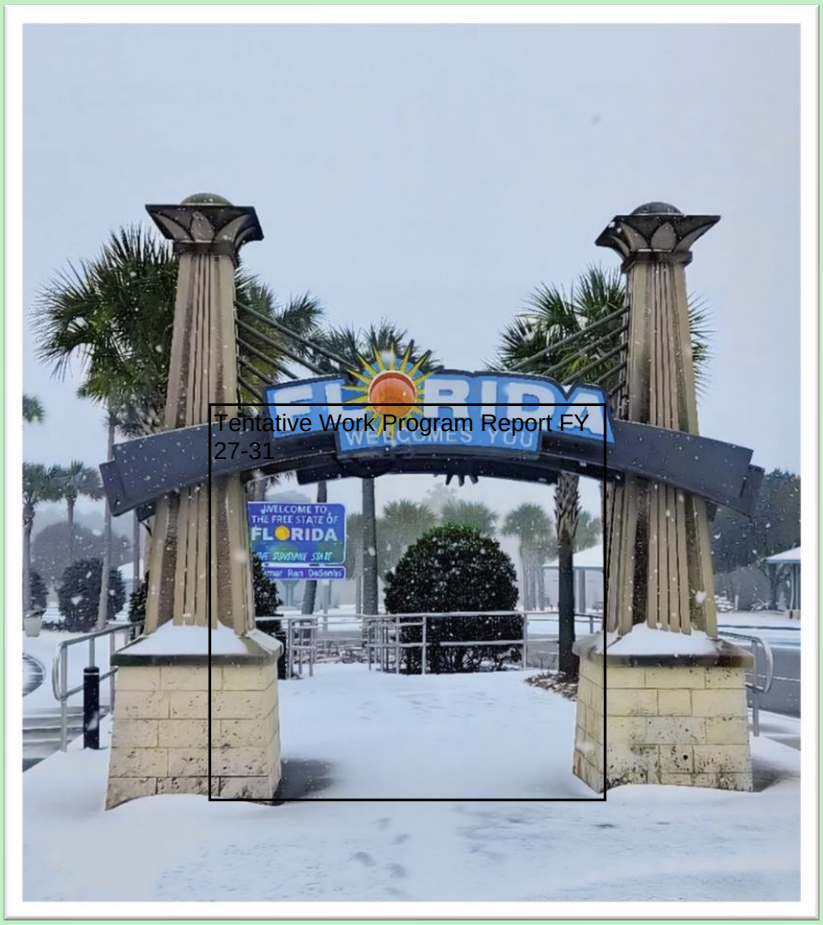
Florida Transportation Commission
Analysis of the
Florida Department of Transportation
Tentative Work Program
Fiscal Years 2026/27-2030/31



Tentative Work Program Report FY 27-31

Produced by:
The Florida Transportation Commission

Ronald Howse, Chairman
David Genson, Vice-Chairman

John Browning
Barbara Haselden
Thomas C. Nash, II
Russell "Rusty" Roberts
John Good
Alex Lastra
Hung Mai

Ralph Yoder, Executive Director

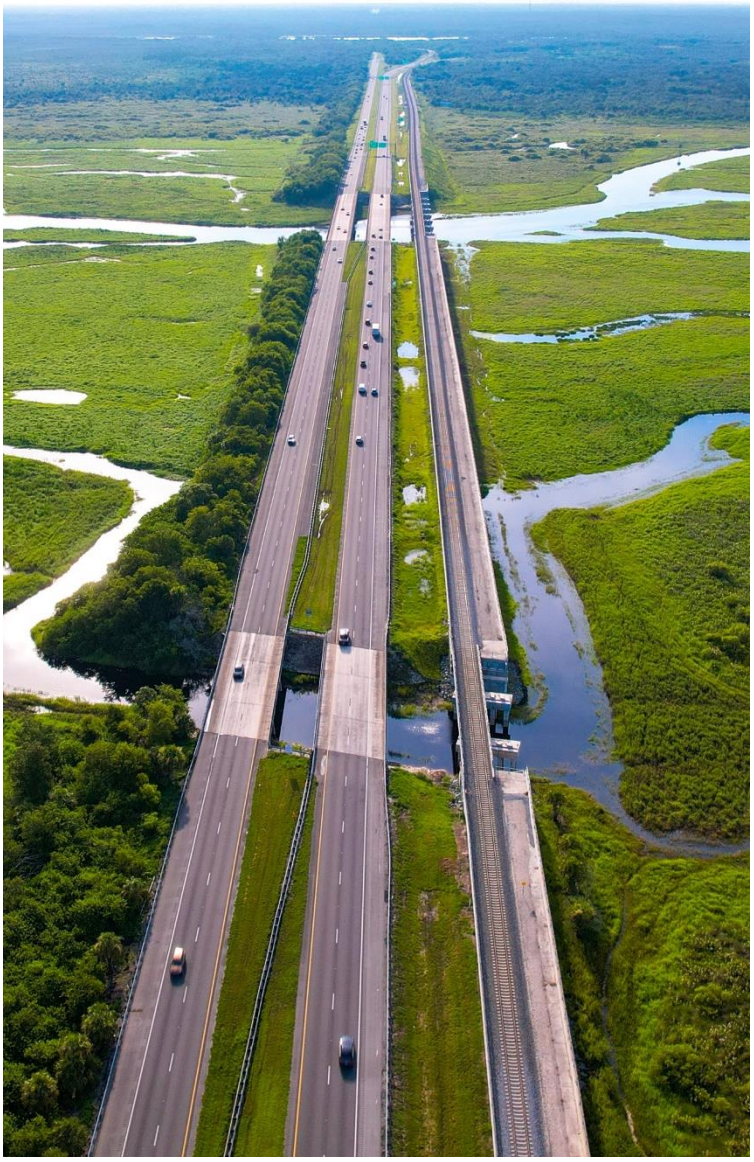
605 Suwannee Street, Mail Station 9
Tallahassee, Florida 32399-0450
Phone 850-414-4105
www.ftc.state.fl.us

About the Cover:

Florida Welcomes You

The cover photo captures the iconic "Florida Welcomes You" gateway blanketed in snow during Florida's rare 2025 winter storm. The image highlights an extraordinary moment when palm trees, welcome monuments, and pedestrian walkways were coated in a layer of snow—an uncommon sight in Florida.

This photograph symbolizes the resilience of Florida's transportation network and the Department's ongoing commitment to maintaining safety, mobility, and continuity of operations under all conditions, including unusual and unexpected weather events. The 2025 snowstorm served as a reminder of the importance of preparedness, adaptability, and coordinated statewide response—principles that continue to guide Florida's transportation planning and investment decisions reflected throughout this report.



Beachline East – State Road 528
(Florida's Turnpike Enterprise)

FLORIDA TRANSPORTATION COMMISSION

Ron Howse, Chairman
David Genson, Vice-Chairman
John Browning
John Good
Barbara Haselden
Alex Lastra
Hung Mai
Thomas C. Nash, II
Russell (Rusty) Roberts

Ron DeSantis
Governor

January 23, 2026

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

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

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

Dear Governor DeSantis, President Albritton and Speaker Perez:

The Florida Transportation Commission (Commission) conducted the annual Statewide Public Hearing and the statutorily mandated review of the Florida Department of Transportation (FDOT) Tentative Work Program for FY 2026/27 through FY 2030/31, consistent with section 339.135, Florida Statutes. The Secretary of the Department of Transportation, Assistant Secretaries, District Secretaries, leadership of the Turnpike and Rail Enterprise, key FDOT Managers, industry stakeholders, and members of the public attended, all were invited to participate in the review.

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

Ralph Yoder | Executive Director
FLORIDA TRANSPORTATION COMMISSION
605 Suwannee Street, MS-9, Tallahassee, FL 32399-0450
Office (850) 414-4105 | Fax (850) 414-4234
www.ftc.state.fl.us

The Commission further believes that the projects included in the Tentative Work Program will continue to advance the five pillars of the FDOT Compass – Safety, Resiliency, a robust Supply Chain, Technology, and Workforce Development, all centered on Florida's communities.

We trust that this evaluation will assist you and your staff in your review of the Tentative Work Program. Your comments and suggestions are welcome. If you have questions, please contact Commission staff at (850) 414-4105.

Respectfully,

Ronald S. Howse
Chairman

RH/rby

Enclosures

cc: Honorable Ralph Massullo, Chair, Senate Transportation Committee
Honorable Nick DiCeglie, Chair, Senate Appropriations Committee on Transportation, Tourism, and Economic Development
Honorable Ed Hooper, Chair, Senate Appropriations Committee
Honorable James Buchanan, Chair, House Commerce Committee
Honorable Chip LaMarca, Chair, House Economic Infrastructure Subcommittee
Honorable Jason Shoaf, Chair, House Transportation & Economic Development Budget Subcommittee
Honorable Lawrence McClure, Chair, House Budget Committee
Mr. Jared W. Perdue, P.E., Secretary, Florida Department of Transportation
Ms. Jessica Ottaviano, Chief of Staff, Florida Department of Transportation
Mr. Cody Farrill, Deputy Chief of Staff, Executive Office of the Governor
Ms. Leda Kelly, Director of Policy and Budget, Executive Office of the Governor
Mr. Brian Mimbs, Policy Coordinator, Office of Policy and Budget, Executive Office of the Governor
Mr. James Christian, Florida Division Administrator, Federal Highway Administration

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NASA Causeway Bridge
(District 5)

Florida Transportation Commission Review of the Tentative Work Program
The long-range policy framework for the transportation system of our state is established in the Florida Transportation Plan. The Department then produces a ten-year Cost Feasible Plan that coordinates the implementation of these long-range policies with the estimated funding that will be available. From that process the Tentative Work Program is developed. This is a short-range plan for construction of priority projects with the actual state and federal funding that will be available, according to a complex analysis of estimated revenues. These priorities are initially derived from citizen input to Metropolitan Planning Organizations (MPOs) and local county commissions.

Key Statutory Requirements
The Florida Transportation Commission is required by law to conduct a statewide public hearing on the Department of Transportation Tentative Work Program and to advertise the time, place, and purpose of the hearing in the *Florida Administrative Register* at least seven days prior to the hearing.

Sections 20.23(2)(b)3 and 330.135(4)(g) of the Florida Statutes directs, as part of the Statewide Public Hearing, the Commission must at a minimum:

- Conduct an in-depth evaluation of the Tentative Work Program for compliance with applicable laws and departmental policies, reporting findings and recommendations to the Legislature and the Governor. Special notation is made of any instance(s) of non-compliance.
- Hear questions, suggestions and other comments offered by the public.
- The Commission is prohibited by law from considering individual construction projects.

By no later than fourteen days after the regular legislative session begins, the Commission must submit to the Executive Office of the Governor and the legislative appropriations committees a report that evaluates the Tentative Work Program for:

a. Financial soundness
b. Stability
c. Production capacity
d. Accomplishments, including compliance with program objectives in s. 334.046
e. Compliance with approved local government comprehensive plans
f. Objections and requests by Metropolitan Planning Organizations
g. Policy changes and effects thereof
h. Identification of statewide/regional projects
i. Compliance with all other applicable laws

Southwest 10th Street Connector (Rendering)
(District 4)

Executive Summary

On January 12, 2026, the Commission conducted the Statewide Public Hearing and statutorily mandated review of the *Department of Transportation Tentative Work Program for Fiscal Year 2026/27 through Fiscal Year 2030/31*. The Secretary of the Department of Transportation, assistant secretaries, district secretaries, Turnpike and Rail Enterprise leadership and key Department managers, were in attendance and participated in the review.

The Commission's review is limited to the policies and processes that govern the development of the Tentative Work Program, which is the Department's production plan for the next five years. It does not address the effectiveness or efficiency of the Department in carrying out production activities including design, right of way acquisition, construction lettings, and construction contract adjustments. These production activities and other major areas of the Department are evaluated as part of the Commission's annual performance and production review.

Staff has concluded that the Tentative Work Program was developed in compliance with applicable federal and state laws and Department policies. Growth in Florida has maintained a substantial pace, which places a great deal of stress on the state's transportation infrastructure. At the same time, vehicle fuel efficiency levels continue to increase thus limiting the growth in revenue being produced by the fuel tax at the federal, state, and local levels. The Commission will continue to monitor these issues.

The following areas of the analysis are especially noteworthy:

Finance: Programming Capacity and Cash Management

This Tentative Work Program totals approximately $59.2 billion over the five-year period, $4.2 billion (or 6.7%) smaller than the previous one. Most of the funds, $47.3 billion (or 79.9%) of the work program, are dedicated to the Product and Product Support program categories. This Tentative Work Program will construct an additional 543 new lane miles of roadway, resurface/reconstruct 12,825 lane miles of existing roadway, repair 133 bridges and replace 72 others. Approximately $5.7 billion is dedicated to the Modal Development program.

The Commission found this Tentative Work Program to be based on a balanced five-year financial plan and 36-month cash forecast of receipts and expenditures. The Department is required to maintain an available cash balance of not less than $50 million, or five percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever is less) at the close of each quarter. The lowest end-of-quarter cash balance projected in the 36-month cash forecast is $349.5 million and occurs in September 2028. The average annual low point cash balance is projected to be $453.2 million, and the average annual outstanding obligation is projected to be $15.7 billion. In other words, cash "on hand" is projected to average 2.9% of outstanding obligations.

Policies/Issues Impacting the Tentative Work Program

The $59.2 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 23.7% in this Tentative Work Program.

Public-Private Partnerships (P3s)
Public-private partnerships are contractual agreements formed between a public entity and private sector entity that allow for greater private sector participation in the delivery of transportation projects. The Department's commitment to P3s in this Tentative Work Program totals approximately $926.2 million in federal, state, and local funds.

Strategic Intermodal System (SIS) Assessment
The Commission is required to conduct an annual assessment of the progress that the Department and its transportation partners have made in realizing the goals of economic development, improved mobility, and increased intermodal connectivity of the SIS. The SIS assessment is presented in Section Three, with District SIS maps and corresponding lists of projects in Appendix B. The Tentative Work Program has a total of $13.6 billion programmed on the SIS for capacity improvements.

Stability of Project Phase Schedules
The Department's benchmark for stability is to have at least 80% of project phases remain unchanged or advanced when comparing the four common fiscal years in the Adopted Work Program to this Tentative Work Program. Stability of project schedules in this Tentative Work Program decreased 0.7% when compared to last year's stability, with 85.9% of project phases experiencing no change in schedule or advanced to an earlier fiscal year. For the 190 projects deferred, deleted or moved out, 36.3% resulted from district priority changes, 21.1% from statewide priority changes, 14.2% external influences, 9.5% production / right of way schedule changes, 6.8% revenue adjustment, 3.7% had no reason attached, 3.2% from estimate increases, 3.2% other reasons, 1.6% from project combinations or phase substitutions, and 0.5% for secondary projects.

Linkage of 5-Year Work Program with Long Range Goals
Objectives contained in the 2020 Performance Element of the Florida Transportation Plan were used to demonstrate the linkage between this Tentative Work Program and the goals and objectives of the Florida Transportation Plan.

The Department has met the four objectives that are measured directly through the work program that include resurfacing, bridges, maintenance, and the allocation of ***new*** discretionary capacity funding between Strategic Intermodal System (SIS) and non-SIS facilities. The remaining objectives in the Performance Report not covered in this review are measured in other ways, such as through the Commission's annual FDOT Performance and Production Review.

Compliance with Approved Local Government Comprehensive Plans
FloridaCommerce reviews the Tentative Work Program for compliance with local government comprehensive plans and provides the Commission with a list of inconsistencies. Commission staff were notified, via a letter dated December 10, 2025, that it had completed its review of the Tentative Work Program. Based on its review, FloridaCommerce determined that all projects were found to be consistent with the local government comprehensive plans.

Compliance with Applicable Laws and Policies
Florida Statutes direct the Commission to conduct this review for compliance with applicable laws and Departmental policies. As part of its effort to verify this compliance, Commission staff

developed a series of 72 questions keyed to work program requirements. Appendix A of this document provides a copy of the questions, complete with the Department's responses. (It should be noted that due to scheduling restrictions the responses to the questions in Appendix A, as well as the charts and graphs in the body of this review and the SIS maps found at Appendix B, are based on the November 5, 2025 snapshot.)

Wrong-Way Vehicle Detection System
(District 7)

1. Overview of the Tentative Work Program for Fiscal Year 2026/27 through 2030/31

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

Commission Analysis
This year's Tentative Work Program totals $59.2 billion, approximately $4.2 billion (or 6.7%) smaller than that of the previous year.

The Tentative Work Program includes $47.3 billion in the product and product support program categories and will let contracts to:

- construct 543 additional lane miles of roadway
- resurface / reconstruct 12,825 lane miles of existing roadway
- repair 133 bridges
- replace 72 bridges

The Tentative Work Program includes approximately $5.7 billion for Modal Development.

Illustrative statistics on the Tentative Work Program include 6,451 projects and 12,354 project phases.

Note: Funding levels in graphs and tables throughout this report are rounded from data stored to six decimal places. As a result, columns and rows may not sum precisely. Unless otherwise stated, funding levels in the charts and tables presented in Sections 1, 2 and 3, as well as the Department responses to the questions in Appendix A and other data throughout the review, are based on the November 5, 2025 snapshot of the Tentative Work Program.

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

Transportation Revenue Challenges

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

Florida has continued to experience tremendous population growth, averaging nearly 1,000 people per day. Consequently, vehicle miles travelled on the State Highway System (SHS) continues to climb. The resetting of CAFE standards previously referenced and further detailed in the section below could potentially ease the anticipated effect of revenue loss resulting from increased electric vehicle utilization.

Federal Regulations

On June 6, 2025, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) published a final rule titled "Resetting the Corporate Average Fuel Economy Program."

This rule identifies factors that federal statutes prohibit NHTSA from considering when setting maximum feasible fuel economy standards under the Energy Policy and Conservation Act of 1975, the Energy Independence and Security Act of 2007, and other applicable laws. It also outlines NHTSA's authority to bring the Corporate Average Fuel Economy (CAFE) program into compliance with these statutory requirements, consistent with President Trump's "Unleashing American Energy" Executive Order and Secretary Sean P. Duffy's "Fixing the CAFE Program" memorandum.

Additionally, the rule explains NHTSA's interpretation of its authority to implement a commercial medium- and heavy-duty on-highway vehicle and work-truck fuel efficiency improvement program, providing the legal foundation necessary to ensure that program complies with federal law.

On December 4, 2025, Secretary Duffy and President Trump announced the Administration's new "Freedom Means Affordable Cars" proposal to reset NHTSA's CAFE standards. The proposal is projected to save Americans $109 billion over the next five years and reduce the average cost of a new vehicle by about $1,000. By helping more families afford newer and safer vehicles, NHTSA estimates the proposal could save more than 1,500 lives and prevent nearly a quarter-million serious injuries through 2050.

Share of Federal Funding

The $59.2 billion in project commitments in this Tentative Work Program is supported by a mixture of federal aid, state and local funds, Turnpike/toll revenue, and bonds. The share of federal aid funding, as a percentage of overall funding, is 23.7% percent in this Tentative Work Program. Regarding the Federal Surface Transportation program, the Department has built this Tentative Work Program based on existing funding commitments as well as anticipated financing from the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58).

2025 Legislative Summary*

2025 legislative activity consisted of:

2025 Legislative Statistics	
Bills and PCBs filed	1,989
Amendments filed	1,920
Votes taken	2,947
Floor sessions	34
Bills passed by both chambers	269

Senate Bill HB 1662 - Transportation (FDOT Legislative Package) was signed into law by Governor DeSantis, effective July 1, 2025. This legislation includes wide-ranging reforms to Florida's transportation policy, governance, infrastructure, and oversight. Key provisions include:

Workforce & Innovation

- Creates the Florida Transportation Research Institute to promote innovation through academic research and grants.
- Creates the Florida Transportation Academy to support workforce development.
- Authorizes FDOT to fund aviation-related and space-related workforce projects.
- Expands eligibility for state funding to include workforce development, technology, and intermodal connectivity projects.
- Codifies advanced air mobility planning and coordination with the Department of Commerce.

Operational Enhancements

- Authorizes direct purchase of insurance and heavy equipment by FDOT.
- Expands FDOT's authority to include operational technology and public information campaigns.
- Allows blanket permits for moving large cranes, including at night.
- Revises landscaping standards to require native plants.
- Permits lower surety bond amounts for contract bidders.
- Repeals the Disadvantaged Business Enterprise program, expanding small business participation.

Modes of Transportation

- Repeals laws on high-occupancy vehicle lanes and toll exemptions.
- Expands eligible project types for seaport and airport funding, including terminal expansions and safety improvements.
- Requires commercial airports to host emergency staging areas and submit cybersecurity and operational incident reports.
- Prohibits new landing fees for academic flight training operations.
- Updates statutes for private airports and requires certification by 2030.
- Creates an Intermodal Logistics Center Working Group within FDOT.
- Expands Jacksonville Transportation Authority board to include nearby counties.

Efficiency & Accountability

- Requires FTC to monitor transit agencies receiving public transit block grants.
- Updates FTC membership to include expertise in transportation, higher education, or workforce development.
- Allows FDOT to withhold funds from jurisdictions with noncompliant traffic signals.

• Adds new airport and seaport reporting and transparency requirements.
• Establishes a state workgroup on mapping/GIS practices with a report due November 15, 2025.
• Requires FDOT to report on transportation entities promoting policies inconsistent with the state's energy policy.
• Expands the camping prohibition to include all State Highway System rights-of-way.

Senate Bill 462: Transportation (Industry Bill) was signed into law by Governor DeSantis, effective July 1, 2025. It contains the following transportation–related provisions:

• Allows off-highway vehicles on beaches for rental equipment removal, if locally approved.
• Mandates counties to report use of transportation surtax revenues to the Office of Economic and Demographic Research.
• Establishes administrative procedures for school bus infraction detection systems.
• Grants local governments authority to regulate and educate on micromobility and electric bicycle use.
• Prohibits creating excessive wake when driving through flooded streets.
• Requires issuance of expectant mother parking permits for disabled parking spaces.
• Prohibits airports from charging new landing fees for academic flight training.
• Allows public-use airports to join the federal Airport Investment Partnership Program and receive state funds.
• Authorizes FDOT to use eminent domain to preserve future corridor improvements.
• Establishes a Sarasota Manatee Airport pilot program for permitting alternatives (ends 2028).
• Provides $5M/year through FY 2029-30 for workforce development in heavy civil construction.
• Revises FDOT project rules: contract waivers, design-build updates, insurance, and dispute arbitration.
• Requires MPOs and FDOT to coordinate on planning, performance metrics, and modernization efforts.
• Prohibits creation of new MPOs in areas contiguous to existing ones.
• Mandates FDOT to implement a Next-gen Traffic Signal Modernization Program.
• Requires FDOT to report on I-4 widening in Hillsborough and Polk by Dec 31, 2025.

House Bill 703: Utility Relocation was signed into law by Governor DeSantis, effective October 1, 2025. It contained the following transportation–related provisions:

• Modifies the process and funding responsibilities for relocating communications facilities located in public rights-of-way.
• Requires communications service providers to submit an estimated schedule and project cost for relocating facilities within FDOT or other specified state-owned rights-of-way.
• Requires the Florida Department of Transportation (FDOT) to participate in the costs of relocation when occurring on its right-of-way.

• Establishes the Utility Relocation Reimbursement Grant Program within the Department of Commerce to reimburse providers for relocation work requested by county and municipal governments.
• Redirects a portion of the state communications services tax revenues to fund the grant program and help offset relocation costs.

Senate Bill 1516: Aerospace Industry was signed into law by Governor DeSantis, effective July 1, 2025. It contained the following transportation–related provisions:

• Establishes the International Aerospace Innovation Fund (IAIF), administered by Space Florida to accelerate global aerospace innovation via collaborative R&D, workforce development, and commercialization.
• Requires Space Florida to develop partnerships between Florida-based and international aerospace companies.
• Aims to attract global investment in Florida's aerospace ecosystem and drive innovation in key technology areas like space exploration and advanced manufacturing.
• IAIF projects must meet eligibility criteria including:
  - Involvement of at least one Florida-based aerospace company.
  - International partnership with a company, university, space agency, or research institute.
  - Demonstrated potential for commercialization.
• Funding for IAIF can come from state, private sector, or international sources.
• Requires a panel of experts to evaluate and recommend projects through a competitive, merit-based process.
• Authorizes Space Florida to negotiate bilateral agreements with other countries, including co-funding and IP rights.

House Bill 7031: Taxation was signed into law by Governor DeSantis, effective July 1, 2025, except as otherwise provided. The bill contains provisions for tax relief and changes to tax policy.

Key Tax Policy Changes Related to Transportation and Fuel

• Repeals the aviation fuel tax effective January 1, 2026.
• Delays the imposition of the tax on natural gas fuel from January 1, 2026, to January 1, 2030.
• Revises distributions from documentary stamp tax revenues and reduces the overall amount distributed to the State Transportation Trust Fund.

**This listing is not intended to be all-inclusive of 2025 transportation legislation. However, it is a listing of relevant legislation and bill summaries are intended as such.*

Public-Private Partnerships
Public-Private Partnerships (P3s) are contractual agreements formed between a public entity and a private sector entity that allow for greater private sector participation in the delivery of transportation projects. The Department has established a track record with respect to partnering with private sector contracting, engineering and maintenance firms in the delivery of transportation projects throughout the state. The ability of the Department to utilize the P3 procurement approach

gives it another option that can be applied to specific projects to advance or accelerate delivery of vital transportation infrastructure to the public in addition to procuring that infrastructure via traditional pay-as-you-go methods. The Department continues its commitment to advancing projects using the P3 process in this Tentative Work Program, resulting in approximately $926.2 million in local, state, federal and Turnpike funds for existing projects.

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

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

I-75 at Colonial Boulevard
(District 1)

1b. Comparison of Tentative Work Programs

The tables below compare this Tentative Work Program with the program reviewed by the Commission last year.

Total Work Program

(Billions)	Fiscal 2026 - 2030	Fiscal 2027 - 2031	Difference	Percentage Difference
Product	$41.2	$37.5	-$3.7	-9.0%
Product Support	$10.5	$9.8	-$0.7	-7.0%
Operations & Maintenance	$10.4	$10.6	$0.2	1.6%
Administration	$1.2	$1.2	$0.0	0.7%
Fixed Capital Outlay	$0.2	$0.2	$0.0	13.1%
Total	$63.5	$59.2	-$4.2	-6.7%

Product

(Billions)	Fiscal 2026 - 2030	Fiscal 2027 - 2031	Difference	Percentage Difference
Construction	$31.9	$29.3	-$2.6	-8.1%
Modal Development	$6.3	$5.7	-$0.6	-8.9%
Right of Way	$1.8	$1.2	-$0.6	-31.9%
Other*	$1.2	$1.2	$0.0	-1.0%
Total	$41.2	$37.5	-$3.7	-9.0%

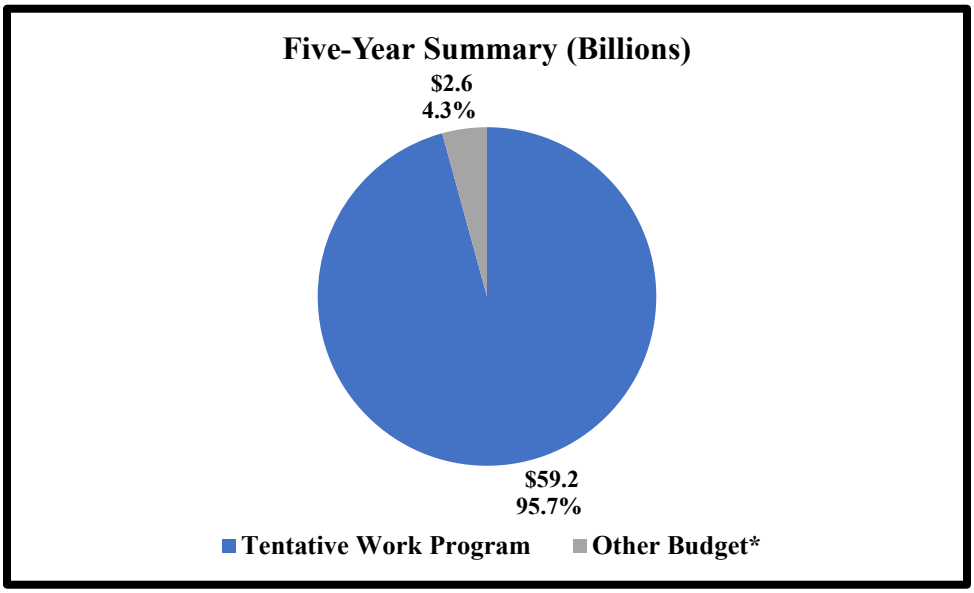
Construction

(Billions)	Fiscal 2026 - 2030	Fiscal 2027 - 2031	Difference	Percentage Difference
Capacity Improvements	$19.4	$16.2	-$3.1	-16.2%
Resurfacing	$7.5	$8.3	$0.8	11.3%
Bridge	$3.4	$3.1	-$0.2	-7.4%
Safety Initiatives	$0.7	$0.8	$0.0	4.3%
Public Private Partnerships	$1.0	$0.9	-$0.1	-5.5%
Total	$31.9	$29.3	-$2.6	-6.2%

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

1c. Total Budget
$61.9 Billion

The Tentative Work Program comprises approximately 96.0% of the Department's total budget. The remainder consists of local government reimbursements and debt service related to various bond instruments.

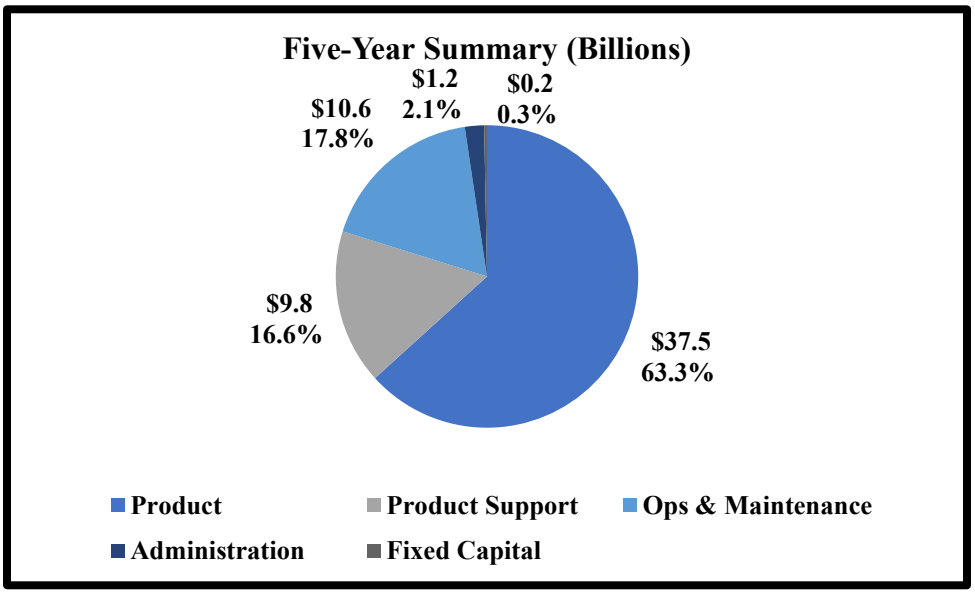


By Fiscal Year

(Billions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Total Work Program	$15.3	$11.1	$11.1	$10.9	$10.8	$59.2
Other Budget*	$0.5	$0.5	$0.5	$0.5	$0.5	$2.6
Total	$15.8	$11.6	$11.7	$11.4	$11.4	$61.9

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

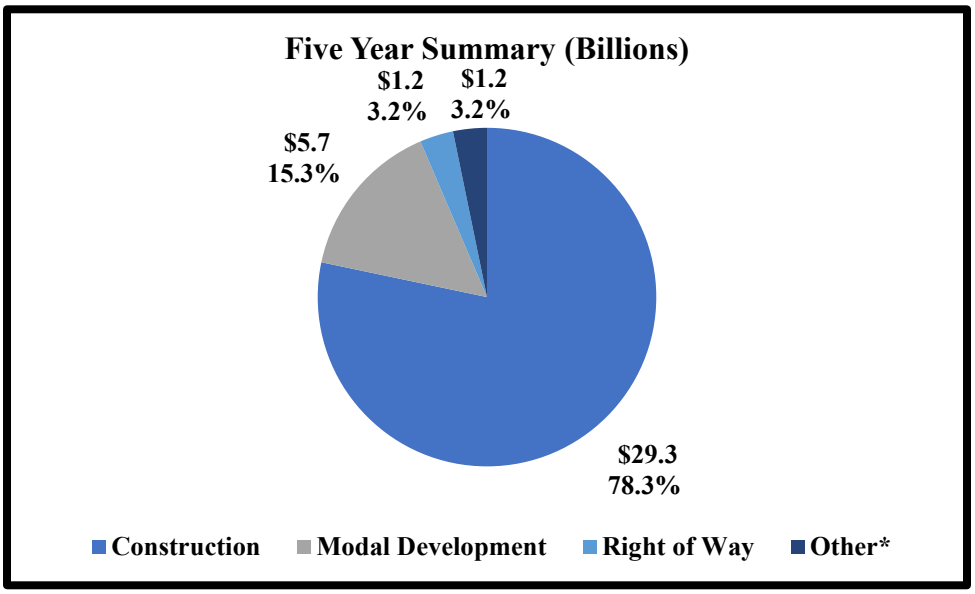
1d. Total Work Program
$59.2 Billion



By Fiscal Year

(Billions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Product	$10.4	$6.8	$6.8	$6.6	$6.9	$37.5
Product Support	$2.6	$1.9	$1.9	$1.8	$1.6	$9.8
Operations & Maintenance	$2.0	$2.1	$2.2	$2.2	$2.0	$10.6
Administration	$0.2	$0.2	$0.2	$0.3	$0.3	$1.2
Fixed Capital	$0.1	$0.0	$0.0	$0.0	$0.0	$0.2
Total	$15.3	$11.1	$11.1	$10.9	$10.8	$59.2

1e. Product
$37.5 Billion

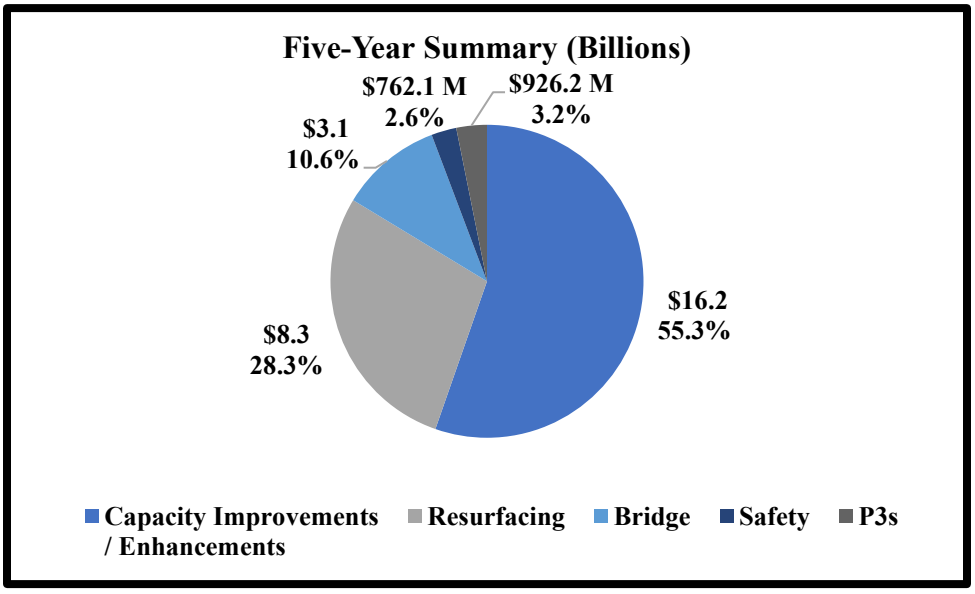


By Fiscal Year

(Billions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Construction	$8.2	$5.3	$5.2	$5.2	$5.4	$29.3
Modal Development	$1.4	$1.1	$1.1	$1.1	$1.1	$5.7
Right of Way	$0.6	$0.2	$0.2	$0.1	$0.1	$1.2
Other*	$0.3	$0.2	$0.2	$0.2	$0.2	$1.2
Total	$10.4	$6.8	$6.8	$6.6	$6.9	$37.5

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

1f. Product
Construction
$29.3 Billion



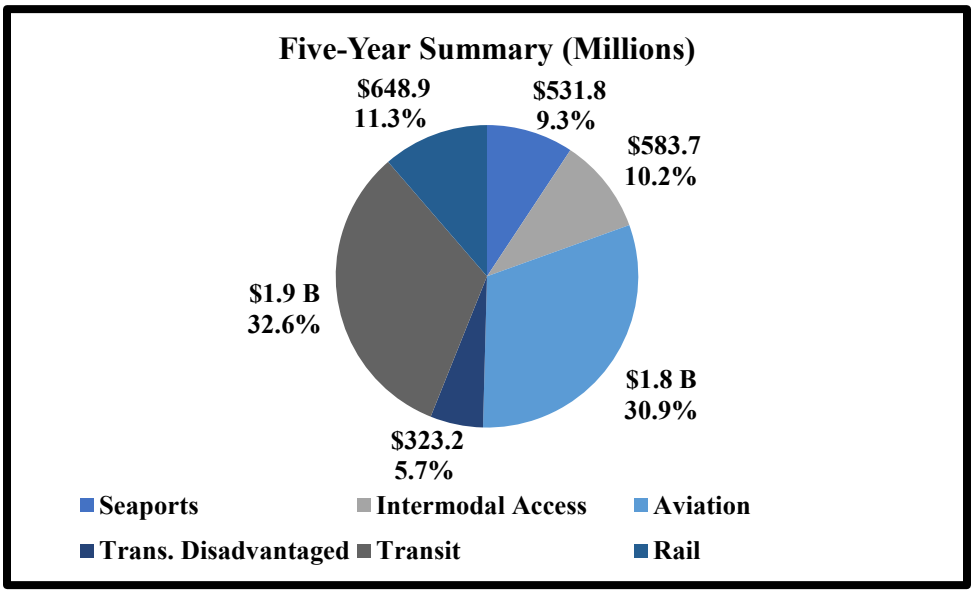
By Fiscal Year

(Billions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Capacity Improvements	$5.6	$2.9	$2.5	$2.4	$2.8	$16.2
Resurfacing	$1.4	$1.6	$1.6	$1.9	$1.8	$8.3
Bridge	$0.9	$0.5	$0.7	$0.6	$0.4	$3.1
Safety Initiatives	$0.2	$0.2	$0.1	$0.1	$0.1	$0.8
Public Private Partnerships	$0.2	$0.2	$0.2	$0.2	$0.2	$0.9
Total	$8.2	$5.3	$5.2	$5.2	$5.4	$29.3

The $762.1 million allocated to the Safety Program does not reflect the Department's full commitment to improving safety. All Product categories include some measure of safety improvement due to current design standards which incorporate safety as a feature.

