STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY

LONG RANGE COST FEASIBLE PLAN 2024-2040

2013 EDITION

YEAR OF EXPENDITURE

Executive Summary

I. Purpose of SIS Cost Feasible Plan

The 2040 Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) evaluates SIS needs in light of available future revenues and represents a phased plan for improvements to the SIS, utilizing limited funds while being consistent with the Florida Transportation Plan (FTP). The main goal of the 2040 SIS CFP is to improve the efficiency of the planning for and funding of future improvements. This document represents an update of the 2035 SIS CFP completed in December 2009, and complies with the statutory requirement for a SIS 20 year long range cost feasible plan.

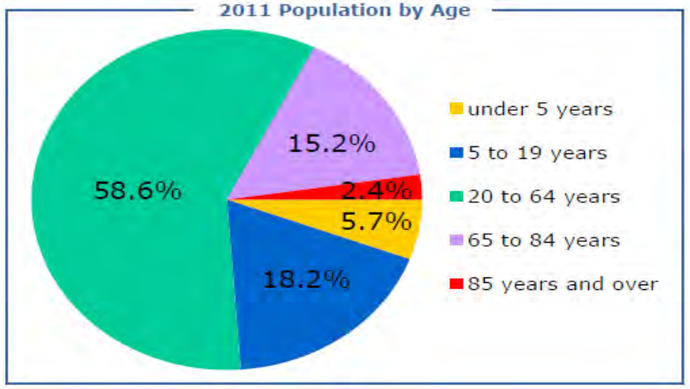
The 2040 SIS CFP is a long-range transportation plan that does not specify the exact year in which a project will be funded, but rather assigns them to bands. The Systems Planning Office (SPO) is responsible for updating the CFP every 3 to 5 years, to adjust the planning horizon consistent with the long-range planning needs of FDOT and the Metropolitan Planning Organizations throughout the state. This version of the CFP is to cover fiscal years 2024-2040 and includes a multimodal funding component.

II. Statewide Transportation Trends

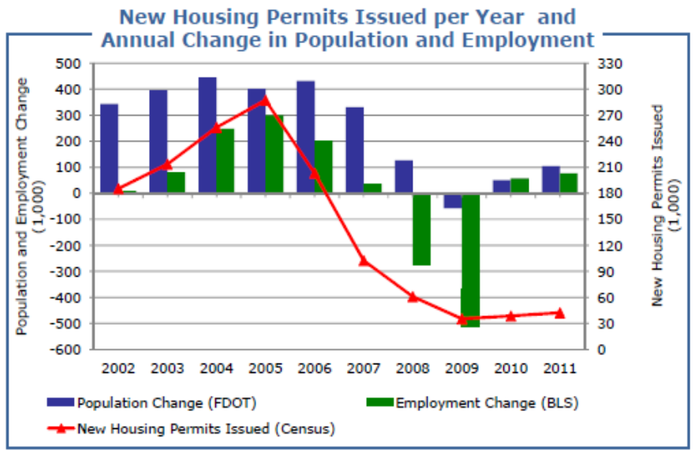
Before introducing the CFP and its development it may be useful to review demographic and transportation conditions in the state of Florida. Past conditions provide useful data in projecting future transportation needs, while those needs in turn determine future improvements.

Population

* With over 18.9 million people, Florida ranks as the 4th largest state, trailing New York by less than one-half million residents.
* By 2040, over 24% of Florida's population is projected to be 65 years old and older, compared with 17.6% in 2011 and 14.6% in 1970.

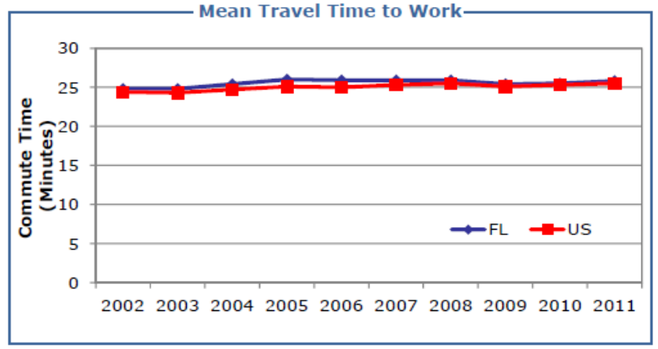


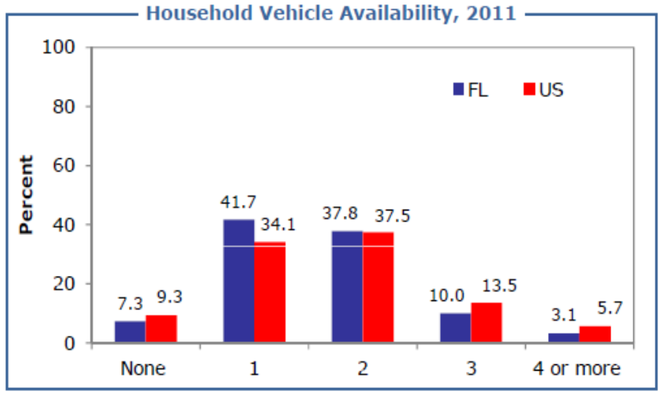
* In 2011, Florida issued 42,360 new housing permits, 9.5% above 2010.



