projects	For Construction Engineering and Inspection of all projects.
ENGINEERING	0921		Material Testing/Geotechnical	Material testing/geotechnical services provided under PE & CEI consultant categories. To be used for districtwide testing consultant contract.
ENGINEERING	8841		Feasibility Study	Study the feasibility of a project.
ENGINEERING	9980		Preliminary Engineering	For engineering studies, documents, plans, specifications for non-capacity projects. Used for neither PD&E, Traffic, nor any capacity project.
ENGINEERING	9981		Special Surveys	Special Surveys.
ENGINEERING	9982		Prelim Eng For Future Capacity	For engineering studies, documents, plans, specifications for capacity projects.
ENGINEERING	9999		PD&E/EMO Study	Project Development and Environment for potential capacity projects only. No other phases associated with project.
ENVIRONMENTAL	0046		Environmental Test/Mitigate	Environmental testing and mitigation.
ENVIRONMENTAL	1039		Environmental Permits Acquisition	Environmental Permit Acquisition.
ENVIRONMENTAL	1053		Wetland Mitigation/Restoration	Mitigation and Restoration of wetlands.
ENVIRONMENTAL	1061		Critical Habitat Restoration	Restore critical habitats.



Category	Major Code	Minor Code	Project Type	Definition of Work Mix
ENVIRONMENTAL	8525		Environmental/Demographics Data Collection	Data Collection for Environmental /Demographics.
INFORMATION SYSTEMS	9001		In-House System Development	Maintenance of products purchased from software vendors.
INFORMATION SYSTEMS	9003		In-House System Maintenance	Maintenance of systems developed in-house by DOT employees and consultants.
INFORMATION SYSTEMS	9004		Program Product Maintenance	Development of new application systems by DOT employees and consultants.
INFORMATION SYSTEMS	9005		Information Systems	For the development and use of information systems by FDOT employees.
INTELLIGENT TRANSPORTATION SYS	0750		ITS Communication System	Projects include the planning, design, deployment and integration of communications infrastructure that support ITS.
INTELLIGENT TRANSPORTATION SYS	0751		Other ITS	Should be used for ITS projects that do not meet any of the other descriptions of ITS work mixes identified herein.
INTELLIGENT TRANSPORTATION SYS	0752		ITS Surveillance System	Projects that provide surveillance of traffic and roadway conditions or security of critical infrastructure.
INTELLIGENT TRANSPORTATION SYS	0753		Traffic Management Centers	Hubs for communications infrastructure and contain information systems that support the management and operations of facilities and services.
INTELLIGENT TRANSPORTATION SYS	0754		ADV Traveler Information System	Advanced Traveler Information Systems (ATIS).
INTELLIGENT TRANSPORTATION SYS	0756		ITS Freeway Management	Projects that include the planning, design, deployment and integration of roadside infrastructure.
INTELLIGENT TRANSPORTATION SYS	0757		TMC Software & System Integration	Specialized computer software and hardware for data collection and dissemination.
INTELLIGENT TRANSPORTATION SYS	0758		Commercial Vehicle Info System/Network	A federal program that brings all data on a commercial vehicle together in one