1g. Product

Modal Development Operations
$5.7 Billion

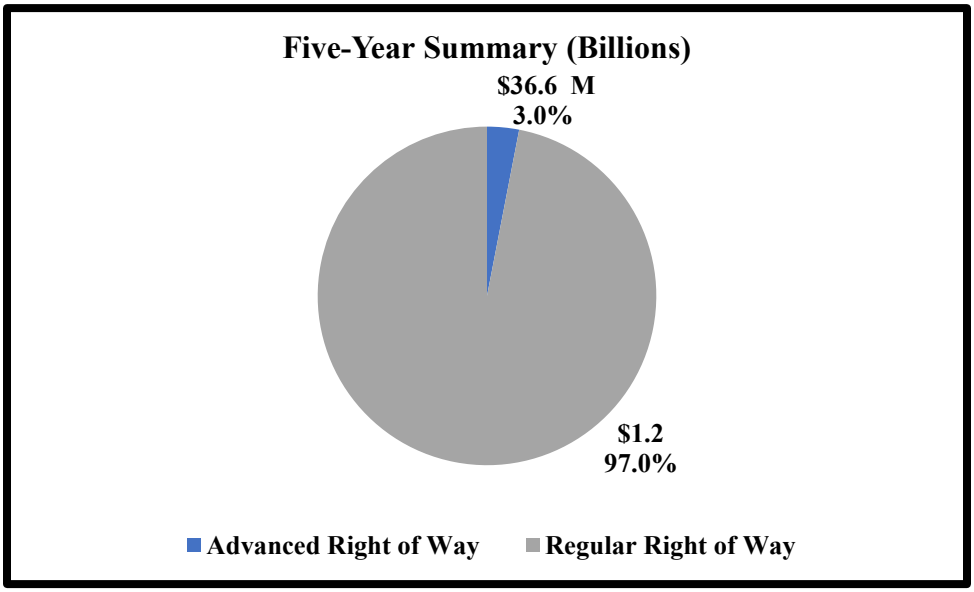


By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Seaports	$155.5	$126.3	$95.9	$82.8	$71.3	$531.8
Intermodal Access	$85.2	$92.4	$80.7	$122.0	$203.4	$583.7
Aviation	$388.8	$327.8	$392.7	$367.3	$292.4	$1.8 B
Transportation Disadvantaged Comm.	$60.4	$64.9	$66.0	$66.0	$66.0	$323.2
Transit	$460.0	$297.4	$349.1	$336.6	$421.0	$1.9 B
Rail	$233.2	$161.1	$113.6	$101.7	$39.4	$648.9
Total	$1.4 B	$1.1 B	$1.1 B	$1.1 B	$1.1 B	$5.7 B

First Coast Expressway Early Opening
(District 2)

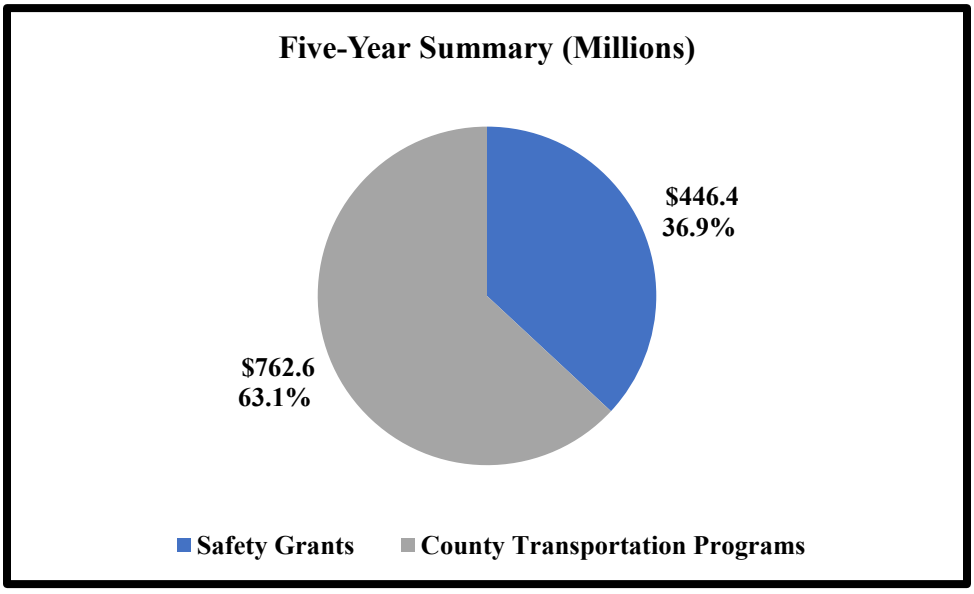
1h. Product
Right of Way
$1.2 Billion



By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Advanced Right of Way	$32.4	$0.8	$0.0	$3.4	$0.0	$36.6
Regular Right of Way	$535.0	$198.3	$188.4	$141.3	$103.0	$1.2 B
Total	$567.4	$199.1	$188.4	$144.8	$103.0	$1.2 B

1i. Product
Other
$1.2 Billion

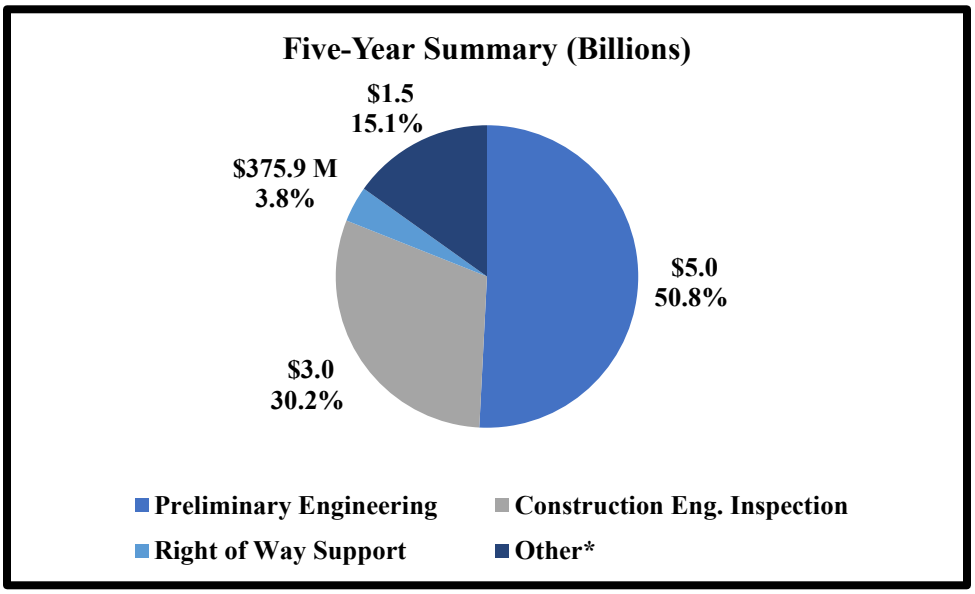


By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Safety Grants	$89.3	$89.3	$89.3	$89.3	$89.3	$446.4
County Trans. Programs	$177.5	$144.5	$148.0	$145.2	$147.3	$762.6
Total	$266.8	$233.8	$237.3	$234.5	$236.6	$1.2 B

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

1j. Product Support
$9.8 Billion

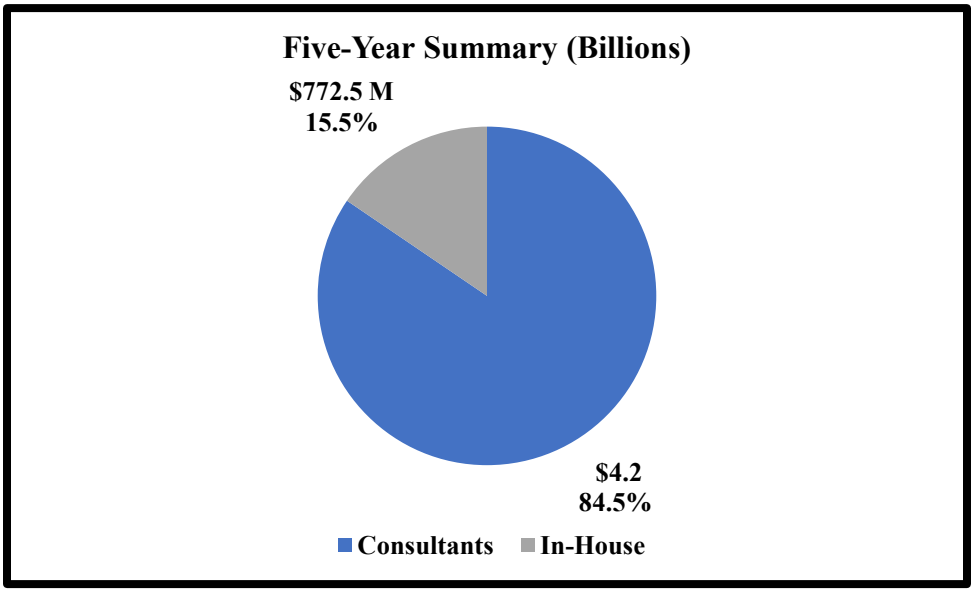


By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Preliminary Engineering	$1.4 B	$909.0	$983.6	$893.3	$796.2	$5.0 B
Construction Eng. Inspect	$755.8	$660.5	$578.9	$490.6	$478.5	$3.0 B
Right of Way Support	$95.3	$72.6	$69.1	$71.2	$67.8	$375.9
Other*	$332.7	$281.2	$281.4	$312.1	$277.6	$1.5 B
Total	$2.6 B	$1.9 B	$1.9 B	$1.8 B	$1.6 B	$9.8 B

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

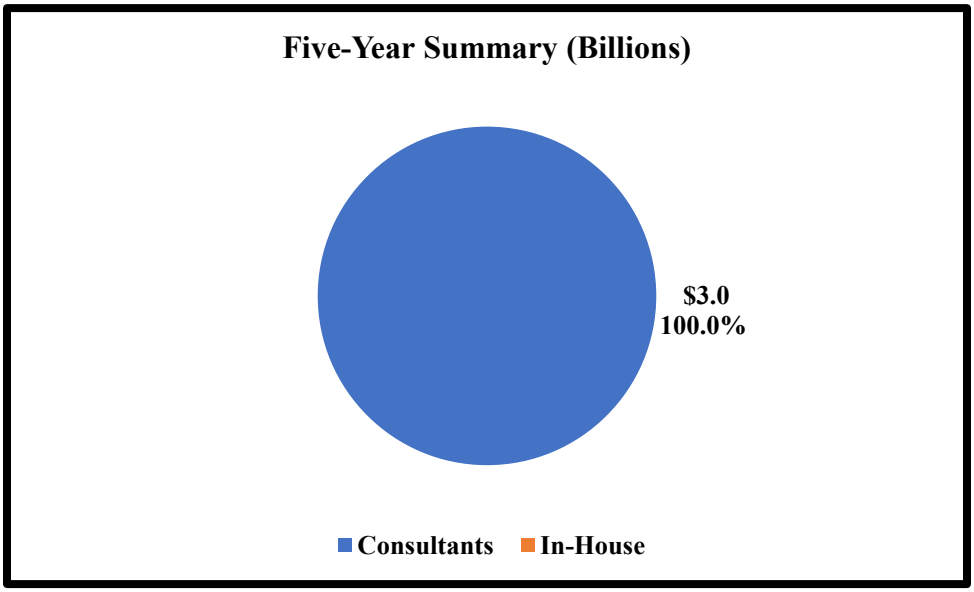
1k. Product Support
Preliminary Engineering
$5.0 Billion



By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Consultants	$1.3 B	$760.7	$829.3	$732.8	$629.4	$4.2 B
In-House	$142.6	$148.3	$154.3	$160.4	$166.8	$772.5
Total	$1.4 B	$909.0	$983.6	$893.3	$796.2	$5.0 B

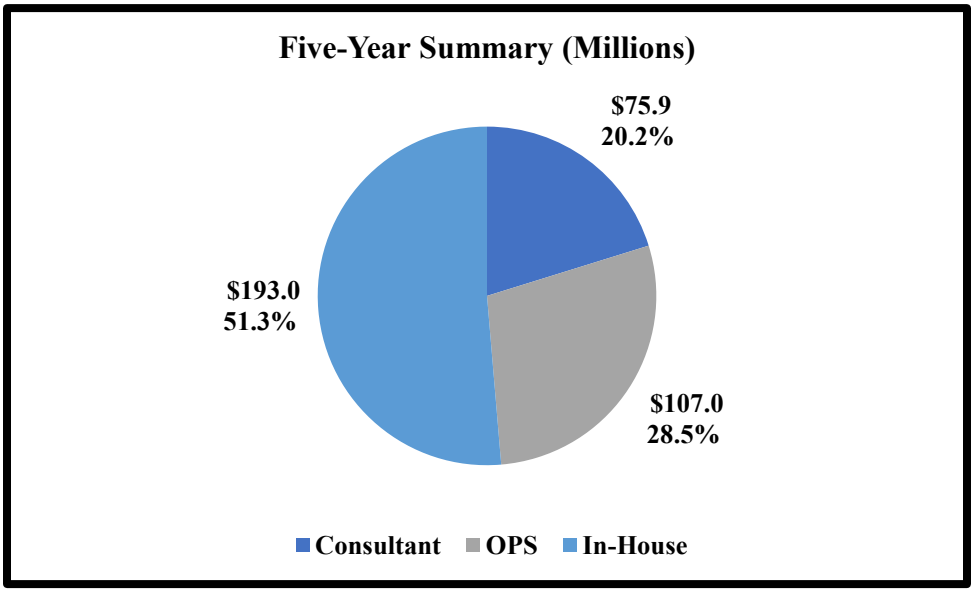
1l. Product Support
Construction Engineering Inspection
$3.0 Billion



By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Consultants	$755.8	$660.5	$578.9	$490.6	$478.5	$3.0 B
In-House	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total	$755.8	$660.5	$578.9	$490.6	$478.5	$3.0 B

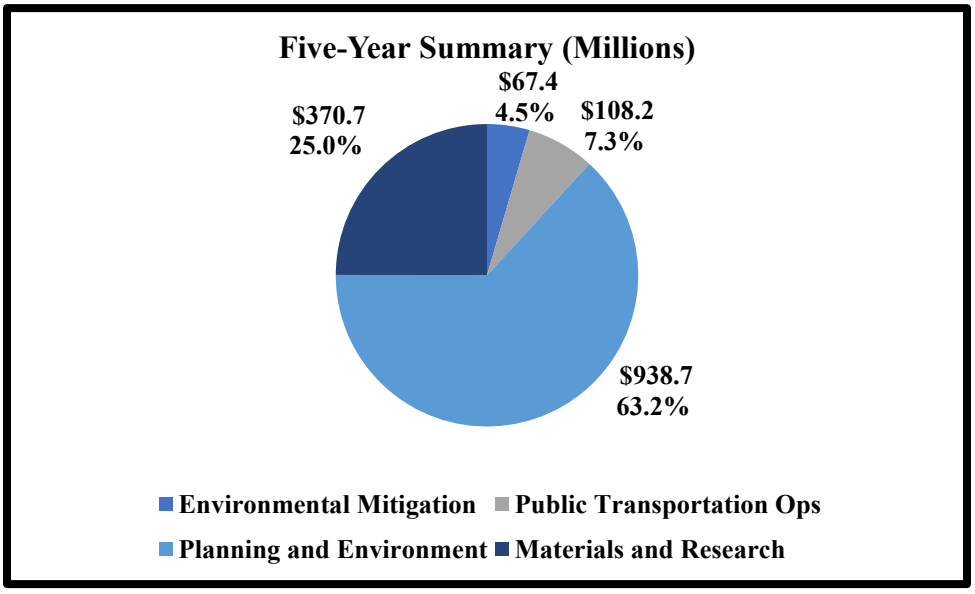
1m. Product Support
Right of Way Support
$375.9 Million



By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Consultant	$17.2	$14.1	$11.5	$16.9	$16.2	$75.9
OPS	$42.4	$21.4	$19.1	$14.1	$10.0	$107.0
In-House	$35.6	$37.1	$38.5	$40.1	$41.7	$193.0
Total	$95.3	$72.6	$69.1	$71.2	$67.8	$375.9

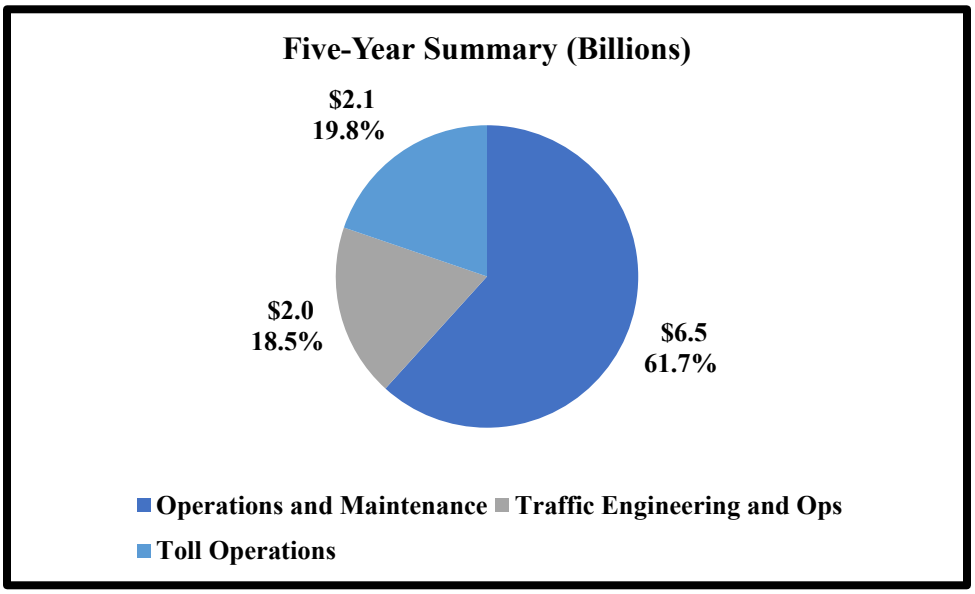
1n. Product Support
Other
$1.5 Billion



By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Environmental Mitigation	$23.4	$11.9	$3.0	$29.0	$0.1	$67.4
Public Transportation Ops.	$20.0	$20.8	$21.6	$22.5	$23.4	$108.2
Planning & Environment	$209.7	$177.3	$183.7	$185.6	$182.4	$938.7
Materials & Research	$79.6	$71.2	$73.1	$75.0	$71.8	$370.7
Total	$332.7	$281.2	$281.4	$312.1	$277.6	$1.5 B

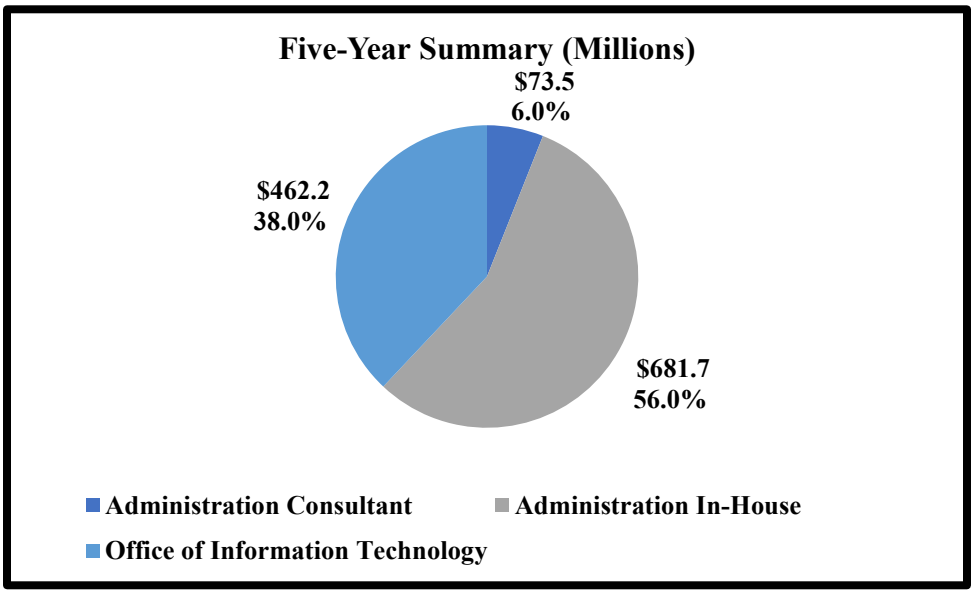
1o. Operations & Maintenance
$10.6 Billion



By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Operations & Maintenance	$1.2	$1.3	$1.3	$1.4	$1.4	$6.5 B
Traffic Engineer and Ops.	$404.8	$363.0	$389.8	$412.8	$385.3	$2.0 B
Toll Operations	$468.1	$463.3	$481.1	$416.7	$255.6	$2.1 B
Total	$2.0 B	$2.1 B	$2.2 B	$2.2 B	$2.0 B	$10.6 B

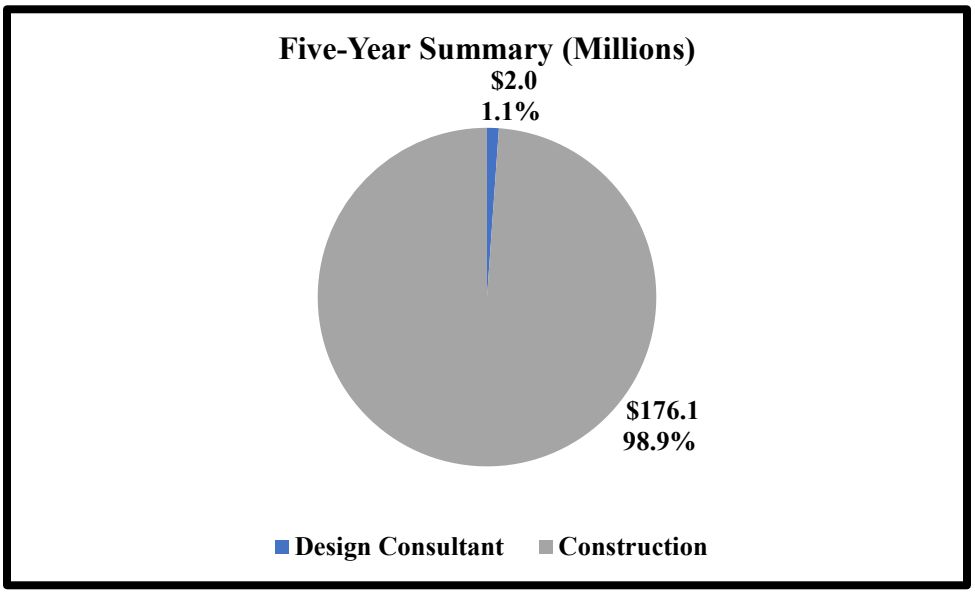
1p. Administration
$1.2 Billion



By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Administration Consultant	$15.1	$14.6	$14.6	$14.6	$14.6	$73.5
Administration In-House	$125.9	$130.9	$136.1	$141.6	$147.2	$681.7
Office Information Systems	$85.3	$88.8	$92.3	$96.0	$99.8	$462.2
Total	$226.3	$234.2	$243.0	$252.2	$261.7	$1.2 B

1q. Fixed Capital Outlay
$178.1 Million



By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Design Consultant	$0.4	$0.4	$0.4	$0.4	$0.4	$2.0
Construction	$57.7	$29.6	$29.6	$29.6	$29.6	$176.1
Total	$58.1	$30.0	$30.0	$30.0	$30.0	$178.1

2. Financial Soundness

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

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

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

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

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

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

According to the 36-month cash forecast used to develop this Tentative Work Program, the lowest end-of-quarter cash balance (in September 2028) for the STTF is $349.5 million, which complies with the statutory minimum. The average annual low point cash balance during the 36-month cash forecast period is $453.2 million, which is 2.9% of an estimated average outstanding obligation of $15.65 billion.

The lowest end-of-fiscal year cash balance (in June of 2028) for the Turnpike General Reserve Fund is $124.2 million, which complies with the statutory minimum.

By the end of the Tentative Work Program period, over $6.8 billion of Turnpike bonds are projected to be outstanding.

2a. Major Financial Assumptions

Balancing the Work Program
Unlike other state agencies, the Department is authorized to operate on a cash flow basis. It is authorized to plan, budget and commit state resources for work program projects based on a complete and balanced financial plan. In this model, project phases can begin without the total cash being on-hand to fund the entire project. This allows the Department to maximize the use of funds over time and to make payments on existing commitments as they occur. The Department can plan, budget, and commit state resources for more than one year because most projects take years to complete. Unused budget is available to roll forward at the end of the fiscal year to ensure stability in the project pipeline.

The Department is charged with maintaining a balanced transportation program which is done through a five-year Annual Finance Plan and a three-year Monthly Cash Forecast. The Finance Plan and the Cash Forecast are sophisticated models which demonstrate the financial soundness of the Five-Year Work Program. The Program and Resource Plan, which contains project estimates and commitment is fed into the models to forecast projected cash disbursements against projected cash receipts. This ensures the Department's allocation of transportation dollars is fully funded by current and future transportation revenues. The Finance Plan and the Cash Forecast have separate but reliable processes of collecting data to develop projected receipts and disbursements, and the models are tested and reconciled within a minimum tolerance. To ensure the Department's short-term financial obligations can be met throughout the year, the Cash Forecast is produced each month to reflect actual receipts and disbursements and revised assumptions reflecting changing economic conditions, outside influences, and modified revenue estimates.

State Transportation Trust Fund Assumptions
Fuel taxes, aviation fuel and motor vehicle license tag fees, which provide most transportation funding, are based on the state Revenue Estimating Conference forecast of August 2025.

The federal Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58) provides long-term funding stability for surface transportation infrastructure planning and investment. Spanning five fiscal years (2022–2026), the IIJA allocates funding for highways, motor vehicle and highway safety, public transportation, motor carrier safety, hazardous materials safety, rail systems, research, technology, and various other programs.

The following amounts from documentary stamp tax receipts are projected to be deposited into the STTF as part of the growth management legislation passed in 2005. The numbers were updated based on the Revenue Estimating Conference forecast of August 2025.

Fiscal 2026/27	Fiscal 2027/28	Fiscal 2028/29
$360.1	$360.1	$360.1
	(Millions)	

Note the $360.1 million annual amount represents the statutory limit of documentary stamp tax collections allocated to the State Transportation Trust Fund.

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

Fiscal 2026/27	Fiscal 2027/28	Fiscal 2028/29
$200.0	$235.0	$239.1
	(Millions)	

There are $770 million of Grant Anticipation Revenue Vehicle (GARVEE) Bonds projected to be issued in Fiscal Years 2026/27 through 2028/29.

The total toll operation and maintenance projections through fiscal 2028/29 is $287.9 million, which include the following facilities: Mid-Bay Bridge, Alligator Alley, Sunshine Skyway, Pinellas Bayway, Wekiva, I-295 Express, I-595 Express, Palmetto, I-75 Express (Broward & Miami-Dade), I-95 Express (Palm Beach, Broward, and Miami-Dade), I-4 Ultimate and TBNext.

The Advanced Construction (AC) program conversions, wherein statewide AC projects are converted to federal funds as needed to consume obligation authority and provide cash flow based on current and projected expenditure levels, are anticipated to be:

Fiscal 2026/27	Fiscal 2027/28	Fiscal 2028/29
$2.0	$3.1	$2.6
	(Billions)	

There are currently six federally funded State Infrastructure Bank (SIB) projects with loan disbursements totaling $204.4 million planned from fiscal 2025/26 through fiscal 2028/29. There are currently eight state funded SIB projects with loan disbursements totaling $351.6 million planned from fiscal 2025/26 through fiscal 2028/29.

Public-Private Partnerships

The work program period contains cash flows for four existing Public-Private Partnerships (P3s). Combined, the P3 projects have anticipated expenditure payouts of $299.0 million in fiscal 2026/27, $278.7 million in fiscal 2027/28, and $260.2 million in fiscal 2028/29. A brief description of the projects follows.

Port of Miami Tunnel is a 35-year concession that consists of access improvements to and from the Port of Miami, serving as a dedicated roadway connector linking the Port with the MacArthur Causeway (SR A1A) and I-395. The project includes design and construction of a tunnel under Government Cut, roadway work on Dodge and Watson islands, and MacArthur Causeway Bridge widening. The facility was opened to traffic in August 2014 and completed in November 2014. The concessionaire is now responsible for operations and maintenance of the facility.

I-595 Express is a 35-year concession that consists of the reconstruction of the I-595 mainline including three reversible tolled express lanes and all associated improvements to frontage roads and ramps from the I-75 / Sawgrass Expressway interchange to the I-595 / I-95 interchange, for a total project length along I-595 of approximately 10.5 miles. The facility opened to traffic in March

2014 and was completed in September 2014. The concessionaire is responsible for operations and maintenance of the facility.

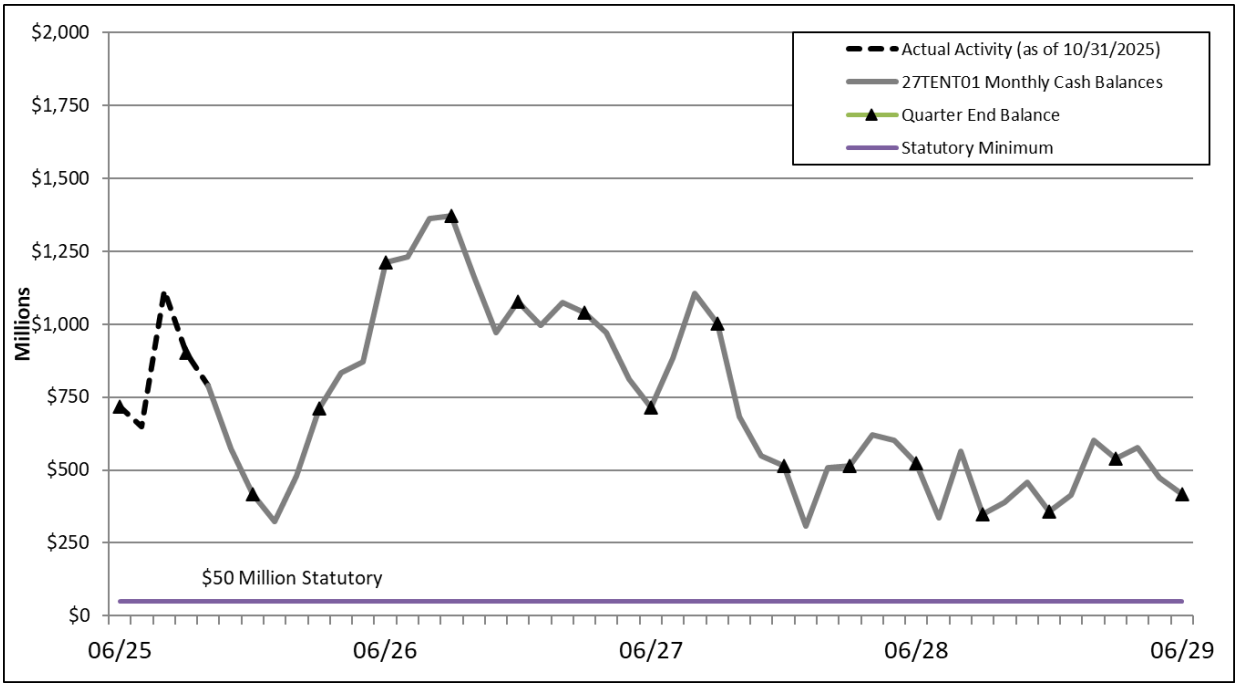
I-395 / I-95 Projects consist of the reconstruction of Interstate 395 west of the I-95 / Midtown Interchange (I-95 / State Road 836 / I-395) to the West Channel Bridges of US 41 / MacArthur Causeway. The reconstruction includes widening the roadway to include three eastbound and westbound lanes with the purpose of roadway enhancement, safety, and capacity improvements. A contract with Archer Western-de Moya Joint Venture was executed in July 2018. The project is anticipated to be completed in fiscal year 2029.

I-4 Ultimate is a 40-year concession that consists of improvements for approximately 21 miles from Kirkman Road in Orange County to State Road 434 in Seminole County. The project will add two express lanes in each direction, reconstruct existing lanes, and improve access to and from the interstate. There are numerous bridge replacements and major reconstruction at multiple interchanges including State Road 434, State Road 436, Maitland Boulevard, State Road 50, US 441, State Road 408 and Kirkman Road. A contract with I-4 Mobility Partners was executed in September 2014. Substantial Completion of the project was reached on February 24, 2022. The concessionaire is responsible for operations and maintenance of the facility.

Downtown Tampa Interchange
(District 7)

2b. Cash Forecast
End of Quarter Cash Balances

State Transportation Trust Fund
The Department is required to submit a balanced 36-month forecast of cash and expenditures supporting the work program. The forecast method is used to maximize revenues to fund transportation projects for multiple years. The Department must maintain an available cash balance equivalent to not less than $50 million, or five percent of the unpaid balance of all State Transportation Trust Fund obligations (whichever is less) at the close of each quarter. The lowest end-of-quarter cash balance projected in the 36-month cash forecast is $349.5 million and occurs in September 2028.



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

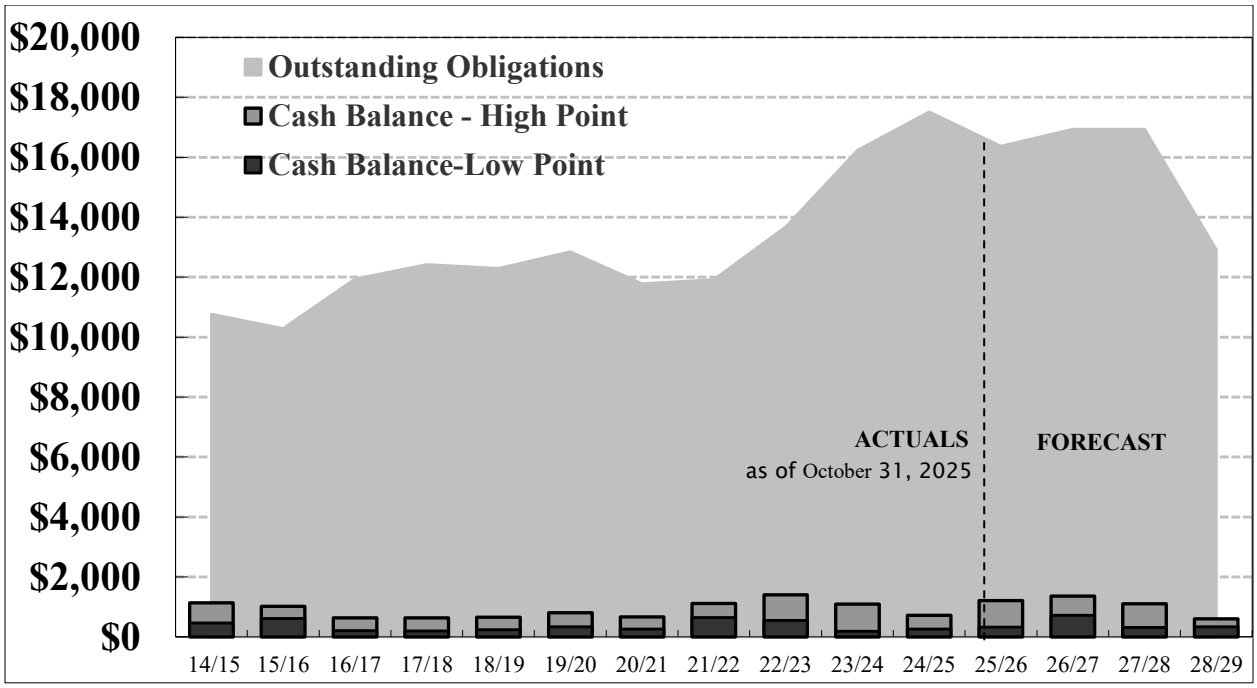
DeLand SunRail
(District 5)

2c. Cash Forecast

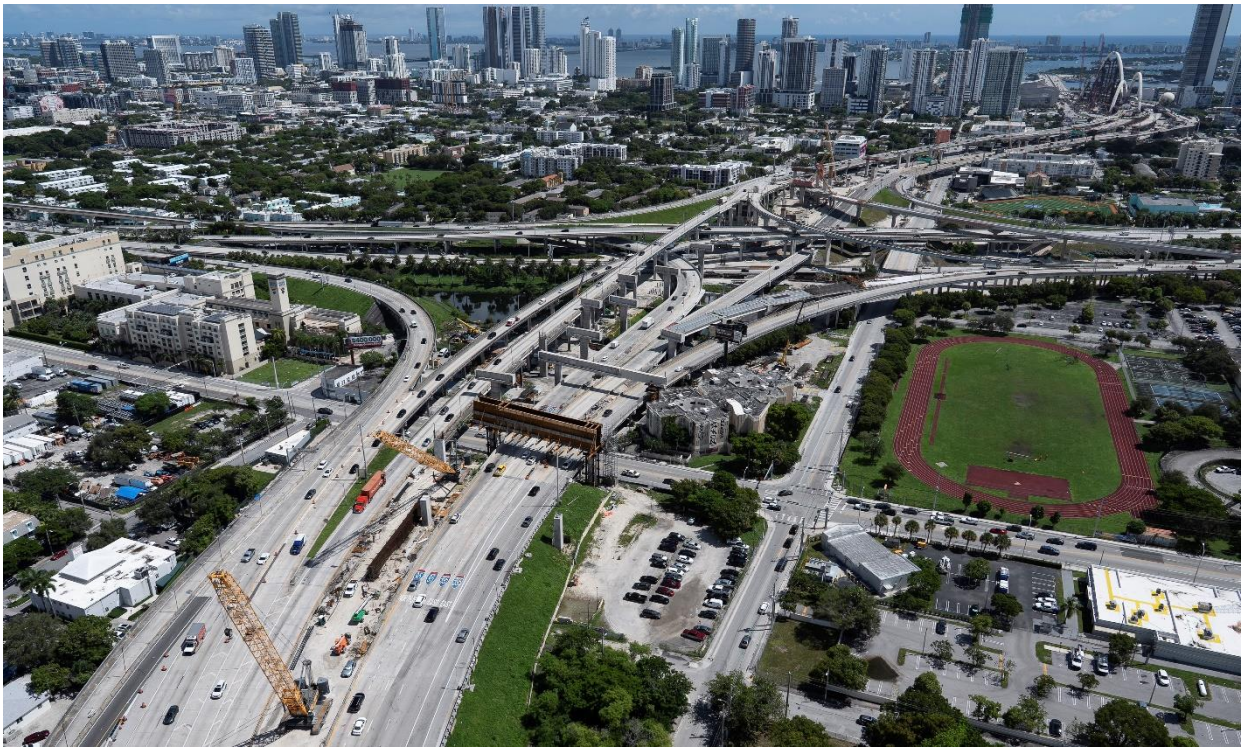
Annual Low Point Cash Balance and Outstanding Obligations

State Transportation Trust Fund

The Florida Department of Transportation is the only state agency that operates on a "cash flow" basis. That is, the Department makes project awards prior to having total cash "on hand" to cover all outstanding obligations. The project awards and contracts make commitments against revenue it expects to receive in the future. The chart below displays the 15-year period from fiscal 2014/15 through fiscal 2028/29, identifying the annual low point cash balances (represented by the bars) and the outstanding obligations (represented by the shaded area). During the first three years of the Tentative Work Program period of fiscal 2026/27 through fiscal 2028/29 the average annual low point cash balance is projected to be $453.2 million, and the average annual outstanding obligation is projected to be $15.65 billion. In other words, cash "on hand" is projected to average 2.9% of outstanding obligations.