Recent Travel Behavior of Floridians

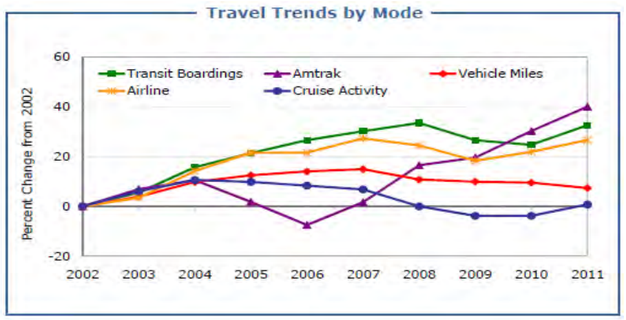
* Nearly 90% of Florida workers commuted to work by automobiles, nearly 3% higher than the national average.
* Transit carried 2.1% of commuter trips, compared with the national average of 5%.
* Walking was a less common means of commuting in Florida (1.5%) than nationally (2.8%).
* The share of households in Florida with no cars rose to 7.3% from 7% in 2010, remaining below the national level of 9.3%.
* Average commute time increased by 0.3 minutes for Florida and 0.2 minutes nationally.

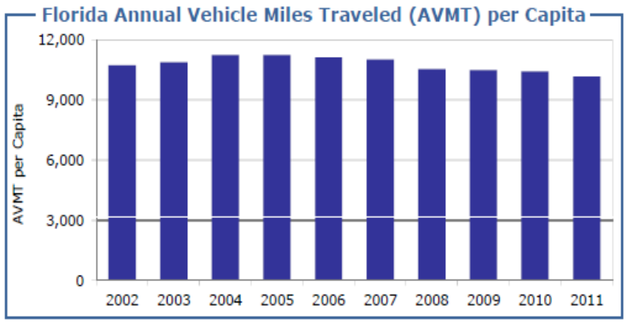




Travel Levels

* Vehicle Miles Traveled (VMT) per lane mile is an indicator of the intensity of highway use. While it increased through 2007, travel per lane mile on the State Highway System declined from 2008 to 2011.
* Annual VMT in Florida decreased by 1.1% between 2010 and 2011. The overall decrease was attributable to depressed economic conditions, reduced freight travel, high fuel prices and travelers choosing other modes or substituting communications for travel.
* Amtrak ridership was up 7.5% while cruise activity increased 4.7% from 2010.
* Florida airports experienced over 69.3 million enplanements, an increase of 4% from 2010.

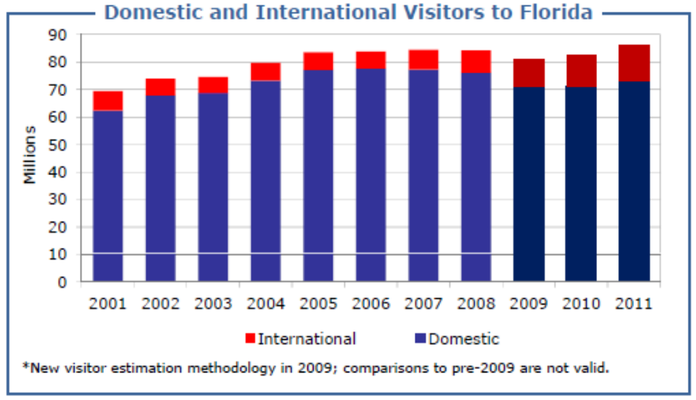


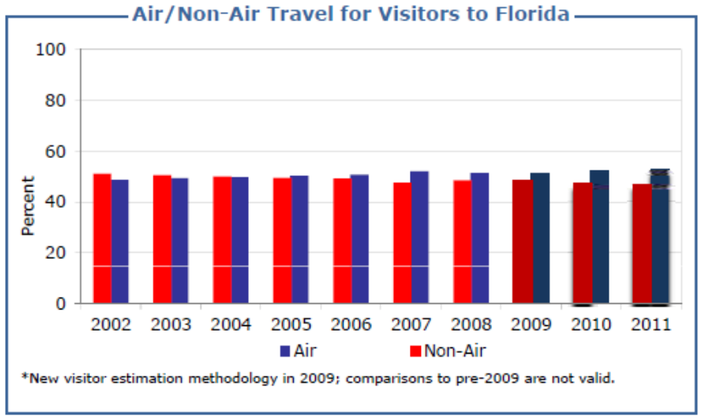


Tourism and Travel

In 2011, Florida hosted 87.3 million visitor/tourists, an increase of 5 million or about 6.1% over 2010.

* About 52% of all visitors to Florida arrived by air;
* The tourism industry directly employed about 1,013,100 persons, over 5% more than 2010;
* There were over 13.5 million cruise revenue passengers in fiscal year (FY) 2011 with Port of Miami (over 4 million), Port Everglades (4 million), and Port Canaveral (3.1 million) accounting for nearly 90% of the passenger total.

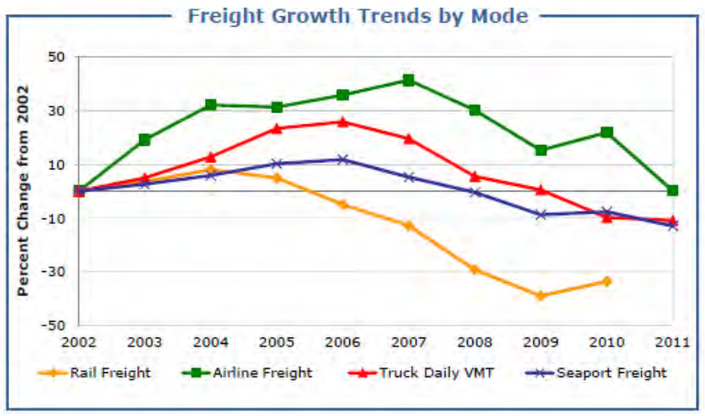




Freight and Commerce

The diversity of freight modes in Florida reflects both the variety of products generated and consumed in Florida and the availability of alternative modes for freight shipment.