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
				location for the sharing of that data among state agencies.
INTELLIGENT TRANSPORTATION SYS	0760		Dynamic Message Sign	Devices that provide information to the public at the facility level, such as incidents that have occurred that may impact travel times and/or travel speeds.
INTELLIGENT TRANSPORTATION SYS	0761		ATMS - Arterial Traffic Management	Traffic signal systems, characterized by the interconnection of signals and the use of computers that provide for the safe and efficient movement of traffic along urban arterials.
INTERMODAL	0002		New Road Construction	For new road only. Not used for replace, rehabilitation, operations, or maintenance.
INTERMODAL	0020		New Bridge Construction	For new bridge only. Not used for replace, rehabilitation, operations, maintenance or rail bridge.
INTERMODAL	0023		Bridge - Replace and Add Lanes	Replacement of existing lanes or the addition of new lanes on a bridge. Must add lanes. Not for replace only.
INTERMODAL	0025		Bridge - Rehabilitate and Add Lanes	Rehabilitation of existing lanes or the addition of new lanes on a bridge. Must add lanes. Not for rehabilitation only.
INTERMODAL	0026		New Rail Bridge Construction	For new rail bridge only. Not used for replace, rehabilitation, operations, or maintenance.
INTERMODAL	0037		Ferry Boat/Water Taxi	Water Taxi Service
INTERMODAL	0040		Transportation Planning	Highway planning activities
INTERMODAL	0213		Add Lanes & Reconstruct	For new lanes of an existing roadway and the reconstruction of existing lanes during the addition of the new lanes. Must add lanes. Not for reconstruction only.
INTERMODAL	0218		Add Lanes & Rehabilitate Pavement	For new lanes of an existing roadway and the rehabilitation of pavement of existing lanes during the addition of the new lanes. Must add lanes. Not for rehabilitation only.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
INTERMODAL	0229		Interchange Ramp (New)	For new interchange ramp only.
INTERMODAL	0230		Interchange (New)	For the construction of a new interchange (two roadways intersecting at a grade-separated overpass with ramps) where one currently does not exist.
INTERMODAL	0232		Intersection (New)	For the construction of a new intersection (two roadways intersecting at grade) where one currently does not exist.
INTERMODAL	0234		Add Special Use Lane	For new special use lanes only. These include High Occupancy Vehicle (HOV), High Occupancy Toll (HOT) and Exclusive Bus Lane.
INTERMODAL	0236		Interchange Add Lanes	For the modification of a grade-separated interchange with the intent of increasing capacity. This includes the expansion by adding lanes to ramps, adding specific directional ramps, or adding lanes along the mainline.
INTERMODAL	0547		Add Thru Lane(s)	For new thru lane on existing facility only.
INTERMODAL	0549		Add Left Turn Lane(s)	For new left turn lane on existing facility only.
INTERMODAL	0550		Add Right Turn Lane(s)	For new right turn lane on existing facility only.
INTERMODAL	0551		Add Turn Lane(s)	For new turn lanes (composite) on existing facility only.
INTERMODAL	0630		Interchange Justification/Modification	Study for modification of existing or potential new interchanges.
INTERMODAL	0750		ITS Communication System	Projects include the planning, design, deployment and integration of communications infrastructure that support ITS.
INTERMODAL	0752		ITS Surveillance System	Projects that provide surveillance of traffic and roadway conditions or security of critical infrastructure.
INTERMODAL	0753		Traffic Management Centers	Hubs for communications infrastructure and contain information systems that