Although the Commission is confident in the Department's ability to manage its cash, maintaining financial stability may include reducing project commitments should any reductions of cash occur that are outside of the Department's control.



I-395 / State Road 836 / I-95 Reconstruction
(District 6)

2d. Major Financial Assumptions
Turnpike Enterprise

Turnpike System General Reserve Fund Assumptions
The net debt service coverage ratio averages 2.94 on a net basis over fiscal 2026/27 through 2028/29. The net basis over the three-year period is 3.13, 3.00 and 2.69, respectively.

Section 338.165(3) of the Florida Statutes requires the Department to index toll rates using an inflation factor, such as the Consumer Price Index (CPI). Rate adjustments may be made no more frequently than annually, but no less frequently than every five years. The current Tentative Work Program does not assume periodic indexing of toll rates.

Currently, the Turnpike has $3.5 billion in outstanding bonds. A maximum of $10 billion in bonds may be outstanding to fund approved projects. There is sufficient bond cap available to fully fund the new Turnpike work program and to provide for future capital improvements beyond the work program period contingent on the availability of additional revenues.

By the end of the Tentative Work Program period, (FY31), over $7.3 billion of Turnpike bonds are projected to be outstanding.

Turnpike projects to be bond-funded during the work program total $4.8 billion and are comprised of a mix of widening, interchange, and expansion projects including the widening of the Sawgrass Expressway in Broward County; widening of the Turnpike Mainline in Lake, Palm Beach, Miami-

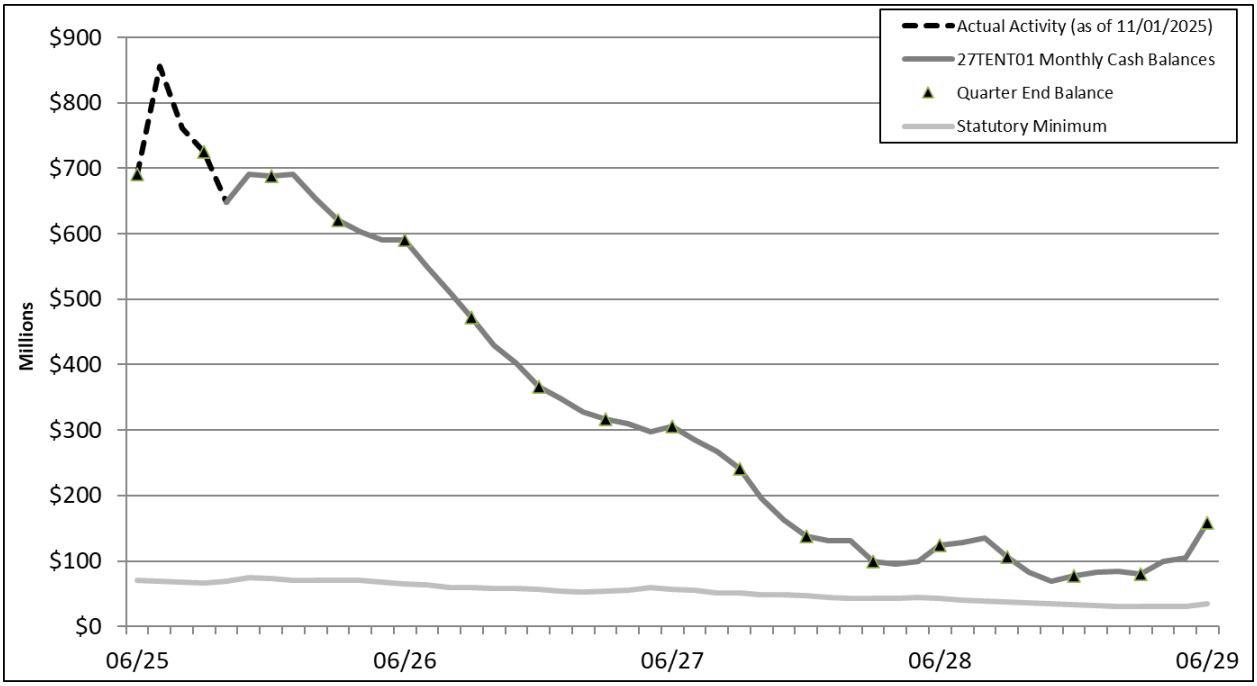
Dade County, and Osceola Counties, widening of the Turnpike Extension in Miami-Dade County, and widening of the Seminole Expressway in Seminole County; interchange improvements on the Sawgrass Expressway in Broward County, the Western Beltway in Osceola County, and the Turnpike Mainline in Miami-Dade and Osceola Counties; the construction of new tolled interchanges on the Turnpike Mainline in Orange, Osceola, and Miami-Dade Counties; construction of the Central Polk Parkway in Polk County; the extension of the Suncoast Parkway II in Citrus County; the extension of the First Coast Expressway in St. Johns County; and the Poinciana Connector in Osceola County.

2e. Turnpike Cash Forecast

Fiscal Year-End Balance

Turnpike General Reserve Fund

The budget for the turnpike system must be planned to ensure there is a cash reserve at the end of each fiscal year of not less than five percent of the unpaid balance of all turnpike system contractual obligations, excluding bond commitments, to be paid from revenues.



The lowest end of year cash balance in the Turnpike General Reserve Fund is $124.2 million and occurs in June of 2028. Five percent of unpaid Turnpike obligations at that time is estimated to be $42.4 million. The Turnpike General Reserve Fund is projected to maintain a cash reserve at the end of each fiscal year in amounts exceeding the five percent minimum requirement.

3. Overview of the Florida Strategic Intermodal System (SIS)

Key Statutory Requirements

"There is hereby created the Florida Strategic Intermodal System. For purposes of funding projects under the system, the Department shall allocate from the State Transportation Trust Fund in its program and resource plan a minimum of $60 million each year, beginning in the 2004-2005 fiscal year. This allocation of funds is in addition to any funding provided to this system by any other provision of law." *[s. 339.61(1), F.S.]*

"The Legislature further finds that our transportation system must be designed and operated in such a way that it preserves the abundance of natural and manmade amenities that have been so successful in attracting new residents, businesses, and tourists to this state. Therefore, the Legislature declares that the designation of a Strategic Intermodal System, composed of facilities and services of statewide and interregional significance, will efficiently serve the mobility needs of Florida's citizens, businesses, and visitors and will help Florida become a worldwide economic leader, enhance economic prosperity and competitiveness, enrich quality of life, and reflect responsible environmental stewardship. To that end, it is the intent of the Legislature that the Strategic Intermodal System consists of transportation facilities that meet a strategic and essential state interest and that limited resources available for the implementation of statewide and interregional transportation priorities be focused on that system." *[s. 339.61(2), F.S.]*

"…the Department shall allocate at least 50 percent of any new discretionary highway capacity funds to the Florida Strategic Intermodal System created pursuant to s. 339.61. Any remaining new discretionary highway capacity funds shall be allocated to the districts for new construction as provided in subparagraph 1. For the purposes of this subparagraph, the term "new discretionary highway capacity funds" means any funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects." *[s.339.135(4)(a)2, F.S.]*

Commission Analysis

Established by the 2003 Legislature, the SIS is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. It includes the state's largest and most significant commercial service airports, the spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of our travelers and visitors, supports the movement of freight, and provides transportation links to external markets.

The SIS carries more than 99% of all enplaned commercial air passengers and cargo in the state, 100% of all waterborne freight tonnage and cruise passengers, 99% of all freight moving on the rail system, 89% of all interregional rail passengers, and more than 70% of all truck traffic and 59% of total traffic on the State Highway System.

Unfunded needs on the SIS were identified in the 2045 SIS Multi-Modal Unfunded Needs Plan update (June 2017) as $107.0 billion.

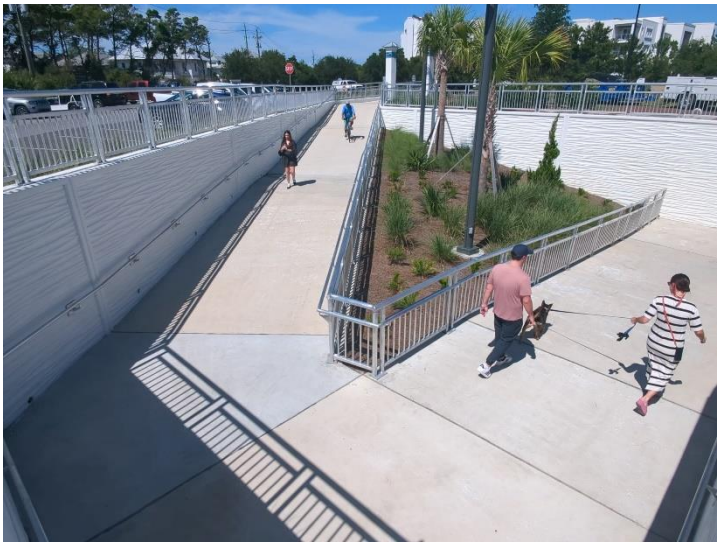
In accordance with s. 339.61(1), F.S., the Department has allocated $60 million in each of the five years of the Tentative Work Program period, meeting the minimum criteria.

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

The Tentative Work Program has a total of $13.6 billion programmed on the SIS for capacity improvements. Of this amount, $12.8 billion (or 93.7%) is programmed for highway capacity improvements, $315.1 million (or 2.3%) for seaports, $312.4 million (or 2.3%) for aviation, $163.1 million (or 1.2%) for rail, and $70.7 million (or 0.5%) for intermodal capacity improvements. The charts on the following pages are based on programmed commitment levels over the five years of this Tentative Work Program. The Department operates on a *commitment budget*. That is, the appropriations received from the legislature each year are for the planned commitment of funds. The actual disbursement of the committed funds may occur over a period of months or years.

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

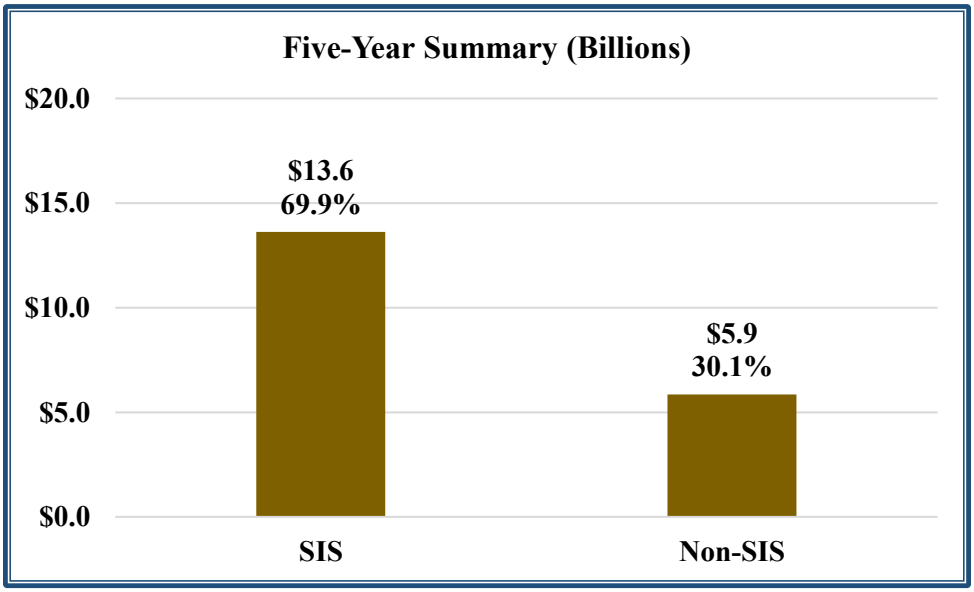
Detailed district SIS maps and corresponding project lists are presented in Appendix B of this report.



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

3a. The Florida Strategic Intermodal System Program (SIS)

Total Capacity Improvements and Other Enhancements
$19.5 Billion



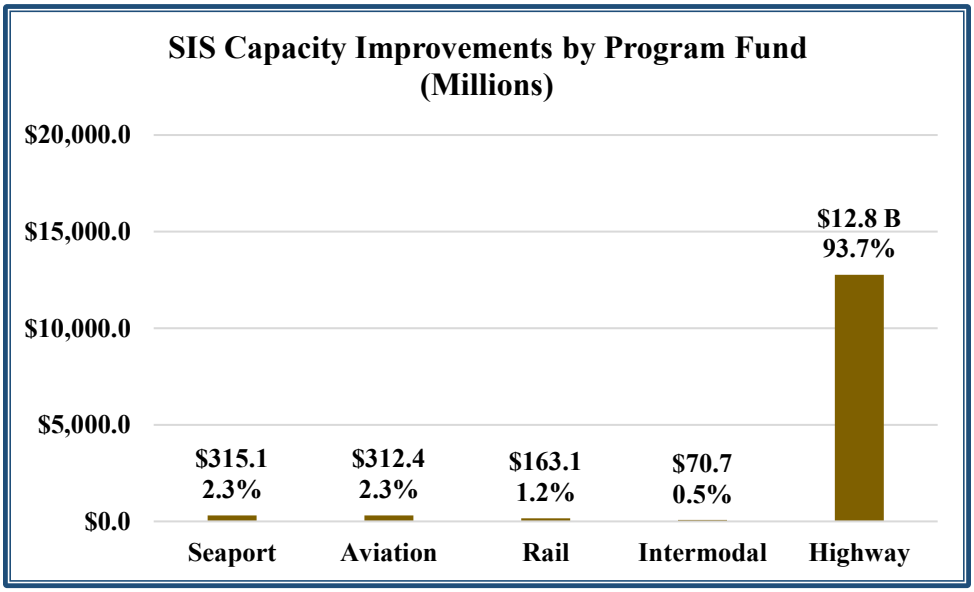
By Fiscal Year

(Billions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total	%
SIS	$4.9	$2.6	$2.1	$1.9	$2.2	$13.6	69.9%
Non-SIS	$1.8	$1.0	$1.1	$1.0	$1.0	$5.9	30.1%
Total	**$6.7**	**$3.5**	**$3.2**	**$2.9**	**$3.2**	**$19.5**	**100.0%**

Homestead Extension State Road 821
(Florida's Turnpike Enterprise)

3b. The Florida Strategic Intermodal System Program (SIS)

SIS Capacity Improvements by Program Fund
$13.6 Billion

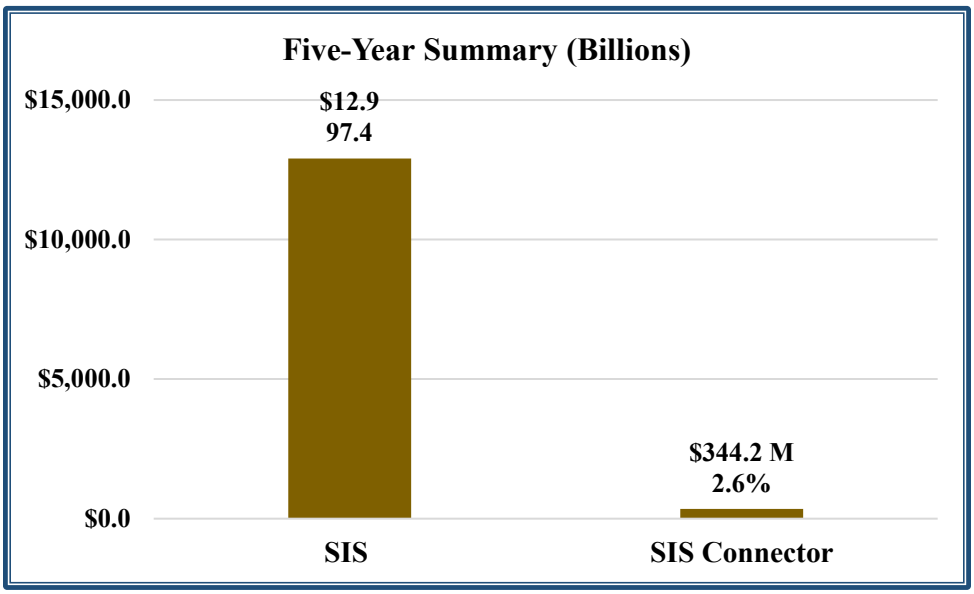


By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total	%
Aviation	$122.4	$61.2	$81.5	$35.7	$11.6	$312.4	2.3%
Seaport	$114.0	$82.5	$52.1	$39.0	$27.5	$315.1	2.3%
Rail	$104.4	$0.0	$55.0	$3.8	$0.0	$163.1	1.2%
Intermodal	$26.1	$12.3	$5.0	$17.0	$10.3	$70.7	0.5%
Highway	$4.5 B	$2.4 B	$1.9 B	$1.8 B	$2.1 B	$12.8 B	93.7%
Total	**$4.9 B**	**$2.6 B**	**$2.1 B**	**$1.9 B**	**$2.2 B**	**$13.6 B**	**100.0%**

3c. The Florida Strategic Intermodal System Program (SIS)

SIS Capacity Improvements – SIS Relative to SIS Connector
$13.3 Billion



By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total	%
SIS	$4.5 B	$2.4 B	$2.0 B	$1.8 B	$2.1 B	$12.9 B	97.4%
SIS Connector	$86.4	$53.2	$72.5	$79.3	$52.8	$344.2	2.6%
Total	**$4.8 B**	**$2.5 B**	**$2.0 B**	**$1.8 B**	**$2.1 B**	**$13.3 B**	**100.0%**

4. Overview of the Intermodal Development Program

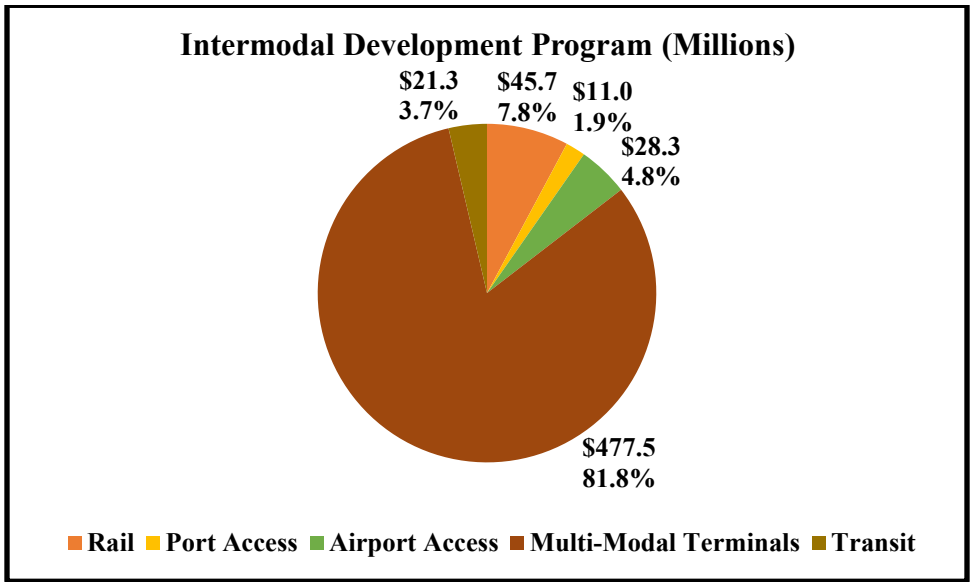
Key Statutory Requirements
Created within the Department of Transportation in the Intermodal Development Program which is to provide for major capital investments in fixed-guideway transportation systems, access to seaports, airports, and other transportation terminals, providing for the construction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

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

Commission Analysis
The Tentative Work Program includes a total of $583.7 million for the Intermodal Development Program. Of this amount, $477.5 million (or 81.8%) is programmed for multimodal terminals, $45.7 million (7.8%) for rail, $28.3 million (4.8%) for airport access, $21.3 million (3.7%) for transit, and $11.0 million (1.9%) for port access.

I-4 at State Road 33 Interchange and State Road 33 Widening
(District 1)

4a. Intermodal Development Program
$583.7 Million



By Fiscal Year

(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Rail	$20.8	$6.6	$6.0	$12.2	$0.0	$45.7
Port Access	$1.0	$0.0	$0.0	$10.0	$0.0	$11.0
Airport Access	$5.4	$6.7	$8.1	$5.5	$2.6	$28.3
Multi-Modal Terminals	$54.0	$75.0	$62.3	$89.8	$196.3	$477.5
Transit	$4.0	$4.1	$4.3	$4.4	$4.5	$21.3
Total	**$85.2**	**$92.4**	**$80.7**	**$122.0**	**$203.4**	**$583.7**

5. Stability of Project Schedules

Key Statutory Requirements
The Department shall stabilize the work program to ensure the timely and systematic completion of projects. *[s. 337.015(4), F.S.]*

The Department shall minimize changes and adjustments that affect the scheduling of project phases in the four common fiscal years contained in the previous adopted work program and the Tentative Work Program. *[s. 339.135(4)(b)3, F.S.]*

The Department shall advance by one fiscal year all projects included in the second year of the previous year's adopted work program. *[s. 339.135(4)(b)3, F.S.]*

It is the intent of the Legislature that the first three years of the adopted work program stand as the commitment of the state to undertake transportation projects that local governments may rely on for planning and concurrency purposes and in the development and amendment of the capital improvements elements of their local government comprehensive plans. *[s. 339.135(4)(b)3, F.S.]*

Commission Analysis
For the four common fiscal years (2026/27 to 2029/30) changes from the Adopted Work Program to the Tentative Work Program were as follows: 85.9% of project phases experienced no change in schedule or were advanced to an earlier fiscal year (FDOT objective is at least 80%), 92 (or 6.8%) project phases were deferred to a later fiscal year within the four common fiscal years or moved out to a fiscal year beyond fiscal year 2029/30, 39 (2.9%) project phases were deleted, and 59 (4.4%) project phases were moved out. Stability of the individual districts and Turnpike/Rail Enterprise work programs ranged from 50.0% to 100.0%. *Note: The stability report includes construction, right of way land, and Modal Development operations product phases only.*

For the four common fiscal years, 906 (or 87.3%) of road and bridge project phases experienced no change in schedule or were advanced to an earlier fiscal year.

For the four common fiscal years, 248 (81.0%) Modal Development project phases experienced no change in schedule or were advanced to an earlier fiscal year.

Compared to last year's Tentative Work Program, stability of this Tentative Work Program decreased 0.7% (from 86.6% last year to 85.9%).

If those project phases deferred or deleted at the request of local governments or other funding entities are excluded from the analysis, then 1,152 (or 87.6%) of project phases experienced no change in schedule or were advanced to an earlier year. For the 190 project phases deferred, deleted or moved out, 36.3% resulted from district priority changes, 21.1% from statewide priority changes, 14.2% external influences, 9.5% production / right of way schedule changes, 6.8% revenue adjustment, 3.7% had no reason attached, 3.2% from estimate increases, 3.2% other reasons, 1.6% from project combinations or phase substitutions, and 0.5% for secondary projects.

5a. Stability Report
Changes from Adopted Work Program to the Tentative Work Program

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

Summary Total

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes / Advances	1,154	85.9%
(Fiscal 2026-27 - 2029-30)	Deferrals	92	6.8%
	Deletions	39	2.9%
	Moved Out	59	4.4%
Total		**1,344**	**100.0%**

Roads and Bridges

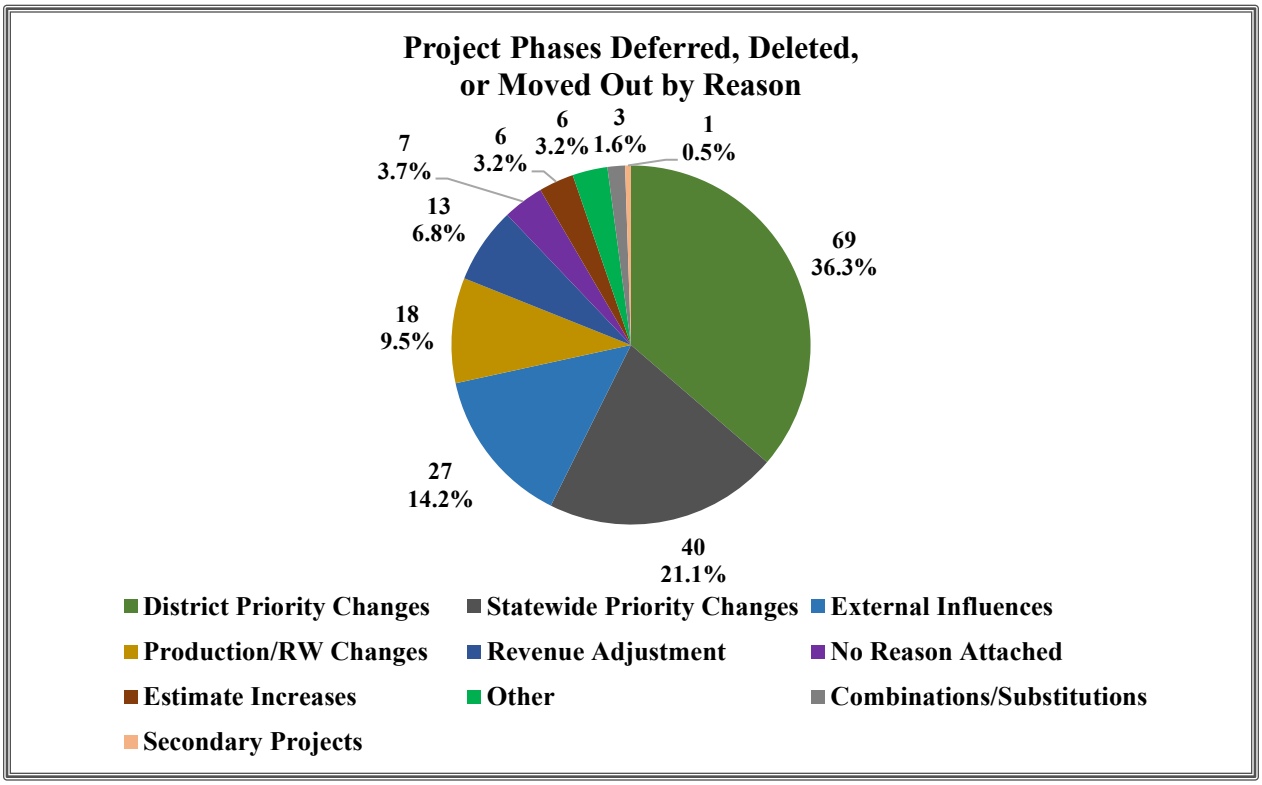
Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes / Advances	906	87.3%
(Fiscal 2026-27 - 2029-30)	Deferrals	73	7.0%
	Deletions	13	1.3%
	Moved Out	46	4.4%
Total		**1,038**	**100.0%**

Modal Development

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes / Advances	248	81.0%
(Fiscal 2026-27 - 2029-30)	Deferrals	19	6.2%
	Deletions	26	8.5%
	Moved Out	13	4.2%
Total		**306**	**100.0%**

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

5b. Stability Report
Statewide Work Program



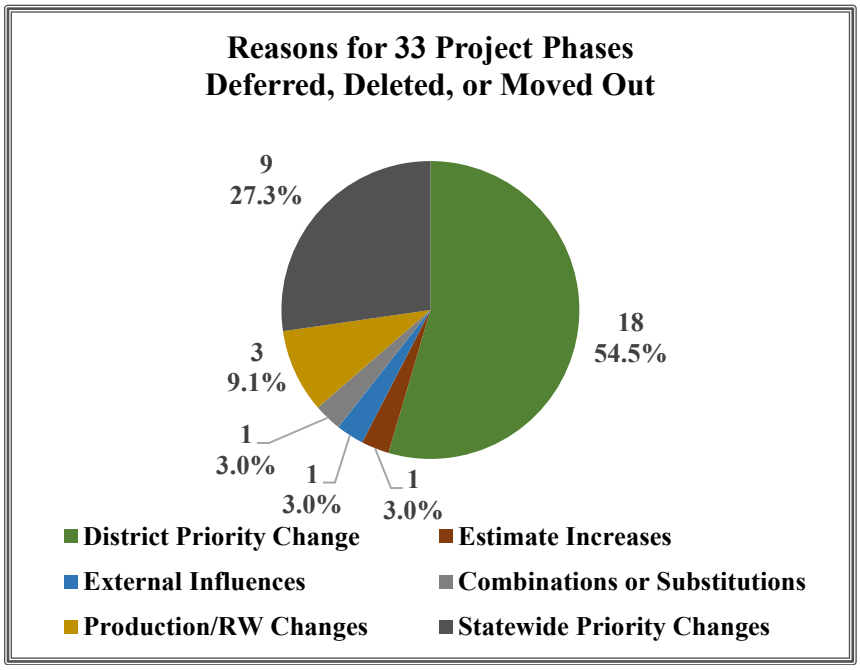
Results

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	1,119	83.3%
(Fiscal 2026-27 - 2029-30)	Advances	35	2.6%
	Deferrals	92	6.8%
	Deletions	39	2.9%
	Moved Out	59	4.4%
Total		**1,344**	**100.0%**

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	1,119	85.1%
(Fiscal 2026-27 - 2029-30)	Advances	33	2.5%
	Deferrals	74	5.6%
	Deletions	30	2.3%
	Moved Out	59	4.5%
Total		**1,315**	**100.0%**

5c. Stability Report
District 1 Work Program



Results

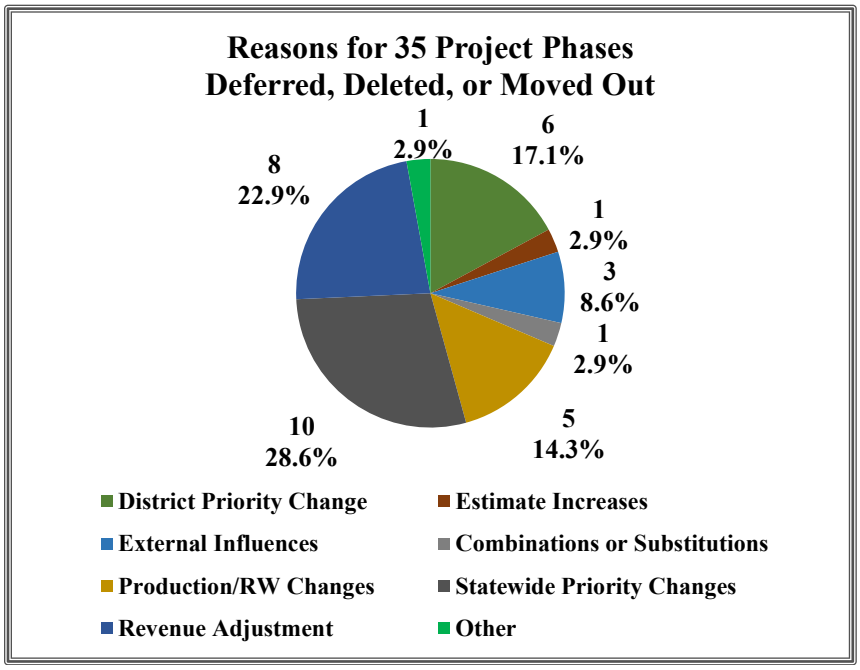
Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	144	78.3%
(Fiscal 2026-27 - 2029-30)	Advances	7	3.8%
	Deferrals	14	7.6%
	Deletions	4	2.2%
	Moved Out	15	8.2%
Total		**184**	**100.0%**

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	144	78.7%
(Fiscal 2026-27 - 2029-30)	Advances	7	3.8%
	Deferrals	13	7.1%
	Deletions	4	2.2%
	Moved Out	15	8.2%
Total		**183**	**100.0%**

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

5d. Stability Report
District 2 Work Program



Results

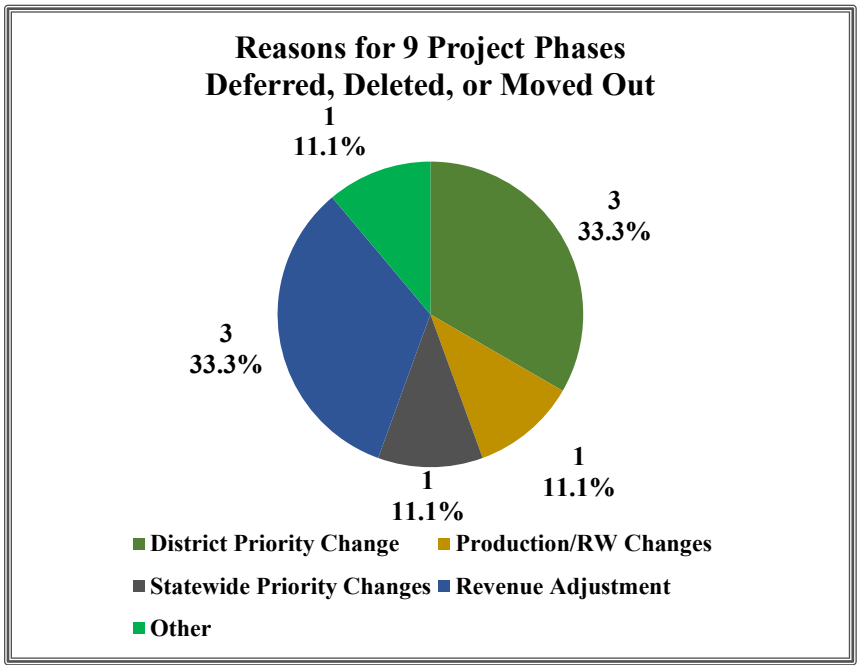
Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	199	83.6%
(Fiscal 2026-27 - 2029-30)	Advances	4	1.7%
	Deferrals	15	6.3%
	Deletions	5	2.1%
	Moved Out	15	6.3%
Total		**238**	**100.0%**

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	199	84.7%
(Fiscal 2026-27 - 2029-30)	Advances	4	1.7%
	Deferrals	15	6.4%
	Deletions	2	0.9%
	Moved Out	15	6.4%
Total		**235**	**100.0%**

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

5e. Stability Report
District 3 Work Program



Results

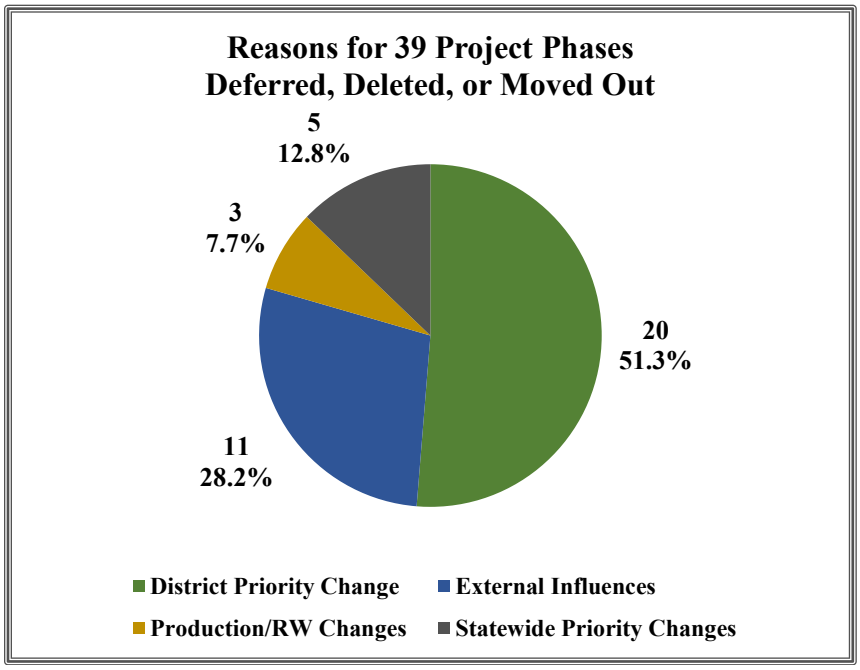
Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	148	91.4%
(Fiscal 2026-27 - 2029-30)	Advances	5	3.1%
	Deferrals	4	2.5%
	Deletions	5	3.1%
	Moved Out	0	0.0%
Total		**162**	**100.0%**

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	148	91.4%
(Fiscal 2026-27 - 2029-30)	Advances	5	3.1%
	Deferrals	4	2.5%
	Deletions	5	3.1%
	Moved Out	0	0.0%
Total		**162**	**100.0%**

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

5f. Stability Report
District 4 Work Program



Results

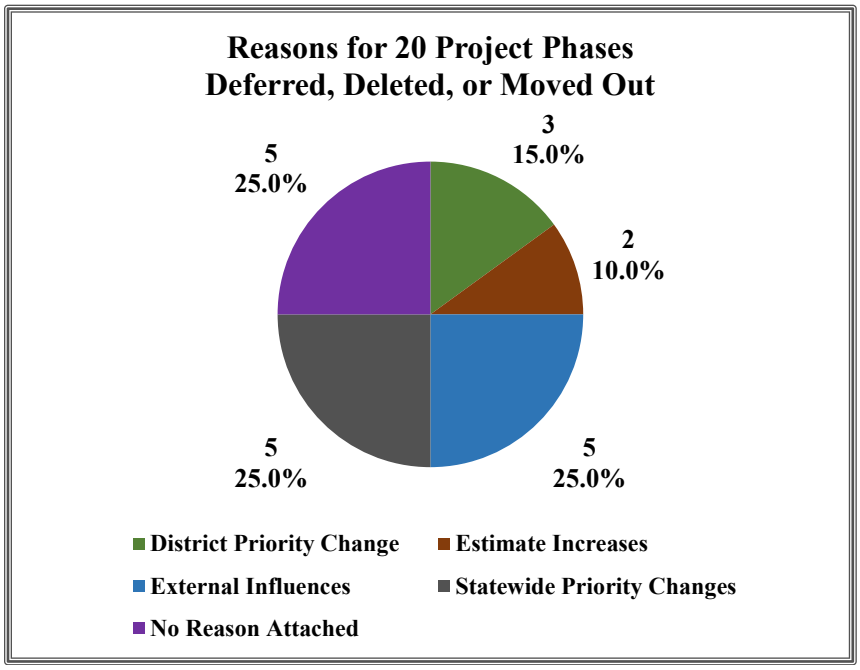
Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	160	76.6%
(Fiscal 2026-27 - 2029-30)	Advances	10	4.8%
	Deferrals	18	8.6%
	Deletions	14	6.7%
	Moved Out	7	3.3%
Total		**209**	**100.0%**