* In 2011, Truck Miles Traveled (TMT) on the entire State Highway System decreased nearly 1.2% from 2010. On the Strategic Intermodal System (SIS), TMT declined about 1%.
* Truck travel remained at approximately 10% of vehicle miles traveled on the SIS in 2011.



III. Florida Transportation Plan (FTP)

The 2060 FTP defines Florida's future transportation vision and identifies goals, objectives, and strategies to guide transportation decisions over the next 50 years. Completed in 2010, the implementation of the 2060 FTP will be achieved through specific actions by government, private, and civic partners at the state, regional, and local levels. The latest plan identifies long-range goals that are anticipated to guide transportation policy decisions for both SIS and non-SIS facilities.

The FDOT SPO uses FTP goals to set appropriate SIS policies, select projects, measure performance, and implement project development in accordance with short and long-range plans.

FTP Goals and Objectives

As mentioned previously, the FTP contains the goals and objectives the Department is to work towards. Of those the SIS CFP plays a role in meeting the following goals and objectives:

- ***Invest in transportation systems to support a globally competitive economy***
  Florida's economic competitiveness is closely related to the state's ability to provide connectivity and mobility for both people and freight. Transportation investments are a key contributor to statewide economic growth and diversification over the next 50 years;

- ***Make transportation decisions to support and enhance livable communities***
  Vibrant cities, suburbs, small towns and villages, rural areas, and open space all appeal to different groups of Floridians. Although transportation alone cannot make a community livable, effective transportation planning and investment can support the viability of these desired community types;

- ***Make transportation decisions to promote responsible environmental stewardship***
  As Florida grows and develops an important priority must be to ensure Florida's environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters;

- ***Provide a safe and secure transportation system for all users***
  Safety is a top priority for the Department and factors into all planning and operational improvements undertaken by FDOT. The fatality rate in Florida has declined for four consecutive years;

- ***Maintain and operate Florida's transportation system proactively***
  Florida's transportation system represents an investment of billions of dollars. Proactive maintenance helps transportation facilities operate efficiently, helps ensure people and freight can travel safely and reliably, and delay or prevents the need for costly reconstruction or replacement by keeping transportation assets in a state of good repair;

- ***Improve mobility and connectivity for people and freight***
  The most fundamental purpose of transportation is mobility and connectivity linking people to jobs and services, businesses to suppliers and customers, visitors to destinations, and students to schools. Florida should provide residents, visitors, and businesses with more choices among transportation modes. All modes must function together as an integrated transportation system.

IV. Strategic Intermodal System (SIS)

2010 Strategic Intermodal System Plan

The FDOT is required by statute to create a SIS Plan consistent with the FTP at least once every five years. While the FTP addresses the state's entire transportation system, regardless of ownership, the 2010 SIS Strategic Plan addresses only SIS designated facilities. As the SIS represents only the most strategic facilities, they make up a small percentage of all facilities in the state, but carry the majority of traffic. The SIS Strategic Plan takes the goals of the FTP and applies them to the SIS. It also 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 the limited amount of funding available.

The Strategic Intermodal System (SIS), established in 2003, is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. The SIS includes the state's largest and most significant commercial service airports, spaceports, deepwater seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways, and highways.

As of 2013, designated SIS and emerging SIS facilities included 17 commercial service airports and one general aviation reliever airport, 11 deepwater seaports, over 2,198 miles of rail corridors, over 1,900 miles of waterways, 35 passenger terminals, seven rail freight terminals, two spaceports, and nearly 4,400 miles of highways. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of the public, supports the movement of freight, and provides transportation links to external markets.

SIS Modal Components

As mentioned above, the SIS is comprised of several modal components. Modal funding in the form of a reserve has been established for this CFP at approximately $285 million per year. Due to ever changing market and economic conditions, identifying long term projects for modes other than highways is difficult. This update to the CFP does not provide specific modal projects as do the previously mentioned Needs and 2nd Five Year

Plans. It should also be noted, however, that projects identified in the Needs Plan can advance into the work program as needed, with previously unidentified projects being options for placement into the work program in response to changing conditions. A more detailed discussion of each mode is provided as follows.

Modal Reserve Allocations (Fiscal Years 2024-2040)

	Fiscal Years 2024-2025	Fiscal Years 2026-2030	Fiscal Years 2031-2035	Fiscal Years 2036-2040
Statewide	$570 million	$1.425 billion	$1.425 billion	$1.425 billion

Highway

Florida's SIS highways are the backbone of the SIS, which consists of nearly 4,400 miles of roadways. This mileage represents only three percent of the total state roadway mileage, but is responsible for 54 percent of all traffic and 70 percent of all truck traffic on the State Highway System. These significant corridors connect all of Florida's economic regions to each other as well as to markets beyond Florida. Within the state, they facilitate the movement of passengers and goods between the major airports, seaports, rail facilities, and notable intermodal hubs. With roughly half of the 80 million visitors to Florida arriving by automobile, the SIS highway network is an integral component to the economy of state.