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
				support the management and operations of facilities and services.
INTERMODAL	0754		ADV Traveler Information System	Advanced Traveler Information Systems (ATIS).
INTERMODAL	0756		ITS Freeway Management	Projects that include the planning, design, deployment and integration of roadside infrastructure.
INTERMODAL	0760		Dynamic Message Sign	Devices that provide information to the public at the facility level, such as incidents that have occurred that may impact travel times and/or travel speeds.
INTERMODAL	2000		Right of Way - Future Capacity	For Right of Way for potential capacity projects only. No other phases associated with project.
INTERMODAL	8051		Public Transportation Shelter	Construction of shelter for transit, rail or intermodal facility.
INTERMODAL	8053		Public Transportation Station	Construction of transfer station for transit, rail, or intermodal facility.
INTERMODAL	8099		Public Trans In-House Support	Direct or In-direct in-house charges.
INTERMODAL	8140		Park and Ride Lots	Commuter Parking.
INTERMODAL	8165		PTO Studies	Public Transportation Study.
INTERMODAL	8201		Aviation Safety Projects	Aviation Safety Project.
INTERMODAL	8201	8801	Apron Lighting	Install apron lighting.
INTERMODAL	8201	8802	ARFF Facility or Vehicle	Construct facility or purchase vehicle.
INTERMODAL	8201	8803	Auto Weather Observation System	Purchase and install an automated weather observation system (AWOS or ASOS).
INTERMODAL	8201	8804	Clear Zone Purch/Clearing	Purchase and clear land.
INTERMODAL	8201	8805	Equipment	Purchase equipment (e.g. sweepers, mowers, computers, etc.).
INTERMODAL	8201	8806	Fencing	Install fencing.
INTERMODAL	8201	8807	Instrument Approach Aids/Equip	Install instrument approach equipment.
INTERMODAL	8201	8808	New or Extended Overrun	Construct runway overrun.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
INTERMODAL	8201	8809	New/Extend/Expand Taxiway	Construct taxiway.
INTERMODAL	8201	8810	Runway Extension	Construct a runway extension.
INTERMODAL	8201	8811	Runway Grooving	Treat (groove) runway surface.
INTERMODAL	8201	8812	Runway or Taxiway Lighting	Install lighting.
INTERMODAL	8201	8813	Visual Approach Aids	Install visual approach aids.
<b>INTERMODAL</b>	<b>8203</b>		<b>Aviation Security Projects</b>	<b>Aviation Security Projects.</b>
INTERMODAL	8203	8801	Apron Lighting	Install apron lighting.
INTERMODAL	8203	8805	Equipment	Install security equipment including computers, biometrics, etc.
INTERMODAL	8203	8806	Fencing	Install security fence.
INTERMODAL	8203	8814	Airfield Security Equipment	Install equipment.
INTERMODAL	8203	8815	Cargo Screening Equipment	Install cargo screening equipment.
INTERMODAL	8203	8816	Explosives Detection System	Install EDS and other equipment.
INTERMODAL	8203	8817	In-line Baggage Equipment	Install in-line baggage system.
INTERMODAL	8203	8818	New or Expanded Term Facility	Terminal construction.
INTERMODAL	8203	8819	Terminal Security Equipment	Install equipment.
<b>INTERMODAL</b>	<b>8205</b>		<b>Aviation Preservation Projects</b>	<b>Aviation Preservation Projects.</b>
INTERMODAL	8205	8807	Instrument Approach Aids/Equip	Repair instrument approach aids.
INTERMODAL	8205	8812	Runway or Taxiway Lighting	Repair lighting.
INTERMODAL	8205	8820	Airfield Utilities	Repair utilities.
INTERMODAL	8205	8821	Road Reconst/Repair/Overlay	Repair road.
INTERMODAL	8205	8822	Apron Reconst/Repair/Overlay	Repair apron.
INTERMODAL	8205	8823	Building Repair/Expansion	Repair building.
INTERMODAL	8205	8824	Drainage/Retention	Repair drainage system or retention pond.
INTERMODAL	8205	8825	Environmental Assessment/DRI	Environmental study.
INTERMODAL	8205	8826	General Aviation Terminal	Repair terminal.
INTERMODAL	8205	8827	Hangars	Repair hangar.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
INTERMODAL	8205	8828	Master Drainage Plan	Prepare a drainage plan.
INTERMODAL	8205	8829	Multimodal Airport Access	Repair multimodal access facility (e.g. transit, rail, etc.).
INTERMODAL	8205	8830	Passenger Terminal	Repair terminal.
INTERMODAL	8205	8831	Pavement Test & Evaluation	Pavement study.
INTERMODAL	8205	8832	People Mover/Moving Walkways	Repair people mover.
INTERMODAL	8205	8833	Runway Reconst/Repair/Overlay	Repair runway.
INTERMODAL	8205	8834	Taxiway Reconst/Repair/Overlay	Repair taxiway.
INTERMODAL	8205	8835	Term Gates/Aircraft Bridges	Repair terminal gates or aircraft bridges.
<b>INTERMODAL</b>	<b>8207</b>		<b>Aviation Capacity Projects</b>	<b>Aviation Capacity Projects.</b>
INTERMODAL	8207	8807	Instrument Approach Aids/Equip	Install instrument approach equipment.
INTERMODAL	8207	8809	New/Extend/Expand Taxiway	Construct a taxiway.
INTERMODAL	8207	8812	Runway or Taxiway Lighting	Install runway lighting.
INTERMODAL	8207	8818	New or Expanded Term Facility	Construct a terminal.
INTERMODAL	8207	8824	Drainage/Retention	Construct drainage system or retention pond.
INTERMODAL	8207	8825	Environmental Assessment/DRI	Study environmental impact.
INTERMODAL	8207	8828	Master Drainage Plan	Design a master drainage plan.
INTERMODAL	8207	8829	Multimodal Airport Access	Repair multimodal access facility (e.g. transit, rail, etc.).
INTERMODAL	8207	8830	Passenger Terminal	Construct a passenger terminal.
INTERMODAL	8207	8832	People Mover/Moving Walkways	Install a people mover.
INTERMODAL	8207	8835	Term Gates/Aircraft Bridges	Install gates or aircraft bridges.
INTERMODAL	8207	8836	Air Traffic Control Tower	Construct a control tower.
INTERMODAL	8207	8837	Airport Access Road	Construct an access road.
INTERMODAL	8207	8838	Airport Master/Layout Plan	Plan airport improvements (ALP).
INTERMODAL	8207	8839	Aviation Systems Planning	Plan a statewide system of airports.
INTERMODAL	8207	8840	Baggage Handling Equipment	Install baggage handling equipment.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
INTERMODAL	8207	8842	Helicopter Landing Area	Construct a helicopter landing area.
INTERMODAL	8207	8843	Land Acquisition	Purchase land.
INTERMODAL	8207	8844	New Airport	Construct a new Airport.
INTERMODAL	8207	8845	New or Expanded Apron	Construct an apron.
INTERMODAL	8207	8846	New or Expanded Cargo Facility	Construct a cargo facility.
INTERMODAL	8207	8847	New Heliport	Construct a heliport.
INTERMODAL	8207	8848	New Runway	Construct a runway.
INTERMODAL	8207	8849	New Seaplane Base	Construct a seaplane base.
INTERMODAL	8207	8850	Site Selection Study	Studying new airport sites.
INTERMODAL	8207	8851	Taxiway Lighting	Install taxiway lighting.
<b>INTERMODAL</b>	<b>8209</b>		<b>Aviation Environmental Projects</b>	<b>Aviation Environmental Projects.</b>
INTERMODAL	8209	8824	Drainage/Retention	Construct drainage system or retention pond.
INTERMODAL	8209	8825	Environmental Assessment/DRI	Study environmental impact.
INTERMODAL	8209	8828	Master Drainage Plan	Design a drainage plan.
INTERMODAL	8209	8843	Land Acquisition	Purchased land to mitigate the environmental impact.
INTERMODAL	8209	8852	Environmental mitigation	Conduct a project to mitigate environmental impact.
INTERMODAL	8209	8853	FAA Reg Part 150 Noise Study	Analyze airport noise.
INTERMODAL	8209	8854	Noise Mitigation	Conduct a project to mitigate airport noise.
<b>INTERMODAL</b>	<b>8211</b>		<b>Aviation Revenue &amp; Operational</b>	<b>Airport Revenue and Operational Improvements.</b>
INTERMODAL	8211	8805	Equipment	Purchase equipment (e.g. ramp sweepers, etc.).
INTERMODAL	8211	8809	New/Extend/Expand Taxiway	Construct a taxiway.
INTERMODAL	8211	8820	Airfield Utilities	Construct utilities for a revenue-producing facility.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
INTERMODAL	8211	8825	Environmental Assessment/DRI	Environmental impact of an economic development project
INTERMODAL	8211	8826	General Aviation Terminal	Construct a terminal.
INTERMODAL	8211	8827	Hangars	Construct a hangar for lease.
INTERMODAL	8211	8845	New or Expanded Apron	Construct an apron.
INTERMODAL	8211	8855	Air Service Analysis & Promotion	Analyze and promote new air service.
INTERMODAL	8211	8856	Auto Parking	Construct a parking facility.
INTERMODAL	8211	8857	Economic Development Planning	Design an airport economic development plan.
INTERMODAL	8211	8858	Buildings	Construct buildings for lease (administration, rental, etc.).
INTERMODAL	8211	8859	Computer Systems	Purchase computer systems.
INTERMODAL	8211	8860	Fuel Facility	Construct an aircraft fueling facility.
INTERMODAL	8211	8861	On-Airport Road	Construct a road.
INTERMODAL	8310		Purchase Rail Right of Way	Purchase abandoned rail right of way.
INTERMODAL	8335		Rail Safety Project	Project that increases safety of rail operations or improves the safety of highway/rail grade crossings. Example projects include grade crossing improvements, conversion from passive to active warning devices and quiet zone improvements.
INTERMODAL	8340		Rail Security Project	Project that improves security of passenger or freight operation. Example projects include rail yard security cameras and fencing.
INTERMODAL	8345		Rail Preservation Project	Project that extends/increases the usable life of a segment of railroad. Example projects include tie replacement, track replacement, bridge/trestle replacement or repair (excludes routine maintenance of rail structures).
INTERMODAL	8350		Rail Capacity Project	Project that increases rail capacity/throughput. Example projects include double-track, siding, track