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	160	81.2%
(Fiscal 2026-27 - 2029-30)	Advances	9	4.6%
	Deferrals	13	6.6%
	Deletions	8	4.1%
	Moved Out	7	3.6%
Total		**197**	**100.0%**

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

5g. Stability Report
District 5 Work Program



Results

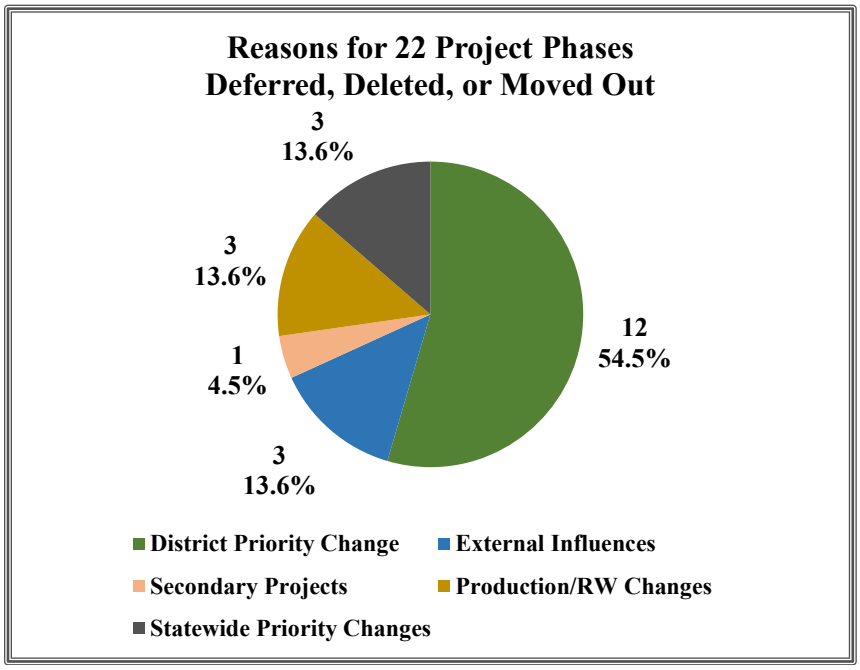
Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	156	88.6%
(Fiscal 2026-27 - 2029-30)	Advances	0	0.0%
	Deferrals	12	6.8%
	Deletions	3	1.7%
	Moved Out	5	2.8%
Total		**176**	**100.0%**

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	156	91.2%
(Fiscal 2026-27 - 2029-30)	Advances	0	0.0%
	Deferrals	7	4.1%
	Deletions	3	1.8%
	Moved Out	5	2.9%
Total		**171**	**100.0%**

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

5h. Stability Report
District 6 Work Program



Results

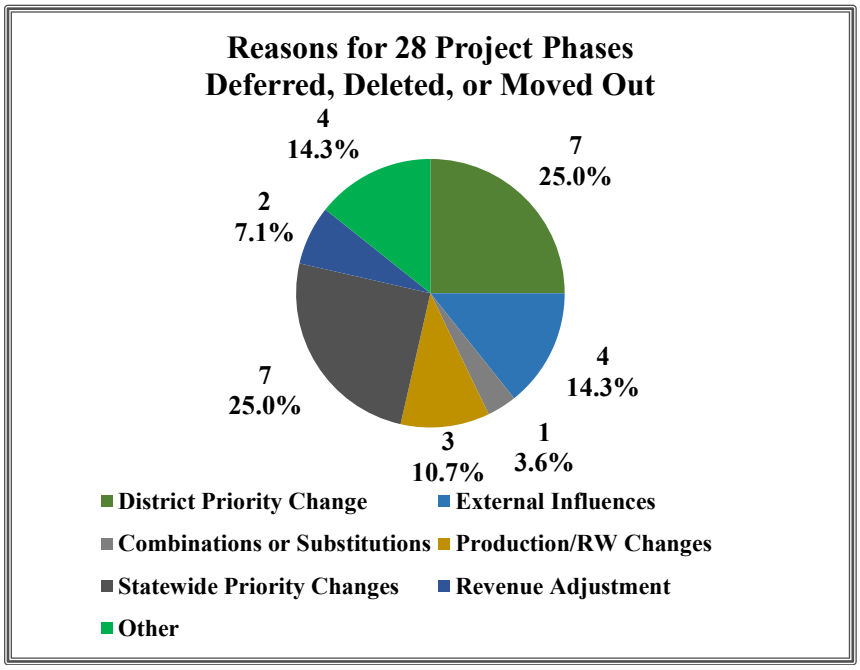
Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	99	79.2%
(Fiscal 2026-27 - 2029-30)	Advances	4	3.2%
	Deferrals	11	8.8%
	Deletions	3	2.4%
	Moved Out	8	6.4%
Total		**125**	**100.0%**

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	99	81.1%
(Fiscal 2026-27 - 2029-30)	Advances	4	3.3%
	Deferrals	8	6.6%
	Deletions	3	2.5%
	Moved Out	8	6.6%
Total		**122**	**100.0%**

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

5i. Stability Report
District 7 Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	145	82.4%
(Fiscal 2026-27 - 2029-30)	Advances	3	1.7%
	Deferrals	15	8.5%
	Deletions	5	2.8%
	Moved Out	8	4.5%
Total		**176**	**100.0%**

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	145	84.8%
(Fiscal 2026-27 - 2029-30)	Advances	2	1.2%
	Deferrals	11	6.4%
	Deletions	5	2.9%
	Moved Out	8	4.7%
Total		**171**	**100.0%**

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

5j. Stability Report
Turnpike Enterprise Work Program

Results

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	47	97.9%
(Fiscal 2026-27 - 2029-30)	Advances	1	2.1%
	Deferrals	0	0.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		**48**	**100.0%**

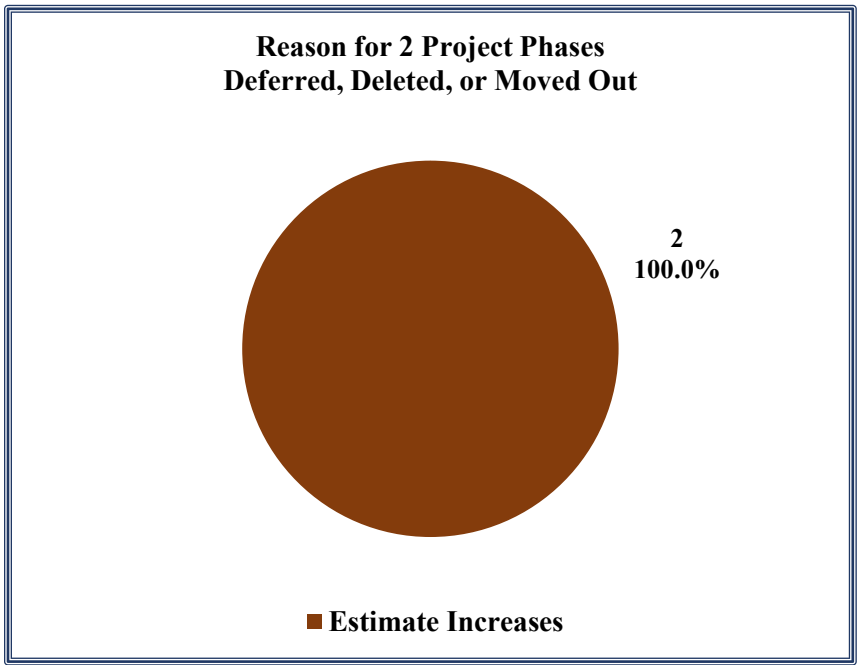
Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	47	97.9%
(Fiscal 2026-27 - 2029-30)	Advances	1	2.1%
	Deferrals	0	0.0%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		**48**	**100.0%**

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

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

5k. Stability Report
Florida Rail Enterprise Work Program



Results

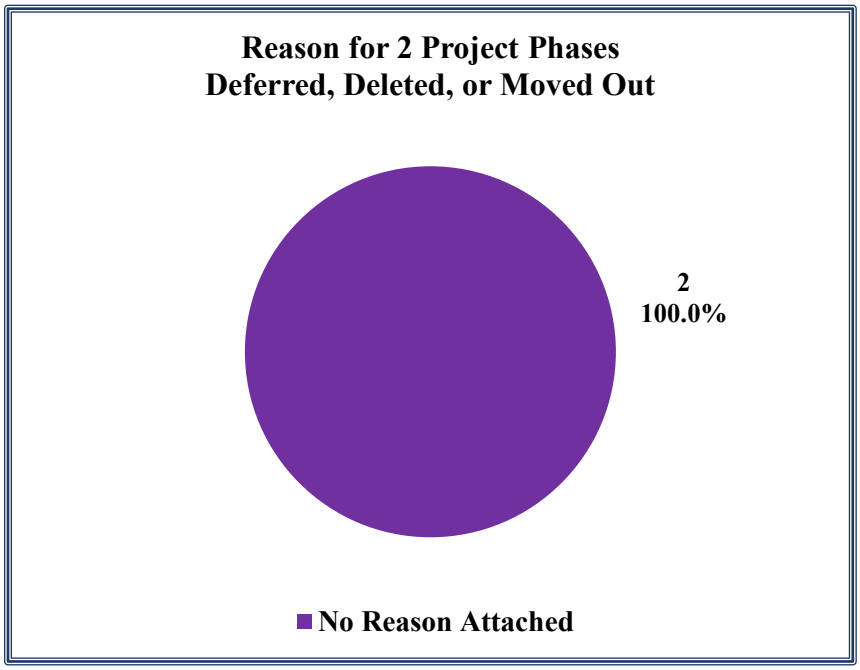
Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	2	50.0%
(Fiscal 2026-27 - 2029-30)	Advances	0	0.0%
	Deferrals	1	25.0%
	Deletions	0	0.0%
	Moved Out	1	25.0%
Total		**4**	**100.0%**

Results without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	2	50.0%
(Fiscal 2026-27 - 2029-30)	Advances	0	0.0%
	Deferrals	1	25.0%
	Deletions	0	0.0%
	Moved Out	1	25.0%
Total		**4**	**100.0%**

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

5l. Stability Report
District 65 – Central Office Weigh Stations Work Program



Results

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	13	81.3%
(Fiscal 2026-27 – 2029-30)	Advances	1	6.3%
	Deferrals	2	12.5%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		**16**	**100.0%**

Results Without External Influences

Fiscal Year	Category	Phases	Percentage
4 Common Years	No Changes	13	81.3%
(Fiscal 2026-27 – 2029-30)	Advances	1	6.3%
	Deferrals	2	12.5%
	Deletions	0	0.0%
	Moved Out	0	0.0%
Total		**16**	**100.0%**

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

State Road 100 Starke Railroad Overpass
(District 2)

6. Linking the Work Program with the Goals and Objectives in the Florida Transportation Plan

Key Statutory Requirements
The Tentative Work Program shall be developed in accordance with the Florida Transportation Plan required in s. 339.155 and must comply with the program funding levels contained in the program and resource plan. *[s. 339.135(4)(b)2, F.S.]*

The purpose of the Florida Transportation Plan is to establish and define the state's long-range transportation goals and objectives to be accomplished over a period of at least 20 years within the context of the State Comprehensive Plan, and any other statutory mandates and authorizations based upon the prevailing principles of:

(a) preserving the existing transportation infrastructure
(b) enhancing Florida's economic competitiveness
(c) improving travel choices to ensure mobility
(d) expanding the state's role as a hub for trade and investment *[s. 339.155(1), F.S.]*

The Florida Transportation Plan shall be a unified, concise planning document that clearly defines the state's long-range transportation goals and objectives. The plan shall document the goals and long-term objectives necessary to implement the results of the department's findings from its examination of the criteria specified in s. 334.046(1) and 23 U.S.C. s. 135. *[s. 339.155(3)(b), F.S.]*

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

Objectives contained in the 2020 Performance Element of the Florida Transportation Plan were used to demonstrate the linkage between this Tentative Work Program and the goals and objectives of the Florida Transportation Plan.

The Department has met the four objectives that are measured directly through the work program. (The remaining objectives in the performance report not covered in this review are measured in other ways, such as through the Commission's annual FDOT Performance and Production Review.)

Statutory Guidelines: Preservation
One of the Department's prevailing principles is protecting the state's transportation infrastructure investment. Preservation includes: (1) ensuring 80 percent of the pavement on the State Highway System meets Department standards, (2) ensuring 90 percent of Department-maintained bridges meet Department standards, and (3) ensuring that the Department achieves 100 percent of the acceptable maintenance standard on the State Highway System. *[s. 334.046(4)(a), F.S.]*

Long Range Goal in Florida Transportation Plan
Maintain and operate Florida's transportation system proactively.

Resurfacing
Objective: Ensure that 80 percent of pavement on the State Highway System meets the Department standard of "Good" condition, rated 7 or above in the pavement condition survey on a scale of one to ten.

Tentative Work Program (November 5, 2025 snapshot)

Lane Miles	Fiscal 26 / 27	Fiscal 27 / 28	Fiscal 28 / 29	Fiscal 29 / 30	Fiscal 30 / 31
Lane Miles Meeting Standards	≥80%	≥80%	≥80%	≥80%	≥80%

Bridges
Objective: Ensure that 90 percent of all FDOT maintained bridges open to the public meet the Department standard of "Good" condition, or not in need of repair. Any remaining bridges, while in need of repair or replacement, must be safe for public use.

Tentative Work Program (November 5, 2025 snapshot)

Bridges	Fiscal 26 / 27	Fiscal 27 / 28	Fiscal 28 / 29	Fiscal 29 / 30	Fiscal 30 / 31
Bridges Meeting Standards	≥90%	≥90%	≥90%	≥90%	≥90%

Maintenance
Objective: Achieve 100 percent of the acceptable maintenance standard on the State Highway System, based on the Department's use of the Maintenance Rating Program. This process grades five maintenance elements and generates a composite state score using a scale of 1 to 100.

Tentative Work Program (November 5, 2025 snapshot)

Maintenance	Fiscal 26 / 27	Fiscal 27 / 28	Fiscal 28 / 29	Fiscal 29 / 30	Fiscal 30 / 31
Maintenance Standards Met	100%	100%	100%	100%	100%

Statutory Guidance: Enhancing Economic Competitiveness
Ensuring that the state has a clear understanding of the economic consequences of transportation investments, and how such investments affect the state's economic competitiveness. The department must develop a macroeconomic analysis of the linkages between transportation investment and economic performance, as well as a method to quantifiably measure the economic benefits of the district-work-program investments. Such an analysis must analyze: 1. The state's and district's economic performance relative to the competition; and 2. The business environment as viewed from the perspective of companies evaluating the state as a place in which to do business. *[s. 334.046(4)(b), F.S.]*

Long Range Goal in Florida Transportation Plan
Invest in transportation systems to support a prosperous, globally competitive economy.

Strategic Intermodal System (SIS)
Objective: Allocate up to 75 percent of *new* discretionary capacity funds to the Strategic Intermodal System.

New discretionary highway capacity funds are defined as funds available to the Department above the prior year funding level for capacity improvements, which the Department has the discretion to allocate to highway projects.

The Revenue Estimating Conference met on August 7, 2025, to consider the forecast of revenues flowing into the State Transportation Trust Fund (STTF). Revenues for the 2024-25 fiscal year came in 0.1% percent above the prior estimate, well within the range that the Conference typically associates with noise. Beginning with the estimates for FY 2025-26, overall revenues to the STTF during the work program period ending in FY 2030-31 were decreased by $328.7 million or about 1.1 percent. The revised estimates address the changes enacted during the 2025 Session which have now been embedded in the old and new forecasts. The most notable changes involve delaying

implementation of the natural gas fuel tax from January 1, 2026, to January 1, 2030, and sunsetting the aviation fuel tax on January 1, 2026.

For revenues from fuel taxes, the overall forecast was shaped by recent developments in all of the following: changing consumption patterns of motor fuel and other fuels (diesel, aviation and off-highway fuel); projected fuel tax rates; and technological advancements in fuel efficiency. The revenue projection for all types of fuel was decreased by $312.2 million, which is 1.5 percent over the entire work program. Within this total, collections from the Highway Fuel Sales Tax and SCETS fuel tax were decreased by $275.4 million for the work program period. Further adding to the net decrease, the forecast for Aviation fuel Tax was reduced by $20.3 million for the period it and its associated refunds remain in effect. The forecast for Natural Gas Fuel Tax was decreased by $0.1 million. Expected collections from the Fuel Use Tax were decreased by $3.4 million while expected collections from Off-Highway Fuel tax were decreased by $13.0 million. A fallout of some of the other forecast changes, the Local Option Distribution over the work program was decreased by $1.6 million or approximately 0.5 percent over the prior forecast.

Finally, the forecast for the Rental Car Surcharge was decreased by $15.4 million, or 1.8 percent. The new forecast reflects FY 2024-25 actual performance; disruptions in the car leasing market related to high interest rates; softening in domestic and international travel; the increased use of alternatives to rental cars such as ride sharing services and destination-provided shuttles; and the widespread use of substitutes for traditional business-related travel.

The forecasts for motor vehicle license and registration-related fees were previously adopted by the Highway Safety Licenses and Fees Conference held July 29, 2025. In this work program period, receipts to the STTF from motor vehicle related licenses and fees were increased by $0.5 million or less than 0.1 percent over the entire work program. Motor Vehicle Licenses are up $6.4 million, Initial Registrations are down $11.5 million, Title Fees are down $10.1 million, and Motor Carrier Compliance Penalties are up by $15.7 million over the work program period.

Statutory Guidance: Enhancing Mobility
Ensuring a cost-effective, statewide, interconnected transportation system.

Long Range Goal in Florida Transportation Plan
Improve mobility and connectivity for people and freight.

Northeast 203 Street Intersection between State Road 5 / U.S. 1 and West Dixie Highway (District 6)

7. Production Capacity

Key Statutory Requirements

As part of its evaluation, the Transportation Commission is to ensure that the Tentative Work Program can be produced with available resources. Therefore, the Commission asked the Department to document what additional level of preliminary engineering consultant resources, if any, is programmed to produce the Tentative Work Program. *[s. 339.135(4)(g)2c, F.S.]*

Commission Analysis

To meet ongoing needs, preliminary engineering consultant funding levels can sometimes fluctuate, depending on whether overall production is expanding or contracting. Currently, the Department's overall production levels expanded overall, totaling a net increase of $145.3 million for preliminary engineering consultants in the four common fiscal years of the Tentative Work Program and the Adopted Work Program.

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

Preliminary Engineering Consultant Funding
Four Common Years Increase (Millions)

Fiscal 2026-27	Fiscal 2027-28	Fiscal 2028-29	Fiscal 2029-30	Total
$287.4	-$134.5	$42.5	-$50.1	$145.3

8. Compliance with Approved Local Government Comprehensive Plans

Key Statutory Requirements
FloridaCommerce shall transmit to the Florida Transportation Commission a list of those projects and project phases contained in the Tentative Work Program which are identified as being inconsistent with approved local government comprehensive plans. For urbanized areas of metropolitan planning organizations, the list may not contain any project or project phase that is scheduled in a transportation improvement program unless such inconsistency has been previously reported to the affected metropolitan planning organization. [s. 339.135(4)(f), F.S.]

Commission Analysis
FloridaCommerce notified FDOT, via letter dated December 10, 2025, it had completed its review of the Tentative Work Program. Based on its review, FloridaCommerce determined all projects were found to be consistent with local government comprehensive plans.

State Road 26 (University Avenue)
(District 2)

9. Metropolitan Planning Organizations (MPOs) Objections and Requests

Key Statutory Requirements

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

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

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

Commission Analysis

There were no objections filed for a project rescheduled or deleted from the district work program that was included in the Transportation Improvement Plan (TIP) and contained in the last four years of the Department's Adopted Work Program.

There were seventeen comments and / or requests from sixteen planning organizations and / or boards of county commissioners made for further consideration of projects not included or not adequately addressed in district work programs.

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

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

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

District	Objections	Reconsiderations / Comments
1	0	3
2	0	1
3	0	0
4	0	5
5	0	2
6	0	0
7	0	3
TPK	0	3
Rail Enterprise	N / A	N / A
Total	**0**	**17**

District	Commenting Organizations
1	Collier MPO
2	Metropolitan Transportation Planning Organization City of Gainesville
3	N / A
4	Broward Planning Organization Indian River County MPO Martin MPO Palm Beach MPO St. Lucie TPO
5	Metroplan Orlando
6	Miami-Dade TPO Monroe County
7	Hillsborough TPO Forward Pinellas
FTE	Broward MPO Miami-Dade MPO Hillsborough TPO

9a. Metropolitan Planning Organizations
Changes Made After District Public Hearings

Key Statutory Requirements
Prior to the submission of the district work program to the central office, each district office shall hold a public hearing in at least one urbanized area in the district and shall make a presentation at a meeting of each metropolitan planning organization in the district to determine the necessity of making any changes to projects included, or to be included, in the district work program and to hear requests for new projects to be added to, or existing projects to be deleted from, the district work program. [s. 339.135(4)(d), F.S.]

Although not required by statute, an important function of the statewide public hearing of the Tentative Work Program is to identify and provide public notice of projects that have been added to, advanced within, deferred, moved out of, or deleted from the Tentative Work Program after the public hearings were conducted in the districts.

Commission Analysis
Commission staff verified that each district and the Turnpike Enterprise conducted public hearings in at least one urbanized area in the district.

The development of the Tentative Work Program is a dynamic process, constantly being modified until it is locked down prior to submission to the Legislature and the Transportation Commission. Inevitably, some changes are made which impact the placement of projects within the work program. Therefore, it is imperative that these changes be publicly noticed.

A listing of project phase changes after district public hearings is attached as Appendix C.

Boynton Beach Boulevard Safety Improvements
(District 4)

10. Transportation Regional Incentive Program (TRIP)

Key Statutory Requirements
The 2005 Legislature created within the Department a Transportation Regional Incentive Program (TRIP) for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas. *[s. 339.2819(1), F.S.]* The intent for the use of these funds is to generate additional capacity through growth in the transportation program.

The percentage of matching funds provided from the TRIP shall be up to 50 percent of project costs. *[s. 339.2819(2), F.S.]* Federal earmarks or Federal Transit Administration funds may not be used as a match for TRIP.

The Department shall allocate funding available for the TRIP to the districts based on a factor derived from equal parts of population and motor fuel collections for eligible counties in regional transportation areas created pursuant to s. 339.155(4), F.S. *[s. 339.2819(3), F.S.]*

Projects using TRIP funds shall, at a minimum:

- Support those transportation facilities that serve national, statewide, or regional functions and serve as part of an integrated regional transportation system;
- Be identified in the capital improvements element of a comprehensive plan that has been determined to comply with part II of chapter 163, Florida Statutes, after July 1, 2005.

Further, the project shall comply with local government comprehensive plan policies relative to corridor management;
- Be consistent with the Strategic Intermodal System Plan; and
- Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost. *[s. 339.2819(4)(a), F.S.]*

In allocating TRIP funds, priority shall be given to projects that:

- Provide connectivity to the Strategic Intermodal System, developed under s. 339.64;
- Support economic development and the movement of goods in Rural Areas of Opportunity designated under s. 288.0656(7), F.S.;
- Are subject to a local ordinance that establishes corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land us strategies, zoning, and setback requirements for adjacent land uses; and
- Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network. *[s. 339.2819(4)(c), F.S.]*

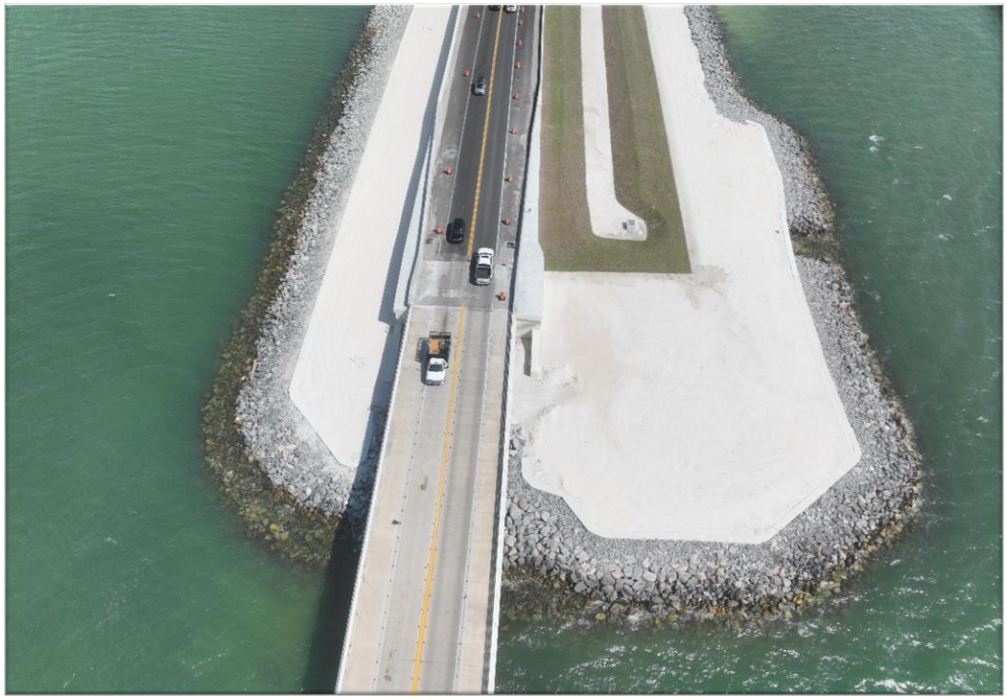
Commission Analysis
Funds for fiscal 2026/27 through fiscal 2030/31 were allocated to the districts by statutory formula. Total programmed funding in this Tentative Work Program for TRIP is $248.1 million.

Annual programmed amounts allocated for TRIP are reflected below:

Transportation Regional Incentive Program (TRIP)

Millions	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
District 1	$7.7	$7.6	$7.5	$7.5	$7.4	$37.6
District 2	$5.8	$5.8	$5.7	$5.6	$5.6	$28.5
District 3	$3.7	$3.7	$3.7	$3.6	$3.6	$18.3
District 4	$9.0	$8.9	$8.8	$8.7	$8.6	$44.0
District 5	$11.1	$11.0	$10.9	$10.8	$10.7	$54.5
District 6	$5.9	$5.8	$5.8	$5.7	$5.7	$28.8
District 7	$7.4	$7.3	$7.3	$7.2	$7.1	$36.4
Total	**$50.5**	**$50.1**	**$49.6**	**$49.1**	**$48.7**	**$248.1**

Note: Figures are based on the November 5, 2025 snapshot of the Tentative Work Program.



Hurricane Ian Sanibel Island Access
(District 1)

11. County Transportation Programs

Key Statutory Requirements
Three programs have been established to assist counties.

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

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

Small County Outreach Program (SCOP) The purpose of this program is to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing, or reconstructing county roads, or constructing capacity or safety improvements to county roads. A small county being defined as any county with a population of 200,000 or less, as determined by the most recent official estimate. Funds allocated under this program are in addition to any funds provided for the Small County Road Assistance Program. The Department shall fund 75 percent of the cost of SCOP projects. In determining a county's eligibility for assistance, the Department may consider whether the county has attempted to keep county roads in satisfactory condition. The following criteria shall be used to prioritize road projects for funding under the program:

The primary criterion is the physical condition of the road as measured by the Department.

As secondary criteria, the Department may consider:

- whether a road is used as an evacuation route
- whether a road has high levels of agricultural travel
- whether a road is considered a major arterial route
- whether a road is considered a feeder road
- information as evidenced to the Department through an established pavement management plan; and
- other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the Department. *[s. 339.2818, F.S.]*

Small County Road Assistance Program (SCRAP) The purpose of this program, created by the Legislature in 1999, is to assist small county governments in resurfacing or reconstructing county roads. Small county being defined as any county with a population of 75,000 or less, according to 1990 federal census data. Up to $25 million annually from the State Transportation Trust Fund (STTF) may be used for the purpose of funding SCRAP. *[s. 339.2816(1)-(3), F.S.]* Small counties shall be eligible to compete for these funds for resurfacing or reconstruction projects on county roads that were part of the county road system on June 10, 1995. Capacity improvements on county roads are not eligible for funding. In determining a county's eligibility for assistance under this program, the Department may consider whether the county has attempted to keep county roads in satisfactory condition, including the amount of local option fuel tax imposed by the county. The Department may also consider the extent to which the county has offered to provide a match of local funds with state funds provided under the program. At a minimum, small counties shall be eligible only if the county has enacted the maximum rate of the local option fuel tax authorized by s. 336.025(1)(a), F.S. The following criteria must be used to prioritize road projects for funding under the program:

The primary criterion is the physical condition of the road as measured by the Department.

As secondary criteria, the Department may consider:

- whether a road is used as an evacuation route
- whether a road is has high levels of agricultural travel

- whether a road is considered a major arterial route
- whether a road is considered a feeder road
- whether a road is in a financially constrained county, as defined in s. 218.67(1); and
- other criteria related to the impact of a project on the public road system or on the state or local economy as determined by the Department. *[s. 339.2816, F.S.]*

Commission Analysis
The County Incentive Grant Program and Small County Outreach Program were originally funded by an annual non-recurring general revenue appropriation of $125 million. The service charge that had been collected on the proceeds from the local option fuel tax is no longer assessed as of July 1, 2006. The resulting increase in revenue derived from this action is now being deposited in the STTF to fund the County Incentive Grant Program and Small County Outreach Program. The SCOP program also receives a portion of Documentary Stamp revenue, motor vehicle title fees, motor vehicle registration transactions, and motor vehicle license taxes. The Small County Road Assistance Program also receives a portion of motor vehicle license taxes.

The Department has programmed $225.2 million for the County Incentive Grant Program, $397.1 million for the Small County Outreach Program and $125.0 million for the Small County Road Assistance Program. This results in cumulative county transportation program funding of $747.2 million.

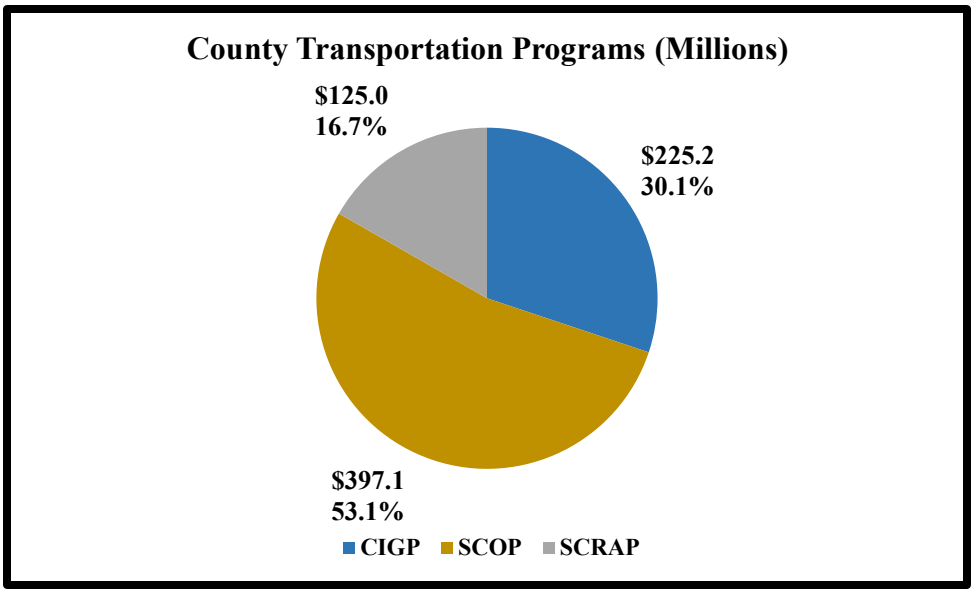
Annual programmed allocations for CIGP, SCOP and SCRAP are:

County Transportation Programs

Program	Annual Amount Programmed (Millions)					
	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Five-Year Total
CIGP	$64.8	$39.9	$40.1	$40.2	$40.2	$225.2
SCOP	$80.5	$79.6	$79.3	$79.0	$78.7	$397.1
SCRAP	$25.0	$25.0	$25.0	$25.0	$25.0	$125.0

Note: Figures are based on the February 5, 2025 snapshot of the Tentative Work Program.

Since projects eligible for funding under the CIGP, SCOP and SCRAP programs may require a local match and the satisfaction of certain criteria, only some projects are included in the Tentative Work Program for funding from these sources.



Brooks Bridge Replacement
(District 3)

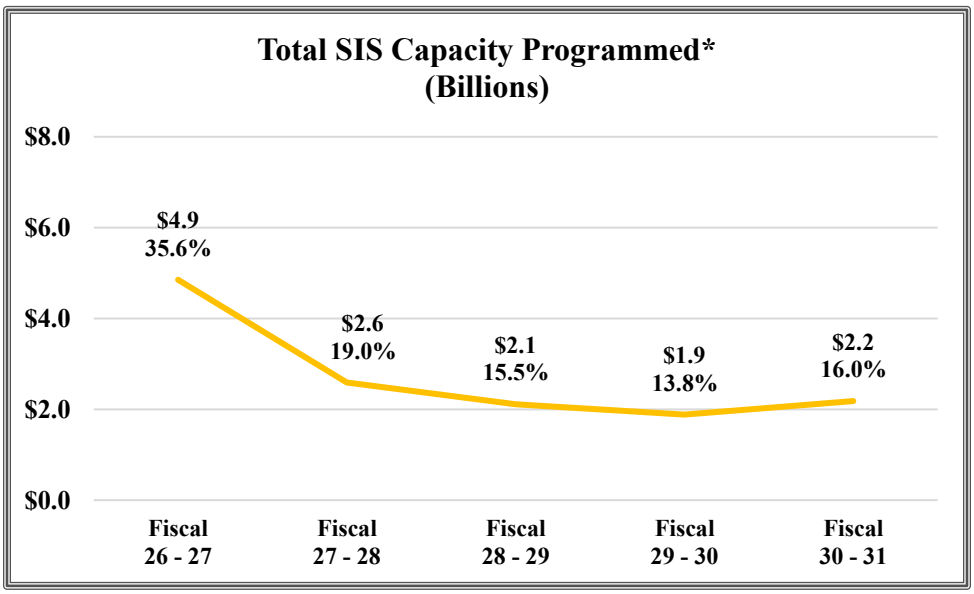
12. Strategic Intermodal System Funding

Key Statutory Requirements

There is hereby created the Florida Strategic Intermodal System. For purposes of funding projects under the system, the Department shall allocate from the State Transportation Trust Fund in its program and resource plan a minimum of $60 million each year, beginning in the 2004-2005 fiscal year. This allocation of funds is in addition to any funding provided to this system by any other provision of law. *[s. 339.61(1), F.S.]*

Commission Analysis

The Department has allocated $60 million to the SIS annually for each of the five years. Other projects, while being designated as being on the SIS, are being funded through work program funds other than the SIS fund code "DIS" utilized for the statutorily required SIS allocation. Overall, funds programmed in the Tentative Work Program for SIS capacity improvements significantly exceed $60 million for each of the five years and total $13.6 billion over the five-year period.



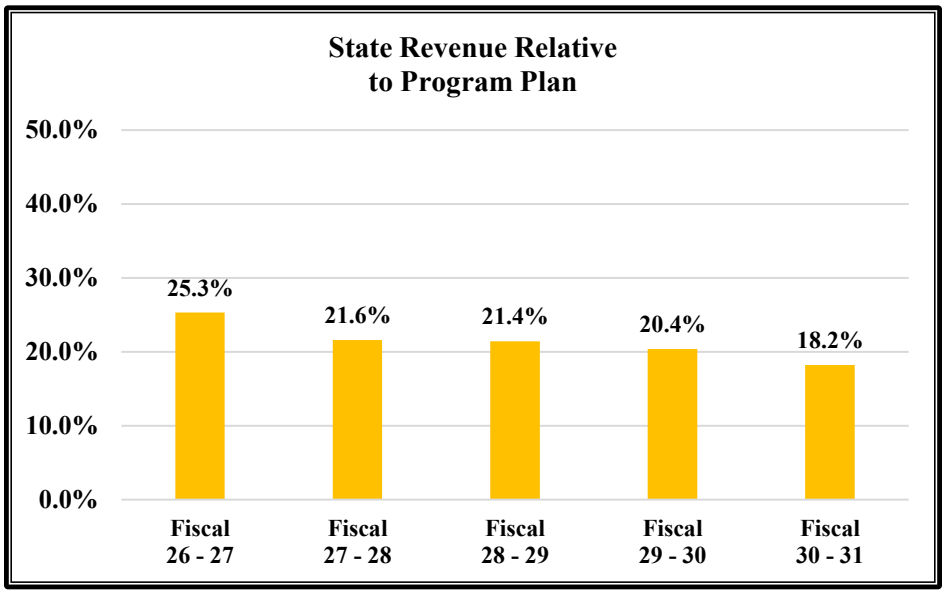
(Billions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31
Minimum Required Allocation	$60.0 M	$60.0 M	$60.0 M	$60.0 M	$60.0 M
Total SIS Capacity Programmed*	$4.9	$2.6	$2.1	$1.9	$2.2

13. Public Transportation Funding

Key Statutory Requirements
Beginning in fiscal year 2000-01, and each year thereafter, a minimum of 15 percent of all state revenues deposited into the State Transportation Trust Fund shall be committed annually by the Department for public transportation projects. *[s. 206.46(3), F.S.]*

Commission Analysis
The Tentative Work Program is planned to exceed the statutory minimum for fiscal years 2026/27 through 2030/31, in which an average of 21.3% of State Transportation Trust Fund financing is programmed for public transportation projects.

Public Transportation Funding



(Millions)	Fiscal 26 - 27	Fiscal 27 - 28	Fiscal 28 - 29	Fiscal 29 - 30	Fiscal 30 - 31	Total
Annual Program (State Funded)	$994.6	$869.8	$881.3	$860.3	$781.3	$4.4 B
Total STTF Allocation	$3.9 B	$4.0 B	$4.1 B	$4.2 B	$4.3 B	$20.4 B
Program % of Allocation	25.3%	21.6%	21.4%	20.4%	18.2%	21.3%
15% Requirement	$589.3	$604.9	$618.6	$632.0	$644.1	$3.1 B

14. Fund Distribution

Key Statutory Requirements
The Department shall, for the purpose of developing a Tentative Work Program, allocate funds to the districts as follows:

- funds for new construction based on equal parts of population and motor fuel tax collections (does not include the Turnpike Enterprise);

- funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction and repair, public transit projects except public transit block grants, and other programs with quantitative needs assessments based on the results of these needs assessments; and

- funds for public transit block grants shall be allocated pursuant to section s. 341.052, F.S. *[s. 339.135(4)(a)1, F.S.]*

For the period July 1, 1998, through June 30, 2027, the Department shall, to the maximum extent feasible, program sufficient funds in the Tentative Work Program such that the percentage of turnpike toll and bond financed commitments in South Florida (Miami-Dade, Broward and Palm Beach Counties) be at least 90 percent of the net toll collections attributed to users of the turnpike system in South Florida. *[s. 338.231(3)(a), F.S.]*

Commission Analysis
Funds allocated to each district for development of the Tentative Work Program were allocated according to statutory requirements. Commission staff, in consultation with staff from the Office of Work Program and Budget, reviewed Schedules A and B of the Tentative Work Program Instructions to confirm that funds were allocated according to statutory requirements.