Aviation

In 2010, airports in Florida generated more than $97 billion in total economic activity and supported more than one million jobs. Annual economic activity at Florida airports represented 8.5 percent of Florida's gross state product. Air cargo shipments accounted for more than one-third of Florida's international trade dollars. In terms of travel and tourism, over half of Florida's visitors arrive by air. In 2012, Florida's airports served more than 143 million passengers. A number of Florida's SIS airports rank among the largest in the nation. For example, Miami International ranked first in the nation in total international freight tonnage. It also ranks third in the nation in the number of international passengers served. Orlando International is the third largest origin and destination facility in the United States. Currently, 18 airports are on the SIS.

Spaceports

In regards to spaceports, *Space Florida* was created by legislative action to promote the continued growth and development of the aerospace industry in the state. The entity serves as the point of contact for aerospace-related activities between governmental agencies, the military, businesses, and the private sector. *Space Florida's* efforts are supported by the FDOT and other agencies, such as the Florida Department of Economic Opportunity. FDOT has taken on several aerospace responsibilities assigned to it by law, including grant assistance. State law also establishes a process for incorporating spaceport and aerospace industry related needs into the FTP and the SIS.

Transit

A recent addition to the SIS, Florida's inter-county fixed guide-way transit corridors and terminals represent an increasingly important component of Florida's transportation system. The South Florida Tri-Rail system transported 3.8 million riders in 2008 and 4.2 million riders in 2009. Central Florida's Sun Rail will be operational by 2014.

Rail

Florida's railroads play an integral role in the movement of freight and passengers to, from, and within the state. In 2010, Florida's 2,776 miles of rail lines carried nearly 2 million carloads and approximately 80 million tons of freight. Railroads continue to support thousands of jobs throughout the state and assist Florida's industries to remain competitive with international and domestic markets for fertilizer, construction rock, consumer goods, paper products, processed foods, and agricultural products. The movement of passengers is another significant component of the SIS and Florida railroads. The Amtrak AutoTrain carried 260,000 passengers in FY 2011. Amtrak ridership throughout Florida has increased 1% since 2006.

Seaport

Waterborne international trade moving through Florida's 11 SIS and 4 non-SIS deepwater seaports was valued at $56.9 billion in 2009. This waterborne trade represented more than half of Florida's total in international trade. In 2009, the maritime cargo activities at Florida seaports were responsible for generating more than 550,000 direct and indirect jobs and $66 billion in total economic value. In terms of the passenger cruise industry, Florida remains a leader, serving 13.5 million cruise revenue passengers in 2011. Port of Miami remains the leading cruise passenger port with over 4 million cruise passengers, followed by Port Everglades in Broward County, and Port Canaveral in Brevard County.

SIS Designation

Section 339.63, Florida Statutes, (F.S.) provides a list of the facility types to be designated as SIS facilities. Upon its creation, the SIS was intended to include only the transportation facilities that meet a strategic and essential state interest. By limiting the system to only those facilities that are most critical, improvement projects are anticipated to have a greater impact statewide. The initial SIS included all facilities that met the criteria recommended by the SIS Steering Committee, with the subject criteria being reviewed annually. Two SIS system-wide data and designation

reviews have been conducted and published since the SIS was created. The most recent review was completed in 2010 and analyzed SIS data and facility designations.

SIS Eligibility

Section 339.1, F.S. requires revenue from the State Transportation Trust Fund be set aside for SIS projects. This is one of a number of funding sources for SIS projects. There are not enough resources available to address all identified needs**.** Therefore, only critical facilities are designated as SIS facilities. In addition, only certain types of projects are eligible for SIS funding. After preservation, maintenance, and safety are addressed, the remaining funds are used for capacity expanding projects.

Many of the restrictions on SIS funding are related to the definition of a capacity project in each mode. The *Capacity Funding Eligibility Matrix for Strategic Intermodal System (SIS) Facilities* (Eligibility Matrix) lists the types of projects that can and cannot use SIS funding. More information on the SIS Project Eligibility Matrix can be found at the following link: www.dot.state.fl.us/planning/systems/mspi/pdf/Eligibility.pdf

V. SIS Planning Process

The SIS planning process is based on policy guidance established in the 2060 Florida Transportation Plan (FTP) that was developed for the Florida Intrastate Highway System (FIHS) during the 1990's. This process provides the framework for planning, programming, and implementing transportation projects. It shows the progression of a project from policy and planning to implementation. The process also ensures that the limited transportation funds are invested in the most effective manner.

The SIS planning process is based on an approach of rational planning and systematic decision-making. Development of general policy leads to the preparation of the 2040 SIS Multimodal Unfunded Needs Plan, which includes a wide variety of capacity projects. From this plan, a SIS CFP is developed. The CFP feeds into the development of the SIS 10-Year Plan, which includes the 2nd Five-Year Plan and 1st Five-Year SIS Work Program.

The SIS 2040 Unfunded Multimodal Needs Plan and the estimates of future departmental revenues are used to help generate the CFP. The CFP provides a list of improvements the Department plans to construct over the 15 years following the SIS 10-Year Plan. Every fall, projects from the CFP are selected for inclusion in the new 10th year of the SIS 10-Year Plan.

SIS Funding Strategy

The result of the SIS planning process is a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period.

The SIS Funding Strategy is a combined document composed of the Adopted and Tentative SIS Work Program and the 2nd Five-Year Plan. A discussion of each of the FDOT SIS plans that make up the SIS Funding Strategy document follows below. It should be noted that the following section discusses both the Adopted Work Program and the Tentative Work Program together due to the inter-related nature of these FDOT plans.