Category	Major Code	Minor Code	Project Type	Definition of Work Mix
				upgrade, positive train control and train signal system improvement projects (excludes highway/rail crossing related improvements).
INTERMODAL	8355		Rail Environment Project	Project to enhance or mitigate environmental impacts of a rail project. Example projects include wetlands mitigation and rail yard ground pollution cleanup.
INTERMODAL	8360		Rail Revenue/Operational Improvement	Project that improves operational efficiency and/or revenue services on a commuter rail or intercity passenger rail system. Example projects include station improvements, informational kiosks and positive train control.
INTERMODAL	8401		Seaport Capacity Project	Project that increases seaport capacity. Example projects include capacity dredging, berth expansion, etc.
INTERMODAL	8402		Seaport Safety Project	Project that increases safety of seaport operations or facilities.
INTERMODAL	8403		Seaport Security Project	Project that improves security of seaport passenger or freight operation. Example projects include security cameras and fencing.
INTERMODAL	8404		Seaport Preservation Project	Project that extends/increases the usable life of a seaport system or facility
INTERMODAL	8406		Seaport Environmental Project	Project to enhance or mitigate environmental impacts of a seaport project. Example projects include wetlands mitigation and ground pollution cleanup.
INTERMODAL	8407		Seaport Revenue/Operational Project	Project that improves seaport operational efficiency and/or revenue services.
INTERMODAL	8420		Intermodal HUB Capacity	For enhancement of intermodal hub capacity. Hub must connect more than one mode of transport.
INTERMODAL	8705		Modal Systems Planning	SIS, Aviation, Rail, Seaport planning activities