The level of Turnpike commitments in Palm Beach, Broward and Miami-Dade counties continues to exceed the 90% requirement through the end of the statutory period (June 30, 2027). The Tentative Work Program is planned so that the Turnpike exceeds the level of commitments necessary to meet the 90% requirement by $513 million.

15. State Comprehensive Enhanced Transportation System Tax Distribution

Key Statutory Requirements
The Department shall use State Comprehensive Enhanced Transportation System (SCETS) Tax proceeds only for projects in the adopted work program in the district in which the tax proceeds are collected and, to the maximum extent feasible, such money shall be programmed for use in the county where collected. *[s. 206.608(2), F.S.]*

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

Department Staff confirmed that, to the maximum extent feasible, such funds were programmed in the county in which they were collected.

(Millions)	Fiscal Year					
	26 / 27	27 / 28	28 / 29	29 / 30	30 / 31	Total
District 1	$176.7	$182.1	$186.9	$192.0	$196.1	$933.8
District 2	$143.8	$148.3	$151.9	$156.5	$159.5	$760.1
District 3	$92.2	$94.9	$97.7	$100.1	$102.4	$487.3
District 4	$196.7	$202.8	$208.1	$213.7	$218.2	$1.0 B
District 5	$265.7	$273.9	$280.9	$288.7	$294.8	$1.4 B
District 6	$125.5	$129.5	$132.8	$136.4	$139.2	$663.5
District 7	$161.0	$165.9	$170.3	$175.0	$178.4	$850.5
PTO*	$3.0	$3.0	$3.0	$3.0	$3.0	$15.0
Total	**$1.2 B**	**$1.2 B**	**$1.2 B**	**$1.3 B**	**$1.3 B**	**$6.2 B**

*PTO - Public Transportation Operation

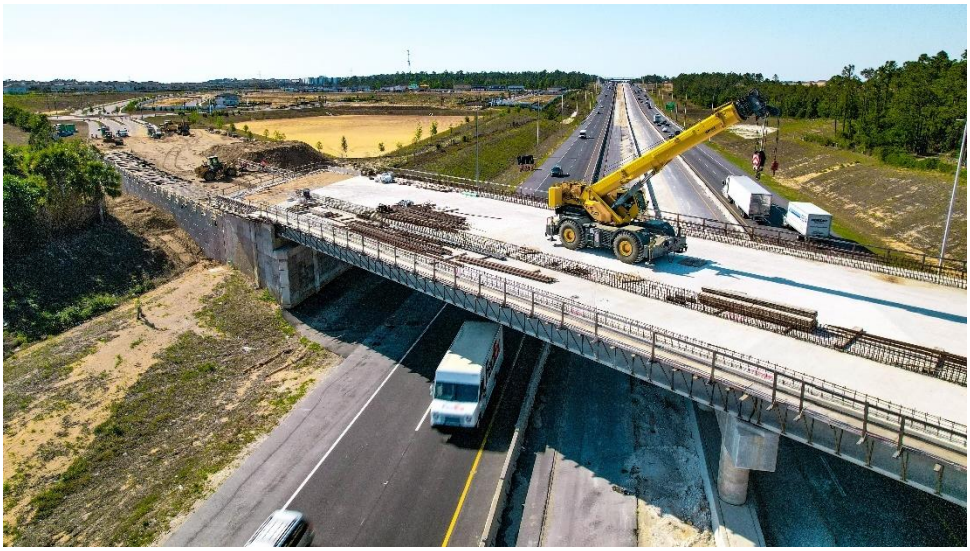
16. Compliance with Applicable Laws and Policies

Key Statutory Requirements
The law directs the Commission to conduct an in-depth evaluation of the Tentative Work Program for compliance with all applicable laws and established Departmental policies. *[s. 20.23(2)(b)3, F.S.]*

Commission Analysis
To verify compliance with numerous laws and policies prescribing the content and process for development of the work program, Commission staff developed a series of 72 questions targeting specific work program requirements. The Department responded to all questions in writing and provided documentation where appropriate. Responses and all documentation were thoroughly reviewed by Commission staff. (See Appendix A for a copy of the questions and the Department's responses.)

Several major requirements for the development of the Tentative Work Program are highlighted throughout this report. Other requirements are covered in the questions and responses.

We have concluded the Tentative Work Program for fiscal 2026-27 through 2030-31 was developed in compliance with applicable federal and state laws and Departmental policies. Available funding has been maximized to take advantage of every opportunity to make investments in the state's infrastructure.



Clermont - Minneola
(Florida's Turnpike Enterprise)

17. Public Comments

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

Commission Analysis
The statewide public hearing to present the review of the Tentative Work Program for fiscal 2026-27 through 2030-31 was held in Tallahassee on January 12, 2026. No public comments were put forth.

State Road A1A / South Roosevelt Boulevard
(District 6)

Appendix A

Responses to the Florida Transportation Commission Questions

(Based on the November 5, 2025 snapshot of the Tentative Work Program.)

Central Office Questions.....A-2

District Office Questions.....A-29

QUESTIONS – CENTRAL OFFICE

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

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

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

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

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

ANSWER: The table below shows the change in the level of P.E. consultants programmed in the Tentative Work Program compared with the July 1, 2025, Adopted Work Program.

Four Common Years of Tentative ($ in millions)

26/27	27/28	28/29	29/30	TOTAL
$287.391	($134.531)	$42.467	($50.074)	$145.253

4: When developing the Tentative Work Program were funds allocated to each district, except for the Turnpike Enterprise, according to 339.135(4)(a)1, F.S.?
Have funds for new construction been based on equal parts of population and motor fuel collection?
Have funds for resurfacing, bridge repair and rehabilitation, bridge fender system construction or repair, public transit projects (except public transit block grants as provided in s. 341.052, F.S.), and other programs with quantitative needs assessments been allocated based on the results of these assessments?
Have funds for public transit block grants been allocated pursuant to s. 341.052, F.S.?

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

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

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

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

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

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

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

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

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

ANSWER: To the maximum extent feasible, the Department advanced projects from the second year of the previous Adopted Work Program (24/25) to the first year of the current Tentative Work Program (25/26). Where changes were made, the Secretary determined that such adjustments were necessary. Because the Department's work program is inherently subject to a significant number of factors that are beyond the Department's control, it is virtually impossible to transfer 100% of all project phases from the second year of the previous Adopted Work Program to the first year of the current

Tentative Work Program. Factors such as changing MPO priorities, revisions of revenue forecasts, difficulty in obtaining right-of-way, and ecological and environmental factors will influence the stability of the Department's work program. However, it is still the highest priority of the Department to protect the stability of the work program and accomplish the commitments made in earlier adopted work programs.

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

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

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

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

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

ANSWER: Yes, the Central Office reviewed the individual work programs for compliance with the work program instructions, Florida Statutes, federal laws and regulations, and departmental policies and procedures. The FDOT Secretary along with the Office of Work Program and Budget will review the district work programs on December 8-9, 2025.

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

ANSWER: Yes

12: Will the Department be submitting a preliminary Tentative Work Program to the Governor, legislative appropriations committees, the Transportation Commission and Florida Commerce at least 14 days prior to the convening of the regular legislative session? 339.135(4)(f), F.S.

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

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

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

14: Has the Department demonstrated its ability to stabilize the work program, thereby ensuring the timely and systematic completion of projects? 337.015(4), F.S.

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

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

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

ANSWER: Yes. The 36-month cash forecast submitted with the Tentative Work Program indicates that the cash balances are greater than the statutory minimum cash balance (the lesser of $50 million or 5% of the unpaid balance of State Transportation Trust Fund obligations) at all times.

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

Does the Department's Tentative Work Program meet the above requirement? Please provide the forecasted monthly cash balances for the Turnpike General

Reserve Fund and the statutory minimum through the Tentative Work Program period.

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

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

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

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

PROGRAM	Current Year 25/26	26/27	27/28	28/29	29/30	30/31
Aviation	387.1	380.8	327.8	392.5	366.6	292.4
Transit *	253.4	227.8	201.3	226.2	217.6	228.2
Rail	120.5	174.2	135.7	85.9	76.3	13.9
Intermodal Access	60.0	59.7	78.7	80.7	117.0	175.6
Seaport Development	125.7	152.1	126.3	95.9	82.8	71.3
Public Transportation Total	946.7	994.6	869.8	881.3	860.3	781.3
August 2025 REC **	3,826.9	3,928.4	4,032.8	4,123.7	4,213.3	4,293.7
15% of REC ***	574.0	589.3	604.9	618.6	632.0	644.1

* Does not include Transportation Disadvantaged - Commission commitments.

** State Transportation Revenue as forecast by the Revenue Estimating Conference (REC), excluding selected amounts as provided by Chapter 2000-257 Laws of Florida. August 2025 forecast used for allocating program funds.

*** For comparison of 15% minimum programmed.

Based on snapshot: FILE: 5-Nov-2025

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

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

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

ANSWER: Yes. The Tentative Work Program contains $528 million of strategic state funded seaport project investments. These projects support the state's economic development goal of becoming a hub for trade, logistics and export-oriented activities.

20: According to Section 339.0801, F.S., of the funds resulting from increased revenues to the STTF derived from amendments to s. 319.32(5)(a), F.S., $10 million must be used to fund the Seaport Investment Program, $10 million transferred to the Transportation Disadvantaged Trust Fund, $10 million allocated to the Small County Outreach Program, and the remainder used for existing or planned strategic transportation projects which connect major markets within this state or between this state and other states, which focus on job creation, and which increase this state's viability in the national and global markets. (This requirement expires on July 1, 2044.)

Were the funds distributed accordingly?

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

21: Section 337.025, F.S., authorizes the Department to establish a program for highway projects demonstrating innovative techniques of highway construction and finance which have the intended effect of controlling time and cost increases on construction projects. The Department may enter no more than $200 million in such contracts annually. This cap does not apply to Turnpike Enterprise projects or low-bid design-build milling and resurfacing contracts.

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

RESPONSE: There are no amounts contained in the Tentative Work Program for highway projects demonstrating innovative techniques of highway construction and finance.

22: Section 339.12(4)(c), F.S., authorizes the Department to accept and receive contributions from governmental entities and enter into agreements to reimburse the governmental entity for projects not included in the adopted work program. At no time shall the total amount of project agreements for projects not included in the adopted work program exceed $250 million. However, notwithstanding such $250 million limit and any similar limit in s. 334.30, project advances for any inland county with a population greater than 500,000 dedicating amounts equal to $500 million or more of its Local Government Infrastructure Surtax pursuant to s. 212.055(2) for improvements to the State Highway System which are included in the local metropolitan planning organization's or the department's long-range transportation plans shall be excluded from the calculation of the statewide limit of project advances. Does the Tentative Work Program contain any such projects? If so, identify each project, the fiscal year such funds are to be committed, the dollar amount of each commitment, and the year of reimbursement. Also, please identify and provide the same information for projects located in any inland county which is excluded from the calculation of the $250 million limitation.

ANSWER:

SUMMARY OF USE - LFRF FUND
FOR FY 2026-2031 WORK PROGRAM
Updated as of 11/05/2025 Snapshot

DISTRICT	COUNTY	ITEM & SEGMENT NUMBER	PROJECT NAME	FISCAL YEAR	AGREEMENT AMOUNT	LFRF PROGRAMMED AMOUNT	PAYBACK YEAR	AMOUNT RELEASED AS OF FY 2025	BALANCE AFTER FY 2025
1	Lee	4453231	Big Carlos Bridge Replacement (bridge replacement)	2023	$25,000,000.00	$ 25,000,000.00	2026 2027 2028	$ -	$ 25,000,000
3	Escambia	4515241	Florida-Alabama TPO Regional Traffic Management Center (traffic management centers)	2025	$ 5,767,459	$ 5,767,459	2026	$ -	$ 5,767,459
5	Seminole	4390401	SR 434 at CR 427 Intersection Improvements (intersection improvement)	2026	$ 5,200,115	$ 5,200,115	2027	$ -	$ 5,200,115
			TOTALS =		$ 35,967,574	$ 35,967,574		$ -	$ 35,967,574

TOTAL AUTHORIZED PER S. 339.12, F.S.	$ 250,000,000
AMOUNT REMAINING PRIOR TO PAYBACK	$ 214,032,426

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

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

ANSWER: There are no scheduled transfers of highway funds between highway programs in the Tentative Work Program.

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

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

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

ANSWER: The STTF Finance Plan does not include Fixed Guideway Bonds to fund projects in the Tentative Work Program.
The STTF Finance Plan anticipates GARVEE bond sales (indirect GARVEE are not project specific) to finance the Tentative Work Program as listed below:

FY 26/27 = none
FY 27/28 = $225 million
FY 28/29 = $200 million
FY 29/30 = $565 million
FY 30/31 = $205 million

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

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

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

RESPONSE: Toll revenue used to secure the bonds are not used to fund any off-system projects.

26: **Section 206.46(2), F. S., allows that from the revenues deposited into the STTF a maximum of seven percent each fiscal year shall be transferred into the ROW Acquisition and Bridge Construction Trust Fund to pay debt service coverage of ROW and bridge construction bonds. The annual amount transferred under this subsection shall not exceed an amount necessary to provide the required debt service coverage levels for a maximum debt service not to exceed $425 million.**

What amount of funds was transferred into the ROW Acquisition and Bridge Construction Trust Fund, if any, and what percentage is this of the STTF?

ANSWER: The amounts in the table below represent current and planned ROW Acquisition and Bridge Construction Trust Fund debt service payments in the Finance Plan calculated as a percentage of STTF state revenues.

	Actual	Current	Planned ($ in millions)				
Description	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**29/30**	**30/31**
Annual STTF State Revenue (REC August 2025)	5,309.6	5,246.1	5,354.4	5,463.6	5,558.7	5,651.4	5,734.7
Lower of 7% State Revenue or $425M Debt Service Cap	371.7	367.2	374.8	382.5	389.1	395.6	401.4
Debt Service - Finance Plan	177.6	193.4	231.1	238.1	246.1	251.2	258.0
Debt Service as % of STTF State Revenue	3.3%	3.7%	4.3%	4.4%	4.4%	4.4%	4.5%

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

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

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

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

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

RESPONSE: Below is the percentage of projected revenue in the STTF the Department plans to commit toward debt and debt-like contractual obligations based on the STTF Finance Plan:

FY 26/27 = 6.6%
FY 27/28 = 6.4%
FY 28/29 = 6.8%
FY 29/30 = 7.5%
FY 30/31 = 7.9%

29: Section 338.227(2), F.S., requires that all revenues and bond proceeds from the Turnpike system received by the Department pursuant to s. 338.22-338.241 F.S., shall be used only for the cost of Turnpike projects and Turnpike improvements and for the administration, operation, maintenance, and financing of the Turnpike system. No revenues or bond proceeds from the Turnpike system shall be spent for the operation, maintenance, construction, or financing of any project which is not part of the Turnpike system.

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

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

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

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

RESPONSE: The Tentative Work Program for FY 2027 – FY 2031 does not contain any Turnpike projects with loans from the State Transportation Trust Fund for operating, maintenance, or capital costs.

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

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

ANSWER: Yes, the minimum calculated commitment is $9,696 million. Florida's Turnpike has $10,209 million committed which exceeds the minimum required by $513 million.

32: Section 334.30(10), F.S., requires the Department to provide a summary of new public-private partnership projects as part of the submittal of the Tentative Work Program. The summary is to include the identification of planned funding from the STTF beyond the 5-year Tentative Work Program period. Has this summary been completed?

ANSWER: No new public-private partnership projects are under consideration at this time.

33: Section 334.30(13), F.S., requires the Department to ensure that no more than 15 percent of total federal and state funding in any given year for the STTF be obligated collectively for all public-private projects. What percentage of total federal and state funds is obligated to public-private partnership projects in each year of the Tentative Work Program?

ANSWER:

Executive Summary
Section 334.30, F.S.
15% Obligation Calculation
As of November 6, 2025

FY	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Total STTF State and Federal Revenue (millions)[1]	$9,234	$9,459	$10,248	$9,665	$9,142	$9,169	$9,253	$9,338	$9,477	$9,603
Level 1 - Under Contract	$233	$242	$247	$253	$258	$263	$265	$272	$283	$288
Level 2 - Under Procurement	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Level 3 - Under Consideration - Financed in STTF	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Level 4 - Under Consideration - Not Financed in STTF	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total P3 Obligations and Under Consideration[2] - Levels 1,2,3 and 4	**$233**	**$242**	**$247**	**$253**	**$258**	**$263**	**$265**	**$272**	**$283**	**$288**
Percent of Total STTF State and Federal Revenue[3]	**2.5%**	**2.6%**	**2.4%**	**2.6%**	**2.8%**	**2.9%**	**2.9%**	**2.9%**	**3.0%**	**3.0%**

Notes:
[1] Excludes Turnpike, Local funds and Deferred Payment Agreement Reimbursements.
[2] Payment obligations are recognized in the year funding is obligated/forecasted and made available for payment. Payment obligations outside of Cash Availability Schedules are excluded.
[3] Per s. 334.30 (13), Florida Statutes, the statutory limitation is 15 percent. "The department shall ensure that no more than 15 percent of total federal and state funding in any given year for the State Transportation Trust Fund shall be obligated collectively for all projects under this section."

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

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

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

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

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

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

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

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

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

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

36: Section 334.044(26), F.S., requires on an annual basis, an amount equal to at least 1.5 percent of the total amount contracted for the average of the previous 3 completed fiscal years of construction projects shall be allocated by the department on a statewide basis for the purchase of plant materials to enhance State Highway System rights-of-way and arterial facilities. Such funds must be allocated on a statewide basis, with to the greatest extent practical at least 50% of allocated funds used for large plant materials and the remaining funds for plant materials. This requirement does not apply to resurfacing projects unless approved by the Secretary.

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

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

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

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

RESPONSE: Funding allocated in accordance with s. 339.61(1), F.S., is allocated to the Florida Strategic Intermodal System as follows:

($ in millions)	26/27	27/28	28/29	29/30	30/31
DIS Allocations	60.0	60.0	60.0	60.0	60.0

($ in millions)	26/27	27/28	28/29	29/30	30/31
Allocation of SIS funds (DI, DIS, GMR, & SIWR)	1,073.51	707.19	791.54	796.75	764.06

38: Section 339.65(6), F.S., states that for the purposes of developing the proposed Strategic Intermodal System highway corridors, the minimum amount allocated shall be based on the fiscal year 2003-2004 allocation of $450 million. This allocation is to be adjusted annually by the change in the Consumer Price Index for the prior fiscal year compared to the Consumer Price Index for fiscal year 2003-2004.

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

RESPONSE:

($ in millions)	26/27	27/28	28/29	29/30	30/31	TOTAL
Calculated Minimum Target	$807.1	$826.2	$844.2	$861.9	$880.5	$4,219.9
Amount Programmed on SIS (all funds)	$7,888.0	$4,782.2	$4,504.4	$3,690.8	$3,540.3	$24,405.8

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

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

ANSWER: Since January 2025, the Revenue Estimating Conference (REC) has met two times to forecast transportation-related revenues. The March 2025 conference forecasted increased revenues for transportation. However, during the August 2025 conference, revenue estimates were lowered. Together, the estimating conferences resulted in a net decrease in projected revenues. Accordingly, discretionary highway capacity funds were decreased by $98M for the period of FY 2026 – FY 2031. The allocation adjustments were made in accordance with the department's policy: 75% to the SIS and 25% to the districts via statutory formula. Please see the table below for the allocation adjustments.

($ in millions)	25/26	26/27	27/28	28/29	29/30	30/31	TOTAL
SIS Allocations (DI)	$67.50	($60.00)	$45.00	($26.25)	($18.75)	($81.00)	**($73.50)**
District Allocations (DS)	$22.50	($20.00)	$15.00	($8.75)	($6.25)	($27.00)	**($24.50)**

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

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

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

($ in millions)	26/27	27/28	28/29	29/30	30/31	Total
District 1	7.66	7.59	7.53	7.45	7.39	37.62
District 2	5.80	5.75	5.70	5.64	5.59	28.47
District 3	3.73	3.70	3.66	3.63	3.60	18.32
District 4	8.96	8.88	8.80	8.71	8.64	43.98
District 5	11.10	11.00	10.91	10.80	10.71	54.53
District 6	5.87	5.82	5.77	5.71	5.66	28.84
District 7	7.40	7.34	7.27	7.20	7.14	36.35
Rail Enterprise (District 31)	0.00	0.00	0.00	0.00	0.00	0.00
Total	**50.52**	**50.07**	**49.64**	**49.15**	**48.72**	**248.10**

41. § 11109; 23 U.S.C. 133 requires the following Surface Transportation Block Grant (STGB) funding set-asides:

- **The Infrastructure Investments and Jobs Act (IIJA) requires the Secretary to set aside 10% of STBG funds for Transportation Alternatives, with State shares determined by statutory formula (See the "Transportation Alternatives" fact sheet for additional information). [§ 11109(b)(1); 23 U.S.C. 133(h)(1)]**

- **The following are to be set aside from a State's STBG apportionment:**
  - **2% for State Planning and Research (SPR). [23 U.S.C. 505(a)]**
  - **An amount equal to at least 20% (vs. 15% under the FAST Act) of the State's FY 2009 Highway Bridge Program apportionment for use on certain types of projects related to bridges and low water crossings on public roads other than Federal-aid highways (otherwise known as "off-system bridges"). The Secretary, after consultation with State and local officials, may reduce this set-aside requirement if it is determined that the State has inadequate off-system bridge needs. [§ 11109(a)(5); 23 U.S.C. 133(f)]**

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

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

42: § 11109; 23 U.S.C. 133 requires that after apportionment to the state STBG funds be allocated as follows:

- **55% of a State's STBG apportionment (after the set-aside for Transportation Alternatives) is to be obligated in the following areas, in proportion to their relative shares of the State's population: [§ 11109(a)(3); 23 U.S.C. 133(d)(1)(A)]**

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

- **The remaining 45% of the State's STBG apportionment may be obligated in any area of the State. [23 U.S.C. 133(d)(1)(B)]**

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

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

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

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

RESPONSE: Average Cost to Resurface a Lane Mile ($000)

Type of Facility	26/27	27/28	28/29	29/30	30/31
Arterials	$602	$711	$683	NA	NA
Interstate	$833	$787	$526	NA	NA
Turnpike	$920	$809	-	NA	NA

Lane Miles Programmed for Resurfacing

Type of Facility	26/27	27/28	28/29	29/30	30/31
On-System	2,095	2,068	2,447	2,374	2,370
Off-System	-	-	2	-	-

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

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

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

ANSWER:

Pavement Meeting or Exceeding Department Standards

Lane Miles	26/27	27/28	28/29	29/30	30/31
% Planned to meet standards	≥80%	≥80%	≥80%	≥80%	≥80%

Lane Miles Added

Type of Facility	26/27	27/28	28/29	29/30	30/31
On-System	157	119	126	66	43
Off-System	24	7	-	2	-

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

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

ANSWER:

Bridges	**26/27**	**27/28**	**28/29**	**29/30**	**30/31**
% Planned to meet standards	≥90%	≥90%	≥90%	≥90%	≥90%

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

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

ANSWER:

Bridges in Need of Replacement

	26/27	27/28	28/29	29/30	30/31
% FDOT Bridges in Need of Replacement	0.5%	0.5%	0.5%	0.5%	0.5%

Bridges Programmed for Replacement

Type of Facility	26/27	27/28	28/29	29/30	30/31
On-System	4	3	8	3	4
Off-System	17	14	7	8	4

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

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

ANSWER:

Maintenance	26/27	27/28	28/29	29/30	30/31
% Planned to meet standards	≥100%	≥100%	≥100%	≥100%	≥100%

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

ANSWER:

Intermodal Development Program ($ in millions)

Program	26/27	27/28	28/29	29/30	30/31	Total
Rail	20.796	6.579	6.032	12.243	0.000	45.649
Port Access	1.000	0.000	0.000	10.000	0.000	11.000
Airport Access	5.394	6.699	8.101	5.514	2.590	28.297
Multi-Modal Terminals	54.031	74.978	62.342	89.807	196.314	477.472
Transit	4.016	4.136	4.260	4.388	4.520	21.320
Total	**85.236**	**92.392**	**80.735**	**121.952**	**203.424**	**583.739**

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

Please provide documentation identifying the annual rental car surcharge proceeds

by district and the annual allocations by district.

RESPONSE: Estimates of the Rental Car Surcharge are based on Revenue Estimating Conference data and are allocated to the districts as DS based on the annual estimated collections.

($ in millions)	26/27	27/28	28/29	29/30	29/31	Total
District 1	16.202	16.298	16.405	16.524	16.643	**82.072**
District 2	8.458	8.508	8.564	8.626	8.688	**42.844**
District 3	7.069	7.111	7.157	7.209	7.261	**35.807**
District 4	28.167	28.333	28.519	28.726	28.934	**142.679**
District 5	34.849	35.054	35.285	35.542	35.798	**176.528**
District 6	22.517	22.650	22.799	22.965	23.130	**114.061**
District 7	18.638	18.747	18.871	19.008	19.145	**94.408**
Total	135.900	136.700	137.600	138.600	139.600	**688.400**

50: Section 201.15(4)(a), F.S., provides an annual investment into the STTF of the lesser of 20.5453% of the remainder or $360.08 million of documentary stamp revenue. The amount credited to the STTF is to be allocated as follows: 13% to the Small County Outreach Program, 78% to the Strategic Intermodal System (GMR), and 9% to the Transportation Regional Incentive Program (TRIP).

Please provide the commitments by program derived from this additional investment in each year of the Tentative Work Program.

ANSWER:

Programming of Documentary Stamp Tax Proceeds						
($ in millions)	26/27	27/28	28/29	29/30	30/31	Total
A-STATE HIGHWAY SYSTEM (SHS)	101.3	154.7	46.3	173.2	278.8	754.3
B-OTHER ROADS	58.2	57.8	53.0	54.1	58.7	281.8
C-RIGHT-OF-WAY LAND	8.4	2.9	4.5	0.0	1.0	16.8
D-AVIATION	128.3	122.5	71.1	81.6	11.6	415.1
E-TRANSIT	4.7	0.6	0.0	0.0	0.0	5.2
F-RAIL	41.1	0.0	44.4	10.2	0.0	95.6
G-INTERMODAL ACCESS	0.0	12.2	0.0	10.0	0.0	22.2
H-SEAPORT DEVELOPMENT	44.9	7.6	31.4	21.5	10.0	115.4
J-RESURFACING	0.0	0.0	0.0	0.0	0.0	0.0
K-BRIDGES	0.0	0.0	108.6	0.0	0.0	108.6
L-PRELIMINARY ENGINEERING	3.3	0.0	0.2	3.5	0.0	7.1
M-CONST ENGINEERING & INSPECTION	4.5	0.0	0.4	4.3	0.0	9.2
N-RIGHT-OF-WAY SUPPORT	1.8	0.2	0.2	0.0	0.0	2.2
Y-LOCAL GOVERNMENT REIMBURSEMENT	0.0	1.4	0.0	0.0	0.0	1.4
Z-MISCELLANEOUS	0.0	0.0	0.0	1.6	0.0	1.6
Total	**$396.4**	**$360.1**	**$360.1**	**$360.1**	**$360.1**	**$1,836.7**

Allocation of the TRIP portion of Documentary Stamp Tax Proceeds						
($ in millions)	**26/27**	**27/28**	**28/29**	**29/30**	**30/31**	**Total**
District 1	4.9	4.9	4.9	4.9	4.9	24.6
District 2	3.7	3.7	3.7	3.7	3.7	18.6
District 3	2.4	2.4	2.4	2.4	2.4	12.0
District 4	5.7	5.7	5.7	5.7	5.7	28.7
District 5	7.1	7.1	7.1	7.1	7.1	35.6
District 6	3.8	3.8	3.8	3.8	3.8	18.8
District 7	4.7	4.7	4.7	4.7	4.7	23.7
District 31 - Florida Rail Enterprise	0.0	0.0	0.0	0.0	0.0	0.0
Total	**$32.4**	**$32.4**	**$32.4**	**$32.4**	**$32.4**	**$162.0**

51: Section 23 of HB 7031 (Ch. 25-208, LOF) reduced the Documentary Stamp (Doc Stamp) Tax distribution to the State Transportation Trust Fund from $466.75 million to $360.08 million. The section directs these proceeds to the Small County Outreach Program (SCOP), the Transportation Regional Incentive Program (TRIP), and the Strategic Intermodal System (SIS). The portions previously directed to New Starts Transit Program (NSTP) and the Florida Rail Enterprise (FRE) were eliminated.

What funding is planned in the tentative work program for South Florida Regional Transportation Authority, a previous recipient of TRIP and NSTP funding?

ANSWER: The Department continues to fund from the State Transportation Trust Fund the South Florida Regional Transportation Authority at $15M annually for operations, maintenance, and dispatch, as directed by Chapter 343.58, F.S., plus additional funding towards positive train control.

52: Section 320.072(4), F.S., directs "A tax collector or other authorized agent of the department shall promptly remit all moneys collected pursuant to this section, less any refunds granted pursuant to subsection (3), to the department. The department shall deposit 85.7 percent of such moneys into the State Transportation Trust Fund and 14.3 percent into the Highway Safety Operating Trust Fund. Notwithstanding any other law, the moneys deposited into the State Transportation Trust Fund pursuant to this subsection shall be used by the Department of Transportation for the following:

(a) The Florida Shared-Use Nonmotorized Trail Network established in s. 339.81, $50 million.
(b) The capital funding for the New Starts Transit Program, authorized by 49 U.S.C. s. 5309 and pursuant to s. 341.051, 3.4 percent.
(c) The Small County Outreach Program pursuant to s. 339.2818, 5 percent.
(d) The Florida Strategic Intermodal System pursuant to ss. 339.61-339.64, 20.6 percent.

(e) The Transportation Regional Incentive Program pursuant to s. 339.2819, 6.9 percent.
(f) All remaining funds for any transportation purpose authorized by law.
Were these funds distributed as directed?

ANSWER: Yes, in accordance with s. 320.072(4), F.S., and based on revenue estimates from the August 2025 Revenue Estimating Conference, the following allocations have been made for FY 2027: $50 million has been allocated for the Florida Shared-Use Non-motorized Trail Network (TLWR); $8.9 million has been allocated for the New Starts Transit Program (NSWR); $13.1 million has been allocated for the Small County Outreach Program (SCWR); $54.1 million has been allocated for the Strategic Intermodal System (SIWR); and $18.1 million has been allocated for the Transportation Regional Incentive Program (TRWR).

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

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

ANSWER: Yes, in accordance with s. 206.608(2), F.S., and based on revenue estimates from the August 2025 Revenue Estimating Conference, the SCETS Tax is allocated to the district in which the tax proceeds are projected to be collected.

($ in millions)	26/27	27/28	28/29	29/30	30/31	Total
District 1	176.746	182.072	186.865	192.043	196.057	**933.783**
District 2	143.790	148.326	151.944	156.537	159.456	**760.054**
District 3	92.198	94.862	97.699	100.141	102.444	**487.345**
District 4	196.657	202.771	208.053	213.719	218.234	**1,039.433**
District 5	265.708	273.893	280.935	288.653	294.773	**1,403.961**
District 6	125.547	129.491	132.816	136.431	139.242	**663.526**
District 7	160.955	165.886	170.287	174.977	178.394	**850.499**
Public Transit Operation	3.000	3.000	3.000	3.000	3.000	**15.000**
FL Rail Enterprise	-	-	-	-	-	**-**
Total	1,164.600	1,200.300	1,231.600	1,265.500	1,291.600	**6,153.600**

54. Section 337.11(16), F.S. requires the Department implement cost-reduction strategies of all project phases while ensuring the design and construction of projects meet

federal and state standards, and to make a record of all strategies and their respective cost savings.

Please provide examples of the requisite cost-reduction strategies, including an update of their implementation status.

RESPONSE:

- Implementation of Voluntary Acceleration Specification, a cost saving initiative which enables contractors to voluntarily request the acceleration of construction projects, minimizing the impact of road construction on the traveling public. Reduced contract times lead to lower CEI costs, contributing to overall cost efficiency
- Implemented Results-Driven Consultant CEI contracts which gain efficiencies and reduce costs by adopting budget-constrained and performance-based compensation methodologies for standalone Construction, Inspection and Engineering (CEI) contracts as of January 2025. This encourages consultants to manage costs more efficiently, potentially reducing overall project costs in the long term.
- Development of automated CADD tools to streamline plan production and automated quantities.
- Development of Materials Dashboard to track future supply and projected cost for materials and better identify potential impacts to supply chain.
- Implementation of Modified Phased Design-Build (MPDB) contracting method incorporates an accelerated innovation and collaboration (AIC) phase that allows the Design-Build firm to collaboratively work with the Department and stakeholders to refine and optimize the design and construction schedule, thus effectively working as a cost-reduction strategy. The collaborative process allows for a reduction in risk to the project, therefore resulting in better cost certainty.
- Implementation of Modified Phased Design-Build (MPDB) contracting method incorporates an accelerated innovation and collaboration (AIC) phase that allows the Design-Build firm to collaboratively work with the Department and stakeholders to refine and optimize the design and construction schedule, thus effectively working as a cost-reduction strategy. The collaborative process allows for a reduction in risk to the project, therefore resulting in better cost certainty.

55. Section 339.651(2), F.S. requires the Department address, in its transportation plans, "…the movement and storage of construction aggregate materials essential for building roadways."

Additionally, the Department is to annually make $20 million available from fiscal year 2023-24 through 2027-28 to applicants from the seaports, rail lines and rail facilities industries.

Please describe the steps taken to date to prepare for the project requests for assistance to meet the movement and storage needs of construction aggregate.

RESPONSE: The Construction Aggregate Grant Program has recently completed its 3rd round of Request for Application (RFA) cycles. This program is also in its 3rd fiscal year of program funding project allocations. The following steps have been taken to prepare for project requests: Program funding set aside of $20M each fiscal year, established RFA cycles through MyFloridaMarketPlace, project application technical review to ensure projects meet program criteria set in Statute, project selection and announcement, project kick-off meetings, scoping meetings, contract execution and commencement of construction.

56. Section 339.84, F.S. requires the Department allocate $5 million in fiscal year 2023-2024, and for the ensuing five years, from the STTF to the workforce development program to promote career paths in Florida's road and bridge industry.

Please describe the Department's ongoing efforts to encourage the requisite career participation, including projects identified to accomplish the requirement.

RESPONSE:

2025 program highlights include:

- Personally engaged with 11,625 job seekers.
- Hired and trained 417 job seekers.
- Actively engaged over 133 FDOT contractors and 145 community partners.
- Advertised more than 276 job postings on the interactive map.

Hiring & Training Programs include:

- Contractors Job-Readiness Hiring & Training provides contractor reimbursement for recruiting, hiring, drug testing, and hands-on training for new, entry-level employees to work on FDOT construction projects. FDOT contractors reported a full-time hiring rate of 63.5% upon internship completion.
- Student & Young Adult Construction Internship provides contractor reimbursement for up to eight weeks of hands-on intern experience. FDOT contractors reported a full-time hiring rate of 65.9% upon internship completion.
- Military Veterans Hiring & Training advances employment opportunities for Florida veterans and collaborates with servicing organizations to connect veterans with FDOT contractors for employment.
- Correctional Transition Hiring & Training partners with community-based organizations to provide employment and offers a road-construction-focused curriculum to introduce reentry candidates to careers in the industry.
- Group Construction, Recruitment Hiring & Training provides classroom and field training to candidates, creating employment opportunities for the local community to work on FDOT projects.

HIRED & TRAINED JOB SEEKERS	2019-2024	2025	COMBINED TOTALS
Contractors Job-Readiness Hiring & Training	1,398	148	1,546
Student & Young Adult Construction Internship	1,060	66	1,126
Military Veterans Hiring & Training	64	40	104
Correctional Transition Hiring & Training	60	39	99
Group Construction, Recruitment Hiring & Training	98	112	210
OnBoard4Jobs Construction Careers Hiring & Training	222	12	234
TOTALS	2,902	417	3,319

57. Section 311.101(7), F.S. requires the Department, beginning with the 2024-2025 fiscal year through the 2029-2030 fiscal year, make $15 million in recurring funds available from the State Transportation Trust Fund for the Intermodal Logistics Center Infrastructure Support Program. Projects proposed to be funded under this section shall be included in the tentative work program developed pursuant to s. 339.135(4).

Has the Department set aside the requisite $15 million through fiscal year 2029-2030 as directed? Are the pertinent proposed projects included in the tentative work program?

ANSWER: Yes, the Department has set aside $15M each year for the ILC Support Program. The ILC Support Program currently has one large project programmed and underway. Project applications are currently being reviewed for future funding allocations to fulfill the $15M annual set aside for this program.

58. Provide the annual funding amounts programmed for the County Incentive Grant Program (CIGP), the Small County Outreach Program (SCOP) and the Small County Road Assistance Program (SCRAP).

RESPONSE:

Small County Programs ($ in millions)

Fund Type	26/27	27/28	28/29	29/30	30/31	Total
CIGP	64.770	39.926	40.080	40.160	40.240	225.176
SCOP	80.491	79.590	79.315	78.985	78.690	397.072
SCRAP	25.000	25.000	25.000	25.000	25.000	125.000
Total	**170.261**	**144.516**	**144.395**	**144.145**	**143.930**	**747.248**

QUESTIONS – DISTRICT OFFICES

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

ANSWER:

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

2: Did the District receive a list of project priorities from each MPO by August 1, 2025? 339.135(4)(c)2 and 339.175(8)(b), F.S.

ANSWER:

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

3: Did the District reschedule or delete any project(s) from the District Work Program which is part of the MPO's transportation improvement program and is contained in the last four years of the Department's Adopted Work Program for Fiscal Years 2025-26/2028-29? If yes, does the District intend to provide the MPO with written justification?

ANSWER:

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

Did the Secretary approve the rescheduling or deletion?

ANSWER:

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

4: Did any MPO file an objection of such rescheduling or deletion with the Secretary by November 21, 2025? If so, please provide a copy of such objection and the District response. 339.135(4)(c)3, F.S.

ANSWER:

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

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

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

ANSWER:

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

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

ANSWER:

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

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

ANSWER:

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

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

ANSWER:

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

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

ANSWER:

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

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

ANSWER:

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

Note: The Commission must include such requests in its evaluation of the Tentative Work Program. 339.135(4)(d), F.S.

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

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

ANSWER:

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

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

For non-urbanized areas, the Section requires that federal-aid projects be selected by the state in cooperation with affected local officials. However, projects on the National

Highway System or pursuant to the bridge and maintenance programs must be selected by the state in consultation with affected local officials.