Adopted and Tentative SIS Work Program

The Adopted Work Program (1st Five) is the foundation of the entire FDOT planning process, and by statute the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. The program represents a financially feasible planning document which consists of all FDOT projects for the current fiscal year and the following four years (year 1 through year 5). A multitude of transportation project types comprise the Adopted Work Program, ranging from routine maintenance to new road construction. The majority of the discretionary funding in the Adopted Work Program is targeted for SIS capacity projects, which is composed of a wide range of transportation projects that impact all modes of transportation throughout the state.

In order for a project to be included in the Adopted Work Program for the following five-year period, it must be programmed in the FDOT Financial Management (FM) system as part of the Tentative SIS Work Program prior to July 1. The Tentative SIS Work Program is a five year plan that is used to build the "next" Adopted Work Program. Like the Adopted Work Program, the Tentative Work Program contains SIS capacity projects from all modes. Projects included in the Tentative SIS Work Program are entered into the FM system during the gaming cycle (mid-July to mid-January). At this time, the system is open to the district, enabling staff to build their respective Tentative SIS Work Programs. In addition, the FDOT staff continuously reviews the program during the gaming cycle and coordinates with district staff to resolve any discrepancies.

SIS 2nd Five-Year Plan

In addition to the Adopted and Tentative SIS Work program, the Department maintains a 2nd Five-Year Plan. This plan consists of projects that are scheduled to be funded in the five years following the Tentative SIS Work Program (year 6 through year 10). The plan is developed during the FDOT "gaming cycle", in the same manner as the Tentative SIS Work Program. Upon the commencement of the annual FDOT "gaming cycle", the first year of the previous SIS 2nd Five-Year Plan becomes the new fifth year of the Tentative SIS Work Program.

SIS Cost Feasible Plan

As previously stated, the SIS Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last 15 years (years 11 through 25) of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could move forward into the SIS 2nd Five-Year Plan as funds become available or backwards into the SIS 2040 Multimodal Unfunded Needs Plan if revenues fall short of projections. The CFP is typically updated every 3 to 5 years as new revenue forecasts become available.

SIS 2040 Multimodal Unfunded Needs Plan

The FDOT SIS 2040 Multimodal Unfunded Needs Plan identifies transportation projects on the SIS which help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. This plan is typically updated every 5 years. Needs were identified by the Department and its partners, and includes projects from long-range master plans, corridor plans, and PDE studies. Projects in the SIS 2040 Multimodal Unfunded Needs Plan could move forward into the SIS Cost Feasible Plan as funds become available. The plan ultimately satisfies the SIS requirement that calls for a needs assessment.

VI. Cost Feasible Plan Development

Methodology

The CFP is a key element of the SIS funding strategy and answers two fundamental questions:

1) What are the projected revenues?

2) What projects can be funded with the projected revenues?

The development of the CFP is completed in the following steps:

1. Development of revenue forecast
2. Identification of district project priorities. The following strategies are used to identify and evaluate proposed projects:
   - Does the project improve SIS mobility?
   - Does the project result in the widening of major trade and tourism corridors?
   - Does the project result in the widening of "missing links" to complete important regional networks?
   - Does the project investment fund cost-effective interim construction in major urbanized areas where the ultimate construction is too costly to build at one time?
3. Development of draft CFP by Central Office Systems Planning Office
4. Review and comment by district and local partners
5. Update based on district and partner comment
6. Review of final draft by Executive Management
7. Approval of CFP by Executive Board
8. Publishing of CFP

The following sections provide a description of the CFP project prioritization and selection process. This description applies to highway projects under consideration. This update of the CFP does not provide specific projects for modes other than highways (aviation, spaceports, seaport, rail and transit). Funding for these modes, however, is listed in the CFP under the designation of "modal reserves". Modal reserves are an identified funding amounts assigned to the modes during the CFP planning period. The reserves are available for each mode for specific projects that will be identified and selected in the future.

CFP Project Selection

The 2040 SIS Multimodal Unfunded Needs Plan identified needed modal improvements to the SIS. As part of this effort the Districts provided regional priority information that was supplemented by additional statewide analysis. These projects then served as the base pool of potential CFP projects along with any new previously unidentified projects.

When considering each project for inclusion in the CFP the following questions were asked:

Is the project of statewide importance? Does the project support statewide SIS goals?

Does the project contribute to the expansion of major roadway trade and tourism corridors? Florida's continued long-term economic viability depends on reliable freight and passenger mobility through its major gateways.

Does the project contribute to the completion of a corridor? SIS routes should provide a continuous corridor with similar capacity and operational characteristics.

Does the project contribute to the overall connectivity of the SIS? SIS routes are interconnected to form a statewide system without gaps.

The costs of selected projects are balanced against available district and state managed revenues/funds to ensure that each project is "cost feasible." Priorities assigned by the districts and statewide ranking system are also considered as part of the project selection process. Lastly, a number of iterations have been performed to develop a draft CFP for district and FDOT executive review.

VII. Current and Future Transportation Issues

The FDOT has gone to great lengths to identify issues and alternatives that could impact the overall implementation of the FTP. Information gathered regarding these topics of concern can be used by decision-makers, transportation professionals and the interested public to assist making informed decisions. In addition, the Department has created new programs and even offices to meet the changing transportation needs of the state.