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
INTERMODAL	9916		Dredge	Existing channel dredging.
INTERMODAL	9980		Preliminary Engineering	Engineering design.
INTERMODAL	9982		PE for Potential Capacity Projects	For engineering studies, documents, plans, specifications for capacity projects.
INTERMODAL	9999		PD&E/EMO Study	Project Development and Environment for potential capacity projects only. No other phases associated with project.
LANDSCAPING	1070		Landscaping	To plant trees and shrubs.
LANDSCAPING	1071		Vegetation Mitigation/Clearing and Trimming	To mitigate vegetation by clearing and trimming.
MAINTENANCE	0062		Service Patrol/FHP	Service Patrol
MAINTENANCE	6060		Routine Maintenance	The minor repair and preventative maintenance activities necessary to maintain a satisfactory and efficient condition.
MAINTENANCE	7084		Outdoor Advertising Mitigation	Provides process for Outdoor Advertising industry to remove vegetation from around their signs.
MAINTENANCE	7087		Periodic Maintenance	Activities that are large in scope and require a major work effort to restore deteriorated elements or components to a satisfactory and serviceable condition.
MAINTENANCE	8101		Vehicle Preventative Maintenance	Vehicle Preventative Maintenance.
MAINTENANCE	9915		Drainage Improvements	Improve existing drainage.
MISCELLANEOUS	0033		Building Repair/Rehabilitation	Repair or rehabilitation of buildings not owned by DOT (Example: Historic rail station).
MISCELLANEOUS	0037		Ferry Boat/Water Taxi	Water Taxi Service
MISCELLANEOUS	0041		Funding Action	Contingency, target and reserve boxes.
MISCELLANEOUS	0061		Emergency Operations	Preparation and recovery efforts related to a catastrophic event.
MISCELLANEOUS	0115		Wayside Park	Construction of wayside parks.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
MISCELLANEOUS	0116		Boat Ramp	Construction of boat ramp.
MISCELLANEOUS	0123		Toll Plaza	Construction of toll plazas, toll plaza operations, or purchase toll equipment.
MISCELLANEOUS	0125		Toll Collection	Activities related to the operation of toll collection facilities.
MISCELLANEOUS	0126		Toll Data Center	Activities related to the operation of the Tolls Data Center
MISCELLANEOUS	0206		Parking Facility	Construction of parking lots or parking garages.
MISCELLANEOUS	0207		Electric Vehicle Charging	Planning, project development, design, procurement, installation, integration, maintenance, and operations of electric vehicle charging infrastructure.
MISCELLANEOUS	0310		Construct Special Structure	Construction of structures other than roads, bridges, or toll plazas. Example: Noise Wall, Ferry Terminal.
MISCELLANEOUS	0553		Road/Slope Protection	Stabilize slope and erosion control.
MISCELLANEOUS	0554		Median Modification	Median openings between inside edges of pavement.
MISCELLANEOUS	1050		Seawall	Construction of a Seawall
MISCELLANEOUS	6075		D.O.C. Contract	Contract with the Department of Corrections for inmate labor.
MISCELLANEOUS	8841		Feasibility Study	Study the feasibility of a project.
MISCELLANEOUS	9006		DBE Supportive Services	To assist prime contractors on priority projects and identify qualified DBE.
MISCELLANEOUS	9924		Miscellaneous Construction	Construction activities that are not identified in other construction-related work mixes.
MISCELLANEOUS	9925		Fixed Capital Outlay	For work performed on DOT facilities, other than Toll Facilities and Weigh Stations.
MISCELLANEOUS	9928		Research	Research and studies.