ANSWER:

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

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

ANSWER:

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

13: Florida Commerce is required to transmit to the Commission a list of those projects and project phases contained in the Tentative Work Program which are identified as being inconsistent with approved local government comprehensive plans. For urbanized areas of MPOs, the list may not contain any project or project phase which is scheduled in a transportation improvement program unless such inconsistency has been previously reported to the affected MPO. 339.135(4)(f), F.S.

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

ANSWER:

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

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

ANSWER:

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

Appendix B

Strategic Intermodal System Maps

FDOT STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

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

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I													2026		$2,013	Aviation Capacity Project
4560151	SARASOTA BRADENTON INTL AIRPORT EXPAND BAGGAGE CLAIM AREA													2026	$900	$900	Aviation Capacity Project
4538091	PUNTA GORDA AIRPORT TERMINAL EXPANSION													2029		$8,559	Aviation Capacity Project MLD
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION													2031	$92,630	$91,621	Aviation Capacity Project
Highway																	
2012103	I-4 (SR 400) FROM W OF US 27 (SR 25) TO E OF CR 532				2026		$13										Add Lanes and Reconstruct
2012109	SR 400 (I-4) FROM WEST OF US 27 TO WEST OF CR 532				2031		$137,572	2026	$136,339	$41,509	2026	$148,516	$1,107,518				Add Lanes and Reconstruct
2012775	I-75 (SR 93) AT BEE RIDGE ROAD				2028		$285	2026	$12,698	$570							Interchange - Add Lanes
4062254	I-75 (SR 93) FROM S OF CORKSCREW ROAD TO S OF DANIELS PARKWAY							2026	$1,185								Add Lanes and Reconstruct
4145061	SR 70 FROM JEFFERSON AVE TO CR 29	2026		$17													PDE/EMO Study
4145062	SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD	2026		$1	2026		$5	2026		$1,523							PDE/EMO Study
4175401	SR 29 FROM OIL WELL ROAD TO SR 82	2026		$11													PDE/EMO Study
4193445	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)				2026	$84											Add Lanes and Reconstruct
4258432	I-75 (SR 93) AT SR 951	2026		$5							2026		$2,885				INTERCHANGE (MODIFY)
4301855	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION - FGT				2026		$10				2026		$5				Interchange - Add Lanes
4419421	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)	2026		$30													PDE/EMO Study
4419423	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)							2026		$29,302							Add Lanes and Reconstruct
4420274	STATE SIB LOAN FOR SR 31 (BABCOCK RANCH) FROM SR 78 (BAYSHORE RD)				2026		$35	2026	$8,276	$110	2026	$59	$26				Add Lanes and Reconstruct
4425122	I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHANGE	2026		$25													PDE/EMO Study
4452541	SR 70 FROM NW 128TH AVE TO US 98	2026		$10													PDE/EMO Study
4462961	I-75 (SR 93) AT CR 876/DANIELS PARKWAY	2026		$20													PDE/EMO Study
4462962	I-75 (SR 93) AT CR 876 / DANIELS PARKWAY										2026	$10	$42				INTERCHANGE (MODIFY)
4464501	PINEY POINT FROM US 41 TO REEDER RD	2026		$44													PDE/EMO Study
4495031	US 27 CORRIDOR ALTERNATIVE STUDY	2026		$31													PDE/EMO Study
4516491	SR 70 FROM DESOTO COUNTY LINE TO JEFFERSON AVE	2026		$13													PDE/EMO Study
4519421	SR 70 FROM W OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD	2026		$10													PDE/EMO Study
4523771	I-75 REST AREA NS	2026		$12													PDE/EMO Study
4525442	I-75 FROM BONITA BEACH TO CORKSCREW							2026		$100							Add Lanes and Reconstruct
4525443	I-75 FROM IMMOKALEE TO BONITA BEACH							2026		$100							Add Lanes and Reconstruct
4525444	IMMOKALEE INTERCHANGE							2026		$100							Add Lanes and Reconstruct
4525445	I-75 FROM IMMOKALEE TO PINE RIDGE							2026		$100							Add Lanes and Reconstruct
4525446	I-75 FROM PINE RIDGE TO GOLDEN GATE							2026		$100							Add Lanes and Reconstruct
4540971	I-75 FROM MLK JR BLVD (SR 82) TO LUCKETT RD	2026		$10													PDE/EMO Study
4545881	SR 70 FROM MANATEE/DESOTO COUNTY LINE TO BALDWIN AVE	2026		$10													PDE/EMO Study
4547691	SR 70 FROM WATERBURY RD TO MANATEE/DESOTO COUNTY LINE	2026		$10													PDE/EMO Study
4175405	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W				2026		$1,435	2026	$340	$23,984	2027		$81,951				New Road Construction
4175406	SR 29 FROM N OF NEW MARKET RD TO SR 82				2026		$933	2026		$1,763	2027		$65,619				Add Lanes and Reconstruct
4513812	GRANDVIEW PKWY FROM NORTH OF POSNER BLVD TO DUNSON RD				2031		$1,726				2027	$406	$61,574				Bridge New Structure
4525441	I-75 FROM N OF GOLDEN GATE TO S OF CORKSCREW	2026		$26	2026		$45,011				2027	$455,889	$215,226				Add Lanes and Reconstruct
4560071	PORT MANATEE TRUCK PARKING	2027		$2,733													PDE/EMO Study
4145064	SR 70 FROM US 27 TO CR 29				2028	$4,186											Add Lanes and Reconstruct
4145065	SR 70 FROM CR 29 TO LONESOME ISLAND ROAD	2026		$20	2029		$5,000										PDE/EMO Study
4553811	I-75 AT SR 681 INTERCHANGE IMPROVEMENTS				2029	$3,010											Interchange - Add Lanes

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

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

NOTES

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

FDOT STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

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

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4338562	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD				2030	$11	$1,200	2030		$15,020							Add Lanes and Reconstruct
4475552	SR-710/SW WARFIELD BLVD FR W OF SE 126 BL TO OKEECHOBEE/MARTIN CO LINE				2026		$8	2027		$617	2030	$7,651					Intersection (New)
4533333	SR710/SW WARFIELD BLVD FR E LETTUCE CREEK TO OKEECHOBEE/MARTIN CO LINE				2026	$37	$15	2028	$890	$60	2030	$150	$2,541				Add Lanes and Reconstruct
4178788	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)				2027	$200	$470	2031	$7,122								Add Lanes and Reconstruct
4193443	SR 710 FROM US 441 TO L-63 CANAL				2028		$220	2026	$13,163	$546	2031	$525					New Road Construction
4197143	ITS FIBER OPTIC LOCATES				2031		$2,750										ITS Communication System MLD
4425211	INTERSTATE PROGRAM MANAGER - GEC	2031		$5,500	2031		$5,500										PDE/EMO Study
4534591	JONES LOOP ROAD AND PIPER ROAD INTERSECTION IMPROVEMENTS				2029		$501				2031		$3,218				Roundabout
	Rail																
4463511	SR 15 (US 441) /PARROTT AVE FROM NE 4TH ST TO NE 13TH ST	2026		$12													PTO Studies
4508992	SUNRAIL EXPANSION POLK COUNTY	2026		$1,500													PTO Studies MLD
4521241	SEAPORT MANATEE RAIL TERMINAL													2026	$1,657		Rail Capacity Project
4464042	US 92 / COUNTY LINE RD FROM AMBERJACK BLVD TO FRONTAGE RD (SOUTH)				2027	$4,200											Rail Capacity Project
4538321	SOUTHWEST FLORIDA RAIL CORRIDOR ENHANCEMENT FOR GROWTH													2027	$3,076		Rail Capacity Project
4365601	SR 655 /RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN POLK CO				2026	$225	$2	2026	$64	$1,477	2029	$47,684	$7,282				Rail Capacity Project
4560241	SR 25 (US 27) SCFE RRXING 627659C				2030	$3,750											Rail Capacity Project
	Seaport																
4442511	PORT MANATEE INTERMODAL CARGO YARD IMPROVMENTS													2027		$13,000	Seaport Capacity Project

LEGEND

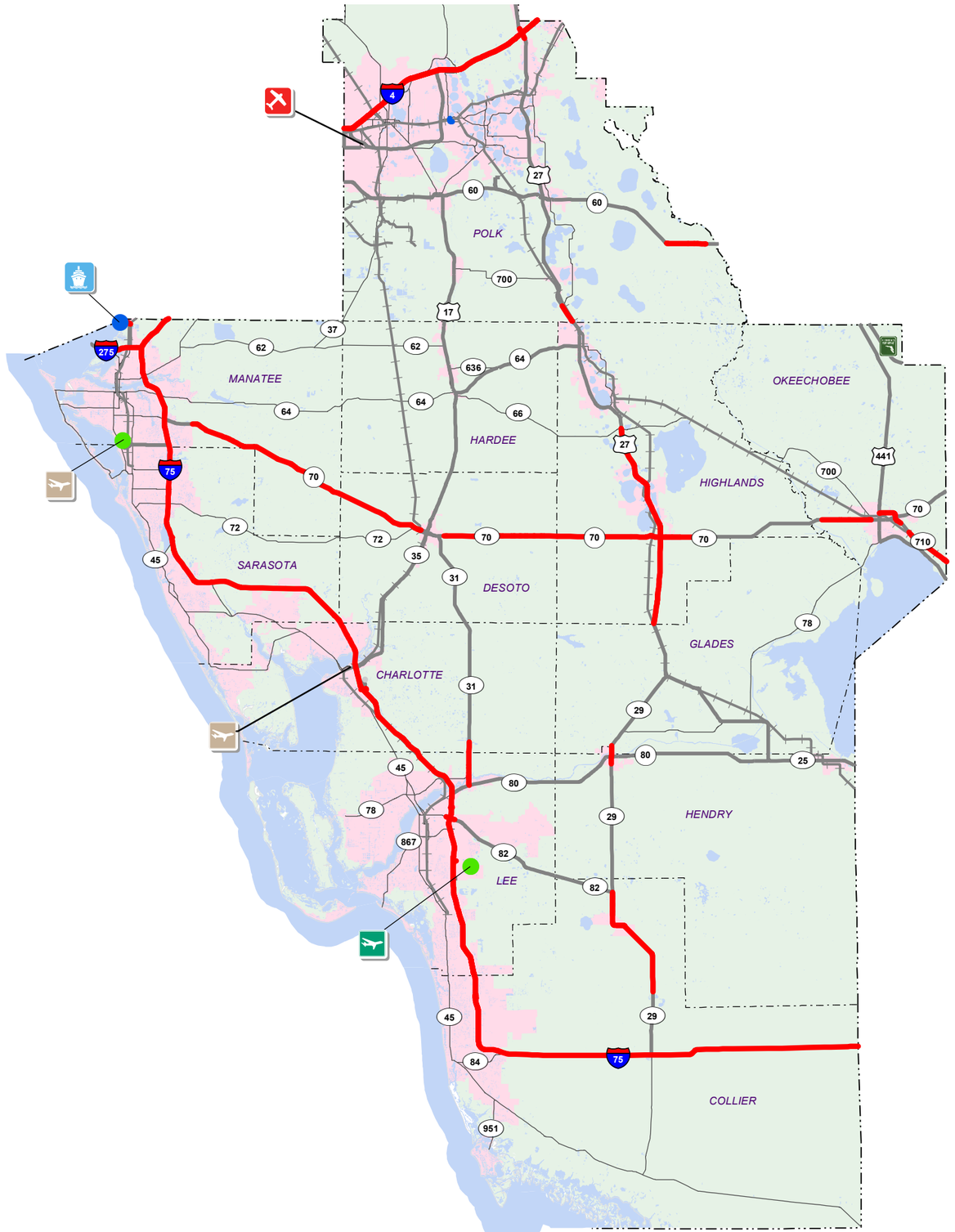
Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

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

NOTES

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



FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects

SIS INVESTMENT PLAN

District 1

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

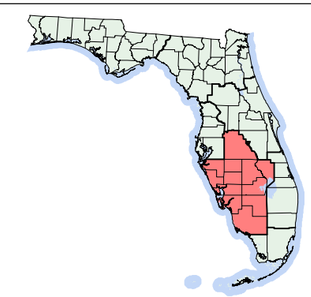
FY 2026/2027 thru 2030/2031
as of November 5, 2025

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

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



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0 5 10 20 30
Miles

STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

District 2 — **First Five Years Plan** — ***Tentative Work Program***

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
2169784	JACKSONVILLE INTL AIRPORT DESIGN & RECONST CONCOURSE B MOD PFL000175													2029	$22,939	$32,652	Aviation Capacity Project
Highway																	
2093014	I-295(SR9A) FROM SOUTHSIDE CONNECTOR(SR113) TO SR202 JTB				2026		$4	2026	$10,963	$5							Add Lanes and Reconstruct
2096584	I-295(SR9A) FROM: S OF SR105(HECKSCHER DR.) TO N OF PULASKI RD							2026	$443	$51							Add Lanes and Rehabilitate Pvmt
2096586	I-295(SR9A) FROM S OF SR105(HECKSCHER DR) TO N OF PULASKI RD	2026		$15	2026		$49										Add Lanes and Rehabilitate Pvmt
2102538	I-95(SR9) AT INTERNATIONAL GOLF PARKWAY	2026		$8	2026		$112										Interchange - Add Lanes
2132611	I-295(SR9A) FROM N OF COMMONWEALTH TO N OF NEW KINGS RD	2026		$19													Add Lanes and Reconstruct
2133459	I-295(SR9A) FROM SOUTH OF US17 TO SR21(BLANDING BLVD)	2026		$7	2026	$43	$4										Add Lanes and Reconstruct
4229381	SR23(FIRST COAST XWAY) FROM: I-95 TO: I-10				2026		$55										New Road Construction
4229382	SR23(FIRST COAST XWAY) FROM: I-95(SR9) TO: SR15(US17)							2026	$9	$29							New Road Construction
4229389	I-95(SR9) FROM S OF INTERNATIONAL GOLF PKWY TO S OF SR23 INTERCHANGE				2026		$24										Add Lanes and Reconstruct
4230713	I-75(SR93) @ SR121				2026		$143	2026	$136	$17							Interchange - Add Lanes
4230716	I-75(SR93) FROM: S OF SR121(WILLISTON RD) TO: NORTH OF SR222(39 AVE)	2026		$56													Add Lanes and Reconstruct
4246965	US17 N OF POMONA PARK CR309(SATSUMA)	2026		$49													Add Lanes and Reconstruct
4322593	I-95(SR9) FROM BOWDEN RD TO SOUTH OF SR126(EMERSON ST)				2026	$164	$106										Add Lanes and Reconstruct
4322594	I-95(SR9) FROM SR202(J TURNER BUTLER BLVD) TO BOWDEN RD				2026	$199											Add Lanes and Reconstruct
4322595	I-95(SR9) FROM SR202(J TURNER BUTLER BLVD) TO S OF SR126(EMERSON ST)				2026	$6,260					2026	$286,974					Add Lanes and Reconstruct
4337652	I-75(SR93) NORTH OF CR234 TO SOUTH OF SR121/SR331				2026		$39										ITS Communication System
4355771	I-95(SR9) FROM: I-295(SR9A) TO: SR202(JT BUTLER BLVD)	2026		$1	2026		$51										Add Lanes and Reconstruct
4355772	I-95(SR9) FROM I-295(SR9A) TO SR152(BAYMEADOWS RD)				2026		$50	2026	$3,364	$28							Add Lanes and Reconstruct
4357581	SR115(ARLINGTON EXPY) FROM SR10(ATLANTIC BLVD) TO SR139(UNION ST)				2026		$98										ITS Communication System
4389282	SR202(JTB) FM EAST OF I-95 TO US1 & US1 FM S OF JTB TO N OF MUSTANG RD				2026		$428				2026		$21,116				Add Lanes and Reconstruct
4432391	I-10(SR8) @ SR51(US129)										2026		$333				Interchange - Add Lanes
4473651	I-295(SR9A) BUCKMAN BRIDGE WIDENING BRIDGE 720249 AND 720343				2026		$64										Bridge - Rehab and Add Lanes
4530701	SR23(FIRST COAST XWAY) FROM I-95(SR9) TO EAST OF CR2209				2026	$220					2026	$375,517					New Road Construction
4563432	I-95 INTERCHANGE IMPROVEMENTS AT INTERNATIONAL GOLF PARKWAY				2026		$2,500										Interchange - Add Lanes
2078502	SR26 CORRIDOR FROM GILCHRIST C/L TO CR26A E OF NEWBERRY	2026		$18	2027		$352	2026	$5,460	$2,738	2027		$61,400				Add Lanes and Reconstruct
2081827	SR100(WALKER DR) AT SR21(S LAWRENCE BLVD)				2026		$9	2026		$10	2027		$610				Add Right Turn Lane(s)
4373203	SR115(LEM TURNER RD) FROM I-295(SR9A) TO PERCY ROAD	2027		$620													Add Lanes and Reconstruct
2100283	SR15(US17) FROM: CR309 IN SATSUMA TO: W.OF DUNN CREEK BRIDGE				2026		$1,887				2028	$12,046	$85,164				Add Lanes and Reconstruct
4240264	I-95(SR9) FROM NORTH OF THE FCE INTERCHANGE TO THE DUVAL COUNTY LINE				2026		$310				2028	$321,127	$3,780				Add Lanes and Reconstruct
4389191	SR100 PD&E STUDY FROM: CR216 TO: SR26	2028		$1,602													PDE/EMO Study
2078505	SR26 FROM SR55(US19) TO CR337(SW 266TH ST)	2026		$50	2029		$5,500										Add Lanes and Reconstruct
4240265	I-95(SR9) FROM: ST JOHNS C/L TO: I-295(SR9A)				2027		$784	2026	$23	$14	2029	$277,892	$7,550				Add Lanes and Reconstruct
4288652	SR200(US301) @ I-10 IMPROVEMENTS				2029		$200	2026		$870	2029		$17,304				Interchange Ramp (New)
4427782	I-95(SR9) FROM US90(BEAVER ST) TO SR115(US1)(MLK)							2029	$957								Add Lanes and Reconstruct
4461531	I-95(SR9) FROM: BAYMEADOWS ROAD TO: SR202(J.T.BUTLER BLVD)				2030		$50				2030	$82,525	$262				Add Lanes and Reconstruct
4463861	SR202(JTB) AT BELFORT ROAD INTERCHANGE				2028		$100	2026	$190	$5	2030	$18,078	$500				Interchange - Add Lanes
2105955	CR107(OLD NASSAUVILLE RD) SOUTH OF SRA1A(SR200)										2031		$10,000				Add Auxiliary Lane(s)
Rail																	
4422491	FEC ST. AUGUSTINE BRIDGE													2026		$3,046	Rail Capacity Project
4549351	NEW AGGREGATE FACILITY - LAKE CITY													2026	$3,760		Rail Capacity Project

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

PD&E = Project Development & Environment
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STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

District 2 | **First Five Years Plan** | **Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Seaport																	
4373561	JAXPORT CHANNEL DEEPENING & WIDENING													2026	$1,500	$1,500	Seaport Capacity Project
4446231	JAXPORT BLOUNT ISLAND UPLAND IMPROVEMENTS													2027		$6,000	Seaport Capacity Project
4577361	CEMEX DAMES POINT AGGREGATE TERMINAL UPGRADE PROJECT AT JAXPORT													2027	$4,000	$20,600	Seaport Capacity Project
4402641	BLOUNT ISLAND BERTH IMPROVEMENTS													2031	$11,500	$12,100	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

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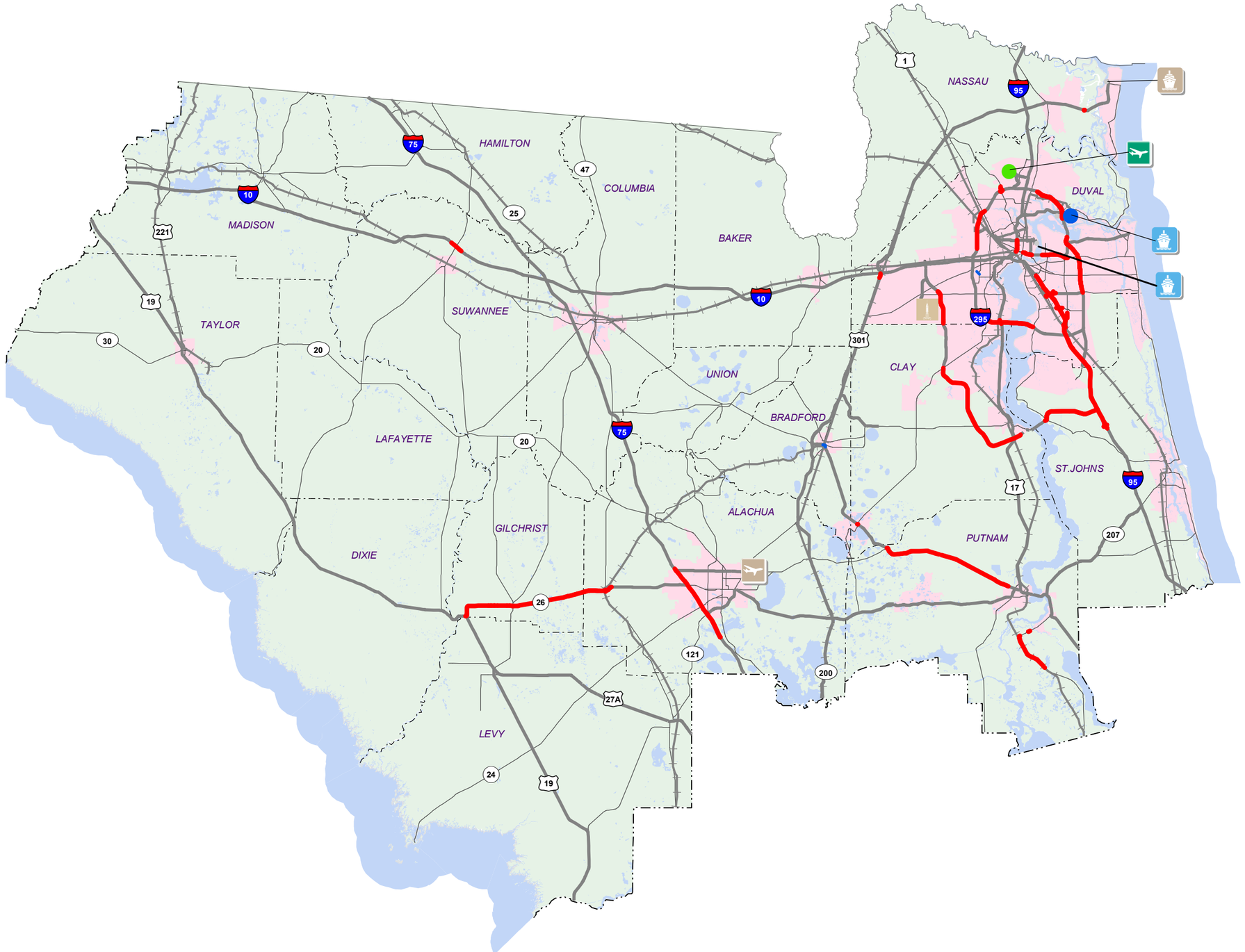


FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects

SIS INVESTMENT PLAN

District 2

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

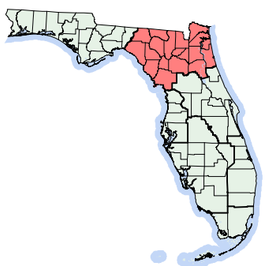
FY 2026/2027 thru 2030/2031
as of November 5, 2025

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

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



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STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

District 3 | **First Five Years Plan** | **Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Highway																	
2178385	SR 30A (US 98) PC BCH PKWY FROM E OF R JACKSON BLVD TO HATHAWAY BRIDGE				2026		$298	2026	$16,158	$4,436	2026		$102,225				Add Lanes and Reconstruct
2179103	SR 75 (US 231) FROM NORTH OF PIPE LINE RD TO NORTH OF PENNY ROAD				2026	$161	$1	2026		$508							Add Lanes and Reconstruct
2179104	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SOUTH OF PIPE LINE RD				2026	$78	$2										Right of Way - Future Capacity
2179107	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET							2026	$108,508	$16,375							Add Lanes and Reconstruct
2179108	SR 75 (US 231) FROM SR 368 23RD STREET TO NORTH OF PIPE LINE ROAD							2026	$1,829	$358							Add Lanes and Reconstruct
2197492	SR 263 CAPITAL CIR FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD				2026		$87	2026		$8,993	2026	$20,842	$84,893				Add Lanes and Reconstruct
2201714	SR 85 FROM SR 123 TO SR 210 MCWHORTER AVE				2026		$11	2026		$50							Add Lanes and Reconstruct
2201716	SR 85 S FERDON BLVD FROM PJ ADAMS PKWY TO NORTH OF SR 8 (I-10)				2026		$223	2026		$10							Add Lanes and Reconstruct
2202603	SR 30 (US 98) FROM SR 189 BEAL PKWY TO WEST END OF BROOKS BRIDGE	2026	$34	$2													PDE/EMO Study
2204268	SR 30 (US 98) FROM W OF BAYBRIDGE DR TO E OF BAYSHORE ROAD	2026		$2,310													PDE/EMO Study
2225306	SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE				2026		$140										Add Lanes and Reconstruct
4130625	SR 8 (I-10) FROM SANTA ROSA COUNTY TO W OF CR 189 LOG LAKE ROAD	2026		$2	2026		$176										Add Lanes and Reconstruct
4210121	SR 173 BLUE ANGEL PW FROM SR 292 SORRENTO ROAD TO SR 30 (US 98)				2026		$202	2026	$35	$2,662							Add Lanes and Reconstruct
4210123	SR 173 BLUE ANGEL PKWY FROM SR 30 (US 98) TO SR 297 PINE FOREST RD	2026	$15	$2													PDE/EMO Study
4212252	SR 390 E 14TH STREET FROM SR 77 OHIO AVENUE TO SR 75 (US 231)	2026			2026		$1,079	2026		$1							Add Lanes and Reconstruct
4371791	SR 30 (US 98) FROM COUNTY ROAD 30A TO W OF PHILLIPS INLET BRIDGE	2026		$17													PDE/EMO Study
4379053	SR 8 (I-10) FROM E OF SR 10 (US 90A) 9 MILE RD TO W OF SR 95 (US 29)				2026		$959										Add Lanes and Reconstruct
4403006	EAST AVE FROM PORT ENTRANCE TO S OF SR 30 (US 98B) 5TH STREET				2026		$2,075										Add Lanes and Reconstruct
4410371	SR 368 23RD STREET FROM US 98 FLYOVER TO SR 390 ST ANDREWS BLVD	2026		$15													PDE/EMO Study
4410382	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO 2MI W WILKERSON BLUFF RD				2026		$265										Add Lanes and Reconstruct
4410383	SR 8 (I-10) FROM 2 MILES W OF WILKERSON BLUFF RD TO E OF YELLOW RIVER				2026		$465										Add Lanes and Reconstruct
4410384	SR 8 (I-10) FROM EAST OF YELLOW RIVER TO EAST OF SR 85 FERDON BLVD				2026		$357										Add Lanes and Reconstruct
4410562	SR 297 PINE FOREST RD FROM S OF SR 8 (I-10) TO SR 10 (US 90A) 9MI				2026		$23										Add Lanes and Reconstruct
4452512	SR 261 (US 319) & SR 10 (US 90) INTERSECTION IMPROVEMENTS	2026		$12													PDE/EMO Study
2201715	SR 85 FROM SR 210 MCWHORTER AVE TO S OF LIVE OAK CHURCH RD							2027		$800							Add Lanes and Reconstruct
2201963	SR 30 (US 98) FROM CHURCH STREET TO E OF CODY AVE				2026	$1,469		2027		$10,683							Add Lanes and Reconstruct
2202604	SR 30 (US 98) FROM SR 189 BEAL PKWY TO WEST END OF BROOKS BRIDGE				2027		$3,132										Add Lanes and Reconstruct
4331131	SR 8 (I-10) @ SR 99 BEULAH ROAD	2026		$5	2027	$3,286	$159	2026	$4,125	$1,612	2027	$212,199	$2,078				Interchange - Add Lanes
4371797	SR 30 (US 98) FROM COUNTY ROAD 30A TO W OF JD MILLER ROAD				2027	$5,060											Add Lanes and Reconstruct
4371798	SR 30 (US 98) FROM DOODLES FOREST ROAD TO FORESTRY STATION				2027	$5,280											Add Lanes and Reconstruct
4371799	SR 30 (US 98) FROM FORESTRY STATION TO WEST OF PHILLIPS INLET BRIDGE				2027	$4,400	$400										Add Lanes and Reconstruct
2201717	SR 85 S FERDON BLVD FROM LIVE OAK CHURCH TO PJ ADAMS PARKWAY				2026		$855	2026	$8,700	$14,320	2028		$36,265				Add Lanes and Reconstruct
4515243	FLORIDA-ALABAMA TPO ITS FIBER DEPLOYMENT - SANTA ROSA COUNTY				2026		$358				2028		$3,345				ITS Communication System
4542761	SR 30 (US 98) AND SR 293 DANNY WUERFFEL WAY	2028		$1,650													PDE/EMO Study
4543101	WALTON AND BAY COUNTY REGIONAL ITS				2027		$277				2028		$3,580				ITS Communication System
4130628	SR 8 (I-10) FROM EAST OF SR 87 TO MILLER BLUFF ROAD				2027		$5,850	2030	$2,599								Add Lanes and Reconstruct
4379052	SR 8 (I-10) FROM E OF EB WEIGH STATION TO E OF SR 10 (US 90A) 9MI ROAD				2026	$260	$489	2027	$815		2030	$202,133					Add Lanes and Reconstruct
4576551	ESCAMBIA COUNTY ITS FIBER INSTALLATION - PHASE I				2029		$1,100				2030		$7,888				ITS Communication System
4576561	SANTA ROSA COUNTY ITS FIBER INSTALLATION - PHASE I				2029		$2,200				2031		$15,733				ITS Communication System
Rail																	
4549361	NEW AGGREGATE FACILITY - TALLAHASSEE													2026	$1,500		Rail Capacity Project
4553401	AGR ARMSTRONG AND DOCK LEAD RAIL IMPROVEMENT													2027	$539		Rail Capacity Project
4553411	BAYL PANAMA CITY YARD/LOCOMOTIVE SHOP TRACK IMPROVEMENT													2027	$1,672		Rail Capacity Project

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

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STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

District 3 | **First Five Years Plan** | **Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4553421	NEW RAIL ACCESS CDS MANUFACTURING, INC. GRETNA MILEPOST SP 827													2027	$1,106		Rail Capacity Project
Seaport																	
4387631	PORT OF PANAMA CITY TERMINAL IMPROVEMENTS													2028	$21,949	$27,422	Seaport Capacity Project
4387632	PORT OF PANAMA CITY EAST TERMINAL TURNING BASIN & CHANNEL IMPROVEMENTS													2028	$1,000	$11,000	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

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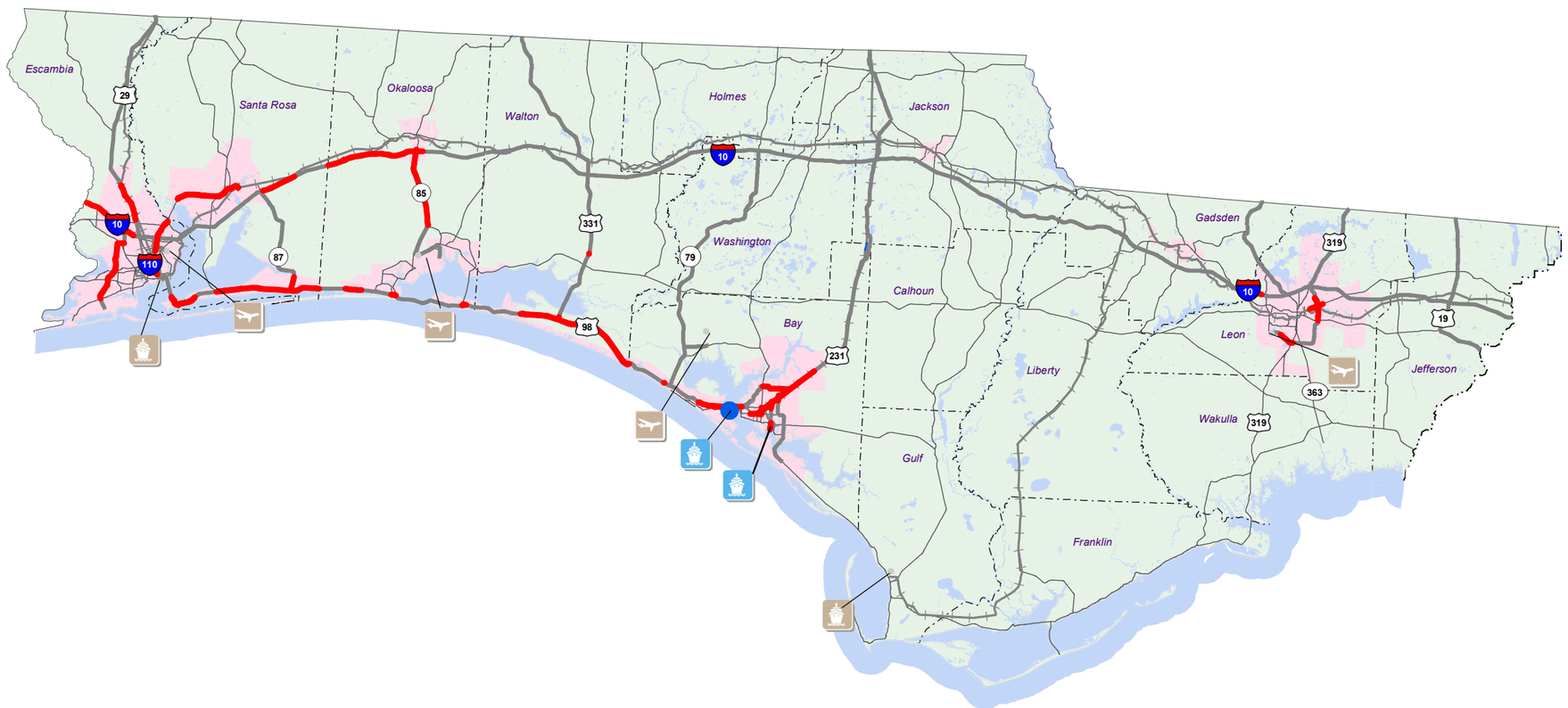


FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects

SIS INVESTMENT PLAN

District 3

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

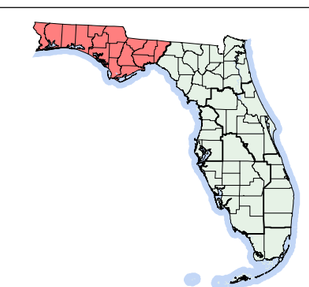
FY 2026/2027 thru 2030/2031
as of November 5, 2025

LEGEND

- Highway
- Railway
- Seaport

SIS Facilities

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



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FDOT STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

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

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4400972	FORT LAUDERDALE/HOLLYWOOD INT'L AIRPORT GATE EXPANSION													2026		$7,407	Aviation Capacity Project
4448441	FORT LAUDERDALE/HOLLYWOOD INT'L AIRPORT AUTOMATED PEOPLE MOVER													2029	$55,962	$60,019	Aviation Capacity Project
Highway																	
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE				2026	$18	$2	2026	$2,035	$425							Interchange - Add Lanes
4127331	SR-9/I-95 @ 10TH AVE NORTH				2026	$433	$53										Interchange - Add Lanes
4132522	I-95 FROM INDIANTOWN ROAD TO MARTIN/PALM BEACH COUNTY LINE	2026	$141	$1													PDE/EMO Study
4132532	SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY LINE TO CR-708/BRIDGE ROAD	2026	$705	$1													PDE/EMO Study
4132542	SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH MEADOWS	2026	$133	$6													PDE/EMO Study
4132571	SR-9/I-95 @ HYPOLUXO ROAD				2028	$52	$150	2026	$1,472	$1							Interchange - Add Lanes
4132581	SR-9/I-95 @ LANTANA ROAD				2026		$33	2026	$7,800	$25							Interchange - Add Lanes
4208093	I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95				2031	$294					2026	$464,472	$31,129	2031	$8,612	$110,821	Add Lanes and Reconstruct
4226815	SR-9/I-95 FR 1 MILE N OF HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE	2026	$2,257	$502													PDE/EMO Study
4226816	I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70	2026	$2,776	$2,680													PDE/EMO Study
4331088	SR-9/I-95 FR MIAMI-DADE/BROWARD COUNTY LINE TO PALM BEACH COUNTY LINE										2026	$125	$3				Prelim Eng for Future Capacity
4353841	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE							2026	$1,045	$1	2026		$64				INTERCHANGE (MODIFY)
4355131	SR-9/I-95 @ SR-842/BROWARD BOULEVARD				2026	$251	$1	2026	$12,957	$5,782							Interchange - Add Lanes
4355141	SR-9/I-95 @ SUNRISE BLVD. INTERCHANGE IMPROVEMENT				2026	$34	$5	2026		$100	2026	$522	$691				Interchange - Add Lanes
4355161	SR-9/I-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.				2026	$8,993											Interchange - Add Lanes
4358031	SR-9/I-95 @ NORTHLAKE BOULEVARD INTERCHANGE				2026	$50	$1	2026	$761	$36	2026	$69,668	$612				Interchange - Add Lanes
4358041	SR-9/I-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE				2026	$3		2026	$2,848	$200	2026	$3,584	$33				Interchange Just/Mod
4358081	SR-9/I-95 FROM S. OF SR-870/COMMERCIAL BLVD. TO N. OF CYPRESS CREEK RD				2026		$1,888										PDE/EMO Study
4369031	SR-9/I-95 FR S OF HALLANDALE BEACH BLVD TO N OF SR-820/HOLLYWOOD BLVD	2026		$11	2026		$37										PDE/EMO Study
4369641	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.				2026		$2	2026	$1,480								Interchange - Add Lanes
4372791	SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD	2026		$2	2026	$95	$2	2026	$1,757	$2							Interchange - Add Lanes
4378681	SR-80/SOUTHERN BLVD. RAMPS AND SR-7/US-441				2026		$1				2026	$11,275	$426				Add Turn Lane(s)
4398915	SR-869/SW 10TH STREET CONNECTOR TSM&O SMART WORK ZONE										2026	$514	$70				ITS Communication System
4417231	SR-9/I-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-595				2026		$36				2026		$150				Add Lanes and Rehabilitate Pvmt
4442021	SR-9/I-95 FROM SOUTH OF LINTON BLVD/CR-782 TO 6TH AVE SOUTH	2026		$189													PDE/EMO Study
4442022	SR-9/I-95 FROM 6TH AVE SOUTH TO NORTH OF SR-704/OKEECHOBEE BLVD	2026		$42													PDE/EMO Study
4515971	ADVANCED WRONG WAY DETECTION SYSTEM - BROWARD				2026		$7				2026		$2,811				ITS Communication System
4515981	ADVANCED WRONG WAY DETECTION SYSTEM PALM BEACH COUNTY				2026		$8				2026		$1,775				ITS Communication System
4562301	I-95 NB NEAR MILE POST 143				2026		$10				2026		$58				ITS Communication System
4574051	SR-9/I-95 - MANAGED LANES STUDY	2026		$750													PDE/EMO Study
4132601	SR-9/I-95 @ PALM BEACH LAKES BLVD				2026		$132				2027	$18,347	$86				Interchange Just/Mod
4151521	SR-93/I-75 INTRCHG@SR-820/PINESBLVD F N OF MIRAMARPKWY T N OF PINESBLV				2027	$1,500	$1,137										Interchange - Add Lanes
4353842	SR-9/I-95 @ LINTON BOULEVARD INTERCHANGE				2026		$635				2027	$26,851	$2,007				Interchange Just/Mod
4391701	SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	2026	$15	$6	2027	$20											Interchange Just/Mod
4391703	SR-9/I-95 FROM N OF SR-820/HOLLYWOOD TO N OF SR-822/ SHERIDAN ST				2027	$8,010											Interchange Just/Mod MLD
4498192	SR-25/US-27 MIAMI-DADE/BWD COUNTY LINE TO N OF GRIFFIN ROAD				2026		$40				2027		$8,153				Arterial Traffic Mgmt System
4512241	SR-80/SOUTHERN BLVD AT JOG ROAD INTERSECTION IMPROVEMENTS				2026	$29					2027	$2,299	$62				Add Left Turn Lane(s)
4365191	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST				2026		$276	2026	$2,010		2028	$11,549	$18,120				Interchange - Add Lanes
4441201	MOVABLE BRIDGE INTEGRATION - VARIOUS LOCATIONS				2026		$91				2028		$10,118				Arterial Traffic Mgmt System
4531551	DISTRICTWIDE ADVANCED WRONG WAY DRIVING DETECTION SYSTEM				2026		$1				2028		$7,669				ITS Communication System