Freight

In recognition of the significant role freight mobility plays for the state, the FDOT has created the Office of Freight, Logistics, and Passenger Operations. This office has been tasked with meeting the legislative requirements as set forth in Florida House Bill (HB) 599, in addition to adhering to national freight guidance set forth in H.R. 4348, *Moving Ahead for Progress in the 21st Century Act (Map 21).* HB 599 requires that the Department take the lead in developing a plan to "enhance the integration and connectivity of the transportation system across and between transportation modes throughout the state". The FDOT has become a leader in freight issues through its ongoing work in developing its own Freight Mobility and Trade Plan. Additional information regarding FDOT's freight initiative can be found at the following link: www.freightmovesflorida.com

Bottlenecks

Increased traffic congestion and bottlenecks on Florida's streets and highways is a major concern to travelers, transportation officials, merchants, developers and to the community at large. Their detrimental impacts in longer journey times, higher fuel consumption, increased emissions of air pollutants, greater transport and other affected costs are increasingly recognized. Congestion and bottlenecks reduce accessibility to residents, activities, and jobs and results in lost opportunities for both the public and business.

Eliminating bottlenecks by better managing traffic, travel demands, and/or by modifying land use requires gathering basic information on why, where, and to what extent congestion occurs. The FDOT SPO has completed a study identifying bottlenecks on SIS facilities.

Managed Lanes

Managed Lanes are a transportation systems management and operations (TSM&O) approach, defined as highway facilities or set of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools. These tools may include accessibility, vehicle eligibility, pricing, or a combination thereof. Some examples of managed lanes are high-occupancy vehicle (HOV) lanes, high-occupancy/toll (HOT) lanes, truck only lanes, bus rapid transit lanes, reversible lanes, and express lanes.

Tolling is not a requirement for a managed lane; however, in situations where facilities experience extreme congestion, tolling is a tool used to provide individuals with a choice of paying a toll to move through a congested area and experience a more reliable trip, with less travel time.

In Florida, express lanes are a type of managed lane located in a separate tolled corridor inside an existing facility where congestion is managed with pricing, access, and eligibility. When the express lanes begin to reach their capacity, the price is increased to discourage drivers from entering the lanes. This allows the express lanes to maintain a certain level of trip reliability. As more and more drivers choose to use the general purpose lanes due to the higher price in the express lanes, the express lanes begin to stabilize and the price is adjusted downward accordingly.

Future Corridors

The Future Corridors initiative is a statewide effort led by the FDOT to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. With

an anticipated increase in population and visitors of 37% and 44% respectively by 2040, the need exists for the state to:

* Better coordinate long-range transportation and development plans and visions to identify and meet a growing demand for moving people and freight;
* Identify long-range solutions that support statewide and regional goals for economic development, quality of life, and environmental stewardship;
* Provide solutions for or alternatives to major highways that already are congested; and
* Improve connectivity between Florida and other states and nations to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development.

A statewide transportation corridor is one that connects Florida to other states, broad regions within Florida, generally by high-speed, high-capacity transportation facilities such as interstate highways or other limited-access roadways, major rail lines, and major waterways. These corridors may also involve multiple modes of transportation as well as other linear infrastructure such as pipelines, telecommunications, or utility transmission lines.

Future Corridor projects included as part of the CFP may include the transformation of existing facilities to serve a new function, such as adding tolled express lanes, truck only lanes, or fixed guideway systems to an existing highway or adding passenger service to an existing freight rail line. New inter-regional corridors may be identified and included in future CFPs.

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STRATEGIC INTERMODAL SYSTEM
COST FEASIBLE PLAN 2024-2040

ID	FACILITY	FROM	TO	Design			District Managed Funds			State Managed Funds			State Managed P3 Funds			Other Funds	IMPRV TYPE	Project Phasing			
				PDE	PE	TOTAL	ROW	CON	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL		PDE	PE	ROW	CON
1107	I-595	I-75	SR-7										579,617	2024	17		UP				
959	I-95	at Oslo Rd			1,529	1,529					36,305	36,305					N-INCH	1st 5			
1707	I-95	Atlantic Blvd	Sample Rd		1,298	1,298					103,944	103,944					A2-SUL				
1708	I-95	Sample Rd	Broward/Palm Beach C/L		1,609	1,609					107,400	107,400					A2-SUL				
1709	I-95	Broward/Palm Beach C/L	Glades Rd		1,096	1,096					65,206	65,206					A2-SUL				
1710	SR-710	PGA Blvd	Blue Heron Blvd					122,166	122,166								A2-6		1st 5	2nd 5	
1428	I-75	at SR-820/Pines Blvd			639	639					70,464	70,464					M-INCH				
1527	I-95	at S 6th Ave		865	4,452	5,317				2,544	71,537	74,081					M-INCH				
1529	I-95	at 10th Ave N		865	4,452	5,317				6,842	49,053	55,895					M-INCH				
1530	I-95	at Hypoluxo Rd		865	4,293	5,158				12,784	67,351	80,135					M-INCH				
1531	I-95	at Woolbright & Gateway			10,049	10,049		106,501	106,501								M-INCH				
1532	I-95	at Boynton Beach Blvd		865	3,975	4,840				43,289	67,267	110,556					M-INCH				
1533	I-95	at Palm Beach Lakes Blvd		865	4,293	5,158	181,594		181,594		35,036	35,036					M-INCH				
1534	I-95	at PGA Blvd/Central Blvd			2,740	2,740		30,781	30,781								M-INCH	1st 5			
1535	I-95	N of Glades Cutoff Rd	S of SR-70		1,529	1,529					45,466	45,466					A2-SUL				
1536	I-95	N of Becker Rd	N of Glades Cut-off Rd		8,571	8,571					142,869	142,869					A2-SUL	1st 5			
1537	I-95	Martin/Palm Beach C/L	Bridge Rd		9,560	9,560		56,645	56,645								A2-SUL	1st 5			
1608	I-95	at Broward Blvd		865	3,188	4,053				1,590	30,285	31,875					M-INCH				
1609	I-95	at Hollywood Blvd		865	8,610	9,475		81,791	81,791	1,590		1,590					M-INCH				
1610	I-95	at Sunrise Blvd		865	14,598	15,463		138,673	138,673	1,590		1,590					M-INCH				
1611	I-95	at Stirling Rd		865	8,855	9,720		84,124	84,124	4,770		4,770					M-INCH				
1711	I-75	at Miramar Pkwy			1,100	1,100					75,975	75,975					M-INCH				
1528	I-95	at Lantana Rd		865	3,816	4,681				65,435	72,492	137,927					M-INCH				
1538	I-95	Indiantown Rd	Martin/PB C/L		4,845	4,845					55,857	55,857					A2-SUL	1st 5			
1539	I-95	S of Bridge Rd	S of High Meadows Ave		7,340	7,340		87,911	87,911								A2-SUL	1st 5			
1540	I-95	S of High Meadows Ave	N of Becker Rd		1,529	1,529					148,532	148,532					A2-SUL	1st 5			
1541	SR-710	Martin Powerplant Rd	CR 609/Allapattah Rd		3,821	3,821				9,200	50,477	59,677					A2-4				
1542	SR-710	Okeechobee/Martin C/L	Martin Powerplant Rd		10,416	10,416		155,238	155,238	13,992		13,992					A2-4				
1567	SR-710	Pratt Whitney Entrance	PGA Blvd		5,608	5,608	23,440		23,440		42,380	42,380					UP				
924	I-595 Causeway	SR-7	I-95		24,403	24,403				58,488	448,974	507,462					UP	1st 5			
Funded CFP Totals						**166,864**			**1,068,864**			**2,008,984**	**579,617**								