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MISCELLANEOUS	9950		Training	Educational Programs and or development of educational materials.
MISCELLANEOUS	9951		Public Information/Education	Activities related to public information or education.
PLANNING	0040		Transportation Planning	Highway planning activities.
PLANNING	0640		Urban Corridor Planning	Planning activities for corridors connecting two or more major cities.
PLANNING	8530		Transportation Statistics	This type of work involves data collection, analysis, editing, processing, and reporting of data to support planning.
PLANNING	8615		Corridor/Subarea Planning	Study entire areas or portion of areas within the state of Florida.
PLANNING	8705		Modal Systems Planning	SIS, aviation, rail, seaport planning activities.
PLANNING	8800		Geographic Info. Systems	All data contained in shape files and analysis tools using GIS.
PLANNING	8841		Feasibility Study	Study the feasibility of a project.
PLANNING	9990		ETDM Mobility Screening	Efficient Transportation Decision Making (ETDM) Screening.
PLANNING	9998		Planning Models/Data Update	Statewide model updates.
RAIL	8051		Public Transportation Shelter	Construction of shelter for transit, rail or intermodal facility
RAIL	8053		Public Transportation Station	Construction of transfer station for transit, rail, or intermodal facility.
RAIL	8099		Public Trans In-House Support	Direct or In-direct in-house charges.
RAIL	8115		Technical Assistance	Technical assistance for transit training, legal support and rail passenger/freight support.
RAIL	8165		PTO Studies	Public Transportation Study.
RAIL	8310		Purchase Rail Right of Way	Purchase abandoned rail right of way.
RAIL	8335		Rail Safety Project	Project that increases safety of rail operations or improves the safety of highway/rail grade crossings. Example

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				projects include grade crossing improvements, conversion from passive to active warning devices and quiet zone improvements.
RAIL	8340		Rail Security Project	Project that improves security of passenger or freight operation. Example projects include rail yard security cameras and fencing.
RAIL	8345		Rail Preservation Project	Project that extends/increases the usable life of a segment of railroad. Example projects include tie replacement, track replacement, bridge/trestle replacement or repair (excludes routine maintenance of rail structures).
RAIL	8350		Rail Capacity Project	Project that increases rail capacity/throughput. Example projects include double-track, siding, track upgrade, positive train control and train signal system improvement projects (excludes highway/rail crossing related improvements).
RAIL	8355		Rail Environment Project	Project to enhance or mitigate environmental impacts of a rail project. Example projects include wetlands mitigation and rail yard ground pollution cleanup.
RAIL	8360		Rail Revenue/Operational Improvement	Project that improves operational efficiency and/or revenue services on a commuter rail or intercity passenger rail system. Example projects include station improvements, informational kiosks and positive train control.
RAIL	8420		Intermodal Hub Capacity	For enhancement of intermodal hub capacity. Hub must connect more than one mode of transport.
RECONSTRUCTION	0005		Flexible Pavement Reconstruct.	Projects where the base layers of pavement are being reworked or replaced and no new through lanes are being added.

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
RECONSTRUCTION	0102		Road Reconstruction - 2 Lane	Reconstruction of 2 lane roadways
RECONSTRUCTION	0213		Add Lanes & Reconstruct	For new lanes of an existing roadway and the reconstruction of existing lanes during the addition of the new lanes. Must add lanes. Not for reconstruction only.
RECONSTRUCTION	0217		Rigid Pavement Reconstruction	Use where an entire rigid pavement section is being replaced, not just distressed slabs.
REHABILITATION	0218		Add Lanes & Rehabilitate Pavement	For new lanes of an existing roadway and the rehabilitation of pavement of existing lanes during the addition of the new lanes. Must add lanes. Not for rehabilitation only.
REHABILITATION	0227		Rigid Pavement Rehabilitation	Use where existing rigid pavement slabs are being rehabilitated through slab replacements, spall repairs and grinding to prevent an entire section of pavement from deteriorating further.
REHABILITATION	0429		Bridge Rehabilitation	Rehabilitation only. Not used for new construction.
REST AREAS	0109		Rest Area	Rest Area.
REST AREAS	0110		Rest Area (Dual)	Rest Area and Welcome Center at one location.
REST AREAS	0122		Welcome Station	Welcome Station.
REST AREAS	6040		Rest Area Maintenance Contract	Rest Area Maintenance Contract.
REST AREAS	6041		Rest Area Maintenance Security Contract	Rest Area Maintenance Security Contract.
RESURFACING	0005		Flexible Pavement Reconstruct.	Projects where the base layers of pavement are being reworked or replaced and no new through lanes are being added.
RESURFACING	0012		Resurfacing	Use where the existing layers of pavement are being structurally improved without affecting the existing base.
RESURFACING	0015		Resurfacing - Ride Only	Repair roadway ride problems.