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

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FDOT STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

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

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4566491	I-75/ALLIGATOR ALLEY - FULL ELECTRONIC TOLLING CONVERSION				2026		$660				2028		$12,014				Add Lanes and Reconstruct
4575791	ANDREWS AVENUE FROM COMMERCIAL BOULEVARD TO I-595				2029		$996										ITS Communication System
4327091	I-75/SR-93 EAST SIDE RAMP IMPROVEMENTS AT GRIFFIN ROAD				2030		$338										Interchange Just/Mod
4358087	SR-9/I-95 @ FROM N OF COMMERCIAL BLVD. TO N OF CYPRESS CREEK ROAD										2030	$53,587					Interchange - Add Lanes
4461681	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP				2026		$41				2030	$7,128					Interchange - Add Lanes
4475551	SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY				2026		$16	2028		$483	2030	$8,932					Intersection (New)
4480191	SR-25/US-27/OKEECHOBEE ROAD FROM PEMBROKE ROAD TO SW 26TH STREET	2030		$3,847													Interchange (New)
4531552	DISTRICTWIDE ADVANCED WRONG WAY DRIVING DETECTION SYSTEM				2027		$799				2030		$7,190				ITS Communication System
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE										2030		$19,173				Add Lanes and Reconstruct
4358083	SR-9/I-95 E OF 95 RAMPS T/FR COMMERCIAL BLVD N ANDREWS AV FRONTAGE RD				2026		$96	2026	$4,634	$406	2031	$100					Add Lanes and Reconstruct
4369034	SR-9/I-95 NB CB FROM MD/BROW COL TO SR-824/PEMBROKE RD							2031	$1,255								Interchange - Add Lanes
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD				2029	$908	$35	2028	$9,931		2031		$105,314				Add Lanes and Reconstruct
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD				2029	$4,300	$6	2028	$10,161		2031	$194,118	$20,000				Add Lanes and Reconstruct
	Rail																
4521751	SFRC - OVERPASS FEASIBILITY STUDIES AT VARIOUS LOCATIONS	2026	$1,333														PTO Studies MLD
4577481	SOUTHLAND WATER RESOURCE RAIL INFRASTRUCTURE - TURNOUT & SPUR													2027	$12,900		Rail Capacity Project
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING				2030	$5,670	$1,426	2028	$16,332	$2,317	2030	$40,233	$6,930				PTO Studies
4547541	SR-84 AT FLORIDA EAST COAST CORRIDOR CROSSING PD&E STUDY	2030	$6,636	$264													PTO Studies
	Seaport																
4407051	PORT OF PALM BEACH UPLAND CARGO IMPROVEMENTS													2026		$650	Seaport Capacity Project
4538021	NEW BULKHEADS 16, 17, AND 18													2029	$31,813	$10,604	Seaport Capacity Project
4552731	PORT EVERGLADES SEAPORT - NEW BULKHEAD AT BERTHS 14 & 15													2030	$10,000	$2,500	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

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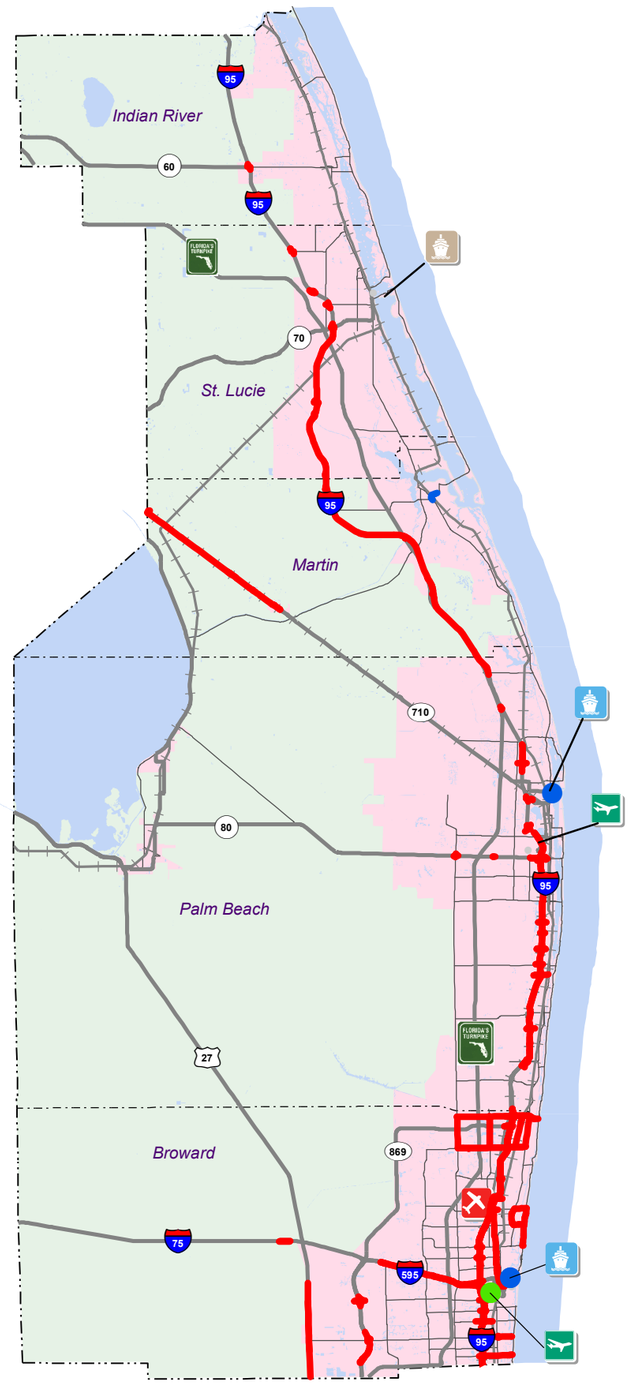


FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects

SIS INVESTMENT PLAN

District 4

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

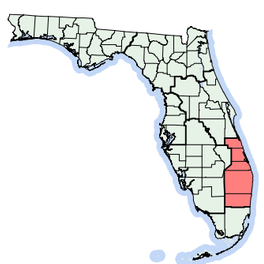
FY 2026/2027 thru 2030/2031
as of November 5, 2025

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

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



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FDOT STRATEGIC INTERMODAL SYSTEM — *Capacity Improvement Projects*

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

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4552722	ORLANDO SANFORD INTERNATIONAL AIRPORT TERMINAL CORRIDOR													2026	$500	$500	Aviation Capacity Project
4552711	ORLANDO SANFORD INTERNATIONAL AIRPORT MULTI MODAL IMPROVEMENTS													2027	$1,250	$2,750	Aviation Capacity Project
4485782	ORANGE-ORLANDO INTL SOUTH TERMINAL PHASE 1 EXPANSION													2029	$19,000	$19,000	Aviation Capacity Project
4538181	ORANGE-ORLANDO INTERNATIONAL AIRPORT-ROAD REALIGNMENT													2029	$17,500	$8,750	Aviation Capacity Project
4353221	BREVARD-SPACE FL PROCESSING & RANGE FACILI TY IMPROVEMENTS													2031	$109,176	$183,324	Spaceport Capacity Project
4368631	BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE													2031	$104,824	$37,415	Spaceport Capacity Project
4370691	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/CARGO													2031	$65,000	$127,500	Spaceport Capacity Project
4370701	BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES													2031	$32,500	$108,351	Spaceport Capacity Project
Highway																	
2408361	SR 40 FROM SR 15 US 17 TO SR 11				2026		$11	2026	$1,915	$166							Add Lanes and Reconstruct
2408371	SR 40 FROM W OF SR 11 TO W OF CONE ROAD				2026		$8	2026	$2,800	$201							Add Lanes and Reconstruct
2424847	SR 400 (I-4) W OF SR 528 BEACHLINE TO W OF SR 435 KIRKMAN RD				2026	$16											Add Lanes and Reconstruct
2424848	SR 400 (I-4) E OF CR 522 (OSCEOLA PKWY) TO WEST OF SR 528				2026	$2,500	$13	2026	$40,117	$35,226							Add Lanes and Reconstruct
2425924	SR 400 (I-4) 1 MILE E OF SR 434 TO E OF SR 15/600 (US 17/92)	2026		$1,500	2026		$9	2026	$16,720	$6,339							Add Lanes and Reconstruct
4074023	SR 528 FROM E OF SR 524 (INDUSTRY RD) TO EAST OF SR 3				2026		$275	2026	$7,580	$125							Add Lanes and Reconstruct
4074024	SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE				2026		$20	2026	$1,877	$196							Add Lanes and Reconstruct
4102511	SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40				2026		$555										Add Lanes and Reconstruct
4106743	SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A				2026		$539	2026		$50,618							Add Lanes and Reconstruct
4106744	SR 40 FROM CR 314 A TO LEVY HAMMOCK ROAD				2026		$210										Add Lanes and Reconstruct
4197722	I-95 INTERCHANGE AT SR 5 (US 1)				2026		$200										Interchange - Add Lanes
4269054	ST JOHNS HERITAGE PKWY/ELLIS RD (JOHN RODES BLVD TO W OF WICKHAM RD)				2026		$11	2026		$28,222	2026		$61,737				Add Lanes and Reconstruct
4270561	SR 50/SR 33 FROM CR 565 (VILLA CITY) TO 2ND ST	2026		$26	2026		$189	2026	$5,835	$31,754	2026	$35,877	$9,309				New Road Construction
4289471	SR 40 FROM BREAKAWAY TRAIL TO WILLIAMSON BLVD				2026		$138	2026	$16,218	$127							Add Lanes and Reconstruct
4314561	SR 400 (I-4) WEST OF CR 532 TO EAST OF CR 522 (OSCEOLA PARKWAY)				2026		$427	2026	$53,392	$93,915							Add Lanes and Reconstruct
4314562	SR 400 (I-4) FROM EAST OF US 192 TO EAST OF SR 536				2031	$18,979	$51,257				2026	$282,572	$64,573				Add Lanes and Reconstruct
4314563	SR 400 (I-4) FROM EAST OF CR 532 TO WEST OF WORLD DRIVE				2030		$40,326				2026		$437,267				Add Managed Lanes
4314566	SR 400 (I-4) FROM WEST OF SR 429 TO EAST OF WORLD DRIVE				2026	$5,475	$200				2026	$3,526	$91,048				Add Lanes and Reconstruct
4314567	SR 400 (I-4) FROM EAST OF WORLD DRIVE TO EAST OF U.S. 192				2026	$30,824	$2,992				2026	$204,542	$324,316				Add Lanes and Reconstruct
4321931	I-4 MANAGED LANES FROM KIRKMAN TO SR 434				2031		$169				2026	$90,890	$268,965	2031	$23,268	$143,890	Add Lanes and Reconstruct
4358595	SR 50 FROM EAST OF THE SUMTER/LAKE COUNTY LINE TO CR 33				2026		$601	2026		$26,887							Add Lanes and Reconstruct
4436231	I-75 (SR 93) FROM TURNPIKE (SR 91) TO SR 200	2026		$3,023				2026									PDE/EMO Study
4436241	I-75 (SR 93) FROM SR 200 TO CR 234	2026		$11				2026									PDE/EMO Study
4447871	SR 401 BRIDGE REPLACEMENT	2026		$2	2026	$648	$181										PDE/EMO Study
4535871	I-95 IMPROVEMENTS FROM S ST JOHNS HERITAGE PARKWAY TO N OF SR 519	2026		$340													Interchange - Add Lanes
4535881	I-95 IMPROVEMENTS FROM S OF SR 421 TO N OF US 1 (SR 5)	2026		$340													Interchange - Add Lanes
4548811	US-92 NEW INTERSECTION										2026		$4,000				Intersection (New)
4197723	I-95 INTERCHANGE AT SR 5 (US 1)	2026		$6	2026		$6,063	2026		$43,121	2027	$130,588	$121,080				Interchange - Add Lanes
4358594	SR 50 FROM EAST OF CR 757 TO WEST OF SE 52ND ST				2026		$2,208	2026	$3,116	$2,946	2027		$70,590				Add Lanes and Reconstruct
4372002	US 17/92 FROM IVY MIST LANE TO AVENUE A				2027		$7,000										Add Lanes and Reconstruct
4407871	SR 15A AT SR 44 - SOUTHBOUND RIGHT TURN LANE				2026		$9	2026		$4,489	2027		$1,780				Add Right Turn Lane(s)
4531593	I-4 OSCEOLA CL TO SAND LAKE				2030	$7,361					2027	$14,333	$135,806				Add Managed Lanes
4534531	RAILROAD CROSSING SAFETY IMPROVEMENTS AND MONITORING SYSTEMS				2026		$451				2027		$2,250	2027		$100	ITS Information System
4484561	LPGA BLVD FROM US 92 (SR 600) TO WILLIAMSON BLVD	2026		$10	2028		$3,761	2028		$4,632							PDE/EMO Study

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
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FDOT STRATEGIC INTERMODAL SYSTEM — *Capacity Improvement Projects*

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

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4106742	SR 40 FROM END OF 4 LANES TO EAST OF CR 314				2026		$2				2030	$126,850					Add Lanes and Reconstruct
4468261	I-95 (SR 9) @ MAYTOWN ROAD NEW INTERCHANGE	2030		$2,550													PDE/EMO Study
4502273	I-95 WRONG WAY DRIVING BUNDLE #3 (BREVARD)										2030		$1,500				ITS Surveillance System
4525741	SR 60 FROM PRAIRIE LAKE ROAD TO FLORIDA'S TURNPIKE	2029		$240	2030	$4,500	$7,672										PDE/EMO Study
4084642	SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472	2026		$1,500	2029	$12,019	$3	2031	$6,250								Add Lanes and Reconstruct
4136721	I-4 FROM POLK CO LINE TO SAXON BLVD										2031		$10,222				ITS Freeway Management MLD
	Railways																
4129948	CENTRAL FLORIDA COMMUTER RAIL SYSTEM OPERATIONS AND MAINTENANC													2027	$1,858	$15,408	Intermodal Capacity Project
	Seaport																
4403233	BREVARD-PORT CANAVERAL NORTH CARGO BERTH 4 IMPROVEMENTS													2026	$11,000	$3,667	Seaport Capacity Project
4538161	BREVARD-PORT CANAVERAL PORT-WIDE BERTH REHAB													2028	$13,627	$12,706	Seaport Capacity Project

LEGEND

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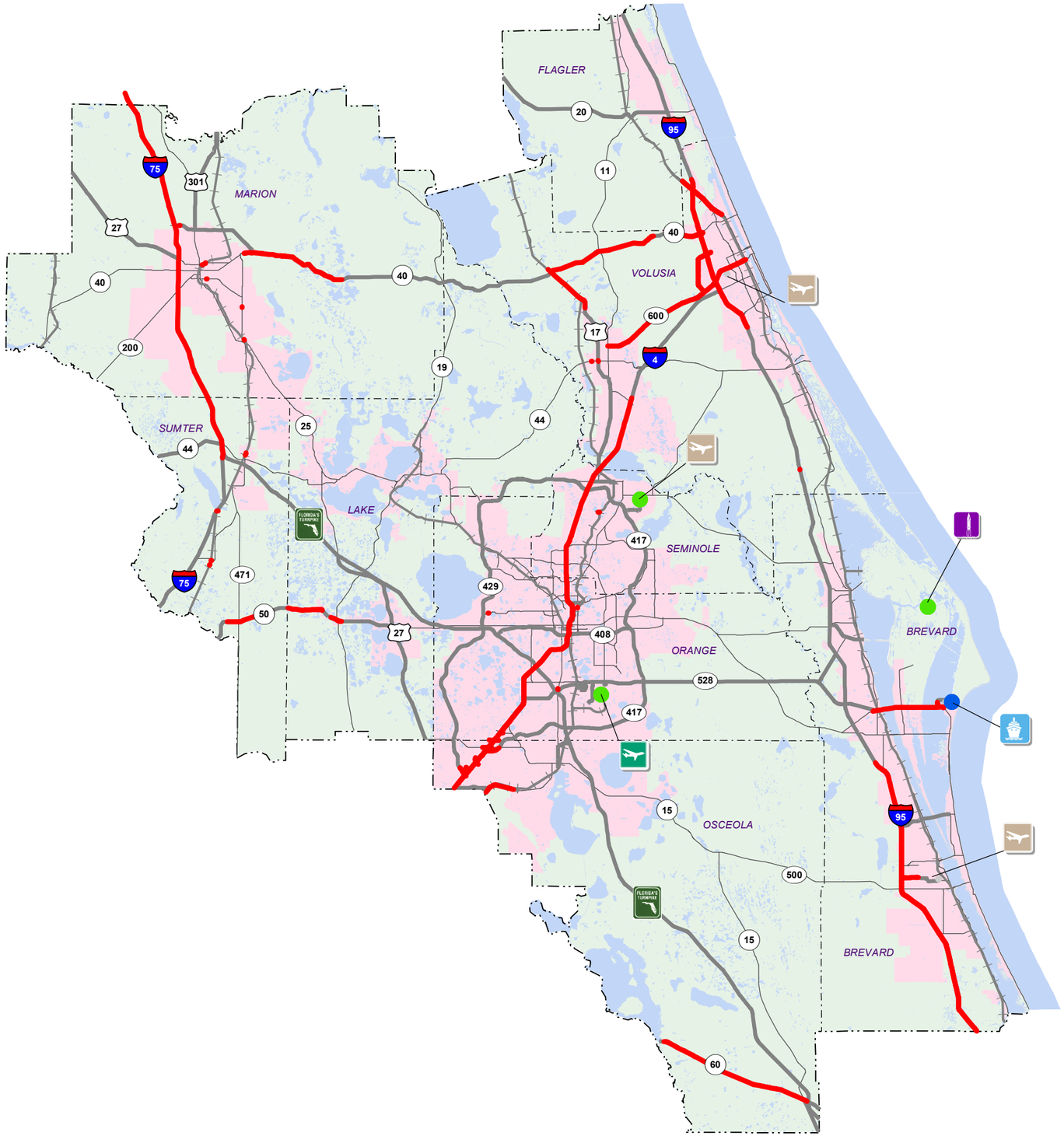

FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects

SIS INVESTMENT PLAN

District 5

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

FY 2026/2027 thru 2030/2031
as of November 5, 2025

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

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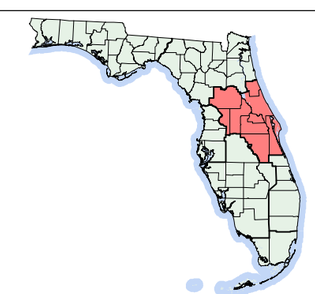

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FDOT STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

District 6 | **First Five Years Plan** | **Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4292715	MIAMI INT'L AIRPORT PERIMETER ROAD BRIDGE REPLACEMENT													2026	$10,500	$10,500	Aviation Capacity Project
4486871	MIAMI INTERNATIONAL AIRPORT - SOUTH TERMINAL EXPANSION EAST													2026	$8,000	$8,000	Aviation Capacity Project
4553951	MIAMI INT'L AIRPORT CONCOURSE D W.EXTN-D60 BLDG EXPANSION APRON &UTIL													2030	$30,000	$34,000	Aviation Capacity Project
Highway																	
2511563	PORT OF MIAMI TUNNEL FROM PORT OF MIAMI TO SR 836/I-395										2026	$62,445	$137,838	2031	$149,959		New Road Construction
2511565	PORT OF MIAMI TUNNEL OVERSIGHT CONSULTANT				2031		$45				2026	$4,200					INSPECT CONSTRUCTION PROJS.
4149641	SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	2026	$251		2026		$1,815										Prelim Eng for Future Capacity
4231261	SR 836/I-95 INTERCHANGE RAMPS FROM NW 17 AVE TO I-95 (MDX)										2026		$4,834				INTERCHANGE (MODIFY)
4231262	SR 9A/I-95 SOUTHBOUND RAMP TO WESTBOUND SR 836										2026	$3,061					INTERCHANGE (MODIFY)
4326391	SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO NW 25TH ST	2026		$1,543													Prelim Eng for Future Capacity
4402282	I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD	2026		$166													PDE/EMO Study
4469473	WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS - PHASE 3										2026		$1,135				ITS Freeway Management
4469475	WRONG WAY DRIVING INITIATIVE AT VARIOUS RAMP LOCATIONS - PHASE 4										2026		$10,562				ITS Freeway Management
4551342	SR 826/PALMETTO XWAY FROM N. OF MILLER DR. TO N. OF CORAL WAY				2027	$34,787	$1,533										Prelim Eng for Future Capacity
4357601	SR 826/PALMETTO EXPY FROM I-75 TO N.OF CANAL C-8 BRDG(APPROX NW 162ST)				2028		$10										Add Lanes and Reconstruct
4357603	SR 826/PALMETTO EXPY FROM E. OF NW 67 AVE TO E. OF NW 57 AVE				2028		$13										Add Lanes and Reconstruct
4357604	SR 826/PALMETTO EXPY FROM E. OF NW 57 AVE TO E. OF NW 42 AVE				2028		$11										Add Lanes and Reconstruct
4357605	SR 826/PALMETTO EXPY FROM E. OF NW 42 AVE TO E. OF NW 32 AVE				2028		$11										Add Lanes and Reconstruct
4357606	SR 826/PALMETTO EXPY FROM E. OF NW 32 AVE TO W. OF NW 17 AVE				2028		$12										Add Lanes and Reconstruct
4531491	SR 93/I-75 FROM SR 826/PALMETTO EXPWY TO BROWARD COUNTY LINE	2028	$269	$6,187													PDE/EMO Study
4149647	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET	2029	$150	$6,700													PDE/EMO Study
4551343	SR 826/PALMETTO XWAY FROM FLAGER ST. TO SR 836/DOLPHIN XWAY				2029	$7,250											Prelim Eng for Future Capacity
4551344	SR 826/PALMETTO XWAY FROM S. OF SR 976/BIRD RD. TO N. SR 976/BIRD RD.				2029	$8,650											Prelim Eng for Future Capacity
4106465	SR 934/NE/NW 79 ST FROM WEST OF I-95(13 CT.) TO END OF SR 934/1 WAY PR	2027		$115	2030		$9,685										Add Lanes and Reconstruct
4283585	SR 9A/I-95 FROM N. OF BISCAYNE CANAL TO SR 860/MIAMI GARDEN DR										2030		$765				Add Lanes and Reconstruct
4530711	SR 997/KROME AVE FR SR 90/SW 8TH TO SR 25/US 27/OKEECHOBEE RD PHASE 1										2030		$8,356				ITS Surveillance System
4551341	SR 826/PALMETTO XWAY FROM N. OF CORAL WAY/SW 24TH ST TO S. OF NW 25 ST				2027	$26,650		2030	$10,364								Prelim Eng for Future Capacity
4551345	SR 826/PALMETTO XWAY FROM US-1 TO NORTH OF MILLER DRIVE/SW 56TH ST.				2030	$29,550											Prelim Eng for Future Capacity
4149648	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET	2026		$296	2031	$270	$5,720										PDE/EMO Study
4184236	SR 826/PALMETTO EXPY FROM SR 968/W FLAGLER ST TO S OF NW 154 STREET	2031		$6,030													PDE/EMO Study
4232514	SR 25/OKEECHOBEE RD FROM E. OF NW 116 WAY TO E. OF NW 87 AVE(CONCRETE)				2029	$200	$75	2026	$21,034	$4,643	2031	$149,762	$5,100				Add Lanes and Rehabilitate Pvmt
4283589	GOLDEN GLADES INTERCHANGE ENGINEERING SUPPORT				2026		$1				2031		$1,750				Prelim Eng for Future Capacity
4551346	SR 826/PALMETTO EXPY FR US-1/S. DIXIE HWY TO NW 25TH ST DESIGN SUPPORT				2031	$4,700											Prelim Eng for Future Capacity
Rail																	
4294872	MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENT				2026		$10	2026	$56	$2,333	2027	$39,890	$45,078				Rail Capacity Project
Seaport																	
4538201	PORT MIAMI CARGO MOBILITY OPTIMIZATION													2029	$17,711	$22,489	Seaport Capacity Project
4553081	PORT MIAMI - REEFER YARD IMPROVEMENTS													2029	$3,200	$3,200	Seaport Capacity Project
4553091	PORT MIAMI - RTG INFRASTRUCTURE ENHANCEMENTS													2030	$15,000	$15,000	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

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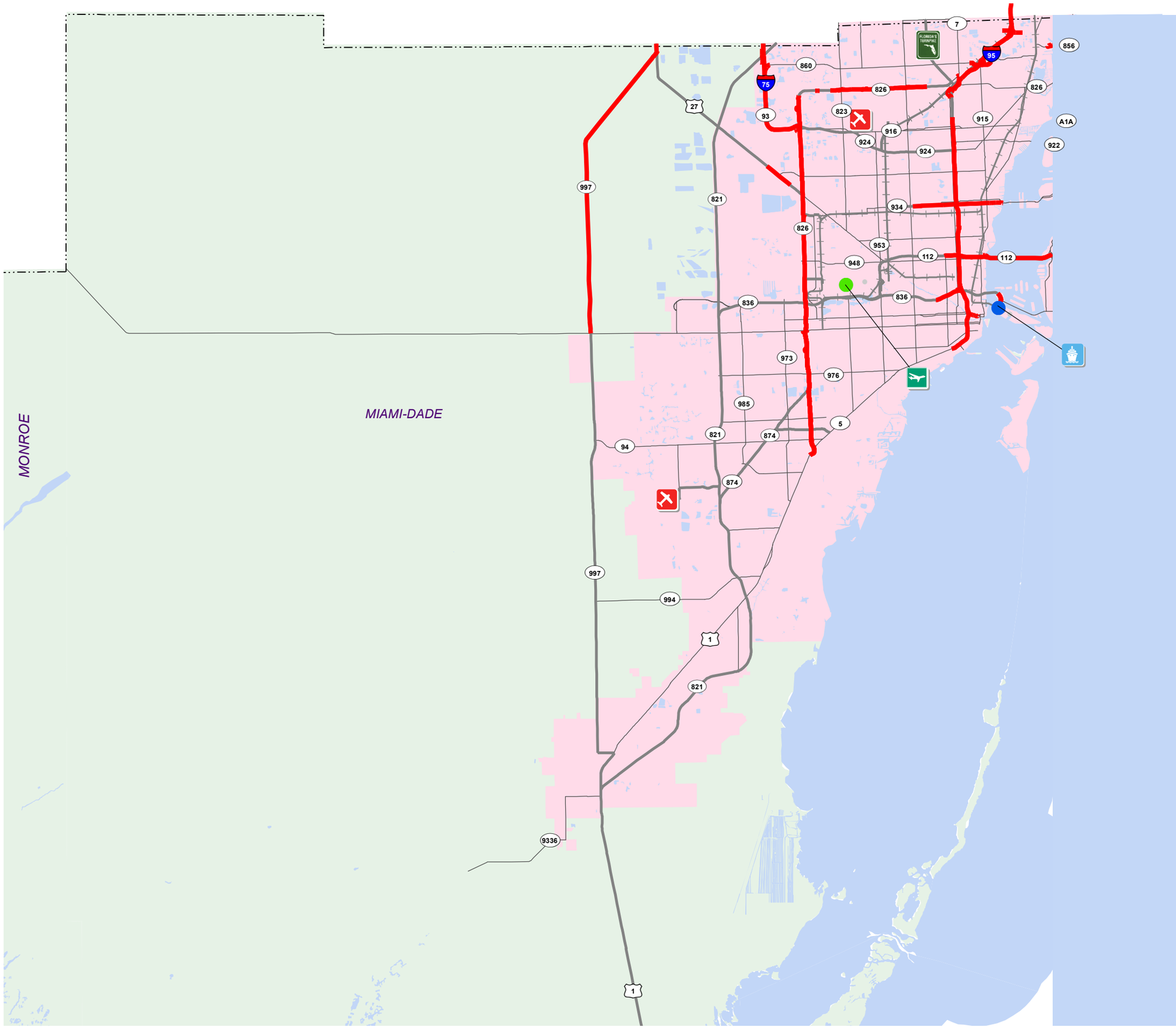

FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects

SIS INVESTMENT PLAN

District 6

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

FY 2025/2026 thru 2029/2030
as of February 5, 2025

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

- SIS Highway
- SIS Highway Future
- SIS Railway
- State Highway System
- Urban Areas
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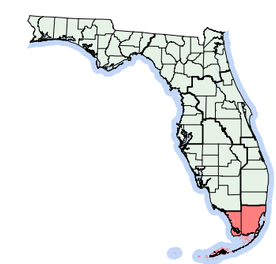

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FDOT STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

District 7 | **First Five Years Plan** | **Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Aviation																	
4387531	TAMPA INTERNATIONAL AIRPORT - PHASE 2 AND 3 MASTER PLAN PROJECTS													2026	$30,000	$30,000	Aviation Capacity Project
4444711	ST PETE-CLEARWATER INTERNATIONAL AIRPORT - PASSENGER TERMINAL IMPROV.													2029	$38,450	$37,750	Aviation Capacity Project
Highway																	
2569314	US92/SR600/SR687/SR694/GANDY BLVD FROM 4TH ST TO W OF GANDY BRIDGE				2026		$11										Add Lanes and Reconstruct
4125311	I275/SR93 FM S OF SR60 TO N OF HILLS. RVR, SR60 FM S OF I275 TO SR589				2026	$413	$1										Interchange (New)
4125312	I275 (SR93)/SR60 INTERCHANGE							2026	$16,456	$12,226	2026		$400				Interchange - Add Lanes
4167351	SR50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET				2026		$113	2026		$14							Add Lanes and Rehabilitate Pvmt
4192353	I75 (SR93A) FROM S OF US301 TO N OF BRUCE B DOWNS BLVD	2026		$56													PDE/EMO Study
4305732	I75/I275 FROM COUNTY LINE ROAD TO SR56 (PHASE II)				2026		$12	2026		$3,684							New Road Construction
4317463	I4/SR400 FROM I4/SELMON CONNECTOR TO E OF BRANCH FORBES ROAD				2026		$3	2026	$33								Add Lanes and Reconstruct
4337971	US19 (SR55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD				2026		$16										Add Lanes and Reconstruct
4337991	US19 (SR55) FROM S OF CR95 TO PINE RIDGE WAY W				2026		$16										Interchange (New)
4338211	I275 AT I4 I275 FM ROME TO MLK I4 FM I275 TO CONNECTOR	2026		$12													PDE/EMO Study
4340453	I275/SR93 SB FR N OF LOIS AVE TO N OF HILLSBOROUGH RIVER				2026	$10	$4										Add Lanes and Rehabilitate Pvmt
4357501	SR60 FROM VALRICO RD TO E OF DOVER RD				2026		$4	2026		$760							Add Lanes and Reconstruct
4357502	SR60 FROM E OF DOVER RD TO E OF SR39				2026		$25										Add Lanes and Reconstruct
4376502	I75/SR93A AT GIBSONTON DRIVE				2026		$7	2026	$1,233	$1,820							Interchange - Add Lanes
4407491	US41/SR45 AT CSX GRADE SEPARATION FR S OF SR676 TO N OF SR676	2026		$17	2026	$83	$789	2026		$60							Bridge New Structure
4450572	I4/SR400 I4 EB AUXILIARY LANE FROM 15TH ST TO W OF 26TH STREET				2026	$54	$13				2026	$13,630	$5,859				Interchange - Add Lanes
4455074	I75/I275/I4 FR MANATEE/PINELLAS COUNTY LINE TO HERNANDO COUNTY LINE										2026		$2,181				ITS Freeway Management
4455075	I275 FROM MANATEE COUNTY LINE TO HILLSBOROUGH COUNTY LINE										2026		$915				ITS Freeway Management
4455076	I275/I75 FROM HILLSBOROUGH COUNTY LINE TO HILLSBOROUGH COUNTY LINE				2026		$42				2026		$2,606				ITS Freeway Management
4455077	I75 FROM HILLSBOROUGH COUNTY LINE TO HERNANDO COUNTY LINE										2026		$715				ITS Freeway Management
4456681	US92/SR600 FROM W END OF EB GANDY BRIDGE TO DALE MABRY HWY										2026		$73				ITS Communication System
4461321	I4/SR400 EB EXIT RAMP TO I75 FR E OF TAMPA BYPASS CANAL TO W OF I75				2026		$1				2026		$11,380				Add Auxiliary Lane(s)
4461351	I4 EB AUXILARY LANE FROM W OF BETHLEHEM RD TO W OF BRANCH FORBES RD				2026		$98										Add Auxiliary Lane(s)
4471075	SR60 EB FROM N OF SPRUCE ST/TIA INTERCHANGE TO N OF MEMORIAL HWY				2026		$22										Add Lanes and Rehabilitate Pvmt
4471591	BRANCH FORBES RD/N FORBES RD FROM S OF US92 TO N OF I4				2026		$15										Add Lanes and Reconstruct
4491092	I275 (SR93) FROM N OF I375 TO N OF 38TH AVE N				2026	$3,528	$41	2026	$122	$37							Add Lanes and Reconstruct
4530561	BIG BEND ROAD FROM US41 TO COVINGTON GARDEN DRIVE										2026		$24,082				Add Lanes and Reconstruct
4535511	I75 FLORIDA REGIONAL ADVANCED MOBILITY ELEMENTS (FRAME)										2026		$10				ITS Communication System
4191822	SR45(US41) AT SR54 FROM W OF WILSON RD TO E OF OSPREY LN				2026		$3	2027	$33,936	$2,658							Interchange (New)
4300562	US41 FROM S OF DOVER ST TO AUSTIN ST				2026		$8	2027		$5,655							Add Lanes and Reconstruct
4337961	US19 (SR55) FROM S OF TIMBERLANE RD TO S OF LAKE ST				2026			2027		$220							Add Lanes and Reconstruct
4340452	I275 (SR93) NB FR N OF LOIS AVE TO N OF HILLSBOROUGH RIVER				2027	$110	$10										Add Lanes and Rehabilitate Pvmt
4461341	I4/SR 400 WB AUX LANE FR E OF BETHLEHEM RD TO W OF BRANCH FORBES RD				2026	$531					2027	$3,934					Add Auxiliary Lane(s)
4540841	I-275 FR 54TH AVE S TO SR 687				2026	$440	$1				2027	$3,497	$428				ITS Communication System
4569671	I4/SR400 FROM I-75 TO COUNTY LINE ROAD				2026	$3,629	$67				2028	$352,240					Add Lanes and Reconstruct
4419351	US19/SR55 FROM PASCO COUNTY LINE TO CITRUS COUNTY LINE				2029		$246										Arterial Traffic Mgmt System
4419361	US41 FROM HILLSBOROUGH COUNTY LINE TO HERNANDO COUNTY LINE				2029		$419										Arterial Traffic Mgmt System
4540851	US 19/SR 52/SR 54 DISTRICT WIDE				2028	$400	$1				2029	$3,113	$531				ITS Communication System
2583721	ITS ENGINEERING ANALYSIS & MINOR DESIGN- CONTINUING				2031		$3,064										ITS Freeway Management MLD
4387021	ARTERIAL MANAGEMENT PROGRAM (AMP)				2031		$5,000										Arterial Traffic Mgmt System

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

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STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

District 7 | **First Five Years Plan** | **Tentative Work Program**

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
4433511	I4/SR 400 FROM WEST OF N 50TH ST TO EAST OF MANGO RD				2031		$495										ITS Dynamic Message Sign
4476161	SCOTT ST FROM N MORGAN ST TO N JEFFERSON ST				2029		$368				2031		$4,807				Add Lanes and Rehabilitate Pvmt
4548371	US 41 FR COUNTY LINE RD TO SR 54 & SR 597 FR COUNTY LINE RD TO US 41				2031		$146										ITS Communication System
Rail																	
4549341	NEW AGGREGATE FACILITY - PLANT CITY													2026	$3,974		Rail Capacity Project
Seaport																	
4351301	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS													2027	$17,587	$18,587	Seaport Capacity Project
4538371	PORT OF TAMPA BAY-PORT REDWING BERTH 301													2029	$10,000	$10,000	Seaport Capacity Project
4538381	PORT OF TAMPA BAY- DEEPENING AND WIDENING													2030	$40,631	$85,356	Seaport Capacity Project