LEGEND

FY 2023/2024 - 2024/2025	Mega Projects Phased Over Time
FY 2025/2026 - 2029/2030	Programmed, Planned, or Completed
FY 2030/2031 - 2034/2035	Unfunded Needs Plan
FY 2035/2036 - 2039/2040	

INFLATION FACTORS

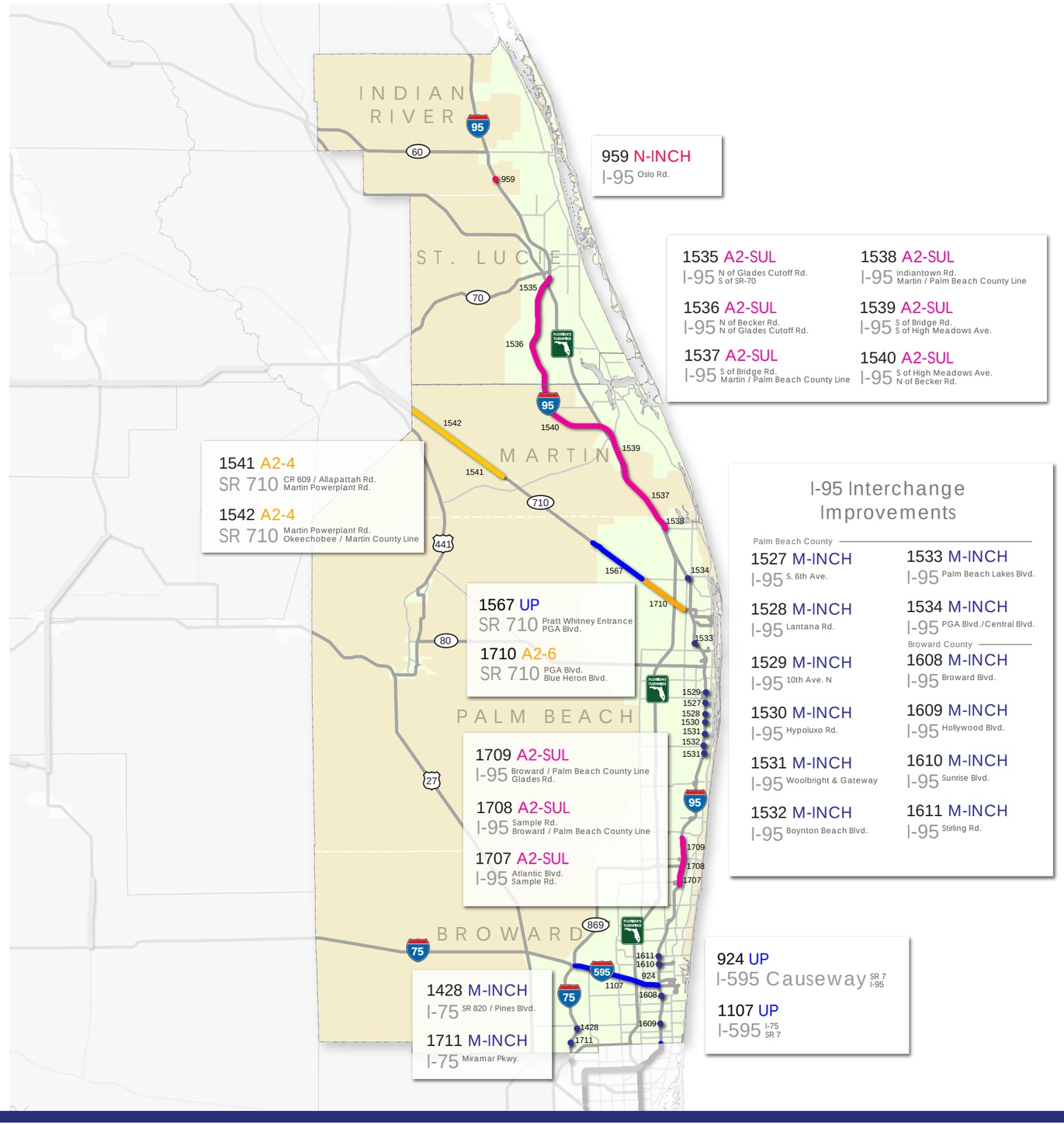
- FY 2024/2025 - 1.442
- FY 2027/2028 - 1.590
- FY 2032/2033 - 1.870
- FY 2037/2038 - 2.200