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RESURFACING	0217		Rigid Pavement Reconstruction	Use where an entire rigid pavement section is being replaced, not just distressed slabs.
RESURFACING	0221		Widen & Resurface Existing Lanes	Use where the existing roadway is also being brought up to standards by adding less than a lane of pavement to widen. No new lanes are being added. Includes widening and paving of shoulders.
RESURFACING	0226		Pavement Only Resurfacing (Flex)	Use where the pavement does not need additional structural capacity. The project must also be 100% state funded and not on the high crash list. Will be exempt from the 3R requirements of Volume1, Chapter 25 of the FDOT Design Manual. Use of this work mix requires approval from the Central Pavement Management Section of the Roadway Design Office and pavement only projects must be programmed with this work mix.
RESURFACING	0227		Rigid Pavement Rehabilitation	Use where existing rigid pavement slabs are being rehabilitated through slab replacements, spall repairs and grinding to prevent an entire section of pavement from deteriorating further.
RIGHT OF WAY	0050		Right of Way Activities	Use when the project does not exist directly for the purpose of producing real property for transportation projects.
RIGHT OF WAY	2000		Right of Way - Future Capacity	Use for projects that exist for the purpose of producing real property for transportation projects.
RIGHT OF WAY	2001		Right of Way Acquisition	For Right of Way for potential capacity projects only. No other phases associated with project.
SAFETY	0010		Traffic Ops Improvement	Improvements to the traffic flow and or increase the traffic capacity of the facility.
SAFETY	0106		Bike Path/Trail	Bike Lane/Trail.
SAFETY	0107		Bike Lane/Sidewalk	Bike Lane Sidewalk.

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SAFETY	0205		Sidewalk	Sidewalk.
SAFETY	0216		Skid Hazard Overlay	Pavement where a slick surface is the only major problem and a friction course with minor leveling can eliminate a skid hazard.
SAFETY	0221		Widen & Resurface Existing Lanes	Use where the existing roadway is also being brought up to standards by adding less than a lane of pavement to widen. No new lanes are being added. Includes widening and paving of shoulders.
SAFETY	0231		Interchange Improvements	For the modification to a grade-separated interchange that does not add lanes and would be considered non-capacity improvements.
SAFETY	0233		Intersection Improvement	Rehabilitation or modification of existing intersection.
SAFETY	0235		Roundabout	Intersection reconfiguration.
SAFETY	0328		Pedestrian or Wildlife Overpass	Pedestrian bridge constructed over roadway, railway, or waterway.
SAFETY	0541		Guardrail	Guardrail.
SAFETY	0543		Pave Shoulders	Prevents the pavement edge from eroding and provides a small amount of pavement for the drivers that stray out of the travel lane to correct for the error safely.
SAFETY	0714		Traffic Signal Update	Replacing some or all of the components of a traffic signal at an intersection to bring them up to the operational needs for the current intersection traffic needs.
SAFETY	0716		Traffic Signals	Installation of new traffic signal(s).
SAFETY	0717		Traffic Control Devices/System	Refers to an interconnected set of electronic traffic signals that provides for progression through multiple intersections.
SAFETY	0760		Dynamic Message Sign	Devices that provide information to the public at the facility level, such as



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				incidents that have occurred that may impact travel times and/or travel speeds.
SAFETY	0761		ATMS - Arterial Traffic Management	Traffic signal systems, characterized by the interconnection of signals and the use of computers that provide for the safe and efficient movement of traffic along urban arterials.
SAFETY	0768		Railroad Crossing	Railroad Crossing at grade improvements.
SAFETY	0774		Signing/Pavement Markings	The placement of roadside signs such as regulatory, informational, street name, caution, advisory speed, etc. and associated pavement markings.
SAFETY	0775		Overhead Signing	Involves the placement of signs over traffic lanes for the purpose of providing drivers with information needed to make decisions as to the proper lane choice or when/where to turn.
SAFETY	0777		Lighting	To add or modify the street lighting to improve the visibility generally in an urban setting.
SAFETY	9917		Safety Project	Activities to promote safety in and near work areas. This type of work is generally associated with large construction projects not categorical safety improvements.
SAFETY	9956		Pedestrian Safety Improvement	Improvements to a pedestrian facility.
SEAPORTS	8099		Public Trans In-House Support	Direct or In-direct in-house charges.
SEAPORTS	8165		PTO Studies	Public Transportation Study.
SEAPORTS	8401		Seaport Capacity Project	Project that increases seaport capacity. Example projects include capacity dredging, berth expansion, etc.
SEAPORTS	8402		Seaport Safety Project	Project that increases safety of seaport operations or facilities.
SEAPORTS	8403		Seaport Security Project	Project that improves security of seaport passenger or freight operation. Example

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				projects include security cameras and fencing.
SEAPORTS	8404		Seaport Preservation Project	Project that extends/increases the usable life of a seaport system or facility
SEAPORTS	8406		Seaport Environmental Project	Project to enhance or mitigate environmental impacts of a seaport project. Example projects include wetlands mitigation and ground pollution cleanup.
SEAPORTS	8407		Seaport Revenue/Operational Project	Project that improves seaport operational efficiency and/or revenue services.
SEAPORTS	8408		Seaport Intermodal Logistic Center	For projects defined in 311.101 F.S.
TRAFFIC ENGINEERING	0235		Roundabout	Intersection reconfiguration.
TRAFFIC ENGINEERING	0548		Add Auxiliary Lane(s)	For new auxiliary lane on existing facility only.
TRAFFIC ENGINEERING	0554		Median Modification	Median openings between the inside edges of pavement.
TRAFFIC ENGINEERING	0714		Traffic Signal Update	Replacing some or all of the components of a traffic signal at an intersection to bring them up to the operational needs for the current intersection traffic needs.
TRAFFIC ENGINEERING	0715		Traffic Engineering Study	Traffic engineering study.
TRAFFIC ENGINEERING	0717		Traffic Control Devices/System	Refers to an interconnected set of electronic traffic signals that provides for progression through multiple intersections.
TRANSIT	8000		Transit Facility Security	Security for Transit Facility.
TRANSIT	8051		Public Transportation Shelter	Construction of shelter for transit, rail or intermodal facility.
TRANSIT	8053		Public Transportation Station	Construction of transfer station for transit, rail, or intermodal facility.
TRANSIT	8064		Transit Improvement	State match for grants and miscellaneous transit improvement projects.

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TRANSIT	8099		Public Trans In-House Support	Direct or In-direct in-house charges.
TRANSIT	8100		Purchase Vehicles/Equipment	Bus, vans and related transit equipment and facilities purchases.
TRANSIT	8105		Transit Service Demonstration	Public Transit Service Development Program projects.
TRANSIT	8110		Operating/Admin Assistance	Operating assistance for non-fixed route (demand response) transit services.
TRANSIT	8115		Technical Assistance	Technical assistance for transit training, legal support and rail passenger/freight support.
TRANSIT	8125		Commuter Trans. Assistance	Commuter Assistance projects (TMA's, Regional Rideshare, etc.).
TRANSIT	8140		Park and Ride Lots	Commuter Parking.
TRANSIT	8145		Fixed Guideway Improvements	Fixed guideway rail and bus rapid transit projects.
TRANSIT	8150		Urban Corridor Improvements	Urban transit corridor program projects.
TRANSIT	8155		Construct Transit Facility	Construction of Transit Facility other than shelter/station
TRANSIT	8165		PTO Studies	Public Transportation Study.
TRANSIT	8170		Capital for Fixed Route	Bus purchases, facilities and equipment for fixed route transit services.
TRANSIT	8171		Operating for Fixed Route	Eligible Operations cost for fixed route transit services.
TRANSPORTATION DISADVANTAGED	8172		TD Commission - Capital	Capital costs for Providers including acquisition of vehicles.
TRANSPORTATION DISADVANTAGED	8173		TD Commission - Operating	Operating costs (including in-house support) for TD Commission and Providers.
UTILITY	0780		Utility Contracts	Contractual agreement with utility companies for the purpose of relocating facilities.
UTILITY	8287		Relocate Utility Systems	The relocation of utilities on the Department's R/W. Note: The only

Category	Major Code	Minor Code	Project Type	Definition of Work Mix
				instances we would construct utilities is for a Rest Area or Weigh Station. Therefore, may want to remove the Const/.
<b>WEIGH STATIONS</b>	<b>0111</b>		<b>MCCO Weigh Station Static Only</b>	<b>MCCO Weigh Station Static Only.</b>
<b>WEIGH STATIONS</b>	<b>0112</b>		<b>MCCO Weigh Station Static/WIM</b>	<b>MCCO Weigh Station Static/Weigh In Motion.</b>

A list of work mixes is also available at the following link:

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/Support/AppendixD.aspx?CT=WM>.