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
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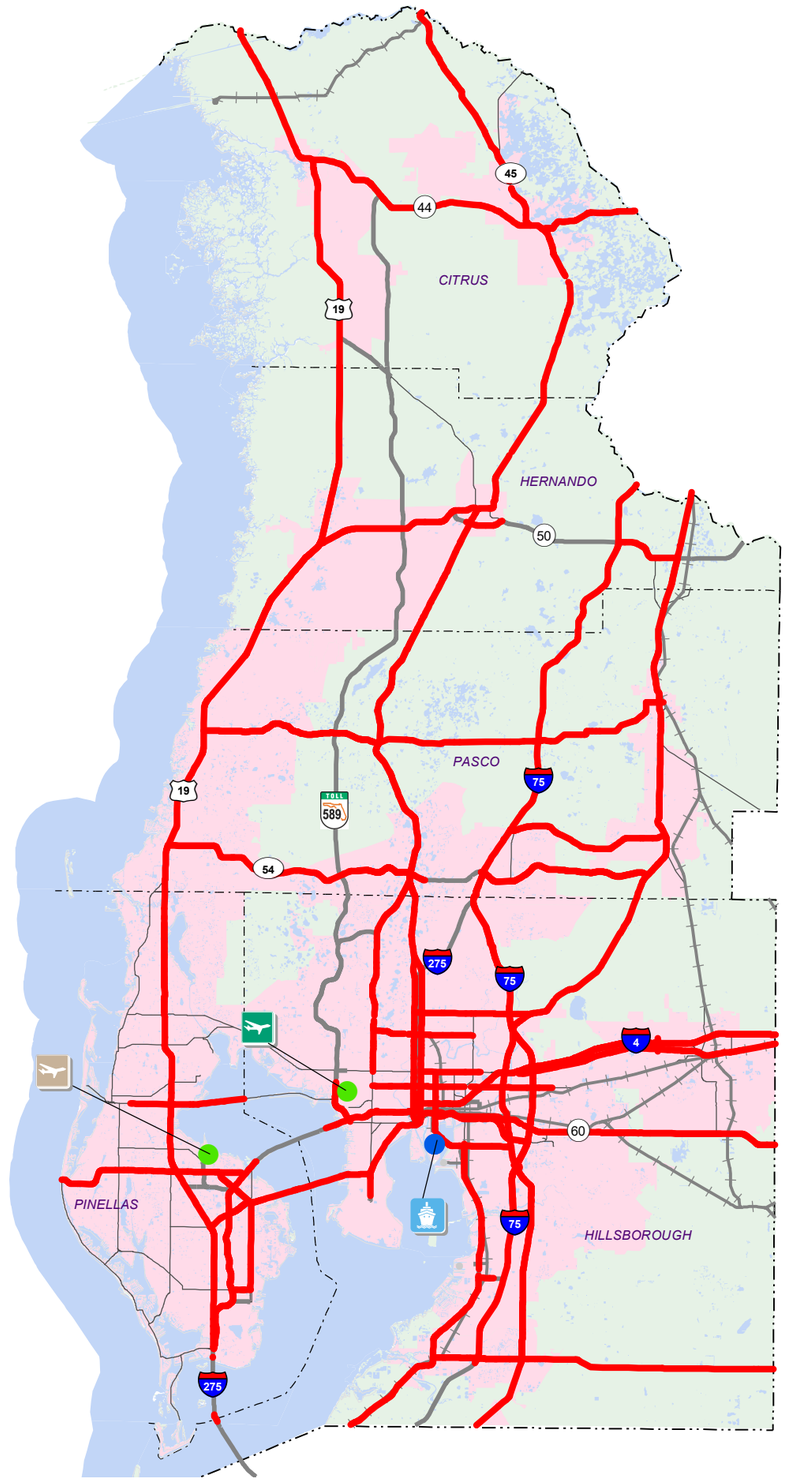


FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects

SIS INVESTMENT PLAN

District 7

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

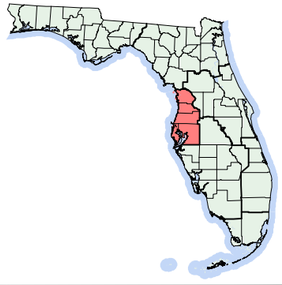
FY 2026/2027 thru 2030/2031
as of November 5, 2025

LEGEND

- Highway
- Railway
- Airport
- Seaport

SIS Facilities

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



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FDOT STRATEGIC INTERMODAL SYSTEM — Capacity Improvement Projects

Turnpike Enterprise | **First Five Years Plan** | **Tentative Work Program**

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		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	
Highway																	
4061436	WIDEN TPK(SR91) N OF OKEECHOBEE BLVD TO S OF SR 710 (4TO8 LNS)				2026		$1,356				2026		$207,289				Add Lanes and Reconstruct
4172182	PD&E STIRLING ROAD AND SR 91 INTERCHANGE (MP 52)	2026		$406													PDE/EMO Study
4233742	PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)	2026		$86													PDE/EMO Study
4354614	WIDEN SAWGRASS (SR869) SAMPLE TO UNIVERSITY DR (MP 12-14.8)(6TO8 LNS)				2026		$280				2026		$128,224				Add Lanes and Reconstruct
4357863	WIDEN TPK(SR91) - OBRIEN RD TO US27 (MP 285.8-289.3) (4TO8 LNS)				2026		$3,498	2026		$8,456	2026		$188,160				Add Lanes and Reconstruct
4371555	WIDEN SAWGRASS(SR869) S OF NW8TH TO SUNRISE BLVD (MP0-0.5) (6TO10LNS)				2026		$77	2026		$90	2026		$121,780				Add Lanes and Reconstruct
4371556	WIDEN SAWGRASS (SR869) OAKLAND PARK BLVD TO ATLANTIC BLVD (MP 4.1-7.5)				2026		$93	2026		$259	2026		$169,313				Add Lanes and Reconstruct
4412242	KISSIMMEE PARK ROAD INTERCHANGE IMPROVEMENTS (MP 240)				2026		$42	2026		$270	2026		$55				INTERCHANGE (MODIFY)
4422121	PD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70)	2026		$9	2026		$150										PDE/EMO Study
4427643	SUNCOAST II-PHASE 3B (SR589)-CR 495 TO US 19				2026		$5,328	2026		$29,461	2026		$224,763				New Road Construction
4439561	ATLANTIC BLVD INTCHNG IMPROVEMENTS (SAWGRASS XWAY MP 8)				2026		$1	2026			2026		$3,124				INTERCHANGE (MODIFY)
4440071	PD&E WIDEN TPK(SR91) FROM S OF SR 408 TO SR 50 (MP 263 - 273)	2026		$10				2026									PDE/EMO Study
4462242	TSM&O TPK (SR91) GRIFFIN ROAD INTERCHANGE IMPROVEMENTS				2026		$16	2026		$60	2026		$10,860				INTERCHANGE (MODIFY)
4463351	WIDEN TPK(SR91), BECKER RD TO CROSSTOWN PKWY (4TO8)				2031		$1,430	2026		$1							Add Lanes and Reconstruct
4465814	POINCIANA CONNECTOR				2027		$76,673	2026		$75,573	2026		$665,361				New Road Construction
4465816	POINCIANA CONNECTOR, GREENFIELD - RAMPS TO EASTBOUND I-4				2026		$9,289				2026		$208,497				Interchange Ramp (New)
4465817	SR429 INTERCHANGE IMPROVEMENTS AT WESTERN WAY				2026		$686				2026		$13,101				Interchange Ramp (New)
4465831	WIDEN TPK(SR91) CROSSTOWN PKWY TO MIDWAY RD (4TO6)				2028		$4,615	2026		$2							Add Lanes and Reconstruct
4480681	PD&E WIDEN SUNCOAST PKWY(SR589) - S OF VAN DYKE RD TO SR52 (MP13-29)	2026		$506													PDE/EMO Study
4485352	MCARTHUR/SUNRISE TOWER SITE ITS RELOCATION (SR91 MP59)				2026		$34				2026		$245				ITS Communication System
4494651	WIDEN EB SR 528 EXIT RAMP TO JOHN YOUNG PKWY (MP3)				2026		$73				2026		$9,749				Interchange - Add Lanes
4513662	SUNCOAST PKWY (SR589) AT VAN DYKE RD. ON RAMP EXTENSION TSM&O MP 14				2026		$21				2026		$2,326				Interchange - Add Lanes
4514191	PD&E CENTRAL POLK PARKWAY EAST FROM US17/92 TO SR538	2026		$368	2026		$9,000	2026		$26							PDE/EMO Study MLD
4514192	ACE FOR CENTRAL POLK PARKWAY EAST - SR 60 TO US17/92	2028		$3,463	2026		$2,000										PDE/EMO Study MLD
4514201	CENTRAL POLK PARKWAY EAST FROM S OF JOHNSON AVE TO N OF US 17/92	2026		$1	2027		$14,001	2026		$20,001							New Road Construction
4514211	CENTRAL POLK PARKWAY EAST- N OF LAKE MABEL LOOP RD TO S OF JOHNSON AVE				2027		$11,002	2026		$20,001							New Road Construction
4520731	WIDEN TPK (SR 91) S OF I-595 TO S OF SUNRISE BLVD				2029		$16,001	2026		$2							Add Lanes and Reconstruct
4521201	WIDEN WESTERN BELTWAY(SR429)- N OF US192 TO N OF WESTERN WAY (MP6-8.5)				2027		$2,889	2026		$166							Add Lanes and Reconstruct
4521211	WIDEN WESTERN BELTWAY(SR429)- N OF WESTERN WAY TO SEIDEL RD(MP 8.5-11)				2027		$1,680	2026		$712							Add Lanes and Reconstruct
4171321	WIDEN TPK(SR91) N OF GLADES RD TO N OF L-38 CANAL(MP76-80.2)W/THRU LN				2026		$32	2026		$379	2027		$326,445				Add Lanes and Reconstruct
4233735	WIDEN SPUR(SR91), GOLDEN GLADES TP TO BROWARD CNTY (MP0.4-3.3)(6TO8LN)				2026		$57	2026		$14	2027		$8				Add Lanes and Reconstruct
4354615	WIDEN SAWGRASS (SR 869) UNIVERSITY DR TO SR7 (MP 14.8-18.4)(6TO10 LNS)				2026		$601				2027		$159,341				Add Lanes and Reconstruct
4357881	WIDEN TPK (SR91) N OF OKAHUMPKA SERVICE PLAZA TO US 301	2026		$6	2027		$4,750	2026		$8,541	2027		$144				Add Lanes and Reconstruct
4371551	WIDEN SAWGRASS(SR869) SUNRISE BLVD TO OAKLAND PARK(MP0.5-4.1)(6TO10LN)				2026		$757	2026		$894	2027		$363,686				Add Lanes and Reconstruct
4440061	PD&E WIDEN TPK(SR91) FROM S OF SAND LAKE RD TO S OF SR 408 (MP257-263)	2027		$1,504													PDE/EMO Study
4449801	TPK (SR 91) AT TAFT VINELAND RD INTERCHANGE (MP 253) ORANGE COUNTY				2026		$1,816	2026		$19,577	2027		$75,777				Interchange (New)
4466191	PD&E STUDY TO WIDEN POLK PARKWAY (SR 570) FROM I-4 TO SR 540 (MP 0-14)	2027		$4,001													PDE/EMO Study
4469751	TPK (SR91) AND I-95 DIRECT CONNECTION INTERCHANGE (MP 125)	2026		$21	2027		$30										PDE/EMO Study
4514221	CENTRAL POLK PARKWAY EAST FROM US 27 TO N. OF LAKE MABEL LOOP RD				2027		$6,001										New Road Construction
4518581	TPK (SR91) MIDWAY RD SOUTHERN RAMPS INTERCHANGE (MP 150) ST LUCIE CNTY				2026		$371	2026		$15,635	2027		$28,832				Interchange Ramp (New)
4520861	SOUTHERN TURNPIKE CCTV UPGRADES				2027		$23				2027		$7,200				ITS Surveillance System
4520862	NORTHERN TURNPIKE CCTV UPGRADES				2027		$21				2027		$7,620				ITS Surveillance System
4538141	SCADA INSTALLATIONS ALONG SR 821				2026		$515				2027		$1,177				ITS Communication System
4157481	WIDEN TPK (SR91) SR710 TO PGA BLVD (4 TO 8 LNS)	2026		$10	2027		$1,822	2026		$291	2028		$282,678				Add Lanes and Reconstruct

LEGEND

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4159274	TPK (SR91) TSM&O ADD LANES N OF SAWGRASS TO PALM BEACH C/L (MP 71-73)				2026		$4				2028		$2,191				Add Auxiliary Lane(s)
4182145	TPK (SR91) TSM&O ADD LANES PALM BEACH C/L TO GLADES RD (MP 73.1-76.4)				2026		$1				2028		$3,862				Add Auxiliary Lane(s)
4357871	WIDEN TPK- US27 TO N OF CR33 (MP289 - 294)(4TO8LNS)(LAKE CNTY)				2026		$4,173	2026		$10,553	2028		$276,555				Add Lanes and Reconstruct
4361943	WIDEN TPK (SR91) FROM US 192 TO PARTIN SETTLEMENT RD (MP242-243.5)4TO8				2027		$1,319	2026		$10,784	2028		$170,353				Add Lanes and Reconstruct
4465801	WIDEN TPK(SR91) MIDWAY RD TO N OF SR 70 (4TO6)				2028		$5,129										Add Lanes and Reconstruct
4465821	WIDEN TPK(SR91) (MP271.5-274) AND SR50/TPK(SR91) INTCHG IMPROVEMENTS				2026		$1	2029		$102	2028		$2				Add Lanes and Reconstruct
4477162	PD&E WIDEN TPK (SR91), N OF SAWGRASS (SR869) TO GLADES RD	2028		$5,502													PDE/EMO Study
4497091	PD&E WIDEN TPK (SR 91) SR 821 TO I-595	2028		$5,001													PDE/EMO Study
4520761	WIDEN TPK (SR91) S OF COMMERCIAL BLVD TO S OF ATLANTIC BLVD				2027		$4,501	2028		$128							Add Lanes and Reconstruct
4520781	WIDEN TPK (SR91) N OF SAMPLE RD TO WILES RD				2028		$1,602										Add Lanes and Reconstruct
4521121	TPK (SR 821) INTERCHANGE IMPROVEMENTS AT US 1				2026		$690	2026		$95	2028		$44,826				Add Auxiliary Lane(s)
4157484	WIDEN TPK (SR91) FROM PGA BLVD TO JUPITER / SR 706 (4 TO 6 LNS)				2028		$15,203				2029		$338,023				Add Lanes and Reconstruct
4171324	WIDEN TPK(SR91) N OF L38 CANAL TO N OF ATLANTIC AVE(MP80.2-83)W/THR LN				2027		$6,101	2028		$486	2029		$163,244				Add Lanes and Reconstruct
4357872	WIDEN TPK (SR 91) NORTH OF CR33 TO CR 470 (4-8 LNS)				2026		$3,092	2027		$4,055	2029		$267,926				Add Lanes and Reconstruct
4357883	WIDEN TPK (SR91) LAKE/SUMTER C/L TO N OF OKAHUMPKA SERVICE PLAZA				2027		$91	2030		$3,759	2029		$17				Add Lanes and Reconstruct
4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714				2027		$1,701	2029		$282							Interchange - Add Lanes
4520751	TPK (SR 91) OAKLAND PARK BLVD INTERCHANGE (MP 60)				2029		$14,721	2029		$645							Interchange (New)
4521141	WIDEN TPK (SR91) WILES RD TO PALM BEACH C/L (MP 70-73)				2029		$11,242	2029		$5,240							Add Lanes and Reconstruct
4372241	WIDEN SAWGRASS(SR869) FROM SR7 TO E OF TPK(SR91)(MP18-21.3)(6TO10 LNS)				2027		$4,908	2027		$364	2030		$247,834				Add Lanes and Reconstruct
4372244	NEW RAMP FROM SAWGRASS (SR 869) EB LANES TO TPK (SR91) NB LANES				2027		$3,560				2030		$45,931				Interchange Ramp (New)
4426653	WIDEN SUNCOAST PKWY(SR589), N OF LUTZ LK TO COUNTY LINE (MP 16.5-17.5)				2030		$4,324										Add Lanes and Reconstruct
4463331	WIDEN TPK(SR91), STUART/SR714 TO ST.LUCIE C/L (4TO8)				2029		$2,359	2030		$48,030							Add Lanes and Reconstruct
4463341	WIDEN TPK(SR91) MARTIN C/L TO BECKER RD (4TO8)				2031		$1,170	2030		$10,626							Add Lanes and Reconstruct
4465791	WIDEN TPK (SR91) FROM S. OF SR408 TO N. OF SR429				2026		$4,016	2030		$21,494							Add Lanes and Reconstruct
4520771	WIDEN TPK (SR 91) S OF ATLANTIC BLVD TO COPANS RD (6TO8LNS)				2030		$21,751	2030		$13,490							Add Lanes and Reconstruct
4357882	WIDEN TPK (SR91) CR470 TO LAKE/SUMTER C/L				2027		$679	2026		$876	2031		$1				Add Lanes and Reconstruct
4357891	WIDEN TPK (SR91) US 301 TO I-75	2026		$251	2031		$21,082	2028		$4,669	2031		$281,354				Add Lanes and Reconstruct
4371691	WIDEN TPK(SR91) N OF ATLANTIC AVE TO N OF L-30 CANAL				2030		$9,326	2028		$7,188	2031		$85,991				Add Lanes and Reconstruct
4371694	WIDEN TPK (SR 91) N OF L-30 CANAL TO N OF BOYNTON BCH BLVD				2031		$9,922	2030		$790	2031		$113,188				Add Lanes and Reconstruct
4426651	WIDEN SUNCOAST PKWY(SR589), S OF VAN DYKE-N OF LUTZ LAKE (MP13.2-16.5)				2029		$20,819	2028		$2,291	2031		$269,044				Add Lanes and Reconstruct
4426652	WIDEN SUNCOAST PKWY(SR589), COUNTY LINE TO SR 54				2030		$21,399	2028		$512	2031		$2,000				Add Lanes and Reconstruct
4531581	WIDEN TPK(SR821) BISCAYNE DRIVE TO SW 216TH ST (MP 5-11)(6-8LNS)				2031		$24,002										Add Lanes and Reconstruct
4552281	PD&E WIDEN SOUTHERN CONNECTOR(SR 417) FROM I-4 TO OSCEOLA PKWY(MP 0-3)	2031		$2,002													PDE/EMO Study

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

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

NOTES

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

STRATEGIC INTERMODAL SYSTEM — *Capacity Improvement Projects*

Statewide Improvement — **First Five Years Plan** — ***Tentative Work Program***

ITEMSEG	DESCRIPTION	PD&E			Preliminary Engineering			Right of Way			Construction			Grants			WORK MIX	
		YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM	YEAR	SM	DM		
Aviation																		
4167863	STRATEGIC AIRPORT CAPACITY IMPROVEMENTS - SIS													2029	$5,000	$2,000	FUNDING ACTION	MLD
Highway																		
4181951	STATEWIDE ATIS				2031		$12,947										ITS Information System	MLD
Rail																		
4167864	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS													2030	$14,995	$7,500	FUNDING ACTION	MLD
Seaport																		
4167865	STRATEGIC SEAPORT INVESTMENTS - SIS													2027		$2,000	FUNDING ACTION	MLD

LEGEND

Tentative Work Program

FY 2026/2027 thru 2030/2031
As of 11/05/2025

PD&E = Project Development & Environment
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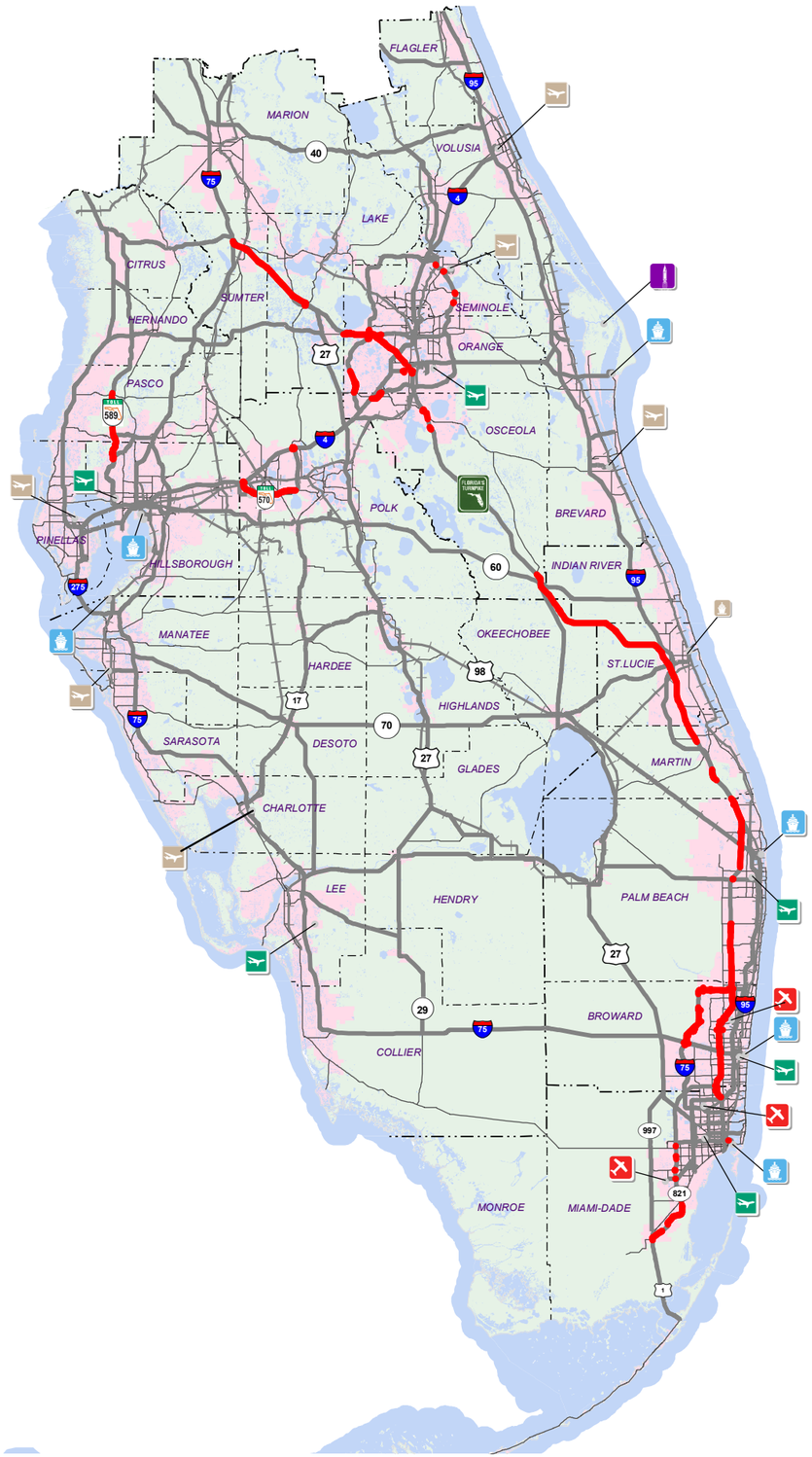


FDOT STRATEGIC INTERMODAL SYSTEM
Capacity Improvement Projects

SIS INVESTMENT PLAN

Turnpike Enterprise

State of Florida Department of Transportation
Systems Implementation Office

Tentative Work Program

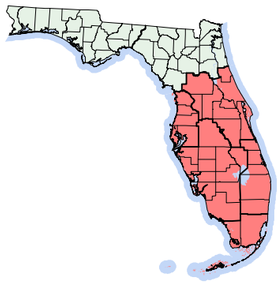
FY 2026/2027 thru 2030/2031
as of November 5, 2025

LEGEND

Highway

SIS Facilities

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



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Appendix C

Project Phase Changes after Public Hearings

District	Item Number	Description	Action
1	457272-1	US 92 from Clark Road to Glades Avenue	Added construction phases 52 and 62 in FY2027
1	410125-2	Lee County FTA Section 5311 Operating Assistance	Added operations grant phase 84 in FY2027-FY2031
1	441122-2	SR 93 (I-75) @ CR 776 (Harborview Road)	Added landscaping design phase 32 in FY2027 and construction phases 52 and 62 in FY2028
1	457879-1	Hernando DeSoto Bridge 130053	Added construction phases 52 and 62 in FY2027
1	441123-2	SR 93 (I-75) at Sumter Boulevard	Added landscaping design phase 32 in FY2027 and construction phases 52 and 62 in FY2028
1	457881-1	US 41 SB over South Creek Bridge #170014	Added construction phases 52 and 62 in FY2027
1	457242-1	US 41 & Piney Point and US 41 & Dock Street Intersection	Added construction phases 52 and 62 in FY2027
1	456501-1	ITS Arterial Maintenance and Improvements	Added operations consultant phase 82 in FY2027-FY2031
2	427865-5-52-01	Jacksonville Urban Office / Traffic Management Center	Added in FY27: Phase 52 Construction in the amount of $9,000,000, phase 62 CEI in the amount of $1,000,000
3	437179-3-32-01	SR 30 (US 98) at SR 83 (US 331)	Design was funded in FY 27 but has been dropped due to recent improvements accomplished at the same location under project 439774-1.
3	441994-3-52-01	SR 8 (I-10) Pensacola Mainline Weigh In Motion (WIM) Screening	Construction deferred from FY 28 to FY 30 due to reprioritization of projects.
6	4511881	SR A1A / Collins Avenue at 9900 block	Phase 52 was advanced in Year 1 of the TWP after public hearing at the request of Bal Harbour Village to accelerate the implementation of this safety project.
7	449644-2-43-01	SR 582 / Fowler Avenue from 56th Street to W of N Riverhills Drive	Added new ROW phase into FY27 for upcoming FY2029 construction project, to address flooding concerns.
7	457934-1-58-01	22nd Avenue North at Pinellas Trail	Added new LAP Construction Project in FY2027 in coordination with City of St. Petersburg in lieu of City submitting a Member Project request.
7	454919-1-94-01	Clearwater Air Park Perimeter Fence Replacement	Deferred FY2026 Airport Capital project to FY2029 & FY2030 at the request of City of Clearwater.
8	454793-1	Widen Spur (SR 91), Golden Glades TP to Broward County (MP 0.4-3.3)(6TO8LN)	Project combination with Golden Glade Interchange project 437053-5-52-01
8	452075-1	TPK (SR 91) Oakland Park Boulevard Interchange (MP 60)	Needed for right of way purchase
8	454793-1	Osceola Parkway ADMS Replacement, MP 248.6	Project no longer requested

Analysis Criteria
Added: Phases added or moved in to the first three years of the Tentative Work Program.
Deleted: Phases deleted or moved out of the five years of the Tentative Work Program.
Advanced to Current Year: Phases advanced from the Tentative Work Program to this current year.
Deferred: Phases deferred within or from the first three years of the Tentative Work Program.
Moved Out: Phases that have moved out to the new fifth year of the Tentative Work Program.
(Includes Right of Way, Construction and Operations, and Capital Grant Phases only.)

Appendix D

Photograph Glossary

Beachline East – S.R. 528 (Florida's Turnpike Enterprise) Florida's Turnpike Enterprise is improving Intelligent Transportation System infrastructure along the Beachline East Expressway (S.R. 528), between S.R. 520 and Industry Road in Orange and Brevard counties. The $19.5 million project will enhance safety and traffic management by installing new roadway weather monitoring stations, closed-circuit television cameras, and dynamic message signs to support real-time traffic updates and incident response. Construction is underway and is expected to be completed in early 2026, supporting the region's growing transportation and safety needs. (Page 1)

NASA Causeway Bridge (District 5) With extra-wide shoulders, the new NASA Causeway Bridge supports the increasing volume and size of payloads and space industry vehicles traveling through the region's growing high-tech aerospace corridor. The bridge has already supported over 1,000 space industry transports. Built with long-term durability in mind, the project used more than 8.7 million pounds of reinforcing steel, 44,137 cubic yards of structural concrete, and 1,105 concrete pilings to create two fortified high-rise structures capable of supporting the future of Florida's Space Coast. The second of two spans of the NASA Causeway Bridge opened in Brevard County in March 2025, six months ahead of schedule. The new, taller, and wider bridges stretch 4,025 feet over the Indian River and, as fixed spans, eliminate the need for drawbridge openings. Each bridge rises 65 feet above the water and provides ample clearance for marine traffic. The eastbound span was completed in June 2023 and construction on the westbound span began the very next day. *NOTE: the photo of the space payload is actually on Space Commerce Way near the bridge. Space Commerce Way was widened to four lanes in 2024, also to support the aerospace industry's heavy loads.* (Page 6)

Southwest 10th Street Connector (District 4) The SW 10th Street Connector Project in Deerfield Beach– a project included in Governor DeSantis' *Moving Florida Forward Infrastructure Initiative*– aims to enhance regional connectivity and reduce congestion for more efficient local traffic flow. The project will create two roadways: SW 10th Street connector lanes for regional traffic and a local SW 10th Street designed with a shared-use path for improved local access. Once completed, the SW 10th Street Connector will provide a critical missing link between I-95, the Florida Turnpike, and the Sawgrass Expressway. Additional improvements include upgrades to I-95 interchanges at SW 10th Street and Hillsboro Boulevard, along with completing I-95 Express lanes in the area. (Page 7)

Wrong-Way Vehicle Detection System (District 7) The Wrong-Way Vehicle Detection System is an innovative transportation solution to enhance safety in the event of a vehicle traveling the wrong direction on a major Florida highway. This technology features various field sensors to detect a vehicle travelling in the wrong direction on an off-ramp and will prompt flashing warning signage to the motorist to self-correct while capturing images of the errant vehicle to alert Regional Traffic Management Center staff, as well as Florida Highway Patrol, to assist in timely response. To further aid these efforts, FDOT has increased the number of wrong-way signs, roadway reflectors, and, in some locations, added large painted pavement markings and interstate shields to help motorists identify the proper entrance and exit ramps of the interstate. Traffic Management professionals also

utilize additional assets to warn other motorists, including the use of Dynamic Message Signs. (Page 10)

I-75 at Colonial Boulevard (District 1) I-75 at Colonial Boulevard (S.R. 884) improvements involved the reconfiguration of the I-75 at Colonial Boulevard Interchange to a Diverging Diamond Interchange. The improvements enhanced access to I-75, improved overall safety, increased capacity, and enhanced emergency evacuation routes for residents in the area. In addition, the improvements helped accommodate travel demands created by anticipated population and employment growth in the surrounding communities.
(Page 16)

First Coast Expressway Early Opening (District 2) The First Coast Expressway (FCE) is a multi-lane, limited access toll road that, once completed, will span approximately 46 miles across parts of Duval, Clay and St. Johns counties. The FCE will help reduce congestion on other major roadways in the region, which is important not only for daily commuters but also critically important during times of storm-related evacuation. (Page 23)

Downtown Tampa Interchange (District 7) The ongoing Downtown Tampa Interchange project will enhance the safety and operations of the I-275/I-4 interchange in Hillsborough County. Construction is expected to finish early 2027. (Page 37)

DeLand SunRail (District 5) SunRail proudly unveiled a new America250 Florida train wrap as part of the countdown to America's upcoming 250th anniversary on July 4, 2026! The locomotive, coach, and cab car are wrapped in bold red, white, and blue designs that celebrate Florida's history, heritage, and innovation, as seen through iconic Florida imagery such as orange blossoms, manatees, Castillo de San Marcos, a historic locomotive, and Cape Canaveral rockets. The new DeLand SunRail Station in Volusia County opened in August 2024, completing the original vision for a commuter rail line connecting four Central Florida counties through 17 stations, spanning over 61 miles. The new station is SunRail's northernmost stop. Its design reflects DeLand's historic and natural beauty and features a unique center platform. (Page 39)

I-395 / S.R. 836 / I-95 Reconstruction (District 6) The I-395/S.R. 836/I-95 Design-Build Project is transforming Miami's transportation network with significant improvements that include a new double-deck viaduct on S.R. 836 from NW 17 Avenue to the Midtown Interchange, as well as the complete reconstruction of I-395 featuring an iconic six-arched Signature Bridge, and concrete pavement replacement on I-95 between NW 8 Street and NW 29 Street. When completed in late 2029, this $866 million investment will ease congestion, improve safety by eliminating existing roadway deficiencies, enhance connectivity at the I-95 interchange, and improve access to Downtown Miami. More than just a roadway project, these improvements will redefine Miami's skyline and strengthen its transportation future. (Page 41)

U.S. 98/Inlet Beach Pedestrian Underpass (District 3) Completed in October 2024, the U.S. 98 Pedestrian Underpass at C.R. 30A in Walton County consists of an 8-feet tall, 12-feet wide and 136-feet long underpass beneath U.S. 98 with safe-way lighting. The $5.6 million project provides a safe pedestrian crossing via the underpass beneath U.S. 98 along with lighted access points at the northeast and southeast corners of the U.S. 98 and C.R. 30A intersections, Americans with

Disabilities Act (ADA) compliant ramps, and a new U.S. 98 eastbound right turn lane for access to C.R. 30A southbound. (Page 44)

Homestead Extension S.R. 821 (Florida's Turnpike Enterprise) Florida's Turnpike Enterprise is widening the Turnpike Mainline/S.R. 821 from NW 106 Street to I-75 in Miami-Dade County. The $369.1 million project expands the Turnpike Mainline from six to ten lanes and delivers system improvements to support future travel demands. Major project elements include new connections at Okeechobee Road, bridge widening activities, and upgraded lighting, signage, and stormwater drainage throughout the corridor. A new interchange at NW 170 Street is also being constructed to improve access to the local roadway network while preserving the integrity of the Turnpike Mainline. This interchange will strengthen emergency evacuation, response, and recovery capabilities by creating a direct link to the Turnpike, an established evacuation route, and will support planned residential, commercial, and industrial development in the surrounding area. (Page 45)

I-4 at State Road 33 Interchange and State Road 33 Widening (District 1) This active project improves a key stretch of S.R. 33 between Lakeland and Florida Polytechnic University, rebuilding the existing two-lane road into a four-lane corridor while fully reconstructing the I-4 interchange to meet modern height and width standards. Once complete, the project will also add two major wildlife crossings: one under S.R. 33, as well as Florida's first dedicated wildlife overpass spanning I-4 that will protect wildlife and connect them with Florida's Wildlife Corridor. Together, these upgrades will support growing communities and enhance connectivity for both motorists and Florida's wildlife. (Page 48)

S.R. 100 Starke Railroad Overpass (District 2) The S.R. 100 Starke Railroad Overpass in Bradford County project provided a separated, overland bridge crossing over the CSX railroad in downtown Starke, which greatly improved safety for motorists and pedestrians traveling in this community. By eliminating multiple railroad crossings from daily commutes, the project has also significantly reduced congestion along S.R. 100, an important east-west corridor in the region. The new overpass enhances connectivity for residents and businesses and serves as a critical route during storm-related evacuations and emergency operations. (Page 63)

Northeast 203 Street Intersection between U.S. 1 and West Dixie Highway (District 6) This intersection improvement and safety project, which was completed in early 2025 for $42 million, included elevating westbound NE 203 Street (Ives Dairy Road) over the FEC railroad tracks and West Dixie Highway, constructing a pedestrian bridge over the tracks, and widening the roadway along busy southbound U.S. 1. The project enhanced safety for pedestrians and motorists by eliminating the railroad crossing at a highly congested intersection through new vehicular and pedestrian bridges, while providing two additional eastbound lanes along NE 203 Street and a dedicated bicycle lane along a section of West Dixie Highway. (Page 67)

State Road 26 (University Avenue) Improvements (District 2) The S.R. 26 improvements project in Gainesville addressed a high pedestrian traffic corridor near the University of Florida by adding raised crosswalks and reducing the distance between pedestrian crossings. These enhancements improved visibility, calmed traffic, and encouraged safer crossing behaviors, especially in an area with heavy foot traffic between the campus, housing, and local businesses.

Through targeted public outreach and strong community partnerships with the University of Florida, University of Florida Police Department, and the City of Gainesville, the project has already improved safety for students and residents alike. (Page 68)

Boynton Beach Boulevard Safety Improvements (District 4) The $7.2 million Boynton Beach Boulevard Safety Improvements project was completed in April 2025 and made significant strides in enhancing safety and accessibility along Boynton Beach Boulevard (S.R. 804), 3rd Avenue, and West Ocean Avenue. Key upgrades included: expanding sidewalks to 15 feet on the south side of Boynton Beach Boulevard and 9 feet on the north side of Boynton Beach Boulevard, ensuring a smoother ride with milling and resurfacing of the roadway, installing shared lane bicycle markings, and enhancing pedestrian safety with upgraded lighting and signals. The project team received the *2025 Florida Transportation Builders Association (FTBA) Maintenance of Traffic Award*. (Page 72)

Hurricane Ian Sanibel Island Access (District 1) On October 5, 2022, FDOT crews mobilized to rebuild the storm-ravaged Sanibel Causeway, reopening it to emergency responders and residents just three weeks after Hurricane Ian—one week ahead of schedule. Over the next 15 months following the Causeway's initial reopening, the team restored all travel lanes, rebuilt bridge approaches, improved drainage and lighting, protected the shoreline, and enhanced recreational access. Completed in Fall 2025, the project's permanent repairs delivered a stronger causeway while preserving the islands' natural character. (Page 74)

Brooks Bridge Replacement (District 3) Construction began in 2023 on a $171 million design-build project to replace the John T. Brooks Bridge in Fort Walton Beach, which was opened in 1966. The project includes constructing two new parallel bridge structures for U.S. 98 traffic crossing the Santa Rosa Sound between downtown Fort Walton Beach and Okaloosa Island. The new Brooks Bridge will feature a total of six travel lanes (three eastbound and three westbound) versus the current four-lane structure. The project is scheduled for completion in mid-2027. (Page 77)

Clermont – Minneola (Florida's Turnpike Enterprise) Florida's Turnpike Enterprise is widening the Turnpike Mainline/S.R. 91 from S.R. 50 in Clermont to Hancock Road in Minneola to improve safety and regional connectivity. The $183 million project expands the roadway in Orange and Lake counties from four to eight lanes with the two new northbound lanes on Florida's Turnpike recently opened to traffic. Bridge construction and reconstruction at C.R. 438, West Orange Trail, and C.R. 455, as well as the Turnpike bridges over Jones Road, Old Highway 50, and Blackstill Lake Road, have been completed as part of this major project. This project will also implement new electronic tolling gantries and buildings at various locations, as well as safety improvements including a new Intelligent Transportation System. Construction is underway and is expected to be completed in early 2026, providing added capacity to relieve congestion and support Central Florida's growth. (Page 82)

State Road A1A / South Roosevelt Boulevard (District 6) The S.R. A1A/South Roosevelt Boulevard from Bertha Street to the east end of Smathers Beach project started in January 2023 and was completed in July 2025 for $22 million. The project raised the roadway up to 17.5 inches in some areas to strengthen and restore sections of the seawall to protect against coastal erosion.

This project installed the first Pump Station with Deep Injection Wells built in the Florida Keys—an innovative solution to move stormwater away from the corridor during tidal and weather events, resulting in significant drainage system upgrades that help protect infrastructure and improve flood response across this coastal stretch. It also introduced three pedestrian crosswalks with Pedestrian Hybrid Beacons (PHBs) that further protect cyclists, pedestrians, and motorists. (Page 83)

Project Lead:
Bill Cobb, Special Projects Coordinator

Project Support:
Sonya Morris, Assistant Executive Director
Taryn Bellflower, Administrative Assistant

Executive Director
Ralph Yoder