NOTES

(1) All values in thousands of dollars in the year of expenditure inflated to the middle year in each band
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support (CEI).
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) Project costs are subject to change.
(6) Revenue forecast provides separate values for PDE and PE than for ROW and CON. Therefore these phases have been separated in this table.
(7) Other Funds - assumed to be toll revenue or partner funded.
(8) Project Phasing- "COMP"- project underway or complete.

IMPROVEMENT TYPES

A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-6: Add 4 Lanes to Build 6
A2-SUL: Add 2 Special Use Lanes
A4-SUL: Add 4 Special Use Lanes
BRIDGE: Bridge
M-INCH: Modify Interchange
N-INCH: New Interchange
MGLANE: Managed Lanes
MCON: Modify Connector
NR: New Road
UP: Ultimate Improvement



959 N-INCH
I-95 Oslo Rd.

1535 A2-SUL
I-95 N of Glades Cutoff Rd. S of SR-70

1536 A2-SUL
I-95 N of Becker Rd. N of Glades Cutoff Rd.

1537 A2-SUL
I-95 S of Bridge Rd. Martin / Palm Beach County Line

1538 A2-SUL
I-95 Indiantown Rd. Martin / Palm Beach County Line

1539 A2-SUL
I-95 S of Bridge Rd. S of High Meadows Ave.

1540 A2-SUL
I-95 S of High Meadows Ave. N of Becker Rd.

1541 A2-4
SR 710 CR 609 / Allapattah Rd. Martin Powerplant Rd.

1542 A2-4
SR 710 Martin Powerplant Rd. Okeechobee / Martin County Line

1567 UP
SR 710 Pratt Whitney Entrance PGA Blvd.

1710 A2-6
SR 710 PGA Blvd. Blue Heron Blvd.

1709 A2-SUL
I-95 Broward / Palm Beach County Line Glades Rd.

1708 A2-SUL
I-95 Sample Rd. Broward / Palm Beach County Line

1707 A2-SUL
I-95 Atlantic Blvd. Sample Rd.

1428 M-INCH
I-75 SR 820 / Pines Blvd.

1711 M-INCH
I-75 Miramar Pkwy.

924 UP
I-595 Causeway SR 7 I-95

1107 UP
I-595 I-75 SR 7

I-95 Interchange Improvements

Palm Beach County

1527 M-INCH
I-95 S. 6th Ave.

1528 M-INCH
I-95 Lantana Rd.

1529 M-INCH
I-95 10th Ave. N

1530 M-INCH
I-95 Hypoluxo Rd.

1531 M-INCH
I-95 Woolbright & Gateway

1532 M-INCH
I-95 Boynton Beach Blvd.

1533 M-INCH
I-95 Palm Beach Lakes Blvd.

1534 M-INCH
I-95 PGA Blvd./Central Blvd.

Broward County

1608 M-INCH
I-95 Broward Blvd.

1609 M-INCH
I-95 Hollywood Blvd.

1610 M-INCH
I-95 Sunrise Blvd.

1611 M-INCH
I-95 Stirling Rd.

IMPROVEMENT TYPE

- A2-4 - Add 2 Lanes to Build 4
- A2-6 - Add 2 Lanes to Build 6
- A2-SUL - Add 2 Special Use Lanes
- UP - Ultimate Improvement
- N-INCH - New Interchange
- M-INCH - Modify Interchange

OTHER FEATURES

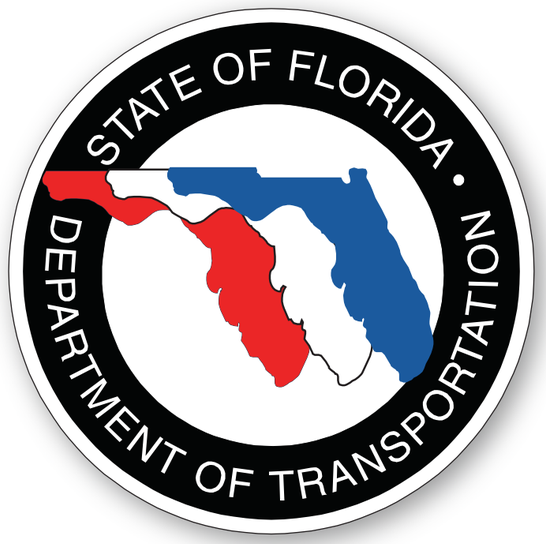
- SIS Highways
- Other State Highways
- Urban Areas

PROJECT LABELS

Project ID / Facility: 934 A2-4 SR 40 (SR 326 (Silver Springs) CR 314)

Improvement Type / Limits

0 5 10 20 miles


STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION